

SEAFARERS LOG



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SIU-Crewed LNG Gemini Rescues Survivors

Sixteen Taiwanese seamen, still alive after being cast adrift in their life boats after their Panamanian-flagged vessel sank in rough South China seas, were rescued by crewmembers on-board the LNG Gemini, an Energy Transportation Corporation vessel.

LNG Gemini crewmembers answered over 100 bells, maneuvered the vessel throughout the day and stood lookout duty for extended periods in an effort to locate the 21 seamen of the sunken MV Kao Hwa III. Story on page 3.



Key Ship Issues On Congressional Agenda in 1990

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Some Progress On USA-USSR Shipping Pact

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18 Years After Defection Seafarer Visits Soviet Union

AB Paul Dudnikov recently sailed into the Black Sea on the Frances Hammer, sighting the USSR for the first time since his defection 18 years ago. See story on page 7.



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Tax Tips For Seafarers Filing Income Tax Returns

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President's Report

Last month's underwater pipeline leak that spilled more than 500,000 gallons of home heating oil into the Arthur Kill waterway serves as a good reminder that the transport of oil by any means involves risks and requires constant vigilance from all sectors—industry, labor, government and the public.

For several hours, oil oozed through a break in a 12-inch diameter Exxon pipeline used to transfer fuel between New Jersey and New



York. It was similar to countless other underground and underwater pipeline leaks that have happened over many years around the country.

This most recent pipeline spill comes at a time when the public's attention is focused on the risks involved in marine transport of oil.

Yet the innumerable incidents of pipeline spills demonstrates that pipelines do not present a danger-free alternative to tankers. In fact, pipeline transport of oil may put communities and the environment at greater risk.

Studies have shown that contamination of subterranean waters from pipeline leaks or breaks presents greater cleanup problems than pollution on surface waters. Because pipelines often run under heavily populated and well travelled areas, more lives are exposed to the hazards of ruptures. It is hard to forget the 1986 Mounds View, MN pipeline break that spilled gasoline into the town's streets. In that incident, the vapors from the gasoline ignited and the explosion killed a mother and daughter as they were fleeing from their home.

The SIU's research department, which has been carefully monitoring the pipeline situation, has compiled loads of evidence demonstrating that pipeline and underground storage tanks are constantly springing leaks and these breaks are occurring all over the country.

Pipelines as alternatives to tankers are not the answer. Meeting domestic energy needs requires that all forms of transportation of oil be available, including tankers, and that every method used for moving fuel be conducted under the safest conditions possible in the hands of trained workers.

Tankers and Safety

Marine transport of oil plays an important role in the economic health and stability of our country. However, in the current climate of hysteria towards tankers, many legislators are feverishly attempting to meet legitimate public concern by throwing regulations willy-nilly at the shipping industry.

A prime example of this kind of political maneuvering is the provision within the omnibus oil spill legislation passed by the House of Representatives that would require all tankers entering American waters to be outfitted with double hulls and double bottoms. The cost of these requirements would be so massive that every indication is that many tanker companies, if not all of them, would be unable to continue in business under these conditions.

What would make the situation particularly sad if the double bottom law is passed, is that whether such construction would prevent spills remains in doubt and that there are other forms of engineering tankers more efficient and less expensive that would minimize spills if not immediately set off preventive capability.

The smart thing to do is to not to jump in and institute a regime that will incur costs bound to put the American-flag tanker industry out of business. The SIU supports the Senate's approach to the issue of double hulls and double bottoms. The Senate's version of the omnibus oil spill legislation calls for a study on how tankers should be constructed or retrofitted to meet the highest possible safety standards and would result in federal regulations.

With the verdict still not in on whether double bottoms actually prevent oil leakage or create a more unstable vessel in the event of a

puncture or hole, the SIU believes the Senate's careful and considered approach should be instituted.

Meanwhile, we will continue to emphasize training and do our part to prepare the men and women in the SIU in the highest possible standards of oil spill prevention, containment and cleanup. The union's Lundeborg School course on these procedures, instituted last year, is now a regular part of the upgrading curriculum.



Bilateral Agreement Step in Right Direction

We in the SIU are encouraged by recent actions of the Maritime Administration to secure a bilateral shipping agreement with the Soviet Union. While the first round of meetings between Soviet and American negotiators last month in Moscow did not end in a formal statement, both sides agreed to meet in upcoming months, and it seems likely that a shipping accord will be reached by the two countries.

Bilateral agreements between the governments of two nations can provide American-flag operators with access to a specified portion of cargo between the United States and the other country. In a world of government-supported fleets and rate slashing, bilateral shipping agreements have provided valuable stability and access to cargo for U.S.-flag vessels that operate, unlike their competitors, with little or no government subsidy.

While the SIU and the American maritime community finds bilateral pacts an important tool towards maintaining a viable U.S.-flag fleet, we must also remain on guard to ensure that such agreements do not provide foreign-flag ships with a cover to engage in vicious rate cutting.

This was the exact scenario that came about after the United States and the Soviet Union signed the historic and promising 1972 shipping agreement. After the '72 agreement opened up more than 40 principal ports to the Soviet fleet, Russian ships, that were almost completely subsidized by their government, slashed freight rates between 10 and 40 percent below conference levels and made off with a significant portion of American cargo bound for Europe and Asia.

The American maritime community has suggested that MarAd negotiators seek Soviet participation in shipping conferences to avoid a recurrence of the problem of the '70s.



The job security of seafarers will be at stake when the House and Senate take up several matters of concern to the maritime industry this session. Several amendments to the Jones Act are being considered. Some would weaken the law that allocates the domestic shipping trades to U.S.-flag carriers while some would tighten language to eliminate waivers and exemptions. Cargo preference is bound to come up again, as it did last year during discussions of legislation seeking food aid to Poland and Hungary. Under attack will be the requirement that 75 percent of government-generated cargo be carried on U.S.-flag vessels.

Your union's department of legislative and governmental affairs will remain vigilant as always, working to protect and promote the interests of seafarers. We hope to have the resources to do the job. In this respect, it is important that every Seafarer support the legislative and political actions of the union and make a contribution to SPAD.

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Crew of LNG Gemini Rescues 18

A prime example of SIU seamanship and attention to detail at sea was demonstrated when the crew of the union-contracted LNG Gemini rescued Taiwanese seamen whose Panamanian-flagged vessel had sunk in the South China Sea.

The Gemini picked up a 7:11 am distress call in late November from the Kao Hwa III and switched course to the direction of the troubled vessel. Within 90 minutes of the first MAYDAY call, lookout OS Allen Kindt caught sight of a red hand-flare forward of the beam. Shortly, two life boats carrying 16 of the Kao Hwa III's crewmembers were seen bobbing up and down in the rough seas.

After bringing aboard the Taiwanese seamen, Gemini Master N.M. Smith learned five additional seafarers had been part of the Kao Hwa III crew. With five remaining seamen to be found, the Gemini began a meticulous search that lasted eight-and-a-half harrowing hours.

Second Mate John C. Codispoti

reported that "the entire crew of (the) LNG Gemini performed in an exemplary fashion during the entire rescue operation. The engineering staff stayed on 'stand by' from 0833 until 1706 answering over one hundred bells as the vessel was maneuvered throughout the day. The cargo engineer spent nearly the entire day on deck keeping lookout and standing by the compressors while the ship was maneuvered.

"Members of the deck gang stood extended wheel watches while others were assigned to lookout duty for long, tedious periods. The task of sighting and maintaining visual contact with objects in the water in the sea conditions that existed was extremely difficult. Lookouts and helmsmen were relieved by volunteers off watch, as men on watch were called to duty elsewhere.

"Members of the stewards department worked to provide hot food and dry clothes for the survivors as well as assisting with keeping lookout on deck. In short, the crew worked together to do the job at hand: assisting fellow seamen in distress," concluded Codispoti.

George Reilly, manager of marine-labor relations for Energy Transportation Corporation, the LNG Gemini's operating company, said the vessel's crew did an exceptional job in recovering the stranded seamen. "This is not the first time one of our vessels has been involved in a rescue," he said. "We are very proud of the job the LNG Gemini crewmembers performed and the way this rescue was handled."



From the left, OS Victor Honigsfeld, AB Richard Sweeting and Wiper William Marshall carry an injured survivor to the Gemini's hospital.

could come alongside. The occupants, all of whom were alive, were assisted aboard and members of the steward department provided blankets and hot tea. The Taiwanese seafarers were sent to the ship's hospital and cadets' room for hot showers while crewmembers washed and dried their clothes.

In questions put to the survivors, Gemini crewmembers learned all hands aboard the Kao Hwa III had abandoned the vessel, but five had not entered the life boats. Captain Smith maneuvered the Gemini upwind of where the life boats had been sighted to search for the missing men.

Congress to Take Up Key Shipping Issues

As Congress returned last month from its winter recess, the union's legislative and political department is concentrating on a number of maritime issues due to hit the floor in the current session.

Among the legislative programs of vital concern to the welfare of the union's membership that the SIU will work to protect are cargo preference laws that currently allocate 75 percent of government-generated cargoes to carriage on American bottoms and the Jones Act, the law that limits the nation's coastwise trade to U.S.-flag operators.

Other matters before Congress that will directly affect the jobs of SIU members are an omnibus oil liability bill that contains procedures for spill prevention, response, equipment and cleanup operations, an operating differential subsidy program and requirements that Alaska oil be used only for domestic markets.

The omnibus oil spill legislative package will be taken up immediately by a conference committee made up of the two branches of Congress. House and Senate conferees are expected to iron out differences in their versions of the oil spill legislation early in the session.

The Senate passed its version of the bill in August and the House voted in November. Both bills call for more rigorous spill prevention and cleanup operations and institute a fund to allow rapid compensation to those who suffer economic damage from a spill.

Differences in the two bills exist on language concerning the use of double hull and double bottom tankers. The House bill calls for all tankers to have double bottoms within seven to 15 years after

passage. The Senate legislation requires the secretary of transportation to promulgate regulations on tanker construction within a year after passage of the bill.

Cargo preference laws will come under attack again this year when the 1990 Farm Bill is considered. Rather than attempt a complete repeal of cargo preference laws, some agricultural interests may try to reduce the 75 percent allocation of government-generated cargo for U.S.-flag ships.

Matters that affect maritime jobs are before Congress.

A compromise among labor, shipping companies, shipbuilders and the administration to reform the operating differential subsidy (ODS) is being fashioned by a coalition of maritime interests. ODS is designed to help U.S. carriers offset the lower operating costs of foreign flags in international commerce.

The gist of the reform would allow more U.S. carriers the opportunity to acquire a subsidy and give them the authority to build or acquire vessels abroad. News reports state the reform package may be ready by the middle of the year. If such a compromise is reached, quick congressional action would be expected.

The SIU's legislative and governmental affairs department also will be monitoring bills before state legislatures that will affect the job security of the membership. Many states currently are considering mini-oil spill bills and legislation concerning tug requirements for tankers entering local waters.

Life Boat Occupants Onboard

When the 16 seamen in the life boats were spotted by AB Kindt, members of the deck gang rigged the starboard gangway and a pilot ladder and put a boat rope over the side. The Gemini was positioned so the Kao Hwa III life boats, tossed about by the sea,

Two Men Found Floating on Log

From the bridge, two men on a piece of wood were spotted amidst a sea littered with the remnants of the Kao Hwa III. A life ring was thrown to the two seamen who were drifting rapidly past the Gemini. One man was brought to

Continued on page 18



The Taiwanese crew of the Kao Hwa III surround the steward department in the Gemini's galley. Members of the galley gang in photo below are left to right: Steward/Baker Steve Wagner, Chief Cook George Taylor and Steward Assistants Susan Mormando and Chris Green.



No Agreement Yet On US-USSR Ship Pact

After a week of talks, Soviet and American negotiators failed to reach an accord on a bilateral shipping agreement but said future talks will be held.

Meeting throughout the week of January 22 through 27 in Moscow, the agenda included the following discussion items:

- Greater and easier access of Soviet and U.S.-flag vessels to each country's ports,
- Soviet carriage of American exports to third countries and U.S.-flag involvement in the Soviet Union's crosstrades and
- Designation of a portion of the cargo between the two nations to the fleets from each country—possibly one-third for Soviet shipping lines, one-third for U.S.-flag vessels and the remaining one-third for ships from other nations.

Currently, Soviet vessels coming to U.S. ports must ask for docking permission 14 days in advance while most foreign ships have free access to American ports. Additionally, Soviet vessels cannot transport any other nation's cargo to the United States. It is limited to the carriage of cargo originating in the Soviet Union. This prevents Soviet shipping lines from picking up cargo in Europe on transatlantic runs or Asia on transpacific voyages.

The maritime industry is keeping a close eye on any possible maritime pact between the Soviet Union and the United States. U.S. shippers are concerned that the Soviet Union's fleet, one of the largest in the world, may employ the price-cutting tactics it used in the 1970s. During that period, Soviet shipping lines established ar-

tificially low rates subsidized by their government in order to obtain needed hard currency. American operators have proposed the Soviet fleet participate in shipping conferences that set rates.

The last U.S.-U.S.S.R maritime agreement expired in 1981. Strict restrictions were imposed on Soviet shipping lines by the Carter administration in the early '80s in the wake of the Soviet Union's invasion of Afghanistan.

The industry does not want the Soviets to engage in rate-cutting.

The withdrawal of Soviet troops from Afghanistan and the economic agreement reached by President George Bush and Soviet President Mikhail Gorbachev during their summit meeting at Malta last year set the stage for a new bilateral maritime agreement between the two nations.

The 10-member American delegation to Moscow last month was led by MarAd Administrator Warren Leback, and was made up of Department of Transportation officials, with some representation from State, Agriculture and Defense. Vadim Kornilov, head of the Soviet merchant marine ministry's external relations division, was in charge of the Soviet Union's delegation to the maritime pact talks.

The next round of negotiations on the Soviet-American bilateral shipping agreement will take place in March in the United States.

