

The

Seafarers Log

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Official Organ of the Seafarers International Union • Atlantic, Gulf, Lakes and Inland Waters AFL-CIO

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President's Report

Terrorism at Sea

Historically, piracy has been about theft and controlling sea lanes. In fact, it is defined as the robbery of ships on the high seas.



Michael Sacco

But while that may have been the case centuries ago, piracy today has become outright terrorism.

For a horrifying example, look no further than the Panamanian cargo ship *Cheung Son* that was hijacked near Hong Kong late last year. All 23 crew members reportedly were killed by the seven men who used a speed boat to intercept the vessel.

The criminals actually held a party, complete with photos, to "celebrate" the event.

Unfortunately, this is not an isolated example. As the *South China Morning Post* reported, the *Cheung Son* case "is believed to be the ninth incident involving pirates hijacking and often murdering crews in the South China Sea in the past year."

Indeed, figures released by international maritime and news organizations reveal that hundreds of mariners are taken hostage each year; dozens have been killed, on average, in the late 1990s.

As one international monitoring group put it, "Modern piracy is violent, bloody and ruthless."

Reports such as these are coming into the International Transport Workers Federation on a regular basis. The ITF consists of more than 500 transportation-related unions—including the SIU—from around the world. It is monitoring the increasing attacks on vessels and their crews, many of which are happening in the waters off southeast Asia since the Asian economic crisis began making headlines last year. Most of the attacks have occurred aboard smaller commercial vessels with under-trained, under-manned crews.

However, the assaults are not limited to that particular part of the world. Pirate attacks can occur any place where defenses are weak and vessels are vulnerable.

The Maritime Administration (MarAd) recently issued a statement noting, "Hostile actions directed at merchant shipping are a present and growing problem. These hostile actions include piracy, theft and terrorism."

Crew members aren't the only ones endangered by shipboard terrorists. Last fall, 12 Indonesian pirates hijacked the Malaysian-registered tanker *Petro Ranger* which was loaded with 11,000 tons of fuel cargo.

Imagine what would happen if a ship like that crashed into a port while the pirates were doing their misdeeds. Picture the takeover of a vessel carrying a nation's energy needs for vital industries, and what would occur if it rammed into shore.

There is no doubt that the chances of an accident skyrocket while a ship is under attack. Pirates often leave fully laden vessels under way and without navigational command.

Even the transfer of stolen cargo, like that aboard the *Petro Ranger*, poses an environmental threat. Seafarers know that it takes training and a steady hand to do tanker operations. How well-trained or calm is a terrorist when he tries to conduct fuel transfers while holding a ship hostage?

MarAd lists a number of countermeasures that have been used to combat piracy.

Without reciting them here, I'll guarantee that in order for those tactics to consistently be effective, they require well-trained crews. Not the kind found on runaway-flag vessels, many of whom buy their documents and have no business sailing aboard any ship. But instead, the kind of reliable, experienced mariners that compose the SIU.

In fact, to make sure Seafarers are prepared to meet such a challenge, the Paul Hall Center recently expanded its curriculum so all members upgrading receive anti-terrorism training.

Members who sail aboard ships contracted to the Military Sealift Command already have been receiving anti-terrorism training both at the school and aboard their vessels. These lessons provide SIU members with the basics needed to fend for themselves at sea as well as ashore.

Recently, the government ordered all of its personnel who work overseas to have anti-terrorism training. The SIU is going even further. No matter if a Seafarer works aboard a government-contracted or -operated vessel or one sailing under a standard agreement, the union wants to make sure our members can take care of themselves in case an unfortunate, unexpected incident arises.

We also must face the reality of possible threats to vessels through biological and chemical attacks. Already, Paul Hall Center instructors have received their certification in preparation to teach Seafarers how to deal with such dangers. We can only imagine how such a threat would be received by an untrained, unknowing crew.

The SIU always has been concerned with the safety and well-being of its members, and the ships on which they sail. Through vital training such as the anti-terrorism class, the union through the Paul Hall Center continues to prepare Seafarers for the challenges and rigors of the next century.

Mercer Retires After 50 Years of Service; Mangram Named as New Vice President

After more than 50 years of service as a mariner and union official, Roy "Buck" Mercer announced his retirement as vice president of the SIU Government Services Division. The union's executive board has appointed Kermet Mangram to fill Mercer's position.

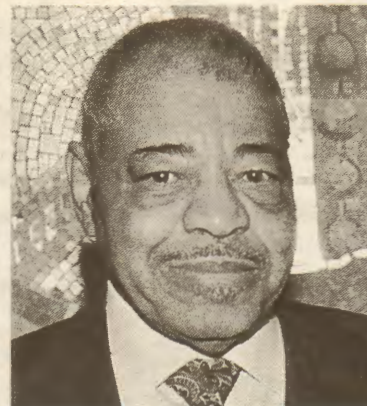
Mercer, 76, is the only person to have held the position of Government Services vice president. The post was created in 1985 shortly after the old Military Sea Transport Union (MSTU) merged into the SIU Atlantic, Gulf, Lakes and Inland Waters District following a vote by the membership.

The Washington native began his seafaring career in 1942, making one trip as a messman aboard the Army Transport Service vessel *General Gorgus*. He then joined the Marine Cooks & Stewards in Seattle and worked his way up the galley ladder, eventually becoming a chief steward in 1948.

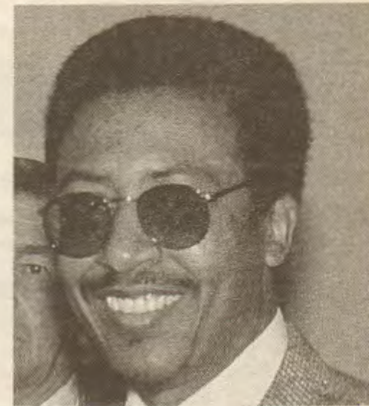
Mercer continued to sail until 1956 "when Ed Turner pulled me off the *Permanente Silverbow* and made me a patrolman." He held that position in Seattle into 1961 when he was transferred to San Francisco.

Soon thereafter, Mercer was named an organizer for the MSTU. By 1963, he was secretary-treasurer for the MSTU. He held that position until the merger was completed.

During the 1970s, Mercer became a vice president for the Seafarers International Union of



Roy "Buck" Mercer



Kermet Mangram

North America. He continued to work from the division's headquarters in San Francisco.

"Buck Mercer has done a wonderful job for this union and the members," noted SIU President Michael Sacco. "No matter what he was asked to do—from organizing to handling a member's special need—he did it well and gave 100 percent."

"All of us in the SIU owe Buck a tremendous debt of gratitude. He will be missed, but I have every confidence that Kermet Mangram will be able to fill the tremendous shoes left by Buck."

Mangram is a graduate of class 259 from the Seafarers Harry Lundeberg School of Seamanship. His first assignment was aboard the *Sea-Land Seattle* as a steward assistant in 1978.

The Jacksonville, Fla. native came ashore in 1980 as a union education instructor at the school. He became a patrolman in the port of New York in 1981, then

port agent there in 1987.

Mangram was named by the SIU executive board in 1992 as assistant vice president for contracts and contract enforcement. He was reelected to the post in 1996.

The 44-year-old holds a bachelor's degree in business administration. He will be based in Norfolk, Va. where the Military Sealift Command (MSC) is consolidating its operations. (The Government Services Division represents unlicensed crew members aboard MSC-Pacific Fleet vessels.) Port Representative Chet Wheeler will continue to serve the members in San Francisco.

Under Article X, Sections 1(j) and 13 of the Atlantic, Gulf, Lakes and Inland Waters District constitution, the president has the power to fill openings created by retirements between elections with the support of the executive board.

Gore Announces Funding for NY/NJ Dredging

The long-awaited dredging project at the port of New York and New Jersey—actively backed by the AFL-CIO Maritime Trades Department—may begin as early as March, following last month's assurances from Vice President Al Gore that the five-year assignment will receive federal funding.

Gore led the announcement of what has been dubbed a joint project cooperation agreement between the U.S. Army Corps of Engineers and the port authority. The pact paves the way for \$733 million in total funding, with 75 percent coming from the federal government and 25 percent from the port authority.

"President Clinton and I are committed to keeping our nation's ports competitive, and the port of New York and New Jersey is an economic engine for this entire region," the vice president said during the January 13 announcement in Port Elizabeth, N.J. "This funding, and our new partnership with the port authority will help prepare this port for a new generation of ships, keeping the port competitive and

port jobs secure."

The project is designed to deepen the Kill van Kull and Newark Bay channels to 45 feet (from their current depth of 40 feet). This will enable port access for many or all of the modern container vessels that require more than a 40-foot clearance.

Maritime Administrator Clyde Hart said the project "demonstrates what can be accomplished when the White House provides strong leadership, when a bipartisan coalition comes together to get something done, and when federal agencies are willing to work together. The result will be continued economic growth and more jobs for the port and for the metropolitan New York and New Jersey region."

The SIU along with MTD affiliates the International Longshoremen's Association and the International Union of Operating Engineers have worked for years to clear the various legislative, governmental and environmental hurdles to allow dredging to happen.

Name the Training 'Vessel' At the Fire Fighting School

Take off those helmets, roll up the hoses and get your thinking caps on!

A contest is being conducted to name the "vessel" at the new Joseph Sacco Fire Fighting School. The "vessel" actually is one of the buildings under construction at the facility. It is known as the burn building, where Seafarers will take basic and advanced fire fighting to learn firsthand how to battle blazes. Training aboard the "vessel" can be set up for a passenger ship, a ship's galley, an engine room, a tugboat, etc.

The "vessel" will need a name when the school opens later this spring. The contest is limited to active and retired Seafarers, who may submit up to three names. The names must be received no later than April 10, 1999 for consideration. Examples of possible names are the *SS Never Sail* or the *MV*

Inferno. (No obscene or foul sounding submissions will be accepted.) The judges' decision will be final. In case the same name is submitted and selected for the "vessel," the entry with the earliest postmark will be declared the winner.

One grand prize and five runner-up awards will be offered. The grand prize winner will receive a ship's wheel and be invited to christen the "vessel" at the opening of the Joseph Sacco Fire Fighting School. Accommodations and travel expenses will be included. The five runners-up will receive SIU jackets. Winners will be announced in the May issue of the *Seafarers LOG*.

Entries should be sent to Name the Vessel Contest, *Seafarers LOG*, 5201 Auth Way, Camp Springs, MD 20746.

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Press Takes Notice of Runaways

NY Times Lead Story Epitomizes Wave of Coverage

Publicizing the plague of runaway-flag shipping is one of the main goals of the worldwide tour being conducted by the International Transport Workers' Federation (ITF) exhibition ship *Global Mariner*.

As the vessel resumes its North American itinerary next month on the West Coast, it

brings a solid record of generating substantial U.S. media coverage.

In recent months, newspapers including *The New York Times*, *Baltimore Sun*, *Houston Chronicle*, *New Orleans Times-Picayune* and many others have spotlighted the issue of runaway-flag shipping. Network television news

affiliates also have covered the story.

Still, the print media have done the most extensive job in exposing the runaway-flag scam—in several instances publishing stories about actual cases, and not just about the *Global Mariner*.

The depth of the coverage particularly was evident on January 3, when the Sunday *New York Times*—one of the most widely read newspapers in North America—published a front-page story on the fleet-wide conspiracy of Royal Caribbean Cruises.

That article, which details the repeated and deliberate environmental crimes committed by Royal Caribbean (for which the company was fined a record \$9 million), includes a nearly full-page jump.

It points out that Miami-based

Royal Caribbean registers its ships in Norway and Liberia. By doing so, "Royal Caribbean saves approximately \$30 million a year in United States taxes," states the story, written by Douglas Frantz.

"We think the *Global Mariner* contributes to the publication of stories like these," said an ITF spokesperson. "The Royal Caribbean article is newsworthy because of the pollution incidents alone, but the paper goes far beyond that and really examines the issue of runaway flags and laws governing the sea."

Other coverage has focused on cargo ships, such as the Argentine-flag tanker *Campo Duran*. On December 29, the *Baltimore Sun* reported that the Greek-owned ship had been detained by U.S. Coast Guard officials there because of numerous safety problems.

"One of the *Campo Duran's* main engines doesn't work and the ship can't produce fresh water for drinking and bathing," reported Robert Little in the paper. "The ship also is leaking oil into its bilge so profusely that one of its cargo holds was converted to a slop tank, and the water separator required to clean the bilge doesn't work...."

"After several more days of inspections, the Coast Guard found that the *Campo Duran's* radar plotting system didn't work, its emergency towing system was sitting on the stern uninstalled and one of its lifeboats was blocked in by 55-gallon drums



Touring the ITF *Global Mariner* in Puerto Rico are (from left) SIU Patrolman Victor Nuñez, Cardinal Aponte Martinez and ITF Director John A. Sansone Jr. The cardinal devoted his weekly television show to the cause of runaways.

stacked on the deck. The ship has no heat, some of its toilets are filled with waste and crew members were living in an area that was supposed to serve as the ship's hospital."

Similarly, the *Navy Times* (an independent publication) in its December 21 edition recounted the tale of the Pakistani-flagged *Delta Pride*. The shipowner, Star Shipping Lines of Greece, reportedly went bankrupt sometime last year. As a result, crew members were stranded aboard the vessel in the Gulf of Mexico for more than five months. They were not paid for 18 months.

Navy Times staff writer Adam Katz-Stone reported that sanitary conditions on the vessel were predictably poor, and many of the mariners had scabies and lice.

Other newspapers covering the runaway-flag fraud in recent months include *The Miami*

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Jim Given, ITF inspector with the SIU of Canada, is interviewed by a television reporter covering a recent runaway-flag case in Montreal.

Senate Majority Leader Renews Call for Strong U.S.-Flag Fleet

Editor's note: Senate Majority Leader Trent Lott (R-Miss.) renewed his longtime commitment to the U.S.-flag merchant fleet with a statement published in the January 25 edition of the Congressional Record, the official daily chronicle of action taken in both the Senate and House of Representatives. As majority leader, Lott is the highest ranking member of the Senate and sets the agenda that body will follow. Printed below is the complete transcript of his statement, entitled "Increasing U.S. Maritime Competitiveness." (Mentions of "Mr. President" refer to the presiding officer of the Senate, not President Clinton.)

Barbary pirates, but the competitive disadvantages imposed both by this country and other countries are just as dangerous.

Mr. President, the U.S. maritime industry has been the world leader in innovation over the last 30 years. It had to be because it competes in the world arena with one hand tied behind its back. International maritime trade has become increasingly dominated

by foreign flags of convenience. A number of small countries have decided to generate revenue by creating ship registries and tax havens that impose few responsibilities or costs on their users. Unfortunately, this has also resulted in poor compliance with international safety standards and evasion of pollution liability.

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House Maritime Chair Says He Won't Consider Jones Act in New Congress

Even with all the other activities taking place on Capitol Hill since the first of the year, the Jones Act has found a way to make the headlines as the 106th Congress begins its work.

Rep. Wayne Gilchrest (R-Md.), chairman of the House Coast Guard and Maritime Transportation Subcommittee, last month told a Maritime Administration-sponsored conference, "I don't intend to deal with the Jones Act in any overt way over the next two-year period. Our plate is full."

The subcommittee has jurisdiction over a number of maritime issues, along with the House Armed Service Committee. Among these are the nation's cabotage laws, which include the Jones Act. Part of the 1920 Merchant Marine Act, the Jones Act states that all cargo moved between two American ports has to be carried aboard U.S.-flag, U.S.-built and U.S.-crewed vessels.

In the last session of Congress, a bipartisan group of more than 240 members of the House of Representatives signed a resolution reaffirming their support for the nation's freight cabotage law.

However, the passenger aspect of the cabotage law, the Passenger Vessel Services Act of 1886, is drawing some attention in both the House and Senate.

Gilchrest noted he would "take a close look" at legislation being

proposed to amend, or possibly scuttle, the passenger cabotage law. As the *Seafarers LOG* went to press, one bill to allow foreign-flag cruise ships into the domestic trade had been introduced into the House.

