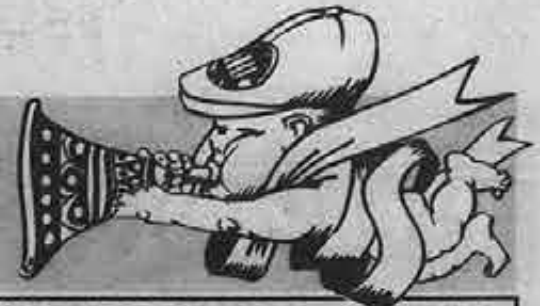


SEASONS GREETINGS



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

SEAFARERS LOG



Volume 55, Number 12

December, 1993



Gerry Studts



Jack Fields

Leaders of
Legislative Battle

House Declares For U.S. Ships By 347-65 Vote Maritime Bill Gets Bipartisan Support

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CAROL CROSSAN
ACQUISITION SECT./NEWSPAPER
STATE HISTORICAL SOC OF W
816 STATE STREET
MADISON WI 53706-1482

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President's Report

Sorting Out NAFTA

In all the talk about the North American Free Trade Agreement, known as NAFTA, that came before the November 18 vote in the House (200 against - 234 for) and the Senate vote (38 against - 61 for) days later, it was easy to tell who was for the deal and who was against. On one side were all the guys who won't suffer from the trade scheme—doctors, newspaper editorial writers, lawyers, accountants, T.V. anchors, investment bankers, stock brokers and university professors. These NAFTA supporters, from the vantage point of their comfortable and secure incomes, flooded the papers and airwaves with their opinions that the pact would be beneficial to them.



Michael Sacco

On the other side of the issue were working people. Working people recognized that the pact meant job losses. The deal allowed companies, with government approval and encouragement, to relocate production and manufacturing operations from the United States to Mexico.

The fact that American jobs will be lost is one point everyone in the debate—pro and con—agrees on. What can't be agreed to is the number of jobs that will be lost or how long it will take, if ever, for the pact to create new jobs in the United States. Those who favored the agreement argue that the job loss in the U.S. will have only a short-term effect. But what is short term even by their own definition could be five years or more. The big question this raises is what happens to the people who become victims of the pact—the hundreds of thousands of workers who will be displaced, many of them permanently.

It is significant that environmentalists, Ross Perot and his organization, family farm groups, Ralph Nader and consumer protection interests opposed NAFTA. But the brunt of the fight against the trade deal was borne by organizations representing American workers and led by the AFL-CIO, the national federation of unions in the United States.

If the trade union movement had not gone to the mat on NAFTA, the deal most likely would have sailed through Congress. But because of the fight the unions waged, up until the closing days of the campaign, it appeared that the point of view of working people would prevail and the House of Representatives would defeat the plan. But, as it was reported in the press, the administration kept winning over individual members of Congress with various promises and in the end patched together enough votes to pass NAFTA.

This by no means diminishes the valiant effort and leadership role of the AFL-CIO and its member unions in behalf of American workers. Nor does it diminish the courage and convictions of the members of the House and Senate who opposed NAFTA.

One man who did himself proud was Representative David Bonior (D-Mich.). He is the House Whip, the third-ranking position in the chamber, and served as the leader of the anti-NAFTA forces. Rep. Bonior worked night and day to protect the interests of all working people and he deserves our gratitude and admiration. Another elected official has earned our respect is Representative Richard Gephardt, the House Majority Leader, who acted as the conscience of the Democratic Party in opposing the treaty.

The AFL-CIO also did itself proud in its battle. AFL-CIO President Lane Kirkland and Secretary-Treasurer Tom Donahue and their team of staff people waged a vigorous battle. They took on the richest, the most powerful and the most influential of our society and never let up.

The AFL-CIO and the unions proved that in the final analysis the American worker has only one reliable, dependable, around-the-clock defender and that is the American trade union movement. The lesson to be learned from this is that if it were not for American trade unions, there would be no one to put up a tough battle in behalf of American working men and women and their families. It is an object lesson to those who question what role unions perform.

The effort of the unions brought the issue of trade to every working person's attention. We think that in this process, the way in which trade is handled has changed forever. Trade deals are no longer a secret pastime of foreign lobbyists or a game of manners for government bureaucrats. Today, more and more Americans understand that trade is the property of every citizen, for every citizen can be either a winner or loser under each trade agreement. Today it is clear the nation has a responsibility to balance any trade arrangements with job opportunities for its citizens.

Certainly the AFL-CIO and its unions will keep this situation in focus and inform working Americans and union members as to what develops from NAFTA and from other trade deals under consideration. This is a matter that is far too important to tuck away on a shelf. The labor movement is going to make sure this debate stays front and center.

1994 Best Wishes

In this last month of the old year, I want to take the opportunity to extend a holiday greeting in behalf of the union to each Seafarer, active or retired, and his or her family. We wish you a happy and a prosperous New Year. May 1994 bring each of you many good times.

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Communications Department Director, *Jessica Smith*; Managing Editor, *Daniel Duncan*; Associate Editors, *Jordan Biscardo* and *Corrina Christensen*; Associate Editor/Production, *Deborah A. Hirtes*; Art, *Bill Brower*.

MarAd Survey of Nations Reveals Wide-Ranging Maritime Support

Fifty-seven of the world's top maritime nations all provide extensive forms of support to their national-flag shipping sector and shipbuilding industry, the Maritime Administration (MarAd) found in a study released in late October.

The most prevalent form of support among the nations is cabotage laws. A total of 44 countries provide laws similar to the U.S. Jones Act that limit access to a nation's domestic shipments to its own national-flag vessels. Among the countries that have cabotage laws are Australia, Finland, Germany, Japan, Sweden and South Korea.

The study found 23 countries offer their national carriers preference to ship certain cargoes both commercial and government. Listed among this group are Taiwan, South Korea, Italy, France and Australia. (Cargo preference laws in the United States include the transport of a portion of U.S. government cargo military supplies and agricultural commodities.)

Governments of 40 nations assist their fleets obtain cargo through bilateral cargo sharing or restricted access treaties.

Thirty-eight nations extend aid in the form of tax benefits to their merchant fleets. Financing is extended in 22 nations.

In announcing the release of the report, Transportation Secretary Federico Pena said the study places into perspective the efforts being made by his department to strengthen America's maritime industries. The head of MarAd, Vice Admiral Albert J. Herberger (Ret.), added the survey shows the "highly competitive" nature of the worldwide maritime industry faced by the U.S.-flag merchant fleet.

MarAd chose to contact nations whose coastal shores connect to an international waterway and whose shipping industries maintain at least 50 national-flag vessels with a lift capacity of 1,000 deadweight tons or more. Information was gathered by directly contacting the various nations' maritime representatives as well as through the U.S. State Department's Maritime and Land Transport Office and the Economic and Commercial Officers at U.S. Embassies and other Foreign Service posts.

Japan's Extensive Loans

MarAd's report of Japanese government support to its shipping and shipbuilding sector revealed a dizzying array of programs designed to aid and build up those industries. Among the programs are cargo preference laws and a government-run company to provide loans for shipbuilding.

Under Japanese law, foreign-flag vessels are excluded from the domestic trade. Crews are required to be 100 percent Japanese. Vessels plying in the domestic trade must be owned by Japanese citizens.

Japan is home to the largest shipbuilding industry in the world. The nation provides various means to assist the industry.

The government of Japan runs a company called the Maritime Credit Corporation (MCC) that encourages the building of ships for the coastal trade. The MCC estab-

lishes a co-ownership policy for vessels it funds. The company generally shares 60 to 80 percent of the construction costs while the shipowner provides the remainder.

The MCC will collect a fee from the shipping company during the years of co-ownership, roughly between seven to 15 years. At the end of the co-ownership, the vessel is turned over completely to the shipping company.

The Japan Development Bank (JDB) makes loans to Japanese shipowners for the construction of oceangoing vessels. For highly sophisticated vessels, the bank loan covers 60 percent of the cost. Another 20 comes from a private bank with the shipowner providing the rest of the funds. Interest rates start at 5.1 percent with repayment policies lasting up to 15 years.

The JDB also finances other types of vessels, covering 50 percent of the vessel cost through a loan. A private bank provides another loan for 25 percent and the remainder comes from the shipowner. JDB financing generally runs 10 years.

Japan's Ministry of Transportation runs the Ship Research Institute which had an operating budget of \$6 million in 1991. The country also budgeted another \$10.7 million in 1990 for research on vessels planned for production during the start of the 21st Century.

Germany Funds Research

Half a world away, the nation of Germany, like the vast majority of European nations, emphasizes its shipbuilding sector and reserves coastal trade to vessels of their national-flag fleet. (Fellow European nations, like Finland and Italy, also restrict coastal trade to vessels flying the national flag.)

The nation subsidizes shipyards that construct German-flag vessels that will sail in the domestic trades. Germany has agreed to the European Community (EC) directive to limit shipyard subsidies to nine percent direct and indirect aid for contracts entered into during 1992 and 1993. However, the nation received permission from the EC to grant up to a 36 percent subsidy for contracts signed before the end of 1993 for ships to be built in yards on the grounds of the former East Germany.

Germany's Ministry of Transportation and Ministry of

Research and Technology contributed a combined \$30.9 million toward research projects for shipbuilding in 1992.

The country can restrict the conclusion of freight contracts and charters between residents of Germany and carriers which are residents of countries that exclude German-flag vessels from free competition.

South Korean Assistance

Japan is not the only Asian nation with a strong economy that provides assistance to its shipping and shipbuilding industries. South Korea and Taiwan also have programs in place designed specifically for those sectors.

Foreign-flag vessels are prohibited from participating in the domestic coastal trades of both South Korea and Taiwan.

From the government of South Korea, shipowners may receive loans through the Korean Development Bank to cover up to 92 percent of the cost of constructing a new vessel. Repayment of these funds is made over an eight-year grace period. In 1989, approximately \$270 million was requested by the shipbuilding industry for government-guaranteed loans. Another \$712 million was requested from the government for shipyard restructuring and investment loans.

The country has a law in place allowing all research and development investments for facilities and equipment to be eligible for an accelerated-depreciation allowance or tax credit.

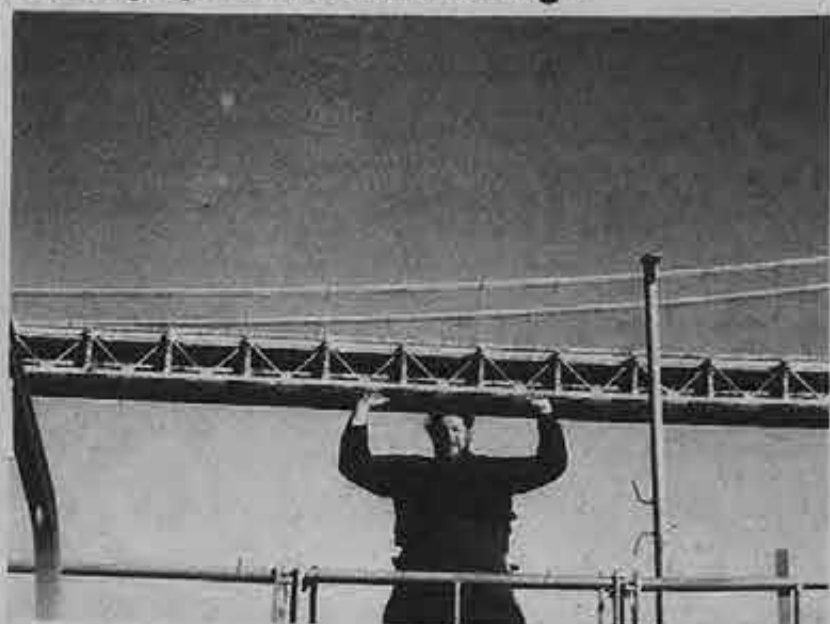
Taiwan Protects Industry

Regarding cargo preference, Taiwan generally grants the carriage of certain bulk goods to national-flag companies that maintain liner services. Major import shipments are planned under the supervision of the Central Trust of China with first priority given to vessels constructed under a measure for joint development of trade, shipping and shipbuilding.

Second priority for cargo goes to vessels registered in Taiwan and the third priority then is given to vessels not falling into the first two categories.

When new vessel construction is planned by Taiwanese companies, they must first contact domestic shipyards to see if they are capable of handling the project.

Holding Up the Verrazano Bridge



Bosun Horse Moss may be the first man to single-handedly hold up New York's Verrazano Bridge. This photo of the Texas native was taken by C.J. Sandy aboard the *Sea-Land Performance*.



Flanked by presidents from affiliated unions, AFL-CIO President Lane Kirkland denounces NAFTA's passage at a press conference in Washington.

In Wake of NAFTA, Fight for Fair Trade Not Over: Kirkland

The labor movement, congressmen and others who oppose the North American Free Trade Agreement (NAFTA) expressed disappointment and reiterated their warnings that NAFTA will cost hundreds of thousands of American jobs and will severely damage the environment, following the November 17 vote in which the U.S. House of Representatives approved the trade deal, 234 votes to 200.

In a press conference following the House vote, AFL-CIO President Lane Kirkland pointed out that NAFTA "has little to do with national interests, with free

trade, with democratic values or the opening up of consumer markets in Mexico."

Rather, he said, its goal is to "protect the property patents and profits of U.S. corporations that will locate facilities in Mexico" where they intend to escape the conditions of life and labor in the U.S.

"The fight to keep and improve these standards," Kirkland said, "will not be slowed by this defeat... The AFL-CIO will continue to be in the forefront of the struggle to ensure that trade between nations benefits

Continued on page 11

House Stands Up For U.S. Shipping

Bill to Revitalize Maritime Passes by 347-65 Vote

The House of Representatives showed its strong support for the U.S.-flag merchant fleet when it voted 347-65 in favor of legislation to revitalize the industry.

The vote, held November 4, immediately followed the chamber's overpowering rejection by a 309-109 margin of an amendment designed to limit the amount U.S.-flag shipping companies can charge to transport government-impelled cargo. (See story on page 11.) The Maritime Security and Competitiveness Act of 1993 (H.R. 2151) now goes before the Senate.

H.R. 2151 outlines a \$1.2 billion, 10-year program to provide operating subsidies for a proposed Maritime Security Fleet. The bill does not provide a specific number of ships that would be included in the fleet, but published reports estimate the figure to be between 50 and 70 vessels. It is the first major piece of legislation dealing with

the U.S.-flag maritime industry to be considered and passed by the House since the Merchant Marine Act of 1970.

Excerpts of Remarks On the Maritime Bill By House Members Appear on Page 10.

H.R. 2151 also creates a new Series Transportation Program to help U.S. shipyards build vessels that are price-competitive on the world market.

"This is a tremendous show of support for the U.S.-flag merchant marine by the House," said SIU President Michael Sacco. "Much of the credit for this victory has to go to Seafarers and their families who contacted their individual representatives to seek their votes."

Also pointing out the significance of the vote was the United States Maritime Coalition, an advocacy group made up of citizens' organizations, patriotic groups, U.S.-flag shipping companies, maritime unions and shipyards.

"Members of the coalition worked hard to ensure passage of

this measure," said James Henry, president of the coalition, which formed in September. "This was the first major vote concerning maritime since the coalition formed. We were able to speak with one strong, united voice, and it helped."

'Right Bill, Right Time'

In presenting the bill for debate on the House floor, Representative Gerry Studds (D-Mass.), the chairman of the House Merchant Marine and Fisheries Committee, said,

"This is the right bill, this is the right time and this is the right place to do the right thing for not only the U.S. maritime industries, but for our nation's economic and national security."

Studds was joined by Representative Jack Fields (R-Texas), the ranking minority member of the Merchant Marine and Fisheries Committee, who pointed out how the merchant marine had played a valuable role

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Rep. Fields



Rep. Studds

Anti U.S. Ship Group Hits New Low

Peddles Tickets to Cargo Conference Under False Pretenses

In an attempt to sell tickets to what was billed as a bulk shipping conference scheduled in New York on November 15 and 16, the *Journal of Commerce* and an agency promoting the use of foreign registries advertised their production as an anti U.S. seamen, anti U.S. flag seminar.

The so-called Dry Bulk Transpo '93 conference was sponsored by the national shipping and transportation newspaper, *The Journal of Commerce*. Although no mention of another organization was made in the conference advertisements, it was later revealed that the newspaper had contracted the services of International Marketing Strategies (IMS), an organization that promotes foreign registries.

IMS describes itself as "a specialized publishing, public relations and marketing corporation committed to the globalization of capital and policy in the promotion of free trade..." In touting its newsletter on runaway-flag registries, IMS tells the shipowner, "If you're not using open registries[,] your competitors probably are. You should explore your options and choose carefully from among the different flags."

Appealing to Prejudice

In a move designed to up attendance and appeal to groups opposed to U.S. shipping, IMS prepared advertisements and *The Journal of Commerce* ran the propaganda. The ads, which play on baseless prejudice, dish out the tired old arguments about wages of American seamen and cargo preference.

One ad proclaims in bold headline type: "If the rationale for subsidizing U.S. flag ships is because they serve a defense need, then why should a cook on a private vessel make more than a Navy captain?" The ad attributes the quote to Sen. Charles Grassley (R-Iowa) then says, "If this kind

of thinking affects you, you should be in New York on November 15th and 16th for *The Journal of Commerce's* Dry Bulk Conference."

The other advertisement states, "These preference ships would not exist without a subsidy program. And, if they did not, who would miss them? Certainly not the military and not the commercial markets." The statement is assigned to Rob Quartel, an employee of a runaway-flag shipping operation.

The price of admission to the two-day conference was \$495.00.

SIU President Michael Sacco took the matter to *Journal of Commerce* President and Publisher Don Becker, saying the ads were "entirely misleading" and based on "misrepresentations and propagandistic statements made by two avowed enemies of the American-flag shipping industry."

Sacco noted that in no way did he object to "the right of anyone to express attitudes different from those I represent." Rather, he said, "it is the deceitful way in which the conference has been promoted to which I object."

Becker informed Sacco the ads were "prepared by an outside consultant" (meaning IMS) and that he "was not aware in advance" of the content.

Two speakers scheduled for the conference canceled their participation in the event in protest of the ads.

Ernest J. Corrado, president of the American Institute of Merchant Shipping, a group representing U.S. shipping companies, advised IMS that he was withdrawing. He said some of AIMS member groups found the ad statements attacking the "government-impelled cargo preference program" to be "erroneous, misleading and totally inappropriate."

From The Journal of Commerce

"IF THE RATIONALE FOR SUBSIDIZING U.S. FLAG SHIPS IS BECAUSE THEY SERVE A DEFENSE NEED, THEN WHY SHOULD A COOK ON A PRIVATE VESSEL MAKE MORE THAN A NAVY CAPTAIN?"

These ads were published in the Journal of Commerce on November 15th and 16th. If you should be in New York on November 15th and 16th for The Journal of Commerce's Dry Bulk Conference, Fax 202-622-1929 for full registration details.

"THESE PREFERENCE SHIPS WOULD NOT EXIST WITHOUT A SUBSIDY PROGRAM. AND, IF THEY DID NOT, WHO WOULD MISS THEM? CERTAINLY NOT THE MILITARY AND NOT THE COMMERCIAL MARKETS."

It details such as this mean something to you, you should be in New York on November 15th and 16th for The Journal of Commerce's Dry Bulk Conference. Fax 202-622-1929 for full registration details.

The propagandistic way the *Journal of Commerce* advertised its dry bulk conference appears above. The large quarter page ads, run November 5 (left) and November 8, were prepared by a firm that promotes foreign registries. That company was hired by the newspaper to stage the event.

Corrado added, "... to appear in the Dry Bulk Transpo '93 symposium in the circumstances of the ads would, to my mind, be an act of disloyalty" to the U.S.-flag shipping industry.

After seeing the first ad, Talmage E. Simpkins, executive vice president and treasurer of the Labor Management Committee, a group representing shipowners with labor contracts with the National Maritime Union, informed IMS that under no circumstances would he participate in a conference promoted in such an irresponsible manner.

The advertisements provoked a

demonstration from SIU rank-and-file members. Fifteen Seafarers passed out leaflets protesting the ads "misrepresentational headlines" to conference participants on the first morning of the event.

The advertisements leave the question as to why the conference was convoked in the first place. What was established by the ads, in the view of many people in the maritime industry, is that the integrity of *The Journal of Commerce* was compromised and consequently the quality of the newspaper.

Coast Guard Outlines Plans For Mariner Card Renewal

Merchant mariner's documents must be renewed every five years and certain testing standards and fees will be assigned to the renewal process, according to the U.S. Coast Guard.

In a preliminary proposal outlined in the *Federal Register* of September 16, the Coast Guard seeks to begin a program of renewing z-cards and mariner licenses every five years beginning in 1994. The Department of Transportation agency also wants to charge mariners for documents when they are renewed or upgraded.

Responding to the proposed rulemaking, the SIU restated to the Coast Guard its strong opposition to any fees being charged for z-cards or licenses in its comments to the Coast Guard. The Seafarers, along with four other maritime unions and five individual mariners, filed in U.S. District Court in April a suit to stop the Coast Guard from collecting money when the agency issues or upgrades z-cards and licenses.

Create Schedule

The Coast Guard is seeking to create a five-year schedule for renewal of documents and licenses beginning next year. All documents and licenses would have to be renewed by 1998 if a mariner plans to sail.

To determine the date for

renewing z-cards and licenses, the Coast Guard will use the date the document was issued for those processed before 1991. The date of issuance is located on the back of a z-card, to the right of the thumb print.

Any documents issued in years ending in 4 or 9 must be renewed during 1994 to remain active. Documents issued in years ending in 5 or 0 must renew during 1995. For those issued in years 1 or 6, renewal must take place in 1996. For years ending in 2 or 7, renewal has to be done in 1997. For documents issued in years ending in 3 or 8, renewal must take place in 1998.

For example, a member whose z-card was issued on July 10, 1969 would have to renew his or her document by July 10, 1994 if the proposed rule goes into effect. Members who have received new or upgraded documents since 1991 already have a renewal date stamped on both the front and back of their z-cards.

The Coast Guard also outlined its plans for charging mariners to renew their documents. The costs range from \$35 to renew a z-card with no endorsements (such as an ordinary seaman or wiper) to as high as \$120.

In breaking down the costs, the federal agency plans to charge an issuance fee of \$35 for all renewals. It also is proposing

a fee of \$45 to evaluate applications of renewal for mariners with endorsements.

If this comes to pass, an AB or QMED who has been sailing regularly and wants to renew his or her document would be charged \$80 under the proposed plan.

When a mariner renews a z-card with more than one endorsement, the Coast Guard proposes to charge only one evaluation fee of \$45. The same single-time fee will apply to mariners who submit a license, z-card or certificate of registry (used by medical personnel and pursers) for renewal at the same time.

However, if a mariner holds more than one Coast Guard-issued document and applies to renew them at separate times, the Coast Guard will charge separate evaluation fees of \$45 when the renewal applications are received.

The Coast Guard also plans to apply an examination fee of \$40 to mariners holding z-cards with endorsements if recent service requirements are not met. The agency defines recent service requirements as providing proof of one year sailing time within the previous five years.

Should a person wish to return to sailing after coming ashore for more than five years—as happened during the Persian Gulf war—a mariner would have to pay the \$35 renewal issuance fee, the \$45 application evaluation fee and an additional \$40 examination fee covering the qualified rating sought. This would amount to \$120.

'Flawed Data'

The SIU charged the Coast Guard followed "the same facially flawed data and methodology it employed to calculate fees for original [z-cards] and original and renewed licenses."

The union added, "This unfair work tax unfairly burdens American merchant seamen and boatmen who already face difficult economic times as a result of earning their livelihoods in a merchant marine that badly needs revitalizing."

Before announcing implementation of the program, the Coast Guard will study the comments it has received to determine if a public hearing or a need for revision of the plan is needed.

Proposed Dates For Z-Card Renewals

Under the Coast Guard's proposal for merchant mariner's document renewals, all z-cards will have to be updated by 1998. The federal agency has outlined a plan based on the issuance date of documents obtained before 1991. The date of issuance is located on the back of the z-card to the right of the thumb print. (Since 1991, z-cards have been issued with expiration dates posted on both the front and back of the documents.)

The following chart shows the year that merchant mariner's documents, in order to remain active, must be renewed based on issuance dates. The exact date of expiration matches the month and day of issuance.

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

Source: *Federal Register*, September 16, 1993



Chief Cook Michael Hammock presents a freshly baked farewell cake to the seven Cuban refugees and members of the *ITB Groton* crew before the ship's arrival in St. Croix.

ITB Groton Rescues 7 Cuban Refugees

Seafarers aboard the *ITB Groton* rescued seven refugees 30 miles north of Cuba adrift on a raft during twilight October 19.

According to reports from crewmembers, the vessel was sailing to the Hess Oil terminal in St. Croix, V.I. after offloading cargo in Tampa, Fla. Around 7 p.m. AB Patrick Rawley, who was standing watch, spotted an object in the distance.

Using binoculars, Captain Nicholas Colavito and crewmembers determined that what they saw was actually a group of individuals adrift on a raft, wildly waving their arms.

It took the *Groton* approximately 15 minutes to turn around and reach the raft, which consisted of eight inner-tubes tied together with pieces of steel. Once the vessel reached the raft, crewmembers lowered a Jacob's ladder and brought all seven Cubans safely aboard the integrated tug-barge. The entire rescue operation took the crew a little over an hour.

"The group had been at sea for seven days and had not eaten food or drunk water for five days," said Recertified Steward Marvin Deloatch, who sails from the port of New York. "When setting out from Cuba that first night, they only packed two air pumps, water, salt, lemons and raw fish."

The chief steward noted DEU Angel Bruno acted as an interpreter between the crew and the refugees, who spoke only Spanish. "They told us that it had taken them eight months of planning and building to escape from Cuba. They built their raft and made plans in the woods at night

in secret so that no one would discover their intention to flee Sagua La Grande Villa, Cuba." Deloatch told a reporter from the *Seafarers LOG*.

"They had even sewn the names, address and phone numbers of their relatives in Florida into the collars of their shirts."

Crewmembers provided the Cubans with clean clothes and hot meals prepared by the galley gang. "They thought the food was excellent. They told us that they had never had such amounts or quality. In Cuba they were given a few pounds of rice per month and a very minimal amount of meat," said the 36-year member of the SIU, who also provided the *LOG* with the photo accompanying this article.

"The entire crew worked very well together to bring the refugees aboard. It was a wonderful feeling to help these people who clearly just wanted a better life for themselves in America," Deloatch recalled.

The Cubans stayed on board with the crew for four days until the vessel sailed into St. Croix, where the seven refugees were turned over to federal authorities.

"They told us that they would write the ship once settled in with their families in Miami, but we probably won't ever hear from them. It is just another successful rescue by a SIU ship," noted the recertified steward.

The 692-foot-long integrated tug-barge, operated by Sheridan Transportation out of New York, transports petroleum products between the Hess Oil terminal in St. Croix and various ports along the East Coast.

OMI Charger's Captain Commends Crew for Courageous Conduct

The captain of the *OMI Charger* recently commended the vessel's crewmembers for their courageous actions immediately following a fatal explosion aboard the tanker on October 9 near the Houston Ship Channel.

"As a result of the explosion, there were many displays of courage, humanity and duties well done," Master Wayne Nason wrote. "I would like to officially commend the crewmembers, whose deeds I have direct knowledge of. . . They did not panic and all obeyed orders. If I am proud of anything, I am proud of the fact that no one was lost or hurt after the explosion occurred."

Nason then provides brief accounts of the actions of several

officers and Seafarers. He specifically mentions AB Jimmie Scheck, OMU Daniel Campbell and OMU Andrew Lopez.