MarAd Resists Efforts To Breach Jones Act

MarAd Administrator Warren Leback clarified his agency's position on Jones Act waivers for heating oil companies after a Wall Street Journal article put American cabotage laws at the forefront of national news last month.

A Wall Street Journal article on the heating oil shortage inaccurately reported that MarAd had held up six requests for Jones Act waivers that resulted in skyrocketing costs of fuel. Leback reported that the article had "triggered" an attack on the allocation of domestic coastwise trades to U.S.-flag vessels.

Testifying before the Senate Committee on Governmental Affairs on January 16, Maritime Administration chief Warren Leback reviewed the applications for Jones Act waivers made by foreign-flag vessels to transport fuel and propane to Northeastern ports.

In December, Leback noted, the Customs Service had granted waivers to Bay States Gas Company of Massachusetts and Enron Gas Liquids of Texas to use foreign-flag vessels to bring propane

heating fuel to U.S. ports on a one-time basis.

A waiver request by Arochem Corporation of Connecticut to bring oil from Puerto Rico to the United States was denied by the Customs Service on MarAd's recommendation. Leback said six U.S.-flag tankers were available for the carriage of heating oil.

"The events of the last few weeks," Leback said, "only underscore the importance and the great potential of a modern U.S.-flag merchant marine fleet. MarAd believes the Jones Act continues to be critically important to the national defense and commercial needs of this country."

The Jones Act requires that U.S.-flag vessels be used in the transport of cargo along the nation's coasts and ports. Foreign-flag vessels may enter the coastwise trade only after it has been proved that an American-flag ship is not available. Jones Act waivers are granted by the U.S. Customs Service after consulting with MarAd and other governing agencies with an interest in the request.



House Leader Supports American Shipping

The Speaker of the House of Representatives, Tom Foley (left), expressed his support for a strong U.S.-flag merchant marine when he joined Great Lakes congressmen and SIU representatives on the occasion of the Michigan Maritime Trades Port Council meeting. Pictured with Foley, beginning second from left, are SIU Assistant Vice President Byron Kelley, SIU Field Representative Larry Querry and Michigan 12th District Congressman David Bonior.

SIU Charges Scam To Beat Cabotage

Because existing U.S. Customs Service standards do not adequately define what makes a new and different fuel oil product, foreign-flag vessels have been able to circumvent American cabotage laws that require cargo transported between U.S. ports to be carried on U.S.-flag vessels built in the United States and owned by American citizens, the SIU charged last month.

The inadequate Customs Service rules are allowing foreign-flag ships to pick up fuel oil in the United States, take it to another country to "blend" it and then bring it to another American port.

Under the Jones Act and current Customs regulations, foreign-flag ships are prohibited from transporting cargo, including fuel, be-

tween American ports. The Customs Service, however, allows an exception: if the merchandise is "manufactured or processed" into a "new and different product" at a third point not located on the coast.

The SIU contends that blending, mixing or diluting oil does not meet the standard of manufacturing a new product. Blending may superficially change the fuel, but it does not meet the legal test of a substantial transformation of a product. The SIU recommended adoption of regulations that would assure the fuel would be refined as well as exhibit a change in chemical structure.

The Customs Service currently is reviewing its policy to determine if stricter standards are necessary.

Oil Spill Bill Before Congress

High on the agenda for both branches of Congress is the ironing out of differences between the House and Senate versions of legislation that outlines response requirements for oil spills. Returning from their winter recess late last month, members of the House and Senate were expected to meet in conference to resolve the areas of disagreement.

The Conference Committee will consider the following differences in House and Senate language:

- **Double Hulls/Double Bottoms**—The House bill mandates that tankers entering U.S. ports be outfitted with double hulls and double bottoms. The Senate bill requires the federal government to issue regulations on tanker structures.

- **Which Party is Responsible**—A system that allocates liability costs to both the shipper and the cargo owner is endorsed by the House. The maritime community supports this language.

- **Signing International Agreements**—The House bill in the International Conventions that es-

establish limits of liability.

- **Drug and Alcohol Testing**—The omnibus oil spill legislation, if passed by the Conference Committee as is and signed by the President, would allow information from the National Drivers Register regarding drunk driving charges to be used by the U.S. Coast Guard in issuing merchant mariner licenses or documents. The SIU and other maritime organizations have opposed this provision.

- **Revocation of Documents**—The House version contains a provision that extends authority to the Secretary of Transportation to suspend or revoke a document if the holder is convicted of an offense. The SIU is working to knock out this section, advising Conference Committee members that the language is too vague and the power too broad.

The House Oil Pollution, Response, Liability and Compensation Act of 1989 passed in November by a vote of 375 to 5. The Senate passed its oil spill legislation by a vote of 99 out of 100 in favor last August.



What may be considered unusual and nerve-wracking to some is "routine to us," said the unlicensed crewmembers of the USNS Navajo who are members of the SIU's Government Services Division.

The ship, part of the Military Sealift Command Pacific fleet, recently was docked on the West Coast, or "Point A" according to the USNS Navajo's Chief Cook Robert Burdine.

"Our runs are classified," the 13 year MSCPAC veteran said. "We run from Point A to Point B, then back to Point A," Burdine explained. While crewmembers were not free to provide details on their voyages, they would say some of the trips had been "doozies."

Francis Akina, in photo above, sails as Bosun/Mate aboard the USNS Navajo.

At left, Clarence Mitchell, who sails as a steward utility on the USNS Navajo, sets up the officers' mess. Junior Engineer William Burt is pictured on deck in top middle photo.

Pictured in middle bottom photo is Chief Cook Robert Burdine who prepares dinner for the crew.

Gov't Services Members On USNS Navajo Have Decades Of Sailing Experience



Onboard the USNS Navajo, AB John Stanton (left) talks with SIU Government Services Division Port Employee Raleigh Minix.

Burdine recalled his first voyage. He started on the USNS Hess and had never been off land or out of the United States. "I was lost. I couldn't speak the language, I had no idea where to go. I've gotten better since then."

Francis Akina, who currently sails as Bosun/Mate on the Navajo, shipped with MSC long before the present Military Sealift Command existed. In 1944 he sailed with Army Transport. That agency became MSC in 1950. During the early '60s he helped organize for the SIU among the command's Pacific fleet crewmembers. The union was certified as the bargaining agent for unlicensed MSCPAC crewmembers in 1963.

Akina said he had seen "a lot of changes for the better since I started with Army Transport."

Navajo Able Seaman John Stanton also started his maritime career during World War II. He joined the Sailors Union of the Pacific in 1942. "I saw action in the Atlantic, Mediterranean and Pacific. I had ships hit by machine gun fire and bombs and just missed by torpedoes. But I never had a ship go out from under me."

Stanton joined the SIU in 1979 and started sailing with MSC in 1984. "I switched when commercial shipping was slow. I like being with MSC because I know there will always be a job."

Coast Guard Defers Pre-Job Drug Test

Seafarers who have already passed a pre-employment drug screening prior to December 21, 1989 and have maintained a drug-free record will not have to take another one until June of this year.

On January 8, the Coast Guard announced a six-month extension of the time limit for those seamen who already passed pre-employment tests. Until this ruling, seamen were obligated under recently instituted government regulations to take a pre-employment screening every six months.

The Coast Guard's recognition of valid pre-employment drug tests until June 1990 is expected to be a one-time only extension. After June, maritime transportation workers will be required to take a pre-employment drug test every six months.

As a result of the Coast Guard's announcement, the SIU and its contracted companies, during the registration and shipping and sign-on procedures, will also accept until June of 1990 all negative pre-employment drug tests taken prior to December 21, 1989, regardless of the expiration date listed.

The USCG announcement only affects pre-employment testing. Periodic, probable cause and post-accident drug screening went into effect on December 21, 1989.

Random testing, however, will not currently go forward. In December, Federal District Judge Thomas Hogan ruled on the SIU's

lawsuit against the government's drug testing program directed at maritime workers. He said the Coast Guard, in promulgating the regulations, had failed to demonstrate that all members of the crew were "safety-sensitive" and therefore the government could not impose random testing, a procedure that violated their Constitutionally-given rights against illegal search and seizure.

The Coast Guard currently is formulating a new policy regarding random testing.

The Department of Transportation issued its extensive drug testing regulations directed at merchant seamen on U.S.-flag vessels in November of 1988. The following month, the SIU, working jointly with the Transportation Institute, filed a lawsuit to stop the testing because the Coast Guard, by its own admission, had little evidence linking drug use to maritime safety problems.

While awaiting a decision from the courts, SIU members began pre-employment drug testing in May 1989 because the regulations called for that form of screening to be in place by June 21, 1989.

Judge Hogan, who heard the SIU's arguments in June, held off implementation of pre-employment testing until July 21, 1989.

In December 1989, only days before periodic, post-accident, probable cause and random drug testing were due to go into effect, Hogan banned random screening. He called random testing "more intrusive on the individual's privacy interests than any other category."

The judge also rejected the government's argument that all hands should be tested randomly, stating "the tasks of cooks, messmen and wipers" do not "approach the direct relationship to safety shared by the employees for whom random testing was found reasonable" in other cases, like policemen, pilots and aircraft mechanics.



Seaway Has Record Year of Steel Exports

More than 1.5 million metric tons of export steel passed through the Saint Lawrence Seaway last year, the waterway's Development Corporation announced last month. The end of the busy Great Lakes shipping season last month was marked by bitter winter weather. In the photo above, the SIU crewed Adam E. Cornelius (American Steamship) is pictured above on the St. Clair River across from the union's Algonac hall during one of the last days of the recent Great Lakes shipping season.

SIU Sees No Need for a Change In Existing Alcohol Abuse Regulations

Vigorous enforcement of existing government procedures are adequate to prevent alcohol abuse among seamen, the SIU told the Department of Transportation last month in response to the agency's request for input from the public on an expanded anti-alcohol regulatory program.

The Department of Transportation said greater regulation should be considered because the effects of alcohol abuse are "substantial in terms of lives lost and environmental damage. It claims at least 100,000 lives annually, 25 times as many as all illegal drugs combined."

The Federal Register's advance notice of proposed rulemaking asked the transportation community to consider the possibility of instituting wide ranging testing for alcohol abuse as it had done with drugs—periodic, pre-employment, post-accident, probable cause and random.

In a letter to the Department of Transportation on the proposed regulations, SIU President Michael Sacco said "the current Coast Guard regulations governing alcohol abuse have proven very effective. We would therefore recommend that, apart from giving greater emphasis to education and stricter enforcement of existing rules, further government regulation should be avoided."

The SIU pointed out that U.S. Coast Guard regulations currently in effect prohibit individuals from operating a vessel while intoxicated. Furthermore, seamen are prohibited from drinking on duty or assuming duties within four hours of consuming alcohol. The Coast Guard also requires post-accident testing for alcohol usage among crewmembers involved in an incident.

Sacco noted that workers and employers already play an important role in reducing alcohol abuse on the job and further regulation could result in unnecessary costs.

He cited the SIU's "stringent drug-free and alcohol-free requirements in its work rules" that already are working well.

"Additionally, we have established a successful rehabilitation program for those of our members who may have drug or alcohol related problems. We have recognized that when a problem exists, it is best to pursue a positive and non-punitive course of action without compromising safety and respect for human privacy and dignity," he said.

Mine Worker Strike Ends

After a bitter nine-month strike, the United Mine Workers reached a tentative contract last month with the Pittston Coal Company in West Virginia.

The proposed collective bargaining agreement was reached after a series of negotiating sessions between the company, the union and mediator William J. Usery, who was asked by U.S. Department of Labor Secretary Elizabeth Dole to assist in resolving the dispute.

More than 1,700 Pittston miners went on strike in April of 1989 after working for more than a year without a contract. The company had eliminated its union employees' health plan, including cancellation of welfare benefits for 1,500 disabled miners and individuals who had retired after 1974.

Throughout the nine-month strike, miners faced tactics of intimidation and harassment from company-hired private security forces as well as the Virginia state police. UMWA members, however, adopted a strategy of peaceful, nonviolent civil disobedience.

CORRECTION

An article on page 6 of the January 1990 issue of the Seafarers LOG concerning social security listed an inaccurate age for retirement. The sentence should have read: "Under the new benefit schedule, individuals retiring in 1990 at the age of 65 will receive a maximum monthly social security payment of \$975, up from \$899 in 1989." We regret any confusion this error may have caused.

Seafarers: The Census Wants To Count You In 1990 Survey

Special provisions are being made by the Bureau of the Census to include crewmembers and passengers of U.S.-flag vessels in the 1990 count.

When the census form is mailed to every household in the United States on March 23, it also will be sent to U.S.-flag shipping lines in sufficient quantities to provide every seafarer and passenger with a chance to be counted.

If a seaman is on a vessel as of April 1, he or she has the option of identifying "home" as a place ashore or the vessel. If the seafarer chooses the ship as his or her place of residence, the following rules should be observed:

- If the U.S.-flag ship is docked in a U.S. port, the crewmember is counted as a resident of that

port.

- If the U.S.-flag vessel is sailing from one U.S. port to another U.S. port, the crewmember is counted as a resident of the port of departure.

- If the U.S.-flag ship is sailing from a U.S. port to a foreign port or from a foreign port to a U.S. port, a crewmember is counted as a resident of the U.S. port.

- If the U.S.-flag vessel is sailing between foreign ports, a crewmember will be counted as part of the American population overseas.

The 1990 census will be the most extensive and complex headcount ever conducted in the history of the United States. The census has been conducted every 10 years since 1790.

Namesake Of SIU-Crewed Ship Dies

Frances Hammer, a painter and the 87-year-old wife of the renowned Dr. Armand Hammer, died of pneumonia last December after undergoing surgery for a broken hip in a Los Angeles hospital.

The 91-year-old Dr. Hammer, who heads Occidental Petroleum and its subsidiaries, named one of his company's integrated tug-barge units after his wife Frances.