H.R. 248, offered by Rep. Mark Sanford (R-S.C.), is similar to legislation that came before the Senate during the last Congress. That measure, known as the United States Cruise Tourism Act, was opposed by the SIU because it would open all U.S. deep sea shorelines to foreign-flag cruise ships for domestic voyages. The Senate Surface Transportation and Merchant Marine Subcommittee held a hearing on the bill, but no further action was taken. A Senate version of H.R. 248 is expected to be reintroduced soon.

The chairman of the Senate Commerce, Science and Transportation Committee (which oversees the subcommittee), John McCain (R-Ariz.), stated before the last Congress adjourned that he would hold hearings during the 106th Congress on the Passenger Vessel Services Act.

Other Issues

Cabotage is not the only maritime issue of interest on Capitol Hill.

Members of Congress are working with the Clinton administration to find a way to pay for the dredging required by many harbors. With containerships

needing deeper drafts and the present sea lanes filling with silt and other particles, some ports may no longer be navigable in the near future. Dredging will be needed to stay operational, but the system to pay for it was ruled unconstitutional by the Supreme Court almost a year ago.

The Oil Pollution Act of 1990 (OPA '90) may be the subject of a hearing during this session. Gilchrest said his subcommittee could meet to see if the law passed in the wake of the *Exxon Valdez* disaster in 1989 is in need of updating or modification.

Another item of interest is a review of the ad valorem tax charged to U.S.-flag shipowners who have non-emergency repairs performed in foreign yards.

The SIU will monitor the legislative activity in Congress and update members as bills are introduced.

Committee Chairs Listed

Meanwhile, both the House and Senate have announced their committee and subcommittee chairmen for the 106th Congress.

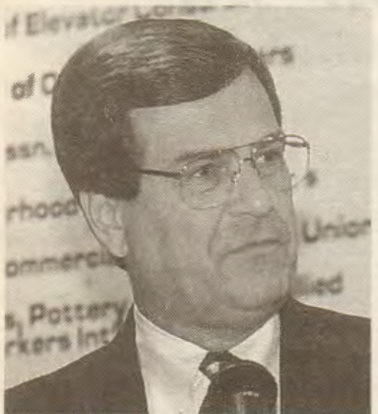
Regarding the groups that oversee maritime issues, the House Transportation and Infrastructure Committee again will be headed by Rep. Bud Shuster (R-Pa.). The ranking minority party member will be Rep. James Oberstar (D-Minn.). As noted earlier, Gilchrest will chair the committee's Coast

Guard and Maritime Transportation Subcommittee. Rep. Peter DeFazio (D-Ore.) replaces Rep. Bob Clement (D-Tenn.) as the ranking minority member.

There will be no changes in the leadership of the House Armed Services Committee, formerly known as the National Security Committee. The chair remains Rep. Floyd Spence (R-S.C.), and Rep. Ike Skelton (D-Mo.) stays as the ranking minority member. Rep. Herbert Bateman (R-Va.) will oversee both the Military Readiness Subcommittee and the Merchant Marine Panel. Rep. Solomon Ortiz (D-Texas) continues as the subcommittee's ranking minority member.

On the Senate side, McCain retains the helm of the Commerce, Science and Transportation Committee with Sen. Ernest Hollings (D-S.C.) remaining the ranking minority member. Sen. Kay Bailey Hutchison (R-Texas) and Daniel Inouye (D-Hawaii) stay as the chair and ranking minority member, respectively, of the committee's Surface Transportation and Merchant Marine Subcommittee.

Sen. John Warner (R-Va.) replaces Sen. Strom Thurmond (R-S.C.) as the head of the Senate Armed Services Committee. Michigan's Carl Levin again will be the ranking Democratic member. Sen. Olympia Snowe (R-Maine) takes Warner's seat as the chair of the committee's Seapower Subcommittee while Sen. Edward Kennedy (D-Mass.) stays as the ranking minority member.



Sen. Trent Lott (R-Miss.) calls on his fellow legislators and the White House to make U.S. maritime more competitive in the world market.

Congressional and administrative action is needed to strengthen the U.S. maritime industry and level the playing field in the international shipping arena.

This vital industry serves our nation's security by providing essential elements of our sealift capability—loyal crews and commercial ships. This sealift capability is required to project and sustain power abroad and preserve U.S. access to world trade. Two hundred years ago, protecting the U.S. merchant marine was one of the Navy's important missions. Today, the threat to the U.S. maritime industry is just as real. It may not come from

Union Workers Give Facelift To SIU's Norfolk Hall

Beginning this month, when Seafarers go to the SIU hall in Norfolk, Va., they may notice a number of improvements to the 35-year-old building.

Union contractors from the IBEW, Bricklayers and Roofers started working on the Norfolk hall last November. In January they completed the job, which included brick replacement and repair, window sealing, new interior lights and ceiling tiles, a fresh paint job and other general repairs.

"All of the work was a product of the hall's age," noted Port Agent Jim Malone. "It's mostly routine upkeep, but the union workers did a good job and the hall is considerably improved."

The exterior work was delayed by severe weather that hit the area in December and January.

The hall opened in 1964.



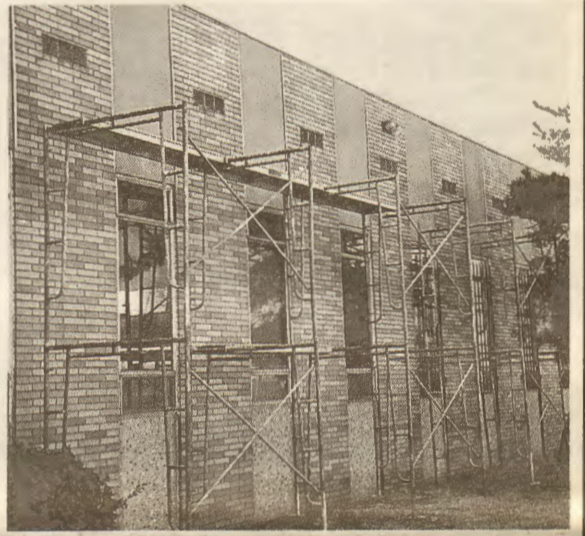
GOOD AS NEW? General upkeep and repair work has the SIU's Norfolk, Va. hall in good shape, much like when the building first opened in 1964 (inset).



ABOVE: Port Agent Jim Malone handles the paperwork of AB Brock Booker (left) and Recertified Bosun Robert Lindsay. BELOW: SIU VP Government Services Kermet Mangram (seated) is greeted by Chief Cook Mulai Ismael.



New light fixtures and ceiling tiles, along with brick replacement and repair were among the improvements made at the hall.



Rescue Heroes

SIU Ferry Crew Saves 'Suicide Swimmer'

Rescues at sea aren't exactly commonplace, but to some extent they go with the territory—whether that area is the deep sea, Great Lakes or inland waterways.

What stands out about the December 18 rescue executed by Seafarers Steve Leschinski, Richard Lanzo and Elhadji Ndiaye of the NY Waterway passenger ferry *Henry Hudson* is that the man they saved from the frigid Hudson River fervently resisted their help.

Nevertheless, the Seafarers pulled him to safety and no one was seriously injured in the December 18 incident.

"It is clear that all of you acted above and beyond the call of duty during this event, by putting concern for your life aside while rescuing someone who fought back!" said NY Waterway official Russell Bostock in a letter to the three SIU members.

Dubbed the 'suicide swimmer' by the *New York Post*, local resident Cheng Guo Seng—wearing only a pair of jeans—had jumped into the river from an elevated embankment in an attempt to drown himself. Someone in a smaller boat spotted Seng and then contacted the comparably

large *Henry Hudson* by radio, with the ferry barely 100 feet from Battery Park City.

Captain Leschinski quickly maneuvered the ferry (which was carrying about 50 passengers) near Seng, and Deckhands Lanzo and Ndiaye readied the "man overboard" ladder. Lanzo de-

scended the ladder and grabbed Seng's wrist.

"He was fighting us off hard," Lanzo stated.

Two passengers then offered to steady the ladder so that Ndiaye could assist Lanzo.

The struggle continued for several minutes, but the deckhands eventually managed to get Seng into a rowboat that had arrived to help in the rescue.

SIU Vice President Atlantic Coast Jack Caffey sent a congratulatory letter to the crew "for your heroic efforts and a job well done."



Neither frigid water nor the resistance of an imperiled 'suicide swimmer' prevented Seafarers (from left) Richard Lanzo, Steve Leschinski and Elhadji Ndiaye from bringing the man to safety.

Global Sentinel Aids Accident Victim

Alaskan Man Bears Grizzly Experience

(Editor's note: Chief Steward Shawn "Fuji" Fujiwara submitted the following article to the *Seafarers LOG*.)

Recently, the cable ship *Global Sentinel* was on a mission to lay the cable system known as Alaska-United—a 2,300-mile fiber-optic assemblage that will connect the cities of Anchorage and Fairbanks, Alaska with Seattle via the Alaskan ports of Whittier and Valdez.

The ship made an unscheduled stop October 22 for repairs in the port of Seward, Alaska. There, the crew learned through an area newspaper that a local man had been attacked by a grizzly bear.

Crew members then started a second mission: a donation drive for the accident victim, Karl Backlund. Very quickly, the crew raised more than \$500 to help the man and his family, as they had no insurance.

The victim's wife and children were given a tour of the ship, and they showed their gratitude by giving the crew some moose meat.

According to the press account, Mr. and Mrs. Backlund and family (including their four children and two adult relatives) had been hiking near their home

about a week earlier. Mrs. Backlund and the kids at some point returned home while Karl, his sister and her husband continued hiking.

Suddenly, a grizzly seemingly came from nowhere and lunged at Karl. The big bear gnawed at Backlund's head.

Karl was flown by helicopter to an Anchorage hospital, where he underwent four hours of surgery to repair facial damage. Surgeons also removed a broken bear incisor from above his right eye socket.

At this writing in late December, Karl is home and recovering from his ordeal. The crew of the *Global Sentinel* all wish him a quick recovery.

The *Global Sentinel* is one of five ships operated by Transoceanic Cableship Co., a subsidiary of Tyco International.

Postscript: News of the attack and the crew's generosity spread quickly in Alaska, both in newspapers and on the airwaves. When the ship docked in Juneau November 9, local residents stopped by and asked if the stories were true. Many thanked the crew for their generosity.

— Shawn Fujiwara

Clinton Lists Saving Social Security as Top Priority

Thanks to President Clinton's State of the Union address on January 19, the effort to protect Social Security well into the next century is now before the American people and the Congress for national debate.

The president stated the need to preserve the federal program as his highest priority and called on the legislators to use the federal budget surplus to bolster the program.

"First and above all, we must save Social Security for the 21st century," he told the members of Congress in his nationally televised address.

"The best way to keep Social Security a rock solid guarantee is not to make drastic cuts in benefits; not to raise payroll taxes; not to drain resources from Social Security in the name of saving it."

He presented an outline to use projected budget surpluses over the next 15 years to shore up the federal retirement, survivors and disability program.

The president called for bipartisan support "in saying to the American people, we will save Social Security now."

His outline drew on many of the same guidelines set forth by the AFL-CIO last August. These

included the use of money from a government budget surplus to save Social Security rather than provide tax cuts, no cut in benefits and an assurance that the program will continue to serve those for whom it was intended when created in 1935.

Immediately after the address, AFL-CIO President John Sweeney said Clinton's presentation drew "a big cheer from working families. Using the federal budget surplus to do this returns the benefits of the strong economy to the people whose hard work made it possible."

"We are especially pleased with the president's strong opposition to replacing our nation's most important family protection program with private accounts, and his commitment to strengthen Social Security for the next century," added the head of the national federation of labor.

To back its conviction against

privatizing Social Security, a representative of the AFL-CIO told the Senate Budget Committee on January 22 that proposals being offered to create individual investment accounts in the place of the federal program would "diminish protections that workers now have and would place working families in an even more precarious situation. The AFL-CIO and its affiliate unions strongly oppose replacing any part of the Social Security system with individual accounts."

The labor federation pointed out Social Security provides two out of every three older households with half or more of their retirement income.

Regarding pensions helping with income, the AFL-CIO noted less than half of all older American households draw any pension benefits from past employers and only two of every five workers today are covered by

a pension plan.

"Social Security is the one part of our retirement income system that is actually working for everybody," the labor federation stated. "If Social Security is to change—and changes are necessary to make sure Social Security will be able to pay all benefits in the future—those changes must not jeopardize the system's capacity to provide workers with a guaranteed foundation of retirement security, nor must they undermine its family protections."

Nearly 44 million people receive Social Security benefits. Almost one-third (14 million) are disabled or surviving family members.

Both the Senate and House of Representatives will review and debate what to do about Social Security as the 106th Congress begins its two-year legislative session.

Steel Crisis Continues

Concerned that the administration's plan to stem the flood of dumped imported steel doesn't go far enough, the United Steelworkers of America (USWA) reportedly will turn to Congress for support.

USWA President George Becker described President Clinton's January 7 report to Congress on the surge in steel imports as "very disappointing, for while it recognizes that there is a serious problem, it does not outline any new initiative other than a proposal that Congress pass \$300 million in tax breaks for the steel companies and provide heightened attention to the processing of trade adjustment cases."

In a letter to the White House, Becker declared, "All key steel producing countries must immediately commit to fully reduce all of their steel exports to pre-crisis levels (July 1997) and the administration must hold all of them to this commitment. Without such a comprehensive approach, steel will be shifted among products and countries, thus nullifying the value of any relief."

Apparently, the union will appeal to lawmakers from steel-producing states to see that such reductions take place.

Meanwhile, an industry coalition that includes labor and management reports that the surge in steel imports—which reached unprecedented levels last year—already has led to more than 10,000 layoffs and several companies going bankrupt.

SIU members sailing on the Great Lakes have felt the impact, as early layoffs (through December) had accounted for more lost sailing days compared to 1997—despite an unusual dearth of ice in the region. For example, the SIU-crewed *Charles Wilson* sailed 28 fewer days this past season compared with the prior one. (Many Lakes vessels transport raw materials used to manufacture steel.)

Runaways Spotlited by Press

Continued from page 3

Herald, *The (Savannah) Georgia Guardian*, *The (Fort Lauderdale, Fla.) Sun-Sentinel*, the *Savannah (Ga.) Morning News*, the *Virginian Pilot* and the *Richmond (Va.) Times-Dispatch*.

Additionally, industry publications such as *the Journal of Commerce*, *Traffic World*, *Lloyd's List* and others have covered cases of runaway-flag ships and the IIF's campaign against such shipping.

The SIU, one of the more than

500 worldwide ITF affiliates, has long been active in the campaign against runaway-flag shipping.

Also known as flag-of-convenience vessels, runaway-flag ships are carriers operating under the flag of one nation, yet owned by a citizen or citizens of another country. Financially strapped nations sell the use of their flag to shipowners, who register tonnage in those countries in order to meet less stringent labor, safety, regulatory and tax standards than if that vessel were registered in the owner's resident nation.

ITF Global Mariner Schedule of Upcoming U.S. Ports

Port	Arrival	Departure
Los Angeles	March 4	March 8
San Francisco	March 18	March 22
Portland	March 24	March 28
Seattle	March 30	April 5
Tacoma	April 6	April 9



Members of the Apostleship of the Sea-Diocese of Beaumont, Texas visited the ITF's *Global Mariner* last fall in Houston, where they delivered reading material and other items. Pictured here (from left) are a crew member, retired SIU Bosun Angel Figueroa and two retired NMU members.

Seafarers Say Time Has Come For SIUNA-NMU Affiliation

Longtime Members See Alliance Benefiting All Unions

Reaction from Seafarers to the new affiliation between the SIUNA and the NMU is full speed ahead, based on conversations by *Seafarers LOG* reporters with members around the country.

At SIU halls and aboard ships, Seafarers described the affiliation as a positive step for the entire U.S. maritime industry.

