

SEAFARERS LOG

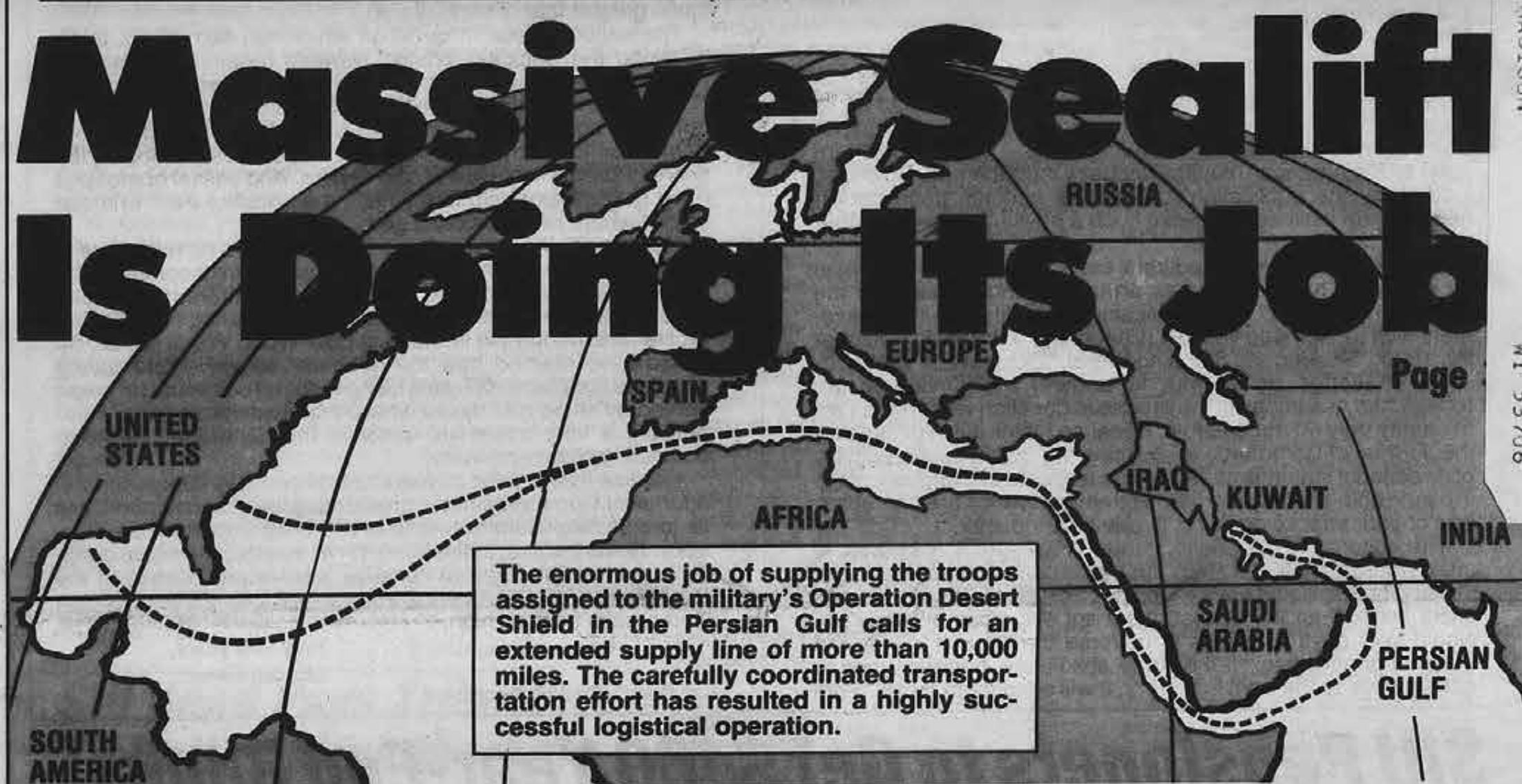


Volume 52, Number 11

November 1990

Behind the Gulf Operation

Massive Sealift Is Doing Its Job



DANKY, J.
STATE HISTORICAL SOCIETY
OF WISCONSIN
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MADISON

WI 53706

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Ships Loading Up for the Long Voyage to the Gulf



Three of the vessels in the Persian Gulf sealift shuttle are pictured as they load in Savannah. In photo right, USNS Bellatrix is shown with military transport vehicles secured to her decks as a Coast Guard vessel stands by. (Photos by U.S. Coast Guard.)

President's Report

Replying to Our Opponents



Michael Sacco

From time to time, we find it necessary to reply to critics of the American merchant marine—particularly those who would replace American seamen with foreign workers. One such occasion occurred in the past week, when I found it necessary to answer the latest attack from the Journal of Commerce, a hard-line advocate of foreign-flag shipping over the U.S.-flag industry.

I thought the membership might be interested in the communication I have sent to the editor and the publisher of that paper:

November 15, 1990

Robert L. Harris, Editor
The Journal of Commerce
110 Wall Street
New York, New York 10005

Dear Sir:

I would have preferred that this letter would have had as its purpose the commendation of the Journal of Commerce for an expression of fairness and constructiveness—if not support—insofar as the American maritime industry is concerned. However, judging by the publication's consistent editorial page performance, I am inclined to believe such a possibility seems rather unlikely.

Twice in recent weeks, editorial comment continued to press on with what has emerged as an unrelenting crusade for the abandonment of a U.S.-flag shipping capability and its replacement with foreign-flag vessels (Editorial, "Fast Sealift," October 23, 1990; "Shaking the Shipping World," October 29, 1990).

To challenge or attempt to answer the obviously un-researched assertions of the articles in question would be an act of charity they do not deserve. Because I think it is high time for the Journal of Commerce to examine the quality and credibility of its editorial statements, let me cite a couple of examples of the irresponsible and misinformed statements which are characteristic of your attacks on the U.S. maritime industry.

The editorial, "Fast Sealift," states "Fast sealift, of course, is an oxymoron; while the ships [for use in carrying supplies to the military forces] would have a top speed of up to 30 knots, several knots faster than the fastest merchant ships can go, they still would take days or weeks to traverse the oceans." Then the editorial pontificates: "If the Army absolutely, positively has to get supplies to the front in a hurry, it will send them by air." I am

sure that your readers, who know better, snickered over that one. Evidently the writer never heard of former Secretary of Defense McNamara's enormous blunder in advocating a similar approach to logistics during the Vietnam War. When it developed that 95 percent of all supplies had to be transported by ship, the miscalculating Secretary had to eat his words in public.

Moreover, a bit of research would have revealed that one C-5 Galaxy plane, the military's largest cargo-carrying aircraft, can hold one M-1 tank. The eight fast sealift vessels can carry the supplies of an entire mechanized infantry division, including 300 tanks, support vehicles, artillery, cargo trucks and other materials. Putting aside the feasibility of an airlift of a mechanized division's supplies, since the editorial stressed the need for cost-cutting it might be sobering to consider that the cost of sending that amount of equipment by air would be many, many times greater than if sent by ship.

The second piece in question which ran two weeks later, "Shaking the Shipping World," likewise forfeits any claim to reasonableness, with such uninformed inanities as this gem: "The Jones Act," the revisionist author asserts, "has killed the domestic business. No one can afford to move cargo from Boston to Florida by ship. About the only domestic shipping left serves Puerto Rico, Hawaii and Alaska. And vessel operations need government help to maintain their market even to these places where railroads don't go."

Here again, the implication is that facts have no relevance in determining the Journal's editorial stance when it comes to the American shipping industry. Had the writer bothered to acquaint himself with the voluminous charges and hearing records that proliferated during the immediate post-World War II period, he would have learned how the railroads' selective rate-cutting practices resulted in rail rates being reduced below cost in areas served by ships and raised where there wasn't any ship competition, a very influential factor in the demise of the once flourishing coastwise trade.

I realize that insofar as merchant shipping is concerned the Journal of Commerce has a greater degree of accountability to its foreign-flag customers who are its most important constituency. Nevertheless, in the interests of maintaining some credibility, perhaps it ought to consider after-hours classes in the history and basics of American-flag shipping for those of its staff who preach from on high.

Very truly yours,
Michael Sacco

cc: Don C. Becker, Publisher

SIU Pensioners to Get \$400 Year-End Bonus

Eligible pensioners were voted a \$400 extra cash payment by the Seafarers Pension Plan Board of Trustees, payable in December. The bonus was announced by Secretary-Treasurer John Fay in his November report to all ports.

The one-time holiday bonus of \$400 will be sent in December to all Seafarer pensioners who have accrued 4,380 days of service and who have satisfied all the requirements for normal, early normal or disability pensions.

The proposal for the bonus was put forward by union trustees and accepted by the full Board of Trustees, made up of representatives from both the SIU and contracted

employers. The pension plan's decision to distribute a 1990 bonus to all eligible pensioners was made after a careful study of the financial condition of the plan by an outside actuary. (An actuary is a professional who considers all elements of any decision a trust fund makes, calculating statistical risk and projecting into the future the ability to pay all obligations.)

After receiving the actuary's report, in view of the condition of the plan and its careful management, the Board of Trustees voted to provide a \$400 holiday bonus to all eligible SIU pensioners.

For eligible pensioners, the addition of the \$400 bonus will mean

a receipt of three checks from the Seafarers Pension Plan in the month of December. Traditionally, the pension plan has issued December pension checks at the beginning of that month and the January pension checks in the middle of December. In addition to those monies, eligible old timers

will receive a third check—the \$400 holiday bonus.

Further information on the bonus or on the pension plan in general can be obtained in any union hall or by calling the organization at 1-800-CLAIMS4. Or write to the plan, 5201 Auth Way, Camp Springs, Md. 20746.

NMU Shifts Training Funds To Shore Up Pension Plan

The National Maritime Union has stripped its upgrading and training program in order to shore up its troubled pension plan.

The NMU, which is now part and parcel of District 1 Marine Engineers Beneficial Association after a merger that has often been dubbed a "takeover," agreed in recent contract negotiations with shipowner representatives to transfer close to \$30 million from the training monies to the underfunded NMU pension plan.

The switch of funds has been criticized within the NMU. One critic likened the deal to a big giveaway to the shipowners saying that in return for a five percent pay increase the union's leaders had

given away \$30 million, the Journal of Commerce reported.

For the past three years the ailing NMU pension plan has been the target of many schemes. At the time of the 1988 merger of District 1 MEBA and the NMU there was talk that the underfunded pension trust of the unlicensed seamen would be integrated with the pension plan of the engineers' union. That plan met with strong opposition from rank-and-file District 1 MEBA members.

Just prior to this fall's election for officers of the licensed division of District 1 MEBA/NMU, the union's president announced that no such merger of pension plans would take place.

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Big Sealift Scores High in Gulf Mission

Senators Repel Attack On Cargo Preference

Existing cargo preference provisions were preserved in the closing days of this year's congressional session despite attempts by the supporters of giant farm commodity groups to eliminate or weaken the nation's laws mandating carriage of 75 percent of government food cargoes on U.S.-flag ships.

A last minute try by Senator Charles Grassley (R-Iowa) to put a tax on American-flag bottoms that win contracts to carry government-generated cargoes was rebuffed. The Iowa senator introduced his swipe at the American merchant marine late one night when very few of his colleagues were on the Senate floor. Once Grassley's provision was brought to full light, the Senate committee with responsibility for the issue defeated the amendment.

Grassley's most recent attacks came on the heels of a long and heated debate earlier this year on the cargo preference statutes and their application to the government's food aid program. Despite the initiation by forces representing giant agribusiness of a variety of strategies designed to wipe out or weaken cargo preference, each attempt went nowhere in both the House and the Senate.

Pact Reached in Final Hours

Earlier this year, although the going was nip and tuck and SIU Washington representatives worked virtually around the clock to rally supporters of cargo preference in the final days of legislative activity on the farm bill, a pact was reached that preserved the existing law. In fact, a carefully-crafted agreement was reached in both branches of Congress that maintained the 75 percent share of taxpayer-supported food aid assigned for carriage on U.S.-flag vessels and also allocated a portion of cargo to Great Lakes ports.

One of the major foes of cargo preference was the North American Export Grain Association (NAEGA), which the SIU had exposed as being a front for foreign-flag shipowners. The SIU disclosed that \$7.2 billion in government funds were spent on behalf of farm exports. In contrast, only

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SIU Head Pays Tribute To United Mine Workers



United Mine Workers President Richard Trumka (right) and SIU President Michael Sacco at recent Mine Workers convention.

Stressing the close ties that exist between the SIU and the United Mine Workers of America (UMWA), Seafarers President Michael Sacco addressing the group's centennial convention said, "In this world of the 'dog-eat-dog' and 'every-man-for-himself' philosophies, it is refreshing and encouraging to have the relationship of our two organizations as a resource in meeting our enemies."

Mine Workers President Richard Trumka noted how the two unions have a long history of pro-

viding support to which ever one of the two is engaged in a dispute. The most recent cooperative efforts concerned the UMWA's Pittston Coal Co. beef, a struggle in which the company sought to wipe out health care benefits and extract sizable give-backs from its employees. The union, after a bitter strike, prevailed.

Sacco told the assembled UMWA delegates, "Your long history of survival and achievement is an inspiration to the rest of the labor movement."

Military, Civilians Work Together To Keep the Supply Lines Moving

Despite the television treatment of the U.S. and allied role in Persian Gulf, frequently visible through the media and T.V., nowhere do the American people get a sense of the massive logistical operation that is supporting Operation Desert Shield and the vast number of troops and equipment moved into a forward position.

The magnitude of the marine transportation operation is evidenced in the amount of pounds of materiel that has been carried from the United States to the Gulf. As of the third week in November, the Military Sealift Command (MSC), the agency in the Armed Forces responsible for waterborne transport of supplies, reports that over 2.1 billion pounds of unit equipment have been delivered to the Gulf, as well as 3.8 billion pounds of fuel. Additionally, there have been more than 150 off-loads at docks in the Middle East.

Many of the vessels carrying supplies to the Persian Gulf are manned by SIU members. When the SIU received word in August that many U.S.-flag vessels would be broken out, the union's machinery was put in high gear to ensure the ships assigned to its contracted operators would be fully crewed by skilled Seafarers.

With 230,000 American troops in the Gulf now and with 200,000 more on the way and thousands of allied troops, the dependence on the logistical elements becomes greater and greater—and ships emerge as an increasingly more vital part of the equation.



General Johnson

General H.T. Johnson, commander-in-chief of TRANSCOM the military's coordinating transportation group, said in a recent address to the National Defense Transportation Association (NDTA), "...Airlift is our quickest method of response, but sealift will

be responsible for the vast majority of tonnage. In Vietnam and Korea, sealift accounted for 95 percent of all dry cargo and 99 percent of all petroleum products. We expect similar figures from Desert Shield."

TRANSCOM oversees the military's massive movement of supplies. The agency was established in 1987 to provide air, sea and land transport to meet national security objectives. TRANSCOM directs any transportation effort through its three component commands: the Military Airlift Command (MAC), Military Traffic Management Command (MTMC) and MSC.

172 Ships on Gulf Run

Participating in the sealift are 43 vessels from the Ready Reserve Force, eight fast sealift ships, 21 prepositioning ships, 60 commercial vessels chartered by the MSC, six commercial carriers that had been chartered to the sealift agency prior to the activation, six vessels loaned by foreign governments, 24 tankers, two aviation support ships and two hospital ships. Of the 60 MSC-chartered commercial ships, 13 fly



Vice Admiral Donovan

the U.S. flag, the remaining 47 operate under foreign registries.

Vice Admiral Francis R. Donovan, commander of MSC, noted in his recent testimony before a House subcommittee hearing on sealift that the number of ships listed "does not include the very significant sustainment capability on U.S.-flag liner ships to Saudi Arabia in support of Operation Desert Shield. This capability consists of approximately 30 sailings per month with a container capacity of more than 10,000 forty-foot container equivalent units per month."

Team Work In Transport Industry

Despite the pressure, those responsible for the implementation of the supply mission are performing superbly. In his NDTA speech, General Johnson said, "I am proud to report that America's transportation efforts in support of Desert Shield have been an overwhelming success. I say America's efforts, because it is much more than a U.S. TRANSCOM effort, and it is more than just a Military Airlift Command, Military Sealift Command and Military Traffic Management Command effort."

"The success that transporters have enjoyed in Operation Desert Shield is the result of a team effort from every segment of America's transportation community. America's uniformed forces, active duty, guard, reserve; our Merchant Marine; our airline, trucking and rail industries; our ports and our unions have all leaned forward as a team," the head of U.S. TRANSCOM added.



Vice Admiral Butcher

Vice Admiral Paul D. Butcher, deputy commander-in-chief of U.S. TRANSCOM, emphasized the importance of the civilian sector in meeting the military's "global transportation capability." Speaking to the recent House subcommittee on sealift, the Vice Admiral explained, "For strategic sealift, the majority of our lift comes from U.S.-flagged merchant ships, and all of our manning for both civilian and government-owned vessels comes from U.S. merchant mariners."