This vessel, operated for Hammer's company by Ocean Shipholding, Inc. since August of last year, is crewed by members of the SIU. It carries liquid fertilizer to the Soviet Union, leaving from Jacksonville, FL.

Married in 1956, Frances Hammer was the constant companion of her husband. In addition to advising him on his many business interests, she shared his dedication to the pursuit of world peace and finding a cure for cancer.

The Hammers supported many charities and donated millions of dollars worth of art to several museums.

Frances Hammer served on the Campobello International Park Commission, the organization responsible for administering the former retreat of President Franklin D. Roosevelt and now the U.S. and Canadian International Peace Park. Dr. Hammer bought the property and donated it to the governments of the United States and Canada.

Mrs. Hammer, who studied art while growing up in her native Chicago, gained fame as a copyist. She reproduced more than 200 masterpieces from the Hammer art collection while the originals were exhibited around the world.

She is survived by her husband, three sisters, a niece and two grandnephews.

Auto Worker Hits 35 Mil. Lottery

A member of the United Auto Workers from Westchester County, NY recently won his state's biggest lottery prize ever won by a single individual. The 49-year-old Antonio Bueti won 35 million dollars.

An assembly line worker at the General Motors plant in Terrytown for 12 years, his annual wages have been between \$30,000 to \$35,000. He will soon receive the first of 21 annual checks worth \$1,666,666 before taxes. After withholding taxes are deducted, the annual check will be about \$1,210,416, New York lottery officials said.

In interviews with the press after winning the 35 million bucks, Bueti said despite his new found millions he would continue to work at his assembly line job.

AB Paul Dudnikov Returns to USSR After Defecting Eighteen Years Ago

In 1972, Paul Dudnikov escaped from his native Soviet Union in the fishing trawler he commanded. Last summer he returned home employed aboard an SIU-crewed vessel as an American citizen.

The able seaman was a member of the union's first crew to sail the Frances Hammer from Jacksonville, FL to Odessa, U.S.S.R. He was able to see his brother for the first time in 18 years.

"It was like a dream," Dudnikov recalled in his heavily Russian-accented English, "after 18 years, to see my country."

Dudnikov had been watching as relations between the Soviet Union and the United States thawed. He had been afraid to enter the U.S.S.R. because he technically had stolen the trawler when he led his crew to Greece.

"I have followed Glasnost," he said. "If not for Gorbachev, no can see my country. I want to thank him for Glasnost and democracy."

The first change Dudnikov noticed in Soviet policy to foreign shipping was the lack of security guards when the Frances Hammer dropped anchor outside of Odessa. He recalled thinking that the Soviets no longer were afraid of American seamen.

He still was leary when the Soviet Coast Guard—"green caps" as Dudnikov said they are known because of their hats—boarded the vessel at port for inspection.

"This green cap wanted to know what small 'n' was beside my name. I said, 'I am naturalized American citizen.' He said I was the same as the others and could pass with no problem."

Before leaving Florida, Dudnikov called his brother, Peter, and told him he would be returning to Odessa. After convincing his brother it was true, he asked Peter to be at the Odessa docks. After clearing the vessel, Dudnikov headed for the gate with two cases of Coca-Cola and cigarettes as gifts for his brother.

Peter took Paul through Odessa, a city he had not seen in 30 years. "The city looked the same as 30 years ago. They have a new seaport for passenger vessels. It looked beautiful."

Dudnikov said the Soviet people were not frightened by the sight of the American mariners. They would try to make friends with the seamen. "They are not afraid. They make their freedom."

The brothers ate at a restaurant at the seaport before Peter had to catch a train back to his home on the western shore of the Black Sea. Dudnikov completed a second voyage to the city on the eastern shore of the Black Sea before signing off the Hammer.

Odessa was listed as the final destination for Dudnikov's trawler the night he led his crew from the Soviet Union. The escape, which was documented in the June 1974 edition of the Reader's Digest, started on the evening of August 10, 1972 from the port of Kerch



Able Seaman Paul Dudnikov poses on an overlook of the new passenger terminal in Odessa, U.S.S.R. during his first visit to his homeland in 18 years.

on the northern shore of the Black Sea. The vessel was intercepted once by a Soviet security ship in the Black Sea but allowed to continue to Odessa.

Under cover of darkness and a thunderstorm, the vessel slipped through the Turkish Bosphorus Strait by 3 pm, August 11. Before arriving off the coast of Greece the next day, the trawler still had to avoid detection by several Soviet naval and merchant ships in the Aegean Sea.

When Dudnikov led his crew through the Black Sea to Greece, he was seeking the freedom that had eluded him since his birth in 1929 in a peasant farming village near the Caucasus Mountains, east of the Black Sea in the southern Soviet Union. In 1930, Communist officials forced area farmers to leave their land and work on collective farms. Some families, including Dudnikov's, were exiled to the Ural Mountains. The harsh living conditions caused the deaths of Dudnikov's grandfather and older brother.

He started going to sea at the

age of 17 after serving in the Russian Army during World War II. He saw action during the invasion of Prague.

Dudnikov's merchant marine career in the Soviet Union began on an icebreaker out of the port of Odessa. He later worked as an able seaman on the delivery crew for a shipbuilding company near the Baltic Sea. Some of the ports of delivery were Murmansk and Vladivostok.

He was arrested by Soviet authorities in 1962 for bringing American currency into the country after a trip to Gibraltar. He was sentenced to eight years in prison for having \$66 in his pocket. During the first year of his imprisonment, he was divorced. He has not seen his wife or son since. Upon his release, he became a captain of a fishing trawler and decided to escape when he could.

Dudnikov moved to the United States shortly after arriving in Greece. He obtained his American citizenship and began sailing with the SIU. His first SIU ship was the Sea-Land Pacer which he boarded in July 1978. He became a book member in December 1979 in the port of New York. By November 1982, he had completed the third mate's course at the Lundeberg School.

Although he enjoyed seeing his native land, Dudnikov has no intention of going back there to live.

"I am very proud to be American citizen," he said. "I own a house and rent rooms. After 30 years in the Soviet Union, I only have a communal room with kitchen for three or four families. I spent 10 months at sea every year."

"I will stay here. I have pension here and money in the bank. I am very happy to be an American."



SIU Fishermen Meet on Dock Problem

New Bedford fishermen have noted a rise in thievery around the city's docks at night. In the pictures above, SIU members discuss the problem with SIU representatives. In response to the concerns raised by F/V Captain Mano crewmembers Cook Alfredo Miranda and Engineer Joaquim Novo (top photo, left and middle) and F/V Luzitano Cook Jose Amaral (bottom, right), SIU Port Agent Henri Francois (top, right) and Patrolman Eugenio Sousa (bottom, left) arranged a meeting with New Bedford Mayor John K. Bullard to discuss how nighttime security can be strengthened around the city's wharf area.

Letters to the Editor

FDR Commended Goodrum Family For World War II Contribution

To the Editor:

I've written many articles for the LOG. Your January 1990 LOG brought to my attention in respect to the awards issued by MarAd... and found myself eligible for the Merchant Marine Emblem and the Vietnam Service Bar.

Just recently, I had a proud article printed in our local newspaper — the "Eufaula Tribune" about our family and our mom having nine sons serve in the armed forces, me making number 10, representing all branches. I would feel proud to see the enclosed article published in our Seafarers LOG.

Mom got a letter of commendation from F.D. Roosevelt for having the most sons ever in American history to serve at one time and yes, she was proud...

Robert Goodrum
Eufaula, Alabama

Editor's Note: Excerpts of Brother Goodrum's letter to the Eufaula Tribune, which appeared on December 31, 1989, follow:

"...I would be honored to share an outstanding article of patriotism shared by my family.

"Many of you would not know

the trauma of World War II or the effects it lay on many families. Unfortunately one mother and father vividly did so during its duration of their 14 children — 11 boys and three girls. Nine of those boys served Uncle Sam's armed forces in helping to keep American shores free and untouched from the traumatic war, followed by yours truly to make a proud 10th son to serve his country, falling short by one year. So, in 1946 I decided I would get in on the tail end at still a young and tender age, joining the U.S. Merchant Marine, carrying on world trade in commerce until joining the U.S. Navy in April 1948 until 1952. In June 1950 I served in four major battles and 10 campaigns of the Korean War, upon completion of a four-year tour of Naval duty went back shipping with the U.S. Merchant Marine for 37 years, 1967 to the end of the Vietnam War, and supplied our country with various cargoes from heavy duty equipment to ammunition for the cause; travelling the coast of Vietnam from Cameron Bay, Dong Chow, Danang, Katran, Quaynon and on up to D.M. zone.

"Like my brothers before me serving every branch of government, I am proud and honored to have done this. But perhaps my proudest moment was the gleam

LOG-A-RHYTHM

Destiny

by Jerri Dee Falk

Ideals are like stars;
You will not succeed in reaching them with your hands,
But like the seafaring man on the desert of waters,
You can choose them as your guides and following them,
You can reach your destiny.

which made my mother's face glow when President Franklin D. Roosevelt sent her a personal letter commending her as war mother, for having the most sons ever to serve our country at one time."

Welfare Plan Solves Problems

To the Editor:

... I am including a small donation to the LOG. I would appreciate it very much if you could send me a few copies. I'm sort of isolated over here.

The first (welfare plan) check came just before the quake... Four years ago when I had the heart attack, I thought the world had come to an end — four thousand dollars in hospital bills, too sick to work, but not sick enough for disability. I was really depressed.

The plan solved most of the problems. It paid the bills, my health returned and I now have enough income to live. I am grateful...

Ernest (Ernie) Moneymaker
Bangkok, Thailand

Editor's Note: This letter was originally received by SIU Vice President George McCartney who forwarded it to the Seafarers LOG.

Mrs. Bernie Guarino Thanks Union Members for Support

To the Editor:

My husband Bernie Guarino passed away September 6, 1989. It took a while for me to be able to write you all, but with love and appreciation, I wish to thank, on behalf of my family and myself, all the members of the Executive Board, past Vice President Lindsey Williams and Jimmy Martin, our New Orleans port agent, for all the help and support they gave us.

Also I wish to thank my brother-in-law, Louie Guarino, without whose help I couldn't have managed.

To the crew of the Robert E. Lee, my husband's ship, thank you for your donation and prayers.

(A thanks) to all the SIU members who were with us in our time of need, and the Waterman Steamship Company for all their help and concern.

My husband Bernie would have been so proud of his union.

His mother, brother, his daughters, sons-in-law, grandchildren and myself can only say, "Thank You."

Mrs. Bernie J. Guarino
River Ridge, Louisiana

Rivera Is Proud of His Union

To the Editor:

I was thinking of all the good things this union has done for me and I'm so grateful to the SIU.

I know I'm indebted to the union, because since 1945 until 1990, me and my family have been receiving benefits, especially medical benefits, and we know that without the help of the union we cannot have afforded it.

I have been retired for three years, receiving the LOG and I am enclosing a money order for \$100.00 for the LOG and \$100.00 for SPAD.

Believe me I am grateful and proud of my union for all the good and beautiful things she did and is doing for me and my family. There is just no way to say thanks.

Alfonso Rivera
Bayamon, Puerto Rico



Christmas Gifts Inspire Ashman To Turn Hand to Poetry

Editor's Note: Brother William (Wild Bill) Ashman wrote the following poem on Christmas Eve while aboard the OMI Wabash. The LOG received the poem last month. While the holiday season has come and gone, it is never too late to share the writings of a fellow SIU member. Brother Ashman's poem was accompanied by the following letter:

To the Editor:

While I was on the OMI Wabash this year for Christmas we received gifts from the Seamen's Center in Texas. It's kind of nice, knowing that there is someone else out there thinking about us Seafarers.

...That was the first time that I ever got a gift on Christmas (while) at sea. ...It sure is nice knowing when we come into ports that there are some places to go to. So I guess that is what inspired me to write this poem that I would like to share with everyone.

William (Wild Bill) Ashman
Aboard the OMI Wabash

Christmas Eve at Sea

It was the night before Christmas
And throughout the ship,
No one was moving,
They were all waiting for St. Nick.

There we were
All alone at sea
On the eight to 12 watch,
The bosun and me.

I told the third mate
That it wouldn't be long,
Before we are relieved
And out in a distance.

I thought I heard a fog horn,
But the sky was clear.
As I looked from port to starboard,
Then dead ahead.

To my surprise over the horizon,
I could hear sleigh bells ringing,
I could look to heaven and to sea,
I could see the wake of Flipper,
Dipper, Clipper and Skipper.

They were swimming fast
On their way at last.
Then as we awoke
The steward was giving
The gifts that St. Nick had left.

Then under my tree was a box
Addressed to me from two boys
I'd never seen.

It said, "Merry Christmas to All,
And all good sailing tonight."



Inquiring Seafarer

Question: What is the most important part of the Seafarers LOG to you?

(Asked of SIU members at the union hall in Jacksonville, FL.)

Victor Sapp, OMU—The Dispatchers' Reports. I need to know what is going on in the other halls. I want to see how the other brothers and sisters are shipping.



Ken Biddle, QMED—The strongest part of the LOG to me is the upgrading courses. I like to see what is being offered and when it is being offered in order to get better paying jobs. I look for that first. I also like to see what new ships and jobs we have.

Rubin Mitchell, Able Seaman—The President's Report. It gives me a better idea of where the union is going and the different issues on shipping being debated by Congress.



Cecil Sapp, QMED—The President's Report. I'm proud of the way the union is going to Washington and fighting for the members. I also like the way the union is running the Lundeberg School for the younger members.

Charles Dallas, QMED—There is no most important part to me. I like to read all of it.



Kelly Davis, QMED—I think the best part is the Dispatchers' Reports. I don't sail out of the same port. I like to go where the ships and jobs are. That is the first part I reach for.



Bobby Branham, Able Seaman—I like the whole LOG, but the most interesting part to me is the Ships Minutes. I like reading what each member and ship are doing. I also like the Upgrading Courses because I want to know what is going on at the Lundeberg School, who is upgrading and what courses are available.