"I think it will help all maritime unions," said AB Burlin Pinion, a 35-year member of the SIU, while on watch aboard the *USNS Soderman* in Norfolk, Va. "The affiliation gives us more strength in negotiations and will result in better contracts in the future."

"It's a positive move."

At the Baltimore SIU hall, AB George Oberle pointed out that affiliation talks "were brought up many years ago, and I wish it had happened back then. This increases the size of our international union and it's a good move."

A few Seafarers expressed hesitancy about the affiliation, pointing out the often contentious and sometimes violent history between the SIU and the NMU.

But Recertified Bosun Billie Darley, who took part in some waterfront battles, said the time has come for this alliance. "They're a brotherhood of the sea, too. Anything we can do to help their progress, we should do," Darley said at the Jacksonville, Fla. hall.

In San Francisco, chief cook and former Marine Cooks & Stewards member Jim Saxton said he knows from experience that affiliations can benefit all concerned parties. (The MC&S affiliated with the SIUNA in 1953, and it later merged with the SIU's Atlantic, Gulf, Lakes and Inland Waters District in 1978.)

"We needed this affiliation, for the simple reason that once all unlicensed unions are under one banner, we have more bargaining power. What are those old sayings? Divide and conquer, and united we stand."

The affiliation was signed on December 10 and announced in last month's *Seafarers LOG*. It means that all the major U.S. unlicensed unions now are part of the same organization, the SIUNA. The agreement also brought an end to 60 years of fighting between the SIUNA and the NMU.

News that the organizations were talking about a possible affiliation was first announced in March when the NMU held its constitutional convention on the grounds of the Paul Hall Center for Maritime Training and Education in Piney Point, Md.

The NMU delegates approved a resolution that stated "some form of affiliation eventually leading to a merger with another maritime union would be in the best interest of the membership."

Under the terms of the affiliation, the SIUNA and NMU will work together to improve the working and safety conditions aboard U.S.-flag ships. The organizations also will undertake to establish a joint training program to prepare their members for the tasks facing them in the next century.

Like the other maritime unions in the SIUNA, the NMU will remain an autonomous union that elects its own officials, negotiates its own contracts and oversees its own pension and welfare plans.

With the addition of the NMU, the SIUNA is composed of 18 autonomous unions which represent more than 80,000 working men and women in such varied occupations as mariners, government employees, manufacturers, cannery workers and more.

Paperworkers, Chemical Workers Merge

A new merger between trade unions, approved last month in Las Vegas, will unite 320,000 workers across key sectors of American industry.

"I am proud and honored that the members of the United Paperworkers International Union (UPIU) and the Oil, Chemical and Atomic Workers International Union (OCAW) have joined forces in a strong new union," said Boyd Young, formerly president of the UPIU and now the first president of the merged organization.

The new union is called PACE, the Paper, Allied-

Industrial, Chemical and Energy Workers International Union. "We chose this name because it represents all our members, including those from the Allied Industrial Workers (AIW)," said Young. The AIW merged into the UPIU in 1994.

OCAW President Robert Wages is now the executive vice president of PACE.

"When the merger discussions started with the UPIU, President Young and I committed to a basic premise," said Wages. "We were not interested in merging for the sake of being larger; we were interested in cre-

ating a new, more powerful and progressive union prepared to do the work our membership expects."

The UPIU and the AIW bring PACE members in pulp, paper, automobile parts, appliance manufacturing and a wide variety of other industries. Cement workers from the Independent Workers of North America affiliated with the UPIU in 1991.

The OCAW's contribution includes members in oil, chemical manufacturing, nuclear energy, pharmaceuticals and a variety of related industries.

Avondale, Newport News Merger May Be Breakthrough for Workers

AFL-CIO Metal Trades Department Is Cautiously Optimistic

The multi-million dollar merger announced last month between Newport News (Va.) Shipbuilding and New Orleans-based Avondale Industries may spell a positive conclusion to the five-and-a-half-year fight for union representation at Avondale.

Workers at Newport News are represented by the Steelworkers. Workers at Avondale voted for union representation in June 1993, but the company has slithered around judges' orders to negotiate a first contract, tossing up countless delays to deny that representation.

A spokesperson for the Justice at Avondale campaign, which is coordinated by the AFL-CIO Metal Trades Department, said they are cautiously optimistic the merger will signal the end of Avondale's refusal to negotiate.

The agreement between the shipyards has been described as a corporate merger that will leave each facility physically unchanged, although they will share the name Newport News Avondale Industries. No layoffs are expected, as the yards together face a \$6 billion backlog.

Newport News Shipbuilding Chairman and CEO William Fricks is expected to head the new entity, and officials from Newport News Shipbuilding reportedly will control seven of the 10 seats on the new board of directors.

Fricks told a Virginia newspaper that he expects a resolution to the question of union representation at Avondale.

Meanwhile, attorneys representing the Avondale workers and the unions involved in the saga anxiously were awaiting filings

from the shipyard to the government required to expedite the merger. (Stockholders also must okay the deal, expected to be finalized in the second quarter of this year.) It is hoped that those filings will hasten a first union contract at Avondale.

The Metal Trades Department issued the following statement after the merger was announced January 20:

"We are hopeful that the announced merger between Avondale Industries and Newport News Shipbuilding is good news for the Avondale workers who have fought for fair treatment and respect for so long.

"The workers voted for a union five years ago in order to do better for themselves and their families. They won the right to sit down and negotiate a union con-

tract, but the company has denied them that right through endless appeals and by breaking the law. We think this merger holds promise as a possible end to the litigation and the violation of workers' rights at Avondale, and we hope it will mean the beginning of the negotiations process.

"The Newport News workers are represented by a union—the United Steelworkers of America. The workers voted to unionize in 1978 in the third largest union election in history. Workers at Newport News have since negotiated many good union contracts with their company, and have a voice in addressing the kinds of issues that concern Avondale workers such as safety and respect. The union and the company have a solid working relationship, and we hope that Avondale workers will soon also have an opportunity to exercise their legal right to have a voice on the job through a union contract.

"The Metal Trades Council,

AFL-CIO expects that the merger will be a favorable one for all parties involved—the shareholders, the workers, the Navy and other customers. We expect the relevant regulatory bodies, including the Securities and Exchange Commission, the Federal Trade Commission, and the Justice Department's anti-trust division—as well as the shareholders and Avondale's government customers—to ensure that this is the case. This merger affords an important opportunity to improve upon Avondale's corporate governance structure and include a higher level of accountability. This opportunity is key in light of Avondale's history of ignoring majority shareholder votes.

"As for future plans for the Justice at Avondale campaign, the Avondale workers will continue to shine a spotlight on injustice in the yard and continue to press for the company to honor their rights under the law."

Labor Briefs

Tacoma Seafarers Aid Striking Steelworkers

A number of SIU members in the Tacoma, Wash. area tried to boost the holiday spirits of striking Steelworkers by donating gifts for their families.

Seafarers donated more than \$1,000 worth of toys to the families of members of Steelworkers Local #7945, which is on strike against Kaiser Aluminum.

The gifts were collected at the SIU hall in Tacoma and forwarded to the Steelworkers local.

In another show of solidarity, Seafarers also have marched on picket lines with Local 7945 members.

Kaiser Aluminum wants to cut employment levels at all five of its plants—two in Spokane, Wash. and one each in Tacoma, Newark, Ohio and Gramercy, La. That includes 32 jobs at the Tacoma site.

The company also has proposed a substandard, five-year agreement.

Union Ranks Grew By 100,000 in 1998

According to data released late last month by the U.S. Bureau of Labor Statistics, trade unions experienced a net membership growth of 100,000 in 1998 compared to the previous year.

The BLS reports that union membership stood at 16.2 million entering this year. However, the percentage of union-represented workers dipped slightly in 1998, down two-tenths of one percentage point (to 13.9 percent) from the prior year.

The government statistics also showed that union members earn more money than unrepresented workers. "Median weekly earnings for union members who work full time were about a third higher than the median for nonunion workers," the agency reported.

In fact, union members earned an average of about \$165 per week more than unrepresented workers.

NLRB Backs Worker's Right Not to Scab at Paper

Dwight Biermann isn't a union member, but his refusal to cross a picket line and train as a scab made headlines.

The National Labor Relations Board recently ruled that American Publishing Co. illegally fired Biermann, a computer systems coordinator at the *Herald Palladium* newspaper in St. Joseph, Mich. Biermann would not go to the *Chicago Sun-Times* in anticipation of a possible strike in November 1997 by members of Local 71 of the Chicago Newspaper Guild. The company wanted to train him and several others in case the strike took place.

Biermann said he came from a union background and would not cross a picket line. He also acknowledged in a memo to management that "my stance on this issue could very well cost me my job. I accept that."

The strike never occurred, but Biermann was fired that month. The Guild filed a complaint with the NLRB even though he wasn't a union member.

Ultimately, the NLRB ruled that an employee can lawfully refuse to cross a picket line. The board also ordered the company to pay lost wages to Biermann, who now works as a production manager at the *State News*, based at Michigan State University in East Lansing.



Sen. Lott Calls for Strong U.S.-Flag Fleet

Continued from page 3

America's fleet meets the most stringent safety standards and operates in a higher tax environment, and has steadily lost ground to these flag-convenience fleets. This situation is reaching the point where the U.S. commercial fleet's ability to meet our national security requirements may soon be in jeopardy.

Mr. President, the solution to this problem has two parts. First, we must hold other countries accountable for providing reciprocity in access to maritime trade and meeting international standards for vessel safety, crew training and preventing pollution. The United States places very few restrictions on the use of our ports to facilitate international trade. Some countries, such as China, however, have imposed unfair burdens on United States and other foreign vessels conducting business there in an effort to protect their own businesses. The FMC, under Chairman Hal Creel's leadership, appropriately moved to head off problems in Japan's ports during the 105th Congress and is increasingly concerned about the situations in China and Brazil.

While our nation encourages

open competition in the commercial maritime sector, America only demands that it be fair and meet minimum standards for protecting our environment and our citizens. However, as a January 3, 1999, *New York Times* article reported, flag-of-convenience ships are using their foreign status and the lax oversight of their flag states to escape punishment for their intentional dumping of oil in the ocean not far from our coast. America should not allow the unscrupulous operation of unsafe ships with ill-trained crews to threaten the oceans, our coastlines or our citizens.

I challenge the administration to aggressively combat these actions to the fullest extent of U.S. law. Under the leadership of Senators Kay Bailey Hutchison and John McCain, the 105th Congress provided the FMC with increased authority to address unfair foreign shipping practices. I invited the administration to work with the 106th Congress to provide increased legislative authority to counter attempts by foreign-flag ships to escape punishment for such unconscionable behavior.

Second, we must level the playing field for U.S. companies competing in the commercial maritime arena. On the financial

side, U.S. shipping companies provide equal or higher quality service than foreign competitors at a similar cost, yet foreign shipping companies are growing and U.S. shipping companies are shrinking. This happens because, unlike U.S. shipping companies, most foreign shipping companies pay little or no income taxes. In this capital intensive business, investments are flowing to those companies which provide a better return on investment, and the tax differential tilts this flow toward foreign companies. This is why foreign shipping companies are buying their U.S. counterparts instead of the other way around. This nation's tax policies should promote business growth, not stifle it. I look forward to working with Senator John Breaux to develop specific provisions. My colleague and friend shares an interest in maritime policy, and together we serve on both the commerce and finance committees. This provides us with an ability to shape maritime policy in the regulatory, tax and trade environments.

Mr. President, U.S. shipping companies can compete and succeed in the world's international trade marketplace when competition is fair.

Snuffing Out the (Practice) Blaze



SIU members in a recent advanced fire fighting class at the Paul Hall Center for Maritime Training and Education practiced extinguishing fires, including the one below. The hands-on training is a key component of the two-week course. Pictured at left (from left) are class members Terry Cowans Sr., Pat Meagher and John Kamara.



Making a Difference

Seafarers Aid Families, Fellow Hondurans In Wake of Hurricane Mitch Devastation

Sometimes five people can make a difference.

Just ask the survivors of Hurricane Mitch in the Honduran town of Santa Rosa de Aguán.

This community on the banks of the Caribbean Sea was ravaged for days by the storm at the end of October. Reports from the area said flood waters from the Aguán River, a mud slide from the mountains and a tidal wave from the sea all descended on Santa Rosa de Aguán during the storm almost wiping it off the map.

The town made international news when one of its residents, Isabel Arriola de Guity, was found in the Caribbean clinging to a log 50 miles from shore six days after she was swept from the roof of her house. She is the sister-in-law of Chief Cook **Julio Guity**, who sails from Houston.

Guity received updates of the storm's disaster while sailing aboard the *Patriot*. As reported in the December 1998 issue of the *Seafarers LOG*, he signed off the vessel to return to Houston to see what could be done to help his native land.

At the same time, his cousin, AB **Victor Medina**, also came back to Houston from his job on the *Overseas New Orleans* to work on getting aid to his homeland.

Spearhead Relief Drive

The pair, with other Honduran-born SIU members, spearheaded an effort among Seafarers, the Texas labor community, churches and the Honduran residents in Houston

to gather and deliver food, clothing, medicine and other aid.

"They did a remarkable job," noted SIU Vice President Gulf Coast Dean **Corgey**. "They completely filled a container which they sent on a ship with other relief items to La Ceiba [Honduras]."

Medina, Guity and other Seafarers collected more than \$6,000 and bought goods needed by their relatives and others in Santa Rosa de Aguán. Working with the Honduran-based Organization of Ethnic Advancement of Communities (ODECO), they cut through government red tape and quickly got the supplies sent to their homeland.

Arrive with Supplies

Then, Medina and Guity as well as Chief Cook **Mariano Norales** and DEU **Carlos Nuñez** flew to La Ceiba to meet the container when it arrived.

"We wanted to make sure it got to where we promised it would go," Medina said. "We also felt we had to be there to help our families."

With so many roads and bridges out of commission, the Seafarers (who were joined on their trip from Houston by another Honduran native, **Carlos Colon**) rented skiffs, known locally as "pangas," to carry the supplies to Santa Rosa de Aguán. It took the five men 24 hours to unload the container into the pangas.

"Remember, these men were doing all this on their own time at their own expense," noted

Corgey.

Once the skiffs were loaded, the trip along the Honduran coast took 11 hours.

"Devastating" was the term used by Medina to describe his first reaction at seeing his home town when he and the others arrived with the supplies. "I couldn't believe it. Everybody's house that remained was a shack."

Many, many other homes no longer existed. Records brought back by the group showed more than 40 people had died or were missing. Among them were family members of the men.

First Goods from U.S.

While other relief items had filtered into the community, the Seafarers brought the first items from the United States. Among the goods were beans, rice, cooking and fuel oil, sugar, flour, soap and much more.

"They knew we were coming because we had sent messages through relatives," Medina recalled. "But when they saw us, their faces lit up. They said it was one of the most beautiful things to happen. It was a very, very, very good thing."

The members, donned in Seafarers caps and shirts, stayed in Honduras from November 14 to December 12 to help with the recovery. They were the subject of several newspaper articles.

"Now everyone there knows who the SIU is," Medina said. "They were very grateful."

Despite having very little remaining after the storm, the townspeople of Santa Rosa de Aguán wanted a special way to express their appreciation. They created a plaque for SIU President **Michael Sacco** and all the Seafarers who came to their aid and had the members bring it



Working in Honduras on the distribution of aid are (from left, kneeling) **Carlos Colon**, **Mariano Norales**, (standing) **Julio Guity**, **Celeo Casildo** (president of ODECO), **Carlos Nuñez** and **Victor Medina**.

back to Texas. The plaque now hangs in the Paul Hall Library and Maritime Museum in Piney Point, Md. for all to see.

Many Helped

"We really want to thank President **Sacco**, Dean **Corgey**, [Assistant Vice President] **Jim McGee** and all the others who helped us," Medina stated.

"Without their work, we would not have been able to do all that we did."

Adding to his remarks was Chief Cook **Fernando Guity**, a cousin of **Julio Guity**.