Details Action

Scheck "went to his fire station and assisted Third Mate Ziegler with the hose and attempting to fight the fire. Jimmie then assisted Chief Mate Wren in pulling the pumpman off the main deck and got him to the stern for evacuation. Jimmie was ordered to evacuate. He was, as he always was onboard, an outstanding and fearless seaman."

The captain pointed out that Campbell "went to his fire station in the engine room and had the presence of mind to close down

the fire pump recirculating valve to give the deck more pressure on the fire main. He assisted . . . until he was ordered to abandon ship."

Of Lopez, Nason wrote, "He tied down the hot work fire hose to continue a stream on the flames. He, too, only left the deck when ordered to abandon ship."

The captain added, "I am sure there were others who performed well and I do not mean to slight anyone."

The circumstances leading to the accident aboard the *Charger* still are being investigated by the U.S. Coast Guard and the National Transportation Safety Board.

Through interviews with *Charger* crewmembers, federal officials have confirmed that the

blast was sparked by a welding torch used in an empty cargo tank by a member of an International Marine Services, Inc. riding crew. The agencies still are trying to determine when and how the potentially explosive atmosphere was produced.

Seafarer Perishes

The blast claimed the lives of three men: Seafarer Milton "Willie" Williams, who was sailing as a pumpman; and Keith Kelly and Roger Boutwell of the riding crew. Amazingly, only one other person, the third member of the riding crew, suffered serious injuries. Mike Buzbee sustained burns to his face and hands.

A Coast Guard spokesperson

recently told the *Seafarers LOG* that it may take several months to wrap up the investigation.

Meanwhile, the *Charger*—a 660-foot tanker which burned for more than five hours after the severe explosion—has been sold for scrap.

Correction

Due to a typographical error, an article in the November issue of the *Seafarers LOG* incorrectly listed the age of late SIU member Milton "Willie" Williams, the QMED/pumpman who died in an explosion aboard the *OMI Charger* on October 9.

Brother Williams was 46 years old.

Tuberculosis Program Begins January 1 in SIU Clinics

The Seafarers International Union—Atlantic, Gulf, Lakes and Inland Waters District—and the Seafarers Welfare Plan will begin implementing a tuberculosis (TB) research and control program in all SIU clinics as of January 1, 1994 to rapidly address the national re-emergence of the disease and protect union membership.

The program, to be put into place by the Seafarers Welfare Plan medical department, is designed to accumulate data in order to research effects on Seafarers of the disease. The new program will require a painless skin test at the time of a member's annual 1994 physical to identify if the Seafarer has been exposed to TB. The main objective of such a program is to protect SIU members from the disease by testing for possible exposure to TB germs.

"The SIU tuberculosis program will test Seafarers at the time of their annual physical to see if they have been exposed to someone with active TB at any time in the past," Dr. Kenneth Miller, director of the Seafarers Welfare Plan medical department, told a reporter from the *Seafarers LOG*. "If they have been exposed, treatment may be necessary, but that will be up to the member and his or her personal physician to determine. We are basically concerned about the current rise of TB and want to protect our members by taking every precautionary measure possible."

The TB Rise

Tuberculosis, inactive for many years in the United States, is once again on the rise. The National Institute of Allergy and Infectious Diseases (NIAID), a federal health agency involved in the research and development of guidelines for treatment of infectious diseases, cites various reasons for the resurgence of TB.

Reasons stated by the agency for the tuberculosis revival include the emergence of drug-resistant strains of the organism causing the disease, increased im-

migration to the U.S. of people from countries with a high incidence of the disease and transmission among persons in crowded living environments.

The Airborne Disease

TB is a disease spread by germs called tubercle bacilli that can float in the air. The germs are spread if a person infected with active tuberculosis of the lungs coughs or sneezes into the air. The TB bacteria are so tiny that they dry out and float on air currents for long periods in an enclosed space. TB germs are not likely to be transmitted through personal items associated with infected individuals, such as clothing, bedding, toilet seats, showers, drinking glasses, eating materials or any other items a person with the clinical disease may have touched.

"It is very important to note that this is not a disease that is easily transmitted or rapidly infectious. The skin test might reveal that a person may have been exposed to someone with TB 10 or 15 years ago, but they may never develop the active disease," said Miller.

TB germs are not transmitted through casual contact. A person must be in close contact for a long period of time with an infected individual to become affected by the germ. Miller stressed that even in this case, only 10 percent will go on to develop active tuberculosis.

Most people who breathe in the bacteria do not become infected when exposed to TB. Of those who do, most do not develop the active disease, but the germs can lie dormant in the cells lining the lungs where the body may store them. The body's immune system traps the bacteria with special germ fighters. From this point on, a lifelong balance between the infection and the human body's defense against the infection continues. An individual who has dormant TB bacteria in his or her lungs is not contagious. Only those with active TB who remain untreated are capable of infecting others.

Because Seafarers live in close quarters and deal with the same people every day for an extended period of time, Miller noted that the SIU feels it should examine the possible effect of tuberculosis on those who sail the world's waterways.

TB Testing Important

The 1994 TB screening program will take place in every SIU clinic throughout the United States. It will require members to fill out a simple questionnaire (which will include such questions as age, place of birth and places of travel, as well as family and personal history of tuberculosis) and submit to a skin test.

The skin test on the arm is the only way to tell if a person has been exposed to the germs associated with tuberculosis. When a Seafarer goes into an SIU clinic for his or her annual examination, a clinic physician will use a small needle to put testing material, called tuberculin, under the skin of the forearm. In 48-72 hours, the member will return to the SIU clinic, and the test on the forearm is examined to determine if there is a reaction. Seafarers may pick up their renewed clinic card at the time the skin test is read.

The test is positive if a bump the size of a pencil eraser or bigger appears on the arm where the tuberculin was placed. This means that the person may have been exposed to the TB germ and may require preventive treatment to avoid getting the full disease at a later time. (Seafarers receive chest X-rays as part of their annual physicals which also are used to determine the extent of TB exposure.)

"Seafarers should not wait until the last minute before getting their clinic card renewed because this TB skin test is going to take a few days. Individuals need to plan in advance and give themselves enough time," noted Miller.

A Positive Test

Seafarers will receive only the TB skin test and initial chest X-ray in the SIU clinic. If a Seafarer tests positive, he or she should seek advice and treatment from a personal physician who knows his or her past medical history and can determine what is best for that particular individual. If a Seafarer



This photograph shows a normal chest X-ray. Had there been any sign of tuberculosis, a spot would have appeared on one of the lungs.

is found to have active TB, then he or she will not be permitted to ship out until the infection is treated. However, a positive skin test does not necessarily mean that the Seafarer has active TB.

"The program will determine if an individual has been exposed to TB in the past. Based upon this determination, the individual and his or her own doctor will decide whether or not any further treatment is required," Miller stated.

Decision for Treatment

The Centers for Disease Control and Prevention (CDC) has established a specific set of guidelines used to determine whether or not a person needs to begin preventive therapy.

Among the items checked by doctors are the size of the reaction to the skin test, age and medical history of the patient and if the individual is part of a high risk group.

Based on this criteria, a doctor will make the decision whether treatment is necessary.

If deemed necessary, an individual will be prescribed an an-

tibiotic known as INH to take once per day for six months. This preventive treatment takes at least six months to a year to kill all the tuberculosis germs. A person may continue to have TB bacteria in his or her body unless eliminated with the proper medication. "A person with a latent infection will be eligible to ship out with the understanding that he or she is responsible for taking the prescribed medications as directed by the doctor," noted Miller.

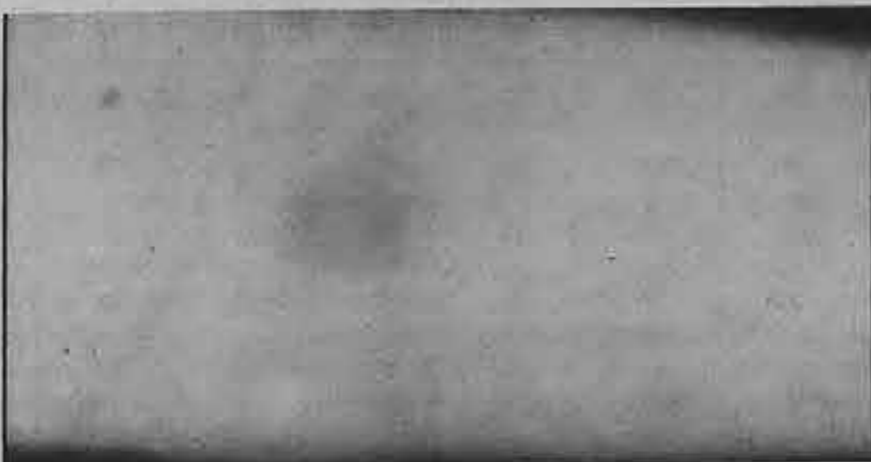
Protection for Seafarers

The SIU medical department is moving quickly to deal with any potential threat to the membership through precautionary measures such as early detection and collection of data to better analyze any trends or circumstances relating to Seafarers and the disease.

The TB screening program will remain in effect throughout 1994. In 1995, the medical department will examine the data collected to determine if tuberculosis is of significant concern for Seafarers.



A nurse measures the size of the skin reaction to a TB test administered on the forearm, like the ones Seafarers will begin taking with their annual physicals in January.



The skin test is positive if a bump the size of a pencil eraser or bigger appears on the arm where the tuberculin was placed, as shown above.

Fighting the Flu Bug in Seattle



Seafarers in the port of Seattle, including Chief Cook Veronica Cardenas (left) and Recertified Steward Gerald Shirley, take advantage of flu shots offered by the Virginia Mason Clinic, which serves as the preferred provider organization (PPO) of the Seafarers Welfare Plan in the Northwest U.S. Staff members from the Seattle PPO came to the union hall to administer the inoculations.

Membership Meeting Dates Set for 1994

Maritime reform and the future of U.S.-flag shipping... updates on the new standard contract... the battle over inland documentation... the SIU's fight to prohibit charging merchant seamen and boatmen for their z-cards...

These are just some of the topics covered this past year during monthly membership meetings conducted at SIU halls throughout the country. Seafarers can



Twice a year at the membership meeting in Piney Point, the union recognizes its newest recertified bosuns, like Monte Pereira, above.

continue staying up-to-date in 1994 by attending the monthly meetings at their respective ports. Article XXIII of the SIU Constitution recognizes its newest recertified bosuns. Pictured are deals exclusively with union meetings. The article sets out where and when meetings are conducted and who should run them. The Preamble also notes the importance when ashore of attending meetings to serve the union for those who are at sea and therefore cannot attend.

"... Bearing in mind that we are migratory, that our work takes us away in different directions from any place where the majority might otherwise meet to act, that meetings can be attended by only a fraction of the membership, that the absent members who cannot be present must have their interests guarded from what might be the results of excitement and passions aroused by persons or conditions, and that those who are present may act for and in the interest of all."

Members are asked to clip the schedule below and post it on their ships or keep it for personal reference throughout the year.



Members listen to reports on shipping, their benefits plan and upcoming elections.



AB Carson Jordan asks a question pertaining to seetime changes in the new contract during a recent meeting in the Philadelphia hall.

1994 Membership Meetings

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

* Piney Point changes created by New Year's Day, Independence Day and Labor Day holidays; Algonac change created by Veterans Day holiday; Wilmington changes created by Martin Luther King's Birthday, Presidents' Day and Paul Hall Birthday holidays.

Foreign-Flag Ships Collide Near New Orleans

The U.S. Coast Guard and the National Transportation Safety Board (NTSB) are investigating a collision which took place near New Orleans on November 6 between a cruise ship and a flag-of-convenience freighter which was carrying American grain to Russia.

The hearing began in mid-November, following a ruling by federal Judge Martin Feldman denying a request by two officers from the Netherlands-Antilles-flag passenger vessel *Noordam* who wanted to block the Coast Guard from conducting the inquiry.

Neither the *Noordam* nor the Greek-owned, Malta-flagged *Mt. Ymitos* had a pilot onboard when the ships crashed into each other at a 90-degree angle around 8:30 p.m. at the mouth of the Mississippi River's Southwest Pass. Visibility was clear at that time, Coast Guard Commander Tim Keegan told the New Orleans *Times-Picayune*.

Miraculously, there were no serious injuries aboard either ship, although both vessels sustained major damage. The *Noordam*, which was carrying 1,188

passengers and 542 crewmembers, received a 70-foot-wide dent in its right side. Within the dent is a 30-foot gash roughly 10 feet above the water line and a smaller hole about two feet above the water line.

The larger gash cut into several crewmembers' cabins, which were unoccupied at the time of the accident.

The 654-foot ship, owned by Holland America, also sustained damage on its right propeller shaft. A water main used for fire protection and a sewage pipe were broken.

Part of the *Mt. Ymitos'* bow was knocked about 20 feet inward, while a hole was opened 15 feet below the main deck. The 684-foot vessel, owned by Kassos Maritime Enterprises of Athens, had loaded soybean meal in Convent, La. and was bound for Kaliningrad in Russia.

According to press reports, during the first days of the investigation the captain of the *Mt. Ymitos*, Giorgios Fragoulis, stated that he had taken a number of steps to avoid the collision but was surprised when the cruise



U.S. Coast Guard photos by D.Schaefer

The passenger vessel *Noordam* suffered extensive damage when it collided with a flag-of-convenience ship last month at the mouth of the Mississippi River's Southwest Pass.

ship changed course while the vessels were only a half-mile apart. Fragoulis also reportedly said that someone from the *Noordam* contacted him by radio shortly after the accident and acknowledged that the *Noordam* was at fault.

Arnoldus Broekhoven, chief officer of the *Noordam*, denied that he or anyone else from the cruise ship had taken the blame. However, he and another officer from the *Noordam* reportedly said they did not see the *Mt. Ymitos* until about two minutes

prior to the collision. Both vessels still were seaworthy after the accident but were taken to shipyards for damage assessment. At press time, a spokesperson for the Coast Guard said the investigation was continuing.



The Greek-owned, Malta-flagged *Mt. Ymitos* was carrying American grain to Russia at the time of the accident.

Cruise-Ship Crew 'Ran Like Deer'

Crewmembers aboard a foreign-flag cruise ship reportedly left their passengers in the dark after the vessel collided with a flag-of-convenience freighter last month near New Orleans.

According to reports in the New Orleans *Times-Picayune*, the crew of the Netherlands-Antilles-flagged *Noordam* let at least 30 minutes elapse following the collision on November 6 before anyone informed the passengers of what had happened. Although there were no serious injuries on either ship, the contact jolted everyone aboard both vessels. Yet the 1,188 cruise-ship passengers were left to guess about the severity of the accident.

One article in the newspaper said that many passengers were "furious" regarding the initial response of the captain and crew. Passengers described the scene as "hysterical."

One person was quoted as saying she has

"nothing but contempt" for the captain because of the way he handled the situation.

Another passenger said he was in the dining room when he saw deckhands and galley personnel — all wearing lifejackets — "running like deer" to lifeboat stations, without communicating with any passengers.

However, the crew found time to quickly drape tarps over the area of the ship which sustained the most damage, the newspaper reported.

Eventually the passengers disembarked from the *Noordam* a day later than originally scheduled.

A spokesperson for Holland America, owner of the ship, told the *Times-Picayune*, "It's fortunate the accident occurred on the last day of their cruise. By that time, [the passengers] were pretty comfortable with the ship and cruising and everything."

SIU Presses for Inland Safety Regs

The SIU continues to push for legislation to improve safety conditions for boatmen working along America's inland waterways.

Two bills are under consideration by the House Coast Guard and Navigation Subcommittee. The Inland Documentation Bill (H.R. 1915) calls for all boatmen sailing on inland waterways vessels of more than five gross tons to hold Coast Guard-issued merchant mariner's documents (z-cards).

This piece of legislation — which was introduced earlier this year by Representative Gerry Studds (D-Mass.), chairman of the House Merchant Marine and Fisheries Committee — has received additional attention since the early morning September 22 accident near Mobile, Ala. when an Amtrak passenger train ran off a bridge that had been struck moments before by a barge pushed by the *MV Mauvilla*. Forty-seven people lost their lives in the accident. Reports of the investigation state the tug/barge got lost in a heavy fog, sailed into an unnavigable bayou and struck the unlit bridge. Two of the four crewmembers aboard the *Mauvilla* did not carry z-cards.

Union Noted Dangers

In testimony before the subcommittee on October 12, the SIU pointed out only the tug's

captain and pilot are required to hold documents even though all four crewmembers have navigation responsibilities.

Detailing the union's efforts since 1992 to pass legislation calling on boatmen to hold documents, Terry Turner, SIU director for legislative affairs, told the subcommittee, "For the last two years, the SIU has insisted that a potential catastrophe exists on the nation's inland waterways. No longer is this prophetic; the [Amtrak] Sunset Limited has made it all too real."

Deep sea and Great Lakes mariners possess z-cards. To acquire a merchant mariner's document, the Coast Guard requires evidence of a drug-free urinalysis, check of the National Driver Register for drunk-driving or controlled substance violations, an FBI criminal record background investigation, proof of U.S. citizenship or evidence of lawful entry and permanent residency from the Immigration and Naturalization Service and proof of employment in the industry or evidence of military service.

Z-cards are renewed every five years. In order to receive an advanced rating, such as able bodied seaman or tankerman, a boatman must pass a Coast Guard examination that indicates proficiency and knowledge of the

rating. The other bill before the subcommittee stems from the accident itself. The Towing Vessel Navigational Safety Act of 1993 (H.R. 3282) requires all inland waterway vessels to be equipped with marine charts, navigational publications, compass, radar and fathometer.

Not Fully Equipped

During the October 12, hearing representatives heard testimony that the *Mauvilla* was not equipped with marine charts, navigational tools or a compass. The Coast Guard pointed out such equipment is not required by law or agency regulations.

Subcommittee Chairman Billy Tauzin (D-La.) offered H.R. 3282 the day after the hearing to provide for the additional navigational equipment.

A union study of Coast Guard data from the late 1970s to mid-1991 revealed the leading cause for a majority (58 percent) of the accidents on inland waterways was human factors. Meanwhile, aboard U.S.-flag vessels, 36 percent of the accidents on the Great Lakes were attributable to human factors with only 31 percent on the deep seas. There are 25,777 miles of navigable inland waterways.

Action on both bills is expected to resume when Congress returns to Washington in January.



Unseasonably mild weather in the Great Lakes region means the opportunity for more work for vessels like the *Walter J. McCarthy*, pictured here steaming by the SIU hall in Algonac, Mich.

Great Lakes Ships Continue Sailing in Friendly Weather

No date for the closing of the Soo Locks has been announced because of unseasonably mild weather in the Great Lakes region.

Traditionally the locks close in mid-December because of ice accumulation on Lakes Michigan, Superior and Huron. If mild weather conditions continue, sailing could extend well into January.

Seafarers who sail on the Great Lakes have had "an exceptionally good year," said Byron Kelley, vice president of the SIU's Great Lakes region.

Kelley recalled that the last two winters have been mild, which allowed Great Lakes vessels to continue shipping operations on the lakes into December and occasionally into the new

year. "Last year a substantial number of Great Lakes vessels, such as the large carriers, sailed into the first week of January. This is a rare occurrence but we hope for more of the same this year," the SIU official stated.

Rivers and harbors along the Lakes generally start icing in the early autumn when the colder weather moves south from the Arctic. This year has been mild so far, and all projections for the Great Lakes region point to the weather pattern continuing.

Factors that contribute to the closing include cargo demand and the weather conditions. "As the temperature drops so does the demand for the cargo carried along the lakes, such as iron ore," said Kelley.

SIU-Crewed Williams Returns to States for Hull Inspection



Bringing in the docking lines are ABs Rich Barnes, Ken Chinn, Mat Donovan and Rich Hilbert.



Reviewing the new standard agreement in the *Seafarers LOG* are (left to right) QMED Art Wadsworth, QMED Michael Stearman, Deck Engine Utility Paul Charly Jr., QMED/Electrician Tony Muellersman and QMED/Pumpman Fred Caltabiano.

Aircraft Carrier Proves No Match for Navajo

For the SIU's Government Services Division crewmembers aboard the *USNS Navajo*, it was just another day on the job. However, for any of the on-lookers from San Diego to Long Beach, Calif., it was a seagoing chapter of the children's story, "The Little Engine That Could."

The *Navajo*, a Military Sealift Command-Pacific Fleet (MSCPAC) tugboat, was called upon to tow the *USS Ranger*, an aircraft carrier, up the California coast. The fleet tug displaces only 2,260 tons of water while the *Ranger* displaces 64,000 tons. Such a move had never been attempted by an MSCPAC fleet tug.

The job appeared to be a mis-



Crewmembers aboard the *USNS Navajo* secure a line to tow the *USS Ranger* from San Diego to Long Beach, Calif.

match, but the *Navajo* was up to the task, bringing the *Ranger* to the location where it will undergo hull preservation before being mothballed at the Bremerton Naval Shipyard in Washington.

Operations aboard the *Navajo* began before dawn. By 5:30 a.m., the tugboat was in the middle of San Diego harbor awaiting the *Ranger*. The aircraft carrier was decommissioned earlier in the summer after 36 years of service. The *Ranger* had served in nine combat missions from Vietnam to Somalia.

Navajo crewmembers worked as a team to secure the chain from the flight deck of the *Ranger* with 2 3/4-inch wire. Once done, the tow was underway. There were the usual creaks and groans, but no wires snapped during the voyage.

"This was business as usual, except that this was really big business," noted Captain Mark Wilson, master of the *Navajo*.

"It's amazing to watch how easy these guys make a very difficult and demanding job look," added Captain Bill Baldwin, MSCPAC marine superintendent who will take over as master of the tug next year. "It's easy to take what appears to be a routine job for granted, but that's never the case with these vessels. The crews of these ships deserve a lot of credit for the work they perform every day."

Seafarers aboard the *Pfc. Dwayne T. Williams* worked hard preparing the vessel for the shipyard as the military prepositioning ship (MPS) sailed into the United States for the first time in two years.

The U.S. Navy-owned and Amsea-operated vessel is stationed in the Pacific islands of Guam and Saipan. The SIU-crewed *Williams* sailed into Port Everglades, Fla. where SIU Representative Ambrose Cucinotta serviced the vessel and found the crew working diligently to clean the ship for its biennial hull inspection and layup in Norfolk, Va. Later this month, the *Williams* will re-load cargo in Jacksonville, Fla. and begin the voyage back to Guam through the Panama Canal.

Bosun Fred Meier sailed aboard the *Williams* from Guam to Florida and played a vital part in preparing the vessel for the shipyard.

"In getting the ship ready for the shipyard, we transported the gear down below the hatches and checked the hatches and cranes to make sure they were operating correctly. We worked hard, but the *Williams* is an incredible ship and is one of the cleanest and prettiest that I have ever been on. Our crews keep it very well maintained with waxed decks and the whole nine yards," the bosun told a reporter from the *Seafarers LOG*.

"The crew was unbelievable with everyone from the captain on down really working in complete harmony. The food also was outstanding, and the special meals that the galley gang prepared were always talked about," he added.

Meier joined the Seafarers in 1990 in the port of Jacksonville. Prior to joining the union, he worked for the U.S. Coast Guard for 26 years. He noted that once he retired, he missed sailing and

decided to return to life at sea. Bosun Meier sailed aboard the *Cape Canaveral*, also an Amsea vessel, during Persian Gulf war.

The prepositioning ship is designed to fully equip Marine expeditionary brigades with enough ammunition and supplies for 30 days. The *Williams* was one of the ships which helped the United States in its early rapid deployment of materiel to the Persian Gulf.

The ship is part of the MPS program developed under the Carter administration after the failed Iranian hostage rescue attempt. Prepositioning vessels are designed to provide rapid military deployment, complete with supplies, to any hot spot in the world. The *Williams* is a roll-on/roll-off ship built in 1984 and carries various military hardware such as earthmovers, tanks, bulldozers, ammunition, food and water as well as fuel and other items needed to supply amphibious forces.

Special sealift classes are offered at the Lundeberg School for Seafarers aboard vessels like the *Williams*. Upon completion of the training, SIU members are able to handle any special operation required—from underway

replenishment and cargo and fuel transfers at sea to helicopter operations. Deck department members also are instructed in shipboard damage control, search and rescue operations and familiarization with cranes and forklift trucks.

The *Pfc. Dwayne T. Williams* is named for a U.S. Marine who gave up his life in order to save the lives of his fellow soldiers. Williams smothered a grenade with his body during action in South Vietnam in 1968.



SA Sharon Lee Herner organizes the salad bar in the officers' mess hall before dinner is served.



Operating the docking winch aboard the *Williams* is Bosun Fred Meier.



The galley gang prepares a special lunch before the vessel goes into the shipyard. They are (left to right) Cook/Baker Deborah Koen, Chief Steward Stephen Avallone, SA Danny Mergillano, SA Robert Russell and Chief Cook Sal Torneo.



The *Pfc. Dwayne T. Williams*, docked in Port Everglades, Fla., returns to the U.S. after two years.

Eleven Bosuns Advance to Top of Deck Department

Eleven Seafarers recently advanced to the top of the unlicensed deck department when they completed the challenging bosun recertification course at the Paul Hall Center for Maritime Training and Education.

The recertified bosuns, who graduated from the highest curriculum available to SIU members sailing in the deck department, were recognized during the monthly membership meeting in Piney Point on November 8.

The bosuns received rigorous training and testing in areas such as safety, navigation and communications.

Students and Instructors

During the five-week course, the 11 Seafarers finished advanced classes in firefighting, safety and first aid as well as deck skill courses in wire-splicing, knot-tying and navigation. They practiced ship handling procedures in the Lundeberg School's simulator, which reproduces sailing conditions at sea and in ports worldwide. Additionally, the bosuns worked with trainees at the school, passing along some of the knowledge and experiences they have gained over the years.

The bosuns also received specialized training in operations unique to military ships assigned to a sealift role. This includes the



Following graduation ceremonies, members of the bosun recertification course pose for a photo with SIU officials. They are (from left, kneeling) Russell Barrack Jr., Felix Santiago, Jessie Mixon, (second row) Terry Dennis Cowans Sr., SIU Vice President Augie Tellez, Mark Lamar, SIU President Michael Sacco, Bert Gillis, Jim Rader, Frank Lyle, Giovanni Vargas, Francisco Munoz, Executive Vice President Joseph Sacco and Walter Petty.

in both the school's facilities and its curriculum. He had not been to Piney Point since he upgraded to quartermaster in the late 1970s. "I'll be back for more. I don't think I can ever get enough of this place," said the 18-year member of the SIU, who currently sails out of San Francisco.

Also included in the sealift course is what is known as search and rescue. The bosuns are trained in the operation of small boats in the event that a rescue or search for survivors of a distressed vessel at sea is necessary.

Bill Hellwege, a Lundeberg School instructor for the sealift course, said, "The search and rescue aspect of the class actually showed the bosuns what to do step by step in the event of such an occurrence. I tried to instill into the men that they are the kingpins—the ones to make it work should such a rescue become necessary. Even though all crewmembers become involved, the bosuns must lead the way, and this training ensures that they are prepared with the proper skills."

"This was a super good bunch of guys. They were excellent in all aspects. The thing that made them stand out from the rest was that they worked with the trainees and made them really feel comfortable. They reminded the trainees that they were once in the same position," he added.

Russell Barrack Jr., a 1975 Piney Point graduate, commended the instructors and curriculum of the Lundeberg School.

"Overall, the entire recertification program was excellent and great fun. Our instructor, Bill Hellwege, really knew how to relate to seamen, and his teaching was top-of-the-line," said the 37-year-old Seafarer who ships from the port of Norfolk, Va. He also encouraged others to "utilize the school because it will do everything in the world for you."