Facts on Sealift

- 172 ships are transporting fuel and materiel for the Military Sealift Command.
- More than 150 ship off-loads have occurred in the Gulf.
- More than 2.1 billion pounds of unit equipment have been delivered as of the third week in November.
- More than 3.8 billion pounds of fuel have been delivered to the Gulf as of the third week in November.
- When the U.S. amasses 430,000 troops in the Gulf, sealift operations will provide 95 percent of all necessary supplies for a deployment with a population equal to the number of people residing in Fort Worth, Texas or St. Louis, Mo.

Seafarers Had a Big Stake In 1990 Congress Actions

When Congress adjourned for the elections, it brought to a close a session in which many legislative matters of concern to the job security of American seamen were on the table.

A wide range of maritime issues were hotly debated and discussed during the 1990 congressional sessions. Foremost among them were the resolution of an attack on cargo preference under the guise of the farm bill debate, the enactment of an oil spill law which was fueled by public concern over the Exxon Valdez grounding in Alaska last year and urging the administration to keep maritime services off the agenda at the world trade talks.

Revenue Raisers

The final hours of this year's legislative meetings were wrapped up in budget wranglings. The maritime industry was socked with a number of provisions that will directly affect the pocketbooks of shipping companies and seamen alike.

The budget bill agreed to by Congress and the president tripled the Harbor Maintenance Tax on shippers. As a result, beginning January 1, the full cost of maintain-

ing the nation's deep-draft channels will be passed on to shippers. Effectively, the maintenance tax on cargo and passengers will go up from .04 percent to .125 percent.

The increased tonnage tax, which is paid to the U.S. Customs Service by all vessels arriving in American ports from foreign origins, represents the first hike in this duty since 1909. It will raise the cost from two cents to nine cents per ton for ships entering U.S. ports from North and South America. It also increases from six cents to 27 cents the per ton tax on vessels entering from other foreign ports.

Licensing Fees

The tonnage tax is estimated to bring in to federal coffers close to \$200 million annually.

Further revenue-raising items assigned to the maritime industry are increased fees for vessel inspections, personnel licensing and documentation fees and user fees on recreational vessels. The law left the exact rate setting process to the U.S. Coast Guard. The amounts set by the agency cannot exceed the cost of providing such services.

Shipping Industry Works to Keep Maritime Out of World Trade Pact

With maritime still on the table as discussions for the General Agreement on Tariffs and Trade (GATT) reach their final days, the SIU is intensifying its campaign to see that waterborne transit is taken off the agenda of the world trade talks.

The GATT negotiations are scheduled to end the first week of December when ministers from the 99 signatory countries, including the United States, will meet in Brussels to finalize the pact.

However, published reports have noted that agreement, which was created in 1948 to end discriminatory trade practices and reduce trade barriers that distort free competition within the world market, may not be ready for enactment by the ministers. The major roadblock

appears to be a lack of a consensus to reduce agricultural subsidies.

The SIU, working with its contracted operators and other elements of the U.S.-flag shipping industry, has been calling on members of the Bush administration urging that they contact the U.S. trade representative and weigh in against using maritime as a bargaining chip. Additionally, the union continues to work with congressmen and senators who also are concerned about the implications of a maritime services component in GATT.

If maritime is left in the final agreement, it could imperil the Jones Act, create national security problems, eliminate shipping subsidies and abolish cargo preference laws.

Ed Pulver Is New Member of SIUNA Board



Ed Pulver

Long-time SIU member and official Ed Pulver was named to the executive board of the Seafarers International Union of North America last month, announced Michael Sacco, president of the federation of 18 autonomous unions which includes the Atlantic, Gulf, Lakes and Inland Waters District.

Brother Pulver fills a vacancy created by the retirement of Joseph

DiGiorgio and the filling of his secretary-treasurer post by John Fay. Pulver, who serves as SIU port agent in Jersey City, was appointed by the executive board to fill Fay's SIUNA vice president term on that governing body.

Pulver, who began sailing in the 1940s on railroad tugs in the New York/New Jersey harbor, became active in the SIU when the fleet he helped organize elected to affiliate with the organization's Inland Boatman's Union.

In addition to his Seafarers duties, Brother Pulver serves as president of the Hudson County Central Labor Council and secretary-treasurer of the New Jersey State AFL-CIO.

SIU Members Play Active Role In Many Election Campaigns

The November elections, in which the entire House of Representatives and a third of the Senate was up for election, saw Seafarers deeply involved in a great many campaigns. Seafarers were out on election day and prior, walking precincts, posting signs, among other volunteer activities, for candidates who have strong records in support of the American maritime industry and the job security of U.S. seamen.

Seafarers who were on the beach turned out to the polls, many accompanied by their families. SIU members assigned to ships took steps to vote by absentee ballot, either before shipping or through the mail.

Of course, Seafarers also gave to the campaign funds of the candidates it supported from the SPAD monies contributed by SIU members. (SPAD stands for Seafarers Political Action Donation.)

Atlantic, Gulf, Lakes and Inland Waters (AGLIWD) Seafarers traditionally have been active in both national and local elections because it is vital to their job security. This year was no exception.

Volunteer Activity in Races

In a number of tight struggles between candidates who are committed to the American fleet and their opponents, Seafarers fought hard to turn out critical votes, participating in get-out-the-vote drives directed at SIU members, their families and other trade unionists.

One such race took place in the New Bedford area where hundreds

of SIU fishermen live. Congressman Gerry E. Studds (D-Mass.) beat back a challenger with a 53 to 47 percent margin.

Among other races, SIU members worked hard for Joan Kellyhorn (D-Mo.), a political activist who won a congressional seat in the St. Louis area. Another congressional newcomer, Jim Bac-



An SIU member volunteers use of his car to show support for his candidates in Louisiana.

chus (D-Fla.), had the support of SIU members living in the area of Florida known as the "Space Coast." Seafarers also were active in the campaigns of Washington state representatives Jolene Unsoeld (D) and John Miller (R).

The port of Honolulu's members worked long hours to elect Congressman Daniel K. Akaka to an open seat in the United States Senate. The 14-year House member, who had the strong support of Daniel K. Inouye, Hawaii's senior senator and a champion of the maritime industry, won his election bid for higher office. Senator Mark O. Hatfield (R-Ore.) also was supported by the SIU as was Paul Simon, who was first elected to a Senate seat from Illinois in 1984.

In a key race for the governor's position in Texas, the SIU threw its efforts behind Ann Richards, the Democratic candidate for the post, who won the race.

The SIU's legislative department tracks the voting records of elected officials on matters of keen interest to Seafarers and the shipping industry. The union's support for congressional incumbents was based on their voting records on such issues as promoting cargo for U.S.-flag vessels, developing an American-flag cruise industry and maintaining export restrictions on Alaskan oil.



Congressman Gerry Studds (right) talks over maritime issues with Capt. Carlos Vinagre of the F/V Calipso.



Fisherman Ronald Brown (left) and Patrolman Eugenio de Sousa are two SIU members who were out on election day in support of their candidate.

American Cormorant Returns to United States



Precision planning and carefully executed loading operations are a hallmark of the Seafarers crews aboard the American Cormorant, the semi-submersible heavy lift ship which returned to U.S. waters for the first time in five years last month.

Just before its arrival in Violet, La., the specialized vessel discharged cargo in the Persian Gulf,

In photo at left, Steward Assistant Richard Ball and Chief Cook Dante Slack take a break between galley duties.



The American Cormorant, one of 14 semi-submersible ships in the world, can cover its lifting deck with up to 26 feet of water.



An aerial photo shows the Cormorant's deck fully loaded and ready for sailing.

Bill Limits Hours of Work For Crew on U.S.-Flag Tankers

Seamen on U.S.-flag tankers may not work more than 15 hours in any 24-hour period or more than 36 hours in any 72-hour period except in an emergency situation or drill, states a portion of the bill passed by Congress and signed by the president establishing procedures designed to limit oil spills in American waters.

SIU Vice President Collective Bargaining Angus "Red" Campbell noted that the new law limiting hours "does not mean that licensed officers will perform unlicensed work." He asked all crewmembers aboard SIU-contracted tankers to submit overtime claims on a timely basis in the event officers attempt to infringe on the jurisdiction of the unlicensed seamen.

The legislation, which also mandated a phase-in of double hulls on all U.S.-flag tankers of more than 5,000 gross tons and created a \$1 billion dollar federal oil spill cleanup fund, aims to reduce crewmember fatigue as a factor in accidents.

The National Transportation Safety Board, the nation's federal safety watchdog agency, reported that fatigue and overworked crewmembers were significant

factors in the grounding of the Exxon Valdez last March 1989. That accident, which took place in the Prince William Sound in Alaska, caused the largest oil spill ever to take place in American waters.

The section of the Oil Pollution Act of 1990 that limits hours of work on U.S.-flag tankers includes any administrative duties associated with the vessel in its definition of "work." Furthermore, the legislation says such duties may be ones performed onboard the ship or ashore.

The passage of the bill in Congress was the culmination of a year-long debate on what steps the nation should take to reduce the spillage of oil from tankers. The portion of the bill most hotly debated was the section concerning liability for spills. Once Congress resolved the differences in language passed by both branches of Congress, the bill was ready for the president.

President Bush signed the legislation passed by both the House and Senate in late August. The August edition of the Seafarers LOG contains full details on the new law.

providing logistical support to the military's Operation Desert Shield. Todd Johnson, manager of fleet support for Pacific Gulf Marine, the ship's operator, reported that the American Cormorant crew "performed remarkably well" in the Middle East mission.

The 738-foot vessel has been assigned to the Indian Ocean since December 1985. Originally a 135,000 dwt tanker prior to its conversion to its present-day status in 1982, the American Cormorant has been stationed with a contingent of maritime prepositioning ships serving the U.S. Navy's Military Sealift Command (MSC).

One of 14 such vessels in the world, a 394 by 135 foot portion of the American Cormorant's lifting deck can be submerged under water by ballasting the ship to a depth of about 65 feet. This allows the center of the 19,700-horse-

power ship to rest under 26 feet of water.

The ship, which can sail at a top speed in excess of 16 knots, is primarily used to transport giant semi-submersible and jackup drilling rigs, as well as other off-shore equipment.

Recently manning the American Cormorant, which fills a key niche in the U.S. military's sea-borne logistics, were SIU members Charles Davis, bosun; Susanne E. Cake, chief steward; ABs Michael Coulbourne, Vincent J. Ippolito, Carlos Thomas and Gary Coats; QMEDs David Tillman and Rick Grosso; Mark Kraus, DEU; Dante F. Slack, chief cook, and Frank Bootz, steward assistant.

SIU New Orleans Port Agent Joe Perez, who met the vessel upon its call in Violet, La., said crew morale was high after the ship's successful voyage to the Gulf.

Moku Pahu Sets Another Record For Sugar Carried to California

Pacific Gulf Marine once again has commended the work of the SIU crewmembers aboard the MV Moku Pahu for their efforts in carrying yet another record load aboard the integrated tug-barge.

Harold C. Nilsen, port captain for Pacific Gulf Marine, sent Angus "Red" Campbell, SIU vice president collective bargaining, a

copy of a letter issued to the vessel on September 26. In it, Nilsen thanks the "officers and crew of the MV Moku Pahu for the record loading of the vessel during voyage 109. We realize this load (38,459 S/T by deadweight survey, 38,523 by scale) represents a new record for both the vessel and the C&H Sugar Refinery. Your efforts are appreciated. Keep up the good work."

The SIU crew was headed by Bosun Pete Loik. He was joined in the deck department by ABs W. Weaver, R. Pacheco and Troy Smith and OS K. Sumilat and OS Bob Jenkins. The black gang was composed of QMED Woodrow Heslip and Dayman Steve Dupre. Sailing in the galley were Chief Steward John A. Pratts and Chief Cook Henry Salles.

The Moku Pahu carries sugar from Hawaii to Crockett, Calif. for the California and Hawaii Sugar Company. The ITB is 660 feet long.



Bosun Pete Loik heads up the SIU crew aboard the Moku Pahu.



Stress Is on Membership Services

SIU Secretary-Treasurer John Fay (third from left) and Executive Vice President Joseph Sacco (fourth from left) meet with union officials from the Gulf and Midwest regions. The session is part of the union's continuous program to provide the highest quality of service to its membership. Pictured (from left) are New Orleans Port Agent Joe Perez, Mobile Port Agent Dave Carter, Fay, Sacco, Houston Port Agent Jim McGee, Vice President Lakes and Inland Waters Byron Kelley and Vice President Gulf Coast Dean Corgey.

SIU Crew Keeps Tugboat Patriarch Humming



Captain John Payne checks out the bridge before the tug Patriarch tows the barge Jacksonville to Puerto Rico.

With two trips weekly between Jacksonville, Fla. and Puerto Rico, the red stacks of Crowley TMT tugboats are a familiar sight in the St. John's River which bisects the northeast Florida city. The SIU-crewed Patriarch is one of several tugs to make the round trips, which generally run between 11 and 12 days.

Chief Mate Ray Alcorn recently told a Seafarers LOG reporter that the six-member crew works well with each other. "We've been together for a while and each of us knows what has to be done," he said before the tug towed the barge Jacksonville into the Atlantic Ocean.

One of those who has been working steadily with Crowley is Cook Eduardo Perez. The 68-year-old stated he enjoys his job too much to even think about retiring. The crewmembers do not want him to leave either because of his good

food.

Captain John Payne, a 15-year member of the SIU, boasted his crew is among the finest in the Crowley fleet. "They are hard working and there are never any major problems onboard," he said.

While the Patriarch and Jacksonville sail between New York and Puerto Rico, Crowley crewmembers live around the country. For some SIU men reporting to work can take up to a day of transit time.

The Patriarch, an Invader-class tug, was built in the mid-1970s by McDermott Shipyard in Morgan City, La. It is 127 feet long and its engine can generate up to 9,000 horsepower.

The Jacksonville is a roll-on, roll-off barge. It is 730 feet long and can hold approximately 500 trailers as well as automobiles, heavy machinery and other equipment.



Chief Engineer Willie Pettway climbs out of the engine room after making sure everything is secure for a trip.



AB Gerald Pyatte stows a line before sailing on one of the vessel's two weekly trips to Puerto Rico.



AB Britt Vickery Jr. passes a pail of engine oil to the upper deck.



Crane Maintenance Is a Must

SIU members Jim Dryen (left), Emerson Walker (second from right) and Roger Cash (right) keep Sea-Land cranes in tip-top shape. In photo above, the crane maintenance electricians talk with SIU Port Agent Don Anderson (second from left), who works out of the Wilmington, Calif. union hall.



Cook Eduardo Perez, who recently turned 68, says he has not even begun to think about retirement.



Chief Mate Ray Alcorn oversees departure operations from the deck of the Patriarch.

'Good Crew' Smooths Cape Flattery Trip to Gulf

Bosun Jack Kingsley's first trip to the Middle East aboard the Cape Flattery reminded him of voyages he made at the beginning of his 24-year career with the SIU.

Kingsley made several supply runs to Vietnam during that conflict. He compared the present efforts to those in the '60s and '70s. "It's about the same," he recalled. "At least in 'Nam you could go ashore. There are no facilities for that in the Persian Gulf."

Kingsley, who has been sailing as a bosun for 16 years, had nothing but praise for his crew. "It was a good trip with a good crew," he told a reporter for the Seafarers LOG while the ship was anchored near Norfolk, Va. "We had no major problems onboard."

Five Day Breakout

The bosun noted the ship did have its problems before it could sail. The vessel, the old Delta Line Del Norte, had been in mothballs for seven years. He noted drainage did not work properly, the galley had to serve boxed meals for several days before getting the ovens and steamers working and the air conditioning did not operate correctly. "These were minor problems that we were able to fix. We still got her operating in five days, thanks to the hard work of the members." This was verified by Chief Mate Jerry Jones, an SIU hawsepiper who graduated from the Lundeberg School in 1973. "They did a great job of getting the ship ready," Jones added.

The bosun, who sails from San Francisco, said his members handled the longshore work in the Middle East. "We did all the lashing and unlashings. The deck crew took care of everything. We were able to turn around in six days," he said.

AB Charles Simmons, like many of the others onboard, could not say enough about Bosun Kingsley. "He is the best bosun in the fleet," the deck department member stated. "The crew got along great. There was no measure of problems. He was able to handle anything." Simmons, who had been sailing inland before volunteering to help the cause, noted the bosun took the time to work with the ordinary seamen aboard. "He teaches the ordinary seamen how to tie knots and splice."

Safe at Sea

He said the crewmembers were not worried about being attacked while at sea. All of them reported the military had done a good job training them on how to wear nerve gas protection masks and suits. The crew watched training films supplied by the military on the procedure. But, as Kingsley told the members, "you are better protected here than if you were at home. The Air Force is overhead, there are warships all around and they are not going to let their supply lines get cut."

One of the highlights of the 51-day voyage was being able to help the troops on the Persian Gulf docks, according to the crewmembers.

"While they were onboard, we would show them movies and let them enjoy the air conditioning," said Simmons, who is from Mobile, Ala.

It Is a Small World

While talking with the soldiers, Simmons ran into the nephew of a good friend from Mobile. "I'll be seeing his uncle soon to let him know his nephew is doing fine."

