

The

Seafarers Log

Volume 58 Number 12

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Hall Center Offers New LNG Courses

School Approved For Self-certification

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'97 Course Descriptions, Schedule Announced



Upgraders take advantage of diesel engine class, one of many courses offered at the Paul Hall Center. Pages 11-14

Clinton Re-elected; GOP Keeps Majority

Voters returned pro-maritime legislators to work in the House and Senate when they went to the polls November 5. Citizens also re-elected President Clinton, who recently signed the Maritime Security Act. As members of the new Congress conducted their first organizational meetings in late November, no major changes were expected in the makeup of the various subcommittees that oversee the U.S.-flag merchant fleet.

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SIU's Tacoma Hall Marks Grand Opening



Seafarers and SIU officials were on hand November 14 in Tacoma, Wash. to celebrate the opening of the union's new hall, located at 3411 South Union Avenue. The new facility (top photo) is expected to help provide better service for the membership. Page 4

HOLIDAY GREETINGS

From SIU Members
Asea and Ashore

— Pages 15-18

President's Report

Two Objectives Reached, But the Mission Continues

In November 1994, a political "revolution" swept across the United States. For the first time in 40 years, the majority party in both the House of Representatives and Senate was Republican.

No one knew what would appear on the horizon. Before anyone could even learn the names of the nearly 100 new legislators who would be working on Capitol Hill, other changes that would have a direct affect on the U.S.-flag merchant fleet started happening.

Both chambers of Congress shook up the structure of their committees. The House Merchant Marine and Fisheries Committee was dissolved. Its authority was divided between two different committees dealing with national security and transportation.

On the Senate side of the Hill, the Merchant Marine Subcommittee was merged with surface transportation. Not only was the maritime industry dealing with new elected officials and a new majority party, but also a new system for routing needed legislation designed to help the U.S.-flag fleet.

Like others, the maritime industry was headed for unknown waters. However, as anyone standing bridge-watch knows, this is not a time for panic. It is a time to study the charts and plot a new course to your destination.

In the years before the 104th Congress came to Washington in 1995, the SIU had been pushing two major bills designed to keep the U.S.-flag merchant fleet strong and vital into the next century. Those pieces of legislation would allow U.S. tankers to carry Alaskan North Slope crude oil overseas and would create a maritime security program.

Both of these measures had received bipartisan support as they started making their way through the committee process in Congress. Yet, neither bill had been able to complete its voyage through the legislative workings and become law.

That was the challenge before the industry and the SIU two years ago. At that time, the process for passing these needed bills was more difficult because the old route no longer existed and a new course had to be plotted.

The union's governmental affairs representatives on Capitol Hill rolled up their sleeves and went right to work. They began meeting with the newly elected members of Congress to educate them on the importance of the U.S.-flag merchant fleet to the nation's defense and economic security.

The union's representatives also had to figure out how to promote U.S.-flag shipping as a new Congress intent on deregulation, free trade and reducing government spending began its work on Capitol Hill.

As hearings on the two pieces of legislation began in both the House and Senate, friends and supporters of the maritime industry stood up and announced why the bills were needed. These backers also denounced and blocked attempts to alter the Jones Act and cargo preference laws.

Despite various attempts by a few legislators who are against U.S.-flag shipping to divert the union and maritime industry from the course we set in early 1995, we were able to get these two bills passed and signed into law.

On November 28, 1995, President Clinton signed the bill—passed with bipartisan support in both the House and Senate—allowing Alaskan North Slope crude oil to be exported on U.S.-flag tankers. SIU members saw a benefit from this measure early in 1996 when all SIU-contracted tankers that had been in layup returned to service.

Then, on October 8, 1996, the president added his signature to the Maritime Security Act, which created a 10-year program to help fund militarily useful U.S.-flag merchant vessels. Again, this measure received strong support from Republicans and Democrats alike.

Both bills had completed their voyages, but neither could have happened without the support of all the Seafarers, pensioners, their families and friends who steered and fueled the measures through their calls, letters and visits with the legislators as well as the union members' donations to SPAD.

As you know, gaining passage of these measures—as well as fending off broadsides against the nation's cabotage laws and cargo preference—has not been easy. As on a vessel, it takes the whole crew working together to meet the goals, avoid the hazards and reach the destination.

The national elections are over for another two years. President Clinton has been re-elected and the Republicans will continue to lead the Congress.

Our goals for the 104th Congress were met. But our work is not close to being finished. We are working on our union's constant priority of jobs and job security. Union officials will be meeting with members of the 105th Congress to ensure a strong and vital U.S.-flag merchant fleet remains an important aspect of America's national and economic security.

Happy Holidays to One and All

I would like to join the many Seafarers, retirees, their families and friends whose greetings appear in this issue of the *LOG* to wish everyone a most joyous and happy holiday season. May you also have a healthy and prosperous new year.

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Navy Asst. Sec'y Douglass Calls For Support of Merchant Fleet

Citing the U.S.-flag merchant fleet's vital role in the nation's defense and economic security, the Navy's assistant secretary for research, development and acquisition told the Washington, D.C. Propeller Club he would continue the fight for a strong and vital U.S. commercial maritime industry.

"We need to go to the American people and ring the alarm bell that we need a strong maritime industrial base," Assistant Secretary John W. Douglass told an audience composed of representatives from U.S. maritime labor, shipping companies and shippers.

"We need to come together," he stated, adding that the effort should include U.S. shipyards, U.S.-flag shipping companies, American merchant mariners, the industries that supply the vessels and the businesses which use U.S.-flag bottoms.

Douglass, who retired from the U.S. Air Force as a brigadier general after a 28-year career, outlined the national security needs for a strong commercial maritime industry during his November 13 address.

He pointed out the military depends on commercial ships and merchant mariners for the sealift needed to sustain overseas operations. He added that commercial shipbuilding would keep domestic shipyards busy and up-to-date on the latest technology that could be used when new Navy vessels are ordered.

Noting his interest in history, Douglass recalled how America throughout the 20th century has allowed both its naval and maritime fleets to shrink when the nation was not preparing for or involved in war. He stated a major reason the Merchant Marine Act of 1920 became reality was the immediate memory of how ill prepared the U.S. Navy and U.S.-flag merchant fleets were for World War I.

"Our nation was concerned that it would have to rely on belligerents for commercial shipping," Douglass said.

Before the war, only seven percent of America's overseas commerce sailed on U.S.-built bottoms. In 1920, the figure had increased to 22 percent. Shortly after passage of the 1920 act, nearly a third of the cargo sailed under the U.S. flag.

However, the nation soon allowed the fleet to dwindle again. By the time Franklin Roosevelt was elected president in 1932, the new commander-in-chief (who had served as secretary of the Navy during World War I) realized America needed to update both its military and commercial fleets.

The Merchant Marine Act of 1936 allowed the nation to begin preparations for entering World War II, Douglass said. By the end of the war in 1945, U.S. shipyards had constructed 5,000 merchant ships and emerged with a robust merchant marine.

But after the war, the assistant secretary stated America again permitted the Navy and merchant fleets to drop in size.

"We saw a resurgence in 1970 when Nixon signed the Merchant Marine Act of 1970, but Reagan pulled the bottom out of the building program before it was completed," Douglass told the group.

Now, military planners are trying to determine what equipment will be needed in the next 20 to 30 years, Douglass said. They are trying to figure out how America's military will be used.

"The tendency, as we have seen, is to slow down," he noted. "We are in a fog bank—slowing down to see which way we are going."

In order to make America's shipyards active and to keep the merchant marine strong, Douglass proposed that members of the maritime industry meet during the winter to consider legislation to present to Congress. He noted the recently passed Maritime Security Act was a good start, and the momentum gained from it should continue.

Douglass proposed, as an example, legislation that would make it easier to build passenger ships in the United States.

"It bothers me that more than 80 percent of the passengers on cruises are American, but no passenger ships are being built here. I have toured foreign shipyards and they have nothing different than our yards.

"A cruise ship is next to a war ship in its complexity. If we can build war ships here, then we can build cruise ships."

Douglass promised to work with the industry to come up with new legislation.

SIU Pensioners Will Get \$500 Year-End Bonus

Eligible SIU pensioners will be receiving a year-end bonus check of \$500 this month. The Seafarers Pension Plan Board of Trustees recently approved such a payment after union representatives to the group recommended the special bonus.

The one-time extra payment will be sent to all SIU pensioners who currently receive monthly benefit checks for normal, early normal or disability pensions from the Seafarers Pension Plan.

The Board of Trustees, composed of representatives from

the SIU and its contracted companies, decided to issue the bonus after a thorough study of the financial condition of the plan by an outside actuary, a financial professional who considers all elements of any decision a trust fund makes, calculating statistical risk and projecting the ability to pay all obligations.

For the eligible pensioners, the \$500 bonus check will be one of three payments they will

receive during the month of December from the Seafarers Pension Plan. The plan traditionally has sent December pension checks at the beginning of the month, while the January pension payments are issued in the middle of December to all pensioners.

More information about the bonus or the pension plan in general may be obtained by contacting any union hall or calling a plan representative at 1-800-CLAIMS4. Members and pensioners also may write the plan at 5201 Auth Way, Camp Springs, MD 20746.

Educating Hawaiians About the Jones Act



Chief Steward Louise Pak informs a Hawaiian resident on the importance of America's cabotage laws to the island state as well as the nation during the Oahu Labor Day festival.

Voters Return Pro-Maritime Congress

Clinton Wins Second Term to White House

The U.S.-flag merchant fleet was a big winner November 5 as American voters returned President Clinton to the White House and pro-maritime legislators to both the House of Representatives and the Senate.

A vast majority of the elected officials from both parties who supported the Maritime Security Act and the export of Alaskan North Slope crude oil on U.S.-flag tankers won re-election. (Both measures were passed during the 104th Congress and signed into law by President Clinton.) Among the winners were Reps. Howard Coble (R-N.C.), chairman of the House Coast Guard and Maritime Transportation Subcommittee, and Herbert Bateman (R-Va.), chairman of the House Merchant Marine Oversight Panel. [Sen. Kay Bailey Hutchison (R-Texas), chairman of the Senate Surface Transportation and Merchant Marine Subcommittee, was not up for re-election in 1996.]

"A great many of the legislators who stood up for the U.S.-flag fleet in the last Congress were re-elected," noted Terry Turner, the union's director for governmental relations.

"We look forward to working with these legislators in maintaining a strong and vital merchant marine. We also plan to meet with newly elected members of the House and Senate to provide them with information on the value of the U.S.-flag merchant fleet to our nation's defense and economic security," Turner added.

Maritime figures to be on the agenda as the 105th Congress begins its work in January. Among the issues concerning the U.S.-flag

fleet the elected officials may have to face are those dealing with the preservation of the Jones Act, the Passenger Vessel Services Act and cargo preference laws.

No Committee Changes

Both the House of Representatives and the Senate started conducting organizational meetings in late November. The top leadership of both parties will be the same as in the previous Congress. Sen. Trent Lott (R-Miss.) will serve as the Senate majority leader, while Rep. Newt Gingrich (R-Ga.) again will hold the gavel as speaker of the House. Sen. Tom Daschle (D-S.D.) will serve as Senate minority leader, and Rep. Dick Gephardt (D-Mo.) will again be the House minority leader.

While subcommittee chairmanships and assignments will not be known until later this month, reports from Capitol Hill stated there would be no major shakeups in the structure of committees, unlike what happened after the 1994 elections, when the GOP became the majority party in Congress.

Two years ago, House Republicans reduced the number of full committees from 23 to 20. One of the committees eliminated was the Merchant Marine and Fisheries Committee, whose functions were split between the National Security and Transportation and Infrastructure committees.

On the Senate side of Capitol Hill two years ago, the new Republican majority merged the existing Merchant Marine Subcommittee with surface transportation within the Commerce, Science and Transportation Committee.

It is in that committee that a change at the top will have to take place. Sen. John McCain (R-Ariz.) is expected to be named chairman of the Commerce, Science and Transportation Committee following the defeat last month of Sen. Larry Pressler (R-S.D.), who led the delegation in the 104th Congress.

New White House Team

Meanwhile, the transition into a second term of office for the president will feature several new faces.

As the *Seafarers LOG* went to press, seven cabinet officers—including Transportation Secretary Federico Peña—had announced they were stepping down.

SIU President Michael Sacco praised the work of Secretary Peña, calling him "an able leader and strong secretary of transportation."

"Secretary Peña proved his commitment to the maritime industry through his leadership and support of the recently passed Maritime Security Program," Sacco added.

No replacement for Peña—or for any of the other cabinet officers, including Defense Secretary William Perry and Labor Secretary Robert Reich—has been named.



Working to re-elect Rep. Neil Abercrombie (D-Hawaii), a member of the House Merchant Marine Oversight Panel, are (from left) Bellman Onofre Ortiz, GU Ameen Muthala, Bartender Mike Zoabi, AB Greg Cudal, Abercrombie, Cook/Baker Jim Stoen, Honolulu Patrolman Dino Omellas and Storekeeper Jada Cordeiro.

The 105th Congress will be sworn in January 5, 1997. Election results in several districts still were not official, but the count as of November 25 showed the Republicans holding 226 of the 435 total seats. Democrats had 205, and one candidate (Bernard Sanders of New Hampshire) was elected as an independent.

President Clinton and Vice President Al Gore will take the oath of office on January 20, 1997. Clinton carried 31 states and the District of Columbia to capture 379 electoral votes. (270 are needed for victory.) Former Sen. Robert Dole (R-Kansas) took 19 states and garnered 159 electoral votes.

Voting Begins in SIU Election

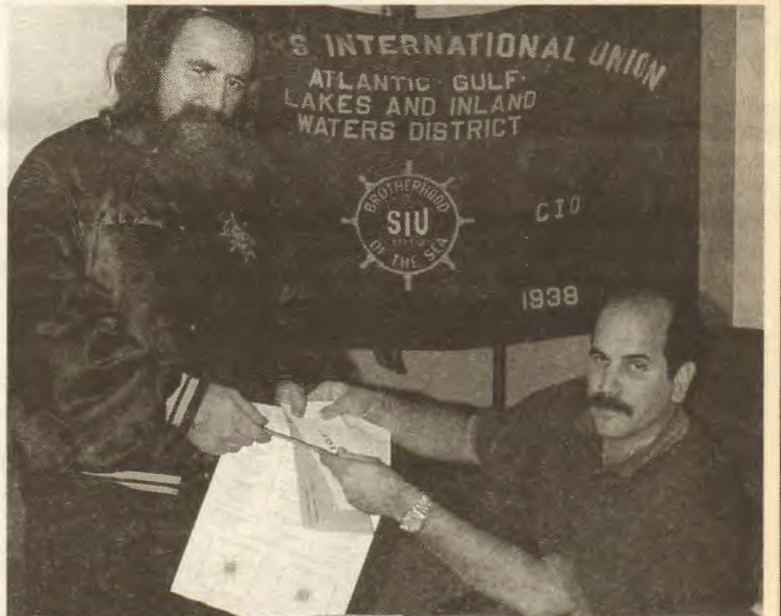
Voting began last month and will continue until December 31 in the election of officers of the SIU's Atlantic, Gulf, Lakes and Inland Waters District.

Balloting is taking place at 21 SIU halls throughout the country. Full-book SIU members in good standing are eligible to vote in the election, which will determine union officers for the 1997-2000 term.

Seafarers may obtain their ballot from 9 a.m. until noon, Monday through Saturday, except legal holidays, until the end of the year at any of the 21 halls.

Listed on the ballot are the names of candidates seeking the posts of president, executive vice president, secretary-treasurer, six vice presidents, six assistant vice presidents, two headquarters representatives and 10 port agents—for a total of 27 positions.

At the union halls, a member (upon presenting his or her book) is given a ballot and two envelopes. After marking his or her selection, the ballot is folded and



AB Bruce Holloway (left) receives his ballot for the union's election from SIU Representative Dino Omellas in Honolulu.

placed inside an envelope marked "ballot." That envelope then is sealed inside a postage-paid envelope bearing the mailing address of the bank depository where ballots are kept until submitted to the union tallying committee.

That rank-and-file tallying committee, consisting of two members from each of the union's constitutional ports, will be elected in December. They will convene in early January and will tabulate and announce the election results.

Announcement of Ships In MarAd Program Expected In December

The Maritime Administration (MarAd) is continuing its review of applications from U.S.-flag shipping companies for vessels to be included within the new Maritime Security Program.

SIU-contracted firms are among those who have presented applications under the program, which went into effect when President Clinton signed the Maritime Security Act of 1996 on October 8. The act outlines a 10-year, \$1 billion program to help fund approximately 50 U.S.-flag, militarily useful vessels. If a ship is accepted into the program, the company that operates it will make the vessel as well as its shoreside infrastructure available to the Defense Department in times of war or national emergency. These ships also would be available to the military to transport cargo in times of peace.

MarAd is expected to announce this month which ships will be included in the new program.

Lakes Season Winds Down for Seafarers

The 1996 sailing season is slowly coming to a close for Seafarers aboard Great Lakes vessels after a busy season of transporting iron ore, coal, stone and other commodities throughout the region. Many SIU-contracted companies are considering tentative layup dates for the lakers.

American Steamship Company (ASC) has announced that all of its SIU-crewed bulkers will be sailing to their respective winter ports throughout December and during early January.

Seafarers aboard ASC's *American Republic*, *John J. Boland*, *Walter J. McCarthy*, *American Mariner*, *Buffalo*, *Indiana Harbor*, *Sam Laud*, *St. Clair*, *H. Lee White* and *Charles E. Wilson* will prepare their ships for layup several weeks earlier than usual.

Meanwhile, the Great Lakes shipping season officially ends January 15, the date set for the closing of the Soo Locks in Sault Ste. Marie, Mich. The closure of the locks halts the majority of shipping on the Great Lakes, since the locks are the only entrance into Lake Superior from the lower four lakes.

On December 16, the *Kinsman Independence* will be sailing into Buffalo, N.Y. for the winter. The vessel, which transports grain between Buffalo and Duluth, Minn., must traverse the Soo Locks, which by the end of December be-

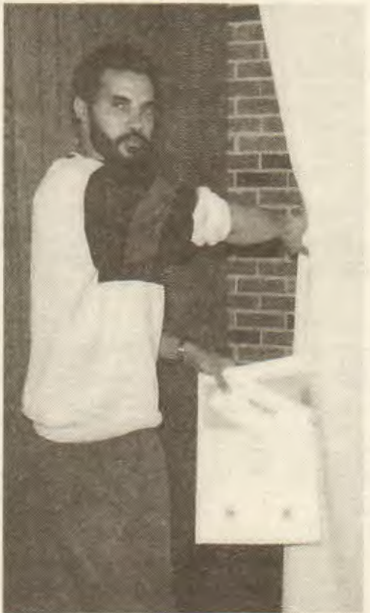
comes filled with ice. The vessel does not have the power to transit the ice-packed water of the region in the later winter months.

Erie Steamship Company, which operates the SIU-crewed *Richard Reiss*, *John R. Emery*, *Day Peckinpaugh* and *J.S. St. John*, will announce official layup dates within the first weeks of this month. Litton Great Lakes reports that Seafarers aboard the *Presque Isle* are tentatively scheduled to bring the ship in for the winter by early January.

Because they never have to travel through the Soo Locks, several SIU-crewed Hannah Marine tugboats will continue transporting petroleum products along lakes Michigan, Huron and Erie. Other Seafarers-crewed Hannah tugs will run until the end of this month when they will go into their respective winter ports until spring.

After an ice-delayed start to the 1996 sailing season, the vast majority of SIU-crewed lakers have sailed without interruption throughout this season, which did not get under way until early April. The traditional beginning of the Great Lakes sailing season is March 25, when the Soo Locks reopen.

This year's concentration of ice and snow found many lakers still in their winter ports until ice-breaking operations allowed the ships to safely sail.



At the SIU hall in Mobile, Ala., QMED Henry Hall is ready to cast his secret ballot.

ITF Secures \$120,000 in Back Wages for Abused Crew

Ill Mariners on Runaway-Flag Ship Denied Medical Treatment, Among Other Offenses

What are the human consequences of runaway-flag shipping?

Ask the Filipino and Korean crew of the *James*, a Japanese-owned refrigerated cargo ship that flies the flag of Vanuatu, a tiny South Pacific island.

In a recent episode eventually brought to justice in Delaware by the SIU's Edd Morris, who serves as an International Transport Workers Federation (ITF) inspector, most of the *James* crew were severely ill for more than a month—but were denied medical treatment by the captain. Wracked for weeks by vomiting and diarrhea, the crewmembers:

- were forced to work overtime, without pay
- had no toilet paper, no soap, no silverware and only a few drinking glasses
- drank rainwater because their water supply was contaminated
- had very limited stores
- had no sheets for their bunks
- worked in dangerously hot conditions because the ship's air conditioning system was broken
- had not been paid for several months.

Further, Morris reported that when they had been paid, most of the mariners were victimized by "double bookkeeping. Guys were being forced to sign for two sets of money, but they only received the lower rate. Obviously the receipts

for the higher rate were being submitted to someone else."

Crewmembers also told Morris that the captain forced them to loot some of their own cargo (primarily beef) so that a few Korean officers could be well-fed.

"It's modern-day slavery, pure and simple," Morris said.

Fortunately for the crew, a person at a seamen's center in the port of Wilmington, Del. learned about these abuses two days before the *James* was scheduled to sail. He contacted Morris the following morning, and the inspector traveled that day to the vessel, which is managed by a Korean company.

The following day, backed by the ITF, the crew went on strike.

Support for Crew

"The local community really supported the crew once their story got out in the local press," recalled Morris, who helped generate that publicity. "People brought food to the ship, the Longshoremen were very supportive, and a state senator (active in the Filipino community in that region) went to the ship daily."

Working with representatives at ITF headquarters in London as well as officials from the All Japan Seamen's Union (who helped contact the shipowner), Morris demanded and quickly arranged for medical treatment for the mariners, payment of \$120,000 in

back wages, replenishment of stores and needed shipboard repairs. The settlement also included removal of the captain and two other officers who had caused many of the problems.

Doctors went aboard the ship, tested crewmembers and diagnosed them as having a contagious, bacterial illness that causes gastrointestinal problems. They provided treatment that quickly worked.

"Medical and food supplies literally were trucked in at midnight," Morris stated. "It looked like they were crewing a ship from the mothball fleet."

"The crew was very appreciative of our efforts. They put thank-you signs on the ship."

Despite their ordeal, the crewmembers remained on board the *James* for its next voyage. "Even though they went through hell, they weren't trying to run away. They just wanted to have the problems fixed," Morris concluded.

The ITF represents some 10 million transportation employees from more than 400 trade unions worldwide, including the SIU.

A primary goal of the Seafarers Section of the ITF is to end the scandal of runaway-flag shipping. With that in mind, ITF inspectors throughout the world assist crews of such vessels (as well as others who need aid) and work to ensure that the shipowners are held accountable.



Korean and Filipino crewmembers aboard the runaway-flag *James* hang signs thanking ITF Inspector Edd Morris, who helped secure badly needed medical treatment plus \$120,000 in back wages for the men. With assistance from Morris (pictured second from left, top photo), the crew had gone on strike while the ship was docked in Wilmington, Del.