"We all worked well together and forged friendships that helped our progress through the program," noted Walter Petty, 43, from the port of Jacksonville, Fla.

Another key segment of the bosuns' course of study focused on the workings of the SIU and its various plans. The bosuns met with representatives of every department of the SIU for question and answer sessions.

For example, they conferred with officials from the union's collective bargaining department, from its governmental affairs department, from the welfare, vacation, training and pension funds and from the *Seafarers LOG*.

In addition, the bosuns studied and practiced communication techniques and leadership skills in workshop sessions with Lundeberg School instructors.

Capitol Hill Experience

Terry Dennis Cowans Sr., another 1975 Piney Point graduate, rated the trip to the union's headquarters in Camp Springs, Md. and to Capitol Hill as the high points of the recertification course. "I learned a lot about how the union and Congress work. I think that it is really important for Seafarers to know and understand what is going on politically," said Cowans, who has upgraded several times at the school. "Most of the bosuns in this program I have upgraded or sailed with before. This course has prepared me to be the best ship's chairman I can be," the 39-year-old Mobile, Ala. native added.

Similarly, Frank Lyle who sails from Houston, noted that he "enjoyed visiting the Maritime Trades Department to see what is going on politically within the maritime industry." The 37-year-old bosun has been active with the union, representing Houston on

the SIU's Tallying Committee in January to count the ballots cast by union members in voting for the national officers of the SIU.

Speaking during the graduation ceremony, Bert Gillis, a 1978 graduate of Piney Point, stressed the importance of becoming politically involved with the union. Gillis, 39, encouraged the trainees to "pay attention to the political aspects of the union because it is very important. You are important. You are our future."

Course Helps Efficiency

Francisco Munoz, 51, from the port of New York said he "loved the course. I was surprised to find there were many things that I did not know. My favorite part of the program was having access to the computer room and the library. There are all types of literature and always something more to learn."

Giovanni Vargas and Felix Santiago were friends long before they began sailing with the SIU. Both bosuns joined the union in their native Puerto Rico and, after years of sailing, renewed their friendship while at sea. Vargas, 58, joined in 1953 while Santiago, 49, joined in 1969.

"Firefighting, CPR and first aid were all new and advanced to me," Vargas told a reporter from the *Seafarers LOG*. "This is my first time at the school and my class was beautiful. I have really benefited a lot, and I can say for certain that I would not mind sail-

ing with any one of the bosuns in this class."

Santiago, like Vargas, sails from the port of New York. He said, "It is a great program and I really enjoyed it. I enjoyed learning the CPR techniques and all the different aspects of the sealift course. The information that I learned through the program is very valuable and I will not hesitate to teach others on the vessels I sail on."

Thirty-seven-year-old Jessie Mixon was taken aback by the progress of the school. He had not been to Piney Point since he graduated from the trainee program in 1974. "I am very impressed with the progress that the school and the entire facilities have made since my last visit 19 years ago," said Mixon, who sails out of the port of New Orleans.

Like Vargas and Santiago, Mixon noted that his favorite part of the course was the firefighting, CPR and first aid. "We learned skills that we all may use somewhere besides a ship. They are skills everyone should be very familiar with," he noted.

During his five-week stay, Mixon's wife came to visit, and the couple toured the Washington, D.C. area. They attended celebration ceremonies on the U.S. Capitol grounds as the statue "Freedom" was raised back to the top of the Capitol dome after months of restoration. Mixon recalled that it was "a very historical day that I will never forget."

Mark Lamar also had not been back to the school since his 1975 graduation as a Piney Point trainee. "The course as a whole was very rewarding, and I commend the professionalism of the instructors. I also think that we should always remember Paul Hall and thank him for the vision of making such a school possible," said the 41-year-old bosun who sails from the port of Seattle.



Recertified bosun Giovanni Vargas joined the union in 1953.

handling of the Hagglund crane; helicopter operations, which are critical to a vertical replenishment maneuver; damage control; underway replenishment and the use of forklifts of all sizes.

"I loved the entire class as a whole but if I had to pick one thing it would be the sealift course. The training is something that I will always use and that I never really had," said 42-year-old Jim Rader, who returned to Piney Point to upgrade for the third time by attending the bosun recertification program. Rader noted the dramatic improvements



Francisco Munoz especially enjoyed the school's computer room and library facilities.




Practicing their wire-splicing skills are Recertified Bosuns Bert Gillis (left) and Mark Lamar.




Lundeberg School instructor Bill Hellwege (left) and Bosuns Frank Lyle (right) and Terry Dennis Cowans practice the correct procedures for operating an oxygen breathing apparatus.

House Backs U.S. Ships


In voting 347-65 in favor of H.R. 2151, representatives from both political parties and from all across the country expressed their support for the U.S.-flag merchant marine and the men and women who crew the vessels (see story on page 3). Listed below are excerpts of some of the speeches delivered during the debate November 3 and 4.


Joseph Moakley (D-Mass.)

 We need a strong U.S.-flagged merchant marine for military support in times of war and for support of U.S. trade in times of peace. This legislation is an important first step toward restoring America's maritime presence.

James Quillen (R-Tenn.)

 This measure will provide employment for American merchant mariners—civilians who have proven their dedication and patriotism by their actions in every war which has threatened the well-being of the United States.

Gerald Solomon (R-N.Y.)

 Our maritime industry has been devastated in recent years by unfair foreign competition and unwise government policy. Needless to say, tens of thousands of jobs have been destroyed as a result of this, and tens of thousands more are at stake if we don't act now.

Peter Goss (R-Fla.)

 The elimination of the American merchant marine would be damaging to our economy, to our national security and to the safety of our ports. The great rush to re-register cargo ships under flags of convenience has contributed to the economic stagnation of our coastal regions, led to the decline of safety standards of ships trading in U.S. ports and made the United States dependent on foreign vessels in times of war.

William Clay (D-Mo.)

 I, for one, would prefer to keep shipboard and shipyard workers actively employed, rather than incur the revenue losses and welfare costs of giving them a pink slip. Yes, by all means, let us support maritime reform for its role in national defense.

John Duncan (R-Tenn.)

 We have the opportunity today by passing this legislation to promote U.S. jobs, U.S. shipbuilding and encouraging U.S.-flag vessel owners to stay under the U.S. flag.

Helen Bentley (R-Md.)

 Too often, particularly in peacetime, the private commercial U.S. merchant marine is the forgotten arm of our military, and its contributions in bringing price stability and competitiveness to our international trades is rarely


recognized. History has taught me to place my trust and faith into the hands of God and the American flag—not in the hands of foreign governments or foreign seamen whose lack and total absence of loyalty to the United States is already well documented in every war in which they have been employed. The United States continues to need a private fleet of merchant ships to support our armed forces.


Gerry Studds (D-Mass.)


 American goods must have the option of being carried to foreign markets on American ships. Without that option, those goods may never leave our shores. A foreign competitor, with an interest or influence in shipping, could easily eliminate competition by simply being unavailable or too expensive to ship U.S. products.

Jack Fields (R-Texas)

 We must have a U.S.-flag fleet operated by skillful mariners. The men and women who operate our U.S.-flag ships are hard working, dedicated, patriotic, taxpaying American citizens. They are well-trained individuals, among the best seafarers in the world.

William Lipinski (D-Ill.)

 As the world's largest trading nation, the United States must have a strong commercial fleet. Allowing our maritime industry to die would be a tragedy. Losing our merchant marine would threaten our economic viability and national security. We must act now.

Don Young (R-Alaska)

 I can tell my colleagues as the only person in this room, I believe, who is actually licensed to be a captain, that it is crucially important that we have American-crewed ships, captains and mates and ships built here—American ship bottoms—so we can take and move our troops and move our supplies.

Owen Pickett (D-Va.)

 This nation has neglected its merchant marine for too long. The fact that privately owned U.S.-flag commercial ships now carry less than 5 percent of this country's overseas trade should, in itself, be cause for alarm.

Maria Cantwell (D-Wash.)

 What is at stake is nothing less than the survival of the U.S. merchant marine and shipbuilding industries and America's national security.

Arthur Ravenel (R-S.C.)

 The House has the unique opportunity to save an important industry, one that has seen many sunsets in its day and one that has provided our nation an invaluable service for many years.

Alcee Hastings (D-Fla.)


 This legislation will ultimately benefit American labor and the economic and military interests of our country. We cannot allow any further depletion of our U.S.-flag merchant fleet.

Peter Torkildsen (R-Mass.)

 The U.S. merchant marine fleet has served our country well from World War II to Desert Storm. In our own interest, we must support an industry that is vital to our national security.

Lynn Schenk (D-Calif.)

 It is a mystery to many Americans, and especially to this American, why we have allowed the United States to lose its maritime primacy and supremacy—a position it has maintained for most of this century.


Randy Cunningham (R-Cal.)

 I could count on one hand the number of bills that have set aside political agenda for the good of Americans. This is one of those bills.

Gene Green (D-Texas)

 As we embark on an era of more global trade, we must realize that our maritime fleet will provide the means by which much of our future trade will be conducted.

Gene Taylor (D-Miss.)

 On the day that I was born, we were the world's greatest maritime power. Last year, this great nation did not build one merchant ship. The Croatsians, in the middle of a war, built 30. The nation of Malta built four; the nation of Vietnam built one. The Japanese built over a third of all of the ships built in the world, but this nation did not build one.

George Hochstruckner (D-N.Y.)

 We have a proud maritime heritage in these United States. If the United States is going to continue as a leader in the global economy, it will need a strong maritime industry.

Nancy Pelosi (D-Calif.)


 [The U.S.-flag merchant marine] is an important aspect of our economic independence because the United States will avoid potential dependence on foreign-flag carriers. And it is an important aspect of national security because the U.S.-flag fleet will continue to be able to meet our nation's sealift requirements.

Patsy Mink (D-Hawaii)

 We cannot look to be a leader among nations without first looking to lead our own people, to defend our own industries, to embrace our own causes and to solve our own problems.

Vic Fazio (D-Calif.)

 If we intend to expand our international exports in a global economy, we must see to it that our maritime fleet is internationally competitive with those competing countries.

Steny Hoyer (D-Md.)

 Few people in this body blink when buy-American amendments are offered to spending bills on this floor. I believe strongly that the cargo preference laws are no different.

Charles Rose (D-N.C.)

 I want to see American farmers growing corn on the high plains of America, but I want to see American bottoms carrying American grain in American-bottom ships on the high seas of the world. Why is that too much to ask for?

Martin Lancaster (D-N.C.)

 During the Persian Gulf war, we relied primarily on American sealift to get our unit equipment, ammunition and supplies to the war theater. Our merchant vessels answered the call. So did our civilian merchant mariners.

Robert Borski (D-Pa.)

 H.R. 2151 will create and preserve jobs, while preserving the vital defense capability of this nation. It will allow workers in the U.S. maritime and shipbuilding industries to compete on a level playing field with their foreign counterparts.


Christopher Smith (R-N.J.)


 In times of crisis, American-flagged ships, crewed by American citizens, are the most reliable and capable means of transporting military

cargo. We learned these lessons during the gulf war, when foreign carriers refused to enter the Persian Gulf. Our U.S. merchant fleet, however, accepted its orders and moved vital military hardware into harm's way.

Tillie Fowler (R-Fla.)

 It is crucial that we pass this legislation to preserve jobs in the maritime industry. Thousands of American jobs would be lost if these companies re-flagged, and we would also lose our position as the world's largest maritime trading force.

Tom Barlow (D-Ky.)

 H.R. 2151 is bipartisan, it is comprehensive and it is constructive. It will help rebuild our merchant marine and make it more competitive. It is vital to the future of America's maritime capability.


James Walsh (R-N.Y.)

 All the ships in the world don't mean anything if you do not have trained and, most important, loyal U.S. merchant mariners to man them.


Eliot Engel (D-N.Y.)

 It is important for us to maintain our maritime industry. We cannot afford to lose more maritime ships.

Elizabeth Furse (D-Ore.)

 We must design and put in place a sensible maritime policy, and we must do it soon or there won't be a maritime industry left to salvage.

Richard Gephardt (D-Mo.)

 The American merchant marine industry is critical to our nation's national security. We need a ready merchant marine to serve in times of national emergency. This bill assures us of a reliable, well-trained and prepared merchant marine.

Herbert Bateman (R-Va.)

 I really believe that we have developed a proposal which both maritime labor, the operators and, yes, the shipyards can, in fact, endorse.

Solomon Ortiz (D-Texas)

 This maritime reform and revitalization program is vital to the future of our U.S.-flag merchant fleet and shipbuilding industry.

House Repels Attack On Cargo Preference

The House of Representatives, in a bipartisan show of support, overwhelmed an attack by farm-state legislators on the nation's cargo preference laws by a vote of 309-109.

The decision on an amendment offered by Representatives Tim Penny (D-Minn.) and Fred Grandy (R-Iowa) directly preceded the chamber's November 4 vote in favor of legislation designed to revitalize the U.S.-flag merchant fleet.

The Penny-Grandy amendment came in the wake of the \$700 million grain deal reached between President Clinton and Russian President Boris Yeltsin in April. Since then, cargo preference foes have made several attempts in the House and Senate to restrict or cancel the amount of grain that would be carried on American-flag bottoms.

(Cargo preference laws allocate a certain percentage of government-impelled cargo to be carried aboard U.S.-flag vessels.)

"There is nothing that gives me more distress than members who will come to the floor because of a regional interest or a local economic concern, but fail to rise to what is, in my judgment, an obvious and overriding national need," stated Representative Robert Torricelli (D-N.J.).

House Majority Whip David Bonior (D-Mich.) said the purpose of the amendment was not to lower cargo preference costs, but "to drive the American merchant marine out of business."

No Lowering Standards

Responding to charges that U.S.-flag maritime operators should be forced to reduce costs because some agricultural subsidies like honey and mohair have been eliminated, Representative Jack Fields (R-Texas) asked which protections for American workers should be abolished.

Fields, the ranking member of the House Merchant Marine and Fisheries Committee, noted U.S.-flag vessels have to meet federal and state income tax laws, the National Labor Relations Act, the Fair Labor Standards Act, U.S.

Coast Guard regulations, insurance specifications and much more.

"A foreign crew, as an example, of 36 from a Third World country can be hired for \$650 per day, including benefits," the Texas Republican told his colleagues.

"The authors of this amendment want to compare U.S. shipping rates to these competitors. I cannot accept that nor should this Congress nor should the American people."

Representative Tom Lantos (D-Calif.) added, "People who work our merchant ships have to pay the same prices for everything that the rest of us do. They do not live in Third World countries. They live in the United States."

"If you want to compare the cost [of U.S.-flag vessels and crews] with Malta shipping, Liberian shipping, Panamanian shipping, where the average crewmember makes \$18 a day, then we cannot compare our regulated ships with their ships and say we need to reduce our costs," stated Wayne Gilchrist (R-Md.).

Multinational Interests

After supporters of the amendment stated they were standing up for the taxpayers of their districts, several representatives challenged the remarks.

"I want to point out that the anti-cargo preference advocates do not represent the U.S. taxpayers nor do they represent the family farmer," announced Representative Helen Bentley (R-Md.).

"They represent the agricultural conglomerates and the international grain brokerage houses owned by foreigners. They are the same companies which stand to benefit from the demise of what is left of the U.S. merchant marine because they and their subsidiaries do own fleets of foreign-flag ships that already carry over 96 percent of all agricultural exports from this country as well as other commodities."

Representative Charles Rose (D-N.C.) read a list of companies

associated with the North American Export Grain Association (NAEGA), a Washington-based trade group that long has fought against cargo preference legislation. When he completed the list, Rose noted the members "support the Penny-Grandy amendment [and] have large interests in foreign flag vessels."

Fields pointed out specific foreign-flag shipping interests among several NAEGA members. "Cargill owned or chartered an ocean-going fleet of 24 foreign-registered vessels in 1985. Continental Grain operates foreign ships through a network of subsidiaries and joint ventures. The Louis Dreyfus Corp. is half owner of Gearbulk, a liner operation based in Norway. Archer Daniels Midland announced that it is seeking a deal with the Soviet Union, trading American grain for Russian-flag ships."

Third World Concerns

"This amendment will only serve the interests of foreign ship owners and multinational grain houses with flag-of-convenience vessels who comply with minimal and loosely administered tax, safety, labor, health and environmental standards," said Representative William Lipinski (D-Ill.), chairman of the House Merchant Marine Subcommittee.

Bentley picked up on the remarks about lax environmental and safety standards. She referred to a report entitled "Ships of Shame" published by the Australian House of Representatives Standing Committee on Transportation Communication and Infrastructure.

She stated among the charges made about foreign-flag vessels in the Australian trade before the Australian legislative body were those of unseaworthy ships, poorly trained crews, careless commercial practices by marine insurers, inadequate and poorly maintained safety and rescue equipment, crewmembers unable to communicate among themselves, lack of food, beatings by officers of crewmembers, denial of pay and much more.



Seafarers show their view on NAFTA at a rally near Washington last month, one day before the House voted on the flawed trade deal.

Labor Denounces NAFTA, Will Push for Fair Trade

Continued from page 3

everyone." NAFTA later passed in the Senate by 61-38. Originally negotiated by the Bush administration, the pact will be signed by President Clinton and will take effect January 1, 1994, provided new Canadian Prime Minister Jean Chretien also signs off on the deal. Approval by Mexico, which pumped tens of millions of dollars into a pro-NAFTA public relations campaign in the United States, is a foregone conclusion.

NAFTA will eliminate tariffs and other trade regulations between the United States, Mexico and Canada. The AFL-CIO's review of the deal concludes that it will lead to massive relocation of U.S. jobs to Mexico, where businesses can take advantage of cheap labor and lax environmental standards. They also charge that NAFTA will lower the American standard of living and will not improve the plight of Mexican workers—many of whom earn as little as \$4 a day—because the pact does not contain enforceable provisions for safe working conditions, for the right of workers to freely associate or for the right to bargain collectively.

Workers Ignored in Pact

House Majority Whip David Bonior (D-Mich.), one of Congress' most active and vociferous opponents of NAFTA, said on the House floor prior to voting against the deal, "The working people who stand against this treaty don't have degrees from Harvard. They don't study economic models. . . . But they know when the deck is stacked against them."

"When jobs are lost, these are the people who have to sell their homes, pull their kids out of school and look for new work."

Referring to NAFTA's flawed side agreements on labor and the environment, which outline cumbersome and virtually useless appeals procedures, the congressman added, "This vote is about more than money and markets. It's about more than tariffs and free trade. It's about basic values. . . . It's about the dignity of work. It's about respect for human rights. . . ."

"This NAFTA is not the best we can do."

House Majority Leader

Richard Gephardt (D-Mo.), another leading figure in the push to reject NAFTA and develop a truly fair trade deal, said during the vote, "My unhappy conclusion is that this agreement is deficient and flawed."

"It does not leave us with confidence that Mexican worker wages will go up with productivity. . . . We cannot and must not expose our workers and our corporations to unfair competition. . . . We must not approve a treaty that does not put all of the labor law into the enforcement process."

Polls Show Opposition

Several polls taken during the week leading up to the House vote reflected the widespread opposition to NAFTA among U.S. citizens. For example, a CNN-USA Today Gallup poll, a Washington Post-ABC News poll and a Harris poll all showed that a strong majority of respondents either opposed the deal or were undecided.

One-hundred thirty-two of 175 House Republicans voted for NAFTA, while 157 of 259 House Democrats voted against it. One pollster was quoted by *The Washington Post* as saying the Republicans "went where their business supporters and contributors wanted them to go, but they didn't look where their voters are."

Contradicts Existing Policy

Meanwhile, at a press conference the day after the House vote, Kirkland emphasized that America's unions do not oppose free-trade policies as long as they ensure fair trading practices. He noted that the labor movement supported legislation which formerly established America's basic trade policy—"a policy, incidentally, that was contradicted and undermined by [NAFTA]."

Quoting directly from the Trade Act of 1974, Kirkland said, "The president shall not designate any country a beneficiary under this section if such a country has not taken or is not taking steps to afford internationally recognized workers rights to workers in that country."

He said that NAFTA's contradictions to existing U.S. trade law is "a fundamental reason why we opposed NAFTA. . . . This fight has not been in vain and it is not over."

Ship Bill Passed by Strong House Vote

Continued from page 3

through the years in support of America's armed forces.

"For the past 200 years, our nation's merchant marine has delivered troops and vital war supplies to every world conflict from Guadalcanal to the Persian Gulf," Fields

told his colleagues. "Our success in winning these conflicts is owed in no small part to the invaluable contributions of these mariners. Unless H.R. 2151 is approved, I have grave doubts that this fourth arm of defense will be available in the future."

Passage of H.R. 2151 was

boosted when President Clinton released a statement shortly before the debate began stating the administration would support the bill and "work with Congress to fund the Maritime Security Fleet authorized by the bill." The White House also announced it was against any changes in U.S. cargo preference laws.

Studds and Fields—along with Representatives William Lipinski (D-Ill.), the chairman of the Merchant Marine and Fisheries Subcommittee, and Herbert Bateman (R-Va.), the ranking minority member of subcommittee—introduced H.R. 2151 in May as part of a legislative package to revitalize the U.S.-flag maritime industries.

The package included four separate bills; one other has been approved by the House. Legislation designed to provide a base

for advanced shipbuilding, create a market for U.S.-built double-hull tankers and expand federal

loan guarantees for U.S. shipyards was incorporated in the Fiscal Year 1994 defense funding bill which also cleared the Senate and has been signed into law by the president.

The remaining two pieces comprising the revitalization package are still before House subcommittees. The Merchant Marine Investment Act of 1993 (H.R. 2152) would establish new financial and tax policies to create investment in new U.S.-flag vessels. The Maritime Trust Funds Act would provide the funding for H.R. 2151.



Rep. Bateman



Rep. Lipinski



SA Michael Rogers (left) talks with Bosun John Japper before the bosun signs off.



Ready for a union meeting to begin aboard the LNG vessel are (left to right) OS Jacob Mayo, OS Jack Caffey and SA Ed Grey.

No Down Time When Gemini Crew Changes in Japan

When a vessel like the *LNG Gemini* docks in Sanbuka, Japan, the situation allows for more than offloading of liquified natural gas. The port serves as an ideal location for a crew change.

The time at the dock allowed oncoming Steward/Baker Kris Hopkins the opportunity to meet with outgoing Robert Frazier to know what was happening in the galley. The same held true in the deck department when Bosun Ramli Mohammed caught up with John Japper. From all three departments, crewmembers talked with their replacements, making sure there would be continuity aboard ship

when it sailed in a few hours.

Like the other seven LNG tankers in the Energy Transportation Corporation fleet, the *LNG Gemini* sails roundtrip between Japan and Indonesia where the cargo is loaded. The average voyage is approximately 28 days.

SIU Representative Sal Aquia recently met with the crewmembers both coming on board and signing off, to update them on happenings within the union and answer any questions they might have concerning the medical benefits or the contract. He also provided the *Seafarers LOG* with the photographs for this story.



After signing on, Steward/Baker Kris Hopkins (seated left) receives a briefing from departing Steward/Baker Robert Frazier (seated right) and company representative Stefano Sanguinetti.



Showing their union colors are SA Shaun Elder (left) and QMED Jose Quinones.



QMED Aaron Thaxton reports to the *Gemini's* union meeting.



Taking care of last-minute dinner preparations for the *Gemini* crew is Chief Cook John Bukowsky.



Grabbing lunch before returning to duty is Bosun Ramli Mohammed.



AB Robert Smith checks out the galley during a coffee break.

Faust Brings High-Speed Train to U.S. for Testing

Seafarers aboard the *MV Faust* had a hand in starting Amtrak's new high-speed rail service in the northeastern United States, which began in early October.

The *Faust*, a car carrier, transported two state-of-the-art InterCity Express (ICE) passenger trains last summer for testing in the U.S. The trains were loaded in Bremerhaven, Germany and Antwerp, Belgium and then were taken to the port of Baltimore.

"Everything was very, very exact," Bosun Robert "R.J." LeRoy recently told a reporter for the *Seafarers LOG*. "All the metals were protected so that they weren't scarred in any way. Everyone did their job well and everything went smoothly."

ICE trains already operate on a daily schedule in Germany, and Amtrak plans to phase in the use of the trains for its Metroliner Service in the Washington-New York-Boston corridor. The trains, which feature spacious seating areas and a number of amenities such as attendant service, full-service dining, video information displays and fax service, have been tested at speeds exceeding 250 m.p.h. In Germany, they operate at 175 m.p.h.

Amtrak has asked the Federal Railroad Administration to grant a waiver that would allow the ICE train to operate at speeds of up to



Amtrak's new high-speed passenger train is ready to be loaded onto the *MV Faust* for testing in the northeastern United States.

140 m.p.h. in Metroliner Service—an increase of 15 m.p.h. over the current Metroliners' top average speed.

LeRoy noted that only the trains' bases were secured for the overseas transport. "There were

no straps or anything over the top, because no one wanted to damage the paint." Instead, chains with hook-points were used.

The bosun added that because of the trains' size and weight, the *Faust's* stern ramp "pretty well

had to be buttressed out to its fullest extent. . . . It was like a conversation piece when we first took it on board. I think we were a little excited about it because it's so different."

"We're pretty proud of the fact that we hauled it," said QMED James Gibson. "It got a lot of publicity, that's for sure."

Operated by International Marine Carriers, the *Faust* usually transports automobiles be-

tween the U.S. and Europe. "I'd say 90 percent of the cargo is new cars that have been purchased by military people," LeRoy said. "We also carry some household goods, small boats, tanks and Army trucks. A few months ago we hauled a catamaran that had a mast that was at least 90 feet."

Built in 1985, the *Faust* has almost 600,000 square feet of parking area and can carry about 6,000 cars.

Couple in the Union:

Varneys Enjoy Seafaring Life Together

Sam Varney and Vicki Varney are like most other married couples. They each work during the day, then look forward to spending a few hours together in the evening, when they can share dinner, recap the day's events and maybe watch some TV.

They do not have to travel very far once the work day ends, however, because they both sail aboard the *MV Faust*, a car carrier operated by International Marine Carriers. Sam is an able bodied seaman, while Vicki is a steward assistant.

They have been fortunate enough to catch several ships together. "We're never apart, but that hasn't been a detriment to our marriage," Sam says with a laugh. "Actually, Vicki and I don't publicize the fact that we are married. We just do our jobs. During the day, we hardly ever see each other anyway, since I'm on the deck and she's in the galley."

But they enjoy the evenings, as well as time on the beach. They live in northern Texas, just a few miles from the Oklahoma border.

Sam began his maritime career 10 years ago, working as an ordinary seaman on utility boats in the Gulf of Mexico. He joined the union four years ago, and notes a dramatic improvement in wages and general treatment.

He met Vicki at a Texas restaurant shortly before he joined the union—"a fluke encounter," Sam calls it. They were married soon thereafter.

A year later, in 1990, Vicki made a voyage on the *Faust* as a passenger, and that is when she got the idea to make a living at sea. "I enjoyed that trip, and I figured if I was going to be involved with a sailor, I might as well work with him!" she says. "This has worked out really well. We've been lucky enough to catch the same ship a couple of times. We've gotten to travel together and see places we otherwise wouldn't have seen."

Vicki adds that she believes it is altogether appropriate for women to work as merchant mariners. "As long as you do your job, you're okay. I think it's like

any other job. Just because you're a woman doesn't mean you should have to do any more or any less than a man does."

The *Faust* typically calls on ports in Southampton, England; Bremerhaven, Germany; and Antwerp, Belgium. The U.S. ports it visits include Baltimore, Jacksonville, Fla., Charleston, S.C. and Portsmouth, Va.

Vicki and Sam, both in their thirties, agree that the crewmembers get along quite well. "We have a mix of southerners and northerners, so everybody gets their jabs in. But really it's all in fun," says Vicki.