Wilton Stokes, Able Seaman—The pensioners page. I want to see how many of my friends have left. I hope that they will increase the pension for us old timers to get out.



William S. Dillon, QMED—The Dispatchers' Reports. It lets me know where the action is and where the movement is.



Tommie Benton, Able Seaman—The LOG is very important for the guy out at sea. It is up to date with the latest political events in the union and the latest information on maritime.



Three Classes Graduate From Lundeberg School



QMED

Earning their QMED endorsements from the Lundeberg School on December 8 are (left to right, seated) Frank Hanick, Robert Beamer Stancavage, Edward Dale Jansen, (kneeling) J. Weatherly, Michael Kovach, Howard Garcia, Craig A. Luoto, Paul Hoover, James M. Stowell, Duke V. K. Bactad, Woodrow Smith Jr., (third row) Ervin Wilson, Kalani M. A. Moe, D. Ruch Ingram, Robert A. Sabatano, Joseph J. Arnold, Dennis Davidson, Robert Blake, Johnnie Ellis, (fourth row) David M. Tillman, Ralph W. Biggs III, Brett Lammers, Scott E. Speedo, Michael A. Stearman, Rick Natoli and Pat Jarvis. Graduates not pictured are Jeffrey Branch, Steven Brown, Asher Busch, Kenny Hanson, Brad Kolbach, Moses Mickens Jr., John Rose and Timothy Weber.



Able Seamen

The Lundeberg School graduated 22 members as able seamen on December 8. From the left are (seated) Luis Quinones, (kneeling) Alfonso Garcia, Eddie Townsend, Nick Moramarco, Francis Roman, Tar Ahmed, Eddie G. Morre, Donald B. Hudson, (third row) Chip Thurston, Ralph Neal, Ray Johnson, John Gilston, Jeffrey Faux, Claudio B. Udan Jr., Christi Etie, Duong O. Thanh, Lloyd LaBeach, Cara J. Stinson, Ahmed Baabbad, Roy Payne, Robin Swanson, Gary Van Staden and Jake Karaczynski, instructor.



Lifeboat

Upgraders who received their lifeboat endorsements at Piney Point in December are (left to right, front row) Jorge Lopez, Alice Caballero-Webster, Paul Guzman, Piaina Motusaga, Kathleen Lanahan, Sonja Rabbon, (second row) instructor Bob Clinton III, Gary Lloyd Polzin, Richard B. Petersen Jr., Phil West, Vince Grande, Calvin A. Sewell, Stanley Vienna, Emilio Martinez, instructor Ben Cusic, (third row) Joe Schaefer, Julio Longo, William Sempritt, David D. White and Donald Garrison.



AB Rhodes Wins Golden Nozzle Award

"Super Drill" exercises on the LNG Aquarius culminate in an award bestowed on a crewmember who demonstrates leadership skills and knowledge of all aspects of shipboard emergency equipment and firefighting control systems. In the photo above, SIU member AB Jack Rhodes receives the LNG Aquarius Golden Nozzle Award from the ship's master, Captain Jack Donahue, for his superb handling of all simulated emergencies in "Super Drill" exercises.

TAX TIPS for SEAMEN



It's that time of year when a seafarer looks over the horizon and sees the tax-time jungle.

On these two pages, the Seafarers LOG is providing information that may be helpful to SIU members as they prepare their 1989 tax returns that are due to the IRS by Monday, April 16, 1990.

The following information was compiled for the LOG by a certified public accountant with experience in the maritime field.

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

Automated Information

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

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

On a touch tone phone, dial the number corresponding to the subject matter you are interested in:

100	IRS Procedures and Services	250	Adjustments to Income
150	Filing Requirements, Filing Status, Exemptions	300	Itemized Deductions
200	Types of Income	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 U.S. Citizens Living Abroad
		750	Spanish Topics



PREPARING A RETURN

Follow the six useful steps below.

Step 1. Get all records together.

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

Itemized deductions and Tax Credits.

- Medical and dental payment records.
- Real estate and personal property tax receipts.
- Interest payments records for items such as a home mortgage, car or appliances.
- Records of payments for child care so an individual could work.

Step 2. Get any forms, schedules or publications necessary to assist in filing the return.

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

Step 3. Fill in the return.

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

WHEN TO FILE

1989 tax returns must be filed no later than April 16, 1990.

If filed late, penalties and interest may be owed to the IRS.

FAST REFUND

If a tax refund is expected for 1989, instead of mailing the return to the Internal Revenue Service (IRS), it can be filed electronically. When filed electronically, a refund will be received in about 3 weeks, or in 2 weeks if it is deposited directly into a savings or checking account. For a charge, many professional tax return preparers offer electronic filing in addition to their return preparation services. If an individual prepares his or her own return, a preparer or transmitter in their area can file the return electronically. For a list of who can file a tax return electronically in any given area, call the IRS toll-free number, 1-800-424-1040, and ask for the Electronic Filing Office.

DEDUCTION FOR EXEMPTIONS INCREASED

The deduction for each exemption -- for the individual, his or her spouse and dependents has increased to \$2,000 per person.

STANDARD DEDUCTION HAS INCREASED

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

GIFT TO REDUCE THE PUBLIC DEBT

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

HOW LONG SHOULD RECORDS BE KEPT?

Keep records of income, deductions and credits shown on the tax return, as well as any worksheets used to figure them, until the statute of limitations runs out for that return. Usually this is 3 years from the date the return was due or filed, or 2 years from the date the tax was paid, whichever is later.

GIFTS TO CHARITY

Contributions or gifts to organizations that are religious, charitable, educational, scientific or literary in purpose may be deducted. Gifts to organizations that work to prevent cruelty to children or animals may also be deducted.

Examples of these organizations are:

- Churches, temples, synagogues, Salvation Army, Red Cross, CARE, Goodwill Industries, United Way, Boy Scouts, Girl Scouts, Boys and Girls Clubs of America, etc.
- Fraternal orders if the gifts will be used for the purposes listed above.
- Veterans' and certain cultural groups.
- Nonprofit schools, hospitals and organizations whose purpose is to find a cure for or help people who have arthritis, asthma, birth defects, cancer, cerebral palsy, cystic fibrosis, diabetes, heart disease, hemophilia, mental illness or retardation, multiple sclerosis, muscular dystrophy, tuberculosis, etc.
- Federal, state and local governments if the gifts are solely for public purposes.

COLLECTING W-2'S

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

INTEREST DEDUCTIONS

Twenty percent of the interest paid on unsecured loans is deductible on tax returns for the year 1989. This year's tax return, which will be filed next year will allow a deduction of ten percent of interest paid on unsecured loans. The 1991 tax returns that will be filed in 1992 will allow no deductions on interest for unsecured loans. Examples of unsecured loans are credit cards, boat loans and auto loans.

INTEREST ON SECURED LOANS DEDUCTIBLE

Interest paid on mortgages or secured loans is 100 percent deductible.

UNION DUES DEDUCTION

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

ALIMONY PAID

Periodic payments of alimony or separate maintenance made under a court decree can be deducted. Payments made under a separation agreement or a decree for support can also be deducted. Don't deduct lump-sum cash or property settlements, voluntary payments not made under a court order or a written separation agreement, or amounts specified as child support.

For details, see Tele-Tax Information in the index (topic no. 252) or get Pub. 504, Tax Information for Divorced or Separated Individuals.

FILING EXTENSIONS

If a Seafarer is unable to file his or her tax return by April 16, 1990, they should file Form 4868 entitled, "Application for Automatic Extension of Time to File U.S. Individual Tax Return." Form 4868 must be submitted to the IRS by April 16, 1990. Taxes owed to the IRS must be paid and submitted with the request for an extension. It is advisable, if estimating an amount due, to overpay in order to avoid penalties and interest.

ROUNDING OFF TO WHOLE DOLLARS

Cents may be rounded off to the nearest whole dollar on the tax return and schedules. To do so, drop amounts under 50 cents and increase amounts from 50 to 99 cents to the next dollar. For example, \$1.39 becomes \$1 and \$2.50 becomes \$3.

UNEMPLOYMENT COMPENSATION

Unemployment compensation (insurance) is fully taxable. By January 31, 1990, an individual who has received unemployment compensation should receive a Form 1099-G showing the total unemployment compensation paid during 1989.

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

Step 5. Sign and date the return.

Form 1040 is not considered a valid return unless signed. A spouse must also sign if it is a joint return.

Step 6. Attach all required forms and schedules.

Attach the first copy of Copy B of Forms W-2, W-2G and W-2P to the front of the Form 1040.

Attach all other schedules and forms behind Form 1040 in order of the attachment sequence number.

If tax is owed, attach the payment to the front of Form 1040.

STANDARD DEDUCTION CHART FOR MOST PEOPLE

Do not use this chart if 65 or older or blind or if a dependent.

Filing Status	Standard Deduction
Single	\$3,100
Married filing joint return or Qualifying widow(er) with dependent children	\$5,200
Married filing separate return	\$2,600
Head of household	\$4,550

EXAMPLES OF INCOME THAT MUST BE REPORTED

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

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

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

FOR MORE INFORMATION

General Information

1-800/424-1040 can be called for general information. IRS staff answer questions from 8:00 AM to 4:15 PM, Monday through Friday, until the April 16 deadline.

Publications

1-800/424-3676 operators will take orders for publications. "#553 Highlights of 1989 Tax Changes" and "#552 Record Keeping for Individuals" are two publications that many people find especially useful.

WALK-IN HELP

IRS representatives are available in many IRS offices around the country to help with tax questions that cannot be answered easily by telephone. To find the location of an IRS office, look in the phone book under "United States Government, Internal Revenue Service."

TELEPHONE HELP

IRS representatives are available to help with tax questions. If, after reading the tax form instructions and publications, an individual needs additional information, call the IRS using the toll-free number listed in the telephone directory.

SEND IRS WRITTEN QUESTIONS

Written questions regarding the tax returns can be sent directly to an IRS District Director.

To find the toll-free number for any area, see "Telephone Assistance—Federal Tax Information" in the index.

CORRESPONDING WITH IRS

Include a social security number in any correspondence with IRS.

EXAMPLES OF INCOME NOT REPORTED

Do not include these amounts under income reported.

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

WHERE TO FILE

Mail returns to the Internal Revenue Service Center designated for the following areas. No street address is needed for the IRS.

For Individuals Living in the following states:

Florida, Georgia, South Carolina

Use this address:

IRS
Atlanta, GA 39901

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

IRS
Holtsville, NY

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

IRS
Andover, MA 05501

Illinois, Iowa, Minnesota, Missouri, Wisconsin

IRS
Kansas City, MO 64999

Delaware, District of Columbia, Maryland, Pennsylvania, Virginia

IRS
Philadelphia, PA 19255

Indiana, Kentucky, Michigan, Ohio, West Virginia

IRS
Cincinnati, OH 45999

Kansas, New Mexico, Oklahoma, Texas

IRS
Austin, TX 73301

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

IRS
Ogden, UT 84201

California (all other counties), Hawaii

IRS
Fresno, CA 93888

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

IRS
Memphis, TN 37501

American Samoa

IRS
Philadelphia, PA 19255

Guam

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

Puerto Rico (or if excluding income under section 933)

IRS
Philadelphia, PA 19255

Virgin Islands: Nonpermanent residents

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

Virgin Islands

IRS
Philadelphia, PA 19255

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



Seafarers should not have problems obtaining accurate W-2 forms for monies earned in 1989 by the companies that employed them.

Under both the Standard Freightship and Tanker agreements of 1987, Article II, Section 9, paragraph (b) reads:

"On December 31st of each year of this Agreement, all Unlicensed Personnel, whether at sea or in port, shall be entitled to receive all monies due them in the form of a check or other instrument which, under IRS rules, shall be deemed as constructive receipt of said money. W-2 forms shall be timely provided and shall reflect all appropriate money earned with the Company during the applicable calendar year."

This has been a regular part of the standard agreements for several years to keep Seafarers from having to bear a heavy tax burden, said Red Campbell, SIU vice president for collective bargaining. Years ago, members would have to face the possibility of receiving statements of earnings for work performed in the previous year because a Seafarer did not sign off a vessel until after the start of a new year.

If your W-2 form does not correspond with your income records, contact the company that issued the W-2 about the discrepancy, Campbell said.

12 SIU Members Go on Pension

Ballard Browning Looks to Retirement

The union announced the retirement of 12 seafarers who will join the ranks of SIU pensioners this month. The new retirees are: Ballard Browning, J.W. Allen, John Duda, Horace Hunt, Ted Thomas, Carmen J. Thompson, Billy J. Walker, Joseph E. Catherman, Willie Gunnerson, Lurcy Joseph Primeaux, James H. Walton and Robert J. Rodziczak.

One of the new pensioners, Ballard Browning, personally came to the union's headquarters to submit his retirement application.

Ballard Browning, who began his seafaring career 46 years ago as an OS aboard the SS Noon Day (Waterman), sailed the Hog Islanders, the Liberty ships and the LNG tankers. His most recent vessel was the Overseas Ohio, sailing from the Gulf to Panama. That was in June 1989.

There have been many changes in working conditions for seafarers since Browning started sailing out of the SIU union hall at 51 Beaver Street in Brooklyn. "I can remember when there was no vacation plan," he said, "and when you had to wash clothes out on the hatch with a scrub brush."

Ballard, who lives in Mountain View, AR, shipped from the port of Houston, TX.

Ballard joined the SIU in 1944 and got his first bosun's job in 1949 at the age of 22. He made five crossings in the North Atlantic and Pacific during World War II and spent two years in the Army during the Korean War. He assisted the union in the late '60s, dredging the creek at what was to become the training facilities at Piney Point. He also served on the Calmar shoregang in Baltimore from 1966 to 1970.

Joining Browning in the ranks of SIU pensioners are 11 other SIU members: six from the deep sea division, four from the inland and one from the Great Lakes.