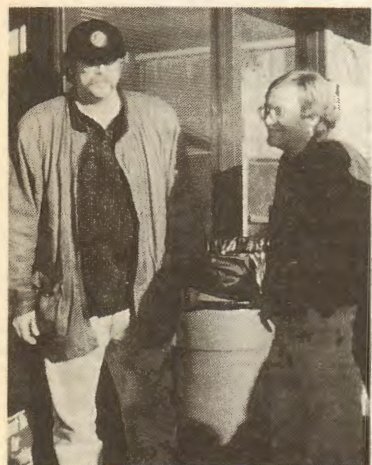


Seafarers Laud New Tacoma Union Hall

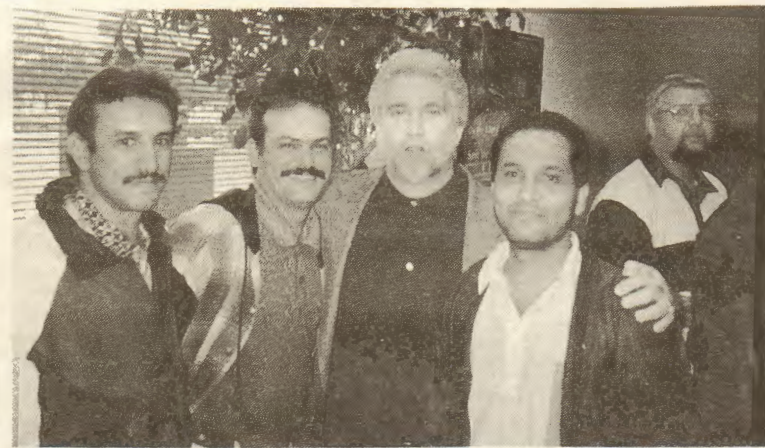
Sunshine, fine food and fellowship greeted Seafarers, pensioners and SIU officials as they gathered to celebrate the grand opening of the new Tacoma, Wash. union hall on November 14.

"It was a fitting occasion for an outstanding new hall," recalled SIU Assistant Vice President Bob Hall. "We are all very happy with our new home, and the opening gave us the chance to get together and celebrate," he added.

In a brief opening ceremony, Father Eddie Johnson of the Seaman's Church of Tacoma blessed the facility and all Seafarers who pass through it. Father Johnson sailed as an SIU member during the Vietnam War and is a great friend to SIU members, noted Hall.



ABs Bob O'Connell (left) and Mike Sorenson stand at the entrance of the new Tacoma union hall.



SIU Assistant Vice President Bob Hall (center) poses for a photo at the opening of the Tacoma, Wash. hall with Seafarers (from left) Mo Hassin, Kaid Adam and M. Saleh.

Calling the new facility "beautiful," SIU President Michael Sacco also addressed the current state of the maritime industry and the SIU as well as extending his best wishes to all Seafarers who utilize the Tacoma hall.

A grand feast was enjoyed by all who attended the special celebration. Catered by a local restaurant, elaborate ice sculptures with the SIU emblem were surrounded by fresh seafood such as jumbo shrimp, smoked salmon, crab legs, oysters, clams and much more. Additionally, a large lunch buffet was served.

"Everything about the day was absolutely fabulous," Recertified Steward Diane Lupton told a reporter for the *Seafarers LOG*.

"The food spread was unbelievable. Everyone I know who was on the beach attended with their families in addition to our many retirees. We all really enjoyed the attention given to our new home," Lupton said.

Located at 3411 South Union Avenue, the Tacoma hall was selected because it is "more comfortable and convenient for our members," according to Hall.

"Our new location is brighter,

cleaner and only about five minutes away from the waterfront where a large number of members meet their ships. Everyone just loves it," he added.

"There is no comparison between this hall and our old Seattle hall. This place is absolutely beautiful. It is clean and full of light," stated Lupton.

"We no longer have to struggle with parking, and Sea-Land and TOTE are located here so it is much more convenient for many of us," the steward added.

The hall, which opened for business on October 14, was formerly a bank. It is built on two levels and includes a large membership area with a TV and comfortable furniture.

The original Seattle hall shipping board has been placed in a large open area. The hall features plenty of room and counter space for members to stand while filling out paper work or throwing in for a job.

The facility also has a full kitchen with a stove, refrigerator and microwave oven.

Hall added that the building is located "in a nice, safe neighborhood.

New Money Purchase Pension Plan Is One Benefit of New Contracts

As a result of the standard freightship and tanker contracts ratified earlier this year by the membership, Seafarers gained a new benefit known as the Seafarers Money Purchase Pension Plan (SMPPP). This benefit does not cost Seafarers anything and is totally separate from the wage-related pension. It is an individual interest-earning investment account funded by a daily contribution made on behalf of the employee by the company. Seafarers also have the option of voluntarily contributing to their fund.

Under the rules of the SMPPP, each Seafarer is immediately vested in all moneys paid into the Plan on his or her behalf. In other words, there is no minimum seafaring time required to qualify for SMPPP benefits.

When a member retires (normal retirement age for this particular plan is considered 55), either because that person reaches retirement age or becomes permanently and totally disabled, a choice will have to be made about whether or not the benefits accumulated will be paid as a joint and survivor annuity. This form of benefit will provide moneys to the spouse of the pensioner upon his or her death.

If the joint and survivor annuity is not chosen, the employee will be given the option to receive his or her accumulated benefit either in a lump sum or in 10 equal yearly installments, and if such person should die before all moneys due are collected, the remaining amount will be paid to the designated beneficiary.

Should an unmarried employee die before retirement, the beneficiary of that employee would be entitled to a death benefit

representing the amount of money accumulated by that employee.

On the other hand, if an employee leaves the industry, regardless of his or her age, all benefits credited to that person would be payable to him or her within a reasonable time period after the paperwork is processed and all legal requirements are met.

Additionally, if employees covered by the SMPPP contribute to the plan on their own behalf, such moneys that are paid directly by employees cannot be less than 1% nor more than 10% of the employee's estimated total annual compensation for the current year. Further, the money directly sent to the SMPPP by employees can only be post-tax money (from net income as opposed to gross income, in other words).

All contributions that are made to the SMPPP will be invested by experts in the field chosen by the Board of Trustees. The Board of Trustees will have an equal number of representatives of management and union.

Editor's note: In this article, it is possible to provide only the highlights of the new benefits available to Seafarers covered by the Seafarers Money Purchase Pension Plan. Therefore, if you have questions or wish to obtain additional information, please direct your inquiries to the Administrator of the Plan at Headquarters, 5201 Auth Way, Camp Springs, MD 20746.

Additionally, the IRS currently is completing final paperwork to approve the SMPPP. No problems are anticipated, but it is taking a while to get through the "red tape." SIU members will be notified when the IRS gives final approval to the SMPPP as well as when they may begin making contributions.

SIU School a Leader in Earning Self-Certification

Coast Guard Approves Three Courses for Upgrading Students; Others Pending

The Paul Hall Center's Harry Lundeberg School of Seamanship recently received U.S. Coast Guard approval for three self-certification courses.

The center, located in Piney Point, Md., is among the first maritime training facilities in the United States to receive the self-certification designation from the Coast Guard.

"Basically, the Coast Guard is getting out of the testing business, so certified and approved training schools will be teaching and testing their students for Coast Guard endorsements," explained J.C. Wiegman, assistant director of vocational education at the Lundeberg School. "With that self-certification designation comes more responsibility placed on the training centers. For instance, there are strict guidelines for class size. We'll undergo periodic audits by the Coast Guard to ensure the integrity of the programs.

"Of course, as technology changes," he added, "the courses will change to remain current with the industry."

Effective immediately, the courses approved for self-certification are tankerman assistant DL (formerly tanker operation/safety), lifeboatman/water survival, and LNG familiarization. Upon completing those courses, students will take a Coast Guard-approved Lundeberg School exam, rather than a test administered by the agency. This means students will not have to pay a testing fee for the self-certification courses.

Once they pass the test, the upgraders will be issued appropriate certificates from the school. The students then will present the certificates at a Coast Guard regional exam center (REC) in order to have the earned ratings added to their respective z-cards.

A four-page guide of the courses available at the Lundeberg School in 1997 may be found on pages 11-14 in this issue of the Seafarers LOG.

Additionally, the school in 1997 will seek to earn self-certification status for the following courses: AB, FOWT, QMED, third mate, and third engineer. Those courses already are Coast Guard-approved, so Seafarers may take them any time and still earn the respective ratings by passing a Coast Guard exam upon completing the class.

"This is an example of how the SIU and the Paul Hall Center stay a step ahead of the changing needs of the industry," noted SIU President Michael Sacco. "It's a great accomplishment for the union and the school."

Wiegman added that the self-certification designation generally will not change the length or content of the courses. For instance, the lifeboatman/water survival course will remain a two-week class.

The opportunity for self-certification stems from amendments to an international maritime treaty

to which the U.S. is signatory. The International Convention on Standards of Training, Certifica-

tion and Watchkeeping for mariners (STCW) allows training schools to apply for self-certifica-

tion of their courses that are approved by the Coast Guard (or its equivalent).



Lundeberg School upgraders practice fitting a hazardous materials outfit during a recent tankerman assistant DL class, one of three courses approved by the Coast Guard for self-certification.

Hall Center Offers New LNG Courses

Emphasizing safety as well as compliance with a far-reaching international maritime agreement, the Paul Hall Center for Maritime Training and Education has finalized curriculums for two new classes designed for Seafarers who sail aboard tankers that carry liquefied natural gas (LNG).

One course, LNG recertification, will be offered to SIU members who have been sailing regularly aboard LNG vessels.

Unlike other recertification courses offered by the school, these sessions are open to members from all three departments.

The union is encouraging bosuns, QMEDs and stewards to take the three-week LNG recertification class as soon as possible. The first course starts on January 27 (see schedule, page 14). The recertification course is open to all rated crewmembers who sail aboard LNG ships operated by Energy Transpor-

tation Corporation (ETC).

The other course, LNG familiarization, is intended for Seafarers who want to sail on LNG ships but have no experience aboard the vessels. It also is a three-week class open to members from all departments and will begin June 2.

One reason the classes were developed is that an international treaty to which the United States is signatory requires certain training for LNG mariners. For example, according to the 1995 amendments to the International Convention on Standards of Training, Certification and Watchkeeping for mariners (STCW), beginning in February 1997, a mariner who has not accrued 90 days' seetime on an LNG ship during the past five years must pass an LNG familiarization class before being eligible to sail on an LNG vessel.

For certain ratings, the treaty also requires training in "advanced practical firefighting techniques and tactics applicable to gas tankers, including the use of water-spray systems," the amendments read. The recertification class features this training.

Another factor in formulating the courses "is simply that safety is an ongoing process," noted Bill Eglinton, director of vocational education at the center. "The company requested additional training for people who had been sailing LNG vessels over the last several years, because the industry has changed since we first began offering LNG training."

More Subjects

Besides advanced firefighting, the LNG recertification course also will cover many other topics, including training with epoxy-based paints, updates on the latest computer software used by engine and steward department personnel aboard ETC ships and more.

Topics covered in the LNG familiarization class will include firefighting, confined space awareness, LNG nomenclature, LNG ship operations, personal safety and LNG safety. Students also will study characteristics of hazardous material, LNG cargo tanks and cargo pumps, inert gas generators, nitrogen gas systems and more.

AB Oubre Named to USCG Merchant Marine Group



AB Sinclair Oubre

Two Seafarers now are part of a U.S. Coast Guard committee that deals with the training and certification of U.S. merchant mariners.

AB Sinclair Oubre recently was appointed by Secretary of Transportation Federico Peña to the Coast Guard's Merchant Marine Personnel Advisory Committee (MERPAC). Oubre joins QMED David Dukehart as the only unlicensed mariners on the 19-member panel, whose purpose is to advise the secretary of

transportation on matters relating to the training, qualification, licensing, certification and physical fitness of individuals serving in the U.S. merchant marine.

The rest of MERPAC includes Coast Guard officials, administrators from shipping companies, licensed mariners, maritime instructors and other representatives of maritime training institutes. The committee most recently met in September and tentatively is scheduled to reconvene in March.

"Being both an AB and a port chaplain, I think I'll bring a perspective the committee currently doesn't have," noted Oubre, who is a Catholic priest.

"The well-being of the U.S. merchant marine is important to me, not only because of our own welfare, but also because our standards affect mariners from other nations. By maintaining a strong U.S. fleet, and by setting a high standard for ourselves, we can have an impact on seamen and on other industries all over the world," he added.

A six-year member of the Seafarers, Oubre is scheduled to serve on MERPAC until January 1999. He received his appointment shortly after the most recent meeting.

He added that his participation this fall in an International Labor Organization maritime session in Geneva "was good training for understanding the rewrite of the (international maritime) conventions. It gave me insight into the intricacies of the process, as well as the issues that are caught up in these discussions. That ex-

perience should help me on MERPAC."

Indeed, while many topics were covered during the most recent MERPAC meeting, the focal point was the International Convention on Standards of Training, Certification and Watchkeeping (STCW) for mariners. STCW is an international treaty with more than 100 signatory nations, including the U.S. It already has greatly impacted training and certification requirements for U.S. mariners, and its scope will grow for years to come.

"Serving on MERPAC will give me the opportunity to provide input from the perspective of the unlicensed mariner," Oubre concluded. "It also will enable me to become more educated about STCW and a host of other issues that affect merchant seamen, whether they sail deep sea, inland or on the Great Lakes. In turn, I can bring that knowledge to my fellow Seafarers and to the other port chaplains."

Bill Eglinton, director of vocational education at the Paul Hall Center in Piney Point, Md. and a MERPAC member for the past year, commended both Oubre and Dukehart for their participation on the committee.

"I believe this reflects well on the entire SIU membership," he said. "For mariners to serve on this committee, they have to sacrifice their free time, which is a precious commodity. They also have to deal with some very complex issues. But obviously it's important that unlicensed mariners are represented on MERPAC."

Scholarship Named In Honor of Joe Sacco

Contributions are being accepted at SIU headquarters for a scholarship fund that has been named in honor of the late SIU Executive Vice President Joseph Sacco.

To commemorate Brother Sacco's life, his family has asked that contributions be made to the Joseph Sacco Scholarship Fund, 5201 Auth Way, Camp Springs, MD 20746, Attn: Tom DeVivio, Trustee.

This scholarship program is aimed at providing college opportunities to the dependents of officials of the SIU or SIU-affiliated unions. It started in 1991 with bequests from two retired Seafarers, and now will be named in memory of Brother Sacco.

Legally, the scholarship fund can accept contributions from all individuals and organizations except companies that have collective bargaining agreements with the SIU or its affiliated unions.

Contracted companies wishing to make contributions commemorating Joseph Sacco's life are asked to send a donation to the Museum of Health and Medical Service, 1515 Hermann Drive, Houston, TX 77004.

The museum is the work of several prominent Houston physicians, including Brother Sacco's cardiologist. The museum's main attraction is a series of exhibits on the human body, allowing visitors to learn about human anatomy and how to facilitate good health.

Brother Sacco, the SIU's executive vice president since 1988, passed away October 19 due to a heart attack. He was 58. Details of his career with the SIU, along with remembrances from Seafarers, politicians and others associated with the maritime industry, appear in the November issue of the *Seafarers LOG*.

SIU Seeks Elimination of FBI Background Check Fee

Request to District Court States Coast Guard Already Has Needed Information

Claiming that an FBI background check "provides far more types and categories of information" than what is required for obtaining a merchant mariner's document (z-card), license or certificate from the U.S. Coast Guard, the SIU is requesting a federal judge to continue to suspend a \$17 charge being imposed on seamen and boatmen by the Department of Transportation agency.

This effort is the latest action taken by the SIU as well as six other maritime unions and five individual mariners in a lawsuit filed against the government agency in April 1993 to stop the Coast Guard from charging a user fee to acquire or update z-cards,

licenses or certificates.

On November 20, the SIU filed a memorandum in opposition to the Coast Guard's request that the U.S. District Court Judge Robert Oberdorfer rule in favor of the \$17 FBI criminal background fee without additional review or hearing.

The U.S. Appeals Court for the District of Columbia remanded the FBI background check issue to the district court in its April 12 decision earlier this year on the user fee case. A three-judge panel ordered Judge Oberdorfer to investigate what portion of the \$17 charged by the FBI covers information needed by the Coast Guard to approve or deny a z-card, license or certificate.

In its memorandum to Judge Oberdorfer, the SIU states the background check is no longer necessary because of the paperwork an applicant must fill out.

Check Not Needed

"The Coast Guard currently obtains all information relevant to an applicant's drug and other convictions from the applicant, subject to a certification requirement penalizing any false statement with [federal] felony liability," the SIU notes.

The union pointed out that the federal agency obtains this information when an applicant answers six questions dealing with drug ad-

diction, conviction of a dangerous drug law, conviction of a traffic violation related to alcohol or substance abuse and violation of maritime or environmental regulations. These questions must be answered truthfully or the applicant could face federal prosecution.

"Because the FBI background check is not necessary, the \$17 fee charged to each applicant is unreasonable and not permissible," the memo to Judge Oberdorfer concludes.

Court Rulings

Despite the SIU's lawsuit that argues the user fee being imposed on mariners for their documents, licenses and certificates is actually a "work tax," the appeals court, in its April 12 decision, ruled the Coast Guard could charge for these materials needed by seamen and boatmen for their jobs.

The appeals court received the case in January 1995 after both the SIU and the Coast Guard sought to overturn portions of the original decision handed down by District Court Judge Oberdorfer in November 1994.

In his ruling, Judge Oberdorfer determined the Coast Guard could charge a user fee because mariners accrued a private benefit from having these documents. However, the judge also ruled that the FBI background check did not provide any private benefit to mariners and the Coast Guard should not include it in its charges for z-cards, licenses and certificates.

The appeals court did not completely overturn Judge Oberdorfer's decision on the \$17 being charged for a criminal background check. It ordered the district court to assess what part, if not all, of the check is needed to approve or deny an applicant. The district court must now determine what portion, if any, of the \$17 should be paid by an applicant or the Coast Guard.

Fees Started in '93

The Coast Guard began assessing user fees on April 19, 1993. The fees range from \$35 for the issuance of an entry-level merchant mariner's document to \$250 for the costs involved in securing an upper level license.

The origins of the user fee can be found in the 1990 Omnibus Budget Reconciliation Act, which was drafted to help reduce the federal deficit. Within the measure were provisions to remove longstanding restrictions on charging mariners for their documents.

Joining the SIU in its April 15, 1993 suit against the implementation of user fees were the Sailors' Union of the Pacific, Marine Firemen's Union, District 4-National Maritime Union/MEBA, District No. 1-Marine Engineers' Beneficial Association, American Maritime Officers, International Organization of Masters, Mates and Pilots and five individual mariners.

Galley Gangs Keep The Holidays Bright

For many seafarers, the Christmas season is a difficult time to be away from families and loved ones. For steward department members, however, the holidays can represent a time of the year when they can create superb meals for their fellow crewmembers to keep spirits high at sea.

In an effort to help make the holidays brighter for SIU members, both on the beach and sailing the world's waterways, Allan Sherwin, executive chef of the Paul Hall Center, located at the Harry Lundeberg School of Seamanship in Piney Point, Md., provided the Seafarers LOG with the following menu suggestions.

The holiday season is upon us once again and it is the time of the year when steward department members really turn up the heat and spread cheer.

However, care must be taken when preparing holiday buffets to avoid possible food-borne illnesses. For example, buffet items should not be left out for long periods of time and cold foods must be kept below 40 degrees F. Hot food items should be kept above 140 degrees F.

The best way to do this is to prepare buffet items in small batches and cook progressively.

The Centers for Disease Control estimate that more than 100,000 people will become ill over the holidays as a result of food-borne illnesses. Such food-borne illnesses are typically caused by improper handling and human contamination.

Keep the following tips in mind when preparing your feast.

- Thaw holiday turkeys in refrigerator and never allow the poultry to reach a temperature

above 36 degrees Fahrenheit (F) prior to cooking.

- Cook turkey immediately after thawing.

- When roasting the turkey, make sure the internal temperature reaches 170 degrees F when measured with meat thermometer in the breast and 180 degrees F when measured in the thigh.

- Keep all cream-based items under refrigeration or on ice and as close to 40 degrees F as possible.

- Do not leave foods out for long periods of time causing them to reach room temperature. The general rule is not to allow foods to sit out for more than one hour. To make this possible, rotate items on buffets and holiday spreads.

- Be sure to provide enough serving utensils to discourage individuals from using hands to serve themselves.

- Be sure to cook foods completely. Most organisms will be destroyed by heating to temperatures above 160 degrees F.

- Finally, when your holiday feast is finished, cool leftovers before refrigerating. When reheating food, make sure to heat to at least 165 degrees F before serving.

Special Holiday Favorites From Chef Allan Sherwin

Basic Butter Cookie Dough For Holiday Parties

Yield: 64 - 1 oz. cookies

1 lb. unsalted or sweet butter
12 oz. granulated sugar
½ tsp. salt
3 egg yolks
2 tsp. vanilla
2 lb. all purpose flour

Method: In a mixer or food processor, blend sugar, salt and butter until light. Beat in egg yolks one at a time. Next, add vanilla and gradually add flour until just mixed. DO NOT OVER MIX. Chill dough for approximately one hour. Preheat oven to 350 degrees F.

Roll out entire batch of dough into a sheet of ¼ inch thickness and cut into fun holiday shapes using assorted cookie cutters.

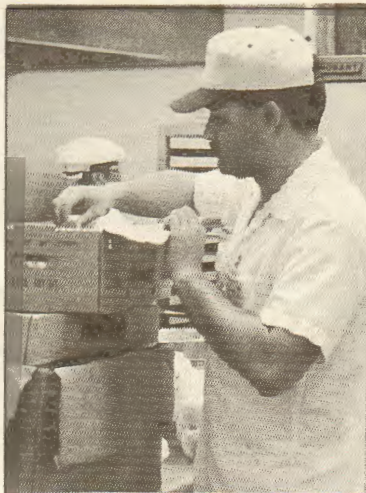
Arrange cookies onto baking sheets. Garnish with jam and sprinkle with finely chopped nuts. Bake for 10 to 12 minutes until cookies turn pale yellow. Cool for a few minutes before transferring onto a wire cookie rack.

Note: You may sprinkle cookies prior to baking with coarse sugar or dip in melted chocolate after baking.

Stuffed Mushrooms

Yield: 25 - 30 stuffed mushroom caps

1 lb. large mushroom caps
1 lb. mushroom stems and small mushroom caps



While upgrading at the Lundeberg School, Chief Cook Harry Galdeira inventories galley stores.

4 oz. finely diced onions
4 oz. heavy cream sauce (see recipe below)
1 Tbsp. garlic
¼ tsp. fresh oregano
¼ tsp. fresh basil
salt and pepper to taste
olive oil as needed

Method: Wash and set aside large mushroom caps. Saute mushroom stems, small caps and onion with garlic in olive oil for 20 minutes. Remove from heat and cool.

Prepare heavy cream sauce. Use food processor to blend cooked mushrooms, onion, garlic and heavy cream mixture. Add oregano, basil and salt and pepper. Fill in raw mushroom caps with mixture. Bake at 350 degrees F for 15 minutes. Do not overcook.

Heavy Cream Sauce

4 oz. cream
1 Tbsp. butter
1 Tbsp. flour

Method: bring cream to full boil and remove from heat. Mix butter and flour together and heat in pan. Slowly whisk in the cream and blend until mixture is smooth.

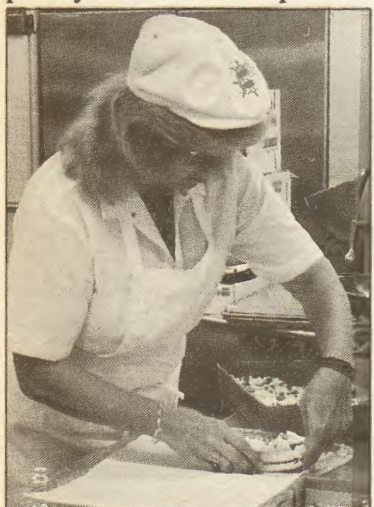
Note: For a more zesty mushroom cap, use crab meat or finely diced shrimp in filling. Do this by putting the seafood into a food processor with small amount of mayonnaise, Old Bay seasoning, bread crumbs and finely diced celery. Bake as instructed above.

Cocktail Meatballs

Yields: 75 small meatballs

3 lbs. lean ground beef
8 oz. cracker meal
8 oz. finely diced onions
3 oz. finely diced green peppers
1 Tbsp. garlic
3 whole eggs
1 Tbsp. fresh parsley, finely chopped
½ tsp. fresh oregano
½ tsp. fresh basil
salt and pepper to taste

Method: Mix together all ingredients in large bowl. Weigh out ¾ oz. pieces of meat mixture and roll into balls. Line up on cooking sheets and bake at 350 degrees F for 30 minutes.