By contrast, the Varneys' mood was deadly serious on one of their most recent trips. As the vessel neared Antwerp, Sam was stricken with acute appendicitis. "It was pretty close," he recalls in a low tone. "At first I thought maybe I just had indigestion, but it got a lot worse."

"Antwerp was our last port before the States, and the captain arranged for a doctor. There was an ambulance waiting at the docks, and two hours later I was on the operating table."

The operation was a success, and Sam and Vicki quickly got back to their normal routine.

For Sam, that meant finding his way back to a golf course which he plays virtually every day when he is on the beach. "I play at least 18 holes a day, sometimes 27," says Sam, who is a 6 handicap.

But they soon will ship out again—hopefully together. "I'm really fortunate my wife is able to work at sea and that she enjoys it," says Sam. "We're really happy together and we both feel lucky with the way things have worked out."



AB Sam Varney and SA Vicki Varney sail together on the *MV Faust*.

Producer Crew Pigs Out



Seafarers aboard the *Sea-Land Producer* recently took advantage of outstanding weather while sailing from Long Beach, Calif. to Honolulu by having a pig roast. Pictured above, left to right, Captain Donald Coccozza, Chief Steward Donna Clemons, First Engineer Mike Carr and Chief Engineer Ed Robinson start cooking. Below (from left), AB E. O'Brien, AB Mike Tracy, Robinson and Bosun Jack Edwards sit down to enjoy the feast. Bosun Edwards provided these photos.



Riverboat Galley Gang Member Is First to Upgrade

When Sheila Pennell returns to the *Alton Belle II* Riverboat Casino in Alton, Ill. later this month, she will take with her the knowledge gained from seven weeks of upgrading in the steward department at the Seafarers Harry Lundeberg School of Seamanship.



Sheila Pennell prepares a special macaroni salad to be served for lunch in the galley at SIU headquarters in Camp Springs, Md.

Pennell is the first galley gang member from the SIU crewed riverboat to study at the facility located at the Paul Hall Center for Maritime Training and Education in Piney Point, Md. "I really did not know what to expect," she told a reporter from the *Seafarers LOG*.

"Piney Point is absolutely wonderful!" exclaimed Pennell, upon her arrival to the school early this fall. "Everyone is so nice and there is so much to learn."

The courses that Pennell completed included both classroom and on-the-job training. Topics covered preparation of meats, poultry, seafood, soups, sauces and gravies. Pennell also learned to identify meat cuts. Emphasis was placed on the basics of food preparation including sanitation, dietary values, work organization and the use of recipes.

"Everyone needs to come to Piney Point. It is such an awesome place with so much to

do even if you aren't enrolled in classes. People can even bring their families! It is a place all Seafarers need to experience for themselves," noted the Alton resident.

"Jack of All Trades"

The *Alton Belle II* docks at the SIU crewed *Alton Landing* barge, which is a three-deck barge featuring a restaurant as well as a buffet and bar for passengers to use before and after cruises. It also includes banquet rooms for special functions as well as several kiosks serving everything from pizza and popcorn to spiced shrimp.

"I do everything in the galley for the *Belle*," Pennell said. "There is never one specific assigned task as with other steward department ratings on deep sea vessels. When I first got to the school, they did not know how to classify me because of the broad range of things I prepare or plan for the riverboat," she added.

The *Alton Belle* galley gang is responsible for all food prepared for the riverboat and the *Landing*. Pennell and other members of the galley gang serve as line cooks for the restaurant and servers for banquets and the buffet. Three times a day, they prepare meats, cheeses and various breads and vegetables for the deli on the boat, as well as food for the employees' cafeteria. There also are various hors d'oeuvres served in the cocktail lounge on the second floor of the *Landing* that are prepared by Pennell and her colleagues.

When Pennell returns to the *Alton Belle*, she will begin working in a much larger, state-of-the-art galley recently completed on the third deck of the *Landing*.

"It will be so great to have more room. Right now everyone is doing everything and running into one another constantly. We are so busy that it will be wonderful to finally have all the space to do the hundreds of things that we do for the *Belle* and *Landing*," Pennell noted.

Pennell has been a union member since the employees voted in 1991 to be represented

by the SIU for purposes of collective bargaining. Before coming on board the *Alton Belle*, she worked in a greenhouse but soon realized that cooking for people was her true talent. "I used to cook for the American Legion Golf League and I really enjoyed it. When I found out that there was a cook's position available

on the *Belle*, I went for it. I really enjoy my job," she said.

In addition to upgrading at the Lundeberg School, Pennell had a chance to visit her mother in Belair, Md. for the first time in 10 years. "She did not know I was in the area, and I surprised her the first time I visited her. I will also get to spend Thanksgiving Day

with her before packing up for my return to Alton," she said.

Pennell noted that her entire trip to Maryland has been beneficial. "I recommend that all Seafarers come to Piney Point because there is something for everyone and it is truly a home away from home with SIU brothers and sisters."

Five Express Marine Boatmen Join Special Lundeberg Course

Seven Seafarers and five members of the American Maritime Officers (AMO) employed by Express Marine, Inc. last month completed special upgrading courses at the Paul Hall Center for Maritime Training and Education.

Courses covering deck, engine and steward department skills were available to the Seafarers and AMO members. Most of the curriculum, including hands-on work, was department-specific, but some training was given simultaneously to members from all three departments.

Tugboat Captain Henry Rice, 54, praised the Seafarers Harry

Lundeberg School of Seamanship's shiphandling simulator, which was used as part of the deck department course. "I got a lot out of that. It's very realistic," said Rice, who has been an SIU member since 1965.

The captain of the tug *Russell B. Murray*, which transports coal from Trenton, N.J. to Norfolk, Va. added that he was "pleasantly surprised" by his first trip to Piney Point. "I got a lot out of it, especially the firefighting and radar training," he said.

Another newcomer to the Paul Hall Center, tugboat Captain Mark Gray, said he "liked everything" about the school and the

special course. "The reviews of the fire drill procedures and medical emergency procedures were excellent," said Gray, 60, who joined the Seafarers 31 years ago. "I learned a lot."

Completing the recent upgrading courses were Seafarers Gray, Rice, Robert Batson, Wilford Holton, Russell Hudson, Robert Yates and Walton McHorney, along with AMO members Ernest Ross, Walton Keech, Donald Hernandez, Roy Gritz and Donald Fulcher.

Express Marine is based in Pennsauken, N.J. The company operates five tugs and barges which move coal up and down the East Coast.

Cargoes Vary Aboard Matsonia: Everything from Boxes to Horses

Sailing regularly between Oakland, Calif. and Honolulu, the SIU crewed *Matsonia* is one of several Matson vessels that serves as a lifeline between the U.S. mainland and island state.

The *Matsonia*, like other vessels in the fleet, is not simply a containership. "We carry a little bit of everything," noted Chief Steward Don Spangler. Among the items listed on a bill of lading are cattle, horses and automobiles, as well as containers loaded with produce and other commodities not found on the islands.

The *Matsonia*, built in 1973 and refurbished in 1987, sails every 14 days on the Oakland-Honolulu run. The vessel averages three days at the docks in Oakland and two in Honolulu because of the unusual nature of some of its cargo.

"It's a good ship with a good crew," added Assistant Cook

Gilbert Rodriguez. "We do our best to take care of them."

Under the contract with Matson, Seafarers crew the steward department. The other unlicensed crewmembers on the vessels come from Seafarers International Union of North America-affiliated unions—Sailors' Union of the Pacific for the deck department and Marine Firemen's Union in the engine room.



Asst. Cook Gilbert Rodriguez began sailing with the union 35 years ago.

Virgin Islands Thanks SIU



The many young people of the U.S. Virgin Islands who have careers as seamen are a tribute to the SIU's Lundeberg School program, said the territory's lieutenant governor, Derick Hodge (right), in a ceremony honoring organizations that have assisted young Virgin Islanders to find meaningful employment. Accepting the certificate of appreciation is Amos Peters, vice president of the SIU's industrial division.



Lading out vegetables for lunch is Chief Steward Don Spangler.

SA Juanito Fiel returns from the crew mess with dirty dishes.



The *Matsonia* stands ready to take on new cargo in the port of Oakland.



Doctoring a hot dog to order is SA Hussein Saleh.

SEAFARERS LOG

Lundeberg School Supplement

This handy version of the Lundeberg School's catalog is printed in the Seafarers LOG as a convenience to SIU members. Please keep for reference.

From School To Ship...



The Lundeberg School, located at the Paul Hall Center for Maritime Training and Education in Piney Point, Md., offers courses for Seafarers to upgrade their skills and, thus, increase their earning power.

1994 Lundeberg School Courses Guide

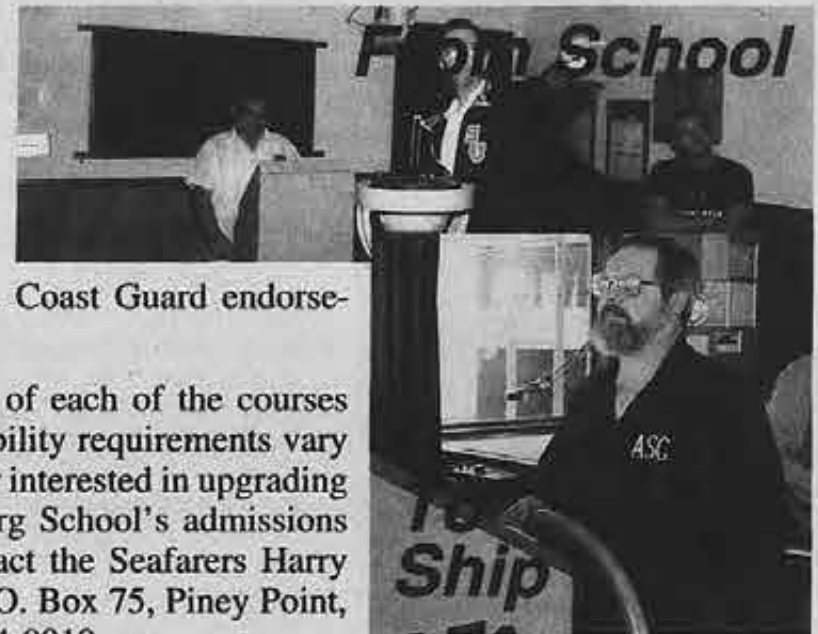
Upgrading at the Seafarers Harry Lundeberg School of Seamanship located at the Paul Hall Center for Maritime Training and Education in Piney Point, Md., pays big dividends for members when they return to their ships.

Courses at the school provide Seafarers with the knowledge, skills and background they need to perform their jobs even better. In planning for 1994, members can use this special supplement of the *Seafarers LOG* to review courses offered by the Lundeberg School. On page 18, the Lundeberg School's 1994 schedule is published. It should be noted that on occasion, because of the manpower needs of SIU-contracted operators, course dates may change. Seafarers should continue to consult each monthly edition of the *Seafarers LOG* for the most up-to-date schedules.

Courses at the Lundeberg School continually are im-

proved to keep abreast of the latest technological changes in the maritime field. The upgrading curriculum includes courses for all unlicensed shipboard ratings—deck, engine and steward—as well as some classes leading to licensed shipboard positions. Most courses lead to U.S. Coast Guard endorsements.

What follows is a brief summary of each of the courses scheduled for the coming year. Eligibility requirements vary from course to course, so any member interested in upgrading should first check with the Lundeberg School's admissions office. For further information, contact the Seafarers Harry Lundeberg School of Seamanship, P.O. Box 75, Piney Point, MD 20674-0075; telephone (301) 994-0010.



DECK DEPARTMENT COURSES

Able Bodied Seaman

This special six-week course leads to endorsement as an able bodied seaman (AB). It consists of classroom work and practical training in deck seamanship, rules of the road, marlinspike seamanship, helmsmanship, cargo handling, safety, firefighting, emergency procedures, first aid, underway and vertical replenishment, and crane and forklift truck operations.

Lifeboat/ Water Survival

The course of instruction leading to a lifeboatman certification consists of classroom work and practical training in

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. Students also learn different survival methods and use of emergency radio and distress signals.

At least three hours each day are spent outdoors in the lifeboats conducting practical exercises such as rowing/coxswain training and davit operations. Students must pass a Coast Guard examination in this course.

Bridge Management

The 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, Navy-related operations such as convoy and underway replenishment, hawser towing, pushboat towing and emergency shiphandling.

Radar Observer

The radar observer course of instruction leads to a radar observer endorsement. The U.S. Coast Guard-approved course consists of both classroom lectures and practical application, including radar theory, observation, operation and use, interpretation and plotting, advanced radar plotting, collision avoidance and navigational exercise.

Practical training includes operation of audio-visual and state-of-the art radar simulation equipment to include student control and maneuvering of a vessel, plotting courses and safely maneuvering a ship without jeopardizing the safety of other vessels.

radar navigation and basic piloting. A final exam will be given and must be passed in order to proceed to Part II.

Limited License Part II

This course will be an advanced navigation course for those students preparing to take any limited tonnage license. Students must first pass "Limited License Part I" in order to be eligible for this course. The following subjects will be covered: advanced piloting, rules of the road and weather observation. A final exam will be given and must be passed in order to proceed to Part III.

Limited License Part III

This course will be an advanced navigation course for those students preparing to take any limited tonnage license. Students must first pass "Limited License Part II" in order to be eligible for this course. The following subjects will be covered: seamanship, stability, oil spill, towing, use of CFR (Code of Federal Regulations) 33 and 46, and practice USCG exams.

Third Mate

This 13-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. This material includes all subject areas found on the Coast Guard license exam for third mates.

Limited License Part I

This course will be the basic navigation course for those students preparing to take any limited tonnage license. The following subjects will be covered in this course: chart production, bridge equipment, navigation publications, time-speed-distance, tides and currents, distance off by bearings,

Celestial Navigation

This six-week course of instruction covers the areas of sunrise-sunset-twilight, latitude observations by sun and polaris, celestial running fixes by sun-stars-planets, compass error by amplitude and azimuth, star identification, as well as care and use of the sextant. Electronic navigation also is covered.



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.

Fireman/Watertender and Oiler

The six-week course of instruction leading to endorsement as fireman/watertender, oiler (FOWT) consists of classroom instruction and practical training. Topics covered include the parts of a boiler, engine room equipment, firefighting, safety procedures, engine room procedures, operating auxiliary equipment, watchstanding and starting and securing main engines. This course prepares the student for Coast Guard General Safety, Oiler and Fireman/Watertender tests.

Pumproom Maintenance and Operations

The six-week course leads to certification in pumproom maintenance and operations. The curriculum consists of cargo properties and emergency procedures, tanker development and construction, operation and maintenance of valves and pumps, loading procedures, cargo pump operation, cargo measurement, discharging procedures, ballasting procedures, tank cleaning, inert gas systems, fire fighting and safety, pollution control and cargo control systems. Upon completion of the course, a Lundeberg School certificate of graduation will be issued.

Marine Electrical Maintenance

The eight-week course of instruction leading to certification in Marine Electrical Maintenance consists of both classroom instruction and practical shop training aimed at providing the basic skills required of the shipboard electrician. 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.

Refrigeration Systems, Maintenance and Operations

This six-week course of instruction leading to certification in refrigeration systems maintenance and operations consists of both classroom instruction and practical shop training. Topics of instruction include the 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, trouble-shooting and maintenance of ships' stores plants, air conditioning plants, cargo ventilation and dehumidifying equipment, as well as pantry refrigerators, water coolers and ice machines.

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

Refrigerated Containers Maintenance

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

The student will receive training in all phases of refrigerated container unit operation, maintenance, repair and trouble-shooting. This will include the various types of en-

gines, refrigeration systems and electrical systems.

The course is designed to help the student develop a systematic approach to trouble-shooting as well as to acquaint the student with specific maintenance procedures.

Diesel Engine Technology

This four-week course, leading to certification in diesel engine technology, consists of both classroom instruction and practical 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. Associated auxiliaries including intake and exhaust systems, lubrication and cooling systems, fuel injection and starting systems will be covered as well.

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

Welding

The course of instruction in basic welding consists of classroom and on-the-job training. This four-week course includes practical training in electric arc welding and cutting and oxy-acetylene brazing, welding and cutting. Upon completion of the course, a Lundeberg School certificate of graduation will be issued.

Basic Electronics

Basic electronics is a four-week course which helps Seafarers develop an understanding of what goes on inside the electronic boxes found aboard ship.

The topics covered include principles of analog electronics, active devices and basic digital electronics. The student will learn all aspects of circuit diagrams, and the instructor will work with each course participant individually to ensure a working knowledge of all shipboard electronic devices.

This course is an excellent way to prepare for the Marine Electronics Technician course, and is strongly recommended for those who wish to take that course but have no electrical or electronics background.

Marine Electronics Technician I & II

These 6-week courses consist of the principles of analog and digital electronics with emphasis on shipboard circuitry and communications.

Students have the opportunity to review AC and DC theory, power supplies, oscillators, amplifiers, receivers, transmitters, antennas, operating practices and regulations, digital devices and controls, digital transmission, computer based automation, and trouble-shooting of analog and digital equipment. A daily lab follows each lecture period.

Hydraulics

The course of instruction in hydraulics consists of classroom and practical training. Topics covered in this four-week course are fluids, actuators, control devices, pumps, reservoirs, symbols and hydraulic systems in marine equipment. Upon completion of the course, a Lundeberg School certificate of graduation will be issued.

Consisting of the principles of electrical control of hydraulic systems, this course covers cargo winches, deck cranes, anchor windlasses, ships' steering systems, ramps, stern ramps, fire doors and a wide variety of shipboard systems.

Electro-Hydraulic Systems

The six-week course reviews the hydraulic components and their functions as well as basic hydraulic systems. Application of electrical control and some typical shipboard electro-hydraulic equipment is also covered.

The first weeks are devoted to the electro-hydraulic deck crane, electrical relay sequenced hydraulic operation together with trouble-shooting and maintenance. The remainder of the course is devoted to other electro-hydraulic shipboard systems.

Tankerman

The four-week course of instruction leading to endorsement as a Tankerman consists of all aspects of loading, transferring and unloading various cargoes carried by tank barges. The course stresses diesel engine operation and repair with particular emphasis on all safety aspects

occurring in conjunction with the handling of fuels, asphalt and dangerous cargoes.

Deep Sea/Inland Engineering License Exam

Changes within the maritime industry and projected trends have led to modifications in the federal regulations pertaining to the licensing of merchant marine engineering offices. This has resulted in an expansion of career paths from the traditional two (inspected and uninspected) to three (unlimited, limited, and designated duty) based on qualifying experience in terms of vessel gross tonnage.

Beginning in 1991, the Lundeberg School has offered an integrated program of study open to all qualified licensed engineer candidates (unlimited, limited and designated duty).

The program of study will continue to provide instruction in all subject areas pertaining to the license sought. Additionally, Coast Guard-certified instruction will be provided in first aid, CPR and basic and advanced firefighting in order to meeting licensing requirements. The course lasts 10 weeks. A guided self-study course for the purpose of engineering license examination preparation also is available by special arrangement.

Crane Maintenance

The six-week course of instruction leading to certification in Crane Maintenance consists of classroom instruction, practical shop training and training on actual functional cranes. The training is aimed at providing the essential skills required of the shipboard or shoreside crane maintenance electrician. Topics covered are deck cranes of both single and twin pedestal types, gantry type cranes of both shipboard and port terminal type, electro-mechanical cranes, electro-hydraulic cranes, electro-hydraulics and servomechanisms, synchronous transmissions, variable speed DC drives, motor generator sets, solid state rectifiers, voltage regulators, solid state controls, brakes and limit switches, AC and DC motors, motor controllers, cab controls, crane operations, electrical schematics, wiring diagrams and print reading, electrical and mechanical troubleshooting and general crane maintenance and repair.



STEWARD DEPARTMENT COURSES

Assistant Cook Utility

Leading to certification as assistant cook, this seven-week course includes both classroom and on-the-job training. 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 and the use of recipes.

Cook and Baker

The nine-week course leading to certification as cook and baker includes both classroom instruction and on-the-job training in the bake shop and galley. Topics covered are the baking of breads, rolls, pies, cakes, cookies and breakfast pastries. The student also will concentrate on dessert and breakfast preparations, sanitation and work organization. Careful attention to recipe requirements also is highlighted.

Chief Cook

The course of instruction leading to certification as a chief cook includes both classroom and on-the-job training. Topics covered in the nine-week course are the preparation of meats, poultry, seafood,

soups, sauces and gravies. The student also will concentrate on identifying meat cuts by the use of charts. Work organization, sanitation and the use of recipes are included in the course.

Chief Steward

The nine-week course includes classroom instruction supplemented by on-the-job training. Topics covered are menu planning, work supervision, organization, typing, inventory control and requisitioning procedures. Sanitation, nutrition and safety are highlighted as well. The student will be actively involved in all phases of the school's food service supervision.

Towboat Inland Cook

Applicants in this seven-week course receive classroom and on-the-job instruction in food preparation on board towboats and tugs. Emphasis is on the basic methods of preparing all meals for a crew of six to 12 men. Work scheduling and organization, menu planning, purchasing, storage of supplies and sanitation controls are emphasized. Candidates are trained to single-handedly man a galley.



From School To Ship

ALL DEPARTMENTS—UPGRADING AND SPECIALTY COURSES

Each student attending upgrading programs at the Seafarers Harry Lundeberg School of Seamanship will participate in certain courses as part of their regularly scheduled program. Sealift Operations and Maintenance, Physical Fitness, First Aid & CPR, Union Education and Firefighting either are required or may be taken as elective courses by upgraders in all departments.

Sealift Operations and Maintenance

Because of the unique requirements of military contracts, this course is mandatory for all upgraders. For deck department upgraders, it is a four-week course; for engine and steward department students, it lasts two weeks.

The course of instruction leading to the Sealift Operations and Maintenance endorsement consists of both classroom lectures and practical application that includes underway replenishment, helicopter operation familiarization, crane operation, forklift maneuvers, damage control familiarization, and search and rescue boat operations. Upon completion of the course, a Lundeberg School certificate of graduation will be issued.

General Physical Fitness

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 weight. Aerobic and swimming programs also are available.

First Aid & Cardiopulmonary Resuscitation

Students in this class learn the principles and techniques of safety and basic first aid as well as cardiopulmonary resuscitation 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 the student with general knowledge of the chemistry of fire, firefighting equipment and materials, and techniques for using them safely. Upgraders receive 16 hours of classroom training and eight hours of practical firefighting. Upon successful completion of this course, the student is awarded a certificate of completion from the Lundeberg School which is recognized by the Coast Guard.

Advanced Firefighting

After receiving a refresher in basic firefighting to start the two-week course, students learn how to blueprint a vessel and organize emergency squads for firefighting. The course 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 training.

Industrial Relations

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

Seafarers learn how a union contract with the employer protects wages and working conditions. The rights of the union's membership as outlined in the SIU's constitution also are reviewed. Students gain an understanding of the various laws and legislative programs which promote a U.S.-flag merchant marine.

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

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 will receive instruction in spill containment booms and boom towing configurations and anchoring operations.

Also covered in the course is selection of absorbents, suction equipment and skimmers and their proper use. Upon completion of the course, a Lundeberg School certificate of graduation and the 24-hour hazardous waste operations response card, known as a "hazwoper" card will be issued.



ADULT EDUCATION PROGRAM

In addition to the upgrading courses listed in this special supplement, the Adult Education program at the Lundeberg School offers a variety of courses to assist Seafarers with study skills and basic learning procedures.

The courses offered include:

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

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

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. Enrollment is open-ended.

Developmental Studies — This one-week course will help students preview the vocabulary, math and study skills necessary for success in a vocational course. The course is designed to reduce anxiety about mastering vocational material for specific courses. This

course should be taken during the week prior to the vocational upgrading course. It is offered during specific weeks in 1994.

COLLEGE COURSES

The Lundeberg School offers two Associates of Applied Science degrees: Marine Engineering Technology for engine department members and Nautical Science for deck department personnel. If you are in the deck or engine department, you have already earned credit toward a degree. Stop by or call the Academic Depart-

ment to get more information. In addition to vocational courses, students must complete a number of general education courses to earn one of these degrees.

There are three eight-week sessions of college courses scheduled for 1994. These sessions correspond to the dates of many vocational courses so that students may enroll in an evening college course during the same timeframe.

General education course offerings are in the following fields: engineering, English, mathematics, physical science and social science.



Lundeberg Upgrading Course Schedule

The following is a course schedule for the entire new year—January through December 1994 at the Seafarers Harry Lundeberg School of Seamanship, located at the Paul Hall Center for Maritime Training and Education.

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.

Engine Department Upgrading Courses

Course	Check-In Date	Completion Date
QMED - Any Rating	January 4	March 25
	August 1	October 21
Fireman/Watertender & Oiler	January 4	February 11
	May 9	June 17
	September 12	October 21
Pumproom Maintenance & Operations	May 2	June 10
	September 5	October 14
Marine Electrical Maintenance	February 28	April 22
	July 5	August 26
Refrigeration Systems Maintenance & Operations	January 4	February 11
	March 21	April 29
	August 1	September 9
Refrigerated Containers Advanced Maintenance	May 2	June 10
Basic Electronics	January 4	January 28
Marine Electronics Technician I	January 31	February 25
Marine Electronics Technician II	February 28	March 25
Hydraulics	June 20	July 15
	October 3	November 28
Diesel Engine Technology	February 21	March 18
	June 27	July 22
Welding	January 4	January 28
	March 28	April 22
	October 24	November 18
Crane Maintenance	September 12	October 21

Deck Department Upgrading Courses

Course	Check-In Date	Completion Date
Able Bodied Seaman	January 28	March 11
	May 20	July 1
	July 15	August 26
	September 9	October 21
Bridge Management (Ship Handling)	January 14	January 28
	March 11	March 25
	May 6	May 20
	July 29	August 12
Radar Certification	October 21n	November 4
	January 7	January 14
	February 11	February 18
	March 4	March 11
	April 29	May 6
	May 20	May 27
	June 17	June 24
	July 22	July 29
Limited License, Part 1	August 19	August 26
	September 16	September 23
	October 14	October 21
	January 18	January 28
	April 11	April 22
	June 20	July 1
Limited License, Part 2	September 26	October 7
	January 31	February 11
	April 25	May 6
	July 5	July 15
Limited License, Part 3	October 10	October 21
	February 14	February 25
	May 9	May 20
	July 18	July 29
	October 24	November 4

Celestial Navigation	January 4	February 11
	March 25	May 6
	July 1	August 12
	September 9	October 21
Third Mate	April 19	August 12

Safety Specialty Courses

Course	Check-In Date	Completion Date
Oil Spill Emergency Containment & Clean-up	February 11	February 18
	March 11	March 18
	June 17	June 24
	July 1	July 8
	August 26	September 2
	October 21	October 28
Lifeboatman	January 3	January 14
	January 14	January 28
	January 28	February 11
	February 25	March 11
	March 25	April 8
	April 22	May 6
	May 6	May 20
	May 20	June 3
	June 17	July 1
	July 15	July 29
	August 12	August 26
	August 26	September 9
Basic/Advanced Firefighting	September 9	September 23
	October 7	October 21
	January 21	February 4
	March 11	March 25
Inland Basic/Advanced Firefighting	May 6	May 20
	July 8	July 22
	September 16	September 30
	November 25	December 9
	January 17	January 22
Tankerman	April 26	May 21
Sealift Operations & Maintenance	January 4	January 28
	February 21	March 18
	March 21	April 15
	May 9	June 3
	July 11	August 5
	September 5	September 30

Steward Department Upgrading Courses

Course	Check-In Date	Completion Date
Assistant Cook, Cook and Baker, Chief Cook, Chief Steward	All open-ended. Contact admissions office for starting dates.	