Two of the pensioners--Carmen J. Thompson and Joseph Catherman--sailed in more than one division during their SIU careers. Boatman Willie Gunnerson holds the distinction of being the oldest member of the group to retire. He will be 67 in June.

Further details on the new pensioners follow:

DEEP SEA

J.W. ALLEN



J. W. Allen, 63, received his book in September 1958 in the port of New York. After

serving in both the Army and Navy from 1948 to 1951, the Tennessee native started shipping out on Cities Service tankers. The deck department veteran upgraded to recertified bosun in 1974. Brother Allen lives in Gold Bar, WA.



While at headquarters recently, Ballard Browning (right) met with Executive Vice President Joseph Sacco.

JOHN DUDA

John Duda, 64, joined the SIU in February 1961 in the port of San Francisco. Born in New Haven, Ct, Brother Duda served in the Navy from 1943 to 1945. He was a member of the Sailors Union of the Pacific during the 1950s before transferring his black gang membership to the SIU. He calls Brooklyn, NY home.

HORACE HUNT



Horace Hunt, 63, joined the SIU in June 1945 in the port of Norfolk, VA. The North Carolina native had his deck department career interrupted by a stint in the Army from 1948 to 1951. He upgraded to recertified bosun in 1975. Brother Hunt resides in Houston, TX.

TED THOMAS



Ted Thomas, 65, joined the SIU in July 1963 in the port of Houston. The deck department member was born in Poland. Brother Thomas lives in Naka Ku, Yokohama, Japan.

CARMEN J. THOMPSON



Carmen J. Thompson, 65, started his SIU career in the Great Lakes division. He joined the SIU in June 1957 in the port of Cleveland. Brother Thompson was born in Tennessee, but calls Newton, NC home.

BILLY J. WALKER

Billy J. Walker, 62, started sailing with the SIU in 1945 and received his book in 1947. Born in Lawrenceburg, TN, the engine department veteran

served in the Army from 1954 to 1956. Brother Walker also is a member of District 2 MEBA. He lives in Columbia, TN.

INLAND

JOSEPH E. CATHERMAN



Joseph E. Catherman, 59, joined the union in August 1973 in the port of Philadelphia.

He served in the Army from 1951 to 1954. The deck department veteran also sailed in the deep sea division. Boatman Catherman still lives in his native Philadelphia.

WILLIE GUNNERSON



Willie Gunnerson, 66, received his book in August 1974 in the port of Mobile, AL.

He served in the Navy from 1943 to 1946. Boatman Gunnerson sailed on Radcliff Materials vessels. He continues to reside in his native Mobile.

LURCY JOSEPH PRIMEAUX



Lurcy Joseph Primeaux, 58, joined the SIU in August 1964 in Port Arthur, TX.

The Louisiana native served in the Army from 1953 to 1955. Boatman Primeaux worked as a captain on tugboats. He calls Vinton, LA home.

JAMES H. WALTON



James H. Walton, 62, joined the SIU in June 1961 in his native Philadelphia.

He worked in the deck department. Boatman Walton still calls Philadelphia home.

GREAT LAKES

ROBERT J. RODZICZAK

Robert J. Rodziczak, 55, joined the SIU in October 1961 in his native Milwaukee, WI. He started working in the deck department on tugboats in 1956. Brother Rodziczak still lives in Milwaukee.

SPAD
t-shirts

FRONT

BACK

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

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

FREE

Please fill out the application below and mail it to:

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

Please send the new SIU t-shirt to:

NAME _____
ADDRESS _____
CITY, STATE, ZIP _____
SOCIAL SECURITY # _____ BOOK # _____
PHONE # _____ RATING _____
T-SHIRT SIZE (circle one) S M L XL

Dispatchers' Report for Deep Sea

JANUARY 1-31, 1990

Port	*TOTAL REGISTERED			TOTAL SHIPPED			Trip Reliefs	**REGISTERED ON BEACH		
	Class A	Class B	Class C	Class A	Class B	Class C		Class A	Class B	Class C
DECK DEPARTMENT										
New York	39	11	4	37	7	4	4	69	12	1
Philadelphia	2	4	3	1	3	1	0	5	3	2
Baltimore	10	3	1	5	3	1	1	16	4	2
Norfolk	12	10	3	12	6	2	2	24	11	4
Mobile	11	9	10	6	6	7	1	15	11	4
New Orleans	19	8	10	17	9	7	4	52	10	11
Jacksonville	31	6	9	29	5	8	4	43	9	7
San Francisco	27	13	9	17	6	3	5	56	18	11
Wilmington	15	6	3	14	4	5	3	26	9	4
Seattle	34	10	8	33	7	6	4	63	7	6
Puerto Rico	18	2	0	8	1	0	2	27	3	0
Honolulu	3	8	5	3	12	5	23	10	16	7
Houston	43	13	10	40	11	9	6	45	7	10
St. Louis	2	4	2	2	1	2	1	0	4	0
Piney Point	3	2	4	3	2	4	1	1	1	0
Totals	278	109	83	227	83	64	61	452	125	69
ENGINE DEPARTMENT										
New York	20	5	0	12	6	0	2	42	3	2
Philadelphia	1	3	1	2	2	1	0	1	3	0
Baltimore	6	2	2	7	1	0	1	4	4	3
Norfolk	8	4	0	3	4	0	0	5	4	1
Mobile	11	7	3	11	5	1	3	9	5	2
New Orleans	24	8	5	8	1	3	2	33	12	5
Jacksonville	16	1	6	19	5	3	5	26	0	6
San Francisco	21	9	6	12	3	3	2	36	12	6
Wilmington	12	5	2	11	4	1	1	17	5	2
Seattle	19	5	3	12	3	6	1	34	14	2
Puerto Rico	9	0	0	5	0	0	0	10	0	0
Honolulu	2	9	6	1	6	6	2	2	12	8
Houston	28	5	4	15	5	2	3	35	5	3
St. Louis	0	3	0	0	0	1	0	0	3	0
Piney Point	4	5	5	1	4	3	2	4	3	2
Totals	181	71	43	119	49	30	24	258	85	42
STEWARD DEPARTMENT										
New York	22	6	3	14	2	0	1	32	6	3
Philadelphia	0	1	1	0	0	1	0	0	1	1
Baltimore	3	0	0	3	1	0	1	7	1	0
Norfolk	9	2	2	6	1	4	1	7	2	1
Mobile	7	1	0	4	1	0	1	12	3	1
New Orleans	11	4	3	11	4	2	5	14	3	4
Jacksonville	11	1	2	7	4	1	3	18	3	1
San Francisco	44	8	2	19	13	1	7	80	11	3
Wilmington	7	5	0	11	2	0	3	24	5	1
Seattle	25	4	2	14	3	1	3	34	7	2
Puerto Rico	5	0	0	2	0	0	4	8	0	0
Honolulu	9	26	25	3	16	13	21	10	39	34
Houston	23	1	1	16	0	0	4	23	1	2
St. Louis	0	1	0	0	0	0	0	0	1	0
Piney Point	6	11	3	1	7	0	3	6	10	3
Totals	182	71	44	111	54	23	57	275	93	56
ENTRY DEPARTMENT										
New York	11	19	10	10	9	7	0	26	32	9
Philadelphia	0	3	1	0	0	0	0	2	4	2
Baltimore	2	5	1	0	4	1	0	4	5	1
Norfolk	8	6	5	6	1	2	0	7	15	8
Mobile	3	10	4	3	9	1	0	4	16	8
New Orleans	11	11	24	5	7	16	0	22	19	16
Jacksonville	2	9	11	5	2	7	0	5	18	10
San Francisco	29	13	17	8	5	12	0	45	23	25
Wilmington	4	8	4	5	5	3	0	13	12	6
Seattle	14	4	3	13	8	1	0	25	7	2
Puerto Rico	10	6	1	7	3	1	0	14	9	1
Honolulu	0	36	125	0	18	83	0	3	55	169
Houston	9	7	9	6	7	5	0	13	8	11
St. Louis	0	0	2	0	0	2	0	1	0	1
Piney Point	0	22	3	0	22	1	0	0	23	2
Totals	103	159	220	68	100	142	0	184	246	271
Totals All Departments	744	410	390	525	286	259	142	1,169	549	438

*"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 up from the month of December. A total of 1,212 jobs were shipped on SIU-contracted deep sea vessels. Of the 1,212 jobs shipped, 525 jobs or about 43 percent were taken by "A" seniority members. The rest were filled by "B" and "C" seniority people. A total of 142 trip relief jobs were shipped. Since the trip relief program began on April 1, 1982, a total of 11,428 jobs have been shipped.

Seafarers International Union Directory

- HEADQUARTERS**
 5201 Auth Way
 Camp Springs, MD 20746
 (301) 899-0675
- ALGONAC**
 520 St. Clair River Dr.
 Algonac, MI 48001
 (313) 794-4988
- BALTIMORE**
 1216 E. Baltimore St.
 Baltimore, MD 21202
 (301) 327-4900
- DULUTH**
 705 Medical Arts Building
 Duluth, MN 55802
 (218) 722-4110
- HONOLULU**
 636 Cooke St.
 Honolulu, HI 96813
 (808) 521-5434
- HOUSTON**
 1221 Pierce St.
 Houston, TX 77002
 (713) 659-5152
- JACKSONVILLE**
 3315 Liberty St.
 Jacksonville, FL 32206
 (904) 353-0987
- JERSEY CITY**
 99 Montgomery St.
 Jersey City, NJ 07302
 (201) 435-9424
- MOBILE**
 1640 Dauphin Island Pkwy.
 Mobile, AL 36605
 (205) 478-0916
- NEW BEDFORD**
 50 Union St.
 New Bedford, MA 02740
 (508) 997-5404
- NEW ORLEANS**
 630 Jackson Ave.
 New Orleans, LA 70130
 (504) 529-7546
- NEW YORK**
 675 Fourth Ave.
 Brooklyn, NY 11232
 (718) 499-6600
- NORFOLK**
 115 Third St.
 Norfolk, VA 23510
 (804) 622-1892
- PHILADELPHIA**
 2604 S. 4 St.
 Philadelphia, PA 19148
 (215) 336-3818
- PINEY POINT**
 St. Mary's County
 Piney Point, MD 20674
 (301) 994-0010
- SAN FRANCISCO**
 350 Fremont St.
 San Francisco, CA 94105
 (415) 543-5855
 Government Services Division
 (415) 861-3400
- SANTURCE**
 1057 Fernandez Juncos St.
 Stop 16
 Santurce, PR 00907
 (809) 721-4033
- SEATTLE**
 2505 First Ave.
 Seattle, WA 98121
 (206) 441-1960
- ST. LOUIS**
 4581 Gravois Ave.
 St. Louis, MO 63116
 (314) 752-6500
- WILMINGTON**
 510 N. Broad Ave.
 Wilmington, CA 90744
 (213) 549-4000



LET US HEAR FROM YOU!

March Membership Meetings Deep Sea, Lakes, Inland Waters

- Piney Point
Monday, March 5
- New York
Tuesday, March 6
- Philadelphia
Wednesday, March 7
- Baltimore
Thursday, March 8
- Norfolk
Thursday, March 8
- Jacksonville
Thursday, March 8
- Algonac
Friday, March 9
- Houston
Monday, March 12
- New Orleans
Tuesday, March 13
- Mohlle
Wednesday, March 14
- San Francisco
Thursday, March 15
- Wilmington
Monday, March 19
- Seattle
Friday, March 23
- San Juan
Thursday, March 8
- St. Louis
Friday, March 16
- Honolulu
Friday, March 16
- Duluth
Wednesday, March 14
- Jersey City
Wednesday, March 21
- New Bedford
Tuesday, March 20

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

Personals

RAY DAILEY

Please contact Kelly Scott as soon possible. Call collect at (503) 429-0570.

JEROME HACKER

Please contact Andy Hacker at 3014 Pine Gully; Houston, TX 77017.

ARTHUR N. BUTLER

Please contact Pat Strickland at 120 East Randell Court; Gretna, LA 70053.

FRIENDS OF GEORGE COSTANGO

George Costango would like to hear from his friends. He will be on the beach for some time and cannot accept telephone calls. His address is Room 5220, Christiana Hospital; P.O. Box 6001; Newark, DE 19718.

CHARLES O. FAIRCLOTH

Please contact your stepdaughter, Melinda Christle Thornton, P.O. Box 354, Ridgeland, MS 39158.

PATRICK McMAHON

Please contact Mrs. Harris regarding an important business matter.