Chief Cook Barbara Toomey carefully arranges finger sandwiches on a tray.

New Contract and Charter End 1996 on Positive Note

A tentative four-year agreement has been reached for Seafarers who sail aboard vessels operated by Liberty Maritime. The new contract, which was being voted on by SIU members at press time, would improve wages and benefits into the year 2000.

Additionally, the Military Sealift Command (MSC) has awarded a new long term charter to the SIU-crewed *J.E.B. Stuart*, providing continued job security for SIU members.

Retroactive to June

The Liberty pact, which is retroactive to June 16, provides for improved and increased medical and dental benefits for Seafarers and their families. SIU members who sail aboard the Liberty Maritime ships will also receive an additional day in their vacation benefit.

The contract features the annuity savings plan for individual Seafarers—known as the Seafarers Money Purchase Pension Plan. The benefit package is an individual interest-earning investment account funded by a daily contribution made on behalf of the employee by the company. The benefit is in addition to the SIU wage-increased pension.

"The agreement will run until June 15, 2000 and will provide increased wages, benefits and job security while ensuring that the only U.S.-flag company with a substantial fleet trading in the cargo preference trades remains viable and competitive while continuing to provide the SIU membership with jobs and their family members with benefits," noted SIU Vice President Contracts Augie Tellez.

The contract includes base wage and overtime increases. In addition, there will be an adjustment made to penalty rates.

Other language changes as called for in the Standard Freightship Agreement will also apply to Seafarers sailing aboard Liberty Maritime vessels.

MSC Charter's Stuart

On October 28, MSC announced that it had awarded a 51-month charter to the SIU-contracted *J.E.B. Stuart*, a military lighter aboard ship (LASH) vessel operated by Waterman Steamship Corporation.

The vessel was selected from 200 bids and four final offers submitted in response to the military's request for proposals.

"This is yet another commitment to the job security of Seafarers," stated Tellez when word of the charter was announced. "It also means that the military is pleased with the way Seafarers get the job done while aboard their vessels and shows that they have confidence that we will continue to do an outstanding job for them," he added.

Since 1992, SIU members have manned the *J.E.B. Stuart* while the U.S. Army used the vessel to preposition ammunition on the island of Diego Garcia in the Indian Ocean.

The barge-like ship is specifically designed to carry most of its cargo in on-board barges or lighters. It is self-sustaining alongside a pier and requires no deep-water port.

The vessel will continue to be utilized by the Army as a preposition ammunition ship for logistical support in key strategic locations.

Dispatchers' Report for Deep Sea

OCTOBER 16, 1996 — NOVEMBER 15, 1996

Port	*TOTAL REGISTERED All Groups			TOTAL SHIPPED All Groups			Trip Reliefs	**REGISTERED ON BEACH All Groups		
	Class A	Class B	Class C	Class A	Class B	Class C		Class A	Class B	Class C
DECK DEPARTMENT										
New York	36	26	3	21	4	2	10	67	46	6
Philadelphia	3	2	1	2	2	0	2	5	6	1
Baltimore	8	8	1	5	8	0	2	10	11	2
Norfolk	15	9	4	13	12	4	2	21	21	9
Mobile	12	5	0	5	9	0	3	18	11	0
New Orleans	18	17	1	10	13	1	7	36	31	5
Jacksonville	28	12	5	16	11	3	11	54	20	11
San Francisco	26	16	3	21	9	3	8	42	32	2
Wilmington	12	20	5	12	15	2	4	26	24	8
Seattle	23	25	1	20	21	1	8	55	36	0
Puerto Rico	14	3	1	5	1	0	1	19	4	3
Honolulu	6	10	0	5	12	0	1	9	13	2
Houston	30	35	1	24	24	1	24	46	40	3
St. Louis	0	1	0	4	0	0	0	2	2	0
Piney Point	3	5	0	1	3	0	0	6	8	2
Algonac	0	2	1	0	2	1	0	1	3	0
Totals	234	196	27	164	146	18	83	417	308	54

Port	*TOTAL REGISTERED All Groups			TOTAL SHIPPED All Groups			Trip Reliefs	**REGISTERED ON BEACH All Groups		
	Class A	Class B	Class C	Class A	Class B	Class C		Class A	Class B	Class C
ENGINE DEPARTMENT										
New York	21	18	2	11	8	0	3	40	28	3
Philadelphia	4	5	0	3	4	0	2	4	4	0
Baltimore	5	6	1	5	7	0	0	4	7	2
Norfolk	5	9	3	9	8	2	0	8	14	3
Mobile	7	5	0	8	3	1	2	10	8	1
New Orleans	12	10	2	7	6	1	3	23	14	3
Jacksonville	17	18	0	9	11	0	5	22	27	1
San Francisco	14	15	2	11	9	0	4	19	21	2
Wilmington	3	13	2	5	8	0	2	13	15	4
Seattle	10	9	0	19	8	0	6	16	17	0
Puerto Rico	2	3	0	4	2	1	2	5	5	1
Honolulu	3	9	3	2	8	2	2	6	10	4
Houston	17	14	2	13	6	1	8	23	20	5
St. Louis	0	1	0	0	1	0	0	1	3	0
Piney Point	2	6	0	0	2	0	0	2	8	1
Algonac	0	1	0	1	1	0	0	1	0	0
Totals	122	142	17	107	92	8	39	197	201	30

Port	*TOTAL REGISTERED All Groups			TOTAL SHIPPED All Groups			Trip Reliefs	**REGISTERED ON BEACH All Groups		
	Class A	Class B	Class C	Class A	Class B	Class C		Class A	Class B	Class C
STEWARD DEPARTMENT										
New York	14	10	0	11	2	0	5	26	22	2
Philadelphia	1	0	0	0	0	1	0	1	2	1
Baltimore	4	1	0	2	1	0	0	5	3	0
Norfolk	8	8	8	2	5	4	1	11	11	7
Mobile	6	2	0	4	1	0	1	11	4	0
New Orleans	4	5	0	7	0	0	5	11	16	1
Jacksonville	14	5	1	5	5	0	2	30	8	2
San Francisco	28	7	0	15	6	0	8	48	9	1
Wilmington	14	6	1	7	2	1	3	21	9	3
Seattle	28	4	0	13	4	0	8	45	9	0
Puerto Rico	5	2	0	3	2	0	1	9	4	0
Honolulu	18	8	6	7	7	5	20	23	8	5
Houston	11	5	0	10	5	0	6	17	9	1
St. Louis	0	0	0	2	0	0	0	0	0	1
Piney Point	10	6	1	2	1	1	0	11	5	0
Algonac	1	0	0	0	0	0	0	2	0	1
Totals	166	69	17	90	41	12	60	271	119	25

Port	*TOTAL REGISTERED All Groups			TOTAL SHIPPED All Groups			Trip Reliefs	**REGISTERED ON BEACH All Groups		
	Class A	Class B	Class C	Class A	Class B	Class C		Class A	Class B	Class C
ENTRY DEPARTMENT										
New York	12	29	5	3	15	1	0	23	55	18
Philadelphia	0	3	2	0	2	0	0	0	2	6
Baltimore	1	5	1	0	4	1	0	1	7	4
Norfolk	0	6	11	1	10	11	0	0	22	25
Mobile	3	7	0	1	2	0	0	3	19	1
New Orleans	5	13	8	4	3	1	0	8	30	17
Jacksonville	3	19	14	2	6	2	0	7	34	28
San Francisco	11	9	5	5	12	0	0	20	27	9
Wilmington	6	10	8	1	6	1	0	7	23	11
Seattle	6	9	2	4	8	0	0	11	27	5
Puerto Rico	3	8	4	3	1	3	0	9	9	11
Honolulu	6	35	42	6	28	35	0	10	55	71
Houston	2	16	8	2	9	0	0	1	26	15
St. Louis	0	1	0	0	2	1	0	0	2	0
Piney Point	2	24	1	2	12	0	0	1	26	1
Algonac	0	1	1	0	0	0	0	0	1	1
Totals	60	195	112	34	120	56	0	101	365	223

Totals All Departments	582	602	173	395	399	94	182	986	993	332
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* "Total Registered" means the number of Seafarers who actually registered for shipping at the port.
 ** "Registered on Beach" means the total number of Seafarers registered at the port.

January & February 1997 Membership Meetings Deep Sea, Lakes, Inland Waters

- Piney Point Monday: January 6, February 3
 New York Tuesday: January 7, February 4
 Philadelphia Wednesday: January 8, February 5
 Baltimore Thursday: January 9, February 6
 Norfolk Thursday: January 9, February 6
 Jacksonville Thursday: January 9, February 6
 Algonac Friday: January 10, February 7
 Houston Monday: January 13, February 10
 New Orleans Tuesday: January 14, February 11
 Mobile Wednesday: January 15, February 12
 San Francisco . . . Thursday: January 16, February 13
 Wilmington Tuesday, January 21*
 Tuesday, February 18**
**change created by Martin Luther King Jr.'s birthday*
***change created by Presidents' Day*
 Tacoma Friday: January 24, February 21
 San Juan Thursday: January 9, February 6
 St. Louis Friday: January 17, February 14
 Honolulu Friday: January 17, February 14
 Duluth Wednesday: January 15, February 12
 Jersey City Wednesday: January 22, February 19
 New Bedford . . . Tuesday: January 21, February 18

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

Personals

RED BOLTON

Please contact your nephew, Tom Bolton, at 1524 Lloyd Court, Wheaton, IL 60187, or telephone (630) 668-7065.

FRIENDS OF JAMES H. HILL

Brother James H. Hill would like to hear from his SIU brothers, especially those who sailed with him aboard the SS Pen Van Guard and the USS Keva Island. His mailing address is 410 East Oak Avenue, Tampa, FL 33602.

JACK MURPHY

Please get in touch with your sisters, Anne and Sheila. They would like to hear from you.

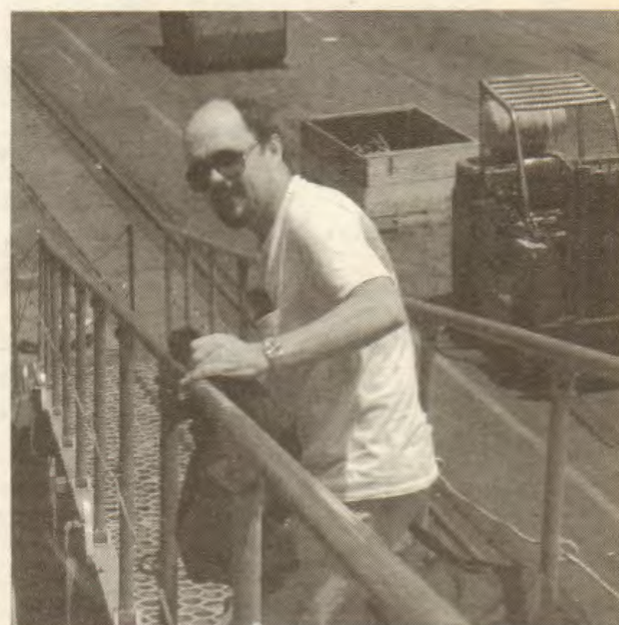
CHARLES O'NEAL STATHAM

Your family would like to locate you. Please write your granddaughter, Amy Statham, at 3012 Reynolds Drive, Macon, GA 31206; or telephone (912) 784-8325. In addition, her pager number is (912) 752-9661.

T.O. WATKINS

Anyone knowing the whereabouts of T.O. Watkins from Georgia (born approximately 1914), please contact Lynne Kelley, 3040 Saturn St., #100, Brea, CA 92621.

Heading Home



David West, who worked as a messman aboard the SS *Kauai*, disembarks the ship in Long Beach, Calif. after his time aboard the Matson Navigation vessel was up. Chief Steward Dorothy Carter, who sent this photo to the LOG, says he will be sorely missed.

Seafarers International Union Directory

Michael Sacco
President

John Fay
Secretary-Treasurer

Augustin Tellez
Vice President Contracts

George McCartney
Vice President West Coast

Roy A. "Buck" Mercer
Vice President Government Services

Jack Caffey
Vice President Atlantic Coast

Byron Kelley
Vice President Lakes and Inland Waters

Dean Corgey
Vice President Gulf Coast

HEADQUARTERS

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520 St. Clair River Dr.
Algonac, MI 48001
(810) 794-4988

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Baltimore, MD 21202
(410) 327-4900

DULUTH

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

HONOLULU

606 Kalihl St.
Honolulu, HI 96819
(808) 845-5222

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
(334) 478-0916

NEW BEDFORD

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

NEW ORLEANS

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

NEW YORK

635 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

P.O. Box 75
Piney Point, MD 20674
(301) 994-0010

PORT EVERGLADES

1221 S. Andrews Ave.
Ft. Lauderdale, FL 33316
(954) 522-7984

SAN FRANCISCO

350 Fremont St.
San Francisco, CA 94105
(415) 543-5855
Government Services Division
(415) 861-3400

SANTURCE

1057 Fernandez Juncos Ave., Stop 16½
Santurce, PR 00907
(787) 721-4033

ST. LOUIS

4581 Gravois Ave.
St. Louis, MO 63116
(314) 752-6500

TACOMA

3411 South Union Ave.
Tacoma, WA 98409
(206) 272-7774

WILMINGTON

510 N. Broad Ave.
Wilmington, CA 90744
(310) 549-4000

Dispatchers' Report for Great Lakes

OCTOBER 16 — NOVEMBER 15, 1996

CL—Company/Lakes

L—Lakes

NP—Non Priority

*TOTAL REGISTERED
All Groups
Class CL Class L Class NP

TOTAL SHIPPED
All Groups
Class CL Class L Class NP

**REGISTERED ON BEACH
All Groups
Class CL Class L Class NP

Port	DECK DEPARTMENT								
	CL	L	NP	CL	L	NP	CL	L	NP
Algonac	0	43	14	0	13	2	0	30	12
Port	ENGINE DEPARTMENT								
	CL	L	NP	CL	L	NP	CL	L	NP
Algonac	0	15	1	0	9	1	0	6	0
Port	STEWARD DEPARTMENT								
	CL	L	NP	CL	L	NP	CL	L	NP
Algonac	0	8	6	0	1	0	0	7	6
Port	ENTRY DEPARTMENT								
	CL	L	NP	CL	L	NP	CL	L	NP
Algonac	0	35	26	0	14	7	0	21	19
Totals All Departments	0	101	47	0	37	10	0	64	37

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

** "Registered on Beach" means the total number of Seafarers registered at the port.

Dispatchers' Report for Inland Waters

OCTOBER 16 — NOVEMBER 15, 1996

*TOTAL REGISTERED
All Groups
Class A Class B Class C

TOTAL SHIPPED
All Groups
Class A Class B Class C

**REGISTERED ON BEACH
All Groups
Class A Class B Class C

Region	DECK DEPARTMENT								
	A	B	C	A	B	C	A	B	C
Atlantic Coast	6	0	0	3	0	0	13	2	0
Gulf Coast	1	4	9	1	1	2	0	3	11
Lakes & Inland Waters	22	0	0	13	0	0	43	0	0
West Coast	3	0	9	20	0	3	7	1	16
Totals	32	4	18	37	1	5	63	6	27
Region	ENGINE DEPARTMENT								
	A	B	C	A	B	C	A	B	C
Atlantic Coast	2	0	0	0	0	0	3	1	1
Gulf Coast	0	0	1	0	0	1	0	0	1
Lakes & Inland Waters	14	0	0	3	0	0	7	0	0
West Coast	0	0	0	2	0	0	0	0	0
Totals	16	0	1	5	0	1	10	1	2
Region	STEWARD DEPARTMENT								
	A	B	C	A	B	C	A	B	C
Atlantic Coast	1	0	0	0	0	0	2	0	0
Gulf Coast	1	0	1	0	0	1	1	0	2
Lakes & Inland Waters	6	0	0	4	0	0	6	0	0
West Coast	1	0	4	0	1	1	2	1	9
Totals	9	0	5	4	1	2	11	1	11
Totals All Departments	57	4	24	46	2	8	84	8	40

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

** "Registered on Beach" means the total number of Seafarers registered at the port.

SIU BULLETIN BOARD

SOUTH STREET SEAPORT MUSEUM SEEKS VOLUNTEERS

The South Street Seaport Museum preserves and interprets the history of New York as a world port through historic ships, changing exhibitions, tours and programs.

Volunteer opportunities now are available—giving tours, teaching programs, conducting workshops and presenting demonstrations.

If you enjoy meeting new people and sharing your love of history and the sea and have four or more hours a week to spare, give the Museum a call at (212) 748-8727.

UPDATE YOUR ADDRESS

In order to ensure that active SIU members and pensioners receive a copy of the *Seafarers LOG* each month—as well as other important mail such as W-2 forms, pension and welfare checks and bulletins or notices—a correct home address must be on file with the union.

If you have moved recently and have not yet notified the union, go to your nearest union hall and fill out a change of address form or send your new address (along with your name, book number and social security number) to: Address Control, Seafarers International Union, 5201 Auth Way, Camp Springs, MD 20746.

TACOMA TO CHANGE AREA CODE IN APRIL

The area code for Tacoma, Wash. (and Pierce County), which presently is 206, will change to 253 on April 27, 1997. That means the telephone number for the new Tacoma SIU hall will be (253) 272-7774, and the FAX number will be (253) 272-4121 as of April 27.

Z-CARD RENEWAL DUE EVERY FIVE YEARS

Merchant seamen must renew their z-cards every five years, according to U.S. Coast Guard regulations.

In order to keep their merchant mariner's documents up-to-date, Seafarers may use the chart at right to determine when their present cards expire. Renewal dates are determined by the issuance date on the z-cards. The exact date of expiration matches the month and date when the original document was issued

Issuance Year	1992	1993	1994	1995	1996
	1987	1988	1989	1990	1991
	1982	1983	1984	1985	1986
	1977	1978	1979	1980	1981
	1972	1973	1974	1975	1976
	1967	1968	1969	1970	1971
	1962	1963	1964	1965	1966
	1957	1958	1959	1960	1961
	1952	1953	1954	1955	1956
	1947	1948	1949	1950	1951
	1942	1943	1944	1945	1946
	1937	1938	1939	1940	1941
Renewal Year	1997	1998	1999	2000	2001

Digest of Shipboard Union 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 first 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. The minutes are then forwarded to the Seafarers LOG for publication.

CHARLESTON (Apex Marine), August 29—Chairman **Anthony Maben**, Secretary **German Rios**, Educational Director **Charles Mispagel**. Chairman reported ship to pay off upon arrival in port of Baltimore. Secretary reminded members to write their senators urging them to support maritime revitalization legislation. He also discussed importance of SPAD. Educational director advised crew to enroll in tanker operation/safety course at Lundeberg School. No beefs or disputed OT reported. Crew thanked galley gang for good meals and asked contracts department to look into increasing pension benefits. Secretary noted importance of SPAD donations during year of U.S. presidential election. Chairman encouraged members to support all union activities.

LIBERTY SEA (Liberty Maritime), September 20—Chairman **Benedict Born**, Secretary **José Rivera**, Engine Delegate **G. Valerio**, Steward Delegate **Francisco Monsibais**. Chairman informed crew of payoff upon arrival in port of Galveston, Texas on September 22. Bosun voiced concern over officers issuing unsafe work orders to deck department members. He advised crew that safety regulations concerning gangway watch are posted on bulletin board. Secretary requested new pillows and linens. He also thanked deck department members for job well done. Educational director advised all members to upgrade at Paul Hall Center. Treasurer reported \$195 in movie fund. All three departments reported disputed OT and beefs. Crewmembers requested new TV antenna.

SEA-LAND EXPLORER (Sea-Land Service), September 8—Chairman **Tom Trehern**, Secretary **William Burdette**, Educational Director **George Phillips**, Deck Delegate **Edward F. O'Brien**, Engine Delegate **Roy Coleman**, Steward Delegate **Richard Gegenheimer**. Bosun announced ship to arrive in Long Beach, Calif. on September 11. Chairman discussed captain calling docking crew in a timely manner. Secretary asked crewmembers to keep crew lounge clean. Educational director advised crew to attend Lundeberg School for upgrading courses. No beefs or disputed OT reported. Crewmembers expressed concern over shoreside workers in Shanghai being free to roam interior of house unescorted. Steward asked crewmembers to help galley gang bring stores up gangway. Next ports: Long Beach and Oakland, Calif.

SEA-LAND PRODUCER (Sea-Land Service), September 30—Chairman **Gerald Corelli**, Secretary **David Cunningham**, Educational Director **Oswald Bermeo**. Chairman announced ship scheduled to enter shipyard on December 14. He reported ship will sail into port of Elizabeth, N.J. later than scheduled. He added payoff will follow. Educational director discussed importance of obtaining STCW identification certificate in order to continue sailing. Treasurer announced \$150 in ship's fund fol-

lowing purchase of lobster in Maine and Jamaica and shrimp in Jacksonville, Fla. No beefs or disputed OT reported. Crew gave thanks to steward department for excellent meals, including gourmet seafood dinners, pizza night and barbecues. Crew noted galley gang's extra efforts are appreciated by all. Next ports: San Juan, P.R.; Rio Haina; Jacksonville; San Juan and Elizabeth.

CHARLES L. BROWN (Transoceanic Cable), October 10—Chairman **Roger Reinke**, Secretary **Glenn Bamman**, Educational Director **Joseph Stores**, Deck Delegate **James Woods**, Engine Delegate **Ahmed Madari**, Steward Delegate **Alan Sim**. Chairman announced new TV working very well and reminded crewmembers to make sure it is secured while ship is at sea. Bosun urged members to first discuss beefs below decks with bosun, steward or patrolman. Chairman advised crewmembers that LNG courses will begin in 1997 at Lundeberg School. No beefs or disputed OT reported. Bosun and crewmembers applauded efforts by SIU President Michael Sacco and many others who helped get the Maritime Security Act passed. Bosun noted passage of the legislation secures the future for all men and women working in the U.S. maritime industry. Crew also extended special vote of thanks to Vice President Contracts **Augie Tellez** and President **Sacco** for their hard work securing new contract with Transoceanic Cable Ship Co. Steward delegate reported replacement locks and keys for cabins and doors have been ordered. Chairman advised crew that mattresses have been ordered and parts for table lights have not yet arrived. Crew stated water pressure very low. Steward advised crewmembers not to put shoes in washing machines or dryers. Bosun asked crew to return videotapes to library after use so everyone has chance to enjoy them. Crew thanked bosun for working hard for their interests. Crewmembers commended steward department for job well done. Next port: St. Thomas, U.S.V.I.

HMI ASTRACHEM (Hvide Marine), October 30—Chairman **Theodore Bush III**, Secretary **Felipe Reyes**, Deck Delegate **Ray Tate**, Engine Delegate **Jerome Doms**, Steward Delegate **Jose Padilla**. Educational director advised all members to obtain STCW identification certificates as soon as possible and upgrade at Lundeberg School. No beefs or disputed OT reported. Entire crew extended special vote of thanks to SIU President Michael Sacco and union officials for their persistence in getting the Maritime Security Act of 1996 passed.

ITB PHILADELPHIA (Sheridan Transportation), October 1—Chairman **V. Teddy Nielsen**, Secretary **J.P. Emidy**, Educational director **Jose Ferreira**, Deck Delegate **Mario Romero**, Engine Delegate **Miguel Guity**, Steward Delegate **Joel Molinos**. Secretary reported he completed tankerman opera-

tion/safety course in Piney Point and urged all members to enroll in the course. He added the class would be beneficial to the health and safety of crewmembers on all SIU-contracted vessels. Educational director encouraged members to upgrade at Lundeberg School. No beefs or disputed OT reported. Crewmembers extended "big vote of thanks" to SIU President Michael Sacco, headquarters staff and entire membership for efforts in helping get maritime bill passed. Crew thanked steward department for job well done.