Recertification Programs

Program	Check-In Date	Completion Date
Steward Recertification	January 31 July 5	March 7 August 8
Bosun Recertification	March 28 October 3	May 2 November 7

SHLSS College Program

Course	Check-In Date	Completion Date
General Education College (evenings only)	January 10	March 4
Developmental Studies	January 10	January 14
	January 17	January 21
	March 7	March 11
	March 14	March 18
	March 21	March 25
Adult Basic Education	6 weeks - open ended	
English as a Second Language	6 weeks - open ended	
GED Preparation	12 weeks - open ended	

SEASONS GREETINGS



FROM FELLOW SEAFARERS, PENSIONERS FRIENDS AND FAMILY MEMBERS

The holiday greetings appearing on this page and the following three pages 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. Happy Holidays!

A

To Luzvininda
I'll always remember when we first made those vows to each other. Every quiet moment we've shared. Every challenge we've faced together. And I know that the promises we made that day will continue to mean more to us through all the years ahead. Happy 12th anniversary. Maligayang Pasko at Manigong Bagong Taon!!!
Lito (Acosta)

To Ricky Borden
Happy holidays to you and all Santa's little cable elves. Hope Christmas finds you where you wish to be, or at least ahead of schedule.
Lisa Allard

To our friends at Maritrans
Have a very happy holiday! We want to let you know you are not forgotten.
Martha, Timmy and Chad Allen

To all SIU brothers and sisters
May the holiday season bring great joy to you and yours, and a wish of prosperity in '94 to everyone. Fair winds and following seas. Peace.
Nathaniel Ayers Allin

To my wife Elisa
Happy holidays and best wishes for a prosperous new year for us together in 1994. With all my love, always,
Vern Andrews

To everyone at headquarters
Happy Thanksgiving, Merry Christmas and a Happy New Year in 1994!
Vern Andrews

To Bosun Mike Shappo and AB Joe Conlin on USNS Capella
Merry Christmas and Happy New Year to all.
Mato Anzulovich

To Chief Mate Billy Burns on SS Ultrasea
Merry Christmas and Happy New Year to all.
Mato Anzulovich

To Class 385, members, officials, staff and all the ships at sea, young Joe and family, Nini and baby-to-be, also the Virginians
Aloha, Mele Kalikimaka.
John Joseph Arnold

To all my Seafarer brothers and sisters
I wish each and every one a very Merry Christmas and a very prosperous New Year to come. Fair weather and happy sailing!
Jacki, Bobbi and Ronald Aubuchon

To the LNG fleet and management
A very happy holiday season to all and a very prosperous New Year.
Ron Aubuchon and the LNG Taurus crew

Editor's Note: The holiday greetings appearing on pages 19-22 were received by the Seafarers LOG at its office in Camp Springs, Md. and are printed here for the benefit of Seafarers and their families. The greetings that are printed are ones written in the holiday spirit. The LOG is not responsible for, nor vouches for, the accuracy or content of these greetings.

B

To "Men at Sea"
For Seamen, lights seem dim; Days seem long, and times are grim; But Christmas lights are bright; So do what you want, It's all right.
Robert Bakeman

To all ex-crewmembers on the USNS Ponchatoula
Hello to Freddie, Losckley, Joe, etc. I am doing fine, working for SIU in Puerto Rico.
Hector Barnes

To Cheryl Ann Campbell, Shelia and Ken Jr.
Wish you all a Merry Christmas and a Happy New Year. Miss and love you all "O" so much. "Sweetpea"
Kenneth Lee Biddle Sr.

To Sealift Pacific and family
Christmas at sea. In the galley, that's where I'll be. Preparing a feast for my brothers and me. Seasons greetings to them and their families. Merry Christmas guys.
Stephen A. Bird

To all Seafarers shipped from the Chicago hall and to all port agents and HQ staff
My heartiest best wishes to all for a holiday filled with happy hours and family fun. Remembering you always and Scottie Anbusson, God bless his soul.
Gerry Borozan

To Pegasus and Mo Oliver
To the two individuals who gave so much unselfishly to help me walk the walk. God bless you and yours. Your friend now and always,
Tiny (Boudreaux)

To all old and new friends
So many who have helped and believed that change is good—may the holidays find you and yours safe, happy and healthy. All my love and prayers,
Carroll Paul Boudreaux Jr.

To Tugboat Tim
You own a piece of my heart and I love you deeply. Merry Xmas, Happy New Year, Happy Anniversary. Always and forever, hopefully together.
Seamboat Ann (Anna Brenno)

To Chuck and Josie Menard
Merry Xmas and Happy New Year. Thank you for always being there. God bless, I love you. Stay warm in Ogdensburg, New York!
Anna Brenno

To Christiena Kilgore
Greetings, Tiena! I have the leather skirt and some other things I said I'd get for you. I misplaced your address. You were the best secretary I have ever had! Went to dinner in Germany and shopping in Saudi Arabia. I live in Beverly Hills. My address is as follows: Col. James T. Brodie, 421 N. Rodeo Drive, Suite 15-128, Beverly Hills, CA 90210.
Col. James Brodie (aka Abdullah)

To Stephen Brown, Randy Evans, Rod Pence, Gina Lightfoot and all our friends
Wishing all of you a very special holiday season. Hurry home, Stephen. We all miss you. Have a wonderful trip Rad-Man and Rod and Gina. See ya'll.
Gwen Brown

To 514
Merry Christmas and all that jazz. Love,
Julio Buchanan

To the crew on the American Hawaii Cruise lines
The best year ever in 1994.
J. Eric Bull

To Stephen Brown, Randy Evans and Rod Pence
Merry Christmas to my dad, Steve Brown, my good friends "Rad" Randy Evans and "Rod" Rodney Pence. I'll save you some turkey (maybe).
Jill Burson

To Stephen Brown, Randy Evans and Rod Pence
Merry Christmas pawpaw Stephen and Rad-Randy and Rodney.
Your bag babies, Stephanie and A.J. Burson

To all members, past and present
I shall pass through this world but once, therefore any good that I can do, let me do it now, for I shall not pass this way again. With that message, I wish all the SIU members—past and present—a very happy holiday season. I sure wish I could make one more trip to anywhere. Just to sail once more. Sincerely,
George E. Bush, AB retired

C

To Rose Costango and Kane
Merry Christmas and Happy New Year. Love you all.
Sergio C.

To Peter Lois (alias Pete the Fox)
Hopefully you are enjoying a nice, cold, white Xmas and you are not sweating it out on the Ivory Coast. The best the season has to offer to you and yours. God bless you, Pete.
Susanne Cake

To my son, Eric Lee Cake
Christmas is a time of love, joy and giving. While you're home . . . call your mother! ('cause without her you couldn't make a living). You are my pride and joy. Love,
Mom (Susanne Cake)

To George Hand
Love and kisses, hugs and good wishes. You are always in my thoughts and prayers. Have a good one!
Susanne Cake

To Ida Wesseln Percy and Dollie Kennedy, Christian Christianson and daughter
Happy holidays!
Cruz Tony Canedo

To all brothers and sisters of the sea, our officials and their families and all the office workers
God's love and blessings to each one of you, with our warmest Mele Kalikimaka and Haouhle Makahiki Ho!
The Canons—Feliciano, Betty, Shawn P. and Linda

To all the officials and workers of our SIU
We couldn't survive without all your help. God bless you all. Gratefully yours,
Betty S. Canon

To Debbie, Eric and Cory
Even though I'm not there in person, I'm always there in spirit. Merry Christmas and Happy New Year.
Jack W. Chapin

To Tanya Anne Chupka
The last nine Christmases since you were born have been the best! Merry Xmas. Love,
Daddy (Joseph Chupka Jr.)

To Firefighting Class 3 (May '91)
May the spirit of Christmas be with all of you this holiday season whether on the beach or out at sea. Have a Merry Christmas and a safe Happy New Year.
Wade and Terri Cocek

To the Seafarers of Wilmington
Hope all you guys are doing well and that the ship is too. Since they ended the tax on oil there, shipping should be better soon. Wish you all a very Merry Xmas and a Happy New Year. P.S. Hope everything is good with you, Jesse.
Fred Collins

To Anthony Bonin
Merry Christmas to you and your family. God bless.
Michael Shane Conway

To Jamie Watson
Mele Kalikimaka - T&D.
Dawn Coutermash

To Yvonne Desilva and Layla
I love and miss you. P.S. Drum set is in the mail!!!
Dawn Coutermash

To my family and friends
Just wanted to wish you a Merry Christmas and a Happy New Year. Missing you, with love,
Bernardo Cruz

To Seafarers
I want to tell everyone at home and on a ship: Merry Christmas and Happy New Year. I will see everyone in July 1994.
Thomas M. Curley

To Michelle Curtis
Your husband wishes you the best Christmas any wife could have without their husband, and a Happy New Year. I'll be home soon, baby. Happy holidays. Love you,
Chris (Curtis)

D

To all my union brothers and sisters
Happy holidays in the spirit of solidarity and fraternity.
Bill Daniels

Todos mis hermanos y hermanas en el SIU
Feliz navidad y prospero ano nuevo en solidaridad y confraternidad.
Bill Daniels

To Wiggie Reyes
Mele Kalikimaka Haouhle Makahiki Ho! Stay happy and healthy during this holiday season. Miss you!
Donna DeCesare

To Karen Fensel
Mele Kalikimaka Haouhle Makahiki Ho! Hope you are happy and still smiling. Miss You!
Donna DeCesare

To Rhonda Rigsby and Hazel
Hi Girlfriends!!! Great to hear from you. Hope all is well with you during this holiday season. Mele Kalikimaka Haouhle Makahiki Ho!
Donna DeCesare

To Judi Chester
Mele Kalikimaka Haouhle Makahiki Ho! I would send you a personal card but I don't have your current address. Please send it to me and keep in touch!
Donna DeCesare

To Tommy Kline
Mele Kalikimaka Haouhle Makahiki Ho! Hope all is well. Miss you!
Donna DeCesare

To Susan and Sonny Moe and Ruti and Rick DeMont
To my Magnolia Sisters and their spouses: Mele Kalikimaka Haouhle Makahiki Ho! Hope everyone is happy and healthy during this holiday season! Miss you.
Donna DeCesare

To former shipmates and friends
Seasons greetings to you. Retired in '89 with almost 47 years with SIU, now enjoying life in Mobile, Ala. but miss the San Francisco waterfront crowd.
Lee and Sheila deParlier

To Marites S. Dizon and Mariz
Merry Christmas and a very Happy New Year.
Romy Dizon

To all SIU members, active and retired
Good job on disasters around the world, saving lives. Keep pressure on runaway-flag ships. Happy holidays to all.
John W. Doyle

E

To Casey Edwards
This is the time of year when families get together. God bless you always and watch over you always, love you today, yesterday, forever. Being my son, you make me proud, and I hope all your days are filled with smooth sailings on your horizon. I love you bigger than countries and oceans. You're my "favorite port of call."
Henry B. Edwards

To Robert Sutherland
Merry Christmas and a very Happy New Year and 365 days. You're my best friend, and I wish you smooth sailing. Also to your family. Thanks for giving me inspiration, at times, when I doubted myself. You're a friend for life. And I'd like you to know that I respect and love you very much indeed.
Henry Edwards

To Stephen Brown, Randy Evans and Rod Pence
Merry Christmas, Uncle Stephen and Rad-Randy and Rodney.
Your bag baby, Jenny Erb

F

To Thomas C. Finnerty
Once again, while seeking regeneration at sea during the holidays, I wish you a Merry Christmas and prosperous New Year.
Keith W. Finnerty

To Simeon F. Ureta
Happy holiday season and the best of health. God bless.
The Flaspoller Family

To everyone in the SIU
We wish all the retired and active Seafarers and staff a Merry Christmas and a Happy New Year. We love ya.
Arthur and Elizabeth Fontaine

To Brian Fountain
Merry Christmas, daddy. All we want for Christmas is you. Lots of love. All your little ones
Rachel, Justin, Cody and Emily (Fountain)

To crew of the ITB Groton
Happy holidays and safe sailing to the crew of the Groton. Take extra special care of your mascot.
The Fountain family

To Liz Reisman
For being my confidante throughout the year... I wish you joy and plenty of cheer!! Thank you, Liz, for always being there for me!
Jack E. Freeman

To JT, Ears Thomas
Hope to see you soon on the West Coast. Hope your holidays get off with a bang. Your friend Bobby Jo Freeman from Cape Farewell can't forget you.
Bobby Jo Freeman

To the Funk family crew
Merry Xmas and Happy New Year from Peter riding the big sled, LNG Virgo, in the Far East. I love and miss you all.
Peter Funk

To Charles Banky
It's Christmastime, then New Year's alone. I find myself here. So here's a kiss to help you through. Just to say, I love you!
Judy (Gagne)

To Jess Solis
Merry Christmas and Happy New Year "Marine." You show the way. All the way.
Ray A. Garcia and family

To Dave and Michele McGath and family
Merry Christmas and Happy New Year. May all the new years to come be as special as the last. God bless.
Ray A. Garcia

To Cara Stinson and Misty Shaw
Merry Christmas and Happy New Year, girls. Love and kisses,
Jimmy G. (Garner)

To all SIU members
Merry Xmas to all my friends from Dixie Carriers. God bless the SIU retirement plan. Merry Xmas to all. Keep up the good work, Michael Sacco. Call us at (601) 863-4230 in Gulfport, Miss.
Kenneth and Audrey Garner

To family and buddies
May the season find you with good health and cheer at this time and also all through the New Year. May God bless us all.
Robert Gettridge III

To all my Seafarer friends
Merry Xmas and Happy New Year to Mr. and Mrs. Jeck Dusich, Ben Gutierrez, James and Mike Spranza, Patrick Lynch, DEO Gonzales, Marcos, Roger Linasan, Cardel Dunn, Freddie De Ramos and Romeo Quinqu.
Eddie Gomez

To Mariano Gonzalez
Merry Christmas and Happy New Year to you and your family.
William Gonzalez

To Monserate Saliva
Happy holidays to you and your wife, Luz Maria.
William Gonzalez

To Sixto Rodriguez
Happy holidays to you and your wife and children.
William Gonzalez

To all Seafarers and their families
May God's peace guard your hearts and minds.
Domingo Gordian

To my dearest wife, Teresa
Thank you for the 10 best holiday seasons a man could ask for. Looking forward to many more. I love you.
Mark A. Grendahl

To all my former tugboat shipmates
I wish you all the best for the coming year.
Charles W. Grogan

To Tom Grosskurth
Hey brother: I hope you have a Merry Christmas and a Happy New Year. I'll be home having a few pints of cheer. Don't work too hard.
John Grosskurth

To May, Melody and Patricia Hardy
Merry Christmas and Happy New Year to my beautiful wife, May, and my wonderful daughters, Melody and Patricia. I love you and miss you always.
Ross Allen Hardy

To my wonderful wife, Mrs. Harrison
I'm sending you this holiday greeting from my second home, the MV Advantage. I wish you a Merry Xmas and a Happy New Year.
Kevin Harrison

To Pamela Halkett
My bride to be. My only wish is to see you for Christmas. I love you.
Stephen Hicks

To mom, dad, Kelly, Tod, Kasey and C.P. Bergeron
Hope all have a Merry Xmas and an even happier New Year. See you in January.
Kris (Hopkins)

To Seafarers
Merry Christmas to those who served with Calmar Company's Flomar and also aboard the tanker Petrochem with my deceased brother, William A. House, who died in 1974.
Mildred House

To all my shipmates on the USNS Kane
As this is my last trip, I'll say goodbye to all my shipmates. And to a great chief engineer, thanks a lot.
Willard C. Huggins

To the crew on the USNS Kane
I want to thank the crew on the USNS Kane for the retirement party and gift, especially Joe Jenkins and Frank Waters. I'll always remember it.
Willard Huggins

To Johnnie William
We both miss you. Merry Xmas and Happy New Year to all seamen.
Rose and Neil Hunt

To the SIU membership
Greetings, especially to the old timers from WWII. Mele Kalikimaka Haouhle Makahiki Ho for my West Coast friends still hanging in.
Harry R. Huston

I

To you both
I hope you're both well. I miss you both and look forward to seeing you soon. Have a wonderful holiday. Love to all.
Brian Isenstadt

J

To my mother and sister and brother and Terrell James
Just like to wish my mother and sister and brother and Terrell James, my right hand man, a very Merry Christmas and a Happy New Year. Love,
Marvin Earl James

To my wife, Sandra, and kids
Just like to wish you all a very Merry Christmas and a Happy New Year. Wish I was there. Love,
Marvin E. James

To Nancy, Jeremy and Nick
Merry Xmas and a very Happy New Year. See ya soon "Isle of View."
Kenny (Raymond K. Jee Jr.)

To my wife, Lisa, kids Kevin and Melynn, friends Frank and Mo Martin
May the Christmas season bring you all happiness and the New Year good fortunes. Miss you all—from the LNG Aquarius.
Victor I. Jimenez

K

To Joseph Kalata
Merry Christmas. You were put on earth to accomplish a certain number of things. Right now, you are so far behind, you will never die. Warmest thoughts,
Albert Kalata

To Dennis and Sharon Tinkenberg
Best wishes for the holidays, and much happiness and good health in the New Year.
Mark J. Kalmus

To the Kalmus family
Wishing you all a Merry Christmas and lots of snow. Happy New Year and happy holidays.
Mark J. Kalmus

To Amir Kasim
Hon, though you are not here with me this holiday, you are in my heart and in my mind! Wishing you Merry Christmas and Happy New Year. Love always,
Irma (Kasim)

To Hector Guilbes
Season's greetings. El que nada no se auga.
John Katsos

To Alfonso Rivera
Season's greetings.
John Katsos

To Juan Reinosa
Season's greetings.
John Katsos

To Mark Kotajagvi
Merry Christmas. Good luck in the New Year. Wish you would reconsider Europe.
Stephen M. Kay

To Alice and Vern Bettencourt
Hope you're having a great holiday. Miss you. Love,
Steve (Stephen M. Kay)

To Gloria and Jimmy Keith, Pat and Bubba Smith, Mike Keith
I wish all my family a happy holiday, and I send love to you all and may we all have a happy New Year.
James C. Keith Jr.

To Connie and my three daughters
May this Christmas be one of our best. Hopefully I'll be there to celebrate the holidays with you. All my love,
Phil (Kleinebreil)

To crewmembers on the Dredge Long Island
With hopes that all have a Merry Christmas and Happy New Year. That we all prosper through more work under our new contract.
Phil Kleinebreil

To the family of David Ling
May you have a joyous Christmas and a Happy New Year. And good health to all through the year. Your friend and shipmate,
Phil (Kleinebreil)

L

To all my old friends
Holidays bring back memories of good times and sad times we shared. Wishing my old friends health and happiness. I love you all.
Jean LaCorte

To Marty Tighe
I didn't want to forget to include you in on the holiday cheer wherever you may be, but I'm just glad that Joel has such a fantastic SIU brother as you! Merry Christmas - Mrs. Tittlelewinx'd. P.S. GO RED WINGS!
Casey Lechel

To Joel Lechel
I'm so PROUD to finally call you my husband! This Christmas is going to be the greatest ever because you'll be home with me where you belong! I love you, Joel! Your wife,
Kassandra Lechel

To Kassandra
I want to wish you a very Merry Christmas and a Happy New Year. We're gonna have a great life together! All my love,
Joel (Lechel)

To PRMMI Shoregang
Season's greetings to all members at Elizabeth shoregang, and best of the year to come. Good luck. Happy holidays.
Anthony Leo/Dick Evans-Edison

To Captain James Shinnors and Mr. Richard Evans at PRMMI
Greetings to you and your family. Have a happy holiday season from all of us at Elizabeth shoregang.
T. Leo and crew

To Donald S. Ling
Two more grandsons to keep track of. They can't wait to see you. Hope your holidays will be safe and enjoyable.
David J. Ling

M

To El Hussiny El Naggar
Friends like you are hard to come by. Thanks for everything. I hope to see you in New York City. Happy holidays.
Nick Mageed

To Ray Gayton
May the angels give you full guidance for every step you take in life. Happy holidays.
Nick Mageed

To Mlmo Megeed
May Allah reward you and your family. Happy holiday.
Nick Mageed

To Vikk Vanburen
May this holiday bring you joy and happiness to the New Year. Please remember my spirit is always with you.
Nick Mageed

To all seamen—sailing or retired
A Happy New Year and Merry Christmas. Wishing the union remains strong—as it's always there for its members.
Geraldine R. Maldonado

To JoAnne
Merry Christmas and hopefully a better and Happy New Year. Love you,
Stan (James S. Manno Jr.)

To all my seafaring brothers, sisters, SIU faculty and family members
I wish you all a Merry Xmas and Happy New Year.
Erik R. Marlowe

To Zoraida - in Queens
I love all the family the same, but there is something special about you. You are always there when I need you, and I wish you the best in this coming year.
Tony (Martinez)

To Robert Selzer and Maryann
Wishing you both the best in this coming year. You two deserve it.
Tony Martinez

To my sister, Alice, and family in Richmond Hill, Queens
Wishing you the best on this New Year. You are the best.
Tony Martinez

To Teresa, Star, Tig and Mo'
Happy Holidays!
Charlie Mascali

To Mitch, Vernon, Billy, Adrian and the rest of the SIU world
HO - HO - HO. That's all we need. Plenty of HO's. Merry and Happy.
Nick McKnett

To Rufus Williams
Merry Xmas and Happy New Year.
Edward Merchant

To my friends and fellow seamen
Happy Holidays. Please write or call: Route #1, Box 157-B, Long Beach, WA 98631; (206) 642-3465.
Carmen Minniti

To Sedonia W. Sparks and Mom
Greetings to you, Donny. Call me. Best for all of the holiday season and a Happy New Year '94. Miss you. Your love,
A. Minors

To Mr. Gladstone Fond and Mrs. Jasper Anderson family
Season's greetings to you and your families from all of us at PRMMI shoregang. Good luck in '94. God is good.
A. Minors

To M. Wescott
Season's greetings to you, Merle, and the best for '94. Good luck. God bless you all, Pearl + Debbie + family.
A. Minors

To Brother Anthony Leo
Season's greetings to you. Wishing all of you the best for the years to come.
A. Minors

To Ms. Sina Edwards.
Greetings to you and your family. Wishing you the best for the holiday season and the coming year. Good luck and God bless you.
A. Minors

To Steven James Elkins Jr.
Happy holidays for the fourth year in a row to my wonderful fiancé. This time next year we will be spending our first Christmas as husband and wife. Love you bunches, Steve.
Andrea Mitchell

To Gloria and Carlitos and friends
Merry Xmas and Happy New Year to you, daughter, son and friends, granddaughter, grandson. May the Lord be with you all.
Carlos Mojica

To Donna M. DeCesare
Wishing you all the joy and happiness that you deserve during this holiday season. I will always love you and cherish our time spent together.
Don Montoya

To members, personnel and retirees
A Merry Xmas and a happy and prosperous New Year to all, especially Curtis Bay and Baker Whiteley employees in Baltimore—both former and present.
Charley Morris

To my SIU brothers and sisters
I wish all my ex-shipmates and Piney Point management the best of everything and much more. Merry Xmas and prosperous New Year 1994.
Jose Lopez Morales

To Jose and Alma Ochor
Have a Merry Christmas and Happy New Year in San Francisco.
Francisco Munoz

To my wife Sonia and daughters Olga and Angie
Have a Merry Christmas. Love, your loving husband and father,
Francisco Munoz

To Bernard Myers and Shirley Myers
I'd like to thank my mom and dad for being there for me when I needed them both. May Allah bless them both and may they have a Merry Christmas and Happy New Year.
Amos B. Myers

To my wife, Ernestine Myers
I'd like to first give praise to Allah, the sovereign, the holy one. And to thank Him for you, my wife and both of our health. And wishing you a Merry Christmas and Happy New Year. Your husband,
Amos B. Myers

To Cynthia
You are the greatest person in the world. Thanks for being patient and understanding. But mostly, thank you for all you added to my life. Love,
Michael (Natoli)

To my wife, Isabelle, and mom and dad
I may be far away from home, but I send you all of my best. All my love to my wife and family everywhere.
Brett Newsome

P

To all Seafarers
Happy holidays to all Seafarers who survived the sinking of the *Alcoa Partner* in 1942 and the rest of the Seafarers who sailed with me—and everybody in Piney Point.
Al Padu

To Tony Leo
Happy, healthy holidays to you and your family. Also to all the men in the shoregang.
Peter F. Patrick and Lee Patrick

To Mike and Joseph Sacco and their families
Happy, healthy holidays.
Peter F. Patrick and Lee Patrick

To union officials and their families in all ports
Merry Christmas and Happy New Year.
Peter F. Patrick and Lee Patrick

To PRMMI vessel personnel
Happy holidays to you and your families.
Peter F. Patrick

To Seafarers and retired SIU members and their families
In those we love and see each day; Others, far away; Good friends who mean so much, And those with whom we're out of touch—
Happy holidays!
Mose and Minnie Peacock Jr.

To the membership
We would like to wish all members near and far a Merry Christmas and a Happy New Year. We trust you will have nice weather. May God keep all of you safe and return you home to your loved ones.
The Petersen family (C.H., J., C.L. and C.A.)

To Jerry Lee Pike
We love you and miss you alot! Have a safe trip and come home to us. Love you,
Sheree, Andrea and Jerry II (Pike)

To SIU brothers and their families
Merry Christmas and Happy New Year!
Sonny Pinkham

To Jack C., Jack S., Kermet M., Bobby S., Jonesy, Mary Ann A., Marie and Michelle
May you and yours have a very joyous holiday season. May God bless your families.
Sonny Pinkham

To Dawn Pinkham
Hello my sweet wife. I wish I could be there with you. I love you and miss you very much. Merry Christmas, honey. All my love forever,
Mark (W. Mark Pinkham)

To the Powers family
I hope this holiday is a happy one. Sorry I can't be there. I miss you all.
Rick (David R. Powers)

To Gladys
Merry Christmas, babe. I love and miss you. You're with me always in my heart. I'll be home soon.
David (Powers)

R

To William G. Rackley
Your family wishes you a Happy Xmas and the best of New Years. Always in our hearts. God bless you and your fellow Seafarers.
Mom (Mrs. Charlotte E. Rackley), Beverly, Mary Lee, Bruce and Bobby

To Mom, Mary Lee, Bruce, Beverly, Bobby and Aunt Florence
Hello from the Philippines and may I wish my family a Merry Christmas and may 1994 be a great one for all. God bless.
William (Red) Rackley

To Nelson (Chico) Rodriguez
Season's greetings my old friend from the Philippines. May you have a Merry Christmas and a Happy New Year in 1994. Good sailing.
William (Red) Rackley

To Tom Fay, J.J., Kevin and Larayne
I would like to wish a special group of people back in my old home of Hawaii a Merry Christmas and a Happy New Year.
William (All Ports) Rackley

To Bobby Gene McMichael
Christmases have come and Christmases have gone, but I never remember you celebrating one at home. Come this year! Merry Christmas, big brother.
June M. Renfrow

To everyone—especially those who lost family members on the OMI Charger
Happy holidays and my sincere sympathy. Have a Happy New Year.
Joseph Ripley

To Mrs. Mignonette L. Roby and kids
My life has new meaning because of you guys. Through God's spirit and guidance, I pray that this holiday season be one of the most memorable ones. God bless Mignonette, Jessica and Kerry. And to Mr. and Mrs. Oliver Thomas, I love you both. Season's greetings from
Kerry T. Roby Sr.

To Susan and Girls (Filipina and Alexandria)
Wishing you all a Merry Xmas and a prosperous New Year. Lots of love,
Bartolome Romero Jr.