Dispatchers' Report for Inland Waters

JANUARY 1-31, 1990

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	3	1	2	1	2	2	2	0
Baltimore	0	0	1	0	0	1	0	0	0
Norfolk	12	0	0	5	0	0	75	18	5
Mobile	0	0	0	0	0	0	0	0	0
New Orleans	0	0	0	0	0	0	0	0	0
Jacksonville	1	2	14	0	2	1	4	0	35
San Francisco	0	0	0	0	0	0	0	0	0
Wilmington	2	2	18	13	11	105	8	6	47
Seattle	0	0	0	0	0	0	0	0	0
Puerto Rico	0	0	0	0	0	0	0	0	1
Houston	0	0	1	0	0	0	0	0	2
Algonac	31	16	0	0	0	0	65	33	0
St. Louis	0	0	0	0	0	0	0	0	0
Piney Point	0	0	0	0	0	0	0	0	0
Totals	49	23	35	20	14	109	154	59	90
ENGINE DEPARTMENT									
New York	0	0	0	0	0	0	0	0	0
Philadelphia	4	2	2	1	2	0	2	1	1
Baltimore	0	0	0	0	0	0	0	0	0
Norfolk	6	0	0	3	0	0	15	5	2
Mobile	0	0	0	0	0	0	0	0	0
New Orleans	0	0	0	0	0	0	0	0	0
Jacksonville	0	0	0	0	0	1	0	0	2
San Francisco	0	0	0	0	0	0	0	0	0
Wilmington	0	0	1	0	0	0	0	0	1
Seattle	0	0	0	0	0	0	0	0	0
Puerto Rico	0	0	0	0	0	0	0	0	1
Houston	0	0	0	0	0	0	0	0	0
Algonac	19	14	0	0	0	0	36	34	0
St. Louis	0	0	0	0	0	0	0	0	0
Piney Point	0	0	0	0	0	0	0	0	0
Totals	29	16	3	4	2	1	53	40	7
STEWARD DEPARTMENT									
New York	0	0	0	0	0	0	0	0	0
Philadelphia	3	2	1	3	1	1	1	0	1
Baltimore	0	0	0	0	0	0	0	0	0
Norfolk	3	0	0	1	0	0	13	1	1
Mobile	0	0	0	0	0	0	0	0	0
New Orleans	0	0	0	0	0	0	0	0	0
Jacksonville	1	0	3	0	0	1	1	0	6
San Francisco	0	0	0	0	0	0	0	0	0
Wilmington	0	0	1	0	0	1	0	1	3
Seattle	0	0	0	0	0	0	0	0	0
Puerto Rico	0	0	0	0	0	0	0	0	0
Houston	0	0	0	0	0	0	0	0	0
Algonac	13	7	0	0	0	0	24	14	0
St. Louis	0	0	0	0	0	0	0	0	0
Piney Point	0	0	0	0	0	0	0	0	0
Totals	20	9	5	4	1	3	39	16	11
Totals All Departments	98	48	43	28	17	113	246	115	108

*"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	27	2	0	0	0	0	27	4
ENGINE DEPARTMENT									
Algonac	0	13	1	0	0	0	0	15	4
STEWARD DEPARTMENT									
Algonac	0	7	0	0	0	0	0	13	0
ENTRY DEPARTMENT									
Algonac	0	49	7	0	0	0	0	38	18
Totals All Departments	0	96	10	0	0	0	0	93	26

*"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.

Digest of Ships Meetings

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

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

SEA-LAND ATLANTIC (Sea-Land Service), November 19 -- Chairman W. C. Byrd, Secretary Jose Rivera, Educational Director Michael Derringe, Deck Delegate James Higgins, Steward Delegate Coy R. Hendricks. Chairman announced ship would pay off upon arrival in Houston. Treasurer reported no money in ship's fund. No beefs or disputed OT reported. Members asked union to consider raising pensions to equal level of social security. Steward department thanked for job well done. Deck department thanked for keeping mess room clean. Next ports: Charleston, SC, Port Everglades, FL and Houston, TX.

SEA-LAND TRADER (Sea-Land Service), November 9 -- Chairman A. J. Palino, Secretary L. Rene, Educational Director M. L. Mefferd. Chairman noted vessel will arrive late in Long Beach, CA. Educational director urged members to upgrade at Piney Point. No beefs or disputed OT reported. Crew reminded to dump coffee cups in trash after use.

AMERICAN CORMORANT (Pacific Gulf Marine), December 3 -- Chairman Charles H. Davis, Secretary Susanne Cake, Educational Director Robert Tuller, Deck Delegate Jon Patrick Dillon. Chairman distributed copies of SIU constitution to each department delegate and urged them to read it and know their rights. Treasurer announced \$20 in ship's fund and \$75 in movie fund. No beefs or disputed OT reported. Crew thanked steward department for fantastic Thanksgiving dinner.

CAROLINA (Puerto Rico Marine), December 10 -- Chairman Stanley Krawczynski, Secretary John Samuels, Educational Director D. Able. Chairman said payoff would take place upon arrival at Elizabeth, NJ. He told crewmembers to sign list noting if they wanted their pay in cash or check. Deck delegate reported disputed OT. Engine and steward delegates had no beefs or disputed OT. Crew asked contract department to review raising the pension and lowering early normal pension retirement level from 20 to 15 years. Next port: Elizabeth, NJ.

CHARLESTON (Apex Marine), December 29 -- Chairman Jessie Thomas, Secretary Edward Haber, Educational Director P. Capola. Chairman said he was working on a repair list. Secretary noted deep fat fryer was not working properly and could create a fire hazard if spill should occur while using stove. Educational director urged



Looking forward to the Liberty Wave's run to Poland are (l. to r.) Steward Paul Stubblefield, Bosun Ben Veiner, QMED Mike Langenbach and Steward Assistant Frederick Saffo.

members to support SPAD and upgrade at Piney Point. No beefs or disputed OT reported. Galley gang thanked for excellent meals, good service and clean ship. Next ports: Groton, CT and St. Croix, USVI.

HUMACAO (Puerto Rico Marine), December 17 -- Chairman P. Flores, Secretary Cassle B. Carter Jr., Educational Director Kenneth F. Linah, Deck Delegate Peter Orisachak, Engine Delegate H. Vazquez, Steward Delegate M. Robles. Chairman relayed message to crew from Angel Hernandez, San Juan port representative, regarding problem when ship docks in port. He said vessel would pay off in Elizabeth, NJ. No beefs or disputed OT reported. Members asked contract department to evaluate increase in daily sickness and accident benefits. Crew thanked for keeping mess hall and crew lounge clean. Steward department thanked for fine job.

ITB PHILADELPHIA (Apex Marine), December 31 -- Chairman V. T. Nielsen, Secretary G. C. Bamman, Educational Director T. Herbert, Deck Delegate P. Lopez, Engine Delegate K. Wiltshire, Steward Delegate H. Johnson. Chairman said ship would pay off in New York on January 2. Treasurer announced \$111 in fund to buy videos for ship's library. No beefs or disputed OT reported. All three departments thanked for jobs well done. Next port: New York.

PFC JAMES ANDERSON JR. (Maersk Lines), December 8 -- Chairman Paul Harper, Secretary John Hanrahan, Educational Director Ben O. Conway, Deck Delegate Ron Huyett. Chairman said situation concerning restriction to ship in Thailand still unresolved. He stressed safety aboard ship and members should upgrade at Lundeberg School. He reminded crew to take courses required by Navy and MSC before returning to vessel. He announced repair list was posted on chief mate's door. Treasurer stated \$150 in ship's fund. Deck delegate asked if day's pay begins when member starts his flight to ship from the U.S. or when he boards Air Force jet at Maguire Air Force Base. No beefs or disputed OT reported. Shipping rules booklet received and being offered to crew for reading. Members reminded to bring pay vouchers and discharges to union halls to file for monies owed from 1988. Crew asked to help keep ship clean and to return tapes to library so all members can use them. Next port: Diego Garcia.

LAWRENCE H. GIANELLA (Ocean Ships, Inc.), December 24 -- Chairman Pete Hulsebosch, Secretary Martin Josephson, Educational Director Howard Daniels, Deck Delegate James Henry, Engine Delegate Ernest Lacunza, Steward Delegate Vincent Ortiz. Chairman said vessel would pay off in Sasebo, Japan on December 25. Treasurer noted \$308 in ship's fund. Engine delegate reported disputed OT with pumpman. No beefs or disputed OT from deck and steward delegates. Crew sent best wishes for speedy recovery to chief cook who had to leave because of illness. Next port: Sasebo, Japan.

LNG LEO (ETC), December 24 -- Chairman F. A. Pehler, Secretary H. Jones Jr., Secretary Tom Curtis, Deck Delegate Lee White, Engine Delegate David Terry, Steward Delegate Dana Cunningham. Chairman reminded crew to upgrade at Piney Point and donate to SPAD. He said repair list has been sought. Educational director also emphasized need to attend

Lundeberg School. Treasurer reported \$512 in ship's fund and \$40 in communications fund. No beefs or disputed OT. Crew wished all SIU members and officials a Merry Christmas and Happy New Year. Crew asked if company can provide more sports equipment. Crew reminded not to slam doors and play radios too loud. Crew wants to know why all ports have bus service except Osaka, Japan. Steward department thanked for job well done especially after vessel left shipyard. Next port: Tobata, Japan.

MAYAGUEZ (Puerto Rico Marine), December 31 -- Chairman Donald Wagner, Secretary J. Ross, Educational Director E. Frederickson, Deck Delegate A. Camacho, Engine Delegate C. Allen, Steward Delegate F. Maldonado. Chairman said ship would layup in Jacksonville, FL on January 2. He said vessel should reactivate in near future. Secretary urged trip and vacation relief system be improved as members believed those who take jobs should be required to fulfill time period. He noted steward department should be able to call for day reliefs in San Juan and Jacksonville. He also thanked members for returning used linen and leaving quarters clean. Educational director urged members to donate to SPAD and Maritime Defense League. No beefs or disputed OT reported. Crew thanked Steward Jose "Pepe" Ross and Chief Cook Steve Venus for best of two cultures at Christmas with whole roasted pig cooked Puerto Rican style and traditional holiday feast while in New Orleans. Next port: Jacksonville, FL.

MOKU PAHU (Pacific Gulf Marine), December 14 -- Chairman Pete Loik, Secretary John Pratt. Chairman advised members to upgrade at Piney Point as Lundeberg School has very good new classes. No beefs or disputed OT reported. Steward department thanked for good cookouts and Thanksgiving dinner. Next port: Honolulu, HI.



Reading copies of the latest Seafarers LOG are members of the OMI Leader's steward department. From the left are Steward Assistant S.A. Martinez, Chief Cook W.G. Trice, Steward Tony Roberts and Steward Assistant E.L. Burnett.

NEDLLOYD HOLLAND (Sea-Land Service), December 17 -- Chairman Carl James, Secretary E. Vazquez, Deck Delegate Nicolas Lomas, Engine Delegate Manuel Rodriguez, Steward Delegate Spencer Ryan. Chairman told crew they should present ideas for better living conditions to headquarters or in ship's minutes. Secretary said all running smoothly. He thanked QMED Manuel Rodriguez for building safety rack for coffee pot. Treasurer reported \$70 in ship's fund. No beefs or disputed OT reported. Steward department thanked for job well done. Deck department thanked for work by bosun.

NEDLLOYD HUDSON (Sea-Land Service), December 10 -- Chairman John Neff, Secretary R. G. Connelly, Educational Director Mike Overgaard. Chairman discussed drug testing and alcohol regulations. Deck delegate reported disputed OT. No beefs or disputed OT in engine and steward departments. Members asked contract department to make Martin Luther King Day a union holiday. Steward department thanked for good job and keeping mess hall clean.

OMI CHARGER (OMI Corp.), December 24 -- Chairman F. R. Schwarz, Secretary Neville N. Johnson, Educational Director Wiley L. Yarber. Chairman reminded mem-

bers vessel is running between Florida and Texas City, TX. He, along with secretary, wished all in SIU a Merry Christmas and Happy New Year. No beefs or disputed OT. Crew asked contract department to review a pension raise when contract expires. Crew noted ice machine and aft wench need repairs. Steward department thanked for job well done. Next port: Texas City, TX.

OMI DYNACHEM (OMI Corp.), December 10 -- Chairman Richard K. Wardlaw, Secretary Don Collins, Educational Director Candido Castro. Chairman noted fine ship and good crew. He urged members to read once again obligation and pledge in front page of union books. He announced regular bosun would return when ship docks in Long Beach. Repair list being made up. Secretary urged members to read Seafarers LOG, especially President Michael Sacco's column. He reminded members to upgrade at Lundeberg School. Treasurer reported \$172 in movie fund. No beefs or disputed OT reported. Crew thanked Houston union officials for way quick crewing of vessel was handled. Special



The OMI Leader was in Beaumont, TX recently, loading up with fuel oil for the East Coast. Pictured above are L.M. Baker, AB (left), and Bosun Richard Darville.

vote of thanks given to steward department. Crew wished all SIU brothers and sisters a happy and safe holiday. Next port: Los Angeles, CA.

OVERSEAS HARRIETTE (Maritime Overseas), December 9 -- Chairman Ray E. Todd, Secretary Vincent Sanchez Jr. Chairman reminded members foreign tools may not meet American safety standards and could cause accidents. He announced ship is scheduled to layup upon arrival in Port Arthur, TX on December 13. Disputed OT reported by deck and engine delegates. Steward delegate reported no beefs or disputed OT. Crew asked union to check into mail delivery while ship is on voyage. Steward department thanked for good food and service. Next port: Port Arthur, TX.

OVERSEAS JOYCE (Maritime Over-time), December 26 -- Chairman Richard Bradford, Secretary Steven R. Hamilton, Educational Director O. Pariani. Chairman reported payoff in Jacksonville, FL on December 31. Secretary thanked crew for keeping ship clean. Educational director stressed importance of upgrading at Piney Point. He said SOLAS videotape covering ship's emergency procedures available for viewing by crew. No beefs or disputed OT reported. Crew received Seafarers LOG

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Ships' Digests

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and new shipping rules when in port in Japan. Ship delayed in passing through Panama Canal from December 19 to 27 because of U.S. military action in region. Crew thanked steward department for excellent food throughout trip, especially Thanksgiving and Christmas. Next port: Jacksonville, FL.



Bosun John R. Neff aboard Sea-Land's Nedlloyd Hudson.

OVERSEAS PHILADELPHIA

(Maritime Overseas), December 3 - Chairman K. C. McGregor, Secretary W. Lau, Educational Director M. Beck, Deck Delegate J. McLean, Engine Delegate Jack Singletary, Steward Delegate Roderick Brite. Chairman asked crew for patience and cooperation as ship just left yard and many things need to be adjusted. All hands asked to clean vessel inside and out. He said he was making a list of items needing to be corrected and repaired. Secretary requested crew give galley gang a few days to get things operating smoothly. Educational director urged members to use one washing machine for work clothes and one for shore clothes. No beefs or disputed OT given.

Members reminded to return movies to storage area.