LIBERTY WAVE (Liberty Maritime), October 6—Chairman **Neil Matthey**, Secretary **Claude Hollings III**, Educational Director **Robert Ohler**, Deck Delegate **Claude Hollier**, Engine Delegate **Kasem Omar**, Steward Delegate **James Jackson**. Chairman reported payoff in port of Galveston, Texas. He announced captain has arranged for a car to transport crewmembers to the U.S. Coast Guard REC so they can receive STCW identification certificates immediately. Bosun stated ship will take on stores while in port and asked crewmembers to circulate new repair list. Educational director stressed importance of upgrading at Piney Point and continuing SPAD donations to keep union strong. Deck and engine delegates reported disputed OT. No beefs or disputed OT reported by steward delegate. Crew thanked galley gang for job well done.

MAERSK CONSTELLATION (Maersk Lines Ltd.), October 3—Chairman **Bradford Shelly**, Secretary **Donald Williams**, Educational Director **Kenneth Jones**, Deck Delegate **Delroy Brown**. Chairman noted new furniture for crew lounge has not arrived. Educational director urged crewmembers to vote in upcoming U.S. presidential and congressional elections and upgrade at Piney Point. No beefs or disputed OT reported. Crewmembers discussed *Seafarers LOG* article detailing new contract agreements. Crew requested new refrigerator and chairs for crew mess area. Bosun asked crew to keep rooms in good, clean condition. Crewmembers expressed pleasure in working with galley gang. Next port: Concord, Calif.

NEWARK BAY (Sea-Land Service), October 6—Chairman **Pedro Sanchez**, Secretary **Ivan Salis**, Educational Director **Michael Las Dulce**, Deck Delegate **George Bruer**, Engine Delegate **Gregory Johns**. Secretary reminded members of upcoming union elections and urged everyone to vote. He advised crew to vote for pro-maritime candidates in 1996 elections. He asked members to donate to SPAD. Educational director stressed importance of upgrading at Lundeberg School. No beefs or disputed OT reported. Helmsmen reminded to practice safety during transits of Houston and Bremerhaven, Germany.

SEA-LAND EXPEDITION (Sea-Land Service), October 6—Chairman **Norberto Prats**, Secretary **Edgar Vazquez**, Educational Director **Frank Berner**. Chairman stated everything running smoothly with no beefs or disputed OT in any department. He informed crewmembers of payoff upon arrival in port. Bosun reminded crew to get STCW identification certificate. Secretary urged members to upgrade at Paul Hall Center. A vote of thanks was given to galley gang for good meals. Steward thanked bosun for fixing tiles in galley. Crew asked for new television for lounge. Next port: Charleston, S.C.

NUEVO SAN JUAN (NPR, Inc.), October 23—Chairman **William Card**, Secretary **Jose Colls**, Educational Director **Horace Jones**, Deck Delegate **Angel Camacho**, Engine Delegate **Abdulrub Atiah**, Steward Delegate **George Vorise**. Chairman thanked crew for smooth voyage and announced payoff on October 25. No beefs or disputed OT reported. Crew discussed purchase of movies for VCR. Bosun and crewmembers requested permission to bring family members on board while in port. Crew noted company prohibits unlicensed members from bringing visitors aboard while allowing licensed crew to do so. Next ports: Elizabeth, N.J., San Juan, P.R. and Jacksonville, Fla.

SEA-LAND ENDURANCE (Sea-Land Service), October 27—Chairman **Mark Stevens**, Secretary **James Prado**, Deck Delegate **Acylee Brooks**, Engine Delegate **George Gill**, Steward Delegate **Steven Sun**. Bosun informed crew of death of SIU Executive VP Joseph Sacco. Crew worked together to send telex to SIU President Michael Sacco and family expressing their condolences. Bosun advised crew that visas for Shanghai for shore leave were lost. The matter will be taken up with patrolman in port of Long Beach, Calif. Treasurer noted ship's fund being used to buy new movies. Engine delegate reported disputed OT. No beefs or disputed OT reported by deck or steward delegates. Crew-

S-L Producer Crew Prepares for Inspection



With a sign that reads, "1 1/2" and 1 1/2" Fire Hose Test for Coast Guard," deck department members on the *Sea-Land Producer* are ready for their U.S. Coast Guard inspection. They are (kneeling) AB Jaime Ramirez, (standing, from left) AB-Maintenance Regina Ewing, AB-Maintenance Rafael Vega, Bosun Gerry Corelli (who sent this photo to the *Seafarers LOG*), AB-Maintenance Mark Holman and AB Juan Ayalla. The *Sea-Land Producer* makes the run from Elizabeth, N.J. to San Juan, P.R. to Rio Haina, Dominican Republic to Kingston, Jamaica to New Orleans to Jacksonville, Fla.—and back.

OCL INSPIRATION (Sea-Land Service), October 27—Chairman **Mark Trepp**, Secretary **Ekow Doffoh**, Educational Director **Panagiotis Kanavos**, Deck Delegate **Ronald Mena**, Engine Delegate **Steven Kues**. Educational director urged members to upgrade to their highest level at Paul Hall Center. Treasurer asked crew to return movies after viewing. No beefs or disputed OT reported. Bosun detailed e-mail messages received from SIU headquarters concerning passage and signing of Maritime Security Act and death of SIU Executive Vice President Joseph Sacco. Crew extended special thanks to Michael and Joseph Sacco for continued efforts to pass the Maritime Security Act. Crewmembers sent thoughts and love to Sacco's family and friends. Next port: Boston.

OVERSEAS VALDEZ (Maritime Overseas), October 20—Chairman **Roberto Zepeda**, Secretary **Tyler Laffitte**, Educational Director **Earl Macom**, Deck Delegate **Tan Joon**, Engine Delegate **Andrew Lopez**, Steward Delegate **B.T. McEleney**. Chairman informed crewmembers of upcoming payoff in port of Houston. No beefs or disputed OT reported. Crew thanked galley gang for being a great feeder. To the family of deceased SIU Executive President Joseph Sacco, crewmembers wrote: "We, the crew of the *Overseas Valdez*, extend our deepest sympathies for your great loss. All who ever had the privilege to know or work with Joe know he was a very gallant and admired individual who will be greatly missed."

members discussed legislative victory for maritime industry with signing of Maritime Security Act by President Clinton. Entire crew extended special thanks for efforts by union officials and fellow SIU brothers and sisters in helping get the maritime legislation passed. Crew expressed its sorrow on news of Joseph Sacco's death: "We are all very sorry to hear of Joe Sacco's death as none of us aboard had ever known him to be anything but a fine and good individual. May God be with the entire Sacco family, relatives and friends." Next ports: Long Beach and Oakland, Calif.; Dutch Harbor, Alaska and Yokohama, Japan.

SEA-LAND EXPLORER (Sea-Land Service), October 20—Chairman **Skip Yager**, Secretary **William Burdette**, Educational Director **G. Pollard-Lowsley**, Deck Delegate **Edward F. O'Brien**, Engine Delegate **Roy Coleman**, Steward Delegate **Richard Gegenheimer**. Bosun read minutes from previous shipboard union meeting and announced estimated date of arrival in port of Long Beach, Calif. He emphasized that writing members of Congress and contributing to SPAD truly work. Chairman added that while the Maritime Security Act was passed and signed by President Clinton, members need to continue the effort. He thanked crew for good trip and steward department for excellent food. He commended day men for extra efforts in getting all jobs done. Educational director urged members to upgrade at Lundeberg School. No beefs or disputed OT reported. Next ports: Long Beach and Oakland, Calif.



Welcome Ashore

Each month, the Seafarers LOG pays tribute to the SIU members who have devoted their working lives to sailing aboard U.S.-flag vessels on the deep seas, inland waterways or Great Lakes. Listed below are brief biographical sketches of those members who recently retired from the union. The brothers and sisters of the SIU thank those members for a job well done and wish them happiness and good health in the days ahead.

Among the 13 Seafarers joining the ranks of pensioners this month is **Erik H. Jensen**, who is retiring at the age of 70.

Brother Jensen's 49 years with the SIU began in 1947 aboard the *Coalingier Hills*, operated by Waterman Steamship Corp., and ended when he signed off the *Sea-Land Trader*, operated by Sea-Land Service, Inc.

He is one of seven pensioners who sailed on the deep seas. Another four sailed the inland waterways and two shipped aboard Great Lakes vessels.

Of this month's retirees, **Robbynson H. Suy** graduated from the bosun recertification program at the Lundberg School. This course offers the highest level of training for deck department members at the Piney Point, Md. facility.

The most popular area of retirement for this month's pensioners is the East Coast, where four of the retirees make their home. Three have settled on the Gulf Coast. Two reside in the Midwest, two on the West Coast and one each has retired to Puerto Rico and Greece.

Below, the *Seafarers LOG* presents brief biographical accounts of this month's pensioners.

DEEP SEA



AHMAD M. AHMAD, 67, started his career with the Seafarers in 1977 in the port of New York. His first ship was the *Council Grove*, operated by Inter-ocean Management Corp. Born in

Yemen, he began sailing in the steward department and later transferred to the deck department. Prior to his retirement, he sailed aboard the *Charleston*, operated by Apex Marine. Brother Ahmad makes his home in Buffalo, N.Y.

EFRAIN GARCIA, 65, began sailing with the SIU in 1961 from the port of San Juan. A native of Puerto Rico, he sailed



as a member of the engine department. His first ship was the *Gateway City*, and he last sailed in 1985 aboard the *St. Louis*, both vessels operated by Sea-Land Service, Inc. Brother Garcia has retired to Rio Piedras, P.R.



JAMES A. HATFIELD, 57, graduated from the Marine Cooks & Stewards (MC&S) training school in Santa Rosa,

Calif. in 1968 and joined the MC&S before that union merged with the SIU's Atlantic, Gulf, Lakes and Inland Waters District (AGLIWD). Brother Hatfield's first voyage was aboard the *SS Lurline*. His last ship before retiring was the *R.J. Pfeiffer*, both vessels operated by Matson Navigation Co. Brother Hatfield calls San Francisco home.

ERIK H. JENSEN, 70, first sailed with the Seafarers in 1947 from the port of New York

aboard the *Coalingier Hills*, a Waterman Steamship Corp. vessel. Brother Jensen sailed in the deck department. His last ship was the *Sea-Land Trader*. Brother Jensen makes his home in Petaluma, Calif.

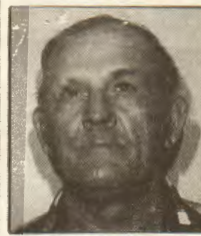


JORGE OSORIO, 58, started his career with the SIU in 1960 in the port of New Orleans. Brother Osorio first sailed aboard the *Penn Transporter*, operated by Penn Shipping Co. Born in Mexico, the deck department member has retired to New Orleans. From 1961 to 1963, he served in the U.S. Army.

PERICLES K. RENGEPIS, 65, began sailing with the Seafarers in 1968 from the port of New York. Born in Philadelphia, the steward department member last sailed in 1981 as a chief cook aboard the *Baltimore*, operated by Sea-Land Service, Inc. Brother Rengepis resides in Athens, Greece.

ROBBYNSON H. SUY, 51, started with the SIU in 1977 in the port of New York. His first ship was the *Monticello*. Brother Suy sailed in the deck department and upgraded frequently at the Lundberg School in Piney Point, Md., where he completed the bosun recertification course in 1987. Prior to his retirement, he signed off the *LNG Taurus*. Brother Suy makes his home in Miramar, Fla.

INLAND

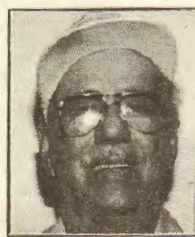


JACKIE J. BARNETT, 63, began his Seafarers career in 1966 in the port of Norfolk, Va. Starting out in the steward

department, Boatman Barnett later transferred to the deck department. The North Carolina native last sailed in 1988 aboard vessels operated by the Association of Maryland Pilots. Boatman Barnett has retired to Frisco, N.C.

SIDNEY

OPRY, 68, began sailing with the SIU in 1978 from the port of Port Arthur, Texas. A native of



Louisiana, he last sailed with Moran Towing of Texas as a captain. During World War II, he served in the U.S. Army Air Force from 1945 to 1946. Boatman Opry calls Bridge City, Texas home.



DEVAIN E. SARANTHUS, 55, started his career with the Seafarers in 1961 in the port of Mobile, Ala.

The Alabama native sailed in the deck department and last worked

for Crescent Towing Co. Boatman Saranthus makes his home in Semmes, Ala.

GEORGE P. THOMPSON, 57, began sailing with the SIU in 1961 from the port of Norfolk, Va. Born in Virginia, he sailed as a captain, primarily with vessels operated by McAllister Towing of Virginia. Boatman Thompson has retired to Virginia Beach, Va.



GREAT LAKES



ANTHONY B. ERICKSON, 62, first sailed with the Seafarers in 1966 from the port of Alpena, Mich., aboard the

Richard Riess. A native of Michigan, the deck department member last sailed aboard vessels operated by Inland Lakes Management. Brother Erickson makes his home in Alpena, Mich.

NELSON D. HAWLEY, 62, started his career with the SIU in 1966 in the port of Detroit. Born in Michigan, he first sailed aboard the *E.M. Ford*. The engine department member last signed off the *J.A.W. Iglehart*, operated by Inland Lakes Management. Brother Hawley resides in Lachine, Mich.

Labor News

Proposed Union Contract Resolves 27-Month Steelworkers Strike

A tentative agreement has been reached between striking members of the United Steelworkers of America (USWA) and Bridgestone/Firestone, the world's largest rubber company.

Key issues in the 27-month dispute were resolved with the company on November 4. Pending the settlement of some issues affecting individual plants, it was hoped that a new contract will be sent to the rank-and-file by mid-December. The agreement covers 6,700 USWA members at seven U.S. plants.

In July 1994, after Bridgestone/Firestone refused to negotiate a fair contract, 4,000 Steelworkers walked off the job. Ten months later, workers halted the strike. However, during the walkout, the company hired 2,300 scabs to replace the Steelworkers.

The proposed agreement provides that union members who have not already been called back to work can return to their jobs. It also calls for an immediate wage increase of 40 cents per hour and a \$750 signing bonus for all employees as well as an across-the-board wage increase of 35 cents per hour on September 1, 1999. Additionally, the proposed contract restores holidays to a total of 11, recognizes improvements to the pension and health plans and gives complete amnesty for more than 40 employees discharged for alleged strike-related misconduct, among other items.

Philadelphia Orchestra Approves 3-Year Contract, Ends 64-Day Strike

One hundred five members of the Philadelphia Orchestra are back on stage, ending the longest strike in the orchestra's history.

By a vote of 54-47 (with two absences), the musicians, who belong to Local 77 of the American Federation of Musicians, approved a three-year pact which calls for, among other improvements, a wage increase of \$150 per week as well as an increase in the maximum annual pension.

Another benefit of the new agreement will be the formation of a nonprofit corporation to pursue radio, television and recording contracts (which substantially impact the musicians' wages). The orchestra, which plays abroad several weeks each year, additionally will be given the power to approve tour itineraries.

SUMMARY ANNUAL REPORT FOR SEAFARERS WELFARE FUND AND SUBSIDIARY

This is a summary of the annual report of the Seafarers Welfare Fund, EIN 13-5557534, Plan No. 501, for the period January 1, 1995 through December 31, 1995. 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 \$(29,542,056) as of December 31, 1995, compared to \$(32,317,520) as of January 1, 1995. During the plan year, the plan experienced an increase in its net assets of \$2,775,464. This increase includes unrealized appreciation and depreciation in the value of plan assets; that is, the difference between the value of the plan's 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 a total income of \$42,461,517, including employer contributions of \$41,451,442, realized gains of \$17,900 from the sale of assets, earnings from investments of \$966,893, and other income of \$25,282.

Plan expenses were \$39,686,053. These expenses included \$4,567,143 in administrative expenses and \$35,118,910 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,
3. loans or other obligations in default,
4. transactions in excess of 5 percent of plan assets, and
5. service provider and trustee information.

To obtain a copy of the full annual report, or any part thereof, write or call the Board of Trustees, Seafarers Welfare Plan, 5201 Auth Way, Camp Springs, MD 20746-4211; telephone (301) 899-0675. The charge to cover copying costs will be \$1.80 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 (Board of Trustees, Seafarers Welfare Plan, 5201 Auth Way, Camp Springs, MD 20746-4211) and at the U.S. Department of Labor (DOL) in Washington, D.C. or to obtain a copy from the U.S. Department of Labor upon payment of copying costs. Requests to the DOL should be addressed to: Public Disclosure Room, N-5638, Pension and Welfare Benefits Administration, U.S. Department of Labor, 200 Constitution Avenue, N.W., Washington, DC 20210.



1997 Lundeberg School Course Guide

As the Seafarers Harry Lundeberg School of Seamanship enters its 30th year of training and upgrading American merchant mariners at its Piney Point, Md. campus, the facility is gearing itself to prepare its students for the 21st century.

Because the school's staff is actively involved in meetings dealing with mariner training, safety and education at the national and international levels, classes at the school are constantly evolving to ensure that deep sea, inland and Great Lakes members receive the most up-to-date information.

As it has done since opening its gates in 1967, the Lundeberg School is moving ahead to meet the challenges that face today's and tomorrow's men and women of the U.S.-flag merchant fleet.

In this decade alone, the Lundeberg School has set the pace for the industry in such classes as oil spill prevention and containment, refrigeration technician certification, tankerman assistant cargo and steward department sanitation certification, among others. And the school's staff is working on the curriculum of other courses that will help Seafarers in the deck, engine and steward departments do their jobs even better.



Through hands-on experience and classroom study, the Lundeberg School is setting the pace in preparing Seafarers with the maritime skills needed to enter the 21st century.



The ever-changing needs of the maritime industry are reflected in this 1997 course guide and schedule. Throughout these four pages, Seafarers can get an overview of what courses the Lundeberg School has available and plan for their educational needs in the upcoming year by using the schedule of classes. However, courses and class dates may change due to the manpower needs of SIU-contracted companies. Seafarers should refer to the latest issue of the Seafarers LOG for the most up-to-date listing of classes.

The basic eligibility for SIU members wanting to upgrade at the Lundeberg School includes 120 days seetime in the previous year and one day of seetime in the six months prior

to the date the class starts. If the course mandates a U.S. Coast Guard test to acquire the endorsement, the upgrader must meet all Coast Guard requirements prior to taking the class. Some courses have other specific requirements which are printed in bold.

For more information about the Lundeberg School or any of its courses, contact the Admissions Office, Paul Hall Center for Maritime Training and Education, P.O. Box 75, Piney Point, MD 20674-0075 or call (301) 994-0010.

Deck Department Courses

Able Seaman

This nine-week course leads to endorsement as an able seaman (AB). It consists of hands-on training and classroom work covering deck seamanship, rules of the road, marlinespike seamanship, helmsmanship, cargo handling, safety, firefighting, emergency procedures, first aid, underway and vertical replenishment, and crane and forklift truck operations. The course also includes extensive sections on oil spill containment and cleanup, as well as sealift operations and maintenance. **Students must have a lifeboat ticket in order to take the AB course.** (This course is limited to 25 students maximum.)

Lifeboat/Water Survival

Students in this two-week course can earn lifeboatman certification by passing a U.S. Coast Guard exam at the end of the class. Featuring a mix of practical training and classroom instruction, the course covers emergency drills, lifeboat construction, lifeboat launching and recovery, basic compass navigation, life raft construction, life raft launching and maintenance, and use of all lifeboat and life raft equipment.

Additionally, students learn different survival methods and the use of emergency radio and distress signals.

A minimum of three hours per day is spent outdoors in lifeboats conducting practical exercises such as rowing/coxswain training and davit operations. (This course is limited to 25 students maximum.)

Limited License/License Prep

Aimed at preparing students to test for any limited tonnage license, this six-week course consists of classroom instruction in all areas of terrestrial navigation, deck seamanship, rules of the road, shipbuilding, ship stability, cargo handling, federal regulations, first aid, CPR and firefighting.

Students must have an AB endorsement and 540 days of seetime on an SIU-contracted vessel OR equivalent inland experience in order to take the limited license/license prep exam.

Celestial Navigation

The six-week course covers the areas of celestial navigation required for licensing as

a second or third mate unlimited and for all limited licenses. Students are instructed in latitude observations by sun and Polaris, celestial running fixes by sun, stars and planets, compass error by amplitude and azimuth, star identification, and care and use of the sextant.

Bridge Management

The U.S. Coast Guard-approved shiphandling simulator course provides realistic bridge watchstanding training for deck personnel aboard both deep sea and inland vessels.

Successful completion of this two-week course is accepted as credit for 60 days of seetime on vessels of unlimited tonnage.

Special areas of skills development include general shiphandling and helmsmanship, river and channel transits, entering and departing various ports, coastal navigation, U.S. Navy-related operations such as convoy and underway replenishment, hawser towing, pushboat towing and emergency shiphandling.

Radar Observer/Unlimited

The one-week radar observer/unlimited class leads to a radar observer endorsement that is good on vessels of any tonnage.

Approved by the U.S. Coast Guard, the course features hands-on training and classroom work, including radar theory, observation, operation and use, interpretation and plotting, advanced radar plotting, collision avoidance and navigational exercise.

Students operate modern audio-visual and radar simulation gear, as well as the full shiphandling simulator, as they practice controlling and maneuvering a vessel, plotting courses and safely guiding a ship without jeopardizing the safety of other vessels. Also included are practical exercises and lectures covering inland waterway and river navigation and piloting.

Third Mate

Upgraders in the third mate course will study all subject areas found on the U.S. Coast Guard license exam for third mate. The 16-week curriculum includes instruction in all areas of terrestrial navigation, deck seamanship, rules of the road, shipbuilding, ship stability, cargo handling, federal regulations, first aid, CPR and firefighting.

Steward Department Courses

Assistant Cook/Certified Cook and Baker

This 12-week course combines classroom instruction with on-the-job training and other practical exercises.

During the assistant cook section, topics covered are the preparation, cooking and serving of vegetables, cooked salads, sandwiches, breakfast foods and night lunches. Emphasis is placed on the basics of food preparation, including sanitation, dietary values, work organization, weighing and measuring, and the use of recipes.

Topics covered during the cook and baker section include the baking of breads, rolls, pies, cakes, cookies and breakfast pastries. Students also focus on dessert and breakfast preparations.

Certified Chief Cook

Leading to certification as a chief cook, this 12-week class is designed to help students fine-tune their skills by learning and practicing some of the more difficult aspects of the art of cooking. Topics include cooking methods, seasonings and flavorings, recipe and menu planning, stocks, sauces and soups, meat and game, poultry, seafood, starches, vegetables, breakfasts, salads, sandwiches and hors d'oeuvres.

Students also focus on nutrition and diet, with special emphasis on low-fat and low-salt cooking.

Certified Chief Steward

This 12-week course includes classroom instruction supplemented by on-the-job training. Menu planning, work organization, typing, inventory control and requisitioning procedures are among the topics covered. Sanitation, nutrition and safety also are highlighted.

Leadership and communication skills also are stressed in the intensive 12-week course.

Eligibility requirements for steward department courses:

• **Assistant Cook/Certified Cook Baker**

Students must have eight months sailing in the steward department and hold a certificate of completion from the Paul Hall Center entry rating program

OR



Sanitation, nutrition and safety—in addition to nutritious food preparation—are part of the steward department curriculum.

Students must have 12 months sailing in the steward department.

• **Certified Chief Cook**

Students must have one year of seetime sailing in any rating above steward assistant and hold a certificate of completion from the Paul Hall Center's new Assistant Cook/Certified Cook Baker program

OR

Students must have two years of seetime sailing in the steward department

OR

Students must have equivalent experience to be evaluated by the director of the steward department and the admissions office.