"All the members have been so kind," **Fernando Guity** told a reporter for the *LOG*. "I was at sea when the *LOG* carried the story. All the people on the ship asked if I was related. When I said yes, they asked how they could help."

"Since I've come back to Houston, the whole Honduran community here appreciates what [the Seafarers] have done,"

the eight-year SIU member said.

More Aid Needed

Because of the devastation, relief efforts in Honduras—as well as the neighboring countries of Nicaragua and El Salvador—will take years. Therefore, the group of Seafarers will continue to collect aid for their fellow Hondurans.

"They are still in the emergency phase down there," **Medina** pointed out. "They need food, medicine and clothes."

"But soon they will need to start building. We want to help supply the blocks, cement and roofing materials to help them. Just like we did with the food and medicine, we want to collect the money and deliver the materials ourselves to make sure it gets to the people who need it."

"They are not asking us or expecting us to do everything. They just need a helping hand and whatever anybody can spare is a big, big help."

The AFL-CIO is working with the U.S. Agency for International Development to assist the victims of Hurricane Mitch. Among the groups accepting donations earmarked for the relief effort are the American Red Cross, CARE, Salvation Army, Save the Children and many church organizations.

Donations also may be sent to the West Coast Ports Council, 1221 Pierce Street, Houston, TX 77002. The donations should be marked for the Honduran Relief Effort.



Chief Cook **Julio Guity** personally delivers some much needed food to families in the area devastated by Hurricane Mitch.



In the photo above, residents of Santa Rosa de Aguán try to clean up what is left of their main street, while at left and below, the widespread destruction of buildings and roads is evident. The insert shows a plaque of thanks to the SIU from the villagers.





Former SIU President Paul Hall (1914-1980), who directed the school's opening in 1967, believed that academic courses contribute to the effective job performance of Seafarers. An informed, well-rounded person, Hall reasoned, is more likely to be a better shipmate. Today, the school maintains that philosophy, which is why the GED program is available to SIU members such as Martin Nelson (third from left). Nelson recently earned his diploma at Piney Point while also completing his training as a member of unlicensed apprentice class No. 576. Pictured with him are (from left) Joan Miles and Peggy Densford from the academic department and Theresa Price, retired school employee who encouraged Nelson to enroll in the GED program.

Keeping Up With The Paul Hall Center

The Paul Hall Center for Maritime Training and Education, located in Piney Point, Md., offers a wide range of vocational and academic classes. Students at the center's Harry Lundeberg School may choose from a schedule that features everything from entry-level to officer training, and from general academic education to college courses (potentially leading to an associate's degree).

The photos on this page provide a sampling of the Paul Hall Center's value to Seafarers.



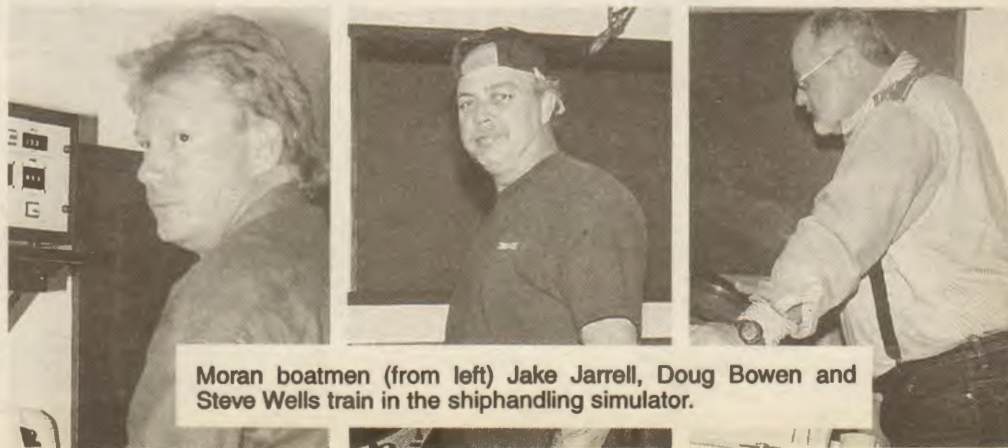
An important part of the unlicensed apprentice program is the 90-day shipboard assignment, during which students rotate through all three departments. Recertified Bosun John E. Stout recently sent these photos of apprentice Mary Bado working in the deck department aboard the *Sea-Land Innovator*. The bosun reports that Bado did a good job.



Lundeberg Staff Spells Victory: Bill Eglinton, director of vocational education at the Paul Hall Center, had two goals when the school recently participated in a spelling bee at a local high school. "First, we wanted to help a good cause, because this was a fund-raiser for an area school," he says. "Second, I didn't want to be the first team eliminated." The group from Piney Point far exceeded that aim, winning the six-team competition. The spelling bee lasted 11 rounds and included two teams of teachers and three local businesses, along with the Paul Hall Center team. Eglinton's group won when academic instructor Rick Prucha spelled "maelstrom." The winning team of (front row, from left) Prucha, Liz Reisman (associate director of the medical department) and Eglinton dressed as unlicensed apprentices for the occasion, and they were supported by students (back row, from left) Justin VonSprecken, Roger Steward, Joshua Davenport, Clifton Doonis and Nabil Ahmed.



In late 1998, the school added new radar equipment to help Seafarers more efficiently meet Coast Guard requirements and to boost their skills. Among the first SIU members to utilize the state-of-the-art equipment were boatmen from Moran Towing. Pictured from left to right are (kneeling) Roger Ortega, Jeff Willis, Freddy Hamilton, (standing, first row) David Rushing, Michael Freeman, Steve Wells, Thomas O'Neal, George Morales, Doug Bowen, Ernie Costa, (second row) Jake Jarrell, Douglas Crawford, Mark Provose, Mark Penland, Charles Young and Mark Fulto.



Moran boatmen (from left) Jake Jarrell, Doug Bowen and Steve Wells train in the shiphandling simulator.

Celebrating the Holidays the SIU Way

... Aboard Crowley Tugs

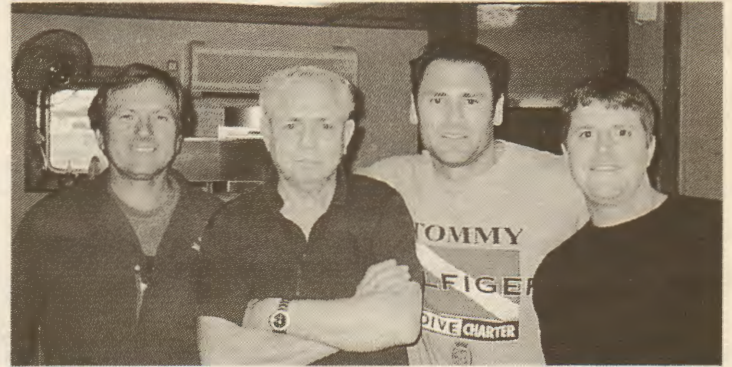
SIU boatmen on five Crowley tugs received the latest union news and holiday greetings when Wilmington, Calif. Port Agent John Cox climbed aboard the vessels on Christmas Day.

Appropriately, Cox wore a Santa cap when meeting on the conventional tugs *Sea King* and *Sea Prince*, the z-drive tug *Tioga* and the new tractor tugs *Admiral* and *Master*.

"The members work on Christmas, and this was just my way of reminding them that the SIU is always there for them," Cox noted.



The *Sea Prince's* crew includes (from left) Cook Utility Dave Verschoor, Captain John Rakyta, Engine Utility Hugh Wain, Trainee Engineer Javier Montano and AB Adolph Romero.



Working aboard the *Tioga* are crew members (from left) Engine Utility Deso Hrboka, Captain Jim McNutt, Deck Utility Damir Kucar and Mate Hank Scott.



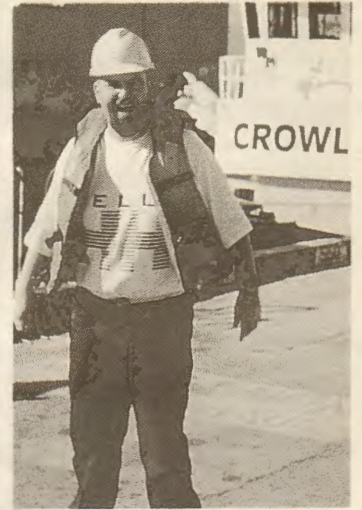
Captain Steve Warford (left) and AB Mike Privette (right) greet Port Agent Cox near the *Sea Prince*.



Captain Burt Thompson (right) welcomes Port Agent John Cox aboard the tractor tug *Admiral*.



Cook Utility Larry Jamieson prepares breakfast aboard the *Sea King*.



AB Adolph Romero dons safety gear near the *Sea Prince*.



Deck Utility John Ivankovich poses for a photo aboard the *Admiral*.



Standing by the *Sea King* are (from left) Cook Utility Dave Verschoor, Port Agent John Cox and Cook Utility Larry Jamieson.



Working on a special holiday treat is Cook Utility Dave Verschoor.



They may have worked during the holidays, but Seafarers aboard the *Master* show that they still enjoy seasonal goodies in the galley. Pictured from left to right are AB John Dimeglio, Engine Utility Tom Crowley (no relation to the company CEO) and Captain Rick Cavalier.

... Aboard Allegiance



The crew of the *Allegiance* (above) enjoyed Thanksgiving dinner, including (at right, from left) GSU Charlfred Autrey, Bosun Samuel Porchea and Chief Steward Tyler Laffitte.



Chief Steward Tyler Laffitte brings out freshly baked rolls.

Seafarers aboard the *Allegiance* enjoyed an expansive Thanksgiving menu provided by Chief Steward Tyler Laffitte, Chief Cook Sherman Harper and GSU Charlfred Autrey.

The fine feast included tasty vegetables and appetizers such as shrimp cocktail, banana nut bread, stuffed deviled eggs, olive cheese balls, crab meat salad, baked potato, mashed potatoes and several others.

Delectable entrees also were on the menu, including broiled striploin steak; roast tom turkey with dressing, gravy and cran-

berry sauce; baked Texas smoked ham with fruit sauce; and roast prime rib of beef au jus.

Listed as the "chef's special selection" were filet mignon and baked lobster tails.

For those who had any room left, the dessert menu was eye-popping. Pumpkin, peach, apple, blueberry, pecan, sweet potato and mincemeat pies were served. Several varieties of cakes, cookies and candies also were available.

The *Allegiance* is a tanker operated by Maritrans.



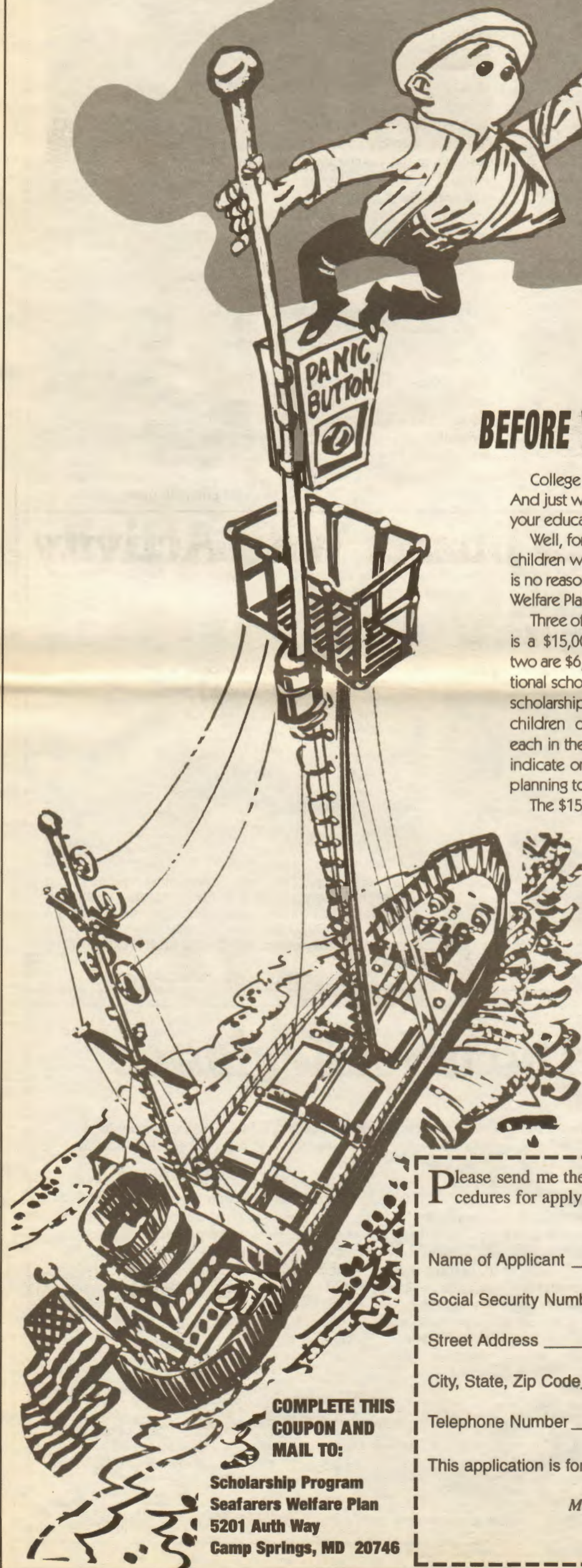
Finishing up their meals are (at left) ABs Castillo Jose and Dennis Zuniga.

At right, Bosun Samuel Porchea (center) shows his appreciation to Chief Cook Sherman Harper (left) and Chief Steward Tyler Laffitte.



A full assortment of tasty desserts followed the Thanksgiving feast.

WHAT CAN YOU DO ABOUT SKY-HIGH COLLEGE COSTS?



BEFORE YOU HIT THE PANIC BUTTON, THINK SIU SCHOLARSHIP

College tuition costs never seem to stop rising. And just when you think you can afford to continue your education, they rise yet again.

Well, for Seafarers, their spouses and dependent children who plan to attend college next fall, there is no reason to panic because in 1999, the Seafarers Welfare Plan is again offering seven scholarships.

Three of the awards will go to SIU members (one is a \$15,000, four-year college stipend; the other two are \$6,000, two-year awards to study at a vocational school or community college). The other four scholarships will be given to spouses or unmarried children of eligible Seafarers or SIU pensioners, each in the amount of \$15,000. Candidates should indicate on the application form whether they are planning to attend a two-year or four-year program.

The \$15,000 college scholarships will be paid at the rate of \$3,750 per year over a four-year period. The \$6,000 awards will be paid at the rate of \$3,000 per year.

Eligibility requirements are fully explained in a booklet which also contains an application form. The booklets are available at all SIU halls or may be received through the mail by filling out and returning the coupon below.

In addition to the scholarship application form, a number of other items must be submitted at the same time. These include:

- **Autobiographical Statement.** Space for this is provided on the back

of each application form.

- **Photograph of Applicant.** This should be a black/white or color passport-type picture.

- **Certified Copy of Birth Certificate** if it is not already on file with the Seafarers Welfare Plan. (Only applicants for a dependent's scholarship are required to furnish this item.)

- **High School Transcript and Certification of Graduation.** Request both of these items from your high school and ask that they be sent directly to the scholarship committee.

- **Official Copy of High School Equivalency Scores.** If you earned a high school diploma by taking the General Education Development (GED) test, have the Department of Education in the state where you took the exam (or if you were in the military, the appropriate military agency) send an official copy of your scores directly to the scholarship committee.

- **Letters of Reference.** At least three letters are required for all applications. They should be gathered from individuals who have knowledge of the applicant's character, personality and career goals.

- **SAT or ACT Results.** The ACT or SAT test must be taken no later than February 1999 so as to leave enough time for the results to reach the scholarship selection committee in time for evaluation.

This may seem like a lot of work. But, don't panic. There is plenty of time if you start the process now. **April 15, 1999** is the last day in which applications are being accepted for this year's scholarship program.

Please send me the 1999 SIU Scholarship Program booklet which contains eligibility information, procedures for applying and a copy of the application form.

Name of Applicant _____

Social Security Number _____

Street 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.