To the Sorrono family
Our family misses your family. It's another tropical Christmas for us. May yours be happy and chilly.
The Ruiz family

To Lupe Gracia
Happy holidays from your son Steve, little Steven, Natalie and Dominga all the way from San Juan, Puerto Rico. God bless.
The Ruiz family

To the Port of New Orleans
To Joe Perez, we're sending you some monfongo from San Juan for Christmas. We're still waiting for the crawfish! Happy New Year, too.
Steve and Dominga Ruiz

To the Port of Honolulu
Merry Christmas Larayne from San Juan, Puerto Rico. You should see the kids now!
Steve and Dominga Ruiz

To everyone I've known on the West Coast
Long time no sea. I've been living in Florida since 1988. Both my father and I are fine. Hope you all have a very happy holiday season. I should be in Long Beach by late 1994. I miss California very much. I'm going back out again. If you wish to write or call, I'm at 2604 14 St. W., #10, Bradenton, FL 34205; (813) 746-2841.
Robert A. Rush

S

To Moma Teresa, Charles and Johnny Wiley, Martie Ketchum, the class of 494, the Phillips (Baby Curtis) and all Seafarers
Happy holidays and Merry Christmas.
Rich and Serina Sadberry

To shipmates, friends, family, loved ones
May the holidays fill your year with joy and cheer! Safety and happiness at sea and ashore. May we never be lonely at sea this time of year.
Henry D. Salles

To all Seafarers - active and retired
Wishing all of you a very Merry Christmas and smooth sailing into the new year. All the best to my retired buddies.
K.B. (Sam) Samat

To all my retired friends
May this holiday season bring you a world of peace and love and a new year filled with hope and joy. Warmest wishes.
Arnold Santos



Season's greetings from the SIU members of ROS-5 status on board the *SS Curtiss* in Port Hueneme, Calif. They are, from left to right, Steward/Cook William Finhandler, Electrician Kenneth Savoie, QMED Jerome W. Greenlee and GUD/E Ken Herzstein. Not present in photo is D/E Maint. Charles L. Bowen.

To Gary Smith and family and to all my dear SIU friends
 May you have one of the happiest and most blessed Christmases ever. Whether at sea or on land, though we are miles apart, you will be in my heart. Happy New Year to all.
Betty Smith

To Spencer Smith
 We love you, Daddy. Merry Christmas.
Tausha and Terra Smith

To Chris and Brien Collins
 Hope you have a Merry Christmas and a Happy New Year. Looking forward to sailing with you guys again in the future. God bless you. Smooth sailing.
Doug Smith

To Spencer and Tausha and Terra Smith
 Have a Merry Christmas and a Happy New Year. Thanks for being there for me. God bless you. Li'l brother,
Doug Smith

To Jackie, Lenora and Jonathan
 Merry Christmas and Happy New Year. May God bless you. I'll always love and miss you. Thanks for everything. Your son and brother,
Doug Smith

To all Erie-Lackawanna tugboatmen
 Wishing all of you a healthy and happy holiday season!
"O.D." Smith and family

To Lee
 Wishing you the best Christmas and happiest New Year ever. I'm so glad we'll be spending it together. Love you,
Shari (Smithson)

To my family
 It's going to be so nice to spend the holidays with the people I care about most. Wishing you all the best in '94. Love you,
Shari (Smithson)

To Linda Boyer and my children
 Very special Christmas greetings to my lady, Linda Boyer, and to my children—Donald, Christina and Jamie Lynn. I love you ALL!
Everett W. Snow

To Bob and Robin Williams
 Thanks for being there for me all these years. I couldn't have made better friends. Season's greetings and looking forward to Florida.
Jay Speer

To Joseph W. Spell II
 Merry Christmas. May God continue to bless us and watch over you while you are away. I love you more. Love,
Christina, Spot and Barney (Spell)

To all of our friends, family and associates at sea
 God bless all of you and yours at Christmas and always. Keep Christ in your Christmas.
The Spell Family (Joel, Janis, Joe II, Christina, Joel Jr. and Taryn)

To the Spells
 Merry Christmas and Happy New Year. Hope all wishes come true for the holiday season.
Lenora, Jackie & Jon Spiers

To Donna Joyce
 Merry Christmas and Happy New Year to Terra Lynn's other grandma. Are you enjoying the sunshine?
Lenora, Jackie & Jon Spiers

To Clyde D. Smith
 Merry Christmas and Happy New year, darlin!!! Love and miss you. Looking forward to seeing you on December 27. Yes, Santa is coming to see you.
Mom, Jackie and Jon (Spiers)

To Spencer and Tausha Smith
 Merry Christmas and Happy New Year. Love ya'!!!!
Mom, Jackie and Jon (Spiers)

To Terra Lynn Smith
 Merry Christmas to grandma's little angel. Love you so much!!!
Grandma and Grandpa Spiers and Jon

To Jim Stafford on the Sugar Island
 Our thoughts and our hearts are with you always. We couldn't ask for a better husband and father. Merry Christmas. We love you.
Your wife Lisa and daughter Catie (Stafford)

To Seafarers around the world
 Holiday greetings. Good health and smooth sailing. Love to all.
Fritz A. Stephen

T
To the Taber and Darley families
 Merry Christmas and a Happy New Year to Kayla, Christopher and Paige Taber. Also to the rest of the Taber and Darley families.
Tommy and Debbie Taber

To Misty Lee Haladyna
 The best girl a guy could ever dream of. Merry Christmas. I love you infinitely. I can't wait 'til 4-31-94 so I can call you my wife!
Lee J. Toczylowski

To Reeves, Cooper, family
 I wish you all happiness and love, especially my godchild. I will return like Santa with gifts for him, I promise. I love ya! To everybody else that knows me, peace and love forever! God bless, Merry Christmas and Happy New Year.
James Tolan Jr.

U
To Simeon F. Ureta
 Love and best wishes for a happy and healthy holiday season. With many more.
The Ureta Family

V
To all my shipmates
 Many blessings and Aloha.
Suzanne Van Schoor

W
To Norm, Gus, Cara, Garret, Gino, Grant, Kenny, Bobby and Joe
 Although we may not be sailing together right now, our thoughts are with all of you. Merry Christmas and Happy New Year.
Jim and Mary Watson

To Carl
 Happy Hanukah, dear friend. Be well and happy. Hope to see you in 1994.
Jim and Mary Watson

To steward department personnel
 Merry Christmas and Happy New Year to all my students and friends.
Ed White

To Geraldine M. Travers
 Thinking of you and counting the days. I love you, honey. Have a beautiful Christmas and happy holidays. Love,
Glenn (Williams)

To everyone
 Happy holidays and best wishes to all. We hope 1994 is a prosperous year for all of you.
James Woods and Family

To Kerri
 I'm sorry I can't be with you this holiday season. I want you to know I love you and miss you very much.
Kevin (Wray)

Y
To the officers, staff and all Seafarers and their families
 May the holiday spirit of love, joy, peace be ever in your hearts at Christmas and always. God loves you, and so do I.
Leon Yearwood

Misc

To Brother Peter Patrick and family
 Season's greetings. Wishing you the best in your retired years. From all of us at the Elizabeth Shoregang, God bless you.
Elizabeth, NJ Shoregang

To SIU officials at NY and Camp Springs
 Greetings to all. God bless you and good luck for 1994.
PRMMI Shoregang

To DeeAnn Brown
 Merry Christmas Dee! We love you. We'll miss you.
Pegasus

To Steve and Dominga Ruiz and family
 I wish I could be there to deliver this message in person, but I can't. So many times during the past year, both of you have been there for me so much and so many times. Times when I thought I couldn't make it through another day. With your love and support I'm getting there. For the holidays I wish you both and the kids nothing but love and all the good things God has to offer. Love always.
Your sister Christine and family

To Michael
 Merry Christmas honey. Happy New Year too! The holidays won't be the same without you. Come home to me soon. I love you always.
Linda

To Uncle Steve, Aunt Dominga, Steven and Natalie
 We love and miss all of you very much. Have a very happy holiday. We hope Santa brings you everything you want. Uncle Steve and Aunt Dominga—thanks for everything.
Christopher, Tate and Bear

To Brother David Clarke
 We wish you a Merry Christmas full of joy and a great New Year. We thank you for your understanding and friendship. Sincerely,
Veronika and Frank

To Willie J. Cromwell
 We wish you a Happy Christmas and New Year in the company of your family. Take care of yourself.
Veronika and Frank

To Johnny Zepeda
 Christmastime comes once a year Time to remember those far and near
 Wishing you all the best
 Because you are definitely
 Different from the rest.
 Love always,
Your Princess

To Laurie
 I hope everything is working out for you. I often wonder how you're doing. Love you and miss you. Merry Christmas, Happy New Year.
Ray

To Kelster
 Hey Dude, Merry Christmas!
The Pegster

To Tommy Dowdell
 Keep comin' back. Love you. Merry Christmas.
Pegasus

To Jenny Marquis
 Merry Christmas. Love you.
Peg-a-Leg

To Dorray Saberon
 Hey Saberon. Merry Christmas.
Pegasus

To all our brothers and sisters of the sea
 Wishing all of our fellow union members a safe, happy and joyous holiday season. Good luck in the New Year. Happy sailing.
The crew of the Cable Ship Global Link

To Donna Joyce
 We love and miss you. Merry Christmas.
Your baby girls

To Steamboat Annie
 Best wishes and happy holidays to a first-class lady who's always so loving and understanding. We know the best years are still ahead! Love ya,
Tim

To Tony Curran
 Miss you. Have a wonderful holiday. SOS. Are you still working for food in N.H.?
Lauren

To Suzanne Van Schoor
 Happy holidays. Hope you are well and working for a good steward. Drop us a line sometime.
M/V Lummus

To big, bad Merchant Marines
 Pleasant sailing, Merry Christmas and Happy New Year. Fret not. You'll soon be home with your families.
Barbi

To Big Brother Larry and Sister Kimmi
 Happy, Happy, Joy, Joy and Merry Christmas. I've got you babes!
Barbi

The Clucas family
 Although far away, I may be, a very Merry Christmas from me. Love always,
Barbi

To mommy and daddy
 Merry Christmas. I love you.
Barbi

To J.J.P.
 "Keep feedin' that pesky white dog!!" Can't hardly - (but will) wait 'til Mardi Gras '94!! Miss you much,
Chris

To fellow upgraders
 Thank you for being so nice to me. Merry Christmas.
Dakota

To Marilyn, Corey, Allie and Ruthy Joe
 Thanks for hanging in there while I've been away so long. Love you,
Dad

To mom and dad (Gerri and Bernie)
 Merry Christmas and God bless. Your daughter,
Dorray

To Dakota, mom and family
 Happy holidays. God bless you always. Love,
Cheryl

To Phillip Yaros
 Merry Christmas! We love and miss you! Have fun over the holidays. We'll see ya soon for Christmas #2. Keep in touch!
Terry and Ed

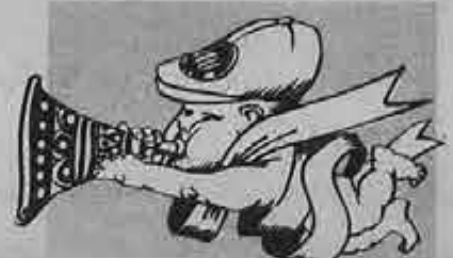
To Phillip Yaros
 Happy Thanksgiving, Merry Christmas. We all love and miss you. We'll keep up the tree! You're in our hearts. Be careful. God bless. Love you,
Pat and kids

To Stanley M. Williams
 Merry Christmas! We love you! We miss you! See you soon!
Donna, Morgan, Destiny

To Rodney J. Pence
 Wishing for a Christmas with you! We love you! We miss you! We will have the best Christmas ever when you get home! Love you,
Scotty, Kerstyn, Keeley and Kelly



Merry Christmas and Happy New Year from the galley gang aboard the *Sea-Land Trader*. Joining in the holiday wishes are, from left to right, Chief Cook Richard Manalo, Steward/Baker Joe Johnson and Steward Assistant Lloyd Lawrence.



Seafarers International Union Directory

Michael Sacco
President
John Fay
Secretary-Treasurer
Joseph Sacco
Executive Vice President
Augustin Tellez
Vice President Collective Bargaining
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
5201 Auth Way
Camp Springs, MD 20746
(301) 899-0675

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

BALTIMORE
1216 E. Baltimore St.
Baltimore, MD 21202
(410) 327-4900

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

HONOLULU
606 Kalihii 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
(205) 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
675 Fourth Ave.
Brooklyn, NY 11232
(718) 499-6600

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

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

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

PORT EVERGLADES
2 West Dixie Highway
Dania, FL 33004
(305) 921-5661

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

SANTURCE
1057 Fernandez Juncos Ave.
Stop 16 1/2
Santurce, PR 00907
(809) 721-4033

SEATTLE
2505 First Ave.
Seattle, WA 98121
(206) 441-1960

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

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

Dispatchers' Report for Great Lakes

OCTOBER 16 — NOVEMBER 15, 1993

Port	CL—Company/Lakes			L—Lakes			NP—Non Priority			**REGISTERED ON BEACH		
	Class CL	Class L	Class NP	Class CL	Class L	Class NP	Class CL	Class L	Class NP	Class CL	Class L	Class NP
Algonac	0	17	3	0	37	6	0	27	5			
Algonac	0	6	2	0	18	3	0	16	6			
Algonac	0	5	1	0	7	4	0	5	2			
Totals All Departments	0	40	16	0	62	13	0	65	32			

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

Dispatchers' Report for Inland Waters

OCTOBER 16 — NOVEMBER 15, 1993

Region	*TOTAL REGISTERED			TOTAL SHIPPED			**REGISTERED ON BEACH		
	Class A	Class B	Class C	Class A	Class B	Class C	Class A	Class B	Class C
Atlantic Coast	5	0	0	2	0	0	36	2	0
Gulf Coast	9	1	15	2	0	7	11	0	29
Lakes & Inland Waters	21	0	0	11	0	0	36	0	0
West Coast	0	0	26	76	0	89	3	0	79
Totals	35	1	41	91	0	96	86	2	108
Region									
Atlantic Coast	1	0	0	1	0	0	2	1	0
Gulf Coast	2	0	5	0	0	1	2	0	4
Lakes & Inland Waters	15	0	0	4	0	0	28	0	0
West Coast	0	0	0	0	0	0	0	0	0
Totals	18	0	5	5	0	1	32	1	4
Region									
Atlantic Coast	1	0	0	0	0	0	2	0	0
Gulf Coast	2	0	3	0	0	0	3	2	11
Lakes & Inland Waters	3	0	0	2	0	0	8	0	0
West Coast	1	0	3	2	0	5	2	1	7
Totals	7	0	6	4	0	5	15	3	18
Totals All Departments	60	1	52	100	0	102	133	6	130

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

Important Notice to Seafarers and Their Families

In order to assist the Seafarers Welfare Plan process claims for out-patient dependent care more rapidly, the plan reminds SIU members and their families to attach to the claim form a copy of the member's most recent discharge as proof of seafaring. Before members return to their vessels, the Seafarers Welfare Plan reminds them to make copies of the discharges and leave them with extra claims forms at home in case of family emergencies. Claims forms are available at all SIU halls or by writing the Seafarers Welfare Plan at 5201 Auth Way, Camp Springs, MD 20746.

UNITED STATES COAST GUARD
Certificate of Discharge
to Merchant Seaman

Serial No. 1874311

Name of Seaman: [Signature]
Signature of Master: [Signature]
Date of Discharge: 03-26-93
Place of Discharge: PORTLAND, OR.
Name of Ship: SS THOMPSON PASS
Name of Employer: INTEROCEAN MGMT. CORP.
Official No.: 586131
Class of Vessel: STEAM (Steam, Motor, Sail or Barge)
Nature of Voyage: COASTWISE (Foreign, Intercoastal or Coastwise)

Noted: This form is required by law 46 USC 643. Failure to submit can result in a civil penalty of \$50 for each offense as prescribed by 46 USC 643(a).

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

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

Joining the growing number of SIU pensioners this month are 14 Seafarers who have retired to the beach after many years of sailing the world's seaways.

Brother Charles Jordan has been a Seafarer longer than any of the others, having joined the union in 1945 in the port of Mobile, Ala.

Brother Ernest Bryan completed the bosun recertification program at the Harry Lundeberg School of Seamanship in 1974 while Brother Carroll Kenny completed the steward recertification in 1986.

Nine of the 14 retiring their books attended upgrading courses in Piney Point, Md. at least once during their seafaring careers.

Brief biological sketches of Brothers Bryan and Kenny as well as the others follow.

DEEP SEA



ERNEST BRYAN, 65, signed on with the Seafarers in 1955 in the port of New York. A native of

Freeport, Texas, he successfully completed the bosun recertification course at the Lundeberg School in 1974. Brother Bryan retired to Sequin, Texas.

JOSE CARABALLO, 48, joined the union in 1969 in the port of New York. Born in Fajardo, P.R., he sailed as a DEU. Brother Caraballo upgraded at the Lundeberg School in 1982. He resides in Brooklyn.



WILLIAM DOUGLAS, 65, joined the SIU in 1961 in the port of New York. Born in Petrolia, Ontario, he

sailed in the deck department. Brother Douglas upgraded at Piney Point in 1979. He served in the U.S. Army from 1950 to 1953. Brother Douglas resides in Las Vegas.

CHARLES JORDAN, 65, began his sailing career with the Seafarers in 1945 in the port of Mobile, Ala. An Alabama native, he sailed as a DEU. Brother Jordan upgraded at the Lundeberg School in 1975. He retired to Mobile.



CARROLL KENNY, 66, joined the union in 1948 in the port of New York. Born in Burtrum, Minn., he

successfully completed the steward recertification program at Piney Point in 1986. Brother Kenny served in the U.S. Army from 1951 to 1977. He lives in Hephzibah, Ga.

JOSEPH KORCHAK, 65, signed on with the SIU in 1969 in the port of New York. A native of



Star Junction, Pa., he sailed in the deck department. Brother Korchak upgraded frequently at the Lundeberg School. He served in the U.S. Navy from 1946 to 1947. He resides in Ridgefield, N.J.



THOMAS MARKHAM, 62, joined the Seafarers in 1957 in the port of Seattle. A North Carolina native, he sailed in the

deck department. Brother Markham served in the U.S. Army from 1948 to 1951. He calls Seattle home.

OSCAR MARTINEZ, 66, began his sailing career with the union in 1975 in the port of



Yokohama, Japan. Born in the Philippines, he sailed in the deck department. Brother Martinez retired to San Francisco.



RICHARD MCCAUSLAND, 66, joined the SIU in 1967 in the port of Seattle. A native of Pennsylvania, he sailed as a chief cook. Brother McCausland upgraded frequently at Piney Point. He served in the U.S. Army and the U.S. Coast Guard between 1944 and 1952. He lives in Barnett Banks, Fla.

BOBBIE McMICHAEL, 65, became an SIU member in 1958 in the port of New Orleans. A native of Hattiesburg, Miss., he sailed as



an FOWT. Brother McMichael served in the U.S. Navy from 1946 to 1952. He calls Reno, Nev. home.



EUELLE SCROGGINS, 66, joined the union in 1947 in the port of New York. Born in Alabama, he sailed in the deck department. Brother Scroggins retired to Houston.

FRIDTJOF STEELREATH, 65, began his sailing career with the SIU in 1971 in the port of



Mobile, Ala. A Charlottesville, Va. native, he sailed in the deck department. Brother Steelreath upgraded at the Lundeberg School in 1981. He served in the U.S. Navy from 1947 to 1950 and in the U.S. Air Force from 1952 to 1969. He resides in Theodore, Ala.

INLAND



JAMES MCCAURENCE JR., 67, joined the Seafarers in 1950 in the port of New Orleans. A native of

New York City, he sailed in the deck department. Brother McClarence served in the U.S. Marine Corps in 1946. He calls New Orleans home.

WILLIAM QUINN, 62, joined the union in 1977 in the port of Norfolk, Va. Born in Upper



Chester, Pa., he sailed in the steward department. Brother Quinn served in the U.S. Navy from 1951 to 1955. He retired to Virginia Beach, Va.

Correction



In last month's edition of the Seafarers LOG, new pensioner Angelo

Romero was incorrectly identified as a recertified bosun. Brother Romero successfully completed the steward recertification course at the Seafarers Harry Lundeberg School of Seamanship in 1983. Brother Romero retired to Brooklyn, NY.

SUMMARY ANNUAL REPORT FOR SEAFARERS PENSION TRUST

This is a summary of the annual report of the Seafarers Pension Trust EIN 13-6100329 for the year ended December 31, 1992. 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 \$29,054,441. These expenses included \$3,315,236 in administrative expenses, and \$25,739,205 in benefits paid to participants and beneficiaries. A total of 24,108 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 \$493,711,389 as of December 31, 1992 compared to \$478,001,893 as of January 1, 1992.

During the plan year, the plan experienced an increase in its net assets of \$15,709,496. This increase included unrealized appreciation in the value of plan assets; that is, the difference between the current value of assets at the beginning of the year plus the cost of any assets acquired during the year less the current value of assets at the end of the year. The plan had total income of \$44,763,937, including employer contributions of \$12,283,861, gain of \$3,659,232 from the sale of assets, earnings from investments of \$28,817,178 and other income of \$3,666.

MINIMUM FUNDING STANDARDS

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

YOUR RIGHTS TO ADDITIONAL INFORMATION

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

1. An accountants' report,
2. Assets held for investment,
3. Actuarial information regarding the funding of the plan,
4. Service provider and trustee information,
5. Reportable transactions.

To obtain a copy of the full annual report, or any part thereof, write or call the office of Mr. Nicholas J. Marrone who is the plan administrator, 5201 Auth Way, Camp Springs, MD 20746, (301) 899-0675. The charge to cover copying costs will be \$3.20 for the full annual report, or \$1.10 per page for any part thereof. You also have the right to receive from the plan administrator, on request and at no charge, a statement of the assets and liabilities of the plan and accompanying notes, or a statement of income and expenses of the plan and accompanying notes or both. If you request a copy of the full annual report from the plan administrator, these two statements and accompanying notes will be included as part of that report. The charge to cover copying costs given above does not include a charge for the copying of these portions of the report because these portions are furnished without charge. You also have the legally protected right to examine the annual report at the main office of the plan at 5201 Auth Way, Camp Springs, MD 20746 and at the U.S. Department of Labor in Washington, DC, or to obtain a copy from the U.S. Department of Labor upon payment of copying costs. Requests to the Department should be addressed to: Public Disclosure Room N4677, Pension and Welfare Benefit Programs, U.S. Department of Labor, 200 Constitution Avenue, N.W., Washington, DC 20216.

SUPPLEMENTAL INFORMATION

In accordance with Department of Labor Regulations the net realized gain of \$3,659,232, as shown above, is computed on the "market-to-market basis"—the difference between the sales price and the market value of an asset as of January 1, 1992; or if the asset was both acquired and disposed of within the plan year, it is the difference between the purchase and sales price.

The net appreciation in fair value of investments of \$5,803,137 as shown on the financial statements includes a net realized gain of \$13,507,985, the difference between the sales price and the original cost of the asset.

New Year's Resolution: Apply for Scholarship

What better way to celebrate the new year—1994—than by making a resolution to continue your education.

To get the ball rolling, start the application process now. By completing the entry form and other necessary paperwork, a Seafarer, his or her spouse and unmarried dependent children may be eligible to receive a Seafarers scholarship.

Seven scholarships will be awarded in 1994. Three are reserved for SIU members; the other four will be awarded to spouses and dependent children of Seafarers.

Eligibility requirements are spelled out in a booklet which contains an application form. It is available by filling out the coupon below and returning it to the Seafarers Welfare Plan.

Once all the paperwork (which includes an autobiographical statement, photograph, certified copy of birth certificate, high school transcript, letters of reference and SAT or ACT results) has been completed and the application form is filled out, the entire package should be sent to the Seafarers Welfare Plan on or before April 15, 1994.

Please send me the 1994 SIU Scholarship Program booklet which contains eligibility information, procedures for applying and the application form.

Name _____

Book Number _____

Address _____

City, State, Zip Code _____

Telephone Number _____

This application is for: Self Dependent

Mail this completed form to Scholarship Program, Seafarers Welfare Plan, 5201 Auth Way, Camp Springs, MD 20746.

Digest of Ships Meetings

The Seafarers LOG attempts to print as many digests of union ship-board 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.

CHARLES L. BROWN (Transoceanic Cable), August 27—Chairman **Jeremiah Harrington**, Educational Director **W. Carroll**. Chairman announced payoff in Honolulu and reported vessel will remain on cable repair standby status. He also noted repairs scheduled for October may be postponed. Educational director reminded crewmembers not to overload washers and dryers and to avoid using too much detergent that could overflow onto deck. Treasurer reported \$500 in ship's fund. No beefs or disputed OT reported. Crew requested new movies and another pay phone on dock for members' use.

CHARLESTON (Apex Marine), September 19—Chairman **Anthony Mahen**, Secretary **G. Melvin**, Educational Director **G. Montgomery**, Deck Delegate **Gregorio Ortiz**, Engine Delegate **Thomas McArdle**, Steward Delegate **Angel Correa**. Chairman reported *Seafarers LOGs* received. Educational director urged members to upgrade at Piney Point. No beefs or disputed OT reported. Crew stated ice machine in crew mess needs repair. Next port: Wilmington, Calif.

DUCHESS (Ocean Shipholding), September 19—Chairman **Ronald Dalley**, Secretary **James Tucker**, Educational Director **Olifidio Esquivel**, Engine Delegate **Willie Frank**, Steward Delegate **Miguel Aguilar**. No beefs or disputed OT reported. Crewmembers requested new washing machine for laundry room.

GALVESTON BAY (Sea-Land Service), September 12—Chairman **Carlton Hall**, Secretary **R.D. Bright**. Chairman asked crew to help keep ship clean. Crew asked contracts department to send information concerning SIU retirement plan. No beefs or disputed OT reported.

HUMACAO (Puerto Rico Marine), September 7—Chairman **L. Rodrigues**, Secretary **G. Rios**. Chairman reported union representative came aboard ship to read new contract. Crew asked contracts department to find out why sailing board is continually changed when docked in port of San Juan.

ITB GROTON (Sheridan Transportation), September 29—Chairman **Neil Matthey**, Secretary **Marvin Deloatch**, Educational Director **A. Alexakis**, Engine Delegate **Angel Bruno**, Steward Delegate **Michael Hammock**. Chairman announced payoff and loading schedule for Fort

Lauderdale and Tampa, Fla. Secretary congratulated union officials on new contract and thanked them for considering suggestions from members. Educational director advised eligible brothers and sisters to upgrade at Lundeberg School. No beefs or disputed OT reported. Crew extended vote of thanks to steward department for great cookout. Galley gang thanked crew for help in setting up and breaking down cookout area. Next port: Norfolk, Va.

LIBERTY SEA (Liberty Maritime), September 26—Chairman **Daniel Laitinen Jr.**, Secretary **James Thacker**, Educational Director **Walter Chancy**, Deck Delegate **Mark Wooley**. Chairman thanked steward department for job well done. Treasurer reported \$96 in ship's fund. No beefs or disputed OT reported. Crew requested new dryer and slop chest for crew laundry.

NEDLLOYD HOLLAND (Sea-Land Service), September 26—Chairman **Norberto Prats**, Secretary **Diego Hatch**, Educational Director **Donalo Bush**, Steward Delegate **Salahi Yusef**. Educational director urged members to upgrade skills at Paul Hall Center. Deck delegate reported disputed OT. No beefs or disputed OT reported by engine or steward delegates. Crew gave vote of thanks to galley gang for job well done.