• **Certified Chief Steward**

Students must have three years of seetime sailing in the steward department, with at least one year as chief cook (school time will count toward the one year)

OR

Students must have two years of seetime in the steward department and hold a Paul Hall Center certificate of completion from the certified chief cook course

OR

Students must have equivalent experience to be evaluated by the director of the steward department and the admissions office.

Engine Department Courses

QMED-Any Rating

The curriculum for certification and endorsement as a Qualified Member of the Engine Department (QMED)-Any Rating consists of a 12-week course leading to the following ratings: pumpman, refrigeration engineer, electrician, machinist, deck engineer, junior engineer and deck engine mechanic.

The course of instruction leading to an endorsement in each of these ratings consists of classroom work as well as practical training.

Diesel Engine Technology

This four-week course, leading to certification in diesel engine technology, consists of classroom instruction and hands-on training. Topics of instruction include diesel engine theory; two- and four-stroke cycle operating principles; and the construction, operation, maintenance, repair and troubleshooting of low-, medium- and high-speed diesel engines.

Also covered are associated auxiliaries including intake and exhaust systems, lubrication and cooling systems, and fuel injection and starting systems.

Students receive practical training in the operation and repair of diesel engines on board school training vessels.

Course entry requirements are QMED-Any Rating or equivalent inland experience.

Fireman/Watertender and Oiler

This 11-week course leading to endorsement as fireman/watertender and oiler (FOWT) features new and expanded segments of hands-on training, as well as classroom instruction. Topics covered include the parts of a boiler, engine room equipment, engine room procedures, operating auxiliary equipment, watchstanding, starting and securing main engines, firefighting, first aid, safety procedures, sealift operations, oil spill prevention and containment and more.

The class prepares students for U.S. Coast Guard general safety, oiler and fireman/watertender tests.

Hydraulics

The curriculum in the four-week hydraulics course blends practical training with classroom work. Fluids, actuators, control devices, pumps, reservoirs, symbols and hydraulic systems in marine equipment are among the subjects covered in this class.

Also addressed are principles of electrical control of hydraulic systems, cargo winches, deck cranes, anchor windlasses, ships' steering systems, ramps, fire doors and a wide variety of other shipboard systems.

Upon completion of the course, a Lundberg School certificate of graduation will be issued.

Course entry requirement is QMED-Any Rating.

Basic Electronics

Designed to help Seafarers develop an understanding of what goes on inside the electronic boxes found aboard ship, this four-week course covers principles of analog electronics, active devices and basic digital electronics. The student also will learn all aspects of circuit diagrams, and the instructor will work with each student individually to ensure a working knowledge of all shipboard electronic devices.

Marine Electrical Maintenance I

The six-week course of instruction leading to certification in Marine Electrical Maintenance I consists of practical training and classroom instruction aimed at providing the basic skills required of shipboard electricians. The range of topics includes basic electrical theory, DC and AC circuits, electrical safety, electrical test equipment and troubleshooting, electrical protective and switching devices, electrical wiring diagrams and schematics, control and power circuits, batteries, AC generation and distribution equipment, transformers, lighting systems and fixtures, galley and miscellaneous heating equipment, single-speed AC motors and across-the-line starters, and wiring techniques.

Course entry requirement is Basic Electronics.

Marine Electrical Maintenance II

Aimed at providing the more advanced skills required of the shipboard electrician, this six-week course features hands-on training and classroom instruction and leads to certification in Marine Electrical Maintenance II.

Among the subjects covered are interpretation of the National Electrical Code, specialized electrical test equipment, advanced application of circuit protection and switching devices, relay logic, complex control circuits, DC and AC generators, voltage regulators, electrical distribution hardware, DC motors and controllers, AC motors and controllers, deck machinery, motor generator sets, converters, inverters and rectifiers, electric propulsion systems and interior communications systems.

Also, the course will include an introduction to solid state electronic controls and their applications, and the general maintenance responsibilities of the electrician, as well as troubleshooting and repair.

Course entry requirements are Basic Electronics and Marine Electrical Maintenance I.

Marine Electronics Tech I & II

The marine electronics technician pro-

gram consists of two six-week courses which are run consecutively. Students may take the entire program in one stay or take the two courses of study separately. Topics included in the course are AC and DC circuits, active and passive components, amplifiers, power supplies, antenna systems, satellite and radar systems, microprocessor control systems, digital control systems and systems troubleshooting.

Power Plant Maintenance

The majority of this new, six-week course features hands-on training, covering a variety of topics. Some classroom work also is included. Subjects include pipefitting, thermal insulation, valve repair, pump repair/overhaul, hydraulic system repair, drilling/machine thread fabrication, use of various epoxies and similar compounds for emergency and temporary repairs, maintenance of power transmission equipment (such as flexible couplings), use of proper oils and greases for bearing maintenance and lubrication, reconditioning shell and tube heat exchangers, centrifugal lube oil/fuel oil purifier maintenance, and removal of heavy equipment in the engine room.

Course entry requirement is QMED-Any Rating.

Pumproom Maintenance

Leading to certification in pumproom maintenance and operations, this two-week class includes hands-on training and classroom work. The curriculum consists of cargo properties and emergency procedures, operation and maintenance of valves and pumps, loading procedures, cargo pump operations, cargo measurement, discharging procedures, ballasting procedures, tank cleaning, inert gas systems and more.

Upon completion of the course, a Lundberg School certificate of graduation will be issued.

In order to take this class, students must already have taken the Tanker Assistant DL (formerly Tanker Operation/Safety) course (described on next page) and be certified as a QMED-Any Rating or have equivalent inland experience, or hold endorsement as a pumpman.

Refrigeration System Maintenance and Operations

Now an elective, this six-week class blends practical and classroom instruction leading to certification in refrigeration system maintenance and operations. Among the topics covered are theory of mechanical refrigeration, major system components, accessories, cycle controls, refrigerants and oils, and applied electricity.

Standard service techniques are emphasized, such as the operation, troubleshooting and maintenance of ships'

stores plants, air conditioning plants, cargo ventilation and dehumidifying equipment, as well as pantry refrigerators, water coolers and ice machines.

Hands-on shop training includes the complete fabrication of a working refrigeration system from basic system components. An introduction to refrigerated container units also is presented.

Students must be certified as QMED-Any Rating or have equivalent inland experience or hold Coast Guard endorsements as refrigeration engineer and electrician in order to enroll for this course.

Refrigerated Containers

This four-week course leads to certification in refrigerated containers maintenance and consists of both classroom and practical shop training. The training experience enables students to assume the duties of a maintenance electrician on board ships carrying refrigerated containers.

Students receive training in all phases of refrigerated container unit operation, maintenance, repair and troubleshooting. This includes the various types of engines, refrigeration and electrical systems.

The course is designed to help students develop a systematic approach to troubleshooting, as well as to acquaint them with specific maintenance procedures.

Course entry requirements are Marine Electrical Maintenance I and the basic Refrigeration System course.

Welding

Classroom instruction and on-the-job training comprise this four-week course, which features practical training in electric arc welding and cutting and oxy-acetylene brazing, welding and cutting. Upon completion of the course, a Lundberg School certificate of graduation will be issued.

Third Assistant Engineer

The course of instruction leading to licensing as a third assistant engineer consists of classroom instruction in such topics as diesel propulsion plants, steam propulsion plants, engineering safety, auxiliary boilers and diesels, water systems, electricity generating plants, electrical distribution and electrical devices. The 12-week course, which meets U.S. Coast Guard requirements for licensing, also includes American Red Cross-approved classes in first aid and CPR as well as basic and advanced firefighting.

Additional Courses

Study Skills Program

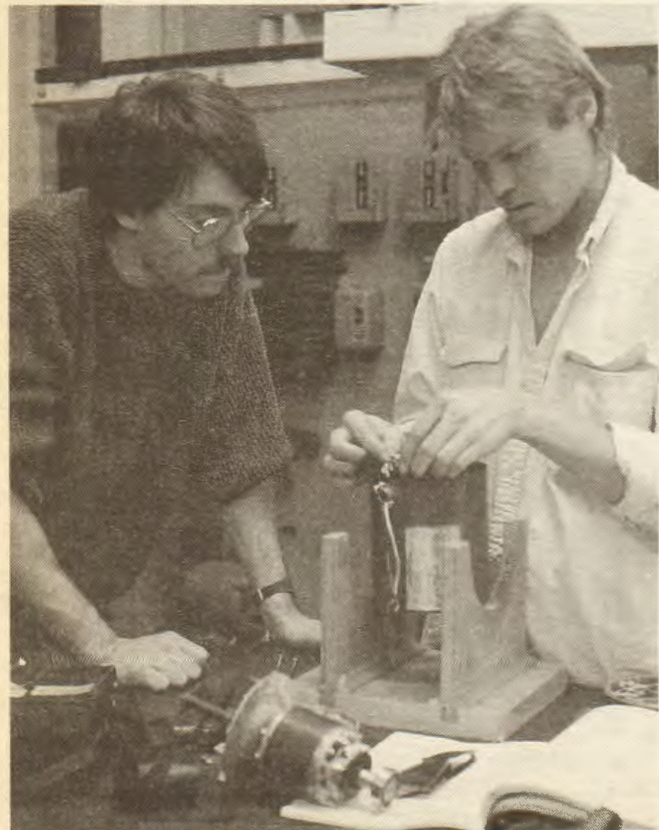
Proficiency in one's occupation can come not only from courses covering the technical aspects of one's job, but also from advancing one's study skills and knowledge of the language. The Paul Hall Center offers a number of courses to assist Seafarers with basic study skills and basic learning procedures.

GED Preparation — This 12-week program will help students prepare for and take the GED exam. Areas of study include math, writing, social studies, science, literature and the arts.

Adult Basic Education (ABE) — Basic skills in this six-week course include individualized instruction to increase vocabulary, reading comprehension, writing ability and math skills.

English as a Second Language (ESL) — If English is not a student's primary language, this four-week course can help him or her master the fundamentals.

Several other classes in English, history, psychology, physics and math (including fractions, decimals, percents, and algebra) as well as a two-week lifeboat course and an introduction to computers are included in this year's Lundberg School curriculum.



Engine department members will find many upgrading classes available to them at the Lundberg School which lead to certification and endorsement in a specific area. Included in the engine department curriculums are QMED (photo at left) and power plant maintenance courses.

All Departments: Upgrading and Specialty Courses

All students attending upgrading in certain courses at the Paul Hall Center complete as part of their regularly scheduled program. Sealift operations and maintenance, physical fitness, first aid and CPR, industrial relations and firefighting either are required or may be taken as elective courses by upgraders in all departments.

Additionally, completing the Tanker Assistant DL (formerly the Tanker Operation/Safety) course gives priority (within each level of seniority) for jobs aboard tank vessels to SIU members, for as long as the course is being offered (see description below).

Oil Spill Prevention and Containment

This one-week course consists of classroom, laboratory and on-the-job training exercises. Topics of instruction include types of oil and petroleum products and their behavior on water, pollution prevention regulations, spill prevention, and small boat operations. Students also receive instruction in spill containment booms and boom towing configurations and anchoring operations.

Also covered are selection of absorbents, suction equipment and skimmers and their proper use.

Oil Spill Safety Recertification

Available for personnel who have completed 40- or 24-hour hazardous materials (hazmat) courses and who must be annually recertified, this one-day class includes a regulatory overview of Occupational Safety and Health Act (OSHA) requirements, as well as reviews of toxology terminology, medical monitoring instruments and techniques, site-control and emergency preparedness, proper use of respiratory protection and monitoring equipment and new technology.

First Aid and CPR

Students in this two-day class learn the principles and techniques of safety and basic first aid, as well as cardiopulmonary resuscitation (CPR) according to the accepted standards of the American Red Cross. After successful completion of each phase of this course, students are awarded a certificate from the American Red Cross.

Basic Firefighting

The basic firefighting course provides students with general knowledge of the chemistry of fire, firefighting and materials and techniques for using them safely. Upgraders receive 16 hours of classroom training and eight hours of practical

training.

Upon successful completion of the course, students receive a U.S. Coast Guard-recognized certificate of graduation from the Lundeborg School.

Advanced Firefighting

After receiving a refresher in basic firefighting to refresh the two-week course, students learn how to blueprint a vessel and organize emergency squads for firefighting. The class covers how to give concise orders using the different types of communications with crewmembers and land-based fire units.

Students also study how to inspect and service various shipboard fire extinguishing equipment before going through shipboard simulations and actual firefighting drills.

Industrial Relations

While attending upgrading courses at the Lundeborg School, all SIU members attend industrial relations courses for one week.

Seafarers learn about the maritime industry and the role of U.S. shipping in the economy and in times of crisis. Also, participants review the role of the SIU within the industry and the rights of Seafarers as outlined by the SIU constitution. Students gain an understanding of the various laws and legislative programs which promote a U.S.-flag merchant marine.

Courses also are conducted to provide Seafarers with full information on the many benefit plans available to qualifying members through the union's collective bargaining agreements.

General Physical Fitness

The U.S. Coast Guard places certain physical requirements on all mariners. To ensure the U.S.-flag fleet has physically fit crewmembers, the SIU encourages Seafarers to exercise properly.

At the Paul Hall Center, workout programs are individually designed to meet the needs of the student. Students may participate in free weight, Nautilus or Universal weight training, which can be used to gain, lose or maintain body weight. Aerobic and swimming programs also are available.

Tanker Assistant DL (formerly Tanker Operation/Safety)

This three-week course meets STCW requirements for tanker assistants. It is open to all ratings and departments and is particularly valuable for all personnel sailing aboard tankers. Steward department personnel will attend the first two weeks of the course; deck and engine personnel will complete all three weeks.

The class blends hands-on training with

In the event of a shipboard fire, oil spill or other hazardous condition, Lundeborg School students are thoroughly trained in the proper use of respiratory protection and safety monitoring equipment.



Students at the Paul Hall Center learn through on-the-job training that safety is the most important part of working around and containing hazardous materials.

classroom instruction. Topics include tanker construction and safety, the chemical and physical properties of petroleum products, flammability characteristics, toxicity/asphyxiation characteristics and health hazards associated with exposure to petroleum products, how to correctly monitor tanks for oxygen deficiency and take other meter readings with atmospheric monitoring equipment, creating site-specific shipboard safety plans and reviewing final rules on benzene products. Students also will learn troubleshooting and basic maintenance of monitoring gear, extensive confined-space safety training and rescue operations, fit-tests using respirators and other breathing apparatuses and emergency equipment, an introduction to fire chemistry and other aspects of firefighting (including fire hazard awareness and identification), fire prevention via vapor control and ignition source control, fire extinguishing equipment, firefighting techniques and fire/emergency duties.

Other areas of study include different types of oils, medical surveillance, vessel oil pollution prevention, national pollution contingency plans, water pollution, removal of oil and other hazardous substances, rules for protecting the marine environment, and

more. (This course is limited to 25 students maximum.)

LNG Familiarization

This three-week course consists of a safety program designed to meet STCW requirements for those who have not served on LNG ships. The course of instruction includes LNG firefighting, confined space awareness, LNG nomenclature, LNG ship operations, personal safety, LNG safety, hazardous material, LNG cargo tank (level indicators, temperature), LNG cargo pumps (Carter pump construction and ops), inert gas generator (general flow system), nitrogen gas system, LNG vapor compressor, warm-up heater and boil-off heater. (This course is limited to 25 students maximum.)

Tankerman Barge PIC

This two-week course is geared toward the individual who holds a tankerman endorsement issued before March 31, 1996, and who wants to continue to serve as a tankerman until the first renewal of his or her Merchant Mariner's Document that occurs after March 31, 1997. (This course is limited to 25 students maximum.)

Inland Courses

Radar Observer/Inland

This one-week radar observer class leads to a radar observer endorsement that is good on vessels of any tonnage.

Approved by the U.S. Coast Guard, the course features hands-on training and classroom work, including radar theory, observation, operation and use, interpretation and plotting, advanced radar plotting, collision avoidance and navigational exercises.

Students operate modern audio-visual and radar simulation gear, as well as the full shiplanding simulator, as they practice controlling and maneuvering a vessel, plotting courses and safely guiding a ship without jeopardizing the safety of other vessels. Also included are practical exercises and lectures covering inland, waterway and river navigation and piloting.

Engineroom Familiarization

Designed for prospective tugboat engineers, this two-week class provides instruction in the following areas: engineroom safety, engineering plant nomenclature, piping system hardware, a functional description of main propulsion and auxiliary machinery and associated piping systems, plant operations and watchkeeping, and safe handling of fuels and oil spill prevention.

Engineroom Operations & Maintenance

This course is designed for inland personnel with intermediate skills to prepare assistant engineers for all phases of engineroom operations and routine maintenance. Additionally, the two-week curriculum prepares students to assume the duties of the chief engineer.

Engineroom Troubleshooting & Casualty Control

This two-week course is an advanced skills program designed to upgrade the skills of the chief engineer for handling emergencies and non-routine operating conditions.

DDE/Limited License Preparation

The two-week curriculum preparing students to take the exam for Designated Duty Engineer consists of both classroom instruction and practical training in all aspects of the duties of the tugboat engineer. System and component theory, operating procedures, maintenance and repair techniques and troubleshooting are emphasized.

Main propulsion plant instruction includes diesel engine theory and construction, watch operations and engine maintenance, engine governing and automation, fuel injection, starting and reversing, intake and exhaust, lubrication and cooling systems, as well as reduction gears, clutching, shafting and propellers.

Auxiliary equipment instruction includes piping systems, pumps and compressors, heat exchangers, hydraulics and pneumatics, steering systems, deck machinery, boilers, refrigeration and air conditioning equipment, evaporators, basic electricity, generators and motors, switchboards, batteries and electrical maintenance.

Additional instruction is offered in all aspects of engineering safety.



LUNDEBERG SCHOOL 1997 UPGRADING COURSE SCHEDULE

The following is the course schedule for the entire new year—January through December 1997—at the Seafarers Harry Lundeberg School of Seamanship, located at the Paul Hall Center for Maritime Training and Education, in Piney Point, Md.

The course schedule may change to reflect the needs of the membership, the industry or the national interest. Seafarers should continue to consult each monthly edition of the *Seafarers LOG* for the most up-to-date course schedule.

For additional information, contact the Seafarers Harry Lundeberg School of Seamanship, P.O. Box 75, Piney Point, MD. 20674-0075; telephone (301) 994-0010.

Please note that students should check in the *Saturday before* their course's start date. The courses listed here will begin promptly on the morning of the start dates.

Engine Department Courses

Course	Start Date	Date of Completion
QMED - Any Rating	January 13	April 2
Diesel Engine Technology	January 6	February 13
Fireman/Watertender & Oiler	April 21 November 3	May 30 December 12
Hydraulics	October 20	November 14
Basic Electronics	June 2	June 27
Marine Electrical Maintenance I	June 30	August 8
Marine Electrical Maintenance II	August 11	September 19
Marine Electronics Tech I	June 30	July 24
Marine Electronics Tech II	July 28	August 22
Power Plant Maintenance	May 5	June 12
Refrigeration Systems & Maintenance	February 17	March 27
Refrigerated Containers	March 31	April 25
Welding	June 16 September 22	July 10 October 17

Safety Specialty Courses

Course	Start Date	Date of Completion
Advanced Firefighting	July 14 October 27	July 25 November 7
Tanker Assistant DL	January 13 February 10 March 10 April 7 May 5 June 2 June 30 August 25 September 22 October 20 November 17	January 31 February 28 March 28 April 25 May 23 June 20 July 18 September 12 October 10 November 7 December 5
LNG Familiarization	June 2 September 8 November 17	June 20 September 26 December 4
Tankerman Barge PIC	February 10 May 5 June 2 June 30 August 25 October 20	February 21 May 16 June 13 July 10 September 5 October 31

Deck Department Courses

Course	Start Date	Date of Completion
Able Seaman	February 10 April 7 September 22	April 4 May 30 November 14
Bridge Management (Shiphandling)	January 27 June 16	February 7 June 27
Lifeboatman	January 27 February 24 March 24 April 21 May 19 June 16 July 14 August 11 September 8 October 6 November 3 December 1	February 7 March 7 April 4 May 2 May 30 June 27 July 25 August 22 September 19 October 17 November 14 December 12
Limited License/License Prep.	July 28	September 19

Radar Observer/Unlimited	January 13 April 21 June 2 June 30 August 4 October 6 November 17 December 1	January 24 May 2 June 13 July 10 August 15 October 17 November 28 December 12
Radar Recertification (one day class)	January 23 May 1 June 12 July 10 August 14 October 16 November 28 December 11	
Third Mate	September 1	December 19
Celestial Navigation	January 13 June 16	February 20 July 25

Inland Courses

Course	Start Date	Date of Completion
Able Seaman - Special	January 6	January 24
DDE/Limited License Prep.	June 2	July 11

Recertification Programs

Course	Start Date	Date of Completion
Bosun Recertification	March 3 August 4	April 3 September 5
Steward Recertification	January 27 June 30	February 27 July 31
LNG Recertification	January 27 April 21 May 19 June 16 August 11 October 6	February 14 May 9 June 6 July 3 August 29 October 24

Steward Department Courses

Course	Start Date	Date of Completion
Assistant Cook/Certified Cook and Baker/Certified Chief Cook/Certified Chief Steward	January 6 March 22 June 2 August 11 October 20	March 28 June 13 August 22 October 31 January 9

Additional Courses

Course	Start Date	Date of Completion
Study Skills Course		
GED Preparation	January 20 March 17 May 19 July 21 August 25	April 12 June 14 August 9 October 11 November 15
English as a Second Language (ESL)	February 5 May 6 July 8 November 4	March 1 May 31 August 2 November 29
Adult Basic Education (ABE)	January 13 March 3 April 21 June 2 July 14 September 1 October 20	February 21 April 11 May 30 July 11 August 22 October 10 December 5
Lifeboat Preparation	January 13 February 10 March 10 April 7 May 5 June 6 June 30 July 28 August 25 September 22 October 20 November 17	January 24 February 21 March 21 April 18 May 16 June 13 July 11 August 8 September 5 October 3 October 31 November 28
Introduction to Computers	Self-study	

(In addition, English, history, math, psychology and physics courses are offered in the college program. Check with the admissions office for specific dates.)

HOLIDAY GREETINGS

A

To Mike Ahearn

Merry Xmas and Happy New Year, sweetheart! Wish we were together, but I'll hold you in my heart. Take care. Love ya true,

Kathy Ahearn

To Nick Celona and family

May you have the best of holidays.

Sal Aquia and family

To everyone at Manpower

Thank you for all the help year-round. May you all have the best of holidays.

Sal Aquia and family

B

To Natasha Boyd

Thinking of you, Natasha, and counting the days. Happy Kwanzaa. Love you always and infinitely,

Gary D. Boyd

C

To Bill and Vilma Rackley

We would like to wish you both a blessed Christmas and a Happy New Year. Our love will be with you this holiday season.

Mom (Charlotte E. Canton) and family

To my wife and son

Wishing you both a Merry Christmas and a very Happy New Year.

Leoncia A. Castro

To my brothers and sisters

Keep it cool. Merry Christmas and Happy New Year!

Leo Castro and family

To Castro's gang

Wishing you a Merry Christmas and a Happy New Year all the way.

Leoncio A. Castro



The holiday greetings appearing on this page and the following three pages were written by Seafarers, pensioners, friends and family members. They are listed in alphabetical order by the name of the individual sending the message. The Seafarers LOG joins with those appearing below in extending season's greetings to all Seafarers and their families.



To all Seafarers

A Merry Christmas and a very joyous New Year to all of you.

Willie Cichocke

To Dick Pascoe and Shelton Matthews

Whenever we fall, you're always there to pick us up. You guys are the best! Merry Christmas to all. Our love,

Dean Compton and Mike Peck

To Vanessa, Rodderick and Lovenita

Happy holidays. Although we're far apart, in my heart my family is always near. Miss you all and love you.

Roderick (Coleman)

... to Rodderick, Vanessa and Lovenita Coleman

To Pernell Cook

May the reason for Christmas, which is Christ and His love for us, keep our family near and dear to each other, as always. Happy holidays and anniversary to the greatest husband and dad on earth.