The galley gang, headed by

Chief Steward Richard Ward of Jacksonville, stayed busy helping the troops. "We were feeding more than 30 soldiers at each meal," said Ward. "They were eating out of those little packages and they wanted some good home-cooking."

'Best Feeder'

Ward, a 10-year member of the SIU, said the whole crew pitched in to help the male and female soldiers who are stationed along the docks in the Persian Gulf. "Although we (the crewmembers) were restricted to the docks, the Army and Coast Guard personnel came onboard and called us the best feeder that had come to the dock," he boasted. "The old man did not mind because all of us wanted to help."

While Ward was talking, Steward Assistant John Foster demonstrated how long the line sometimes got on the LASH vessel. "It would go from the galley itself all the way to the stairs (about 30 feet)," said Foster, who also



AB Ed Brinn of Mobile reflects on his trip to the Persian Gulf.

sails from Mobile.

Chief Cook

Ruperto Ri-

vera Jr., who

ships out of

Santurce,

P.R., said the

troops were

"most appre-

ciative. We let

them use the

showers,

wash their

clothes and

fed them. We

opened extra

rooms for

them. The

women sol-

diers were es-

pecially appreciative. Some had

gone three weeks without a fresh-

water shower."

The Cape Flattery, which is op-

erated by IMC, crewed in Mobile

before sailing to Wilmington, N.C.

to load cargo for the military. As a

LASH vessel, it carries barges to

onload and offload cargo when it is

unable to dock at a port. This was

ship's first trip to the Persian Gulf

during the present crisis.

Oiler Norm Israel discusses a welfare situation at the meeting.



Bosun Jack Kingsley (left) presents Baltimore Port Agent Nick Kratsas with the crew list while Chief Cook Ruperto Rivera Jr., Jacksonville Patrolman Anthony McQuay and OS Ali Ali watch.



SIU members from the Cape Flattery discuss what they will do in town aboard a launch heading away from the vessel towards the city of Norfolk.



Crewmembers grab a last look at the Cape Flattery before hitting the beach and enjoying some rest and recreation.



AB Charles "Peanuts" Simmons of Mobile inspects one of the lines aboard ship.



Oiler Andre Smith of Norfolk prepares to make his rounds in the vessel's engine room.



AB William Capps of Jacksonville grabs a cup of coffee during a shipboard meeting.



Payoff is completed and the crew heads for the beach after the 51-day voyage to the Middle East. The general feeling among the crew was it had been a good trip.

AT&T Cable Ship Crew Hosts SIU HQ Employees

Five employees representing different components of the union's membership services program spent a day onboard the SIU-contracted C.S. Long Lines, which was docked in Baltimore, Md. after a trip to the Persian Gulf. The trip to the Long Lines vessel was designed to give headquarters personnel a first-hand look at the work SIU members do on a day-to-day basis.

The five staff members, Peggy Chaney, Matthew Bowman, Linda Hartnett, Cindy Swoope and Beverly Gorman, were met by Chief Steward Ken Rosiek, who gave them a tour of the vessel.

Owned by Transoceanic Cable Ship Company, Inc., a subsidiary of AT&T, the C.S. Long Lines is the largest of the world's commercial cable ships—almost as long as two football fields end-to-end. It is among the few cable ships capable of laying new installation and performing cable repairs at sea.

The five headquarters employees join a long list of guests who have toured the vessel. "We're all very proud to be working onboard this ship," said Rosiek. "It's a real showcase for the company. We recently hosted a reception for the Supreme Court."

Rosiek broke the tour down into five separate parts.

First, he demonstrated how cable is stored, laid and repaired. He then gave a brief rundown on the vessel's history and its physical layout.

The headquarters employees were then shown the living and recreational facilities onboard the vessel.

This was followed by a luncheon prepared and served by the SIU members of the steward department onboard the vessel. The headquarters employees reported the food was "delicious."



Chief Steward Ken Rosiek shows the SIU headquarters employees around the C.S. Long Lines vessel.

And last, but not least, was a fire and lifeboat drill. Although the SIU employees had to leave the vessel for the drill, which is required by Coast Guard regulations, they got to view it from the dock.

"I really hope the union runs more programs like this," said SIU headquarters employee Linda Hartnett. "It really gave me a better understanding of the membership," said her co-worker, Beverly Gorman.



SIU headquarters employees get a view from the bridge. They are, from the left, Beverly Gorman, Linda Hartnett and Cindy Swoope.



The SIU headquarters employees watch the fire and boat drill from the dock.



Fernando Valley, pantryman



Robert Trotman, baker



Winchell Saunders, steward utility

Inquiring Seafarer

Question: Do you think merchant mariners who sailed in war zones during the Korean and Vietnamese conflicts should gain veteran's status?

(Asked of SIU members at the union hall in Seattle, Wash.)

Jimmie Weed, Chief Cook —

Yes. I was on ships carrying ammunition going into Saigon. We were under fire and had to carry soldiers onboard. They found a lot of mines around our ships in Vietnam.



Bob Dawson, Able Bodied Seaman — They might as well have it. It won't hurt anybody. I was in the Navy in WWII in the Pacific theater.

Harry Jones Jr., Chief Steward —

Yes. I remember going into Vietnam. I was on the M.M. Dent going up the river. The ship before us was



fired on and sustained at least one dead. I was on one of the last ships going out before they closed the port. We had passengers onboard. We were all in danger. Any of us could have taken fire.



Mike Phillips, QMED — Absolutely. Their lives were in danger for the sake of the fighting forces. They volunteered for that dangerous service. I believe they are as entitled as the people in the military.

John Owen, Able Bodied Seaman — Well, yes, because the danger in certain areas was there.



J.C. "Rabbi" Cohen, OBU — Definitely, absolutely. Let's put it this way. American seamen carry all the supplies. We supply the Armed Forces. We lost seamen in both Korea and Vietnam.

Cargo Preference Remains Intact

Continued from page 3

\$116 million was allocated for the difference in cost between shipping on a foreign-flag ship and an American-flag vessel.

During the battle to retain cargo preference, members from both political parties stood up for the American merchant marine. Congressman John Miller (R-Wash.) stated those seeking to use foreign-flag vessels because they are cheaper should consider "if we want to free our aid program from all preferences and subsidies. I think it should be done on an across-the-board basis." Congressman Robert Torricelli (D-N.J.) wondered "how American agriculture, the recipient of billions of dollars of direct and indirect assistance, can justify its unrelenting attacks on another industry which receives a mere fraction of what agriculture is given by the American taxpayer."

The House version of the farm bill reached the floor in late July. By a vote of 283 to 80, the House of Representatives adopted a rule preventing the introduction of any amendments eliminating or weakening cargo preference.

Agribusiness-aligned senators continued to try to kill cargo preference despite being routed almost 2 to 1 each time one of their amendments was open to a vote. First, a bill by Steven Symms (R-Idaho) allowing the secretary of agriculture to waive cargo preference in certain instances was shot down 62-34.

Next, Grassley used an article from the Seafarers LOG on the

floor of the Senate. The Iowa Republican attempted to portray the SIU's new three-year standard agreement as providing exorbitant raises for seafarers. Grassley's attack resulted in a vigorous counter-attack by supporters of U.S.-flag shipping.

Senator Barbara Mikulski (D-Md.) said, "I am for those heroes in dungarees in peacetime, as I am in wartime." Daniel K. Inouye (D-Hawaii) noted how strange it would be for "grain grown on American soil, paid for by American taxpayers, (to be) carried on a Communist ship and shipped to Africa." Senator Thad Cochran (R-Miss.) asked why the United States should "start tampering with this section of the bill and try to improve upon an agreement that really is working very well for American agriculture and the U.S. maritime industries and our customers all over the world."

Grassley tried again. Employing a new tact, he offered an amendment to limit the rate that could be charged by U.S.-flag vessels carrying government-generated agricultural commodities. A total of 62 senators voted to table that amendment while 30 voted in favor, thus killing the proposal.

In addition to his efforts to attach an anti-cargo preference amendment just as the farm bill was being wrapped-up last month, during the budget reconciliation process, Grassley tried to impose a user fee on U.S.-flag ships carrying government-donated cargoes. His furtive assault was caught by pro-maritime senators and eliminated.

McCarthy Crew Is Loyal to their Vessel



Another meal is ready to be eaten as Porter Ahmed Nasser passes it to a hungry crewmember.



Gateman Craig Fitzhugh (left) and Conveyorman Abdo Yahya inspect the control board in the McCarthy's slough room.



Deckhand Abdo Fotaih secures a line before moving to his next assignment.



Awaiting orders for his next assignment is Wiper Robert Manke.



Deckhand Yehia Saeed inspects a line aboard the vessel.

Although the name of the vessel may have changed, the loyalty of the Walter J. McCarthy Jr.'s crew has remained a constant. The Seafarers who ply the Great Lakes aboard the American Steamship Company's (ASC) self-unloader tend to stay aboard once they sign on.

In fact, many of the McCarthy's permanent crewmembers have been sailing on the ship since her first season of operation. Among those who have been shipping since the beginning, when the bulker was known as the Belle River, are Wheelmen Rodney Schule and John Litersky, Watchman John Clark, Deckhands Abdo Fotaih and Yehia Saeed, QMED Edward Brink and Porter Ahmed Nasser.

Bosun Michael Schaff noted the crewmembers are a great bunch with whom to work. "We have been together for some time," said Schaff, who has served since 1987 as bosun on the McCarthy. The former ASC mariner of the year pointed out that this helps to make the McCarthy one of the better ships on the Lakes.

"These guys are great," said Jack Allen, the union's Algonac

port agent. "There is rarely a problem onboard."

Showing his dedication in another way is Craig Fitzhugh, a gateman aboard the McCarthy. He is the fourth generation in his family to sail on the Great Lakes. Fitzhugh told a reporter for the Seafarers LOG that sailing just came naturally when he signed on in 1978. He had not given any other profession much of a thought.

"My father (Lee) just retired," said the 13-year SIU member. "He sailed in the deck department on car ferries since the '50s." Both the black gang member and the McCarthy have been plying the Lakes for almost the same number of years. The ASC bulker came out of the shipyard the year before Fitzhugh signed on with the union.

The McCarthy is a self-unloader designed to carry coal from Superior, Wis. to Detroit Edison's Belle River electric power facility near St. Clair, Mich. The round trip across Lakes Superior and Huron takes five and a half days. The ship can carry up to 68,000 tons of coal. It was renamed earlier this year in honor of a retired member of the Detroit Edison's board of directors, Walter J. McCarthy Jr.



Watchman Lloyd Rockwell (left) and Bosun Mike Schaff conduct a safety inspection of a flare and pistol box on the McCarthy.



QMED John Perry checks the oil in an engine to keep it operating at peak efficiency.



Second Cook Mosid Elgarmi receives his SIU book from Algonac Port Agent Jack Allen during a shipboard union meeting.



The deck of the Walter J. McCarthy Jr., formerly the Belle River, as viewed from the vessel's bridge.

Seafarers Rally in Detroit, New York

SIU members (from the left) Tim Kelley, Richard Gimpel and Bill Watson join 200 union brothers and sisters, marching in support of striking Greyhound bus drivers in Detroit, Mich.



Joining in the rally to have the Navy build a homeport in New York on Staten Island are SIU members (from the left) Ed Doruth, Pat Lavin, Charlie DiCanio and Jack Marcario.

SIU Gov't Services Division Crew Rescues 45 Filipino Fishermen

Crewmembers aboard the USNS Ponchatoula, one of the oilers in the Pacific-assigned fleet of the Military Sealift Command (MSC), helped 45 Filipino fishermen reach safety last month after their outrigger craft was rendered useless by giant South China Sea waves.

According to press reports, the USNS Ponchatoula, which is manned by members of the SIU's Government Services Division, was dispatched to rescue the fishermen after a U.S. Navy plane spotted the 90-foot Sto. Nino Gloria about 200 miles from the Philippine coast.

Five fishermen were reported missing after the USNS Ponchatoula conducted a painstaking search of the area. The survivors

were put in the custody of the local government in the liberty town of Olongapo.

One of the survivors, a 14-year-old, said the missing fishermen were on a smaller vessel that had originally been towed by the Sto. Nino Gloria, but the line had been severed and they had lost sight of the craft.

The fishing vessel sprang a number of leaks and the engine gave out. The 14-year-old survivor said the fishermen had scooped water out of the boat with a pail and had not eaten for two days.

The SIU-crewed USNS Ponchatoula attempted to tow the fishing vessel, but the rope snapped and the broken-down craft sank.

SIU Training School Activities



Sealift Instructor Becomes Tug Captain

In the photo at left, Jeff Swanson (right), sealift crane instructor at the Lundeborg School, recently received his captain's license for master of vessels of not more than 100 tons from the U.S. Coast Guard. Swanson will operate the school's tug Little Toot which is used for sealift training in search and rescue procedures. He is congratulated by fellow sealift instructors Bill Hellwege (left) and Jim Currie.

Lundeborg Students Promote Knot-Tying

The ancient but still valuable art of knot-tying is demonstrated by Lundeborg School students David Beck (left) and Armando Rodriguez. Beck and Rodriguez demonstrated their mariners' skills for the public during a St. Mary's County fair held near the school's base at Piney Point, Md.



Johnny Johnston Gives Out 'Manitou' Photos

SIU Pensioner Johnny Johnston who, along with retired member William Drew, is refurbishing President John F. Kennedy's former yacht, the Manitou, presents SIU President Sacco with a photo of the vessel. Johnston and Drew, who are year-round residents at Piney Point, are restoring the famous presidential yacht, now owned by the Lundeborg School.

Labor Briefs

New York Daily News Workers on Strike After Months of Employer Provocation

The 3,000 workers who produce the nation's second largest newspaper hit the bricks late last month after being pummeled with management-initiated harassment tactics for 10 straight months. The New York Daily News employees on strike are represented by the Newspaper and Mail Deliverers Union, Graphic Communications Local 1P, Printing Pressmen Local 2, Paper Handlers Local 1, Stereotypers Local 1, Mailers Local 6, Machinists Local 434, Electrical Workers Local 3 and Newspaper Guild Local 3.

The strike began in the early morning of October 25 when a Daily News supervisor insisted a deliverer with a knee injury be suspended for not standing while working. A union business agent, who attempted to resolve the dispute, was thrown out of the plant. When 30 employees from the plant followed the business agent and the injured worker out of the plant, News management ordered the remaining drivers to vacate the building and then barred the entire crew from re-entering. Within minutes the company had replacement drivers at the plant, confirming union suspicions that the News had spent a year making strike preparations.

Since the beef began, the News has managed to put out a paper, but it is a shell of its former self. The News reportedly is giving away tens of thousands of papers, and homeless men and women have been attempting to "sell" each issue. Meanwhile, the entire labor movement has rallied around the News strikers. Advertisers and home subscribers have been canvassed by News workers and allied unionists to cancel subscriptions to the scab paper.

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East and Gulf Coast Longshoremen Negotiate New Master Contract

The International Longshoremen's Association (ILA), representing some 60,000 dock workers on the East and Gulf coasts, reached a tentative accord with waterfront shipping companies earlier this month. The collective bargaining agreement, if ratified by the ILA's membership, will go into effect on November 30.

The tentative contract calls for wages to rise \$1.00 an hour annually in four steps. The current three-year agreement, which was negotiated in 1986, froze wages for two years.

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Final Federal Budget Package Includes Higher Tax Rate on Rich

The budget package passed by Congress and signed by President Bush late last month included a number of key provisions sought by the American labor movement. Specifically, the AFL-CIO, the federation of national unions representing all varieties of workers, had urged an increase on the tax rate paid by the wealthiest Americans.

Earlier attempts to enact a national budget had kept the lower tax rate for the rich. The final budget raises the marginal tax rate for wealthy Americans from 28 percent to 31 percent and phases out personal exemptions for individuals earning \$100,000 a year or for couples with a combined income of \$150,000.

While there had been talk of delaying unemployment benefits for two weeks during the early-October budget negotiations, the final package ensured that there will be no detaining of such payments.

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Labor Secretary Elizabeth Dole Resigns

The highest ranking woman in the cabinet of President Bush resigned last month from her post as Secretary of Labor to assume the top post at the American Red Cross. AFL-CIO President Lane Kirkland said, upon the announcement of Elizabeth Dole's decision, "The AFL-CIO wishes Mrs. Dole well as she enters the private sector. She was a good Secretary of Labor who did her best to represent working people and their unions in a Republican administration."

Looking back over her two-year tenure as Labor Secretary, Dole said she had tried to use the agency to provide people with the job skills needed to secure employment. She also emphasized her record promoting safety procedures in the work place. She hoped the department's initiatives in such areas as repetitive motion injuries and construction safety would continue.

Dole has worked to eradicate child labor practices and turned the full force of her agency on tracking down violators of laws devised to protect young people from unscrupulous employers. Although Dole refused labor's appeals to intervene in the bitter Eastern and Greyhound strikes, she did play a role in the Pittston coal beef and was instrumental in helping resolve the labor/management conflict.