NEWARK BAY (Sea-Land Service), September 12—Chairman **Pedro Sanchez**, Secretary **N. Battle**, Educational Director **Angel Mercado**, Deck Delegate **Benjamin Bess**. Chairman asked contracts department for more updated information concerning new contract.

OOCL INNOVATION (Sea-Land Service), September 19—Chairman **Abdulla Moshin**, Secretary **Edward Collins**, Educational Director **Donald Christian**, Deck Delegate **Douglas Hodges**, Engine Delegate **Felix Camacho**, Steward Delegate **Peter Hausmann**. Chairman announced payoff in Charleston, S.C. He reminded crewmembers to keep crew lounge clean and to upgrade at Piney Point. Secretary thanked crew for keeping pantry clean and orderly. Educational director reminded crewmembers not to take videotapes or VCR outside crew lounge. He also reminded members to upgrade at Lundeberg School. Treasurer announced \$26 in ship's fund. Deck delegate reported disputed OT. No beefs or disputed OT reported by engine or steward delegates. Crew asked contracts department for latest news regarding contract negotiations. Crew requested new chairs for crew lounge and discussed use of walkie-talkies on vessel. Vote of thanks given to steward department for job well done.

OVERSEAS CHICAGO (Maritime Overseas), September 26—Chairman **Daniel Teichman**, Secretary **J.E. Lewis**, Deck Delegate **Michael Eaton**, Engine Delegate **Edward Whisenant**, Steward Delegate **Karen Denny**. Chairman discussed new contract with crewmembers. Treasurer reported \$200 in movie fund. No beefs or disputed OT reported. Crewmembers voted on contract.

OVERSEAS HARRIETTE (Maritime Overseas), September 26—Chairman **Peter Victor**, Secretary **H.G. Williams**, Educational Director **C. Jefferson**, Steward Delegate **Heath Byran**. Chairman reported smooth discharge of cargo in Chile. No beefs or disputed OT reported, but steam table needs repair. Crew noted *Seafarers LOGs* received and

gave vote of thanks to galley gang for fine job. Next port: Sri Lanka.

OVERSEAS OHIO (Maritime Overseas), September 18—Chairman **James Crane**, Secretary **E. Gray Sr.**, Educational Director **D. Shoulders**, Engine Delegate **Paul Barbadillo**, Steward Delegate **Jorge Barahona**. Secretary announced Bosun **Fred Domingo** resigned from chairman position to devote more time to bosun duties and study new contract. He also informed crew annual inspection was huge success and extended congratulations to crewmembers from master for excellent job done keeping vessel in excellent condition. Educational director encouraged crewmembers to take tanker course at Paul Hall Center as soon as possible and reminded QMEDs and all crewmembers to upgrade at Piney Point annually. No beefs or disputed OT reported. Crew requested patrolman to board vessel and discuss new contract at next port. Crew gave vote of thanks to steward department. They also voted to ratify new contract and discussed repair list. Next port: Long Beach, Calif.

OVERSEAS VALDEZ (Maritime Overseas), September 26—Chairman **Robert Zepeda**, Secretary **Tyler Lafitte**, Deck Delegate **Ernest Zepeda**. Chairman reported crew waiting for union representative to come aboard vessel for members to vote on contract. Educational director reminded members to upgrade skills at Lundeberg School. Crew reported *Seafarers LOGs* received. Crew reported all members happy with new contract and gave vote of thanks to steward department for job well done.

OVERSEAS VIVIAN (Maritime Overseas), September 29—Chairman **J. Zepeda**, Secretary **E. Habor**, Engine Delegate **J. Fonville**, Steward Delegate **E. Mathews**. Chairman reported payoff and encouraged crewmembers to discuss with him any problems they may be experiencing. Educational director urged members to upgrade at Piney Point. No beefs or disputed OT reported. Chairman reminded crewmembers to take advantage of all courses at Lundeberg School.

ROBERT E. LEE (Waterman Steamship), September 12—Chairman **William Penny**, Secretary **Anthony Rivera Jr.**, Educational Director **William Thomas**, Deck Delegate **James Tims**, Engine Delegate **John Lewis**, Steward Delegate **N. Butler**. Chairman announced crew had not received *Seafarers LOGs* last trip. Secretary discussed state-of-the-art training programs at Paul Hall Center. He also discussed importance of donating to SPAD to preserve union and American seamen's job security. Educational director reported new washer and dryer for crew ordered by company. He announced new movies ordered after last ones stolen in port. No beefs or disputed OT reported. Crewmembers noted they were awaiting latest information regarding new contract. Steward department reported ship needs to be supplied with more fresh fruit, milk and paper bags in New Orleans for next trip. Crew thanked contracts department for gains in medical benefits for dependents and asked contracts department to keep pushing for added dental coverage in next contract. Crew gave special note of thanks to Chief Steward Rivera and galley gang for excellent job. Secretary and crew gave vote of thanks to San Francisco Port Agent **Nick Celona** for job well done.

SEA-LAND CRUSADER (Sea-Land Service), September 20—Chairman **H.J. Berggren**, Secretary **N. Andrews**, Educational Director **O.N. Bermeo**, Steward Delegate **Benjamin Corpus**. No beefs or disputed OT reported. Deck delegate requested chairs for watchstanders on bridge. Next port: San Juan.

SEA-LAND DEVELOPER (Sea-Land Service), September 23—Chairman **D. Cella**, Secretary **D. Polzin**, Educational Director **J. Ross**, Deck Delegate **Rick Burgess**, Engine

Delegate **John Day**, Steward Delegate **Cesar Lago**. Chairman reported crew waiting for news concerning new contract and asked contracts department to notify ship by fax or radio message when information becomes available. Secretary reminded crewmembers to donate to SPAD. Educational director urged members to upgrade at Piney Point. No beefs or disputed OT reported. Steward department reminded crew to keep ship clean and have respect for fellow shipmates. Next port: Tacoma, Wash.

SEA-LAND INTEGRITY (Sea-Land Service), September 26—Chairman **J. Ard**, Secretary **P. Laboy**, Educational Director **Dennis Baker**, Steward Delegate **Charles Ratcliff**. Crew reported *Seafarers LOGs* received. No beefs or disputed OT reported. Crew thanked galley gang for great food. Chairman thanked crew for great job all around. Next port: Boston.

Chairman announced slop chests to be closed on all Sea-Land vessels. He reported copies of new contract should be received soon. No beefs or disputed OT reported. Chairman told crewmembers to expect changes in watch system and work rules. He reminded members no smoking in lounge or mess halls and not to use too much soap in washing machine. Next port: Tacoma, Wash.

SUGAR ISLANDER (Pacific Gulf Marine), September 30—Chairman **William Dean**, Secretary **M. Thornton**, Educational Director **Eddie Johnson**, Deck Delegate **G. Corelli**, Engine Delegate **G. Denness**, Steward Delegate **L. Perales**. Chairman reported no launch service last voyage when anchored off Ft. Lauderdale, Fla. He asked contracts department to keep crewmembers informed on new contract. Educational director urged members to upgrade at Lundeberg School and utilize everything union has built for membership.

En Route to Oakland



Sailing together aboard the *Sea-Land Independence* are (from left) AB Erik Jensen, Chief Mate Paul Willers and AB Chris Christensen.

SEA-LAND PATRIOT (Sea-Land Service), September 26—Chairman **S. Evans**, Secretary **R. Castillo**, Educational Director **R. Blackwell**. Chairman reported fresh stores needed. He reminded crew to separate trash and place properly in trash room. He asked contracts department for information concerning new contract. Chairman thanked crew for keeping ship clean. Educational director reminded crewmembers to watch safety films and to report safety hazards on ship to department head. He announced Lundeberg School upgrading schedules posted. No beefs or disputed OT reported. Crew thanked steward department for job well done. Next port: Oakland, Calif.

SEA-LAND RELIANCE (Sea-Land Service), September 27—Chairman **R.E. McGonagle**, Secretary **Julio Roman**, Educational Director **E. Frederickson**, Steward Delegate **Lito Acosta**. Chairman reported crew needs new VCR and antenna. Crewmembers discussed new contract and gave vote of thanks to Recertified Steward Roman for good salad bar and Chief Cook Acosta for great cooking with extra attention to details. Secretary thanked crew for cooperation in keeping mess hall and crew lounge clean and encouraged those with enough sea time to upgrade at Paul Hall Center. Treasurer reported new movies purchased in port. He announced request list posted and ready for new ideas. No beefs or disputed OT reported. Next port: Tacoma, Wash.

SEA-LAND SPIRIT (Sea-Land Service), September 26—Chairman **Howard Gibbs**, Secretary **Leonard Lelonek**, Educational Director **Brian Connell**, Steward Delegate **Clarence Page**. Educational director advised members to upgrade at Piney Point. No beefs or disputed OT reported. Chairman reported new contract posted and room inspection will be attended by unlicensed member. Next port: Oakland, Calif.

SEA-LAND TACOMA (Sea-Land Service), September 30—Chairman **Joseph Artis**, Secretary **Ralph Alexander**, Educational Director **C. Piper**, Engine Delegate **Brian Shilts**, Steward Delegate **Frank Martin**.

No beefs or disputed OT reported. Crewmembers asked for copy of new agreement to be sent to ship. Next port: New Orleans.

USNS WYMAN (Bay Ship Management), September 7—Chairman **Robert Seratt**, Secretary **Cecil Husted**, Deck Delegate **Warren Miller**, Engine Delegate **Thomas Stead**, Steward Delegate **Charles Brooks**. Chairman reminded crewmembers to keep ship clean. Educational director encouraged members to upgrade at Paul Hall Center. No beefs or disputed OT reported. The purser said new company will continue safety bonuses with minor changes. Chairman announced ship will be restocked in shipyard and asked that all requests be posted.

GLOBAL SENTINEL (Transoceanic Cable), October 8—Chairman **Joe Olson**, Secretary **K. Rosiek**, Educational Director **Cliff McCoy**, Steward Delegate **D. Nason**. Chairman announced aluminum cans no longer to be saved because of excess bulk created during months at sea. Crew noted *Seafarers LOGs* not being received. Chairman reported vessel will load for four or more days and relocation point has not yet been determined. Treasurer stated \$94 in crew's fund. No beefs or disputed OT reported. Crew discussed membership for crewmembers at seamen's library. They also held safety meeting and discussed need for more safety harnesses and respirators. Chairman talked about creating a standard set of crane operation signals. Crew gave vote of thanks to steward department for excellent job. Next port: Newington, N.H.

ITB NEW YORK (Sheridan Transportation), October 3—Chairman **Mario Romero**, Secretary **R. Hicks**, Educational Director **Richard Natoli**. Chairman reported everything running smoothly and payoff in New York. He thanked deck department for job well done on tank cleaning. Educational director encouraged members to upgrade skills at Piney Point. No beefs or disputed OT reported. Chairman thanked entire

In the Engine Room



Striking a pose in the engine room of the *J.E.B. Stuart* while in Diego Garcia are (from left) Wiper Steve Fisher and QMEDs Michael Nelson and Thomas Martinez.

Final Departures

DEEP SEA

CHARLES BALLARD



Pensioner Charles Ballard, 83, passed away April 15. Born in Texas, he joined the Marine Cooks and Stewards

(MCS) in 1940 in the port of San Francisco, before that union merged with the Atlantic, Gulf, Lakes and Inland Waters District (AGLIWD). His first ship was the *SS Lurline*, a Matson vessel. Brother Ballard was an instructor at the MCS training school in Santa Rosa, Calif. from 1960 until his retirement in 1976.

SAM BLACK



Pensioner Sam Black, 71, died October 14. A native of Oregon, he joined the Seafarers in 1967 in the port of Seattle. Brother Black sailed as a QMED. He upgraded frequently at the Lundeberg School. Brother Black served in the U.S. Navy from 1941 to 1945. He began receiving his pension in January 1983.

MARGARITO BORJA



Pensioner Margarito Borja, 81, passed away September 27. Born in Cuba, he joined the SIU in 1951 in the port of San Francisco. Brother Borja sailed in the engine department. He retired in September 1977.

JAMES BRADY



James Brady, 35, died September 25. A Philadelphia native, he joined the Seafarers after graduating from the trainee program at the Lundeberg School in 1975. Brother Brady sailed in the deck department. He returned to Piney Point in 1985 to upgrade to AB. The last ship on which he sailed was the *William B. Baugh*, a Maersk vessel.

RICARDO CRUZ



Ricardo Cruz, 19, passed away October 2. Born in New York, he joined the SIU in 1992 in Piney Point, Md. after successfully completing the trainee program. Brother Cruz sailed as a deck, engine, utility. His last ship was the *Lawrence H. Gianella*, an Ocean Ships Inc. vessel.

JOHN CASSIDY

John Cassidy, 65, died July 31. A native of Scotland, he joined the union in 1980 in the port of Norfolk, Va. Brother Cassidy sailed as a QMED. He upgraded frequently at the Paul Hall Center. He last

sailed aboard a Waterman Steamship vessel.

HARRY DEAN



Pensioner Harry Dean, 84, passed away September 16. A Texas native, he joined the Seafarers in 1944 in the port of New York. He sailed as a chief cook. Brother Dean retired in February 1973.

PATRICK DORRIAN SR.

Pensioner Patrick Dorrian Sr., 65, died October 16. He joined the Seafarers in 1950 in his native Philadelphia. Brother Dorrian sailed as a QMED until 1972 when he began sailing inland. He worked in the deck department aboard Interstate Oil and Transport vessels until his retirement in 1989. Brother Dorrian upgraded frequently at the Lundeberg School. He served in the U.S. Army from 1946 to 1947. Brother Dorrian began receiving his pension in December 1989.

EVIE DOUGET



Pensioner Evie Douget, 65, passed away October 15. A native of Louisiana, he joined the SIU in 1959 in the port of Lake Charles, La. He sailed in the deck department. Brother Douget served in the U.S. Navy from 1947 to 1948. He retired in December 1976.

FREDERICK DUKES



Frederick Dukes, 46, died October 19 of brain cancer. A Minnesota native, he joined the Seafarers in 1967 in the port of New York. Brother Dukes sailed as a QMED. His last ship was the *American Heritage*, an Apex Marine vessel. Services were held on October 22 in Jacksonville, Fla. at Holmes-Glover-Solomon Funeral Home with interment at Edgewood Cemetery. Seafarers served as honorary pallbearers.

EDDIE EDWARDS



Eddie Edwards, 53, passed away September 19. Born in North Carolina, he joined the union in 1986 in the port of Norfolk, Va. Brother Edwards sailed as a chief steward. He last sailed aboard the *MV Sea Fox*. Brother Edwards served in the U.S. Army from 1962 to 1982.

RALPH GOWAN



Pensioner Ralph Gowan, 75, died October 18. A South Carolina native, he joined the SIU in 1958 in the port of Baltimore. Brother Gowan sailed in the engine department. He retired in September 1984.

GARY GROSS

Gary Gross, 52, passed away September 25. Born in California, he joined the Seafarers in 1972 in the port of San Francisco. Brother Gross sailed as an assistant cook. He upgraded at the Lundeberg School in 1976.

JOHN HUNT



Pensioner John Hunt, 74, died October 11. A native of Greenville, S.C., he joined the union in 1955 in the port of Baltimore. Brother Hunt sailed in the steward department. He served in the U.S. Army from 1944 to 1945. Brother Hunt began receiving his pension in October 1981.

THOMAS JEFFERSON



Thomas Jefferson, 47, passed away October 6. Born in Florida, he joined the SIU in 1973 in the port of Jacksonville, Fla. Brother Jefferson sailed in the deck department. He upgraded frequently at Piney Point. Brother Jefferson's last ship was the *Ambassador*.

ANTON KULA



Pensioner Anton Kula, 78, died September 24. A native of Estonia, he joined the Seafarers in 1943 in the port of New York. Brother Kula sailed in the deck department. He retired in April 1971.

EDWARD LIGON



Pensioner Edward Ligon, 78, passed away September 29. Born in Union Springs, Ala., he joined the union in the port of Mobile, Ala. in 1954. Brother Ligon sailed as a chief cook. He began receiving his pension in March 1983.

NANCY MANNI



Nancy Manni, 33, passed away August 30. A native of Detroit, she joined the Seafarers in 1987 in the port of Honolulu. Sister Manni last sailed as a chief cook aboard the *Mayaguez*, a Puerto Rico Marine vessel. She upgraded frequently at the Lundeberg School.

JERRELL NEEL



Pensioner Jerrell Neel, 67, died September 21. A native of Abilene, Texas, he joined the SIU in 1944 in the port of

Baltimore. He sailed as a QMED. Brother Neel upgraded at the Lundeberg School in 1974. He retired in April 1981.

NILS RICHARDSON



Pensioner Nils Richardson, 93, died October 11. A native of Fredrikstad, Norway, he joined the union as a

charter member in 1938. He sailed as an AB and bosun. Brother Richardson also was a member of the ISU in 1928 and the National Sailors and Firemans Union of Great Britain and Ireland from 1917 to 1920. Brother Richardson wrote poetry and contributed some of his writings to the *LOG* over the years. He retired in September 1975.

ROLAND RICHARDSON



Pensioner Roland Richardson, 67, passed away October 19. Born in Charleston, W.Va., he joined the SIU in 1960 in the port of Baltimore. He sailed in the deck department. Brother Richardson served in the U.S. Navy from 1943 to 1947. He began receiving his pension in August 1992.

MALCOLM STEVENS



Pensioner Malcolm Stevens, 71, died October 16. He joined the Seafarers in 1951 in his native Galveston, Texas. Brother Stevens sailed in the deck department. He served in the U.S. Coast Guard from 1943 to 1945. Brother Stevens retired in May 1976.

WALCY THOMAS



Pensioner Walcy Thomas, 74, passed away October 3. Born in Virginia, he joined the union in 1956 in the port of Baltimore. Brother Thomas sailed in the steward department. He began receiving his pension in May 1977.

MARSHALL TOWNSEND



Pensioner Marshall Townsend, 79, died October 8. He joined the SIU in 1944 in his native New York. Brother Townsend sailed as a bosun. He retired in January 1976.

JIMMIE WEED



Jimmie Weed, 56, passed away October 22 aboard the *Sea-Land Tacoma* of a heart attack. Born in Pueblo, Colo.,

he joined the Seafarers in 1969 in the port of San Francisco. Brother Weed completed the steward recertification program at the Paul Hall Center in 1992. His body was cremated and his ashes spread at sea.

INLAND

FRANK CHAMBLESS



Frank Chambless, 36, died October 8. A Texas native, he joined the union in 1975 in Houston. Boatman Chambless sailed in the

deck department.

HARRY ISENHART

Pensioner Harry Isenhart, 68, passed away October 11. A native of Gassaway, W.Va., he joined the Seafarers in 1947 in the port of Philadelphia. Boatman Isenhart sailed in the steward department. He began receiving his pension in November 1983.

GROVER SMITH

Pensioner Grover Smith, 68, died October 21. Born in Mississippi, he joined the SIU in 1967 in the port of St. Louis. Boatman Smith sailed as a lead deckhand. He retired in January 1987.

JAMES TITUS SR.



Pensioner James Titus Sr., 70, passed away September 16. A native of Texas, he joined the union in 1963 in the port of

Port Arthur, Texas. Boatman Titus sailed as both a tankerman and deckhand. He served in the U.S. Army from 1943 to 1946. Boatman Titus began receiving his pension in August 1982.

ROBERT TRAHAN

Pensioner Robert Trahan, 50, died October 16. Born in Nederland, Texas, he joined the Seafarers in 1975 in the port of Port Arthur, Texas. Boatman Trahan sailed in the deck department. He retired in May 1993.

DELL WHITEHEAD



Pensioner Dell Whitehead, 85, passed away September 27. A native of Panama City, Fla., he joined the SIU in

1952 in the port of Houston. Boatman Whitehead sailed as an AB. He last sailed aboard G&H Towing vessels. Boatman Whitehead began receiving his pension in April 1973.

GREAT LAKES

PETER RUDESKI



Pensioner Peter Rudeski, 79, died September 9. Born in Plymouth, Pa., he joined the union in 1960 in the port of

Detroit. Brother Rudeski sailed in the engine department. He retired in August 1980.

SUMMARY ANNUAL REPORT FOR MCS SUPPLEMENTARY PENSION PLAN

This is a summary of the annual report of the MCS Supplementary Pension Plan EIN 51-6097856 for the year ended December 31, 1992. 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 \$1,516,019. These expenses included \$247,991 in administrative expenses, and \$1,268,028 in benefits paid to participants and beneficiaries. A total of 1,897 persons were participants in or beneficiaries of the plan at the end of the plan year, although not all of these persons had yet earned the right to receive benefits. The value of plan assets after subtracting liabilities of the plan, was \$11,903,392 as of December 31, 1992, compared to \$12,415,692 as of January 1, 1992. During the plan year, the plan experienced a decrease in its net assets of \$512,300. This decrease includes unrealized appreciation in the value of the plan assets; that is, the difference between the current value of assets at the beginning of the year plus the cost of any assets acquired during the year less the current value of assets at the end of the year. The plan had total income of \$1,003,719 including employer contributions of \$251,413, gain of \$32,578 from the sale of assets, earnings from investments of \$719,344 and other income of \$384.

MINIMUM FUNDING STANDARDS

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

YOUR RIGHTS TO ADDITIONAL INFORMATION

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

1. An accountant's report,
2. Assets held for investment,
3. Actuarial information regarding the funding of the plan,
4. Service provider and trustee information,
5. Reportable transactions.

To obtain a copy of the full annual report, or any part thereof, write or call the office of Mr. Nicholas J. Marrone who is the plan administrator, 5201 Auth Way, Camp Springs, MD 20746, (301) 899-0675. The charge to cover copying costs will be \$3.40 for the full annual report, or \$.10 per page for any part thereof.

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

SUPPLEMENTAL INFORMATION

In accordance with the Department of Labor Regulations, the net realized gain of \$32,578, as shown above, is computed on the "market-to-market basis"—the difference between the sales price and the market value of an asset as of January 1, 1992; or if the asset was both acquired and disposed of within the plan year, it is the difference between the purchase and sales price.

Included in the net appreciation (depreciation) in fair market value of investments of \$(48,932) as shown on the financial statements is \$524,202 of net realized gain which is the difference between the sales price and the original cost of the assets.

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 1990 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.

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

Inquiring Seafarer

Question: What was your first ship, and what do you remember about it?

(Asked of SIU members in the Philadelphia hall.)

Jim Anderson, AB—My first SIU boat came just last May. The *Delaware*—a River Bus Inc. ferry that carries passengers from Penns Landing, here in Philadelphia, over to Camden, New Jersey. I retired after 20 years in the Navy only to find myself missing the sea, so I joined the Seafarers and I am meeting all types of people. I missed sailing. There is a certain calling that the sea has.

Bob Durfor, OS—I graduated from Piney Point in October 1992 and my first ship was the *Constitution* on American Hawaii Cruises. My first job aboard the *Constitution* was as watchstander where I learned a lot. I really enjoyed my time aboard the ship and I got to travel around Hawaii during my time off.

Benjamin Stanley, Fireman, Watertender—My first ship was the *Gulf Trader* in 1990. It was a steam turbine ship which was very old and needed lots of repair. This was during the Gulf war and we went from Jacksonville to Houston to New Jersey and then over to Saudi Arabia carrying supplies to the troops. I have to say that I was scared because I really didn't know what to expect. I didn't know the cargo or our true destination. On top of all of this I got horribly sea sick. I truly thought I would never sail again after that first time but I adjusted just fine and sailing is mostly fun for me now.

Nicholas Conway, AB—My first ship was the tug *Sentry*, a Crowley tug, and I sailed from Lake Charles, La. to Puerto Rico and Haiti. On the way back we assisted another tug which was

Joe Sweeney, Retired Deckhand—My first ship was the *Bienville*, a C-4 Waterman Steamship vessel. We were transporting U.S. troops from the 28th Army Division to France. We left from New York and went to Halifax, Nova Scotia and delivered the troops from there. We were the flagship in an all military convoy of 125 ships. In front of the *Bienville* was the battleship *Texas*. Midway over in the north Atlantic the ship's alarm sounded and we were all called to the guns and lifeboats. A torpedo went in between the *Texas* and the *Bienville*, completely missing both. Looking astern, the corvettes fell back and the destroyer escorts formed a circle and dropped depth charges which brought the submarine to the surface. We sank it immediately. My brother-in-law saw the action from a tanker and said he was amazed. "Axis Sally" (Nazi radio propagandist) claimed all 125 vessels in our convoy sank when in fact not even one sank. We got the announcement when we were still aboard and laughed like crazy.

Thomas Martinez, QMED—My first ship was the *SS Delmar* in 1945 from Philadelphia to Romania. That was a good crew. We went from New York to Gibraltar to Turkey and finally to Romania. It was on our way over we heard the news that the Germans had surrendered. Back then I was sailing as a steward utility and I sailed from 1945 to 1968 when I retired. I came back in 1984 because I missed the sea and couldn't stay away.

Stanley Andrulonis, AB—My first ship was aboard the *SL Venture* in 1980. We sailed all over Europe as well as to Spain and the U.S. Gulf. I was a new Piney Point graduate and learned a lot, putting my knowledge to practice with hands-on experience. We encountered some pretty rough storms and that is when all the safety techniques that I learned at the Lundberg School paid off. All in all it was a fun first voyage.

Mike McNally, QMED—I graduated from Piney Point in 1975 and my first ship was the *Trans-eastern* of Hudson Waterways. I began that first voyage in the steward department until the wiper on board broke his leg and went home. I transferred over and became the wiper, and this was my first official introduction to the engine department. Since then I have worked my way up by upgrading at Piney Point. It really is the way to go, and I recommend upgrading to all SIU members. Don't waste any time.

Michael Endres, 2nd Cook/Baker—My first ship was the *Robin Hood*. We were coming back from South Africa and hit a really bad storm and had to slow the vessel. The equipment in the engine room was flying around because the seas were so rough. I sure didn't think too much of sailing, and I swore that I would never ever make another trip. That was in 1951.



returning from Africa. As a sign of gratitude, the captain and crew aboard the tug gave us a variety of unique souvenirs that they had picked up while in Africa. I was amazed to find how poor Haiti was. The children followed us everywhere hoping that we'd give them money or a bite to eat.



I was a new Piney Point graduate and learned a lot, putting my knowledge to practice with hands-on experience. We encountered some pretty rough storms and that is when all the safety techniques that I learned at the Lundberg School paid off. All in all it was a fun first voyage.



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Ships Digest

Continued from page 26

crew for efforts in rescuing six Cubans at sea. (Reported in November issue of *Seafarers LOG*.)

LIBERTY STAR (Liberty Maritime), October 3—Chairman John Neff, Secretary Dave Alexander, Educational Director J. Hipolito, Deck Delegate Christie Johnson, Engine Delegate V. Casildo, Steward Delegate Juan Gonzales. Chairman announced payoff in New Orleans. Secretary thanked crewmembers for keeping ship clean and orderly and reminded crew to deposit linen in laundry sacks when signing off. Educational director reminded crew about safety gear for next voyage to Russia. Treasurer reported \$650 in ship's fund and the purchase of new movies and head cleaner for VCR in next port. No beefs or disputed OT reported. Crew reported latest *Seafarers LOG* not received and asked contracts department for information concerning new contract. Crewmembers discussed ship's smoking policy and sent holiday wishes to all SIU members and their families. They also gave special vote of thanks to Chief Cook Gonzales, Chief Steward Alexander and GSU Julian Mendoza.