COMPLETE THIS
COUPON AND
MAIL TO:

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

2/99

Refurbished Humacao Carries Bigger Containers

New Hatch Covers Boost Capacity of NPR, Inc. Vessel

When the SIU-crewed *Humacao* left dry dock last fall, it did so with a substantially increased cargo-carrying capacity.

The vessel last year was refitted in Baltimore with hatch covers that allow the *Humacao* to carry 53-foot containers. Before, the ship usually transported containers ranging in size from 20 to 45 feet.

"It's very uncommon for a ship to be outfitted to carry 53-foot containers," observed AB Mike Hall, a crew member during the *Humacao's* initial voyage last September. He pointed out that new railings and lash gear also were installed during the dry-dock.

From there, the *Humacao* resumed its regular run between the ports of Philadelphia; San Juan, P.R.; and Jacksonville, Fla. "We transport just about everything," said Captain Dennis Schroeder.

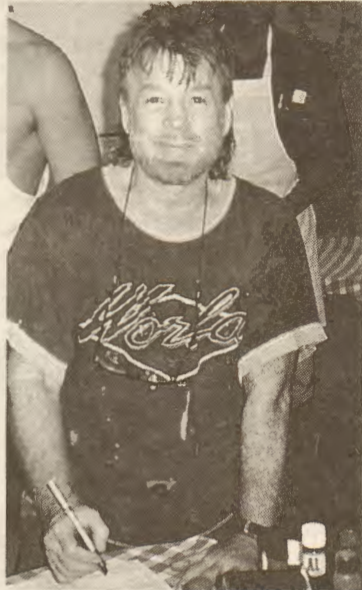
Operated by NPR, Inc., the *Humacao* "keeps a very tight schedule," added Hall, an eight-year member of the SIU and frequent upgrader at the Paul Hall Center for Maritime Training and Education.



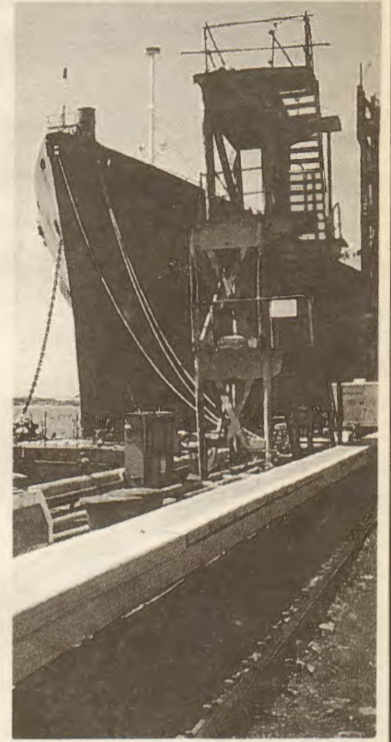
Arriving for a union meeting aboard the *Humacao*, an NPR, Inc. vessel, are Engine Utility Ben Magliano, Chief Cook Donald Mann, DEU Kenji Hoffman, OMU Bob Oppel and AB Mike Hall.



The *Humacao* got under way with an experienced galley gang including (from left) Chief Cook Donald Mann, SA Anna Alexander and Chief Steward Ray Jones.



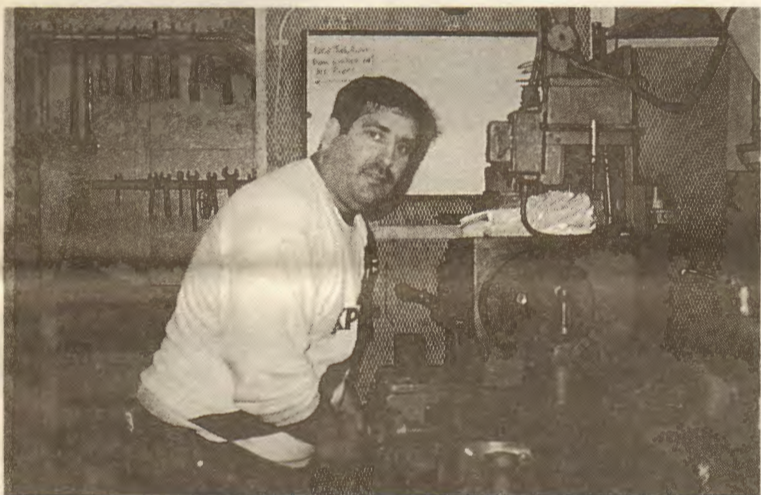
Signing in for the union meeting is Chief Electrician William Payne.



In Baltimore, the vessel was refitted with new hatch covers, railings and lash gear.

San Juan Buzzes With Activity

The port of San Juan, P.R. is one of the busiest for SIU members. Recently, SIU officials from Santurce snapped these photographs to provide a sampling of seafaring life in that area.



The end of the dry-dock period made for plenty of work for engine department members Electrician George Bonelli (above), OMU Israel Rivera (below) and Wiper Mike Joel (at bottom).



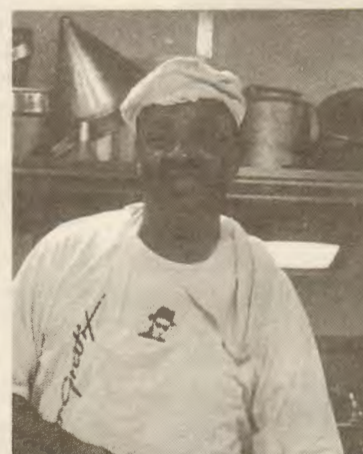
AB Melvin Leguillon waits for the *Sea-Land Producer* to dock in San Juan so he can visit his home and check on the damage caused by Hurricane Georges.



Crane Maintenance Electrician Theodore Quiñones communicates to crew members below.



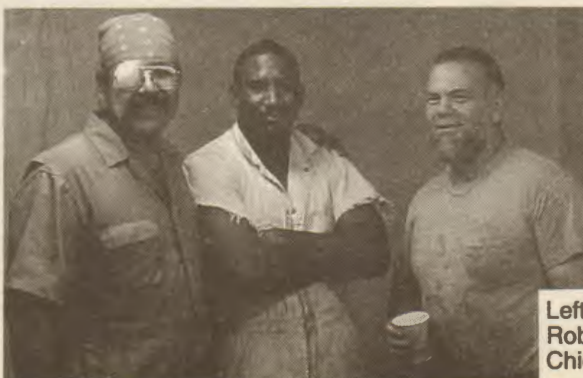
Waiting for the next job call at the SIU union hall in Puerto Rico are, from left, AB Abad Calero, DEU José Canales and OMU Jorge Bermeo.



Chief Cook George Williams begins preparations for lunch aboard the *Mayaguez*, an NPR, Inc. vessel.



Ready for work is Crane Maintenance Electrician Orlando Flores.



Reporting to the dock are, from left, Engineer R. Rodriguez, Crane Maintenance Electrician J. Santana and AB J. Gonzalez.

Left: Aboard the *Nuevo San Juan* are, from left, AB Roberto Feliciano, Engine Utility Benjamin Stanley and Chief Engineer James Williams.

HOW TO PREPARE A TAX RETURN

Step 1. Get all records together.

- Income Records. These include any Forms W-2, W-2G and 1099.
- Itemized deductions and tax credits.
- Medical and dental payment records.
- Real estate and personal property tax receipts.
- Interest payment records for items such as a home mortgage or home equity loan.
- Records of payments for child care so an individual could work.

Step 2. Get any forms, schedules or publications necessary to assist in filing the return. IRS Publication 17 entitled "Your Federal Income Tax for Use in Preparing 1998 Returns" is the most comprehensive guide the agency has issued this year. Most IRS offices and many local banks, post offices and libraries have publications designed to provide individuals with information on correctly filing tax returns.

Step 3. Fill in the return.

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

Step 5. Sign and date the return. Form 1040 is not considered a valid return unless signed. A spouse must also sign if it is a joint return.

Step 6. Attach all required forms and schedules. Attach the first copy of Copy B of Forms W-2, W-2G and 1099R to the front of the Form 1040. Attach all other schedules and forms behind Form 1040 in order of the attachment sequence number. If tax is owed, attach the payment to the front of Form 1040 along with Form 1040-V (original only). Write name, address, phone number, social security number and form number on your check or money order.

Rounding Off to Whole Dollars:

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

Fast Refund:

Taxpayers are able to request direct deposit of their tax refunds by filling out lines 66b, 66c and 66d on their Form 1040. Line 66b is for the bank's routing number. Line 66c indicates the type of account, and line 66d is the taxpayer's account number at the bank.

When tax returns are filed electronically, a refund will be received in about 3 weeks, or in 2 weeks if it is deposited directly into a savings or checking account. For a charge, many professional tax return preparers offer electronic filing in addition to their return preparation services. If an individual prepared his or her own return, a preparer or transmitter in their area can file the return electronically. For a list of who can file a tax return electronically in any given area, call the IRS toll-free number, 1-800-829-1040, and ask for the Electronic Filing Office.

WHAT ARE CONSIDERED DEDUCTIONS AND CREDITS

Personal Exemption Amount: The deduction for each exemption—for the individual, his or her spouse and dependents has increased to \$2,750 per person. In 1998, the exemption deduction for high income taxpayers may be reduced or eliminated if their adjusted gross income exceeds certain threshold amounts.

Standard Deduction Has Increased: The standard deduction, or dollar amount that reduces the amount that is taxed, has increased for most people (see box below to the right). Because of this increase, it may be to an individual's benefit to take the standard deduction this year even if that person has itemized deductions in the past.

Personal Interest Deductions: For 1998, personal interest cannot be deducted. Personal interest includes interest on car loans, credit cards and personal loans.

Interest on Secured Loans Deductible: Interest paid on mortgages or investments is 100 percent deductible.

Union Dues Deduction: Union dues, including working dues, are deductible only if they exceed 2 percent of adjusted gross income. If they do, only the portion over the 2 percent is deductible. SPAD contributions have never been deductible.

Deducting Work-Related Expenses: Expenses associated with a seaman's work may be considered tax deductible. However, no expense can be deducted for which a seaman has been reimbursed by the employer. Travel to the union hall to register or travel to the union's designated medical facility to take the required physical and drug tests are examples of expenses which are work-related but not reimbursed by the company. Members of the galley crew may deduct the costs of knives and other equipment they personally own but use when on a ship performing their work duties. The purchase of work-related clothing and other gear, as long as it is truly for work and not paid for by the employer, are likely to be considered tax-deductible.

Deducting Work-Related Car Expenses: Use of a personally-owned automobile in work-related travel can result in deductible expenses. Two methods can be used to compute automobile expenses—either listing a standard mileage rate or determining actual cost. On the tax return due April 15 of this year, the IRS is accepting a standard mileage rate of 32.5 cents per mile. Parking fees and tolls can be added when using the standard mileage rate. If using actual expenses, information must be available on all operating-related costs for the vehicle, including interest, insurance, taxes, licenses, maintenance, repairs, depreciation, gas, oil, tolls and parking. In either the standard mileage rate or

the actual cost method of determining car expenses, accurate records should be kept. The IRS recommends keeping a log book or diary listing all expenses related to travel. Only work-related expenses not reimbursed by an employer can be claimed.

Deducting Work-Related Meals When Traveling: Workers in transportation are allowed a special rate on the meal allowance of \$36 per day in the continental U.S. and \$40 per day outside the continental U.S. Otherwise the IRS standard meal allowance is generally \$32. In some locations it is \$40, and in Hawaii and Alaska it is computed differently. Travel expenses, including meals, can only be deducted if directly related to one's work and if they have not been reimbursed from any other source.

Limit on Itemized Deductions: In 1998, itemized deductions may be limited for individuals earning more than \$124,500 of federal adjusted gross income (or \$62,250 if married and filing separately).

Earned Income Credit: A refundable earned income credit (EIC) is available to certain low income individuals who have earned income and meet certain adjusted gross income thresholds. For tax year 1998, an individual does not have to have a qualifying child to be eligible for this credit if certain conditions are met. Different credit percentages and phase-out percentages are provided based on the taxpayer's income level and the number of qualifying children eligible, if any. The maximum credit allowed is as follows: Taxpayers with income less than \$10,030 and no qualifying children - \$341 maximum credit; taxpayers with income less than \$26,473 and with 1 qualifying child - \$2,271 maximum credit; taxpayers with income less than \$30,095 and with 2 or more qualifying children - \$3,816 maximum credit. If the earned income credit reduces the income tax liability below zero, a refund will be granted by the IRS. Taxpayers should use form 1040, schedule EIC to see if they are eligible for the credit.

Dependent's Social Security Number: Each dependent must have a social security number (SSN). Individuals may get an SSN for their dependent by filing Form SS-5 with their local Social Security Administration office or calling the Administration at 1-800-772-1213. It usually takes about two weeks to receive an SSN.

ADDITIONAL DEDUCTIONS AND CREDITS FOR 1998

Dependent Child Credit: Effective for tax year 1998, taxpayers who have a qualifying child who is a U.S. citizen and for whom the taxpayer may claim a dependency exemption and who is less than 17 years old, are entitled to the child tax credit. The amount of the credit is \$400 per child.

Credit for Higher Education Tuition: Individuals may be able to take the "HOPE" credit for tuition and related expenses paid for oneself, spouse or dependents to enroll at or attend an eligible educational institution (i.e., college or graduate school or vocational training). The HOPE credit provides a maximum allowable credit of \$1,500 per student for each of the first two years of postsecondary education. For qualified expenses paid after June 30, 1998, taxpayers can take the "Lifetime Learning Credit," that is a credit of 20 percent of qualified tuition expenses paid by the taxpayer for any year (after that date) the HOPE credit is not claimed. This credit is not limited to the first two years of postsecondary education.

Student Loan Interest: Taxpayers may be able to deduct up to \$1,000 of interest paid after December 31, 1997 for qualified education expenses for oneself, spouse or dependents. The deduction is allowed in figuring adjusted gross income.

Individual Retirement Accounts:

• **Education IRAs**—Taxpayers can contribute up to \$4,500 each year to an Education IRA for a person under age 18. The contribution is not deductible. Earnings on the contribution will be distributed tax-free provided that they are used to pay the beneficiary's postsecondary education expenses. However, the exclusion is not available for any year in

which the HOPE credit or the Lifetime Learning credit is claimed.

• **Roth IRAs**—The maximum total yearly contribution that can be made by an individual to a Roth IRA is \$2,000. Roth IRAs are subject to income limits. The maximum yearly contribution is phased out for single taxpayers with an Adjusted Gross Income (AGI) between \$95,000 and \$110,000, for joint filers with an AGI between \$150,000 and \$160,000, and for married filing separately with an AGI between \$0 and \$10,000. Although the contributions are not deductible, the distributions may be tax-free depending on when and why they are made.

• **Penalty-Free IRA Distributions**—The additional 10 percent tax penalty on an early distribution from an IRA may not apply if you pay higher education expenses for yourself, spouse or your children or grandchildren. The tax also may not apply if you pay expenses related to the purchase of a home by a first-time homebuyer.

TAX F SEA

Presented on these two pages of
that have been prepared especially
deduction amounts for 1998, g
extensions and where t

WHICH RECO

Keep records of income (such as receipts), deductions (for example, canceled checks) and credits shown on the tax return, as well as any worksheets used to figure them, until the statute of limitations runs out for that return, usually 3 years from the date the return was due or filed, or 2 years from the date the tax was paid, whichever is later. However, it is recommended that all records be kept for about 6 years.

Change of Address: If an individual has changed his or her address from the one listed

WHICH INCOME NEED

- The following kinds of income do not need
- Benefits from government welfare programs
 - Jones Act settlements for injuries, pain, suffering
 - Maintenance and Cure.
 - Workers' compensation benefits, insurance or disability retirement payments (and other benefits)
 - Child support.
 - Gifts, money or other property inherited or received
 - Dividends on veterans' life insurance.
 - Life insurance proceeds received because of
 - Amounts received from insurance because of casualty to the extent the amounts were more than the home.
 - Certain amounts received as a scholarship.