Patricia, Pernell Jr., Racquell and Lovell Cook

D

To Tammy Davis

My dearest wife—Another Christmas apart. Even though we are miles apart, you are always on my mind and heavy on my heart. Merry Christmas, Tammy. Love,

Tommy (Davis)

To Johnny Zepeda

Christmastime comes once a year, Time to remember those far and near. Even though we may be apart, You are always in my heart. Let's not be sad, because the time is growing close, That we will be together again, in our own house.

Love,

Donna (Princess) DeCesare



... to Tammy Davis

To my son Andrew

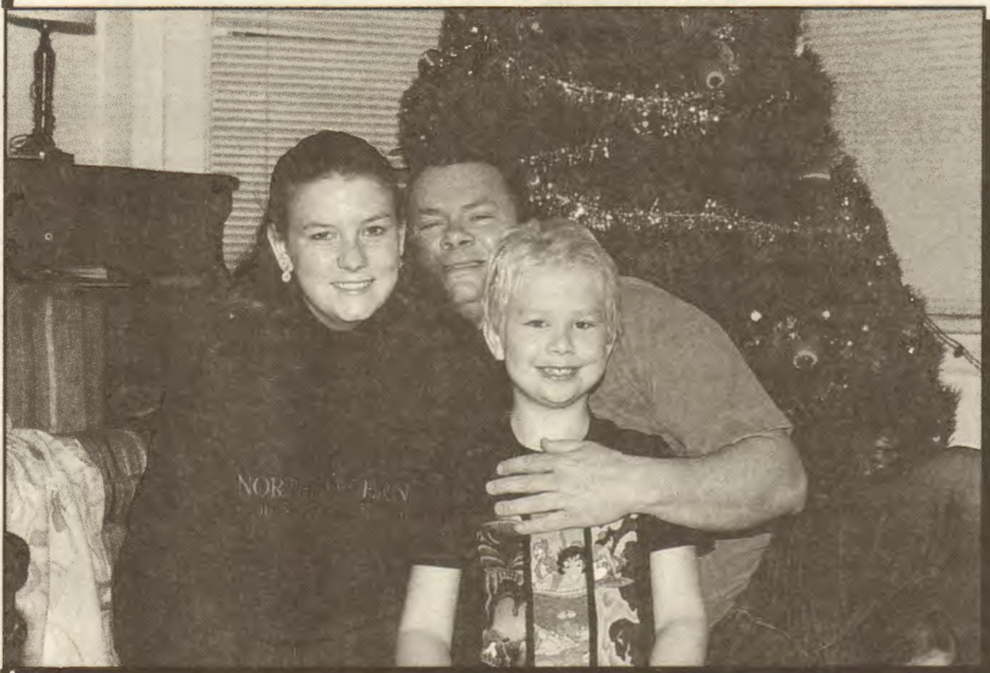
Happy holidays and thank you for being the best son a man ever had. I love you.

Dad (Tillman Churchman)

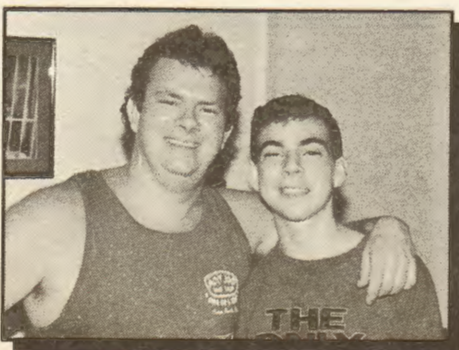
To sister Jen

Happy holidays and congratulations on your marriage. He's a lucky man.

Brother Tillman (Churchman) and son Andrew



... from AB Tillman Churchman with his son Andrew and niece Christy Collins (above) and with his nephew Jacob Metheny (below).



To Ruti DeMont and Susan Taylor Moe

How's my Magnolia Sisters doing? Wishing you all the best during this holiday season and always. Mele Kalikimaka. Love,
Donna (DeCesare)
and Johnny (Zepeda)

To Judi Chester, Karen Kenney, Karen Fensel, Lannette Lopez

Hi sisters. Well, I finally made it to the top . . . Hopefully all of you will be following shortly. Wishing you a happy and healthy holiday season. Love,
Donna DeCesare

To all Seafarers

Brothers, we belong to the greatest union in the world. Happy Holidays to all of you and your families. Good luck.
John Doyle

To Rachel, Justin, Cody and Emily

Lord blessing, we're going to share alot of Christmas's together and some apart. This just worked out to be one apart. Merry Christmas and thinking of you guys every day. Love,
Your dad (Brian Fountain)

To Shari Hardman

This year has been a rough and bumpy year, but hopefully we can get back on track and make '97 the best. Love you always. Merry Christmas and Happy New Year.
Lee Hardman

To Lee Hardman

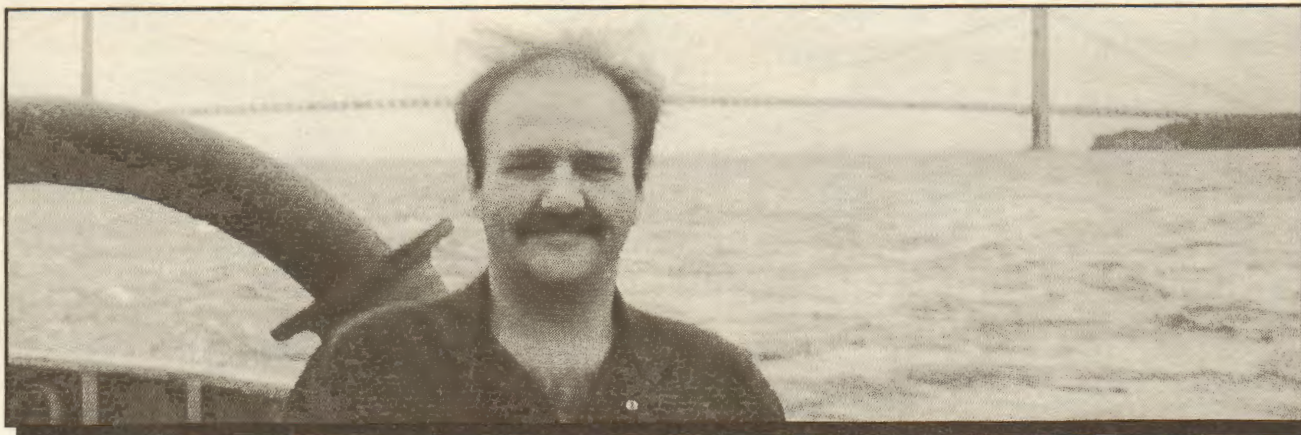
Lee, I know this will be the best Christmas ever, because we'll be spending it together! I love you so very much and hope '97 is a great year for us both. Your loving wife,
Shari (Hardman)

I

To Carole and Marc Isenstadt

Once again, I find myself away from home during the holidays. You're always in my thoughts. Have a Merry Christmas. I'll see you soon. Love,
Brian/Daddy (Isenstadt)

J



... from Claude Jacobs

To ITB Groton officers and crew

Merry Christmas and a happy and safe new year to all, and may Santa bring good spirits to all. Stay safe.
Brian (Fountain)

To Ms. Ange

Merry Christmas and Happy New Year, Ms. Ange. Thanks for all your help. You are truly an angel. Thanks again, Love,
Brian Fountain

To all hands

Merry Christmas, everyone, and a happy and prosperous New Year.
Les and Mike Freeburn

To my wife, Janet, and daughter, Areanna

Janet, I love you very much. Thank you for a wonderful year and for Areanna. Merry Christmas. Love, your husband
Larry (Harris)

To Robert J. Henninger Jr.

We wish you and Kristen a Merry Xmas. Love you,
Mom and Dad (Mr. and Mrs. Robert Henninger Sr.)

To Bennie and Ski Cesarski

Want to wish you a Merry Christmas and Happy New Year. I'm very proud to be your son-in-law. You are very special to me. Love,
Claude (Jacobs)

To Claude Jacobs

We hope Santa finds you on Christmas. We'll miss you very much. We wish you a very Merry Christmas and Happy New Year. Love, your daughters
Stephanie and Jessica Jacobs



... to Michael Sardone from Erica Dunne

To Michael Sardone

I miss you so much. Know that I am thinking of you. You are in my heart, mind and soul. I love you forever.
Erica Dunne

F

To Jimmy Miller

If I don't see ya back home, have a safe and jolly holiday. Get ahold of me. I'll be home about the second week of December.
Vanessa Fickel

To all my shipmates and the entire SII family

May the holidays find you and your loved ones in good health, and may the new year bring you good health, security in your careers and happiness in your lives. Continue to take advantage of Piney Point upgrading and improve your earning capacity and standing on your card at job calls. Smooth sailing and the best to all of you.
Capt. Louis F. Flade (ret.)

To Jeannette Fountain

Thanks for another great year together, and looking forward to many many more. Merry Christmas and a happy and healthy new year. Love forever, your husband
Brian (Fountain)

G

To brother Seafarers

Merry Christmas and a very Happy New Year. May the Lord be with you on your future trips.
Jesus and Anne Garcia

To all Seafarers and their families

Merry Christmas and Happy New Year. Keep up the good work!
Sidney Garner

To my wife Michele and sons Michael and Boydie

Daddy's gone another holiday... I'll make it right someday.
Mac - daddy (Robert W. Grove)

H

To Seafarers and their families

There's more, much more to Christmas than candlelight and cheer; It's the spirit of sweet friendship that brightens all the year. It's thoughtfulness and kindness, It's hope reborn again. For peace, for understanding and for goodwill toward men. Smooth sailing and God bless,
Gene Hall

To everyone

My sakes, pain, so hard to bear, Setting here in the ol' lounge chair. Seafarers retirees receive the most, Christmas cheers and a New Year's toast. Smooth sailing and God bless,
Gene Hall

To Keith Hofler

I'm going to miss you for the holidays even more than usual. Stay safe, take care of you and I'll take care of us. Try to stay happy. I love you,
"Sam" (Dawn Hofler)

To Keith Hofler

I love you, Daddy, and all I want for Christmas is for you to be home. Love, your #1 daughter,
Kasee (Hofler)

To Brian Fountain and family

Have a happy and safe holiday.
The Hoflers (Keith, Dawn and Kasee)

To Seafarers worldwide

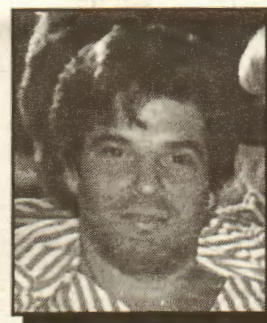
Best wishes for a good Christmas all over the world. You are my favorite people. God bless you.
Hubert (Red) House

To the crew of the USNS Kane

I wish the crew on the USNS Kane (and those who have sailed on it) a big Christmas. Greetings also to Chief Engineer Moshie Leavy and Joe Jenkins.
Willard C. Huggins.

To the membership

Having reached my 80th year, I wish Merry Xmas and Happy New Year to all.
Harry Huston



... from Nelson Jecas and his wife

To all Seafarers

Best wishes for a Merry Christmas.
Mr. and Mrs. Nelson Jecas

To brother and sister Seafarers and boatmen

A happy and joyous holiday season and a safe and prosperous New Year. Fraternally,
Leroy Jones

K

To Vonda and Makayla Kinard, Mr. Sid and Denise Wallace

Season's greetings and Happy New Year to my beautiful wife and daughter. To my aunt and uncle, God bless you and happy holidays. And thank you for being such wonderful people. Love always,
David B. Kinard

To Connie, Jessica, Amy, Heather

In hope's that we will all be together this holiday season. With Jessica in the Army and myself at sea, how sweet that will be.
Phil Kleinebreil

To members of the dredge Long Island

We hope each member has a very Merry Christmas and a happy and prosperous New Year.

Phil Kleinebreil and family

To the family of David Ling

Wishes for a Merry Christmas and a Happy New Year—and more smooth sailing in the future together.

The family of Phil Kleinebreil

To Roger Linasan

Roger, Hi boss! Hope your life is good. I'm happy on the beach but never forget my favorite boss. Merry Christmas. To old crewmates, best wishes always.

Joanne Knight

To Chris Earhart

I've often thought about you and your brother. You're both terrific shipmates! Please know that you are in my prayers. Thanks for all your kindness.

Monica Kohs

To Kenny Nielson

Dear Kenny, I would like to thank you for being a kind, honest and supportive shipmate, and apologize for not always being supportive of you. Happiness always!

Monica Kohs

To Tammy and John Hatzigianis

Do not forget our great and exciting Christmases onboard SIU vessels, the best maritime union in the world. God bless you. Happy holidays.

Georgios Kontomatis

L

To all Seafarers

Season's Greetings and a healthy, safe New Year.

Jean LaCorte

To Kasandra (Casey) Lechel

A very Merry Christmas, and we know we're gonna have a great New Year with our new addition. I'll be dressing like Santa next year for baby's first Christmas! I love you and our happy home! Love,

Joel (Lechel)

To Oscar Lopez

The holidays will not be the same. We miss you. Have a Merry Xmas and a Happy New Year. We love you.

Wanda and Tamara (Lopez)

M

To Kathy Parent, Doran, and Bob and Mimi McNellis

Merry Christmas and Happy New Year.

Mac (Tom McNellis)

To all Seafarers

Put a smile on your face today and have a joyous holiday and wonderful year in 1997.

Edward Merchant

To Tony Leo and all of Navieras, NPR shoregang

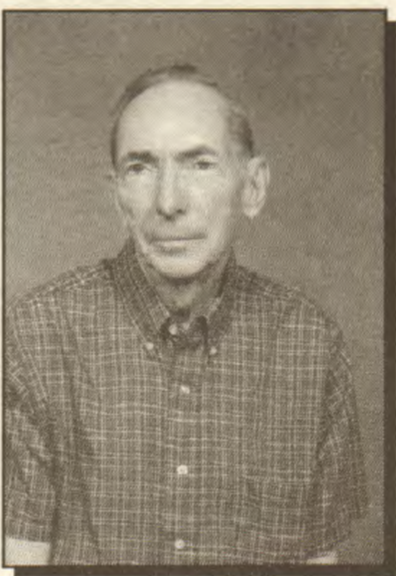
Happy holidays to the shoregang and all SIU officials at the New York hall. God bless you all.

A. Minors

To Deloris Washington

Season's greetings to you and the family. God bless you all.

A. Minors



... from Lester Moore

To all SIU members

Merry Xmas and Happy New Year to all at the Plan offices and to Janice at the Houston hall.

Lester Moore

To Jerrimiah Harrington

Mele Kalikimaka and Hauoli Makahiki Hou. Best wishes to you and to your family.

Eddie Morre and family

To SIU members and office personnel

Holiday greetings to all ex-Curtis Bay and Baker-Whiteley shipmates and their families.

Charles W. Morris

N

To all my old shipmates

Season's greetings to all those who are still sailing. Retirement is great. Good sailing to all. Be faithful to your union.

Bard C. (Chuck) Nolan

O

To all the "Deeters" in Seattle

Happy holidays to you all!

Ann Oswald

To Walter Oswald and Sandra

Hope you have a blessed Christmas and a Happy New Year. See you during the holidays, I hope. Love,

Mom (Ann Oswald)

P

To Ernest W. Hinson Jr.

Honey, with all my heart this comes to say how much I really love you. Merry Christmas and a peaceful New Year. Miss you,

Helen P. Parel

To Tony Leo, and Navieras, NPR shoregang, shipboard personnel and vessel operations

Merry Christmas and Happy New Year to you and your family.

Peter and Lee Patrick

Q

To all Seafarers

May your holidays be safe and happy ones. I wish you all safe sailing. May God be with you and your families always. Keep up the good work.

Carolyn Quales (wife of the late AB Charlie Quales)

R

To Charlotte Canlon

I'd like to wish the #1 Mom in the world a Happy New Year and a Merry Christmas from the Philippines.

Bill and Vilma Rackley

To Mom, Mary Lee, Bruce, Beverly, Bob and Aunt Florence

Both Vilma and I send our love and wish all of you a Merry Christmas and a Happy New Year.

Bill and Vilma Rackley

To Steve Ruiz

Merry Christmas, Dad! I miss you and Mom a lot. Take care. See you in February. Have a Happy New Year. Love always, your daughter

Natalie (Rivas)

To Chris Mattair

Merry Christmas. Sure hope your trip goes by fast and before you know it, you'll be home. We'll wait for most of the Christmas celebration until you're home.

Mom, Dad and Shelley (Rodgers)

To Chris Mattair

We hope you have a great Christmas and a Happy New Year. We can't wait for your safe return, which will be soon. Love you always,

Theresa, Ashley and Christina Mattair

To Karmell Crawford

With all my love, I'm wishing you a joyful Christmas and a new year that is filled with happiness, prosperity and good health. Happy Holidays. Love,

Marie Romelus

To Keith Hofler

To my #1 son-in-law. Get home soon. Love,

Mom (Rachel Ruiz)

S

To Mary E. Sanchez

To my loving wife who has been with me through the storms and the calm years of our marriage. I couldn't have made it without you. I thank God for you, and may your holidays be filled with joy and happiness and health. Love,

Juan D. Sanchez

To Great Lakes Seafarers

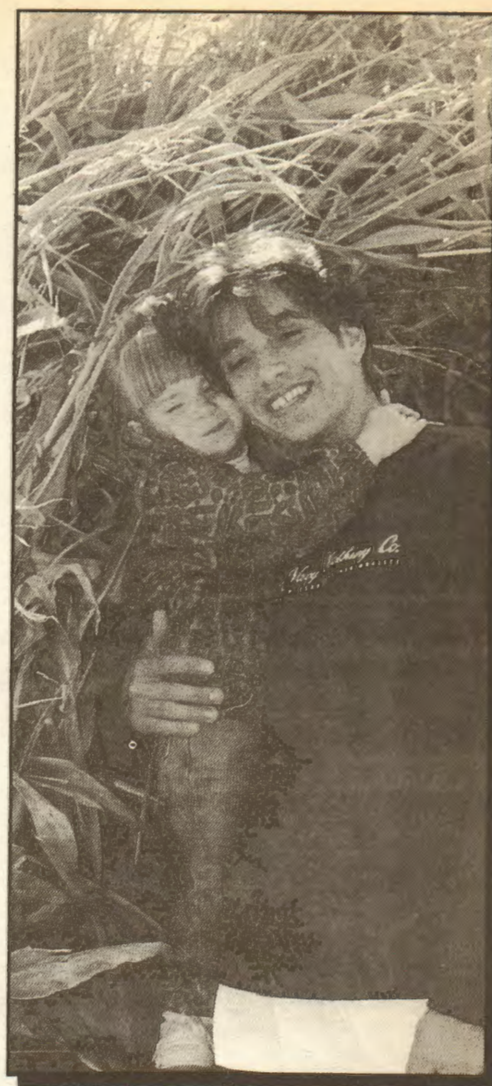
To all my brothers of the sea and their families: Keep the wind in your sails and the sun rising on your shoulders. Take care of yourselves and God bless us all and the union.

Juan (Motown) Sanchez

To Michael Sardone

Hi Michael! Missing you this holiday season. We all send you our love and a special hug from Alyssa. Merry Christmas and Happy New Year. We love you.

Mom, Dee Judith, Johnnie, Jessica, Joe and Alyssa (Sardone)



... to Michael Sardone from Alyssa

To Michael Sardone

Hi daddy! I hope Santa can visit you on your big ship. I miss you. Merry Christmas. Hugs and kisses. Your little girl,

Alyssa (Sardone)



To Walt Hinko, O.D. Smith and Erle Lack buddies

Happy Holidays and enjoy the future years we have left.

Jim Shannon

To all Seafarers, union officials and personnel

A special Christmas and a joyous new year to all. Plus a salute to the best maritime union in the USA.

Mr. and Mrs. Ricardo A. Siddons

To son Gary Smith and family

Though we are apart, you and the family will always be in my heart. Have a very Merry Christmas and a Happy New Year.

Mom (Betty Smith)

To all former Erle Lack tugboat crews

Wishing you all a Merry Christmas and a happy and healthy New Year.

O.D. Smith and family

To Jakki Maclaurin

Aloha and happy holidays from your friend.

John Steeber

To Knolly Wiltshire and Randy Pearson from the Gopher State

Happy holidays!

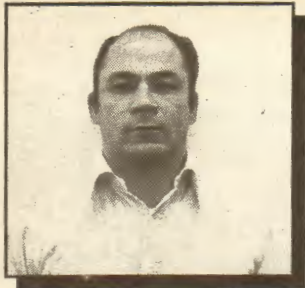
John Steeber

To Stew Davis

Merry Christmas and Happy New Year. Hope to sail with you again.

Kara Stimson

T



... from Tom Tobias

To all Seafarers

Xmas is merry wherever a seaman is. Let the joy ring out. Let the new year be a healthy and happy one.

Thomas Tobias

To Allda Turko

To my loving wife and son, Merry Xmas and Happy New Year! I love you and wish I was there. Love always,

Alek (Turko)

U

To the staff of the Seafarers LOG

Your work in the field of labor journalism is outstanding. Best wishes for a Merry Xmas and Happy New Year.

Jack (Ariang Press) Utz

To TOTE personnel and to the Sea-Land shoregang - Tacoma and Oakland

Retirement is great. Best wishes for a happy and productive 1997.

Jack Utz

V

To Johnathan Hazlett

Merry Xmas, sweetheart! Just know I'm thinking of you, missing you, wishing we're together, and that next Xmas you're mine!! Love you always,

Rachel Vandergeest

To Anna Alexander

Even though we're spending the holidays at school, because we're together, Xmas can still be a happy time for me. Your daughter loves you!!!

Rachel Vandergeest

To Raphael Semmes

Feliz Navidad y Año Prospero. Your dad, mom, brothers, sisters-in-law, nephews and nieces send greetings to you at this holiday time on the LNG Capricorn.

Your Family Vargas

W

To my seafaring friends

Even though we don't see enough of each other, I would like to wish each one of you a Merry Christmas and Happy New Year.

John Watson



... from crewmembers aboard the USNS Regulus



To all Seafarers

Happy holidays to all.
Crew of the USNS Regulus

To Elle, Frank and Sarah Wilcox

Merry Christmas and a Happy New Year to all my family. I love you so much.

Robert Wilcox

To Pamela J. Williams

Thinking about my wife on Kwanzaa Day. I love you and miss you. Love, your husband,

Glenn Williams

To Glenn Williams

Happy Kwanzaa! My best Kwanzaa gift would be having you home with me. Love always, your wife, best friend, soulmate and companion for life. See you soon!!

Pam Williams

Y

To the SIU president, officers and all Seafarers and their families

Wishing one and all a very Merry Christmas. Love, peace and good health and, above all, God's blessings and a prosperous new year. Special thanks to our union for its wonderful works toward our members, both active and retired. Sincerely yours,

Leon Yearwood

Misc.

To the captain, officers and crew of the Global Sentinel

From the East Coast to the West, Wishing you all on board the best! A very Merry Christmas and a Happy New Year. The Northern Light is burning bright! Santa has the Global Sentinel in his sight.

"Den Mother"

To Jennifer Storm and Dino Ornellas

Congratulations on your handsome baby boy, Colton. Mele Kalikimaka!

God Father and Aunty



... from the crew of the SS Kauai

To all Seafarers

Happy holidays and a very prosperous New Year!!