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Eastern's Machinists Await News On Company's Financial Condition

The Machinists, who have been on strike against Eastern Airlines since then-owner Frank Lorenzo locked them out in March 1989, are awaiting the federal bankruptcy court's decision on the company's ability to continue as a viable entity. Lorenzo, who bailed out as head of the troubled airline, had filed for protection against creditors in bankruptcy court shortly after the strike began.

Ten Veteran Bosuns Hone Seamanship Skills

Ten bosuns graduated this month from the union's intensive training program designed to update seamanship skills, provide leadership training and improve first aid and safety procedures.

The newly recertified bosuns studied at the Seafarers Harry Lundeberg School of Seamanship for six weeks. They worked on such deck skills as splicing and knot tying, sessions in which they shared their knowledge with trainees. The ten received training in the school's new oil spill prevention and containment course.

They travelled to the University of Maryland firefighting center in LaPlata for a hands-on refresher course. They met with union officials to be briefed on contract and welfare procedures as well as legislative matters. They also worked in classroom settings to improve their communication and leadership skills.

"I appreciate the union providing me the opportunity to upgrade my sea-going skills," Dana M. Cella of the port of Seattle said at the graduation ceremony during the November membership meeting at Piney Point, Md. "I have broadened my knowledge of the sea through academic and practical classes, making myself and the union more marketable to the industry. I am proud to be a member of this organization — the SIU."

Many of the new recertified bosuns addressed their graduating remarks to the trainees and the need to keep learning.

"Since I have been a member of the Seafarers Union, they have im-



The 10 graduates from the recent bosun recertification class at the Lundeberg School include (front row, left to right) George Cruz, Kadir Amat, William Penney Jr., Al Hitt, (back row) Dana Cella, Harold Eady, John Schoenstein, Benedict Born, Robert Shaw Jr. and Charles Kahl.

pressed upon me the importance of education and taking advantage of the opportunities of the Lundeberg School," said Al Hitt from Norfolk, Va. "Education is the key to success as a member of the Seafarers Union and an educated membership will ensure our success as a union. I encourage the membership to take advantage of the educational courses."

"I have enjoyed the classes and teachers and they have done a heck of a job with us," noted William Penney Jr. of New Orleans. "I would like to see a lot of these youngsters do the same as we've done. Keep working at it and take care of these jobs."

After thanking the SIU's executive board as "being the most capable union officials any labor union could ask for," Robert Shaw Jr. from New York called his fellow union members "some of the best seamen in the world. You trainees, get out there and become the same thing. Do the best you can and you'll make out all right. You will make good lives for yourselves and your families."

A number of the bosuns began their careers in the entry rating programs at the Lundeberg School. John Schoenstein of San Francisco reflected on his first experience there. "Back in 1967, when I was a trainee, I was mixing cement for sidewalks around here when things got really moving. Thanks to (San Francisco Port Agent) Nick Celona for getting me back to school. I love everything that's gone on around here. I urge the trainees to upgrade as soon as you can. It is a great school."

Kadir Amat from New York urged the young SIU recruits to "hang in there, upgrade and one day you will be where I'm at."

The bosuns' curriculum included the study of the SIU's history and the tradition and practices of the trade union movement. The solidarity of the SIU and its members was expressed by an 18-year veteran of the deck department, George L. Cruz, also from the port of New York, who proclaimed he was "very proud to be a member of this union. I've gotten this far and want all of you to do the same."

Keep going because we are family."

Twenty-seven-year member Harold Eady of Houston told the members, "I have never felt better about the union than I do today. We are definitely on the upswing."

Both Charles Kahl and Benedict Born, like all the others, thanked the faculty and staff of the school for all they did for the bosuns. "I appreciate the opportunity to be here," said Kahl of New Orleans. "Let's keep up the good work."

Houston's Born stated he "really enjoyed the school and urged others to attend to upgrade."

SIU President Michael Sacco told the group he was proud of their accomplishments. "This graduating class is particularly special to me. Five guys in this group were trainees here at the school when I was their union ed teacher." Sacco also noted a member of Amat's family has been in the union since its founding.

The Lundeberg School's bosun recertification program is a good example of what this union is all about, Sacco said. "We emphasize quality seamanship, trained men and women who can man today's complicated vessels," he continued. "Good friends and union brothers, we know what we're all about and what we've got to do."



Al Hitt maneuvers a forklift around barrels during sealift training.



"He ain't heavy, he's my brother" may be on the mind of Benedict Born, the largest member of the class, as he gives George Cruz, the smallest member, a lift.



Boat handling skills of the bosuns are demonstrated as instructor Bill Hellwege (left) works with Charles Kahl, Bill Penney, Ben Born and Dana Cella.



In photo at right, the bosuns, on a trip to Washington, D.C., review the union's legislative goals with Frank Pecquex, a Washington representative for the Seafarers International Union.



With bosuns Kadir Amat and Charles Kahl working from the deck and John Schoenstein viewing from the dock, trainees practice their skills in bosuns' chairs.

The Galley Corner

Laupati, Van Scoy, Villanueva Make APL's JFK a 'Happy Ship'



A Clean Galley

Overseas Ohio Chief Steward Grant Marzett (left) and Chief Cook Lee Perales are pictured in their spotless galley. Brother Marzett provided the above photo to the Seafarers LOG.

The galley gang of the President Kennedy gets high marks in the areas of food preparation, serving style, sanitation and organization not only from fellow crewmembers but also from the Japanese government which recently issued the vessel a sanitary certificate with a rating of 100 percent.

In a report to the Seafarers LOG, Pieter Boele, the master of the American President Lines vessel, said Steward Lou E. Laupati, Chief Cook Kirk L. Van Scoy and Assistant Cook/GSU Ernie S. Villanueva provide their shipmates with "imaginative, variable menus and exceptionally prepared nutritional food."

Brothers Laupati, Van Scoy and Villanueva, all members of the SIU's Atlantic, Gulf, Lakes and Inland Waters District, prepare and serve excellent food "consistently and cost effectively," continued Captain Boele whose words were echoed by every crewmember.

The issuance of a Japanese Sanitary Certificate with a rating of 100 percent, the highest mark a ship can receive, after a close inspection of the galley and food storage areas, made the entire crew complement proud of their steward department. Also noteworthy, said



The President Kennedy galley gang receives rave reviews from fellow crewmembers on the quality of the food served aboard the ship. Pictured above are SIU members Steward Lou E. Laupati, Chief Cook Kirk L. Van Scoy and Assistant Cook/GSU Ernie S. Villanueva.

the President Kennedy's master, is the manner in which Laupati, Van Scoy and Villanueva work so well together and exhibit positive attitudes. "It is a pleasure going through the chow line and watching them work, always having a smile and a kind word for every-

body," reported Captain Boele.

The caliber of work put forth by the three steward department members make them "a credit to the SIU Union, ship and company. Through their fine efforts and dedication the JFK is a happy ship," the master concluded.

Holiday Baking and a Healthy Diet Are Compatible

Baked goods need not overload an individual's diet with fat, sugars or sodium, teach the Lundeborg School culinary instructors to SIU steward department members who are upgrading their cooking skills at the union's training facility. The Lundeborg School steward curriculum observes dietary standards prepared by the U.S. Department of Agriculture's Human Nutrition Information Service.

With the November, December and January holidays around the corner, SIU stewards and cooks can prepare all of the traditional breads, biscuits, rolls, muffins, waffles, cakes, cookies and pies in a way that boosts a healthy diet.

Starch and fiber, which are necessary items in a well-balanced diet, can be obtained in most baked goods. However, such staples can also have high contents of fat, sugars and sodium — all substances that should be consumed in moderation to maintain a healthful diet and good nutrition.

To help the union's galley gang produce healthy baked goods, a series of cooking tips for maintaining flavor and reducing fat, sugars and sodium levels are printed with this article. The tips were compiled from U.S. Department of Agriculture pamphlets.

Seafarers, in watching what they eat, should be aware that the amount of fat most nutrition authorities recommend is no more than 30 to 35 percent of total calories. For example in a diet of 1,500 daily calories, 50-58 grams of fat should be consumed. In a daily diet of 2,500 calories, 83-97 grams of fat meets the 30 to 35 percent goal.

The intake of sodium should also be monitored by Seafarers in the interests of maintaining a healthy diet. While sodium is a mineral required to maintain body fluids and proper nerve functions, most Americans consume more than they need. The National Research Council of the National Academy of Sciences suggests a safe and adequate range of sodium per day is about 1,100 to 3,300 milligrams for adults. One tea-

spoon of salt contains about 2,000 milligrams of sodium.

Tips for Baking

- Use two egg whites in place of each whole egg in most quick breads, cookies and cakes.
- Use low fat (1 percent or 2 percent) milk or skim milk.
- Add a small amount of vanilla, cinnamon or nutmeg to sweet baked products to enhance flavor when reducing the sugar content.
- Use three tablespoons cocoa in place of each ounce of baking chocolate. If fat is needed to replace the fat in chocolate in baked goods, use one tablespoon or less of a vegetable oil or a margarine in which the first ingredient on the label is a liquid oil (as opposed to a hydrogenated fat).

Tips for Reducing Sugar

- Use ½ cup sugar per cup of flour in cakes. (Cakes with less sugar may be more like a quick bread than a cake.)
- Use one tablespoon sugar per cup of flour in muffins and quick breads.
- Use only one teaspoon sugar per cup of flour in yeast breads.

Tips for Reducing Fat

- The minimum amount of fat for muffins, quick breads and biscuits is one to two tablespoons per cup of flour.
- Some yeast breads, such as English muffins and French bread, can be made without any fat.
- The minimum amount of fat for cakes is two tablespoons per cup of flour.
- Soft drop cookies generally contain less fat than crisp rolled cookies. The fat level can usually be adjusted to two tablespoons per cup of flour. Lowering the fat too much in rolled cookies can make a dough that is difficult to roll out.

Tips for Reducing Sodium

(Sodium is a part of salt and most leavening agents, baking soda and baking powder).

- Use ¼ teaspoon salt per cup of flour in yeast breads. (In yeast breads, salt helps to control the action of yeast.)
- Use only half the amount of salt called for in baked products other than yeast breads.
- Use 1½ teaspoons baking powder per cup of flour in biscuits, muffins or waffles.
- Use one teaspoon baking powder per cup of flour in cakes.

Try this recipe for whole-wheat cornmeal muffins.

Whole-Wheat Cornmeal Muffins

Yields: 32 muffins

Per serving:

Calories	135
Total fat	4 grams
Cholesterol	35 milligrams
Sodium	146 milligrams

Yellow cornmeal, degerminated	2⅔ cups
White-wheat flour	2⅔ cups
Sugar	4 tablespoons
Baking powder	2 tablespoons and 2 teaspoons
Salt	½ teaspoon
Skim milk	2⅔ cups
Oil	½ cup

Preheat oven to 400 degrees F. Grease 8 muffin tins or use paper liners. Mix dry ingredients thoroughly. Mix milk, egg and oil. Add to dry ingredients. Stir until dry ingredients are barely moistened. Batter will be lumpy.

Fill muffin tins two-thirds full. Bake until lightly browned—about 20 minutes.

To Our New Pensioners ... Thanks for a Job Well Done

Each month in the Seafarers LOG, the names of SIU members who recently have become pensioners appear with a brief biographical sketch. These men and women have served the maritime industry well, and the SIU and all their union brothers and sisters wish them happiness and health in the days ahead.

The Seafarers Pension Plan announces the retirement of ten members this month. Eight of those retiring sailed in the deep sea division and the remaining two shipped in the inland sector.

Six of the retiring members took advantage of the educational opportunities afforded them at the Lundeberg School in Piney Point, Md. to upgrade their ratings. They were Richard R. Adamson, George W. Gibbons, Richard C. Maddox, Robert G. Marrero, Olan Morales and Julian E. Primero.

Brother Adamson has been with the union longer than any of the other retirees. He signed on with the SIU in January 1946.

Brief biographical sketches of these and the other retiring Seafarers follow:

DEEP SEA



RICHARD R. ADAMSON, 62, joined the Seafarers in January 1946 in the port of New York. Born in Fort Lee, N.J., Brother Adamson sailed in the engine department and upgraded his rating at the Lundeberg School in 1977. He was presented with a safety award for his part in making the SS Hurricane an accident-free vessel during the first half of 1960. He calls Pembroke Pines, Fla. home.

GEORGE W. GIBBONS, 63, joined the SIU in February 1947 in the port of Baltimore. The New York City native shipped in the steward department. He upgraded to recertified steward in 1982 at Piney Point. Brother Gibbons resides in Flushing, N.Y.



RICHARD C. MADDOX, 65, joined the union in August 1965 in the port of Tampa, Fla. He was born in Fort Meade, Fla.

Brother Maddox upgraded his deck department rating in 1978 at the Lundeberg School. He makes his home in Houston.

ROBERT G. MARRERO, 67, joined the Seafarers in October 1960

in his native New York. The steward department member upgraded several times, reaching the rating of recertified steward in 1983 at Piney Point. He has retired to Long Beach, Calif.

OLMAN MORALES, 75, joined the SIU in June 1946 in the port of Baltimore. Born in Escazu, Costa Rica, he shipped in the black gang and upgraded to QMED in 1975 at the Lundeberg School. Brother Morales calls San Francisco home.

JULIAN E. PRIMERO, 65,

joined the union in June 1971 in the port of Seattle. A native of the Philippine Islands, he sailed in the steward department. Brother Primero upgraded his rating in 1977 at Piney Point. He lives in Seattle.



VINCENT ROMAN, 65, joined the Seafarers in March 1968 in the port of New York. He was born in Ponce, P.R. and shipped in the steward department. Brother Roman makes his home in Playa Ponce, Puerto Rico.

OLIVER TRAWICK, 69, joined the SIU in December 1947 in the port of New Orleans. The Alabama native served in the Army from 1942 to 1945. Brother Trawick sailed in the deck department before he retired to Hamilton, Ala.



INLAND

JAMES D. COLLIER, 64, joined the union in August 1963 in the port of Port Arthur, Texas. A native of Texas, he sailed in the deck department as a captain. Boatman Collier lives in Pascagoula, Miss.

ROBERT R. MASON, 62, joined the Seafarers in May 1961 in the port of Philadelphia. He was born in Maryland and served in the deck department as a captain. Boatman Mason resides in Fruitland, Md.

Shipping Rules Amended to Meet Demands for Extra Vessel Manning

The stepped-up military operations in the Persian Gulf have increased the demand for Seafarers to man the vessels carrying supplies to the American military forces in that area.

All union members and physically-fit pensioners are urged to register for employment (retirees will be allowed to participate in the activation without interruption of their monthly pension payments).

As previously reported in the Seafarers LOG, in order to ensure that all of the union's manning assignments are met, the shipping rules were amended in August through an emergency meeting of the Seafarers Appeals Board (SAB).

What follows is the complete ruling—Action 352—that resulted from the SAB meeting.

SAB Action 352

The Seafarers Appeals Board, acting under and pursuant to the Collective Bargaining Agreement between the Union and the various contracted Employers, hereby takes the following action.

Whereas, a national emergency exists due to the current situation in the Persian Gulf, and

Whereas, various vessels are being activated from the Ready Reserve Fleet (RRF), and

Whereas, such activation has extremely escalated the demand for seamen from the Manpower Pool,

Therefore, the Shipping Rules shall be amended in the following manner for the duration of the emergency.

Rule 2 G 1 which reads as follows is waived:

"G. 1. Seamen with Class 'A' seniority rating, excluding seamen possessing Permanent Status as defined in Rule 5 A 12, shipped pursuant to these rules, may retain such jobs for one (1) round trip of two hundred and forty (240) days, whichever is longer. At the termination of such round trip or on the first opportunity following the two hundred fortieth (240th) day on the job, such seamen shall sign off their vessels, and the vacant job shall be referred to the Union hiring hall."

Rule 2 G 3 which reads as follows is waived:

"3. During the period of employment, Class 'A' seamen after having attained no less than one hundred twenty (120) days of employment, may request a relief of no less than fifteen (15) days. Transportation expenses, if any, will be borne by the seaman requesting the relief and the seaman providing the relief. The two hundred forty (240) day period of employment, or one (1) round trip, whichever is longer, will be reduced by any relief trip taken.

Such reliefs can only be requested by seamen aboard vessels located in Continental U.S. ports, Puerto Rico and Hawaii."

Rule 2 G 19 which reads as follows is waived:

"Seamen with Class 'B' seniority ratings, shipped pursuant to these Rules, may retain such jobs for one (1) round trip or one hundred eighty (180) days, whichever is longer. At the termination of such round trip or on the first opportunity following the one hundred eightieth (180th) day on the job, such seamen shall sign off their vessels and the vacant job shall be referred to the Union hiring hall."

* * * * *

For the duration of the emergency, Class 'A' seamen shall have the option of remaining aboard in excess of two hundred and forty (240) days.

Class 'B' seamen shall have the option of remaining aboard in excess of one hundred and eighty (180) days.

No one is to leave a contracted vessel until properly relieved.

All union members currently on the beach, or pensioners interested in playing a role, or inactive Seafarers with ratings are urged to contact the nearest SIU hall or manpower office.