OMI LEADER (OMI Corp.) October 3—Chairman Patrick Rankin, Secretary Jose Rivera, Educational Director Alvin Markowitz, Deck Delegate Charles Foley, Engine Delegate Rudolph Lopez, Steward Delegate Stanley Krystosiak. Chairman announced payoff in Boston and reported smooth sailing. Secretary reminded crewmembers to report all safety problems. Educational director urged members to upgrade and better their skills at Piney Point. Disputed OT reported by deck and engine delegates. No beefs or disputed OT reported by steward delegate. Crew stated new dryer needed for crew laundry and gave vote of thanks to galley gang. Next port: New Haven, Conn.

OMI SACRAMENTO (OMI Corp.), October 3—Chairman Ray Gorju, Secretary Rudy Deboissiere, Educational Director John Trent, Deck Delegate Kenneth Gilson, Engine Delegate Alan Nelson, Steward Delegate Norman Taylor. Crew discussed new contract. Chairman reminded crewmembers to clean rooms and to leave keys on desk and laundry bags with dirty linen in passageways. He thanked everyone for a good trip. Treasurer reported \$298 in ship's fund. Steward delegate reported disputed OT. No beefs or disputed OT reported by deck or engine delegates. Crew gave special vote of thanks to Bosun Gorju and deck and engine departments for jobs well done. They also thanked Chief Steward Deboissiere and Chief Cook Taylor for excellent feeding and captain for smooth sailing and great trip. Next port: Port Arthur, Texas.

OMI WILLAMETTE (OMI Corp.), October 10—Chairman Louis Hachey, Secretary R. Scott Sr., Educational Director F. Vogler, Engine Delegate Olie Webber, Steward Delegate Michael Kozak. Chairman informed members of update on con-

tract negotiations. He thanked entire crew for great job and keeping ship clean. He gave special thanks to steward department for great chow and clean mess rooms. He announced payoff in Houston. Educational director urged members to upgrade at Lundeberg School whenever possible. No beefs or disputed OT reported. Crew thanked *Seafarers LOG* for fine job.

OVERSEAS ALICE (Maritime Overseas), October 3—Chairman Jerry Bass, Secretary Paul Stubblefield, Educational Director Samuel Stark, Engine Delegate James Beatty. Chairman announced ship loading for Boston. Secretary reminded crewmembers to supply clean linen for reliefs when signing off. He reported too much milk being opened in refrigerator and reminded crewmembers to cover up night lunch when finished. Educational director urged members to upgrade skills at Paul Hall Center. Treasurer stated \$110 in ship's fund. No beefs or disputed OT reported. Crew reported *Seafarers LOGs* received. Chairman announced captain ordered new curtains and mattresses for crewmembers. He also reminded crewmembers to report repairs needed. Crew reported nice trip to West Coast but noted good to be back on East Coast. Chairman said new filters ordered for crew dryers. Captain gave special vote of thanks to steward department. Next port: Boston.

SEA-LAND NAVIGATOR (Sea-Land Service), October 3—Chairman Steven Copeland, Secretary Cesar Blanco, Educational Director Joseph Callaghan, Deck Delegate Eugenio Oya, Engine Delegate Cliff Akers, Steward Delegate Virgilio Hoffmann. Chairman reminded crewmembers to always lock rooms in port. No beefs or disputed OT reported. Crew said sailing was smooth and quiet. Next port: Tacoma, Wash.

SEA-LAND ACHIEVER (Sea-Land Service), October 5—Chairman Paul Lewis, Secretary A. Robinson, Educational Director A. Quinn. Secretary reminded members to go to Piney Point and upgrade. He reported crew very happy with medical changes for dependents in new contract. Educational director thanked contracts department and SIU President Michael Sacco for increase in benefits for pensioners. No beefs or disputed OT reported. Chairman gave vote of thanks to all SIU crewmembers for job well done and wished AB Robert Frankel a happy retirement. Next port: Elizabeth, N.J.

SEA-LAND EXPRESS (Sea-Land Service), October 2—Chairman D. Seagle, Secretary M. Meany, Educational Director A. Bell, Deck Delegate J.R. Mc Daniel, Engine Delegate G. Ogbaghebrial, Steward Delegate Fadel Abdulla. Educational director urged members to upgrade at Piney Point. No beefs or disputed OT reported.

SEA-LAND PERFORMANCE (Sea-Land Service), October 17—Chairman Sonny Pinkham, Secretary Jonny Cruz, Educational Director Dan Johnson, Deck Delegate Emmanuel Halkias, Engine Delegate Juan Toro, Steward Delegate James O'Reilly. Chairman discussed new contract with crew-

members and reminded them to get as much training at Lundeberg School as possible. Secretary urged members to get out to vote for people who can help maritime industry and reminded them to donate to SPAD. He urged everyone to keep pressure on to keep U.S. ships flying the U.S. flag. Educational director reminded crew a safe ship is a happy ship and first consideration always should be safety. No beefs or disputed OT reported. Crewmembers stated *Seafarers LOGs* received and read. Crew gave steward department vote of thanks for keeping ship well fed and clean. They gave Chief Cook Robert Outlaw a special retirement cake and wished him well. Crew reported Brother Outlaw is on his last ship after 40 years of sailing and entire crew will miss him. Next port: Boston.

SEA-LAND PRODUCER (Sea-Land Service), October 3—Chairman Jack Edwards, Secretary Donna Jean Clemons, Educational Director Jim Smitko, Deck Delegate Larry Thompson, Engine Delegate Steve Cunningham, Steward Delegate Rowell Sim. Bosun reported estimated time of arrival in Long Beach, Calif. with payoff in port. Treasurer reported \$350 in ship's fund. No beefs or disputed OT reported. Crewmembers stated *Seafarers LOGs* received. Chairman outlined smoking areas on ship and asked members not to smoke during meals. Crewmembers also discussed new contract. Crew gave vote of thanks to galley gang for barbecue on deck. Next port: Oakland, Calif.

USNS SEALIFT ANTARCTIC (IMC), October 12—Chairman Ray Shinpoch, Secretary Ernest

Dumont, Educational Director Steve Hansford, Deck Delegate Ron Rizzuto, Steward Delegate Don Dwyer. Chairman announced next ports San Diego, Calif., Ferndale, Wash. and Anchorage, Alaska. Educational director urged members to upgrade at Paul Hall Center. No beefs or disputed OT reported. Crew requested chairs in crew lounge be re-upholstered and new VCR be purchased. Crew also reported repairs needed for refrigerator and requested foul weather gear for deck department. Next port: Pt. Molate, Calif.

USNS SILAS BENT (Bay Ship Management), October 18—Chairman Robert Vazquez, Secretary B. Henderson, Educational Director R. Larsen, Deck Delegate Andre Bernard, Engine delegate Richard Larsen, Steward Delegate Keith Nixon. Chairman discussed new contract and war zone bonus with crewmembers. Crew also discussed Sea-Land and APL's efforts to go foreign. Secretary reported store rooms and refrigerators clean and orderly. Educational director reminded crewmembers to upgrade at Piney Point. No beefs or disputed OT reported. Chairman announced ship passed last quality assurance inspection and reported next inspection in Singapore in December. Crewmembers discussed possible Halloween party at Seamen's Club in Dubai and Christmas party in Singapore. They also talked about having volunteer crewmember responsible for checking out movies in video library. Chairman reminded crewmembers to keep exercise room clean and equipment wiped down. Next port: Dubai.

WESTWARD VENTURE (Inter-ocean Management), October 6—Chairman M.W. Kadderly, Secretary R.B. Sanderson, Educational Director C.W. Cunningham, Deck Delegate Thomas Vain Sr., En-

Ready for a Cookout



Getting ready for the barbecue aboard the LNG Gemini are (from left) Chief Cook John Bukowsky and GSUs Bull Rogers and Prince Guzman.

gine Delegate Alberto Aguiar, Steward Delegate Hussain Bubaker. Chairman announced contract ratified but crew awaiting copies of final contract agreement. Educational director encouraged members to upgrade at Lundeberg School. No beefs or disputed OT reported. Crew reported everyone happy. Secretary reminded crewmembers to keep crew lounge clean. Chairman and crew gave vote of thanks to galley gang for job well done. Next port: Tacoma, Wash.

Overseas Arctic Galley Gang Serves Top-Notch Meals

Everyday is a holiday aboard the *Overseas Arctic* when meal time rolls around. The galley gang, led by Recertified Steward Herbert M. Davis, makes sure the crew on the tanker is well fed.

"I enjoy my job and working with my fellow crewmembers," Davis, whose nickname aboard ship is "Big Daddy Cane," wrote to the *Seafarers LOG*. "I want to make sure meals are a pleasant time that everyone looks forward to when they take a break from working."

In the letter, Davis praised his fellow steward department members—Chief Cook James Willey and Steward Assistant Arnulfo Lacayo—for all their hard work. "None of this could happen without them," noted the steward/baker.

Davis included a sample menu with the photographs that accompany this story. Among the entrées being served were baked lasagna, fried chicken and boiled fresh shrimp. Side plates included steamed asparagus spears, buttered corn and stewed red beans. The galley gang loaded the salad bar



SA Arnulfo Lacayo (left) shows off his birthday cake with help from fellow galley gang member, Chief Cook James Willey.

with all kinds of fresh vegetables as well as deviled eggs, cole slaw and potato salad.

What meal would be complete without desert and bread? The menu contained eclairs, pecan pie and homemade chocolate cake. Besides dinner

rolls, crewmembers also could choose from cheese biscuits and corn bread.

The *Overseas Arctic*, which is operated by Maritime Overseas Corporation, sails coastwise. The 63,000 deadweight ton vessel was built in 1971.



ABs Thurman "Scotty" Bonds (left) and Dave Somer discover the *Overseas Arctic's* galley full of good food for dinner.

The Smell of Sizzling Steaks



Enjoying a cookout on the LNG Gemini are (from left) Chief Steward Kris Hopkins, Chief Cook John Bukowsky and GSU Mike Rogers.



Reaching for dessert is AB Eddie Ayyazian from the port of Norfolk.

Lundeberg School Graduating Classes



Trainee Lifeboat Class 516—Graduating from trainee lifeboat class 516 are (from left, kneeling) Kelvin Burrell, Newman Larce, Carl Edwards, Ryan Zanca, Robert Parker, Michael Daniel, Ben Cusic (instructor), (second row) Dennis Joseph Walker Jr., Richard Lares, Isom Ingram, Eric Easter, Joseph Moricone, John Joe Quinter, William Boulter, Michael Mautner II, Steve Cervantes Jr., (third row) Vernon Morris, Michael Relaford, Gary Croft, David Wayne Ellis, Matthew Johnson, Eric Gogue and Anthony Laza.



Upgraders Lifeboat—Upgrading graduates of the September 16 lifeboat class are (from left, kneeling) Ben Cusic (instructor), Francisco Aral, Victor E. Serrano, Oscar Angeles, Thomas Milovich, (second row) Eddie Len, Hardine Chancey Jr., Robin Williams, Charles Windesheim, Joan Riley and Paula Kaleikini.



Able Bodied Seaman—Certificates of completion were received by the October 20 class of upgraders. They are (from left, kneeling) Tom Gilland (instructor), Stacey Twiford, George Vitello, Robert Hurysz, (second row) Michael Hall, Michael Plante, Scott Sweeney, Sandra Deeter-McBride, Christopher Quall, Tim Kacer, (third row) Carl Parker, Arthur Purdy Jr., Ramend Prasad, Omar Muhammad, Denis Picciolo and Robert Williams.



Marine Electrical Maintenance II—The October 7 graduates of the marine electrical maintenance II course are (kneeling, from left) Mark Dumas, William Mogg, (second row) Eric Malzkuhn (instructor), Lani Halderman and Miguel Rivera.



QMED—Upgrading members of the engine department completing the QMED course are (kneeling, from left) Sean Nolan, Edmond Bridges, Brian Bates, Jimmie Robles, Scott Sevret, (second row) Benjamin O'Donnell, Stanley Golden, William Pinkham, Albert McKinney, Robert Closson, Robert Whitaker, Thomas Diviny Jr. and Jürgen Gottschlich. Not pictured is Joseph Dizengoff.



Radar—Renewing their radar endorsements on September 24 are (front row, from left) Walter Popperwill, Robert Wood, Michael Spranza, Robert Adams, Miles Ireland, James Dixon, Jim Kruger, (second row) Sidney Skinner, Melbourne Smith, Jim Brown (instructor), Allen Shaw, Paula Woodside, Paul Van Hollebeke and Olgiard Becker.



Refrigeration Maintenance—Graduating members of the refrigeration course are (seated, from left) Eric Sutton, Victor Mull, James DeMouy II, Michael Martykan, Joseph Arnold, Dennis Riley, (second row) Larry Rose, David St. Onge, Lawrence Craig, Paul Lightfoot, Larry Pittman, Robert Rice Jr., Gary Frazier, John Wiegman (instructor), Harry Kinsman and Robert McDonald.



Shiphandling—Working their way up the deck department ratings are (first row, from left) Michael Spranza, Mark Gray, Henry Rice, Robert Wood, Casey Taylor (instructor), Robert Adams, (second row) Alan Less, Sidney Skinner, Russ Hudson, Melbourne Smith, Jack Green and Robert Batson.

LUNDEBERG SCHOOL 1994 UPGRADING COURSE SCHEDULE

The following is the course schedule for classes beginning between January and May 1994 at the Seafarers Harry Lundeberg School of Seamanship located at the Paul Hall Center for Maritime Training and Education in Piney Point, Md. All programs are geared to improve job skills of Seafarers and to promote the American maritime industry.

The course schedule may change to reflect the needs of the membership, the maritime industry and—in times of conflict—the nation's security.

Deck Upgrading Courses

Course	Check-In Date	Completion Date
Able Seaman	January 28 May 20	March 11 July 1
<i>All students must take the Oil Spill Prevention and Containment class.</i>		
Bridge Management (Shiphandling)	January 14 March 11 May 6	January 28 March 25 May 20
Radar Certification	January 07 February 11 March 4 April 29 May 20	January 14 February 18 March 11 May 6 May 27
Celestial Navigation	January 4 March 25 April 19	February 11 May 6 August 12
Third Mate Limited License, Part 1	January 18 April 11	January 28 April 22
Limited License, Part 2	January 31 April 25	February 11 May 6
Limited License, Part 3	February 14 May 9	February 25 May 20

Safety Specialty Courses

Course	Check-In Date	Completion Date
Oil Spill Prevention and Containment	February 11 March 11	February 18 March 18
Lifeboatman	January 3 January 14 January 28 February 25 March 25 April 22	January 14 January 28 February 11 March 11 April 8 May 6
Basic/Advanced Fire Fighting	January 21 March 11 May 6	February 4 March 25 May 20
Inland Basic/Advanced Fire Fighting	January 17	January 22
Sealift Operations & Maintenance	January 4 February 21 March 21 May 9	January 28 March 18 April 15 June 3

Recertification Programs

Course	Check-In Date	Completion Date
Bosun Recertification	March 28	May 2
Steward Recertification	January 31	March 7

Steward Upgrading Courses

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

Engine Upgrading Courses

Course	Check-In Date	Completion Date
<i>All students must take the Oil Spill Prevention and Containment class.</i>		
QMED-Any Rating	January 4	March 25
Fireman/Watertender and Oiler	January 4 May 9	February 11 June 17
Diesel Engine Technology	February 21	March 18
Refrigeration Maint. & Operations	January 4 March 21	February 11 April 29
Welding	January 4 March 28	January 28 April 22
Pumproom Maint. & Operations	May 2	June 10
Marine Electrical Maintenance	February 28	April 22
Refrig. Containers-Advanced	May 2	June 10
Basic Electronics	January 4	January 28
Marine Electronics Technician I	January 31	February 25
Marine Electronics Technician II	February 28	March 25

1993-94 Adult Education Schedule

The following courses are available through the Seafarers Harry Lundeberg School. Please contact the admissions office for enrollment information.

Course	Check-In Date	Completion Date
GED Preparation	12 weeks - open-ended admission	
Adult Basic Education (ABE)	6 weeks - open-ended admission	
English as a Second Language (ESL)	6 weeks - open-ended admission	
Developmental Studies	January 10 January 17 March 7 March 14 March 21	January 14 January 21 March 11 March 18 March 25

College Program Schedule for 1994

General Education Course (Evening Classes Only)	Check-In Date	Completion Date
	January 10	March 4

UPGRADING APPLICATION

Name _____ Date of Birth _____
 Address _____
 Telephone _____

Deep Sea Member Lakes Member Inland Waters Member Pacific

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

Social Security # _____ Book # _____

Seniority _____ Department _____

U.S. Citizen: Yes No Home Port _____

Endorsement(s) or License(s) now held _____

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

If yes, which program: from _____ to _____

Last grade of school completed _____

Have you attended any SHLSS upgrading courses? Yes No

If yes, course(s) taken _____

Have you taken any SHLSS Sealift Operations courses? Yes No

If yes, how many weeks have you completed? _____

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

Yes No Firefighting: Yes No CPR: Yes No

Date available for training _____

Primary language spoken _____

With this application COPIES of your discharges must be submitted showing sufficient time to qualify yourself for the course(s) requested. You also must submit a COPY of each of the following: the first page of your union book indicating your department and seniority, your clinic card and the front and back of your Lundeberg 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.

VESSEL	RATING HELD	DATE SHIPPED	DATE OF DISCHARGE

SIGNATURE _____ DATE _____

I am interested in the following course(s) checked below or indicated here if not listed

- | | | |
|--|--|--|
| <input type="checkbox"/> DECK
<input type="checkbox"/> AB/Sealift
<input type="checkbox"/> 1st Class Pilot
<input type="checkbox"/> Third Mate
<input type="checkbox"/> Radar Observer Unlimited
<input type="checkbox"/> Master Inspected Towing Vessel
<input type="checkbox"/> Towboat Operator Inland
<input type="checkbox"/> Celestial Navigation
<input type="checkbox"/> Simulator Course

<input type="checkbox"/> ENGINE
<input type="checkbox"/> FOWT
<input type="checkbox"/> QMED—Any Rating
<input type="checkbox"/> Variable Speed DC Drive Systems (Marine Electronics) | <input type="checkbox"/> Marine Electrical Maintenance
<input type="checkbox"/> Pumproom Maintenance & Operation
<input type="checkbox"/> Refrigeration Systems Maintenance & Operation
<input type="checkbox"/> Diesel Engine Technology
<input type="checkbox"/> Assistant Engineer/Chief Engineer Motor Vessel
<input type="checkbox"/> Original 3rd Engineer Steam or Motor
<input type="checkbox"/> Refrigerated Containers Advanced Maintenance
<input type="checkbox"/> Electro-Hydraulic Systems
<input type="checkbox"/> Automation
<input type="checkbox"/> Hydraulics
<input type="checkbox"/> Marine Electronics Technician

<input type="checkbox"/> STEWARD
<input type="checkbox"/> Assistant Cook Utility
<input type="checkbox"/> Cook and Baker
<input type="checkbox"/> Chief Cook
<input type="checkbox"/> Chief Steward
<input type="checkbox"/> Towboat Inland Cook | <input type="checkbox"/> ALL DEPARTMENTS
<input type="checkbox"/> Welding
<input type="checkbox"/> Lifeboatman (must be taken with another course)
<input type="checkbox"/> Oil Spill Prevention & Containment
<input type="checkbox"/> Basic/Advanced Fire Fighting
<input type="checkbox"/> Sealift

<input type="checkbox"/> ADULT EDUCATION DEPARTMENT
<input type="checkbox"/> Adult Basic Education (ABE)
<input type="checkbox"/> High School Equivalency Program (GED)
<input type="checkbox"/> Developmental Studies (DVS)
<input type="checkbox"/> English as a Second Language (ESL)
<input type="checkbox"/> ABE/ESL Lifeboat Preparation

<input type="checkbox"/> COLLEGE PROGRAM
<input type="checkbox"/> Associate in Arts Degree |
|--|--|--|

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: Lundeberg Upgrading Center, P.O. Box 75, Piney Point, MD 20674.



Seafarers Learn Spill Prevention, Containment

More than two dozen SIU members recently completed Oil Spill Prevention and Containment classes at the Paul Hall Center for Maritime Training and Education in Piney Point, Md.

The 35-hour course is included in all able seamen and engine department upgrading curricula (and also is available as a safety specialty course). The Seafarers who finished the class last month took it either as part of the curriculum for upgrading to Fireman, Oiler and Watertender (FOWT) or as part of the Pumpman upgrading course.

"This (oil spill) course definitely helped my confidence," remarked **Marsha Dawson**, who is taking the pumpman class scheduled to be completed December 17. "Now if something happens, I'll be much better prepared. I'm more aware of how the chemicals can react with your body, the trouble you can get into."

"My last ship was a tanker, so I deal with oil and other chemicals a lot."

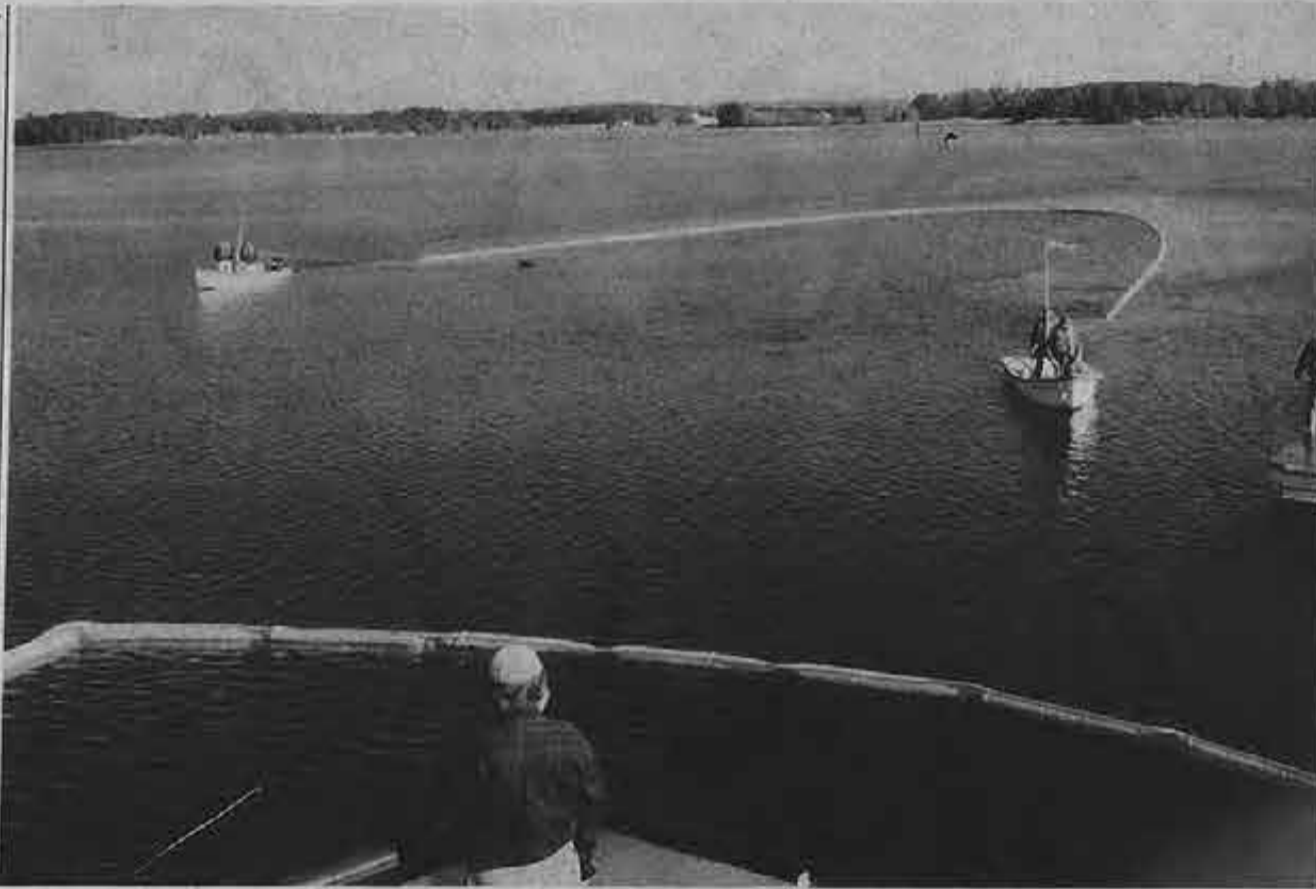
Oil Spill Prevention and Containment features a mix of practical work (including lab time) and classroom studies. Topics include legal overviews of OSHA standards and Coast Guard regulations; basic chemistry of oil and some other hazardous materials such

as benzene; use and care of different safety and breathing equipment; sampling techniques; emergency response plans; decontamination; selection of sorbents, suction equipment and skimmers and their proper use, and other subjects.

The FOWTs and pumpmen last month jointly took part in several drills which are designed to enhance students' understanding of spill containment.

One of the chemical drills involved the use of protective masks and suits which literally covered the students from head to toe. After donning the protective clothing, students proceeded onto a training barge, where they used high-tech equipment to test for fumes, toxicity levels and more. (In an actual potentially dangerous situation, they would do some testing first to determine how much and what type of protective equipment to wear.)

The containment drill involved the use of flotation equipment which would confine oil to a limited area. Students first received a mock operations order listing five separate hazmat activities at five different locations (most aboard training vessels) around the Lundeberg School. For example, the list given to the FOWTs and pumpmen included the *MV Susan Collins*



Part of the 35-hour oil spill prevention course is this drill, which involves the use of containment booms. Above, students close on the mock spill site and prepare to surround it.

hypothetically scheduled to load 500 barrels of diesel fuel; the *MV Bull Shepard* scheduled to take on an imaginary 2,000 barrels of bunker fuel; and three other operations.

Taking Fast Action

When the students arrived for the drill, they did not know the location of the "spill" until it was time for action. Immediately after the spill site was announced, some of the class members unloaded containment booms, manned small motorboats and towed the gear onto the water. They then surrounded as much of the spill as possible with the flotation/containment devices, then anchored the equipment. Throughout this process, the students aboard the boats maintained radio contact with others who were on shore and/or were aboard the training vessels.

Additionally, other class members used reflective tape to designate shoreside hazmat areas, thereby keeping bystanders and others who may have been working in the area

at a safe distance.

"Those drills were outstanding," said **John Osburn**, also a member of the pumpman class. "I helped tape the guys in the (protective) suits. . . ."

"The course helped me become a lot more aware of how to properly use the equipment and how to protect yourself."

"Being able to actually do all those things instead of just seeing it on film is quite an experience," added Dawson, a three-year member of the SIU. "The drills were very thorough, and they helped me a lot."



Using state-of-the-art equipment, student checks danger level of chemical leak aboard a barge.



During a chemical drill, Marsha Dawson marks off an area by using bright yellow "hazmat" tape.



John Osburn assists a classmate in properly donning protective clothing, including a mask.



Students from FOWT and pumpman courses complete placement of booms around the *Bull Shepard*.

Help Locate This Missing Child

The National Center for Missing and Exploited Children has asked the Seafarers International Union to assist them in locating **Shafaa Lucinda Al-Salem**.

Missing from El Paso, Texas since September 1988, when she was six years old,



Shafaa Lucinda Al-Salem

Shafaa Lucinda Al-Salem was abducted by her non-custodial father, **Deafallah Mohammad Al-Salem** (alias Mohammad Al-Salem Deafoliah, Al Salem or Danny Abraham). He may walk with a limp. He also has a gap between his teeth. An FBI warrant has been issued in his name.

At the time of her abduction, the brown-haired, brown-eyed girl was 3 feet 8 inches tall and weighed 44 pounds.

Now 10 years old, Shafaa Al-Salem has a scar on her nose. She also may be known by the name **Shafaa Salem**.

Anyone having information on the whereabouts of Shafaa Lucinda Al-Salem should contact the National Center for Missing and Exploited Children at (800) 843-5678 or the Missing Persons Unit of the FBI (Texas) at (915) 533-7451.