WHERE TO GET INFORMATION

General Information:

1-800-829-1040 may be called for general information. IRS staff answer questions from 7:00 a.m. to 11:00 p.m. Monday through Saturday (local time).

Publications:

1-800-829-3676 operators will take orders for publications. "#17 Your Federal Income Tax" and "#552 Record Keeping for Individuals" are two publications that many people find especially useful.

Walk-In Help:

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

Telephone Help:

The IRS is prepared to answer questions by phone. Through the agency's taxpayer information service, publications covering all aspects of tax-filing can be ordered.

The federal Tele-Tax system has recorded tax information covering about 150 topics. 1-800-829-4477 is the IRS's automated Tele-Tax system. When calling from a touch tone phone, the letter "R" or number "7" will repeat the topic and the letter "C" or number "2" will cancel the message. To listen to a directory of topics after the introductory message finishes, dial 123.

This telephone service is available from 7:00 a.m. until 11:30 p.m. (local time).

Send IRS Written Questions:

Written questions regarding the tax returns can be sent directly to an IRS District Director (listed on the tax form). Include a social security number with the letter.

STANDARD DEDUCTION

This is the standard deduction chart for most people. If a taxpayer is 65 or older or blind, there are additional standard deductions. (Note that the personal exemption deduction is \$2,700.)

Filing Status	Standard Deduction
Single	\$4,250
Married filing joint return or Qualifying widow(er) with dependent children	\$7,100
Married filing separate return	\$3,550
Head of household	\$6,250

WHY SEAFARERS MUST PAY STATE INCOME TAX

Federal law prohibits employers from withholding state and local taxes on the wages of seamen working aboard U.S.-flag ships.

Specifically, the law [46 USCA 11108(11)] provides that "no part of the wages due or accruing to a master, officer or any other seaman who is a member of the crew on a vessel engaged in the foreign, coastwise, intercoastal, interstate or non-contiguous trade shall be withheld pursuant to the provisions of the tax laws of any state, territory, possession or commonwealth, or a subdivision of any of them, but nothing in this section shall prohibit any such withholding of the wages of any seaman who is employed in the coastwise trade between ports in the same state if such withholding is pursuant to a voluntary agreement between such seaman and his employer."

The law, however, does not exempt seamen from paying state and local taxes. Mariners, just like any other citizens of any given state, must meet their obligations to the government of the area in which they live.

Each state has a set of criteria to determine whether an individual

is a resident of that state. A seaman should check with a state tax office if he or she is unsure about residency status.

For example, in California during the early 1970s, a case before the California State Board of Equalization stated that a merchant seaman—despite the fact that he was on a ship for 210 days of the year—was a resident of the state for tax purposes. The board took into consideration the fact that the seaman owned a home in California and maintained a bank account in a California-based bank.

Additionally, each state has established conditions under which non-residents of that state must pay a portion of state tax if such an individual earned income from a source based in that state.

Many states allow a credit in the amount an individual must pay the state if that person has already paid taxes in another state.

If any questions arise regarding residency and state tax issues, mariners should telephone the taxpayer assistance office in the state in which they reside.

WHICH INCOME TO REPORT

In addition to wages, salaries, tips, unemployment compensation, capital gains, dividend payments and other income listed on the federal tax return, the following kinds of income must be reported.

- Jones Act settlements for lost wages.
- Amounts received in place of wages from accident and health plans (including sick pay and disability pensions) if employer paid for the policy.
- Life insurance proceeds from a policy cashed in if the proceeds are more than the premium paid.
- Profits from corporations, partnerships, estates and trusts.
- Endowments.
- Original Issue Discount.
- Distributions from self-employed plans.
- Bartering income (fair-market value of

goods or services received in return for services).

- Tier 2 and supplemental annuities under the Railroad Retirement Act.
- Lump-sum distributions.
- Gains from the sale or exchange (including barter) of real estate, securities, coins, gold, silver, gems or other property (capital gains).
- Accumulation distributions from trusts.
- Prizes and awards (contests, raffles, lottery and gambling winnings).
- Earned income from sources outside the United States.
- Director's fees.
- Fees received as an executor or administrator of an estate.
- Embezzled or other illegal income.

OVERSEAS AT TAX TIME

Should a seaman find himself or herself overseas and seeking IRS forms or assistance, U.S. embassies and consulates are equipped to provide some taxpayer-related services. At a minimum, IRS forms are available at all U.S. embassies and consulates located in:

- Bonn, Germany
- Caracas, Venezuela
- London, England
- Mexico City, Mexico
- Nassau, Bahamas
- Ottawa, Canada
- Paris, France
- Riyadh, Saudi Arabi
- Rome, Italy
- Sao Paulo, Brazi
- Sydney, Australia
- Tokyo, Japan.

HOW TO FILE AN EXTENSION

IRS Form 4868 can be used to ask for a four-month extension to file IRS Form 1040A or Form 1040. An individual requesting an extension is under no obligation to explain why the additional time is needed. Filing of the form gives an individual until August 15, 1999 to file his or her 1998 federal tax return. The IRS will contact the individual directly only if the request for an extension is denied.

To extend the period of time in which one can file his or her tax return, that individual must correctly fill out Form 4868 and pay all of the tax monies due (as noted on line 6 of the form below).

If the filing of Form 4868 and the subsequent four-month extension to file does not provide the individual with enough time, he or she can then file Form 2688, known as "Application for Additional Extension of Time to File U.S. Individual Income Tax Return." Another option open to the person seeking more time in which to file is to write a letter to the IRS stating the reason the extension is necessary.

An individual seeking an extension is advised by the IRS to file Form 4868 before filing Form 2688.

Below is Form 4868 which may be used by Seafarers to file for an extension. This form will be recognized by the IRS. Additional copies of Form 4868 are available by calling the agency's toll-free number which is dedicated to tax form requests. That number is 1-800-829-3676. Also, Form 4868 is available from all main IRS branch offices. And if a Seafarer finds himself or herself overseas, he or she can obtain the form from any U.S. embassy or consulate.

It is important to bear in mind that the filing of Form 4868 requesting an extension does not get one off the hook from having to pay any taxes due. Form 4868, when sent in, must be accompanied by all tax monies due the U.S. government from the individual filing the extension. The deadline for filing the form and any taxes due is April 15.

▼ DETACH HERE ▼

Form 4868 Department of the Treasury Internal Revenue Service		Application for Automatic Extension of Time To File U.S. Individual Income Tax Return		OMB No. 1545-0188
		For calendar year 1998, or other tax year beginning ,1998, ending ,19		1998
Part I Identification		Part III Individual Income Tax		
1 Your name(s) (see instructions)		4 Total tax liability on your income tax return for 1998 \$ _____		
Address (see instructions)		5 Total 1998 payments _____		
City, town or post office, state, and ZIP code		6 Balance. Subtract 5 from 4 _____		
2 Your social security number	3 Spouse's social security no.	Part IV Gift/GST Tax —If you are not filing a gift or GST tax return, go to Part V now. See the instructions.		
7 Your gift or GST tax payment. . . . \$ _____		8 Your spouse's gift/GST tax payment _____		
Part II Complete ONLY if Filing Gift/GST Tax Return		Part V Total		
This form also extends the time for filing a gift or generation-skipping transfer (GST) tax return if you file a calendar (not fiscal) year income tax return. Check below only if requesting a gift or GST tax return extension, and enter your tax payment(s) in Part IV:		9 Total liability. Add lines 6, 7, and 8 \$ _____		
Yourself ► <input type="checkbox"/>		10 Amount you are paying. ► _____		
Spouse ► <input type="checkbox"/>		If line 10 is less than line 9, you may be liable for interest and penalties. See page 3.		

TIPS FOR MEN

The Seafarers LOG are handy tax tips for mariners. Included are the new general information, a form for filing get additional information.

NOT BE REPORTED

on that person's last tax return, IRS Form 8822 should be filled out and filed with the agency.

Death of a Taxpayer: If a taxpayer died before filing a required return for 1998, the taxpayer's personal representative (and spouse, in the case of a joint return) must file and sign the return for that person. A personal representative can be an executor, administrator or anyone who is in charge of the taxpayer's property.

to be reported on the federal tax return:

ring, medical costs.

damages, etc. for injury or sickness.

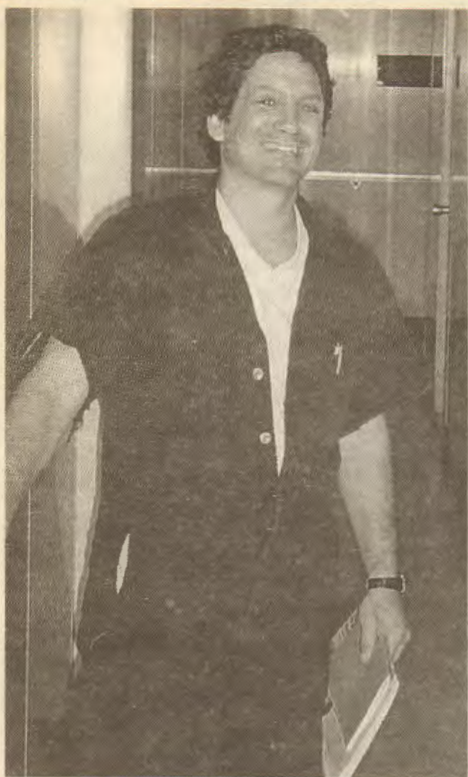
enefits) paid by the Veterans' Administration.

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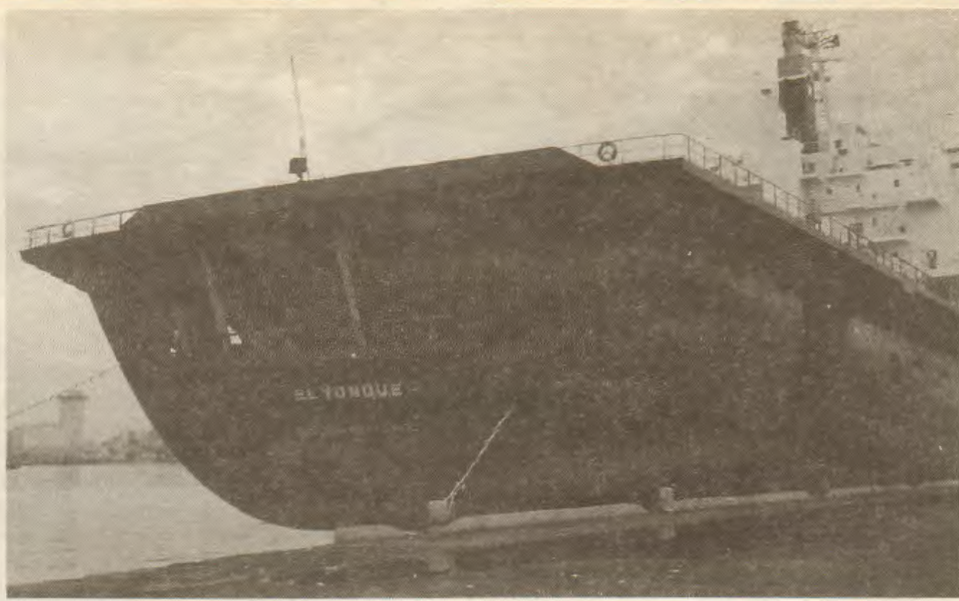
a person's death.

loss of the use of a home due to fire or other

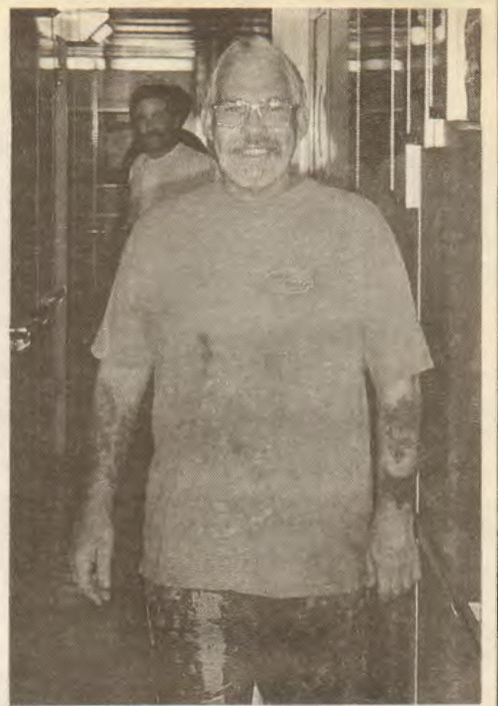
in the cost of normal expenses while living in



Chief Electrician J.R. Cirafisi has his work cut out for him as he reads up on the containership's electrical system.



Sea Star Line's *El Yunque* sails between Florida and San Juan, P.R. with an SIU crew.



Sonny Herrera, the bosun aboard the *El Yunque*, is happy with the RO/RO ship and its crew.

El Yunque Welcomed Into U.S.-Flag Trade

The SIU-crewed *El Yunque* is the first of two vessels operated by Sea Star Line to pursue the container trade between Florida and Puerto Rico. Its sister ship, the *El Morro*, will be crewed by Seafarers later this year, possibly as early as next month.

The combination roll-on/roll-off (RO/RO) and lift-on/lift-off (LO/LO) ships are capable of speeds of up to 24 knots.

The *El Yunque* sails from Jacksonville every Thursday and Port Everglades on Friday, arriving in San Juan Sunday night, with cargo availability each Monday morning. The *El Morro* will provide an additional sailing each week between Jacksonville and San Juan.

"These high-speed ships enable us to provide the largest variety of service

options to our customers," stated Mike Shea, president of Sea Star Line. "Sea Star will offer containers and trailers ranging from 20' to 53', refrigerated cargo services, underdeck water-tight auto and truck stowage, flat beds and lowboys and the ability to move heavy machinery, boats on trailers and everything else that rolls onto fast and versatile ships."

"The union welcomes this new entry into the U.S.-flag maritime trades," said SIU Vice President Contracts Augie Tellez during the October membership meeting. Tellez also noted that the vessels are covered by the Standard Freightship Agreement.

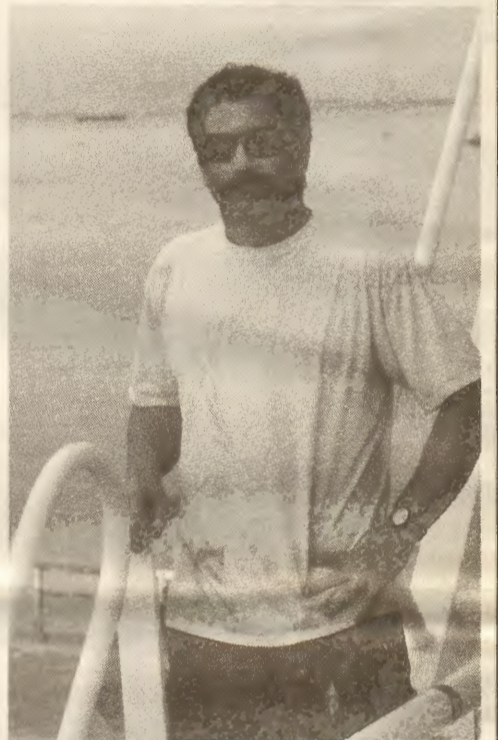
Sea Star is a joint venture which includes Totem Resources Corp., Matson and Sea-Barge Line Inc.



AB Ronald Mena joined the ship for its initial Florida to Puerto Rico run.



Racks are removed from the *El Yunque's* deck to be used for RO/RO operations.