Crew of the SS Kauai

To Ewok

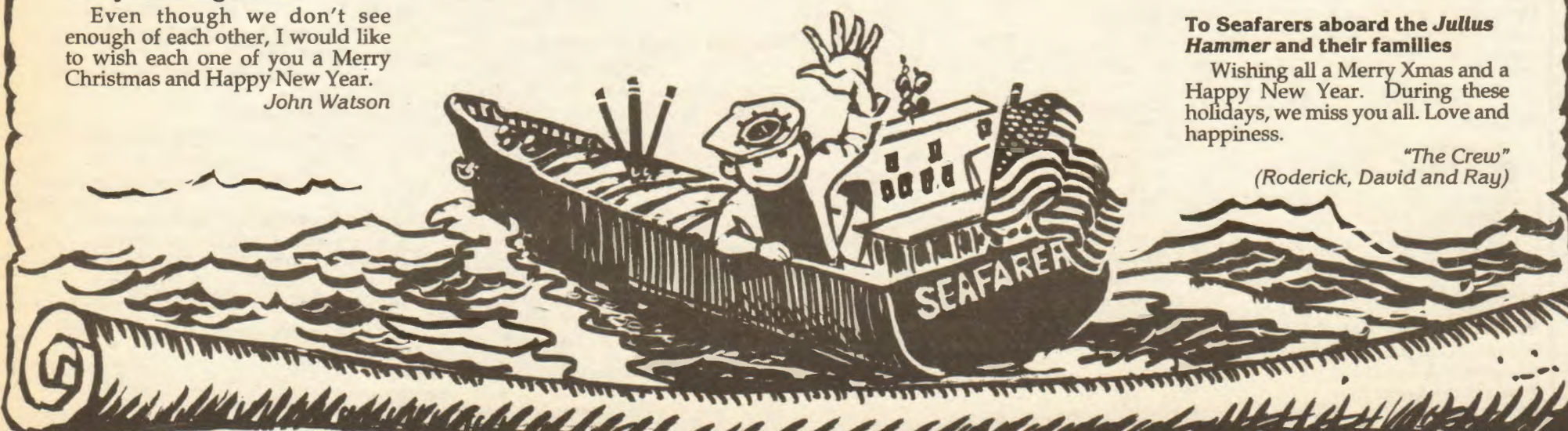
'Tis the season for remembering good friends and for hoping all the wishes for the coming year come true.

Devo

To Seafarers aboard the Jullus Hammer and their families

Wishing all a Merry Xmas and a Happy New Year. During these holidays, we miss you all. Love and happiness.

"The Crew"
(Roderick, David and Ray)



Final Departures

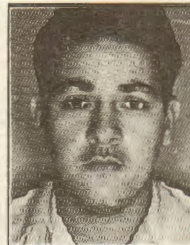
DEEP SEA

WILLIAM O. BARRINEAU



Pensioner William O. Barrineau, 71, passed away October 2. Born in South Carolina, he started his career with the Seafarers in 1966 in the port of San Francisco. His first ship was the *SS Delaware*, operated by Marine Carriers. Brother Barrineau was mariner engineer department and upgraded frequently at the Lundeberg School in Piney Point, Md. The World War II veteran served in the U.S. Navy from 1944 to 1952. Brother Barrineau began receiving his pension in April 1996.

JOSE E. BONILLA



Pensioner Jose E. Bonilla, 70, died October 23. Brother Bonilla joined the SIU in 1945 in the port of Philadelphia. He sailed in the deck department and retired in July 1977. From 1950 to 1952, he served in the U.S. Army.

RICHARD BUIE

Pensioner Richard Buie, 72, passed away August 24. A native of South Carolina, he first sailed with the SIU in 1963 from the port of New York. His first ship was the *SS Venore*. Brother Buie sailed in the steward department and upgraded in Piney Point. He was a veteran of World War II, having served in the U.S. Navy from 1942 to 1945. Brother Buie retired in November 1989.

RAOUL P. CABRERA



Pensioner Raoul P. Cabrera, 79, died October 13. He started his career with the Seafarers in 1953 in the port of New York. Born in

Delaware, he sailed in the engine department and upgraded at the Lundeberg School. Brother Cabrera received his pension in February 1979.

FRANKLIN N. CAIN



Pensioner Franklin N. Cain, 85, passed away July 14. Brother Cain first sailed with the SIU in 1948 from the port of New Orleans.

The Mississippi native last sailed as a chief steward. Brother Cain began receiving his pension in September 1980.

FLORIAN R. CLARKE



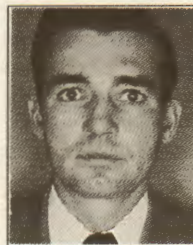
Pensioner Florian R. Clarke, 76, died October 23. Born in New Jersey, he joined the Seafarers in 1942 in the port of New York.

He sailed in the engine department and upgraded his skills in Piney Point. Brother Clarke retired in May 1988.

ROBERT L. FAVALORA

Pensioner Robert L. Favalora, 57, passed away October 17. He graduated from the Lundeberg School's entry level training program for seamen and joined the SIU in 1965 in the port of New York. His first ship was the *Tamara Guilden*, operated by Transport Commercial Corp. A native of Louisiana, Brother Favalora sailed in the deck department. He began receiving his pension in March 1993.

JOSEPH P. GAVIN



Pensioner Joseph P. Gavin, 71, died October 20. A native of Pennsylvania, he began sailing with the Seafarers in 1943 from the port of New York. Brother Gavin sailed in the deck department and upgraded in Piney Point, where he completed the bosun recertification program in 1975. He retired in January 1990.

JOHN D. GREEN

Pensioner John D. Green, 67, passed away March 4. Brother Green joined the Marine Cooks & Stewards (MC&S), before that union merged with the SIU's Atlantic, Gulf, Lakes and Inland Waters District (AGLIWD). He began receiving his pension in June 1976.

JAMES B. HARRISON



Pensioner James B. Harrison, 68, died September 19. Born in Alabama, he started his career with the Seafarers in 1946 in the port of Galveston, Texas. He sailed as a member of the engine department. Brother Harrison retired to Mobile, Ala. in June 1972.

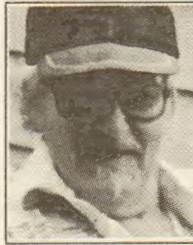
FRED R. HICKS



Pensioner Fred R. Hicks, 69, passed away July 29. He first sailed with the SIU in 1945 from the port of New York aboard the *Robert MT*

Hunter. Brother Hicks in the steward department and completed the steward recertification program at the Lundeberg School in 1964. He began receiving his pension in July 1982.

BERTRAND S. HOFFMAN



Pensioner Bertrand S. Hoffman, 80, died September 14. Born in Canada, he began sailing with the Seafarers in 1946 from the port of New York. Brother Hoffman sailed as a member of the engine department. He retired in January 1982 to Dundalk, Md.

DONALD G. HORTON



Pensioner Donald G. Horton, 69, passed away September 17. Brother Horton first sailed with the SIU in 1947 from the port of Mobile, Ala.

From 1946 to 1947, the steward department he served in the U.S. Army. He began receiving his pension in February 1993.

ROBERT W. JACKSON



Robert W. Jackson, 75, died June 11. He started his career with the Seafarers in 1967 in the port of Houston. His first ship was the *SS Sabine*,

operated by Ship Operators Corp. Brother Jackson sailed in the engine department and upgraded in Piney Point. The World War II veteran served in the U.S. Navy from 1941 to 1946.

WILLIAM O. JOHNSON

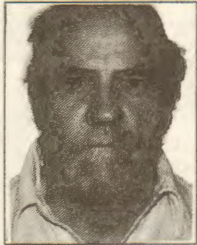
Pensioner William O. Johnson, 70, passed away September 30. A native of Alabama, he first sailed with the SIU in 1951 aboard the *Lafayette*, operated by Waterman Steamship Co. Brother Johnson sailed in the deck department and upgraded his skills at the Lundeberg School. A veteran of World War II, he served in the U.S. Navy from 1943 to 1946. Brother Johnson began receiving his pension in December 1991.

CARL JONES JR.



Pensioner Carl Jones Jr., 72, died September 7. Born in Florida, he sailed with the Seafarers in 1959 from the port of Jacksonville, Fla. Brother Jones sailed in the steward department and upgraded in Piney Point, where he graduated from the steward recertification program in 1980. He was a World War II veteran, having served in the U.S. Navy from 1942 to 1945. Brother Jones retired in December 1983.

EDWARD J. JORDAN



Pensioner Edward J. Jordan, 70, passed away October 8. The Georgia native first sailed with the SIU in 1944 from the port of Savannah, Ga.

His first ship was the *SS Tulsa*. Brother Jordan last sailed as a bosun. He began receiving his pension in November 1985.

DONALD M. KING



Pensioner Donald M. King, 66, died August 21. Brother King began his career with the Seafarers in 1953 in the port of New York.

His first ship was the *Seagarden*. Born in Oklahoma, he sailed in the steward department. From 1947 to 1952, he served in the U.S. Navy. Brother King retired in August 1987.

ALF LARSEN



Pensioner Alf Larsen, 76, passed away July 17. He began sailing with the SIU in 1955 from the port of New York. Born in Norway,

Brother Larsen sailed in the deck department. He began receiving his pension in September 1982.

GEORGE W. MANNING



Pensioner George W. Manning, 86, died August 14. Born in Virginia, he joined the Seafarers in 1943 in the port of Norfolk, Va.

Brother Manning sailed as a member of the steward department. He retired in January 1982 to Ellicott City, Md.

JACK C. MARCARIO



Pensioner Jack C. Marcario, 67, passed away October 11. He began his SIU career in 1978 in his native New York. Brother Marcario

upgraded his skills at the Lundeberg School and last sailed as a chief electrician. From 1946 to 1954, he served in the U.S. Navy. Brother Marcario began receiving his pension in March 1994.

GASPAR MARTINEZ



Pensioner Gaspar Martinez, 74, died October 15. Brother Martinez, who was born in Honduras, started his career with the Seafarers in

1946 in the port of New York. He last sailed as a chief cook. Brother Martinez retired in August 1984.

JOHN M. McCLAIN



Pensioner John M. McClain, 87, passed away September 14. He joined the SIU in 1944 in the port of New York. A native of Arkansas, he

sailed as a member of the engine department. Brother McClain lived in Moss Point, Miss. and began receiving his pension in March 1974.

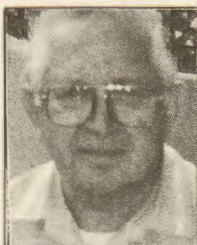
LUCIAN McINHAM



Pensioner Lucian McInham, 77, died October 29. Born in Dallas, he began sailing with the Seafarers in 1962 from the port of New York. Brother McInham sailed as a member of the steward department and retired in August 1984. He served in the U.S. Air Force from 1941 to 1953.

Brother McInham lived in Moss Point, Miss. and began receiving his pension in March 1974.

CHARLES MISAK

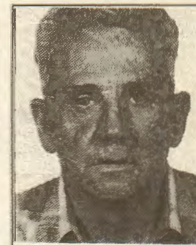


Pensioner Charles Misak, 72, passed away September 23. A native of New Jersey, he joined the SIU in 1948 in the port of New York. He last

sailed as a bosun. Brother Misak lived in New York City and began

receiving his pension in December 1985.

JOSEPH P. PETTUS



Pensioner Joseph P. Pettus, 73, died September 9. He started his career with the Seafarers in 1944 in the port of New York. Born in Tennessee, the deck department member was a resident of Porter, Texas.

Brother Pettus retired in October 1984.

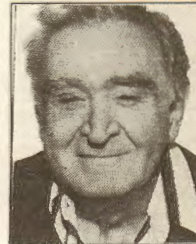
MILTON J. PHELPS



Pensioner Milton J. Phelps, 66, passed away October 17. Brother Phelps began sailing with the SIU in 1946 from the port of New Orleans.

A native of Illinois, he last sailed as a chief steward. From 1950 to 1951, Brother Phelps served in the National Guard. He began receiving his pension in June 1991.

ROBERT E. PORTER



Pensioner Robert E. Porter, 77, died October 7. Born in Washington state, he joined the Seafarers in 1943 in the port of New York.

Brother Porter sailed as a member of the steward department. From 1939 to 1941, he served in the U.S. Navy. He retired in April 1976.

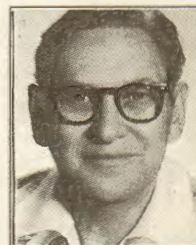
SALVATORE E. PUNTILLO



Salvatore E. Puntillo, 79, passed away September 12. Brother Puntillo started his career with the Seafarers in 1943 in the port of Baltimore.

He worked in the deck department, last sailing in 1982 aboard the *Sea-Land Endurance*, operated by Sea-Land Service, Inc.

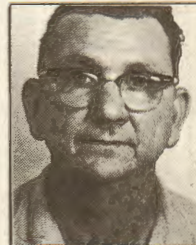
ARNOLD PURGVEE



Pensioner Arnold Purgvee, 77, passed away September 14. He first sailed with the SIU in 1959 from the port of New York aboard the

Longview Victory, operated by Victory Carriers. Born in Estonia, he sailed in the engine department. Brother Purgvee resided in Elmhurst, N.Y. and began receiving his pension in November 1978.

ASHTON L. STEPHENS SR.



Pensioner Ashton L. Stephens Sr., 72, passed away July 5. Born in Louisiana, he started his career with the SIU in 1941 in the port of Philadelphia. He sailed in the engine department and upgraded his skills

Continued on page 21

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, each year examines 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:

Augustin Tellez, 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 contractual rights properly, he or she should contact the nearest SIU port agent.

EDITORIAL POLICY — THE SEAFARERS LOG. The *Seafarers LOG* traditionally has 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 or she 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 or her 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, national or geographic origin.

If any member feels that he or she is denied the equal rights to which he or she is entitled, the member 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 International 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 or her economic, political and social interests, and American trade union concepts.

NOTIFYING THE UNION—If at any time a member feels that any of the above rights have been violated, or that he or she has been denied the constitutional right of access to union records or information, the member should immediately notify SIU President Michael Sacco at headquarters by certified mail, return receipt requested. The address is:

Michael Sacco, President
Seafarers International Union
5201 Auth Way
Camp Springs, MD 20746.

SUMMARY ANNUAL REPORT FOR GREAT LAKES TUG AND DREDGE PENSION PLAN

This is a summary of the annual report of Great Lakes Tug and Dredge Pension Plan, EIN 13-1953878, for the year ended December 31, 1995. The annual report has been filed with the Internal Revenue Service, as required under the Employee Retirement Income Security Act of 1974 (ERISA).

Basic Financial Statement

Benefits under the plan are provided by the Trust.

Plan expenses were \$1,226,439. These expenses included administrative expenses of \$163,359 and benefits paid to participants and beneficiaries of \$1,063,080. A total of 584 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 \$21,377,532 as of December 31, 1995, compared to \$17,817,324 as of January 1, 1995. During the plan year, the plan experienced an increase in its net assets of \$3,560,208. This increase included unrealized appreciation or depreciation in the value of plan assets; that is, the difference between the value of the plan's assets at the end of the year and the value of the assets at the beginning of the year or the cost of the assets acquired during the year. The plan had a total income of \$4,786,647, including employer contributions of \$234,690, employee contributions of \$109,799, a gain of \$552,851 from the sale of assets, and earnings from investments of \$3,889,307.

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 a 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, and
4. transactions in excess of 5 percent of plan assets.

To obtain a copy of the full annual report, or any part thereof, write or call the office of the plan administrator, 5201 Auth Way, Camp Springs, MD 20746; telephone (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, or a statement of income and expenses of the plan, or both. If you request a copy of the full annual report from the plan administrator, these two statements will be included as part of that report. The charge to cover copying costs given above does not include a charge for copying 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, 5201 Auth Way, Camp Springs, MD 20746, and the U.S. Department of Labor (DOL) in Washington, D.C. or to obtain a copy from the U.S. Department of Labor upon payment of copying costs. Requests to the DOL should be addressed to Public Disclosure Room, N5638, Pension and Welfare Programs, U.S. Department of Labor, 200 Constitution Avenue, N.W., Washington, DC 20210.

Letters to the Editor

(Editors Note: The Seafarers LOG reserves the right to edit letters for grammar as well as space provisions without changing the writer's intent. The LOG welcomes letters from members, pensioners and their families and will publish them on a timely basis.)

VFW Continues to Ignore WWII Merchant Mariners

In the years that have passed since 1988, the Veterans of Foreign Wars (VFW) have been turning away qualified merchant marine veterans from their organization. Merchant mariners of World War II have an honorable discharge issued to them by the U.S. government (Department of Defense-United States Coast Guard) attesting to their service in the armed forces. Merchant mariners have been barred from membership in the VFW simply because they [the VFW] put in their own interpretation of Public Law 95-202. In addition, the VFW does not follow their own criteria for membership as far as merchant mariners are concerned. The VFW will not recognize the campaign service medal of the merchant mariner. The Defense Department has declared that this is equivalent to that of the other armed forces. The VFW says that the Defense Department does not run its organization. Units under the Defense Department had cause to issue "honorable discharges." Yet, the VFW will not even accept this lawful and legal document.

The VFW clings to a theory that merchant mariners who have an honorable discharge are not veterans. And the reason they got this discharge was for the purpose of obtaining benefits under the laws administered by the Veterans Administration. This blatant lie is being told over and over again by the VFW. An attempt is being made by the VFW to confuse and confound the true meaning of Public Law 95-202. The two elements involved in

the rules set down for membership by the VFW is as follows:

1. Honorable discharge from the armed forces of the United States. Merchant mariners have this discharge issued by the Coast Guard (an armed force during WWII, as declared by law).

2. A recognized campaign medal badge (recognized by the VFW). The VFW disregards that this campaign medal is recognized by the United States government.

The VFW does not abide by either of the two rules listed here.

The Veterans of Foreign Wars neglects to mention that in order for the merchant mariner to have been eligible for this discharge, a case had to be made to the Defense Department that the merchant mariner did, indeed, perform military service and was justified to receive this discharge.

Merchant mariners are proud owners of the name "veteran" and nothing the VFW will ever do or say will change this.

Harold F. Schmidt Sr.
Sequim, Wash.

Reader's Viewpoint: Did They Die in Vain?

(The following letter was published in The Daily News, McKeesport, Penn., Wednesday, October 23, 1996.)

After 51 years, the National Veterans of Foreign Wars has voted not to accept the U.S. merchant marine of World War II as members. All other veteran groups accepted our men. In my view, this proves the VFW lobbied our Congress, which kept mariners from receiving benefits for 43 years, including health care, housing and education covered by the G.I. Bill.

World War II was a declared war. The U.S. merchant marine was the only all-volunteer service and lost 866 ships from enemy action. Seven ships were lost before Pearl Harbor. Congress

waited 43 years until most World War II mariners were dead, and in 1988 gave us veteran status and the G.I. Bill.

Now it has been revealed that we lost more men as a percentage than all the other armed forces except the Marines. Our widows and children were denied benefits which other veterans' families received.

Most VFW members had to be drafted to protect our country, and only 15 percent of them ever faced the enemy, compared with 50 percent of our merchant marine. Our battle of the Atlantic was won with heavy losses by our U.S. merchant marine, keeping England and Russia supplied with arms under American lend/lease, giving us time to build up our armed forces. If our U.S. merchant marine would have failed in the battle of the Atlantic, Americans would now be speaking German.

My question to the VFW: the thousands of our men who lay at the bottom of the sea—did they die in vain?

Peter Salvo
McKeesport, Penn.

Praise Deserved on All Sides For Passage of Maritime Bill

The news regarding the overwhelming approval of the Maritime Bill gave me a high. Nothing good comes easily, I suppose, and this significant victory in the battle to keep the U.S. merchant marine afloat has certainly been long in coming.

Three cheers to President Sacco and all our dedicated people at headquarters for their "smarts" and preservation in leading us through to this success.

We rank-and-filers can congratulate ourselves as well for our contributions (SPAD, letter-writing, marches, etc.).

Larry Reiner
Avondale, Ariz.

Final Departures

Continued from page 19

in Piney Point. Brother Stephens began receiving his pension in August 1985.

GERALD E. SINKES

Pensioner Gerald E. Sinkes, 69, died October 24. A native of Illinois, he began sailing with the Seafarers in 1945 from the port of New York. His first ship was the *SS Tulsa*. Brother Sinkes sailed in the steward department and upgraded at the Lundeberg School, where he completed the steward recertification course in 1982. He retired in March 1993.

REIDAR SVORSTOL



Reidar Svorstol, 67, died October 19. He began sailing with the Seafarers in 1990 from the port of Houston. Born in Norway, he last

sailed in 1995 as a QMED aboard the *Fred G*.

INLAND

RUSSELL A. HARRIS

Pensioner Russell A. Harris, 80, passed away October 17. A native of Virginia, he began sailing in 1945 with Curtis Bay Towing Co. and joined the Seafarers in 1957 in the port of Baltimore. Boatman Harris sailed in the engine department. Prior to his retirement in November 1982, he sailed as a chief engineer aboard vessels operated by Moran Towing Co.

WILFORD "WILSON" HOPKINS

Pensioner Wilford "Wilson" Hopkins, 63, died September 20. Boatman Hopkins began sailing with the SIU in 1966 from the port of Norfolk, Va. His first ship was the

Patricia, operated by C.G. Willis. During his SIU career, the North Carolina native was active in union organizing drives and sailed as a launch operator, relief captain and captain. Boatman Hopkins began receiving his pension in September 1995.

THOMAS R. HUNT

Pensioner Thomas R. Hunt, 69, passed away August 6. Born in Delaware, he first sailed in 1950 with Curtis Bay Towing Co. and joined the Seafarers in 1961 in the port of Philadelphia. As a member of the engine department, he last sailed aboard vessels operated by Taylor and Anderson. Boatman Hunt retired in July 1988.

THOMAS C. NESBITT

Thomas C. Nesbitt, 60, died September 15. He started his career with the SIU in 1980 in the port of New Orleans, sailing aboard vessels operated by Dixie Carriers. Boatman Nesbitt last sailed as a tanker man in June 1984 aboard vessels operated by National Marine Service. From 1953 to 1956, he served in the U.S. Army.

JON VAN LENGEN



Jon Van Lengen, 27, passed away August 3, 1996. A native of Florida, he joined the Seafarers in 1995 in the port of New Orleans. Brother

Van Lengen last sailed in the deck department aboard vessels operated by Delta Queen Steamboat Co. Boatman Van Lengen was a resident of Tampa, Fla.

JESSE V. WATSON

Pensioner Jesse V. Watson, 73, died August 22. Born in New Jersey, he began sailing with the SIU in 1967 from the port of Philadelphia. Licensed as a tugboat operator, he

sailed as a captain. He last worked aboard vessels operated by Interstate Oil. Boatman Watson was a veteran of World War II, having served in the U.S. Army from 1942 to 1946. He began receiving his pension in February 1994.

HUGH A. WILLIAMSON

Pensioner Hugh A. Williamson, 80, passed away October 9. Boatman Williamson was a charter member of the SIU, having joined the union in 1938. Born in North Carolina, he sailed in the deck department. He retired in August 1979.

THOMAS W. WINSTON

Pensioner Thomas W. Winston, 84, died October 21. Boatman Winston joined the SIU in 1961 in the port of New Orleans. A native of Mississippi, he sailed in the steward department, primarily aboard vessels operated by Mobile Towing. During World War II, he served in the U.S. Army from 1942 to 1946. Boatman Winston retired in September 1979.

GREAT LAKES

KIMBERLY S. BEHRENS

Kimberly S. Behrens, 57, passed away April 3. Born in Michigan, he first sailed with the Seafarers in 1970 from the port of Detroit. Brother Behrens was a member of the deck department. He served in the U.S. Army from 1959 to 1962.

WILLIAM F. COYER

Pensioner William F. Coyer, 62, died October 3. Brother Coyer joined the SIU in 1961 in the port of Buffalo, N.Y. The New York native sailed in the deck department and upgraded at the Lundeberg School. From 1956 to 1958, he served in the U.S. Army. Brother Coyer began receiving his pension in December 1995.

ROLAND S. LEIKALA

Roland S. Leikala, 66, passed away October 13. A native of Ohio, he started his career with the Seafarers

in 1967 in the port of Alpena, Mich. Licensed as a first class pilot, Brother Leikala last sailed in 1995 aboard the *JR Emery*, operated by Erie Navigation. From 1952 to 1957, he served in the U.S. Army.