The manpower center, which is open 24-hours-a-day, can be reached by dialing 1-800-SEA-CREW (or 1-800-732-2739). Questions concerning the SAB action can be addressed to the union's contract department at headquarters.

Pensioners Take Note: Increase Due In Social Security as of Jan. 1, 1991

The 40 million recipients of social security benefits will get a 5.4 percent raise in payment levels this January as a result of automatic increases triggered by a rise in the nation's cost of living.

The 5.4 percent increase is the largest since a 7.4 percent hike back in 1982. Social security recipients got a 4.7 percent raise in January of this year.

To calculate social security increases, the federal government uses the consumer price index, the country's mechanism for tracking

costs of consumer goods and services, for the quarter ending September 30. The government compares the cost in the same period in the previous year. Social security benefits are then routinely adjusted the following January by the percentage the cost of living went up.

Also receiving the 5.4 percent hike are individuals with government pensions, retired military personnel, low income aged, blind and disabled persons receiving federal payments (SSI) and some veterans.



Donate old union materials—handbills, back issues of the LOG and other items to the union's archives. Send materials to the Seafarers LOG for cataloging.

Letters to the Editor

Editor's Note: Recently, the LOG has heard from a number of pensioners who have been reminded by events in the Persian Gulf of the vital logistical role the American merchant fleet has in times of national emergency. This month's "Letters to the Editor" column is dedicated to the thoughts of Brothers Karlak, Cousins, Scaramutze, Rowlee, Gullo and Dunn, all SIU pensioners.

✂ ✂ ✂

Send Interesting Mail to US GIs

Wouldn't it be just great if the members write to the service members out in the Gulf. Many of us have been there and know the conditions they are living under... We have had experiences with mail and are grateful in receiving it knowing there are caring people. [And we have been] very disappointed when not receiving any.

It's not their choosing in being there, [the American GIs are] only serving this country as they are told. Many of us have experiences that can be shared with them.

I have started by sending the sports pages of the [world] series and the fight and the back pages of weeks ago.

Walter Karlak
Woodside Queens, N.Y.

✂ ✂ ✂

WWII Seamanship Exploits Recalled by Clarence Cousins

Although the present situation in Iraq seems to be part holy war, part political, and very necessary in some respects, personally I'd like to be involved in my former capacity as a deckhand on merchant ships.

I sailed on all types of vessels since 1944 with our union. And before that I took training at good old Sheepshead Bay, Brooklyn, New York, which was the forerunner of the present training site [at Piney Point]. I was active through WWII, the Korean conflict (so-called) and the Vietnam skirmish, where my son, Bruce, served at the same time on PBR boats of the U.S. Navy...

One of my proudest accomplishments during World War II (the "Big One" as "Archie Bunker" later recalled it) was as an "acting bosun" on the Liberty Ship, John L. Sullivan, en route to Liverpool, England during rough weather while running into a storm. The "Old Man" and the Chief Mate inquired of me how the deck load might be saved from going overboard while underway. I had learned from former experience that a runner from the nearest boom need not sit idle when booms were already lowered to the deck and secured. So we borrowed them and ran them through turnbuckles and did the job with just myself and the rest of the deck crew to perform the work as the union would prefer, according to our contract.

Another [incident] was that due to our short period of training up

until that time, when we shipped on the John L. Sullivan, no man aboard had learned how to splice wire it seemed. But I had figured out how to "snake" the lines through the blocks of the king boom at number two hatch where it was needed... The line had to be threaded through in such a manner as not to have a mistake in the doing, so that heavy deck load cargo could be efficiently handled once we reached port in Liverpool.

I realize many ships' crews and their jobs aboard required such adjustments on the various voyages which required the "savvy" that I was so happy to have at the time I was called upon to face the "moment of truth," so to speak, in being able to "deliver the goods" to our men on the fighting fronts at that time.

I was a member of our Seafarers Union and sailed aboard our contracted vessels through WWII, the Korean conflict and Vietnam and I tell you brothers, here and now, I think we'd have lost World War II if it hadn't been for our union and the ability of our crews to "deliver" when called upon and treated fairly while doing so.

Clarence L. Cousins
Butler, Pa

✂ ✂ ✂

Merchant Marine Should Be Represented on Veterans' Day

I believe it is very important for the U.S. merchant marine to join with our Armed Forces in the Veterans Day march November 11, 1990. We need a large merchant marine in the future—as there will be more tension in the Persian Gulf in the years to come...

In World War II, many of the merchant marine seamen manned the 20 millimeter anti-aircraft guns and also cranked up the 20 millimeter shells in the canisters and handed them up to the armed guard gun crew while under combat. Our ships were war ships as we had a three-pounder on the bow, big cannon aft for submarines and anti-aircraft guns on the port and starboard sides... Yes, we were merchant marine combat ships.

I am 70 years old now and I realize most of the men in the Seafarers Union today were not born, or were just kids, during WWII. Sailing today is great—one man in a room, semi-automated engine departments, a good contract, etc. Years ago, we had three firemen and three oilers in one room. Yes, there is a big change since 1941.

What the men went through during the war years is the reason we are all free today. So let's not forget—733 ships and 6,000 plus more men lost in combat in the merchant marine.

I believe it will give a big boost to the merchant marine to have the "veterans" of WWII, Korea and Vietnam participate in the Veterans Day march...

Joseph Scaramutze
New Orleans, Louisiana

Heart Goes Out to Gulf Seamen

I would like to say how much I enjoy the LOG. I read it from cover to cover. Thank you for sending it for so many years.

I am sure that anyone that has gone to sea never gets it out of their blood.

I feel for the seamen that go to the Persian Gulf. I made many trips there in 1946 and '47. It's not a good place to be.

Willard Rowlee
Fulton, N.Y.

✂ ✂ ✂

Washington's Overlooking Of Merchant Seamen Decried

The American merchant mariners who are seamen and who put their lives on the line in all the wars and who were not considered part of the Armed Forces was all wrong. We who sailed in World War II got the supplies to all the war zones and to our allies, who were bombed and torpedoed and killed on the ships that went down to the bottom of the seas.

And the fight to get us recognized was a long time in coming. Forty-three years later and again we are being called to deliver the goods to the troubled zone. And... putting our lives on the line...

It is about time we are thought about in Washington. Let us let them know we are part of the Armed Forces too. Keep the merchant marine strong, we need it for our defense. And keep us sailing the ships.

Charles J. Gullo
San Francisco, Calif.

Congress Take Note: Seamen Are Backbone of US Forces

I would like to make a suggestion that all senators and congressmen should get a copy of the Seafarers LOG. It should inform them of a lot of things that they do not know. I think that they should know our position on world affairs.

A lot of senators and congressmen are not informed of the ultimate goals to be recognized as the legitimate rights of Americans.

Seamen are the backbone of the Armed Forces...

William P. Dunn Jr.
Sanford, N.C.

CORRECTION

In the October issue of the Seafarers LOG the number of years between elections for officers in the Atlantic, Gulf, Lakes and Inland Waters District was incorrectly identified as three.

Article XI of the SIU AGLIWD constitution (as amended July 13, 1989) states that elected officers shall hold a term for four years.

The error appeared on page 4 in the article on recent appointments to Executive Board vacancies.

Seafarers: The LOG is your paper. Please send in your story ideas today!



LOG-A-RHYTHM

Daddy

by Lisa R. Cross

(Lisa Cross is the daughter of AB Jimmy Cross who ships out of the port of Houston, Texas.)

*Hello daddy, are you there?
Do you know I'll always care?
Even though we lost some time,
I'm glad you're back, I'm glad you're mine.
Your eyes of blue can melt my heart,
Your baby's blue while we're apart.
Wherever you wander, wherever you go
There's just one thing you should know.
If a smile's outside, inside's a frown,
If I seem to be up, I'm really down.
Because there's one thing I know to be true,
No other daddy's as special as you.
So when stars are out and the air is still,
Do this for me if you will.
Pick out a star and tell it "hello,"
Tell it you're sorry you had to go.
Tell it don't cry, you'll come home real soon,
Tell it there's shelter under the moon.
And while you do this, just think of me,
Then turn the star loose, just set it free.
I'll catch that star with my broken heart,
I'll get your message while we're apart.
No one can love you as much as me,
My daddy's the best and he always will be.
I love you daddy, have I said that before?
I love you daddy, there, I've said it once more.
So hurry back home, your daughter needs you.
And until you return, my world's colored blue.*

Dispatchers' Report for Deep Sea

OCTOBER 1-31, 1990

Port	*TOTAL REGISTERED			TOTAL SHIPPED			Trip Reliefs	**REGISTERED ON BEACH		
	All Groups			All Groups				All Groups		
	Class A	Class B	Class C	Class A	Class B	Class C		Class A	Class B	Class C
DECK DEPARTMENT										
New York	42	12	9	26	15	11	5	63	6	9
Philadelphia	4	3	2	3	2	3	0	2	2	1
Baltimore	10	5	2	10	5	2	1	10	4	0
Norfolk	14	9	7	11	4	8	1	21	8	1
Mobile	9	10	11	6	10	13	1	15	7	7
New Orleans	38	11	12	29	8	6	2	54	12	12
Jacksonville	27	7	12	22	9	5	1	32	5	13
San Francisco	30	21	14	15	18	8	2	50	19	17
Wilmington	18	11	12	13	9	8	4	27	6	13
Seattle	26	15	6	22	8	4	4	39	9	5
Puerto Rico	9	1	0	9	0	0	0	11	2	0
Honolulu	6	8	5	5	7	6	4	9	10	3
Houston	26	14	20	23	13	16	2	46	10	17
St. Louis	1	0	1	0	0	2	0	1	0	0
Piney Point	1	6	1	1	3	1	1	1	5	2
Totals	261	133	114	195	111	93	28	381	105	100

Port	ENGINE DEPARTMENT									
New York	22	7	1	21	9	2	6	24	8	2
Philadelphia	1	5	0	1	3	0	0	3	3	0
Baltimore	7	4	0	8	4	0	0	6	2	2
Norfolk	7	5	3	5	3	2	1	6	2	1
Mobile	9	9	5	8	6	3	0	11	7	3
New Orleans	25	5	6	14	6	4	2	31	4	6
Jacksonville	13	4	5	7	5	5	1	17	2	1
San Francisco	19	11	9	8	7	4	2	28	12	10
Wilmington	4	2	8	5	2	5	0	9	2	6
Seattle	15	7	4	16	4	6	4	21	8	3
Puerto Rico	5	0	0	6	1	0	0	6	0	0
Honolulu	2	7	4	3	5	5	1	2	5	4
Houston	16	9	10	12	6	8	3	23	4	4
St. Louis	1	1	2	0	1	2	0	1	0	0
Piney Point	6	9	3	5	7	2	4	3	9	2
Totals	152	85	60	119	69	48	24	191	68	44

Port	STEWARD DEPARTMENT									
New York	12	5	6	13	7	3	4	24	4	5
Philadelphia	1	2	1	0	2	0	0	3	1	1
Baltimore	6	2	0	4	3	0	0	4	0	0
Norfolk	9	2	1	8	1	0	0	7	2	1
Mobile	8	5	2	5	0	1	0	10	6	3
New Orleans	15	3	0	7	1	0	0	25	7	1
Jacksonville	13	5	1	9	2	0	4	12	5	3
San Francisco	40	5	6	21	2	3	8	73	9	4
Wilmington	12	3	1	6	3	0	2	24	4	2
Seattle	19	6	1	15	3	1	2	26	8	4
Puerto Rico	2	0	1	1	0	0	0	6	0	1
Honolulu	6	11	21	5	22	19	84	7	29	25
Houston	7	0	3	9	0	3	2	16	1	3
St. Louis	1	0	0	0	0	0	0	1	0	0
Piney Point	1	7	1	0	4	0	0	2	6	2
Totals	152	56	45	103	50	30	106	240	82	55

Port	ENTRY DEPARTMENT									
New York	10	22	33	8	19	16	0	21	24	25
Philadelphia	0	8	3	0	5	1	0	1	9	6
Baltimore	2	6	2	1	8	1	0	3	4	1
Norfolk	5	6	6	2	3	6	0	6	5	1
Mobile	1	11	6	2	10	3	0	3	18	16
New Orleans	8	13	23	3	5	11	0	15	24	39
Jacksonville	4	11	14	5	9	6	0	3	13	21
San Francisco	19	18	24	11	6	5	0	31	23	57
Wilmington	9	9	8	8	6	5	0	10	10	11
Seattle	8	13	7	8	7	0	0	11	13	19
Puerto Rico	4	8	2	4	3	1	0	7	16	2
Honolulu	5	42	183	5	33	116	0	4	55	209
Houston	3	9	11	5	8	7	0	6	19	27
St. Louis	0	1	2	1	0	0	0	0	2	2
Piney Point	1	36	3	0	30	1	0	2	38	3
Totals	79	213	327	63	152	179	0	123	273	439

Totals All Departments 644 487 546 480 382 350 158 935 528 638

*"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 October was down from the month of September. A total of 1,370 jobs were shipped on SIU-contracted deep sea vessels. Of the 1,370 jobs shipped, 480 jobs or about 35 percent were taken by "A" seniority members. The rest were filled by "B" and "C" seniority people. A total of 158 trip relief jobs were shipped. Since the trip relief program began on April 1, 1982, a total of 13,201 jobs have been shipped.

December & January Membership Meetings; Deep Sea, Lakes, Inland Waters

Piney Point
Monday, December 3
Monday, January 7

New York
Tuesday, December 4
Tuesday, January 8

Philadelphia
Wednesday, December 5
Wednesday, January 9

Baltimore
Thursday, December 6
Thursday, January 10

Norfolk
Thursday, December 6
Thursday, January 10

Jacksonville
Thursday, December 6
Thursday, January 10

Algonac
Friday, December 7
Friday, January 11

Houston
Monday, December 10
Monday, January 14

New Orleans
Tuesday, December 11
Tuesday, January 15

Mobile
Wednesday, December 12
Wednesday, January 16

San Francisco
Thursday, December 13
Thursday, January 17

Wilmington
Monday, December 17
Tuesday, January 22

Seattle
Friday, December 21
Friday, January 25

San Juan
Thursday, December 6
Thursday, January 10

St. Louis
Friday, December 14
Friday, January 18

Honolulu
Friday, December 14
Friday, January 18

Duluth
Wednesday, December 12
Wednesday, January 16

Jersey City
Wednesday, December 19
Wednesday, January 23

New Bedford
Tuesday, December 18
Tuesday, January 22

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

Personals

THOMAS EDWARD BRYANT

Please contact your mother, Margie J. Rhone, at 11790 David Court, Largo, FL 34648.

ROBERT P. PAGE

It is urgent that you contact your brother, Jeff, at (301) 871-2316.

TELESFORO VASQUEZ

Please contact your sister, Marie Kopple, at (305) 271-1397.

CHAD

Hi Chad—Would you please tell me where Sevierville is located? Dick Maley, RR2 Box 1050, Greene, ME 04236.