SEA-LAND ACHIEVER (Sea-Land Service), December 3 - Chairman Carlton Hall, Secretary R. G. Griswold, Educational Director C. M. Devonish, Deck Delegate Mike Delaney, Engine Delegate Clayton Everett, Steward Delegate Tom McNellis. Chairman reported continuing problem with stack gas entering bridge and rest of house. He said vents still are discharging particulates. Educational director urged members to attend Lundeberg School. Steward delegate reported disputed OT. Deck and engine delegates reported no beefs or disputed OT. Deck and engine departments thanked for cleaning up after themselves. Next port: Elizabeth, NJ.

SEA-LAND DEVELOPER (Sea-Land Service), December 15 - Chairman P. Gallagher, Secretary L. Lightfoot, Educational Director L. Bryant. Chairman reminded crew to clean room before leaving vessel. Secretary thanked Bosun P. Gallagher and AB T. Waagsbo for helping steward department keep crew lounge shipshape. Educational director urged members to support SPAD for providing seamen with a strong voice on Capitol Hill. Engine delegates reported beef regarding room buzzers being used to wake up chief electrician and QMED during off-duty hours. No beefs or disputed OT reported by deck and steward delegates. Crew received new shipping rules booklet. Crew asked union to look into increase in retirement benefits. Steward department thanked for food service and cleanliness of vessel. Next port: Tacoma, WA.

SEA-LAND EXPRESS (Sea-Land Service), December 23 - Chairman J. M. Ard, Secretary J. Zurick, Educational Director Amos Jasamillo. Educational director urged members to upgrade at Lundeberg School. Treasurer reported \$300 in movie fund. He thanked Carl Lipkin for help collecting fund. No beefs or disputed OT

reported. Seafarers LOG received in Tacoma, WA. Bosun and steward thanked crew for keeping ship clean. Steward department thanked for fine job.

SEA-LAND KODIAK (Sea-Land Service), December 20 - Chairman J. Glenn, Secretary M. Morgan, Educational Director L. Brown, Deck Delegate J. Dunn. Chairman said ship would pay off in Seattle on December 22, then lay up until January 12. Secretary reminded members to put linen in bag on their deck when leaving. Educational director advised members drug testing in effect. Deck delegate reported disputed OT. No disputed OT or beefs given by engine and steward delegates. Crew asked contract department to look into allowing sick leave for members so they could retain jobs when they are better. Steward department thanked for job well done.

SEA-LAND PACER (Sea-Land Service), December 11 - Chairman Ubie E. Nolan, Secretary Cesar F. Blanco, Educational Director James Roberts, Deck Delegate J. Pegg, Engine Delegate P. Lynch, Steward Delegate John Collins. Chairman said ship while in Philippines picked up several American citizens because of recent coup attempt and took them to Hong Kong. As soon as passengers disembarked, vessel proceeded to Kaohsiung, Japan on regular schedule. No beefs or disputed OT reported. Crew lounge coffee maker needs replacing. Members thanked for keeping crew lounge neat and clean. Steward department thanked for well balanced meals.

SEA-LAND TACOMA (Sea-Land Service), December 16 - Chairman Ray J. Ramirez, Secretary D. Boone, Educational Director C. Piper. Chairman announced ship would pay off in Tacoma, WA on December 17. Secretary said he had applications for those wanting to upgrade at Lundeberg School. Educational director noted company placed several safety videotapes on board to help crew learn more about



Another fine meal by the Nedlloyd Hudson's chief steward, Ray Connolly.



AB Michael Pell and QEP H. Bergeron enjoy a meal aboard the Nedlloyd Hudson.

ship. No beefs or disputed OT given. All hands thanked for keeping crew lounge clean. Vote of thanks given to great galley gang. Next port: Tacoma, WA.

SEA-LAND VOYAGER (Sea-Land Service), Chairman J. C. Dillon, Secretary C. Gibson, Educational Director R. Risbeck. Chairman thanked crew for making voyage a good one. He reminded members to upgrade at Piney Point and donate to SPAD. No beefs or disputed OT reported. Crew asked company if they could telex extra monies earned at regular intervals. Steward department thanked for job well done. Next port: Tacoma, WA.

Know Your Rights

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

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

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

Angus "Red" Campbell
Chairman, Seafarers Appeals Board
5201 Auth Way
Camp Springs, Md. 20746

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

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

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

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

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

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

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



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

NOTICES



Monies Due to 12 Members Can Be Found at SIU Hall

Company checks are in the port of Jacksonville for the following members. Please send a letter with a return address and a photostatic copy of your merchant marine documents to George Ripoll at the Jacksonville hall, 3315 Liberty Street, Jacksonville, FL 32206.

ALLAN B. CAMPBELL
SILAS M. MCGOWAN
PORTFITIO T. MALDONADO
WILLIAM C. STEELE
THOMAS E. DAVIS
RICARDO G. ELLIS
ELVERT M. WELCH
CLAUDE N. JOHNSON
JAMES F. BRACK
EDWARD L. HAYNIE
HARRY A. SMITH
JUAN MELENDEZ

Final Departures

DEEP SEA

JOHN S. BURKE

John S. Burke, 67, passed away November 3, 1989. He joined the SIU in May 1942 in his native Mobile, AL. The galley member upgraded to recertified steward in 1979. Brother Burke retired in May 1987.

GEORGE S. CHANCE

George S. Chance, 81, died November 7, 1989. He joined the SIU in March 1951 in the port of Savannah, GA. Brother Chance sailed in the deck department. Among the ships he sailed on were those operated by Bull Lines and South Atlantic Steamship. The Jackson, SC native began receiving his pension in August 1973.

ROBERT DEARIE

Robert Dearie, 58, passed away November 1, 1989. He joined the SIU in September 1969 in his native New Orleans. After serving in the Navy from 1947 to 1951, Brother Dearie started his black gang career on Isthmian Lines vessels. He was an active member at the time of his death.

JOSEPH R. HALES

Joseph Hales, 66, died October 1, 1989. The Utah native joined the SIU in March 1969 in the port of Seattle. Brother Hales sailed Isthmian when he started his engine department career and later on Sea-Land vessels.

JOSEPH W. KISTEN

Joseph Kisten, 62, passed away December 11, 1989 at his home in Keyes, CA. Born in Worcester, MA, he served in the Navy from 1943 to 1946. The deck department veteran joined the union in June 1953 in the port of New York. He upgraded to an able seaman rating at the Lundeberg School in 1968. Brother Kisten was an active member when he died. His remains were scattered in the Pacific Ocean.

DAVID E. KYDD



David Kydd, 64, died December 19, 1989. He was

born in Soo Chow, China and served in the U.S. Navy from 1943 to 1946. Brother Kydd graduated from the Andrew Furuseth Training School in New York in 1960. He sailed in the deck department before retiring in September 1986. He is survived by his wife, Lyla.

FRANK LAMBERTI

Frank Lamberti, 82, passed away December 20, 1989. After serving in the Navy from 1927 to 1930, Brother Lamberti joined the SIU in December 1949 in his native New York. The deck department veteran retired in May 1976. His wife, Mary, survives him.

HENRY LANIER

Henry Lanier, 62, died November 24, 1989. The Georgia native joined the SIU in December 1942 in the port of Baltimore. He retired in October 1978 after working in the deck department.

RONALD A. LAWRENCE



Ronald A. Lawrence, 60, passed away November 5, 1989. A native of

Calgary, Canada, Brother Lawrence served in the U.S. Coast Guard in 1947. He joined the SIU in October 1965 in the port of San Francisco and worked in the deck department. Some of his early jobs were on Calmar Line ships. He was an active member at the time of his death.

ALEXANDER LENIER



Alexander Lenier, 85, died September 4, 1989. He was

born in Estonia. Brother Lenier started his deck department career when he joined the SIU in June 1943 in the port of New York. He retired in September 1968.

FELIPE MARTINEZ



Felipe Martinez, 75, passed away November 29, 1989.

The Puerto Rican native joined the SIU in March 1959 in the port of New York. He sailed in the steward department until retiring in November 1979. He is survived by his wife, Carmen.

VINCENT McCLOSKEY



Vincent McCloskey, 63, died December 29, 1989. Born in

Londonderry, Ireland, Brother McCloskey became a member in April 1946 in the port of Mobile, AL. His deck department career was interrupted by a tour in the Army from 1951 to 1953. He began drawing his pension in July 1988.

HAROLD L. MOORE



Harold Moore, 62, passed away October 21, 1989.

A native of Florida, he joined the SIU in December 1944 in the port of New York. Brother Moore served in the Air Force from 1946 to 1950, then resumed sailing in the black gang on SIU-contracted vessels. He upgraded at the Lundeberg School in 1974 and 1977 before retiring in 1978.

RALPH T. MOORE



Ralph Moore, 68, died January 11. The Boston-born

member served in the Coast Guard from 1939 to 1944. Brother Moore joined the SIU in March 1952 in the port of Seattle, WA. He worked in the deck department until he started to receive his pension in November 1987.

EDGAR NELSON



Edgar Nelson, 64, passed away December 25, 1989.

When the New York native started his SIU career in November 1943, he sailed in the deck department. In 1973, he switched to the engine department where he stayed until he retired in July 1980. He served in the Army from 1951 to 1953.

JOHN O'DEA



John O'Dea, 68, died January 2. The Pennsylvania native

joined the union in November 1946 in the port of New York. Brother O'Dea retired in August 1978 after a career in the deck department.

HAROLD D. SMITH



Harold Smith, 68, died August 21, 1989. He was

born in Cedar Rapid, IA and served in the Navy from 1938 to 1945. He became an SIU member in August 1967 in the port of San Francisco and sailed in the black gang. Brother Smith retired in October 1985. He is survived by his wife, Gladys.

AWAT B. SULAIMAN

Awat B. Sulaiman, 71, passed away November 23, 1989. The engine department veteran was born in Singapore. He served in the Navy from 1943 to 1946. Brother Sulaiman joined the SIU in 1961 in the port of Philadelphia and upgraded in 1975 at the Lundeberg School. He retired in October 1984. His wife, Agnes, survives him.

THEODORE VELIOTIS



Theodore N. Veliotis, 63, died during September 1989. The

Greek native became a member in August 1968 in the port of New York. He sailed in the deck department on Panoceanic

Tankers and Alcoa vessels early in his career. Later he sailed on Sea-Land ships. Brother Veliotis started drawing his pension in October 1981. He is survived by his wife, Anastasia.

IRA WILLOUGHBY

Ira Willoughby, 78, passed away December 22, 1989. He joined the union in August 1942 in his native Baltimore. Brother Willoughby served in the steward department until he retired in December 1967. He is survived by his wife, Theresa.

WILLIAM W. WORTHINGTON

William W. Worthington, 76, died November 22, 1989. After serving in the Navy from 1943 to 1945, the Yuma, AZ native joined the SIU in May 1955 in the port of San Francisco and sailed on Waterman vessels. He wrapped up his deck department career in October 1972.

INLAND

ELMER BINGHAM

Elmer Bingham, 66, died October 28, 1989. The New York native joined the union in 1974 in the port of Norfolk, VA. Boatman Bingham worked as a cook for Interstate Oil before retiring in November 1986.

JOHN BLANCHFIELD



John Blanchfield, 86, passed away December 4, 1989.

A native of Maryland, he became a member in June 1957 in the port of Baltimore. He served as an IBU organizer and official from 1959 to 1966. Before retiring in February 1968, Boatman Blanchfield sailed in the engine department. He is survived by his wife, Glenva.

ROBERT DAVIS

Robert Davis, 65, died September 26, 1989. Born in

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Final Departures

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Graysville, AL, he served in the Navy from 1943 to 1945.

Boatman Davis joined the SIU in December 1957 in the port of Houston. He sailed as a captain on tugs operated by Sabine and Crowley Towing. He attended the 1977 Gulf/Inland Educational Conference at Piney Point before retiring in June 1984.

ANTHONY H. GENTILE

Anthony H. Gentile, 68, died November 22, 1989. He became a union member in March 1957 in his native Baltimore. He worked as a captain on Baker Whiteley and Curtis Bay tugboats. Boatman Gentile attended the 1978 Atlantic/Inland Educational Conference at Piney Point. He started collecting his pension in September 1979.

SEYMOUR HAMILTON



Seymour Hamilton, 73, passed away December 21, 1989. He served in the Naval Reserves from 1947 to 1955. The native of

Philadelphia started his SIU career in the deep sea division in April 1968, but acquired his inland book in August 1973. Boatman Hamilton worked in the deck department on Interstate Ocean Transportation vessels. He attended the 1978 Inland Educational Conference at Piney Point. His wife, Edna, survives him.

Philadelphia started his SIU career in the deep sea division in April 1968, but acquired his inland book in August 1973. Boatman Hamilton worked in the deck department on Interstate Ocean Transportation vessels. He attended the 1978 Inland Educational Conference at Piney Point. His wife, Edna, survives him.

BEVERLY M. O'NEAL

Beverly M. O'Neal, 63, died November 9, 1989. He was born in Hatteras, NC and served in the Navy from 1944 to 1947. Boatman O'Neal joined the union in February 1961 in the port of Norfolk, VA. He sailed as a mate on Curtis Bay and McAllister Towing vessels. He volunteered for many union activities. He attended the 1978 Atlantic/Inland Educational Conference at Piney Point. He started receiving his pension in January 1988.

EASTON SIMON



Easton Simon, 72, passed away December 22, 1989.

A native of Vermillion Parish, LA, he became a member in July 1963 in Port Arthur, TX. Boatman

Simon sailed as a captain on Sabine Towing vessels before he retired in July 1980. He is survived by his wife, Marie.

WILLIAM H. STUBBLEFIELD

William H. Stubblefield, 64, died December 23, 1989. He served in the Navy from 1943 to 1945. Boatman Stubblefield joined the union in April 1975 in his native St. Louis. He worked as a cook and attended the 1977 Gulf/Inland Educational Conference at Piney Point. He retired in February 1989.

GREAT LAKES

JEROME LYLE DAHLGREN



Jerome Lyle Dahlgren, 57, died November 15, 1989. He

served in the Army from 1946 to 1947. The Minnesota native joined the SIU in August 1988 in the port of Duluth, MN. Brother Dahlgren sailed in the deck department.