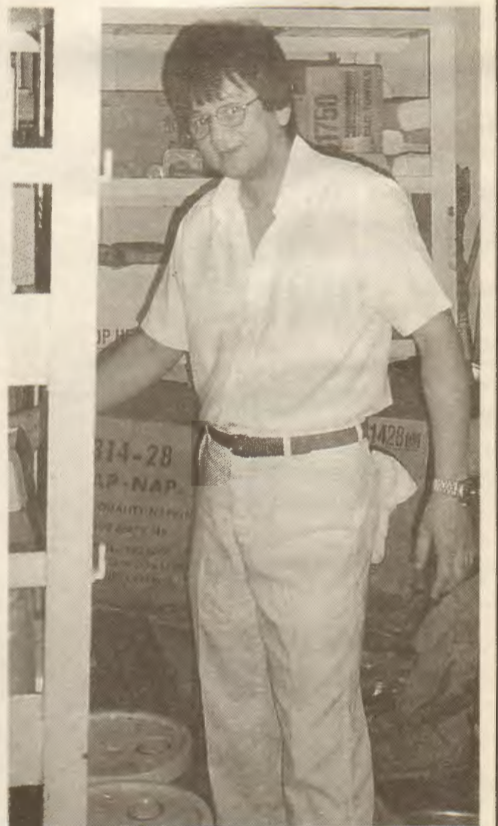
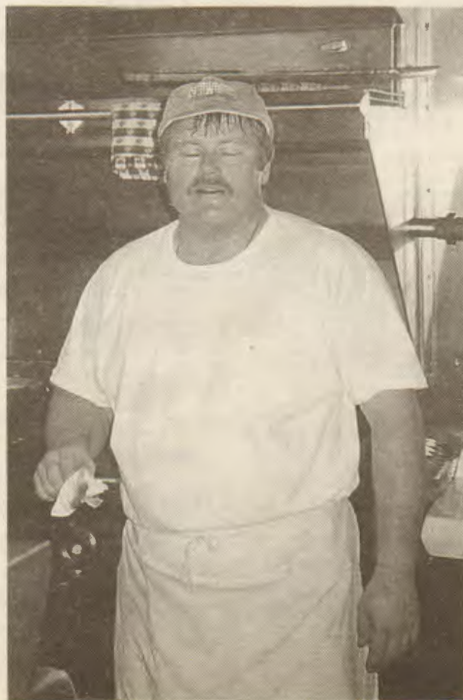
AB Mark Holman stands gangway watch.



Loading stores into the crew's icebox is SA Steven Ruiz.



Right: Ready for breakfast is DEU Marcus Pittman.



Chief Cook Manny Basas checks the ship's stores for the next voyage.

Left: Chief Steward Francis Ostendarp takes time between meals to keep the galley clean.

**Seafarers International Union
Directory**

Michael Sacco
President

John Fay
Executive Vice President

David Heindel
Secretary-Treasurer

Augustin Tellez
Vice President Contracts

Jack Caffey
Vice President Atlantic Coast

Byron Kelley
Vice President Lakes and Inland Waters

Dean Corgey
Vice President Gulf Coast

Nicholas J. Marrone
Vice President West Coast

Kermet Mangram
Vice President Government Services

HEADQUARTERS

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

ALGONAC

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

ANCHORAGE

721 Sesame St., #1C
Anchorage, AK 99503
(907) 561-4988

BALTIMORE

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

DULUTH

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

HONOLULU

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

HOUSTON

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

JACKSONVILLE

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

JERSEY CITY

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

MOBILE

1640 Dauphin Island Pkwy.
Mobile, AL 36605
(334) 478-0916

NEW BEDFORD

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

NEW ORLEANS

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

NEW YORK

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

NORFOLK

115 Third St.
Norfolk, VA 23510
(757) 622-1892

PHILADELPHIA

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

PINEY POINT

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

PORT EVERGLADES

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

SAN FRANCISCO

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

SANTURCE

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

ST. LOUIS

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

TACOMA

3411 South Union Ave.
Tacoma, WA 98409
(253) 272-7774

WILMINGTON

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

Dispatchers' Report for Great Lakes

DECEMBER 16, 1998 — JANUARY 15, 1999

CL — Company/Lakes L — Lakes NP — Non Priority

Port	*TOTAL REGISTERED			TOTAL SHIPPED			**REGISTERED ON BEACH		
	All Groups			All Groups			All Groups		
	Class CL	Class L	Class NP	Class CL	Class L	Class NP	Class CL	Class L	Class NP
DECK DEPARTMENT									
Algonac	0	34	6	0	16	2	0	18	4
ENGINE DEPARTMENT									
Algonac	0	19	1	0	10	1	0	9	1
STEWARD DEPARTMENT									
Algonac	0	6	4	0	5	0	0	1	1
ENTRY DEPARTMENT									
Algonac	0	14	16	0	9	10	0	5	6

Totals All Depts 0 73 27 0 40 13 0 33 12

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

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

Dispatchers' Report for Inland Waters

DECEMBER 16, 1998 — JANUARY 15, 1999

Region	*TOTAL REGISTERED			TOTAL SHIPPED			**REGISTERED ON BEACH		
	All Groups			All Groups			All Groups		
	Class A	Class B	Class C	Class A	Class B	Class C	Class A	Class B	Class C
DECK DEPARTMENT									
Atlantic Coast	0	0	0	0	0	0	0	0	0
Gulf Coast	1	3	2	0	1	0	4	6	17
Lakes, Inland Waters	47	0	0	6	0	0	36	0	0
West Coast	1	0	8	5	0	5	5	1	16
Totals	49	3	10	11	1	5	45	7	33
ENGINE DEPARTMENT									
Atlantic Coast	0	0	0	0	0	0	0	0	0
Gulf Coast	0	0	4	0	0	1	1	1	4
Lakes, Inland Waters	17	0	0	3	0	0	14	0	0
West Coast	0	0	0	1	0	0	0	0	0
Totals	17	0	4	4	0	1	15	1	4
STEWARD DEPARTMENT									
Atlantic Coast	0	0	0	0	0	0	0	0	0
Gulf Coast	0	0	0	0	0	0	1	0	0
Lakes, Inland Waters	9	0	0	4	0	0	13	0	0
West Coast	0	0	2	0	0	0	0	0	2
Totals	9	0	2	4	0	0	14	0	2

Totals All Depts 75 3 16 19 1 6 74 8 39

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

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

PIC-FROM-THE-PAST

This photo, sent to the *Seafarers LOG* by Pensioner **Peter J. Mistretta** of Baltimore, Md. was taken at a seaman's club in Bombay, India.

The deck department member and his crew mates had just gotten off a T-2 tanker. The weather was very hot, so the group went for some refreshments at the local club. Mistretta, now 77, is second from right. He began sailing in 1947 and retired in 1986. George Schmidt, second from left, died in 1996 at the age of 79. It was the first trip for both men.



If anyone has a vintage union-related photograph he or she would like to share with the *LOG* readership, it should be sent to the *Seafarers LOG*, 5201 Auth Way, Camp Springs, MD 20746. Photographs will be returned, if so requested.



Welcome Ashore

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

One recertified steward and one recertified bosun are among the 21 Seafarers announcing their retirements this month.

Representing 80 combined years of active union membership, Recertified Steward **Robert I. Fagan** and Recertified Bosun **Maurilio Zepeda** are graduates of the highest level of training available to members in the steward and deck departments, respectively, at the Lundeberg School in Piney Point, Md.

Including the two recertified graduates, seven of the retiring Seafarers sailed in the deep sea division, nine shipped on inland vessels and five plied the Great Lakes.

Ten of the retiring pensioners worked in the deck department, eight shipped in the engine department and three sailed as members of the steward department.

On this page, the *Seafarers LOG* presents brief biographical accounts of the retiring Seafarers.

DEEP SEA



ALBERT T. BATIS, 65, joined the Marine Cooks & Stewards (MC&S) in 1962 in the port of San Francisco,

before that union merged with the SIU's Atlantic, Gulf, Lakes and Inland Waters District (AGLIWD). The steward department member upgraded his skills at the Lundeberg School in Piney Point, Md. A native of Hawaii, he makes his home in Honolulu.

ROBERT I. FAGAN, 65, began sailing with the Seafarers in 1955 from the port of Baltimore.



Born in Maryland, he worked in the steward department and upgraded his skills at the Lundeberg School, where he graduated from the steward recertification program in 1981. Brother Fagan last sailed aboard the *Wright*, operated by American Overseas Marine Corp. He continues to reside in Baltimore.

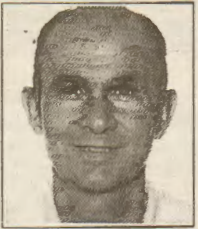


WILLIE H. GORDON, 64, started his career with the MC&S in 1967, before that union merged with the SIU's

AGLIWD. Brother Gordon last sailed aboard the *APL Korea*, operated by American Ship Management. He calls Wilmington, Calif. home.

RICHARD C. GROENING, 65, graduated from the Andrew Furuseth Training School in 1963 and joined the Seafarers in the port of New York. His first ship was the *Hastings*, a Waterman

Steamship Corp. vessel. The California native sailed in the engine department and upgraded frequently at the Lundeberg School. Brother Groening last sailed aboard the *Overseas Ohio*. From 1954 to 1956, he served in the U.S. Army. He makes his home in Fresno, Calif.



CLIFFORD C. HALL, 65, joined the SIU in 1964 in the port of Baltimore. Born in Missouri, he sailed in the

engine department and upgraded frequently at the Lundeberg School. He last sailed in 1993 aboard a vessel operated by Hudson Waterways. From 1952 to 1955, he served in the U.S. Navy. Brother Hall has retired to Frederickstown, Mo.

FREDERICK C. HARRIS, 65, began sailing with the Seafarers in 1952 from the port of Baltimore. He worked in the



engine department and upgraded his skills at the Lundeberg School. Brother Harris last sailed in 1996 aboard the *Gulf Trader*, operated by Apex Marine Management. The Maryland native served in the U.S. Army from 1955 to 1957. He makes his home in Houston.

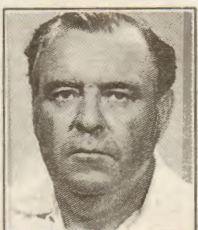


MAURILIO ZEPEDA, 66, started his career with the SIU in 1961 in the port of Houston. Brother Zepeda

worked in the deck department and upgraded his skills at the Lundeberg School, where he graduated from the bosun recertification program in 1982. He last sailed aboard the *Mt. Washington*, a Bay Ship Management vessel. A native of Texas, he has retired to LaMarque.

INLAND

JAMES J. CARR SR., 68, joined the Seafarers in 1967 in the port of Philadelphia. A native of Pennsylvania,



he worked in the deck department as a tankerman, last sailing in 1984 aboard a Sheridan Transportation Co. vessel. From 1950 to 1953, he served in the U.S. Army. Boatman Carr makes his home in Holmes Beach, Fla.

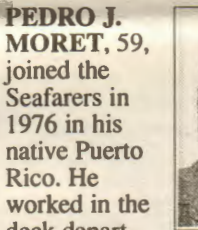
WOODHAM D. EVERETT, 62, started his career with the SIU in 1974, after a 20-year career in the



DEAN L. MARCUS, 62, began sailing with the SIU in 1976 from the port of Houston aboard the *National Voyager*. Boatman Marcus worked in the deck department and sailed primarily aboard vessels operated by National Marine Service. A native of Texas, he makes his home in Pasadena.



GEORGE H. MONTALVO, 40, first sailed with the Seafarers in 1978. Born in Texas, he worked as an engineer, last sailing aboard a Moran Towing Co. vessel. Boatman Montalvo calls Groves, Texas home.



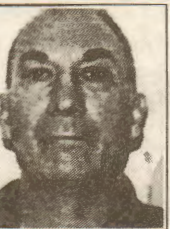
PEDRO J. MORET, 59, joined the Seafarers in 1976 in his native Puerto Rico. He worked in the deck department, last sailing aboard a Crowley Towing & Transportation Co. vessel. Boatman Moret makes his home in Puerto Rico.



ROBERTO ROBLES, 62, started his career with the SIU in 1976 in Puerto Rico. Boatman Robles worked in the deck department and signed off the *El*

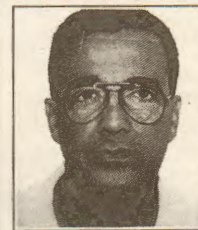
U.S. Navy. Born in Mississippi, he sailed as a member of the engine department. Boatman Everett makes his

home in Lake, Miss.

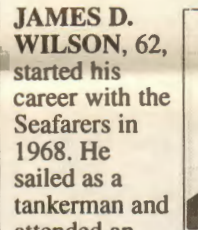


Morro, a Crowley Towing & Transportation Co. vessel. A native of Puerto Rico, he calls Guaynabo home.

ANGEL D. SANCHEZ, 58, began sailing with the Seafarers in 1973 in his native Puerto Rico. He started out in the steward department and later transferred to the deck department. Boatman Sanchez last sailed in 1997 aboard the *Jupiter*, operated by Crowley Towing & Transportation Co. He makes his home in Toa Baja, P.R.



MIGUEL A. VAZQUEZ, 55, joined the SIU in 1977 in Puerto Rico. Boatman Vazquez worked as an engineer, sailing primarily aboard vessels operated by Crowley Towing & Transportation Co. Born in the nation of Colombia, he has retired to Santurce, P.R.

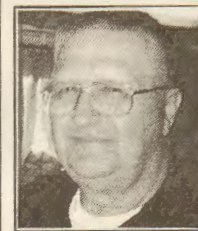


JAMES D. WILSON, 62, started his career with the Seafarers in 1968. He sailed as a tankerman and attended an educational conference at the Lundeberg School. Boatman Wilson last sailed in 1986 aboard a Crowley Towing & Transportation Co. vessel. The Missouri native served in the U.S. Air Force from 1955 to 1959. Boatman Wilson makes his home in Baldwyn, Miss.

GREAT LAKES

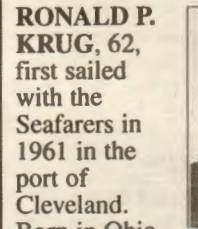
ROYAL J. BOOKER, 65, started his career with the SIU in 1963 in the port of Detroit. A native of Iowa, he sailed as a member of the engine department. Brother

Booker sailed primarily aboard vessels operated by American Steamship Co. His last ship was the *Detroit Edison*. He makes his home in Chestnut Mound, Tenn.



PAUL T. GOSDA, 65, first sailed with the Seafarers in 1957 in the port of Buffalo, N.Y. Brother Gosda

sailed in the deck department as a wheelsman. Prior to his retirement, he signed off the *J.A.W. Iglehart*, operated by Inland Lakes Management. Born in New York, he has retired to Windsor, Ontario, Canada.



RONALD P. KRUG, 62, first sailed with the Seafarers in 1961 in the port of Cleveland. Born in Ohio, he worked in the deck department, last sailing in 1984 aboard a Great Lakes Dredge & Dock vessel. Boatman Krug has retired to Cleveland.



MOHAMED G. SHAIBI, 55, joined the SIU in 1968 in the port of Detroit. Born in Arabia, he sailed in the deck department and upgraded his skills at the Lundeberg School. Brother Shaibi last sailed aboard the *American Mariner*, operated by American Steamship Co. He calls Buffalo, N.Y. home.

STANLEY SZEJBACH, 66, first sailed with the Seafarers in 1989 in the port of Algonac, Mich. Brother Szejbach worked in the engine department. The Michigan native sailed primarily aboard vessels operated by Inland Lakes Management. His last vessel was the *Alpena*. He makes his home in Alpena, Mich.

Remembering WWII Mariners



Several members of the Hampton Roads (Va.) Chapter of the American Merchant Marine Veterans, which includes a number of retired Seafarers, traveled last year to Normandy to revisit the site of the Allies' D-Day triumph in World War II. Here, Ray Hurst (left) and an unidentified man display the chapter's flag with the white cliffs of Dover, England in the background.

Final Departures

DEEP SEA

WILLIAM D. ALVARO



Pensioner William D. Alvaro, 82, passed away December 19, 1998. Born in Hawaii, he started his career with the Seafarers in 1944 in the port of New York. Brother Alvaro sailed as a chief steward. A resident of Gulfport, Fla., he began receiving his pension in March 1972.

CLEMENT BAIRSTOW



Pensioner Clement Bairstow, 79, passed away November 25, 1998. Born in Rhode Island, he joined the Seafarers in 1943 in the port of Boston. Brother Bairstow worked in the deck department, last sailing in 1982 aboard the *Ponce*, operated by Puerto Rico Marine Management. A resident of Hallandale, Fla., he began receiving his pension in April 1991.