Dispatchers' Report for Great Lakes

Port	CL—Company/Lakes			L—Lakes			NP—Non Priority		
	OCT. 1-31, 1990			*TOTAL REGISTERED			TOTAL SHIPPED		
	All Groups			All Groups			**REGISTERED ON BEACH		
	Class CL	Class L	Class NP	Class CL	Class L	Class NP	Class CL	Class L	Class NP
DECK DEPARTMENT									
Algonac	0	14	5	0	43	4	0	15	12
ENGINE DEPARTMENT									
Algonac	0	12	6	0	13	2	0	9	5
STEWARD DEPARTMENT									
Algonac	0	6	5	0	8	0	0	4	4
ENTRY DEPARTMENT									
Algonac	0	19	15	0	0	0	0	30	46
Totals All Departments	0	51	31	0	64	6	0	58	67

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

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

Dispatchers' Report for Inland Waters

OCTOBER 1-31, 1990

Port	*TOTAL REGISTERED			TOTAL SHIPPED			**REGISTERED ON BEACH		
	All Groups			All Groups			All Groups		
	Class A	Class B	Class C	Class A	Class B	Class C	Class A	Class B	Class C
DECK DEPARTMENT									
New York	0	0	0	0	0	0	0	0	0
Philadelphia	0	0	0	0	0	0	0	0	0
Baltimore	0	0	0	0	0	0	0	0	0
Norfolk	14	0	0	2	0	0	72	13	6
Mobile	0	0	1	0	0	0	0	0	1
New Orleans	1	2	3	1	0	1	2	3	2
Jacksonville	3	0	5	1	0	0	5	1	7
San Francisco	0	0	0	0	0	0	0	0	0
Wilmington	1	3	3	0	0	3	3	5	19
Seattle	0	0	0	0	0	0	0	0	0
Puerto Rico	0	0	0	0	0	0	0	0	0
Houston	2	0	5	1	0	1	2	0	5
Algonac	17	5	0	19	2	0	31	22	0
St. Louis	0	0	0	0	0	0	0	0	0
Piney Point	0	0	0	0	0	0	0	0	0
Totals	38	10	17	24	2	5	115	44	40
ENGINE DEPARTMENT									
New York	0	0	0	0	0	0	0	0	0
Philadelphia	0	0	0	0	0	0	0	0	0
Baltimore	1	0	0	0	0	0	1	0	0
Norfolk	4	0	0	1	0	0	11	5	3
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	0	0	0	0
San Francisco	0	0	0	0	0	0	0	0	0
Wilmington	0	0	0	0	0	0	0	0	0
Seattle	0	0	0	0	0	0	0	0	0
Puerto Rico	0	0	0	0	0	0	0	0	0
Houston	0	0	0	1	0	0	0	0	0
Algonac	14	14	0	7	3	0	26	23	0
St. Louis	0	0	0	0	0	0	0	0	0
Piney Point	0	0	0	0	0	0	0	0	0
Totals	19	14	0	9	3	0	38	28	3
STEWARD DEPARTMENT									
New York	0	0	0	0	0	0	0	0	0
Philadelphia	0	0	0	0	0	0	0	0	0
Baltimore	0	0	0	0	0	0	0	0	0
Norfolk	5	1	0	2	0	0	9	4	0
Mobile	0	0	0	0	0	0	0	0	0
New Orleans	0	0	0	0	0	0	0	1	0
Jacksonville	0	0	2	0	0	0	1	0	2
San Francisco	0	0	0	0	0	0	0	0	0
Wilmington	1	0	2	0	0	0	1	1	0
Seattle	0	0	0	0	0	0	0	0	0
Puerto Rico	0	0	0	0	0	0	0	0	0
Houston	0	1	1	0	0	1	0	1	1
Algonac	7	4	0	2	0	0	17	9	0
St. Louis	0	0	0	0	0	0	0	0	0
Piney Point	0	0	0	0	0	0	0	0	0
Totals	13	7	5	4	0	1	28	16	3
Totals All Departments	70	31	22	37	5	6	171	88	46

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

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

Seafarers International Union Directory

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

HEADQUARTERS

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

ALGONAC

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

BALTIMORE

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

DULUTH

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

HONOLULU

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

HOUSTON

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

JACKSONVILLE

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

JERSEY CITY

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

MOBILE

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

NEW BEDFORD

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

NEW ORLEANS

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

NEW YORK

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

NORFOLK

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

PHILADELPHIA

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

PINEY POINT

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

SAN FRANCISCO

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

Government Services Division

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



Jessie Sparkman, a deckhand aboard the B. John Yeager, loads the vessel with material from Orgulf's Moore's Landing facility.

Midland and B. John Yeager Crews Keep Eye on River Water Levels

Crewmembers aboard the 6,600 horsepower B. John Yeager and the 5,600 horsepower Midland, which have been navigating the Mississippi River towing bulk cargo, are keenly aware that the low-water season is starting for the area below St. Louis. Orgulf Transportation Co. boatmen, who are represented by the SIU, note that it is around this time of year that navigation on the rivers can get tougher.

During the past two years, between November and March, the portion of the Mississippi River where it is joined by the Missouri River south of St. Louis has been low enough that barge movements have been interrupted. The low water levels result from drought conditions on the northern Great Plains which, in turn, reduces the flow of the Missouri River. The Missouri sometimes contributes as much as 60 percent of the water moving between the river's mouth and Cairo, Ill.

The drought of 1988 was particularly damaging to the inland water transportation industry and the boatmen who make a living sailing on Mississippi valley towboats. The extremely low water flows of '88 tied up barge traffic for seven months, resulting in a loss of billions of dollars to the industry.

Aboard Orgulf's Yeager, a 776 gross ton towboat, and Midland, a 596 gross ton tug, crewmembers are confident they can match the challenges of the low-water season.

Meeting with SIU representative Joe Sigler, who works out of the union's St. Louis hall, some of the Orgulf boatmen doubted that this year's water level would get as low as it had in 1988. "That year prepared our boatmen for anything," said Sigler after holding a union meeting with the Midland and Yeager crews at Orgulf's southern fleeting area at Moore's Landing in Wyatt, Mo.



Midland deckhand Dennis Champion is ready for work.



Paul Jackson, a deckhand on the B. John Yeager, takes a coffee break.



Lead deckhand Barry Clarke takes on stores from Orgulf's southern fleeting area for the B. John Yeager.



Midland Cook Dorlis Armstrong delights fellow crewmembers with one of her specialties — pies.



Deckhand Wilbert Wilson is pictured on the B. John Yeager during a night stop-over at Moore's Landing.



Aboard the B. John Yeager, Cook Clora D. Doom and Captain John W. Spires have their picture taken during a stop at Orgulf's southern fleeting area.



Midland deckhand W.T. Bush minds his safety p's and q's while working.



Lead deckhand Martin Cole checks the Midland's equipment.

Seafarers Welfare Plan Notice Cobra: Continuation Health Coverage

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

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

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

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

Digest of Ships Meetings

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

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

MV LUMMUS (Amsea), August 22 — Chairman **Jeffrey Moritz**, Secretary **Anthony Curran**, Educational Director **R. Tannis**, Deck Delegate **Jay A. Heater**. Chairman noted all is well onboard. Educational director urged members to attend Lundeberg School to upgrade for better pay and job security. Treasurer announced \$55 in ship's fund. No beefs or disputed OT reported. New pay raises read. Crew also apprised of economic price adjustments. Special thanks given to the steward department for keeping up good work even with 170 extra people aboard. Next port: Saudi Arabia.

SEALIFT MEDITERRANEAN (IMC), August 19 — Chairman **W. J. Dean**, Secretary **Stephen Bates**, Educational Director **Robert Lee McDonald**, Deck Delegate **Michael Ball**, Engine Delegate **David Switzer**. Chairman stated vessel has not received videotapes or television since May 29. Deck delegate reported beef regarding cadet standing watch. No beefs or disputed OT reported by engine or steward delegates.

BROOKS RANGE (IOM), September 30 — Chairman **D. Ellette**, Secretary **J. Pitetta**, Engine Delegate **Tim Optimist Burnett**. Chairman advised crew payoff would take place October 1 and company will try to get standbys. He reminded crewmembers not to leave until they are replaced. Educational director advised new members to upgrade at the Lundeberg School to get better jobs and higher pay. No beefs or disputed OT reported. Crew noted Chief Steward **J. Pitetta** did a wonderful job cooking.

CAPE CLEAR (OMI, Corp.), September 16 — Chairman **Robbie G. Williams**, Secretary **Herbert Lopez-Rodriguez**. Chairman announced crew had gotten ship in shape after vessel's six-year layup. No beefs or disputed OT reported.

DEL VALLE (PWC Engineering Inc.), September 19 — Chairman **Michael Galbraith**, Secretary **Alberto Falcon**, Deck Delegate **Claude Gordon**. Chairman told crew they should stay aboard because of national emergency. He asked crew to donate to SPAD. He noted union officials are doing great job as noted by new contracts. Secretary said members should take advantage of Lundeberg School and upgrade as soon as possible. No beefs or disputed OT reported. Crew said television antenna



A Helping Hand

Bosun Jerry Fahey, left, helps a crewmember with his firefighting gear aboard ship in Diego Garcia.

needed. Crew also thanked steward department for good food. Next port: Jacksonville, Fla.

GREEN VALLEY (Waterman), September 2 — Chairman **Andrew Mack**, Secretary **Allan D. Bright**, Deck Delegate **Michael Stephen Pell**, Steward Delegate **Louis C. Babin Jr.**. Treasurer reported \$150 in movie fund. No beefs or disputed OT reported. Crew asked union communications be sent to next port of arrival. Crew thanked QMED **Charles Smith** for having his family send copies of Seafarers LOG to ship in Singapore.

ITB MOBILE (Apex Marine), September 30 — Chairman **Fred Jensen**, Secretary **William Robles**, Educational Director **Richard Natoli**, Deck Delegate **G. Ortiz**, Engine Delegate **Drew Brown**, Steward Delegate **Frank Tirado**. Chairman announced payoff when vessel arrives at Staten Island, N.Y. on October 4. No beefs or disputed OT reported. Next ports: Staten Island and Port Reading, N.J.

LIBERTY WAVE (Liberty Maritime), September 25 — Chairman **Mark Trepp**, Secretary **Paul Stubblefield**, Educational Director **R. Sims**, Deck Delegate **J. Higgins**, Engine Delegate **A. Sweetman**, Steward Delegate **Charles Jones**. Chairman noted captain is checking on purchase of unit with Armed Forces channel. Treasurer announced nearly \$800 in ship's fund. All three departmental delegates reported disputed OT. Deck delegate asked contracts department for verification regarding replacement request for watchstanders and dayworkers. Crew reported not receiving mail at either end of Suez Canal and in Jordan. Crew wanted to know why passports were picked up and taken ashore in Jordan. Crew mess was used constantly by shore personnel working aboard. Steward department thanked for good food and cookouts. Crew said Jordan is a pretty country and friendly but not exciting.

LNG AQUARIUS (ETC), September 16 — Chairman **R. J. Callahan**, Secretary **Alexander P. Reyer**, Educational Director **Jose Quinones**, Deck Delegate **Bert Gillis**, Engine Delegate **Thomas Harris**, Steward Delegate **George O. Taylor**. Chairman explained to members procedure for reclaiming jobs per SIU contract when ship leaves drydock. Vessel went through super typhoon. Secretary reminded crew to take necessary safety precautions to avoid injury. Treasurer reported \$400 in ship's fund. No beefs or disputed OT reported. Crew received Seafarers LOG and was posting whatever information it received on Persian Gulf situation. SA **Susan Mormando** sent photographs and story about July 5 rescue of five Indonesian sailors by crewmembers. Crew asked contracts department to consider increase in pension plan and possible buyout plan. Crew voted to purchase antenna to receive Armed Forces network band. Crew thanked galley gang for job well done. Next port: Nagasaki, Japan.

LNG ARIES (ETC), September 23 — Chairman **Tom Brooks**, Secretary **John Gibbons**, Deck Delegate **Francis H. Smith**. Chairman welcomed new members aboard vessel. He had someone read obligation of SIU membership from book. He passed out copies of freighter and tanker agreements to members. He said members realize LNG contract not settled yet and wished President **Michael Sacco** and bargaining committee the best

with crew's full support behind them. No beefs or disputed OT reported. Crew advised to read president's report in Seafarers LOG and donate to SPAD. Crewmembers aboard asked those coming to vessel to remember to bring LOGs and other union materials which can reach ship several months late. Next port: Nagoya, Japan.

LNG LEO (ETC), September 16 — Chairman **Thomas H. Hawkins**, Secretary **H. Jones Jr.**, Educational Director **Jeffery A. Yarmola**, Deck Delegate **Michael A. Presser**, Engine Delegate **Richard Robertson**, Steward Delegate **Jill M. Prescott**. Chairman talked with members about Persian Gulf situation. He assured members they will be replaced as soon as possible and they should upgrade at Lundeberg School. He reminded members to donate to SPAD. Educational director advised returning crewmembers they would be reimbursed



A Breath of Fresh Air

SIU crewmembers display their working knowledge of the firefighting gear required aboard each vessel in Diego Garcia.

if they bring tapes for ship's library, which has grown to almost 800. Treasurer announced \$450 in ship's fund and \$40 in SIU communications fund. No beefs or disputed OT reported. Telex was received regarding change in shipping rules for reliefs after October 1. Telex sent to contracts department asking if members can stay as long as they want. Crew thanked steward department for job well done in preparing food and cookouts and keeping recreation room and messhall clean. Crew asked to respect shipmates by keeping noise down and avoid slamming doors. Next ports: Osaka, Japan and Arun, Indonesia.

OMI DYNACHEM (OMI Corp.), September 23 — Chairman **Larry Kunc**, Secretary **Donnie W. Collins**, Educational Director **James R. Cornell**, Deck Delegate **Thomas E. Howell**, Engine Delegate **George F. Darney**, Steward Delegate **Joseph C. Bush**. Chairman announced payoff scheduled for Long Beach, Calif. for October 3. He said repair list would be resubmitted as all repairs had not been completed since list was created in July. He noted members made a good crew. Secretary stated Seafarers LOG had been received regularly and is a very good source of information on what is happening in union. He asked members to notify Manpower at Piney Point, Md. if they know of any rated mariners who would be good SIU members. Educational director urged members to upgrade at Lundeberg School. Treasurer reported \$190 in movie fund. He asked those who had movies out to return them. No beefs or disputed OT reported. Crew had discussion on watch system. Steward department thanked for fine work. All members were asked to keep ship clean. Next port: Long Beach.

OVERSEAS HARRIETTE (Maritime Overseas), September 11 — Chairman **W. D. Jefferson**, Secretary **V. Wallen**, Deck Delegate **Rodney J. Pence**, Engine Delegate **J. Williams Jr.**, Steward Delegate **Jack Rankin**. Chairman announced payoff would take place in Charleston, S.C. He urged members to donate to SPAD to help union in Washington. No beefs or disputed OT reported. Ship received Seafarers LOG.

Crew asked welfare department to investigate promptness and possible double billings of medical and optical claims. Crew asked if drug test results could be hurried. Crew announced they enjoyed trip to Romania. Galley gang thanked crew for keeping messroom lounge clean. Next port: Charleston.

PONCE (Puerto Rico Marine), September 27 — Chairman **Leon Jekot**, Secretary **R. Evans**, Educational Director **R. Johnson**, Engine Delegate **Shannon Wilson**, Steward Delegate **Charles Ratcliff**. Chairman announced everything was running smoothly. Deck delegate reported disputed OT. No beefs or disputed OT reported by engine and steward delegates. Seafarers LOG received by crew. Steward department thanked for fine job.

PRIDE OF TEXAS (Seahawk Management), September 16 — Chairman **John**

Bertolino, Secretary **David Smith**, Educational Director **Rashid Ali**. Chairman thanked crew for helping get ship in order before and after Lisbon, Portugal. He announced ship would pay off in Lake Charles, La. on September 22. No beefs or disputed OT reported. Crew noted washing machine and television antenna needed repairs. Crew thanked steward department for fine work. Next port: Lake Charles.

PVT. HARRY FISHER (Maersk Lines), September 28 — Chairman **Michael Hurley**, Secretary **B. E. Gross**, Educational Director **Virgil W. Bolton**, Deck Delegate **Robert A. Koppel**, Steward Delegate **Doug Burch**. Chairman talked about new agreement that went into effect July 1. He said there are questions concerning economic price adjustments for 1989-1990. No beefs or disputed OT reported. Company purchased new VCR for crew's lounge. Next port: Houston.

RALEIGH BAY (Sea-Land Service), September 16 — Chairman **Howard Knox**, Secretary **Rufen Padillo**, Deck Delegate **James McGuire**, Engine Delegate **Monte Beck**. Chairman announced vessel's schedule will be altered for next six months because of emergency situation. He said ship would pay off September 18. Secretary said movie fund was at \$50 but ship just acquired 10 new movies this trip. He said movie library has more than 200 titles. Deck and engine delegates reported disputed OT. No beefs or disputed OT reported by steward delegate. Crew advised of communications from Angus "Red" Campbell, vice president collective bargaining, about emergency situation in Persian Gulf and changes in supplying reliefs. Crew noted lounge needed toaster. Steward department thanked for job well done.

SEA-LAND CHALLENGER (Sea-Land Service), September 16 — Chairman **Roy L. Williams**, Secretary **H. Scypes**, Educational Director **Calvin Langley**, Deck Delegate **Stephen H. Fulford**, Engine Delegate **A. Day**, Stew-

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Ships' Digests

Continued from page 18

ard Delegate **Jessie James**. Chairman announced everything onboard was fine. He said search of cargo area netted four stowaways. He reported payoff scheduled for September 19. Secretary noted he would talk with patrolman about getting more stores onboard. No beefs or disputed OT reported. Crewmembers said they needed to talk with patrolman about transportation and time off in port. Galley gang thanked for good work. Next port: Elizabeth, N.J.

SEA-LAND COMMITMENT (Sea-Land Service), September 23 — Chairman **John C. Green**, Secretary **E. Doffoh**, Educational Director **A. M. Mercado**. Chairman reported smooth sailing. Secretary noted good cooperation from all hands. No beefs or disputed OT reported. Crew said new washing machine in crew's laundry, new short wave radio in crew's lounge and fans in rooms are needed. Next ports: Boston and Elizabeth, N.J.

SEA-LAND FREEDOM (Sea-Land Service), September 30 — Chairman **W. Feil**, Secretary **G. C. Sivley**, Educational Director **R. Chapman**, Deck Delegate **John Noble**, Steward Delegate **F. Abdulla**. Chairman said crew about new rules for time aboard ship because of emergency in Persian Gulf. He announced vessel would arrive in Tacoma, Wash. October 2. Treasurer said ship's fund had \$149 after paying \$260 for VCR. No beefs or disputed OT reported. Steward department thanked for keeping ship clean.

SEA-LAND INTEGRITY (Sea-Land Service), September 16 — Chairman **E. Wallace**, Secretary **Pedro Laboy**. Chairman stated notice about relief jobs from headquarters had been posted. Secretary said company is requesting him to send stores requisitions via computer disc. He said this work is not necessary because it is time consuming and repetitious. No beefs or disputed OT reported. Next port: Houston.