ABDULLA A. MAWRI



Abdulla A. Mawri, 59, died January 1, 1994. Born in Arabia, he began sailing with the SIU in 1970 from the port of Detroit.

The engine department member last sailed in 1988 aboard the *Indiana Harbor*, operated by American Steamship Co.

KONRAD E. NORBOTTEN

Pensioner Konrad E. Norbotten, 65, passed away October 28. He started his career with the Seafarers in 1959 in the port of Detroit. A native of Michigan, he sailed in the deck department. Prior to his retirement in August 1988, he sailed aboard the *American Republic*, operated by American Steamship Co.

RICHARD J. PIASKOWSKI



Pensioner Richard J. Piaskowski, 70, passed away August 29. A native of Michigan, he began sailing with the Seafarers in

1963 from the port of Alpena, Mich. Brother Piaskowski sailed in the deck department and upgraded at the Lundeberg School. From 1944 to 1952, he served in the U.S. Army. He retired from the SIU in October 1981.

ROBERT C. NORKOWSKI

Pensioner Robert C. Norkowski, 75, died September 3. Brother Norkow-

ski joined the SIU in 1948 in the port of Alpena, Mich. A native of Michigan, he worked in the deck department, last sailing aboard the *J.A.W. Iglehart*. He was a veteran of World War II, having served in the U.S. Marine Corps from 1942 to 1945. Brother Norkowski began receiving his pension in July 1984.

PAUL E. TAYLOR

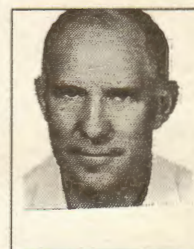


Pensioner Paul E. Taylor, 68, died October 7. Born in Michigan, he joined the SIU in 1972 in the port of Detroit. He sailed in the deck depart-

ment, primarily on vessels operated by Luedtke Engineering Co. From 1956 to 1967, he served in the U.S. Army. Brother Taylor began receiving his pension in March 1996.

RAILROAD MARINE

WILLIAM J. CROWLE



Pensioner William J. Crowle, 87, passed away August 13. A native of New Jersey, he started his career with the Seafarers in

1960 in the port of New York. Brother Crowle sailed in the deck department and worked primarily for Penn Central Railroad. He began receiving his pension in March 1973.

WALTER H. JORDAN

Pensioner Walter H. Jordan, 88, died August 21. Brother Jordan first sailed with the SIU in 1946 from the port of New York aboard deep sea vessels. He later transferred to the railroad marine division and worked primarily for Penn Central Railroad. Brother Jordan sailed in the deck department. He retired in June 1973.

Membership Meetings Are Important Facet of Union Education

Keeping abreast of news from within the Brotherhood of the Seafarers International Union as well as from the maritime industry as a whole is the most important reason for attending the monthly membership meet-

ings held on specified dates in SIU halls around the country.

In addition to information on contract talks, maritime legislation and national policies, the meetings provide a forum in

which to discuss issues of importance to the rank-and-file membership and to the union's officials.

Members are asked to clip the schedule below and post it on their ships' bulletin

boards or keep it for personal reference. Also, Seafarers may refer to each issue of the *Seafarers LOG*, which lists the dates of the next two meetings scheduled for each port.

Membership Meetings in 1997

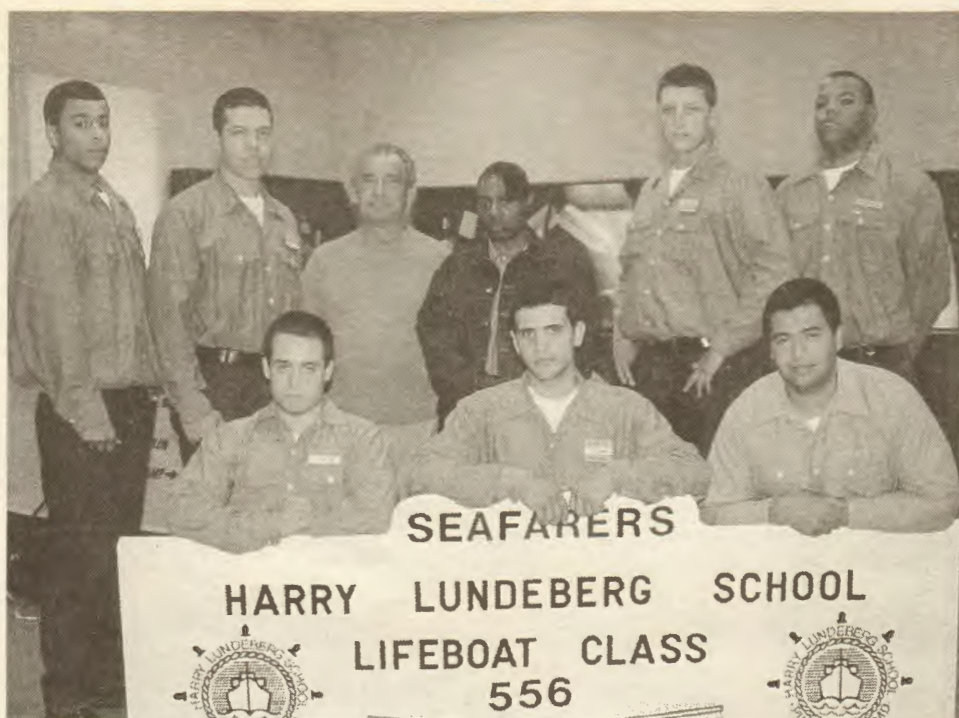
Port	Traditional Date	January	February	March	April	May	June	July	August	September	October	November	December
Piney Point	Monday after first Sunday	6	3	3	7	5	2	7	4	8	6	3	8
New York	Tuesday after first Sunday	7	4	4	8	6	3	8	5	9	7	4	9
Philadelphia	Wednesday after first Sunday	8	5	5	9	7	4	9	6	10	8	5	10
Baltimore	Thursday after first Sunday	9	6	6	10	8	5	10	7	11	9	6	11
Norfolk	Thursday after first Sunday	9	6	6	10	8	5	10	7	11	9	6	11
Jacksonville	Thursday after first Sunday	9	6	6	10	8	5	10	7	11	9	6	11
San Juan	Thursday after first Sunday	9	6	6	10	8	5	10	7	11	9	6	11
Algonac	Friday after first Sunday	10	7	7	11	9	6	11	8	12	10	7	12
Houston	Monday after second Sunday	13	10	10	14	12	9	14	11	15	13	10	15
New Orleans	Tuesday after second Sunday	14	11	11	15	13	10	15	12	16	14	12*	16
Mobile	Wednesday after second Sunday	15	12	12	16	14	11	16	13	17	15	12	17
Duluth	Wednesday after second Sunday	15	12	12	16	14	11	16	13	17	15	12	17
San Francisco	Thursday after second Sunday	16	13	13	17	15	12	17	14	18	16	13	18
St. Louis	Friday after second Sunday	17	14	14	18	16	13	18	15	19	17	14	19
Honolulu	Friday after second Sunday	17	14	14	18	16	13	18	15	19	17	14	19
Wilmington	Monday after third Sunday	21*	18*	17	21	19	16	21	19*	22	20	17	22
New Bedford	Tuesday after third Sunday	21	18	18	22	20	17	22	19	23	21	18	23
Jersey City	Wednesday after third Sunday	22	19	19	23	21	18	23	20	24	22	18	24
Tacoma	Friday after third Sunday	24	21	21	25	23	20	25	22	26	24	21	26

* Wilmington changes created by Martin Luther King's birthday, Presidents' Day and Paul Hall's birthday holidays; New Orleans change created by Veterans Day holiday.

Lundeberg School Graduating Classes



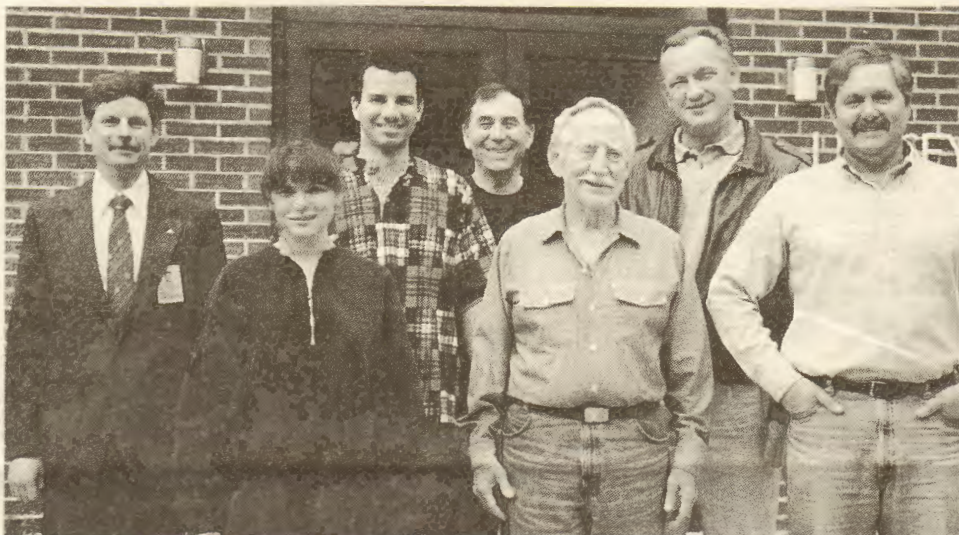
Trainee Lifeboat Class 555—Graduating from trainee lifeboat class 555 are (from left, kneeling) Craige Terry, Derrick Sullivan, Freddy Milabo III, William Tripp, Ahmed Sharif, (second row) Dwight Lamar King, Jerod Jones, Gerald Smith, Joshua Brown, John Brunac, Tim Price and Ed Boyer (instructor).



Trainee Lifeboat Class 556—Trainees graduating from lifeboat class 556 are (from left, kneeling) Brandt Mathews, Adel Mahmoud, Senio Tauiliili, (second row) Donald Butler, Joseph Welle III, Ed Boyer (instructor), Donna Brown, Michael Haller and Khalid Washington.



Advanced Firefighting—Upgrading SIU members completing the advanced firefighting course on November 6 are (from left, kneeling) Louis Ahrens, Bartolome Romero Jr., Renato Govico, Mohamed Hussein, Alfredo Gonzalez, (second row) Lawrence Potts, Wayne Casey, Daniel Rhodes, Howard Hollon, Raymond Clock, John Smith (instructor), (third row) Lonnie Evans, James Long, Harry Shanholtz, Jerry Van Etten.



Celestial Navigation—The six-week course in celestial navigation was completed on November 5 by the following upgrading students, from left: Brad Wheeler (instructor), Sandra Deeter-McBride, Donnie Collins, Paul Adams, Daniel Crawford, Leon Pulley and John Bellinger.



Tankerman Assistant DL Course—Graduating from the tankerman assistant DL course (formerly called the Tanker Operation/Safety course) on October 29 are (from left, kneeling) Leslie Cope, Michael Stein, Angelito Francisco, Joel Molinos, Carlos Arauz, Ralph Porter, Peter Hokenson, Daniel Hecker, (second row, kneeling) Omar Muhammad, Robert Brown, Bruce Wright, Thames Solomon Sr., Dennis Hurley, Steven Meyer, Mike Kifle, Nasir Isa, (third row) Ernest Duhon, Robert Davis, Kelly Mayo, Jimmy Skubna, Billy Eastwood, Donald Peterson, Paul Burckhard, Antoinette Spangler, Roger Reinke, Juan Gonzalez, (fourth row) John Barnard, Scott Opsahl, Jim Shaffer (instructor) Benedict Born, Jason Bengiat, David Breuning, George Henderson, Ryan Webster and Oran Patterson.

CORRECTION: Tankerman Assistant DL Course—In the June 1966 issue of the *LOG*, a name was inadvertently omitted from the April 23 graduating class of the tankerman assistant DL course (formerly known as the Tanker Operation/Safety course). From left, kneeling, are Melvin Hite, Miguel Collazo, George Vorise Jr., Vince Pingitore (instructor), Jimmy White Jr., (second row) Jessy Sunga, Cesar Avila, Henry Freeman III, Alice Caballero-Wilder, Sharon Naquin, John Bull, (third row) William Rust, Juan Tolentino, Stanley Washington Sr., Charles Gooch, Eduardo Elemento, Veronika Cardenas, Robin Palmer, Julie Borovik, Heather Stilwell, Mostafa Loumrhari, Greg Johnson, Luis Caballero, (fourth row) John Gehring, Norman Cox III, Thomas Johnson, Florencio Nieves Jr., Wiley Owens and Brett Newsome.



Upgrader's Lifeboat—Bridgett McIntosh (left) and Oran Patterson (right) are congratulated by their instructor, Ed Boyer, upon completion of the upgrader's lifeboat class on October 15.

LUNDEBERG SCHOOL 1997 UPGRADING COURSE SCHEDULE

The following is the schedule for classes beginning between January through April 1997 at the Seafarers Harry Lundeborg School of Seamanship located at the Paul Hall Center for Maritime Training and Education in Piney Point, Md. All programs are geared to improve the job skills of Seafarers and to promote the American maritime industry.

Please note that this schedule may change to reflect the needs of the membership, the maritime industry and—in times of conflict—the nation's security.

Students attending any of these classes should check in the *Saturday before* their course's start date. The courses listed here will begin promptly on the morning of the start dates.

Deck Upgrading Courses

Course	Start Date	Date of Completion
Able Seaman	February 10 April 7	April 4 May 30
Bridge Management	January 27	February 7
Lifeboatman	January 27 February 24 March 24 April 21	February 7 March 7 April 4 May 2
Radar Observer/Unlimited	January 13 April 21	January 24 May 2
Radar Recertification (one day class)	January 23	
Celestial Navigation	January 13	February 20

Recertification Programs

Course	Start Date	Date of Completion
Steward Recertification	January 27	February 27
Bosun Recertification	March 3	April 3
LNG Recertification	January 27 April 21	February 13 May 9

Steward Upgrading Courses

Course	Start Date	Date of Completion
Assistant Cook/Certified Cook and Baker/Certified Chief Cook/ Certified Chief Steward	January 6 March 22	March 28 June 13

Engine Upgrading Courses

Course	Start Date	Date of Completion
QMED	January 13	April 2
Diesel Engine Technology Fireman/Watertender & Oiler	January 6 April 21	February 13 May 30
Refrigeration Systems & Maintenance	February 17	March 27

Inland Upgrading Courses

Course	Start Date	Date of Completion
Able Seaman - Special	January 6	January 24

Safety Specialty Courses

Course	Start Date	Date of Completion
Tanker Assistant DL	January 13 February 10 March 10 April 7	January 31 February 28 March 28 April 25
Tankerman Barge PIC	February 10	February 21

Additional Courses

Courses	Start Date	Date of Completion
GED Preparation	January 20 March 17	April 12 June 14
English as a Second Language (ESL)	February 5	March 1
Adult Basic Education (ABE)	January 13 March 3 April 21	February 21 April 11 May 30
Lifeboat Preparation	January 13 February 10 March 10	January 24 February 21 March 21
Introduction to Computers	Self-study	
English 099	February 3	February 28
English 101	January 20 March 31	March 14 May 23
Math 098	February 3	February 28
Math 101	January 20	March 14
Psychology 101	January 20 March 31	March 14 May 23
Physics	March 31	May 23

UPGRADING APPLICATION

Name _____
(Last) (First) (Middle)

Address _____
(Street)

Telephone _____ (City) _____ (State) _____ (Zip Code)
(Area Code) Date of Birth _____ (Month/Day/Year)

Deep Sea Member Lakes Member Inland Waters Member

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, class # _____

Have you attended any SHLSS upgrading courses? Yes No

If yes, course(s) taken _____

Do you hold the U.S. Coast Guard Lifeboatman Endorsement?

Yes No Firefighting: Yes No CPR: Yes No

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 z-card as well as your Lundeborg 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.

COURSE	BEGIN DATE	END DATE
_____	_____	_____
_____	_____	_____
_____	_____	_____
_____	_____	_____
_____	_____	_____
_____	_____	_____
_____	_____	_____
_____	_____	_____
_____	_____	_____
_____	_____	_____

LAST VESSEL: _____ Rating: _____

Date On: _____ Date Off: _____

SIGNATURE _____ DATE _____

NOTE: Transportation will be paid in accordance with the scheduling letter only if you present original receipts and successfully complete the course. If you have any questions, contact your port agent before departing for Piney Point.

RETURN COMPLETED APPLICATION TO: Lundeborg School of Seamanship,
Admissions Office, P.O. Box 75, Piney Point, MD 20674-0075.

12/96



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Dig It!

NATCO Dredges Do 'Dirty Work' to Keep Channels Open

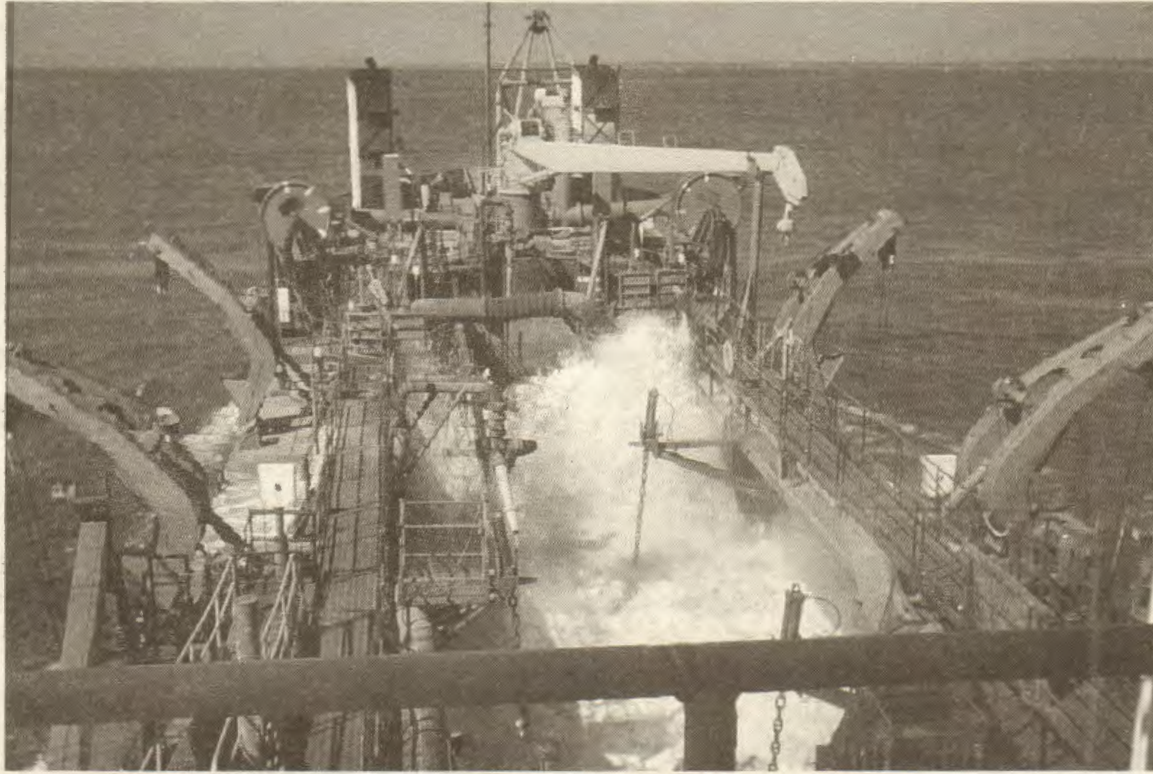
The work performed by Seafarers who sail aboard dredges operated by North American Trailing Company (NATCO) is uncommon, but it also is vital to the steady operation of ports throughout the United States and in other parts of the world.

"We do the dirty work to keep everything open," notes Captain **Angie Werdenberg**, who most recently sailed aboard the *Sugar Island*. "We're very visible in the channel, but the work itself is definitely off the beaten track, and it's not glamorous in the least."

In all, six SIU crewed NATCO dredges handle channel maintenance and beach restoration—primarily in the U.S., but also occasionally in other countries. Owned by Great Lakes Dredge and Dock Co. (NATCO's parent company), the six dredges are among a small number of U.S.-based split-hulled, self-propelled hopper dredges.

"One advantage we have over (stationary) dredges is that we can pick up and move from one location to another," explains Werdenberg, a 13-year member of the SIU. "We can split the hull laterally—it's connected by hinges—and drop a full load in two to five minutes."

"The SIU brothers on these vessels are extremely good seamen," adds SIU Patrolman **Sean Ryan**, who provided the photos accompanying this article. "You really have to know what you're doing on the dredges, because the equipment



SIU crewed NATCO dredges, including the *Dodge Island* (pictured above), handle jobs throughout the world.

is very intricate and the work must be exact. Anyone familiar with our crews knows they do an outstanding job."

Seafarers On the Job

Seafarers aboard the *Sugar Island*, *Long Island*, *Dodge Island*, *Manhattan Island*, *Padre Island* and *Northerly Island* operate equipment that sucks sand, mud, rock and other material from the ocean floor into the vessels' holds, also known as hoppers.

The dredges—which enjoy reputations as excellent feeders, Ryan says—contract much of their work through the U.S. Army Corps of Engineers as well as individual ports. When a vessel starts a new dredging project, the area is marked, measured and surveyed. Depending on the particular job, different markers are used to designate the work area.

An AB-dragtender usually runs the dredge's console, which features controls for winches, pumps and water jets (which loosen the material to be

dredged) and other equipment. Once the holds are filled, the dredge lifts its gear from the water and sails either to a designated dump site (usually no more than 8 miles from shore) or to a booster.

Boosters are fixed stations, typically less than a half-mile from shore. They primarily are used in beach restoration, such as the three-month job recently completed by the *Dodge Island* and *Sugar Island* at Rockaway Beach, N.Y. The dredges pump sand to the boosters, which in turn pump it to the beach, where a construction crew spreads the granular soil.

On channel-maintenance jobs, the dredges (which work alone or in tandem, depending on the job) simply dig to the proper depth or width, then deposit the excess material at dump sites. For instance, if a channel is supposed to be 45 feet deep so that ships may traverse it safely, but that channel has built up a 6-foot shoal, a NATCO dredge will remove the surplus debris.

As the holds are filled, the sand or mud pushes seawater up and over the deck, and back into the ocean.

The dredges vary in length from 180 feet to 510 feet as well as in width and depth, so their respective storage capacities also differ correspondingly. The 510-foot *Long Island*, for instance, can store 16,000 cubic yards of material, while the 200-foot *Sugar Island* holds 2,500 cubic yards.

"Keep in mind, the typical dump truck you see on the road carries about 15 cubic yards," points out Werdenberg. "In one day, we can dig up to 10 loads, so

we can move quite a bit of sand."

Similarly, the duration of an average job may range from two weeks to two months. However, some jobs take as long as an entire year.

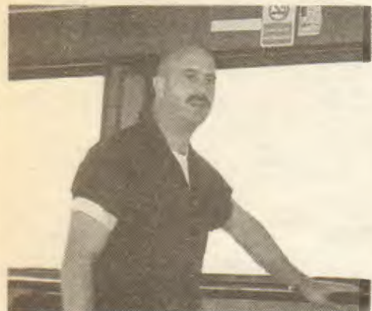
But, as Ryan concludes, one thing never changes aboard SIU crewed NATCO dredges: "The crews are very conscientious, safety-minded and hard-working, no matter what the job is and no matter which dredge you're talking about."



Boat Operator **Randy Beacham** transports SIU members to a nearby dredge.



Ready to feed the crew aboard the *Dodge Island* is **GSU Dennis Uchic**.



At work on the bridge of the *Dodge Island* is **Captain Howard Hawrey**.



SIU crewed launch boats transport the dredge crews to and from shore. Pictured here is **Boat Operator James Albert**.



Chief Cook Steven Talucci prepares a meal aboard the *Dodge Island*.



AB-dragtender Tommy Davis operates the console of the *Dodge Island* during a recent beach replenishment assignment in New York.