WILLIAM R. ROACH

William R. Roach, 89, passed away January 6. He became a union

member in July 1961 in his native Buffalo, NY. Brother Roach sailed in the deck department for Great Lakes Dredge and Docks. He started receiving his pension in June 1974. His wife, Beatrice, survives him.

JAMES L. WALSH



James L. Walsh, 89, died December 6, 1989. He joined the SIU

in August 1961 in the port of Sault Ste. Marie, MI. Brother Walsh sailed in the engine department.

GOVERNMENT SERVICES DIVISION

DAROLD BLISS

Darold Bliss, 72, passed away in Washington on June 28, 1989. The Nebraska native sailed as a yeoman until he retired in August 1979.

FRED D. BOSLEY

Fred D. Bosley, 79, died in his native Oregon on January 24, 1989. He joined the SIU's Military Sea Transport Union in March 1964. Brother Bosley sailed as a reefer engineer before retiring in April 1975.

MAMORN EKIMURA

Mamorn Ekimura, 62, died while on leave in his native Honolulu, January 8, 1989. The Army veteran joined the MSTU in March 1967.

SIDNEY KIDD

Sidney Kidd, 71, passed away in Washington on March 20, 1989. The able seaman joined the MSTU in December 1965. He retired in October 1976.

ANGEL C. LUNA

Angel C. Luna, 66, died March 4, 1989. The Philippine native joined the SIU in December 1983. He sailed in the steward department.

JOHN D. MOSS

John D. Moss, died March 24, 1989. He served in World War II and joined the MSTU in July 1970. He was employed as a machinist.

FRED SATURNINO

Fred Saturnino, 83, passed away in Arizona on October 2, 1989. Born in the Philippines, he became an MSTU member in June 1971. He retired as a cook/baker in June 1976.

Gemini Rescue

Continued from page 3

the ladder by using the life ring. The other seaman grabbed the boat rope. As soon as the man on the ladder was safely on the gangway, the life ring was passed to the seaman holding the boat rope. But it quickly became clear that the man's leg was caught in a line securely tied to the log.

Concerned the seas would carry the piece of wood too far aft and the seaman would not be able to hold the line, Captain Smith began to back the screw, allowing crewmembers to pull the man closer. OS Jeffrey Amendolia tended the line, while Third Mate Hainen took the bitter end of the line from the life ring and went down the ladder and into the water to hand the seaman on the log a knife.

He cut himself free and Hainen pulled him up to the ladder, but his injuries prevented him from climbing it. The deck crew lowered the gangway closer to the water and Codispoti and Amendolia grabbed the seaman. Taking advantage of a wave that submerged the gangway platform, Codispoti and Amendolia were able to lift him up to the platform.

Man Sighted off Port Bow

Around 1416 hours, Amendolia sighted a man in the water among the debris. The Gemini sailed towards the seaman, but crewmembers could not recover the man on the first pass. As the Gemini was maneuvering to begin a second pass, the seaman was yanked out of visual contact by the waves.

Close to an hour later, Chief Mate Friberg saw a body entangled in a cargo net off the port bow. Friberg, Bosun Hawkins, AB Brooks and other members of the deck gang caught the net with a grappling hook and brought the man aboard. The seaman was dead.

The man sighted originally by Amendolia was seen again, this time several hundred yards off the Gemini's port beam. To clearly identify his location, a dye marker was dropped by an Air Force C-130 search and rescue plane that had joined the rescue effort.

With the man showing no signs of life and sharks spotted in the area, Captain Smith maneuvered the vessel so the body was close to the starboard side. The attempts of Gemini crewmembers to grab

the body with a grappling hook were unsuccessful. Despite crashing waves that repeatedly submerged the platform, Third Mate Steven Sellars, OS Amendolia and OS Victor Honigsfeld descended the gangway with a boat hook to try to rescue the seaman. They were able to hook the man's clothing but it kept ripping, making it impossible to bring him up that way. This approach was abandoned because it became too dangerous. Next, Cargo Engineer Tom Kilbride tried working with a running bowline as Captain Smith backed the screw and the body was recovered. This man also was dead.

Two other men were rescued by the MV Plata, a vessel in the area that also heard distress call. Captain Smith had asked the MV Plata to keep a parallel course with the Gemini. When the ETC vessel was rescuing the two seamen on the log, the MV Plata recovered two other Kao Hwa III crewmembers.

After recovering the last two men, the Gemini resumed her voyage to Osaka, Japan with all of the Kao Hwa III crewmembers accounted for and 18 survivors and two dead aboard.

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 (1-800-252-4474)

or write

COBRA Program
Seafarers Welfare Plan
5201 Auth Way

Camp Springs, Maryland 20746

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



CONTRIBUTE TO SPAD

1990 UPGRADING COURSE SCHEDULE

All Programs Are Geared to Improve Job Skills of SIU Members and to Promote the American Maritime Industry
March-May 1990

The following is the current course schedule for March-May 1990 at the Seafarers Harry Lundberg 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 the Lundberg School.

Deck Upgrading Courses

Course	Check-In Date	Completion Date
Able Seaman	April 2	May 11
	May 28	July 6
Lifeboatman	March 19	March 30
	April 16	April 27
	May 14	May 25
Simulator Shiphandling	March 5	March 16
	May 14	May 25
Radar Certification	April 9	April 13
	April 30	May 4
Celestial Navigation	May 7	June 8
Tankerman	April 16	April 27

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

Steward Upgrading Courses

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

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

SHLSS College Program Schedule for 1990

FULL 8-week Sessions
March 19 through May 11
May 28 through July 20

Engine Upgrading Courses

Course	Check-In Date	Completion Date
Fireman/Watertender and Oiler	March 19	April 27
Pumproom Maintenance & Operations	March 5	April 13
Marine Electronics Technician	April 16	July 6
Electro-Hydraulics	March 19	April 27
Marine Electrical Maintenance	May 14	July 5
Diesel Engine Technology	May 14	June 8

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

1990 Adult Education Schedule

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

Course	Check-In Date	Completion Date
High School Equivalency (GED)	March 5	April 14
	April 30	June 9
Adult Basic Education (ABE)	March 5	April 13
	April 30	June 8
English as a Second Language (ESL)	April 30	June 8
ABE/ESL Lifeboat Preparation Course	April 23	May 11

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

Developmental Studies	March 12	March 16
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Oil Spill Course

Oil Spill Prevention & Containment (1 week)	March 19	March 23
	April 30	May 4
	May 14	May 18

Upon completion the Sealift Operations course must be taken.

Recertification Programs

Course	Check-In Date	Completion Date
Bosun Recertification	March 26	May 7
Steward Recertification	May 28	July 2

SEAFARERS HARRY LUNDEBERG SCHOOL OF SEAMANSHIP

Upgrading Application

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

Address _____
(Street)

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

Deep Sea Member Lakes Member
Inland Waters Member Pacific

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

Social Security # _____ Book # _____

Seniority _____ Department _____

Veteran of U.S. Armed Forces: Yes No

U.S. Citizen: Yes No

Home Port _____

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

Are you a graduate of the SHLSS Trainee Program:

Yes No
(If yes, fill in below)

Trainee Program: From _____ to _____

Last grade of school completed _____ (dates attended)

Have you attended any SHLSS Upgrading Courses:

Yes No
(if yes, fill in below)

Course(s) Taken _____

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

Yes No

Firefighting: Yes No CPR: Yes No

Date Available for training _____

Primary Language Spoken _____

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

VESSEL	RATING HELD	DATE SHIPPED	DATE OF DISCHARGE

SIGNATURE _____ DATE _____

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

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

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

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

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

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

ADULT EDUCATION DEPARTMENT

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

COLLEGE PROGRAM

- Associates in Arts Degree
- Certificate Programs

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

RETURN COMPLETED APPLICATION TO:

Seafarers Harry Lundberg Upgrading Center, Piney Point, MD 20674

SEAFARERS LOG

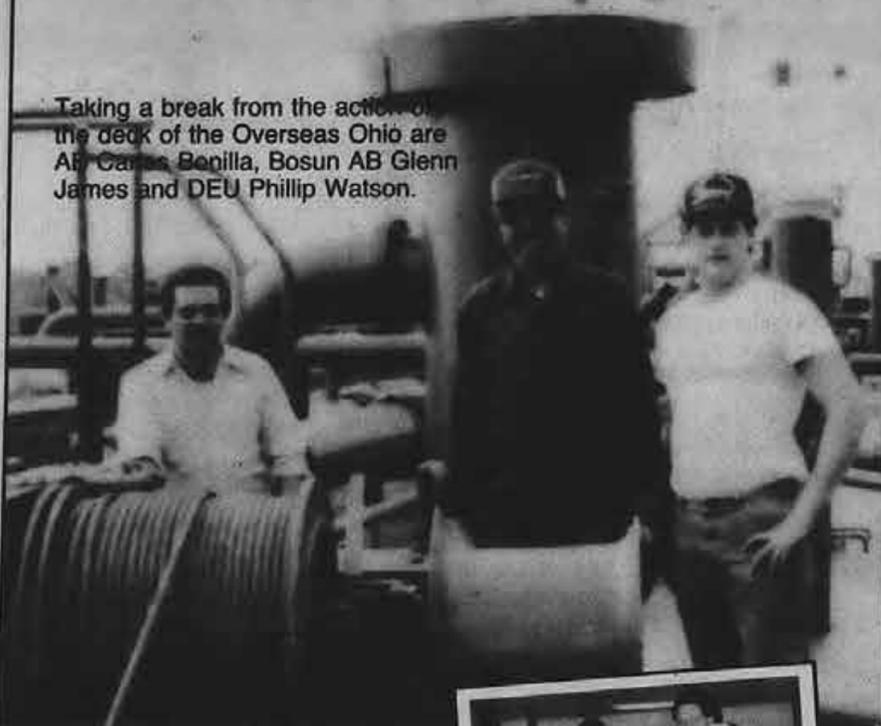
Volume 52, Number 2

February 1990

Thinking about education?

U.S.-Panamanian Tensions Did Not Affect Overseas Ohio Crewmembers

Taking a break from the action of the deck of the Overseas Ohio are AB Carlos Benilla, Bosun AB Glenn James and DEU Phillip Watson.



The Overseas Ohio continued to sail between the Gulf Coast and Panama despite the verbal and armed conflicts between the Central American country and the U.S. last December.

Crewmembers told Steve Ruiz, SIU port representative in Houston, they had not faced any problems when the tanker docked in Panama. In fact, everything ran smoothly, Ruiz was told.

Ruiz visited the Maritime Overseas vessel when it paid off at the Sun Oil dock in Lake Charles, LA last month.

► The galley gang is ready to serve a hungry crew after the Overseas Ohio arrives in Louisiana. From the left in bottom photo are Steward Baker Earl Gray, Chief Cook Scott Opsahl and Steward Assistant Louis Lightfoot Jr.



Able Seamen (from the left) Julio Sequeira, James Waldrop and Clemente Rocha Jr. relax after docking the Overseas Ohio in Lake Charles, LA.



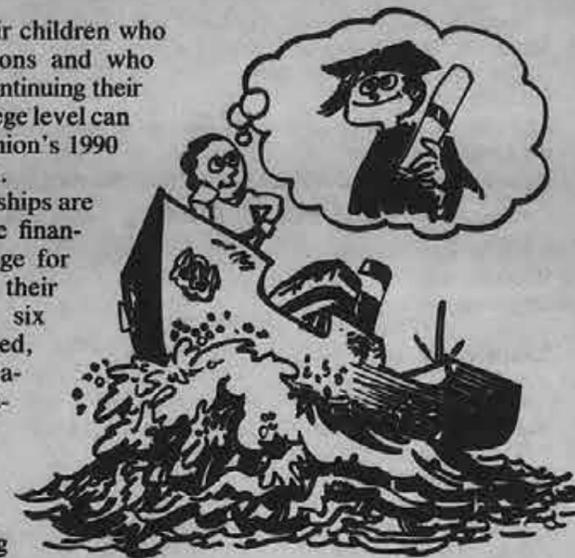
Seafarers and their children who have the qualifications and who are thinking about continuing their education at the college level can apply now for the union's 1990 scholarship program.

The union scholarships are designed to ease the financial burden of college for SIU members and their families. In 1990, six awards will be granted, four to children of Seafarers and two to active SIU members.

Scholarship program application forms are available now. Accompanying the forms is detailed information on how to apply for the program and eligibility requirements.

The scholarship materials are available at any SIU union hall. In addition, prospective applicants can request a copy by filling in and mailing the request form below.

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



Scholarship Program
For Members
and Their Dependents



Please send me the 1990 SIU Scholarship Program booklet which contains eligibility information, procedures for applying and the application form.

Name _____

Book Number _____

Address _____

City, State, Zip Code _____

Telephone Number _____

This application is for _____ (self)
_____ (dependent)

April 15, 1990 is the submission deadline for scholarship program applications.

HAS ANYONE SEEN THIS CHILD?



Leonard Joseph Cammalleri

Leonard Joseph Cammalleri was only 10 months old when he was abducted from Stamford, CT by his non-custodial father, Leonard Alfred Cammalleri Sr., reports the National Center for Missing and Exploited Children. Cammalleri, like many other parents who decide to take the law into their own hands, was forced to go into hiding after he failed to respond to a

prosecution warrant issued against him by the FBI in August 1985.

Cammalleri has been known to use the alias Leonard Camaleri. He is a 38-year-old, medium-sized man with an olive complexion. Like others who have chosen this path, Cammalleri will have to lead a life of lies and deceptions.

The National Center believes Cammalleri will try to purchase a new identity on the black market.

ANYONE HAVING INFORMATION SHOULD CONTACT

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

OR

FBI Bridgeport (Connecticut)
Missing Persons Unit
1-203-333-3512

OR

Your Local FBI Office