SEA-LAND LIBERATOR (Sea-Land Service), September 16 — Chairman **V. J. Ardowski**, Secretary **W. Williams**. Chairman reported everything running smoothly. No beefs or disputed OT reported. Steward department thanked for job well done.

SEA-LAND PERFORMANCE (Sea-Land Service), September 23 — Chairman **R. R. Newby**, Secretary **E. Porter**, Educational Director **William H. Woods**, Deck Delegate **Freddie Goethe**, Steward Delegate **Gwendolyn Shinholtz**. Chairman stated no new business to report. Secretary announced crew worked well together. No beefs or disputed OT reported. Crew thanked President Michael Sacco for raise in contracts. Crew asked for ice box in each room and reported stack gas bad on vessel. Steward department thanked for fine job.

SEA-LAND TRADER (Sea-Land Service), September 29 — Chairman **Robert S. Wilson**, Secretary **R. Spencer**, Educational Director **F. L. Hall**, Deck Delegate **A. Brooks**, Engine Delegate **Willie J. Brooks Jr.**, Steward Delegate **Tom Marshall**. Chairman reported everything is okay and trip had gone well. Secretary urged members to donate to SPAD. Educational director reminded members to practice safety at all times. Engine delegate reported some disputed OT. No beefs or disputed OT reported by deck and steward delegates. Crew advised dress code for messhall will be posted. Crew noted lounge lock needs to be fixed. Crew asked if patrolmen could cut meetings short as members have little time in port.

SEA-LAND VOYAGER (Sea-Land Service), September 9 — Chairman **Charles Dawson**, Secretary **L. Martin**, Educational Director **B. Ohler**, Deck Delegate **Larry Long**. Chairman announced trip going well so far. He thanked steward/baker for job well done. He noted deck department has been working well together. Secretary thanked chairman for his kind words. He noted all was well in galley. Educational director said everything seemed to be going fine. No beefs or disputed OT reported.

USNS BELLATRIX (Bay Tankers), September 16 — Chairman **R. F. Lyle**, Secretary **C. Coleman**, Educational Director **M. Johnson**. Chairman told crew next port would be Houston. Engine and steward delegates reported disputed OT. No beefs or disputed OT reported by deck department. Crew seeking changes in steward department concerning the cooking of vegetables, linen hours, storage of pans and utensils and clarification on duties of third cook and steward. Next port: Houston.

USNS PREVAIL (U.S. Marine Management), September 6 — Chairman **E. Caltenback**, Secretary **M. Davidson**. Chairman said crew is asking for better flight arrangements to Rota, Spain. Deck delegate reported beef concerning work in ship's office and sickbay. No beefs or disputed OT reported by engine and steward delegates. Crew asked contracts department for clarification of OT for meal relief. Crew noted chief engineer locking crew's lounge to use it as storage for supplies.

USNS REGULUS (Bay Tankers), September 16 — Chairman **Petro Kratsus**, Secretary **George Quinn**, Educational Director **Robroy Adams**, Deck Delegate **Damon Eisenbrey**, Engine Delegate **Samuel O. Sandven**, Steward Delegate **Eduardo Lasso**. Secretary reported all is going well. He thanked crew for keeping messhall and pantry clean. He reminded members he had variety of union welfare forms for their needs. Educational director urged members to upgrade at Piney Point. Treasurer announced \$100 in ship's fund. Engine delegate reported disputed OT. No beefs or disputed OT reported by deck or steward delegates. Crew held discussion on contract. Steward department thanked for good work. Next port: Saudi Arabia.

USNS WILKES (Mar Ship Operations), September 13 — Chairman **Hershel Turner**, Secretary **John Parkhurst**. Treasurer reported \$300 in ship's fund. No beefs or disputed OT reported. Motion made by crew to elect new delegates. Crew thanked for efforts in improving cleanliness and inspections. Engine department thanked for its fine job. Next port: Yokohama, Japan.

LIBERTY SUN (Liberty Maritime), October 1 — Chairman **Wen James**, Secretary **Frederick L. Washington**, Engine Delegate **Glen Mazzaro**, Steward Delegate **Fred Lindsey**. Chairman announced payoff scheduled for New Orleans on October 2. He said crew would like antenna system fixed. Secretary reminded crew to separate plastics from rest of trash. No beefs or disputed OT reported.

LNG ARIES (ETC), October 7 — Chairman **Tom Brooks**, Secretary **John Gibbons**, Educational Director **D. Panko**. Chairman reminded crew to separate plastics from rest of trash. He thanked watchstanders for keeping up tradition of cleaning after each watch. He said crew is giving vote of support to negotiations committee and President Michael Sacco. He encouraged members to upgrade at Lundeberg School. Secretary reminded crew of prohibition of throwing plastics or any garbage with plastics overboard. Educational director urged members to practice safety at all times. Treasurer reported \$95 in ship's fund. No beefs or disputed OT reported. Crew asked to study hazardous materials book located in lounge. Vote of thanks given to those not playing their radios loud. Galley gang thanked for fine work. Next port: Osaka, Japan.

OMI COLUMBIA (OMI Corp.), October 5 — Chairman **Ernest Duhan**, Secretary **C. R. Moss**, Educational Director **S.**

Perdom, Deck Delegate **J. A. Casugay**, Steward Delegate **I. Santiago**. Chairman announced next payoff for ship. He said repair list is posted. Secretary thanked Chief Cook **Isidro Santiago** for his good work. No beefs or disputed OT reported. Crew thanked for keeping pantry clean. Steward department thanked for its good job. Members urged to upgrade.

SEA-LAND ENTERPRISE (Sea-Land Service), October 7 — Chairman **Elex Cary**, Secretary **R. C. Agbulos**, Educational Director **Joseph Ortiz**, Deck Delegate **J. R. Wilson**, Engine Delegate **J. Collins**, Steward Delegate **F. Ymas**. Chairman urged members to upgrade at Lundeberg School. Secretary said crew was good this trip. No beefs or disputed OT reported. Crew asked new radio be installed in lounge. Next port: Long Beach, Calif.

SEA-LAND EXPEDITION (Sea-Land Service), October 8 — Chairman **Marvin Zimbro**, Secretary **William Reid**, Educational Director **David J. Dukehart**, Steward Delegate **John Platts**. Secretary urged to keep lounge clean. No beefs or disputed OT reported. Crew reminded to read Seafarers LOG for current union information. Crew thanked steward department for job well done. Next port: Elizabeth, N.J.

SEA-LAND PATRIOT (Sea-Land Service), October 7 — Chairman **R. F. Garcia**, Secretary **J. Russell**, Educational Director **G. Pollard-Lawsley**, Deck Delegate **John T. Carnes**, Engine Delegate **Rodney Pontiflet**, Steward Delegate **L. Sinisi**. Educational director announced Lundeberg School class schedule was posted and reminded members to upgrade. No beefs or disputed OT reported. Steward department thanked for care and concern of putting out food and keeping ship in good shape. Next ports: Long Beach and Oakland, Calif.

Summary Annual Report MCS-PMA Supplementary Pension Trust Fund

This is a summary of the annual report of the MCS-PMA Supplementary Pension Trust Fund EIN 51-6097856 for the year ended December 31, 1989. The annual report has been filed with the Internal Revenue Service, as required under the Employment Retirement Income Security Act of 1974 (ERISA).

Basic Financial Statement

Benefits under the plan are provided by the Trust.

Plan expenses were \$1,657,161. These expenses included \$170,731 in administrative expenses, and \$1,486,430 in benefits paid to participants and beneficiaries. A total of 2,192 persons were participants in or beneficiaries of the plan at the end of the plan year, although not all of these persons had yet earned the right to receive benefits. The value of plan assets, after subtracting liabilities of the plan, was \$11,338,447 as of December 31, 1989, compared to \$10,868,175 as of January 1, 1989. During the plan year, the plan experienced an increase in its net assets of \$470,272. This increase includes unrealized appreciation in the value of plan assets; that is, the difference between the value of plan assets at the end of the year and the price the plan originally paid for those assets. The plan had total income of \$2,127,433, including employer contributions of \$525,588, gains of \$323,561 from the sale of assets, and earnings from investments of \$1,278,284.

Minimum Funding Standards

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

Your Rights to Additional Information

You have the right to receive a copy of the full annual report, or any part thereof, on request. The items listed below are included in that report:

- (1) An accountant's report
- (2) Assets held for investment
- (3) Actuarial information regarding the funding of the Plan
- (4) Service provider and trustee information

To obtain a copy of the full annual report, or any part thereof, write or call the office of Mr. Nick Marrone, who is the plan administrator, 5201 Auth Way, Camp Springs, MD 20746, (301) 899-0675. The charge to cover copying costs will be \$3.00 for the full annual report, or \$1.00 per page for any part thereof.

You also have the right to receive from the plan administrator, on request and at no charge, a statement of the assets and liabilities of the plan and accompanying notes, or a statement of income and expenses of the plan and accompanying notes, or both. If you request a copy of the full annual report from the plan administrator, these two statements and accompanying notes will be included as part of that report. The charge to cover copying costs given above does not include a charge for the copying of these portions of the report because these portions are furnished without charge. You also have the legally protected right to examine the annual report at the main office of the plan at 5201 Auth Way, Camp Springs, MD 20746 and at the U.S. Department of Labor in Washington, D.C., or to obtain a copy from the U.S. Department of Labor upon payment of copying costs. Requests to the Department should be addressed to: Public Disclosure Room, N4677, Pension and Welfare Benefit Programs, Department of Labor, 200 Constitution Ave., N.W., Washington, D.C. 20216.



Going Shoreside

Crewmembers disembark from the MV Pvt. Harry Fisher, stationed in Diego Garcia.

Know Your Rights

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

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

SHIPPING RIGHTS. A member's shipping rights and seniority are protected exclusively by contracts between the Union and the employers. Members should get to know their shipping rights. Copies of these contracts are posted and available in all Union halls. If members believe there have been violations of their shipping or seniority rights as contained in the contracts between the Union and the employers,

they should notify the Seafarers Appeals Board by certified mail, return receipt requested. The proper address for this is:

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

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

CONTRACTS. Copies of all SIU contracts are available in all SIU halls. These contracts specify the wages and conditions under which an SIU member works and lives aboard a ship or boat. Members should know their contract rights, as well as their obligations, such as filing for overtime (OT) on the proper sheets and in the proper manner. If, at any time, a member believes that an SIU patrolman or other Union official fails to protect their contract rights properly, they should contact the nearest SIU port agent.

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

Board may delegate, from among its ranks, one individual to carry out this responsibility.

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

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

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

Union headquarters.

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

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

Summary Annual Report Seafarers Welfare Fund

This is a summary of the annual report of the Seafarers Welfare Fund EIN 13-5557534 for the year ended December 31, 1989. The annual report has been filed with the Internal Revenue Service, as required under the Employee Retirement Income Security Act of 1974 (ERISA).

The Trust has committed itself to pay claims incurred under the terms of the plan.

Basic Financial Statement

The value of plan assets, after subtracting liabilities of the plan was a (deficit) of \$(26,246,843) as of December 31, 1989, compared to \$(26,619,251) as of January 1, 1989. During the plan year, the plan experienced an increase in its net assets of \$372,408. This increase included unrealized appreciation and depreciation in the value of plan assets at the end of the year and the value of the assets at the beginning of the year or the cost of assets acquired during the year. During the plan year, the plan had total income of \$31,814,180 including employer contributions of \$31,216,412, miscellaneous income of \$146,750 and earnings from investments of \$451,018. Plan expenses were \$31,441,772. These expenses included \$2,703,478 in administrative expenses and \$28,738,294 in benefits paid to participants and beneficiaries.

Your Rights to Additional Information

You have the right to receive a copy of the full annual report, or any part thereof, on request. The items listed below are included in that report:

- (1) An accountant's report; (2) Assets held for investment, and
- (3) Service provider and trustee information

To obtain a copy of the full annual report, or any part thereof, write or call the office of Mr. Nick Marrone, who is the plan administrator, 5201 Auth Way, Camp Springs, MD 20746 (301) 899-0675. The charge to cover copying costs will be \$1.50 for the full annual report, or \$.10 per page for any part thereof. You also have the right to receive from the plan administrator, on request and at no charge, a statement of the assets and liabilities of the plan and accompanying notes, or a statement of income and expenses of the plan and accompanying notes, or both. If you request a copy of the full annual report from the plan administrator, these two statements and accompanying notes will be included as part of that report. The charge to cover copying costs given above does not include a charge for the copying of these portions of the report because these portions are furnished without charge. You also have the legally protected right to examine the annual report at the main office of the plan located at 5201 Auth Way, Camp Springs, MD 20746, and at the U.S. Department of Labor in Washington, D.C., or to obtain a copy from the U.S. Department of Labor upon payment of copying costs. Requests to the Department should be addressed to Public Disclosure Room, N4677, Pension and Welfare Benefit Program, U.S. Department of Labor, 200 Constitution Ave., N.W., Washington, D.C. 20215.

SPAD t-shirts

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

FREE



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

Please fill out the application below and mail it to:

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

Please send the new SIU t-shirt to:

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

Final Departures

DEEP SEA

JAMES R. ABRAMS



James R. Abrams, 65, succumbed to injuries sustained in an automobile accident on

July 10 in Kansas City, Mo. Born in Camden, N.J., he served in the Navy from 1943 to 1946. Brother Abrams joined the Seafarers in August 1957 in the port of Baltimore. He sailed in the steward department before retiring. His wife, Fannie, survives him.

SCOTT E. ANDERSON



Scott E. Anderson, 69, passed away September 20. He was born in Fostoria, Ohio. Early in his career,

Brother Anderson shipped with the Marine Cooks and Stewards. In February 1961 he began shipping in the SIU Pacific Division from the port of San Francisco. He upgraded to recertified steward. His remains were scattered at sea. He is survived by his wife, Marguerite; a daughter, Shirley Allen; a brother and sister; four grandchildren and six great grandchildren.

RUEBEN BELLETTY



Rueben Belletty, 81, died September 19. He was a native of Georgetown,

British Guyana. Brother Belletty joined the union in December 1941 in the port of Mobile, Ala. He worked in the steward department before he started drawing his pension in March 1970.

DAVID BYRD



David Byrd, 35, passed away September 24. The Glasgow, Ky. native grad-

uated from the Lundeberg School in July 1971. Brother Byrd's first ship was Waterman's SS Hurricane. He was an active member at the time of his death. He sailed as an able bodied seaman.

CESAR A. CRESPO

Cesar A. Crespo, 40, died September 29. He was born in Honduras and joined the Seafarers in February 1972 in the port of New Orleans. Brother Crespo upgraded his deck department rating in 1976 at the Lundeberg School. He was an active member when he passed away.

JESUS FERNANDEZ

Jesus Fernandez, 82, passed away September 20. A native

of Spain, he joined the SIU in August 1940 in the port of Tampa, Fla. Brother Fernandez sailed in the galley gang before he started drawing his pension in December 1973.

HARRISON FURUKAWA

Harrison Furukawa, 63, died September 17. The Honolulu native joined the union in April 1974 in the port of Yokohama, Japan. Brother Furukawa upgraded at the Lundeberg School several times before becoming a recertified bosun in 1982. He was an active deck department member when he passed away.

MATTHEW GICHENKO

Matthew Gichenko, 77, passed away September 23. Born in Ohio, he was a charter member of the Seafarers, having joined in December 1938 in the port of Mobile, Ala. Brother Gichenko shipped in the deck department. He retired in September 1977.

BAKER HASSEN



Baker Hassen, 80, died May 23 in New York City. He was born in North

Borneo. Brother Hassen joined the union in June 1966 in the port of New York. He upgraded his deck department rating in 1979 at Piney Point before he retired. He is survived by his wife, Aurelia, and two daughters, Junaidah Hassen and Zoraida Padilla.

THEODORE KATROS



Theodore Katros, 75, passed away August 18. He was a native of California and joined the SIU in July

1953 in the port of New York. Brother Katros upgraded his steward department rating in 1973 at the Lundeberg School. He started collecting his pension in August 1982.

WILLIAM K. KEHRWIEDER



William K. Kehrwiuder, 62, died September 12. Born in Philadelphia,

he joined the union in December 1946 in the port of New York. Brother Kehrwiuder, a member of the galley gang, was an active member at the time of his death.

ALBERT K. O. KONG



Albert K. O. Kong, 72, passed away in his home in Wai-pahu, Ha-

wai on September 21. A native of Honolulu, he joined the Seafarers in February 1975 in the port of San Francisco. He had been a member of the Marine Cooks and Stewards before that union merged with the AGLIWD. Brother Kong shipped in the steward department before retiring in 1980. He was buried in Nuuanu Memorial Park, Hawaii.

FRANK ROSS

Frank Ross, 33, died October 3. The Brooklyn, N.Y. native served in the Marines from 1972 to 1976. He graduated from the Lundeberg School in February 1979. Brother Ross upgraded his galley gang rating several times at Piney Point before becoming a recertified steward in 1986. He was an active member when he passed away.

WALTER J. SLADE



Walter J. Slade, 74, succumbed to a long illness on October 22. He was born

in New Bedford, Mass. Brother Slade joined the Seafarers in September 1941 in the port of Providence, R. I. He sailed in the engine department before he retired in 1977. He is survived by his wife, Alice; a

daughter, Marie Holmes; a brother; two sisters and three grandchildren.

INLAND

JOE L. BRADSHAW

Joe L. Bradshaw, 63, passed away recently. A native of Palatka, Fla., he served in the Navy from 1943 to 1974. Boatman Bradshaw joined the SIU in September 1976 in the port of Jacksonville, Fla. He sailed as a tugboat captain.

GREAT LAKES

HERBERT BRANDT



Herbert Brandt, 65, died September 14. He was born in Elberta, Mich.

and served in the Navy from 1943 to 1946. Brother Brandt joined the union in November 1973 in the port of Frankfort, Mich. He started in the deck department, but switched to the black gang. He upgraded to QMED in 1983 at Piney Point. He was an active member at the time of his death.

CHESTER CHRISTENSON



Chester Christenson, 62, suffered heart failure and passed away October 22

in his McEwen, Tenn. home. A native of Tennessee, he served in the Navy from 1946 to 1948. Brother Christenson joined the Seafarers in November 1961. He upgraded his engine department rating to QMED in 1982 at the Lundeberg School.

JAMES C. NOFFSINGER

James C. Noffsinger, 76, died August 1 in a Frankfort, Mich. hospital. Born in Benzonia Township, Mich., he joined the SIU in November 1953 in the port of Elberta, Mich. Brother Noffsinger sailed as an able bodied seaman aboard car ferries until his retirement in 1969. He is survived by his wife, Helen, and two sons, James and Gerald.

WOODROW WILCOX

Woodrow Wilcox, 77, died August 14. A native of Michigan, he joined the union in 1942 in the port of Sault Ste. Marie, Mich. Brother Wilcox sailed in the deck department. He began collecting his pension in June 1976.



Scholarship Program

For SIU members or their dependents thinking about college, April 15 is the deadline for submission of applications for the SIU Scholarship Program.

As the costs of higher education soar, the union's scholarship program can help ease the financial burden. Four scholarships in the amount of \$15,000 each (payable in installments of \$3,750 per year over a four-year period) will be awarded to the dependents of eligible Seafarers. Three scholarships will be awarded to Seafarers; two of them for \$6,000 each (paid in two equal amounts over two years) and a third for \$15,000 (payable in installments of \$3,750 per year over a four-year period). Applications must be completed and postmarked on or before April 15, 1991. The results of the committee's selection will be announced in May. The scholarship materials are available at any SIU hall or by filling in the request form below and mailing it to:

SIU Scholarship Program
Seafarers Welfare Plan
5201 Auth Way
Camp Springs, MD 20756

Please send me the 1991 SIU Scholarship Program booklet which contains eligibility information procedures for applying and the application form.

NAME _____

BOOK NUMBER _____

STREET ADDRESS _____

CITY, STATE AND ZIP _____

TELEPHONE NUMBER _____

This application is for (check one): ☐ Self ☐ Dependent

Lundeberg School Graduates Six Classes



Trainee Lifeboat Class 459—Recently graduating from trainee lifeboat class 459 are (from the left, kneeling), Larry Kenny, Duke Glover, Jack Murphy, Harvey Ramos, Andre Morrissette, Stacy Grazette, Terrence Boney, Reginald Williams, Michael Harmanson, Delonda Hill, Fernando Enrique Suncin (second row), Larry Bachlor, Richard L. Wilson, David W. Collins, Paul Davenport, Ted Obringer, Nales Miguel Rullan, John Willmott, Joel Willmott, Armando Rodriguez, Mitchell Clark, Joshua Grant, George Vlassakis, Fernando Aubain, Kevin Campbell (third row), Nichlas Langlois, David Beck, Kevin Atchley, James A. Maddoz Jr., Bill Barsen and Ben Cusic (instructor).



Able Bodied Seamen—Graduating with their able bodied seaman's endorsement are (left to right, front row), Luis Quinones, Damon Kelley, Richard Petersen Jr., Wigberto Reyes, Warren Miller, Richard Benoit, Thomas Guffey (second row) Michael Collins, Ray Bennink, Leon Delacroix, Martin Ramos, Gary Vargas, Kenneth Marich, Stacy Franklin (third row) Ossie Rickenbacker, Cecilio Arzu, David K. Horton, Jesse Fountain and Raymond Bates.



Diesel Engine Technology—Completing the four-week course of practical instruction and hands-on training are (left to right, front row), Kenneth L. Coutur, Charles Smith, Anthony Negron (back row), Dan Beeman, John Wiegman (instructor), Phil Parent, Gregorio Madera and David M. Dunklin.



Upgraders Lifeboat—Graduates of the upgraders lifeboat class include (left to right, kneeling), Paul Caliz, MSC; Lloyd Nelson, MSC; Joe A. Jauregui, SIU; Fred Rich, MSC; Judi Chester, SIU; Mike Mayes, MSC; Walter R. Strache, MSC (second row), Carlos Sosa, MSC; Thomas Elmore, MSC; Michael Klein, MSC; Kevin Johnson, MSC; Kenneth Colon, MSC; Henry Locke, SIU; Lorraine Teague, SIU; Blair Humes, SIU and Casey Taylor (instructor).



Firemen, Oilers, Watertenders—FOWT graduates receiving their endorsement this month are (left to right, front row), Diosdado Sampos, Raphael Torres, Robert A. Nicholas, Edward Shamburger, David Plumb (second row), Jim Shaffer (instructor), Steve Biles, Archie Lee Rowe, Paul Gibbs, Eric H. Sutton and Leslie Finney Jr.



Hydraulics—Instructor Bill Foley (right) led these members in classroom and practical training of hydraulic systems. With Foley are (from the left), John Hoskins, Tom Doran, Randy McKenzie, Buddy McBride, Nate Hollander and Val Carpi.

Lundeberg School Self Study Courses

Seafarers can take advantage of the opportunity to increase their knowledge through the Lundeberg School's self study courses. The materials are prepared in a straight-forward, easy-to-understand manner.

Please send the materials checked below:

MATH	SOCIAL STUDIES	STUDY SKILLS
Fractions <input type="checkbox"/>	Geography <input type="checkbox"/>	Listening Skills <input type="checkbox"/>
Decimals <input type="checkbox"/>	U.S. History <input type="checkbox"/>	How to Improve Your Memory <input type="checkbox"/>
Percents <input type="checkbox"/>	Economics <input type="checkbox"/>	How to Use Textbooks <input type="checkbox"/>
Algebra <input type="checkbox"/>		Study Habits <input type="checkbox"/>
Geometry <input type="checkbox"/>	ENGLISH: Writing Skills <input type="checkbox"/>	Test Anxiety <input type="checkbox"/>
Trigonometry <input type="checkbox"/>	Grammar Books <input type="checkbox"/>	Test Taking Tactics <input type="checkbox"/>
(Plane) <input type="checkbox"/>	Writing Business Letters <input type="checkbox"/>	Stress Management <input type="checkbox"/>
(Spherical) <input type="checkbox"/>	COMMUNICATION SKILLS <input type="checkbox"/>	Notetaking Know-How <input type="checkbox"/>

Name

Address

Telephone ()

Social Security #

Cut out this coupon and mail to:

Adult Education Department
Seafarers Harry Lundeberg School of Seamanship
Piney Point, Maryland 20674.

1990-91 UPGRADING COURSE SCHEDULE

The following is the current course schedule for December 1990-June 1991 at the Seafarers Harry Lundberg School of Seamanship. All programs are geared to improve job skills of SIU members and to promote the American maritime industry.

The course schedule may change to reflect the membership's and industry's needs as well as the national emergency mobilization in the Persian Gulf. The courses listed for 1991 are tentative.

Deck Upgrading Courses

Course	Check-In Date	Completion Date
Able Seaman	December 10 January 21 March 4 April 15 May 27	January 4 February 15 March 29 May 10 June 21

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

Lifeboatman	December 10 December 24 January 7 January 21 February 4 February 18 March 4 March 18 April 1 April 15 April 29 May 13 May 27 June 10 June 24	December 21 January 4 January 18 February 1 February 15 March 1 March 15 March 29 April 12 April 26 May 10 May 24 June 7 June 21 July 5
Ship Handling	December 3 January 21 March 18 May 27 June 24	December 14 February 1 March 29 June 7 July 5
Radar Observer Unlimited	February 4 April 1 April 22 May 20 February 4 January 28 February 11 April 22	February 8 April 5 April 26 May 24 May 17 April 19 March 1 May 10
Third Mate	February 4	May 17
Inland Deck Licenses	January 28	April 19
Celestial Navigation	February 11 April 22	March 1 May 10

Upon completion, the Sealift Operations course must be taken.

Oil Spill Course

Course	Check-In Date	Completion Date
Oil Spill Prevention & Containment (1 week)	December 10 February 18 April 1 May 13 June 24	December 14 February 22 April 5 May 17 June 28

Upon completion, the Sealift Operations course must be taken.

SHLSS College Program Schedule for 1991

FULL 8-week Sessions

January 14	March 8
March 25	May 17
June 3	July 26

Steward Upgrading Courses

Course	Check-In Date	Completion Date
Assistant Cook, Cook and Baker, Chief Cook, Chief Steward	All open-ended (contact admissions office for starting dates)	
Upon completion, all students will take a Sealift Familiarization class.		

Recertification Programs

Course	Check-In Date	Completion Date
Bosun Recertification	March 25	May 6
Steward Recertification	January 28 June 3	March 4 July 8

Engine Upgrading Courses

Course	Check-In Date	Completion Date
QMED-Any Rating	January 21	April 12
Fireman/Water tender and Oiler	November 26 December 24 January 21 March 18 April 15 May 13 June 10	December 21 January 18 February 15 April 12 May 10 June 7 July 5

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

Pumproom Maintenance & Operations	January 21 April 15	March 1 May 24
Marine Electrical Maintenance	January 7 April 1 January 28	March 1 May 24 March 8
Refrigeration Systems Maintenance & Operations		
Diesel Engine Technology	March 18	April 12
Welding	February 18	March 15
Marine Electronics Technician	January 14	April 5

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

1991 Adult Education Schedule

Course	Check-In Date	Completion Date
High School Equivalency (GED)	January 7 March 4 April 29	February 15 April 19 June 14
Adult Basic Education (ABE)	January 7 March 4 April 29	February 15 April 19 June 14
English as a Second Language (ESL)	February 11 April 29	March 22 June 14
Developmental Studies	January 18	February 1
ABE/ESL Lifeboat Preparation Course	January 7 January 28 April 22	January 25 February 22 May 17

UPGRADING APPLICATION

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

Address (Street)

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

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

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

Social Security # Book #

Seniority Department

U.S. Citizen: ☐ Yes ☐ No Home Port

Endorsement(s) or License(s) now held

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

If yes, which program: from to

Last grade of school completed (dates attended)

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

If yes, course(s) taken

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

If yes, how many weeks have you completed?

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

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

Date available for training

Primary language spoken

With this application COPIES of your discharges must be submitted showing sufficient time to qualify yourself for the course(s) requested. You also must submit a COPY of each of the following: the first page of your union book indicating your department and seniority, your clinic card and the front and back of your Lundberg School identification card listing the course(s) you have taken and completed. The Admissions Office WILL NOT schedule you until all of the above are received.

VESEL 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, P.O. Box 100, MD 20624

En Route to the Persian Gulf

American GI-Passengers Hit it Off with Cape Isabel Crew

Seafarers and members of the Armed Forces aboard the Cape Isabel expressed a mutual respect and appreciation for each other's roles in the current American military deployment to the Persian Gulf after a shared voyage on the government's Ready Reserve Force (RRF) vessel.

The Cape Isabel's steward department, made up of members of the SIU's Atlantic, Gulf, Lakes and Inland Waters District, expanded the meaning of the union's motto "Brotherhood of the Sea" to include the American GI passengers carried on the American President Lines-operated ship as well as the U.S. soldiers assigned to docks in the Middle East.

The troops being transported on the Cape Isabel were quickly integrated into shipboard life, reported Chief Cook William "Baltimore Billy" Bryley. "During our free time, they joined us in our cook-outs and card games. Sometimes we'd watch movies together. Mostly we swapped war stories for sea stories," recalled Bryley, who has shipped with the SIU for 14 years.

The ship's unlicensed crew complement made up of the SIU's Pacific District Unions—Sailors' Union of the Pacific representing deck department men; Marine Firemen, Oilers and Watertenders Union for the black gang and the SIU's AGLIWD in the galley—"thought one of the highlights of the trip were the barbecues," said Bryley. "Everyone pitched in—the soldiers, the crew—and we had a great time."

GIs Respect Crew's Skills

In turn, the Army troops assigned to Operation Desert Shield who were passengers on the Cape Isabel found the trip to be an eye-opener. "Over the last three weeks we have gained an appreciation for the United States Merchant Marine

and the important function it serves," six military men told Captain Terry Kotz, master of the Cape Isabel, which was broken out from the Ready Reserve Force fleet after a four-year layup to carry out a logistical role in Operation Desert Shield.

"Your totally professional crew has earned our respect for its high degree of technical competence and selflessness in supporting our nation's commitments overseas," the American GIs wrote in a letter presented to the vessel's master when the Cape Isabel arrived in the Persian Gulf at the end of September after leaving a Portland, Oregon-shipyard the previous month.



Chief Cook William Bryley checks his government-issued gas mask for a "tight fit."

"It is with mixed emotion that we conclude our passage to Saudi Arabia aboard the SS Cape Isabel," said the soldiers. "Being 'Landlubbers' we're certainly glad to be returning to our own element. And we're eager to set about the important work that we came to do. At the same time we feel a certain sadness as we part company with the crew that we have come to know during our trip."

Expressing appreciation to the civilian mariners were Robert M. Elliott, Major, Corps of Engineers;

U.S. Army Sergeants Robert W. Chisolm, Brandon Garrison, Edwin Reyes; U.S. Army Specialist Derry B. Hartley and Douglas A. Cruickshank, U.S. Army Chief Warrant Officer Two.

Shipboard Hospitality

In addition to recognizing the professionalism of the seafarers, the soldiers expressed their appreciation for the hospitality extended by crewmembers to the members of the Armed Forces aboard. The men's letter to the ship's captain concluded, "You and your crew have graciously received us aboard ship and generously shared of all that you had. For all of these, and other kindnesses too numerous to mention, we thank you and salute you."

Chief Steward Art DeChamp, who came out of his two-year retirement to ship during the current military activation, pointed out that crewmembers were glad to meet the GIs stationed at the Gulf docks. "While we enjoyed meeting the soldiers on the ship, we also enjoyed talking and sharing our food and ship with the American soldiers we met in the Middle East on the docks," said the chief steward.

The Cape Isabel galley crew—consisting of DeChamp, Bryley, Assistant Cook Utility Sean Fujiwara and Steward Assistants Larry Dickinson and James Brodie—received several visits from the American GIs assigned to the docks. "We invited them to help themselves," Chief Cook Bryley said. By combining creative cooking methods, the galley Seafarers were able to feed all crewmembers and have enough left over to pro-

vide servings to the soldiers, Bryley reported. He noted that the GIs seemed to "really enjoy" the meals on the Cape Isabel. "I guess they were tired of eating C-rations," he mused.

DeChamp added that the troops on the docks, despite the temptation of "home-cooked" meals, always asked permission to come aboard. When invited by Cape Isabel crewmembers to break bread with them, the GIs "were gratified and very congenial," said DeChamp. "Some of the troops asked if I could cook a couple of eggs as all they had been eating were powdered eggs. There were tears in a couple of eyes," he remembered.

Preparing a hot meal for the



Chief Steward Art DeChamp (middle) chats with soldiers Cruickshank and Garrison on the deck of the Cape Isabel during a barbecue.

troops was well worth it said DeChamp. "Hey, we're all on the same side. They are a good bunch of boys. [The United States] is very lucky to have them."

Help Sought in Missing Child Case

The National Center for Missing and Exploited Children is seeking the help of Seafarers in locating young Eric Brandon Anger, abducted by his non-custodial father, George Eric Anger, on Feb. 10, 1988 from Tracy, Calif. At the time Eric was taken, he was 3 feet tall, weighed 22 pounds and had brown hair and blue eyes. He will be four years old on Feb. 27, 1991.

Eric's non-custodial father,

George Eric Anger, 24, also has gone by the names of George Elliott, George Helms, Paul Alexander and George Boring. A warrant has been issued for his arrest.

Anyone having information should contact the center at 1-800-843-5678 or the Tracy (Calif.) Police Department Missing Persons Unit at 1-209-948-6348 or their local FBI office.



Eric Brandon Anger



George Eric Anger



SIU Chief Cook William "Baltimore Billy" Bryley is photographed with some of the U.S. Army troops carried on the Cape Isabel to the Persian Gulf. Standing are (left to right) Sergeant Edwin Reyes, Chief Warrant Officer Two Douglas A. Cruickshank, Bryley, Sergeant Brandon Garrison; kneeling are Sergeant Robert W. Chisolm and Specialist Derry B. Hartley.