ANDREJS BRINGIS

Andrejs Bringis, 56, died October 14, 1998. Brother Bringis sailed with the SIU from 1969 to 1974 from the port of Seattle. The deck department member's first ship was the *Sea-Land Anchorage*. Born in Latvia, he became a U.S. citizen in 1965 and served in the U.S. Navy from 1966 to 1969. Brother Bringis was a resident of Shelton, Wash.

EDWARD J. BROADERS



Pensioner Edward J. Broaders, 80, passed away December 1, 1998. A native of Maryland, he joined the Seafarers in 1956 in the port of Baltimore. He sailed in the deck department and upgraded his skills at the Lundeberg School in Piney Point, Md. Prior to retiring in August 1983, Brother Broaders signed off the *Delta Caribe*, a Delta Steamship Co. vessel. He made his home in Denton, Md.

HENRY S. CHEMEL



Pensioner Henry S. Chemel, 84, died recently. Born in Poland, the Hollywood, Fla. resident began sailing with the SIU in 1955 from the port of Miami. He worked in the engine department, most recently in 1978 aboard the *Delta Norte*, operated by Delta Steamship Co. Brother Chemel began receiving his pension in February 1979.

ABRAHAM FEINSTEIN

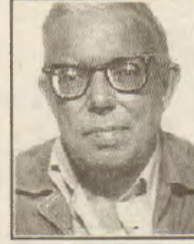


Pensioner Abraham Feinstein, 86, died September 27, 1998. A native of New Jersey, he joined the SIU in 1944 in the port of New York. During his career, he sailed in the deck department and was active in union organizing drives. Brother Feinstein was a resident of New York City and retired in October 1974.

VICTOR FERGUSON

Pensioner Victor Ferguson, 83, passed away October 21, 1998. He joined the Marine Cooks & Stewards (MC&S), before that union merged with the SIU's Atlantic, Gulf, Lakes and Inland Waters District (AGLIWD). A resident of Panama, Brother Ferguson retired in September 1975.

EDWARD H. GOING



Pensioner Edward H. Going, 83, died November 26, 1998. A native of New Hampshire, he was a charter member of the Seafarers, having joined the union in November 1938 in the port of Baltimore. During his career, he sailed in the engine department, attended an educational conference at the Lundeberg School and was active in union organizing drives. Brother Going was a resident of Staten Island, N.Y. and started receiving his pension in August 1978.

THOMAS J. HENRY

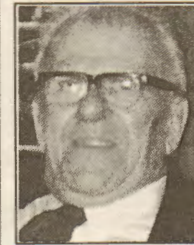
Pensioner Thomas J. Henry, 74, passed away November 17, 1998. Brother Henry began sailing with the SIU in 1951 from the port of New York. He started working in the deck department and later transferred to the engine department. During his career, he was active in union organizing drives. He was a veteran of World War II, having served in the U.S. Army from 1943 to 1945. The New Jersey native lived in Mount Holly and retired in February 1987.

ROBERT S. HESS



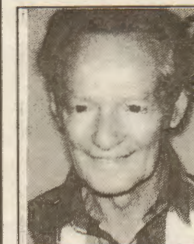
Robert S. Hess, 48, died November 24, 1998. He graduated from the Lundeberg School's entry level training program in 1970 and joined the Seafarers in the port of New York. The New York native sailed in the steward department and upgraded frequently at the Lundeberg School, where he graduated from the steward recertification program in 1987. Brother Hess was a resident of St. Augustine, Fla.

JAMES J. KEEFE



Pensioner James J. Keefe, 87, passed away December 30, 1997. Brother Keefe started his career with the MC&S in 1943, before that union merged with the SIU's AGLIWD. He worked as a chief steward. Prior to his retirement in October 1974, he signed off the *Hawaii Bear*. Brother Keefe lived in Huntington Beach, Calif.

STEPHEN B. KUTZER



Pensioner Stephen B. Kutzer, 78, died November 19, 1998. A native of Pennsylvania, he began sailing with the Seafarers in 1948 from the port of New York. Brother Kutzer worked in the deck department and started receiving his pension in May 1976. He was a resident of Shamokin, Pa.

EVELYN M. LAMUN

Pensioner Evelyn M. Lamun, 79,

passed away October 11, 1998. She started her career with the MC&S in 1956 aboard the *Monterey*, before that union merged with the SIU's AGLIWD. Born in Illinois and a resident of San Jose, Calif., Sister Lamun retired in May 1970.

EDWARD H. LUDOLPH

Pensioner Edward H. Ludolph, 81, died October 12, 1998. Born in California, he joined the MC&S in 1954, before that union merged with the SIU's AGLIWD. Brother Ludolph began receiving his pension in July 1974. He was a resident of San Francisco.

LLOYD D. MOSS

Pensioner Lloyd D. Moss, 73, died November 24, 1998. Brother Moss graduated from the MC&S training school in 1962 and joined that union in the port of San Francisco, before it merged with the SIU's AGLIWD. A native of Texas and a resident of Glen Rose, he retired in December 1978. He was a veteran of World War II, having served in the U.S. Army from 1943 to 1945.

WILLIAM H. MUELLER

Pensioner William H. Mueller, 90, passed away November 19, 1998. He joined the MC&S, before that union merged with the SIU's AGLIWD. A resident of Haddonfield, N.J., he began receiving his pension in July 1974.

ALBERT N. RINGUETTE



Pensioner Albert N. Ringuette, 74, passed away December 12, 1998. Brother Ringuette began sailing with the Seafarers in 1953 from the port of Baltimore. Born in Massachusetts, he worked in the deck department and upgraded his skills at the Lundeberg School, graduating from the bosun recertification program there in 1974. He was a veteran of World War II, having served in the U.S. Navy from 1941 to 1947. Brother Ringuette lived in Seattle and started receiving his pension in January 1989.

FRANCIS SLOANE

Francis Sloane, 64, died February 25, 1998. Brother Sloane began sailing with the Seafarers in 1968 from the port of Baltimore. The Missouri native worked in the deck department, last sailing in 1994 aboard the *Fidelio*. He was a resident of New Orleans.

WAYNE STEWART



Wayne Stewart, 39, passed away November 29, 1998. A native of Louisiana, he graduated from the Lundeberg School's entry level training program in 1980 and joined the SIU in the port of Piney Point, Md. Brother Stewart sailed in the deck department and upgraded his skills at the Lundeberg School. He was a resident of New Orleans.

TUVAO T. TAULA

Pensioner Tuvaio T. Taula, 69, died November 23, 1998. Born in American Samoa, he began sailing with the SIU in 1962 from the port of Philadelphia. During his career, he worked in the deck department and upgraded his skills at the Lundeberg School. Brother Taula last sailed in 1979 aboard the *Ogden Yukon* and started receiving his pension in 1994. He was a resident of Vista, Calif.

MARCELINO VALENTIN



Pensioner Marcelino Valentin, 84, died December 12, 1998. He started his career with the SIU in 1948 in the port of New York. Brother Valentin sailed in the engine department and retired in August 1976. The Puerto Rico native was a resident of Mayaguez.

ALBERT J. VERWILT

Pensioner Albert J. Verwilt, 82, passed away December 22, 1998. A native of New Jersey, he joined the Seafarers in 1961 in the port of New York. During his career, he sailed in the engine department, upgrading his skills at the Lundeberg School. He also was active in union organizing drives. A resident of Highlands, N.J., Brother Verwilt began receiving his pension in December 1986.

CHARLES C. WILLIAMS

Pensioner Charles C. Williams, 73, passed away December 2, 1998. A native of North Carolina and a resident of Norfolk, Va., he started his career with the SIU in 1964 in the port of Norfolk. Brother Williams sailed in the steward department as a chief cook. Prior to his retirement in July 1990, he signed off the *Liberty Seas*. A veteran of World War II, he served in the U.S. Navy from 1943 to 1963.

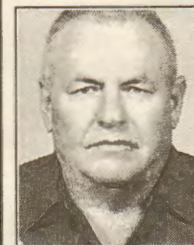
INLAND

RONALD B. AUSTIN



Ronald B. Austin, 35, died November 2, 1998. He began sailing with the Seafarers in 1996 from the port of Norfolk, Va. Boatman Austin worked as an engineer and upgraded his skills at the Lundeberg School. He last sailed aboard the *Sea Robin*, an Allied Towing Co. vessel. A native of North Carolina, he was a resident of Buxton.

CHARLES E. HIGGS



Pensioner Charles E. Higgs, 89, passed away June 22, 1998. Born in Georgia, he joined the SIU in 1966 in the port of Tampa, Fla. He sailed as a chief engineer, primarily aboard vessels operated by Dixie Carriers. A resident of Plant

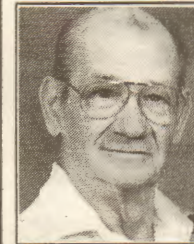
City, Fla., Boatman Higgs began receiving his pension in October 1976.

VICTOR B. TIGETT

Pensioner Victor B. Tigett, 68, died November 3, 1997. A native of New York, he began sailing with the Seafarers in 1964 from the port of Houston. He worked in the engine department and retired in May 1994. From 1951 to 1952, he served in the U.S. Army. Boatman Tigett lived in Galveston, Texas.

GREAT LAKES

RALPH LESLIE



Pensioner Ralph Leslie, 78, passed away November 26, 1998. He joined the Seafarers in 1960. Born in Ohio, he worked in the engine department, last sailing aboard the *Sr. Clair*. A resident of Toledo, Ohio, Brother Leslie began receiving his pension in September 1985.

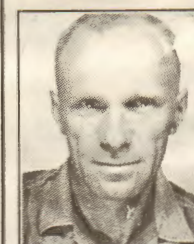
JAMES J. MULCAHY



Pensioner James J. Mulcahy, 75, died November 10, 1998. Brother Mulcahy started his career with the SIU in 1976 in his native New York. He sailed in the steward department and upgraded his skills at the Lundeberg School. Prior to his retirement in October 1988, he signed off the *Roger M. Kayas*, operated by American Steamship Co. A veteran of World War II, he served in the U.S. Navy from 1941 to 1945. Brother Mulcahy was a resident of Tempe, Ariz.

RAILROAD MARINE

MICHAEL L. WANCA



Pensioner Michael L. Wanca, 81, passed away November 29, 1998. A native of New Jersey, he joined the Seafarers in 1960 in the port of New York. Brother Wanca worked as a bridgeman, primarily for Penn Central Railroad Co. He was a veteran of World War II, having served in the U.S. Army from 1942 to 1945. A resident of Jersey City, N.J., he started receiving his pension in November 1982.

CORRECTIONS

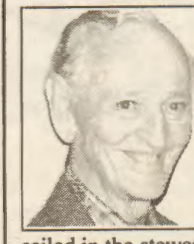
The photos of Discoro Militar and Harry N. Schorr were switched in last month's Final Departures. The correct obituaries follow.

DISCORO MILITAR



Pensioner Discoro Militar, 98, passed away September 28, 1998. A native of the Philippines, he started his career with the SIU in 1943 in the port of New York. Brother Militar sailed as a chief steward and began receiving his pension in December 1973. He lived in Hercules, Calif.

HARRY N. SCHORR



Pensioner Harry N. Schorr, 86, passed away Sept. 26, 1998. He joined the SIU in 1953 in the port of New York. He sailed in the steward department and was active in union organizing drives. A veteran of World War II, he served in the U.S. Army from 1943 to 1946. Brother Schorr was a resident of Hemet, Calif. and began receiving his pension in March 1977.

Digest of Shipboard Union Meetings

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

Ships minutes first are reviewed by the union's contract department. Those issues requiring attention or resolution are addressed by the union upon receipt of the ships' minutes. The minutes are then forwarded to the Seafarers LOG for publication.

COURIER (Marine Transport), October 20—Chairman **Norman K. Armstrong**, Secretary **Kenneth Whitfield**, Educational Director **Rikk Parker**, Deck Delegate **Cleveland West**, Steward Delegate **Jessie James**. Chairman announced ship to arrive following day in Beaumont, Texas. Items on order expected at that time. Educational director reminded everyone of upgrading opportunities available at Lundeberg School in Piney Point, Md. No beefs or disputed OT reported. Steward department given high marks for job well done. Payoff expected in Philadelphia at end of month.

HUMACAO (NPR, Inc.), October 18—Chairman **David Murray**, Secretary **Raymond L. Jones**, Educational Director **William F. Payne**, Deck Delegate **Michael Hall**, Steward Delegate **Donald J. Mann**. Chairman announced payoff in Jacksonville, Fla. October 24. Educational director reminded everyone to obtain training record books (TRBs) in order to register and ship. Some disputed OT reported in deck department. None in engine or steward departments. Request made for new heat exchanger because water is too hot. Recommendation made to have contracts department look into vacation pay every 60 days instead of 120. Questions also raised regarding bringing family members on board and about captain putting out draw every five days. Vote of thanks given to steward department for great job.

JEB STUART (Waterman Steamship), October 8—Chairman **Thomas Temple**, Secretary **William Williams**, Deck Delegate **Kent Arnold**, Engine Delegate **Joe Martin**, Steward Delegate **Mario Henriquez**. Chairman reported to crew of requirements needed to meet basic safety training in accordance with Chapter VI of STCW. Educational director stressed need to apply for TRB. Bosun has application forms. TRBs may be signed on pages 47-54 by any officer. Secretary advised crew members to secure personal belongings while in port. Treasurer announced \$25 in ship's fund. No beefs or disputed OT reported by department delegates. Chairman noted that *Seafarers LOG*, especially President's Report, is extremely important. Articles in *LOG* keep members up-to-date on union and maritime-related activities and let them know if need exists to write congressmen to help pass certain legislation of importance to SIU. Ship inspection to take place October 16. Everyone asked to assist in helping vessel pass by doing their part. Next port: Diego Garcia.

LIBERTY STAR (Liberty Maritime), October 11—Chairman **Ronald Charles**, Secretary **Lee Frazier**, Educational Director **Angel Rivera**. Chairman announced port arrival time. Stressed need for TRB when registering to ship. Secretary noted provisions will be at dock on October 17.

Next voyage—to Bangladesh—expected to last approximately 75 days. Educational director urged crew members to attend upgrading courses at Paul Hall Center. Both deck and steward delegates reported beefs in respective departments. None reported by steward delegate. Request made for additional washing machine and dryer. Suggestion made and sent to contracts department for further consideration that after 20 years with SIU, members should be able to buy out.

MAERSK TEXAS (Maersk Line), October 11—Chairman **John M. Zepeda**, Secretary **Donna M. DeCesare**, Educational Director **Nicholas Vieira**, Deck Delegate **Joseph Sauzek**, Steward Delegate **Daniel L. Wehr**. Chairman announced payoff in Charleston, S.C. October 15. Still waiting for ice machine; hope it arrives in Miami. Secretary asked everyone to help keep ship clean. Request put in for crew list sheets and forms for minutes. Educational director reminded crew members of opportunities available at Piney Point. Brother Sauzek taking over movie fund, which currently contains \$55.83. No beefs or disputed OT reported. Written clarification requested regarding updated Maersk contract. Also asked that work schedule for GVA be sent in writing. Ship's crew requested survival suits, especially for North Atlantic winters. Thanks given to chief cook for excellent food preparation and service.

MAYAGUEZ (NPR, Inc.), October 30—Chairman **Ray Tate**, Secretary **Milton Yarnell**, Educational Director **Horace D. Jones**, Deck Delegate **Michael Duggan**, Steward Delegate **Arturo Lopez**. Chairmen led discussion about supporting union by upgrading skills. He also urged members to read *Seafarers LOG* and keep up-to-date on union rules, policies and new issues. Secretary talked about contract and said he feels lucky to be part of strong union. Educational director stressed need for upgrading at Lundeberg School and advised working members to keep union apprised of shipboard activities. No beefs or disputed OT reported. Request made for headquarters to look into changing wording on vacation checks and of reducing time necessary for retirement. Clarification also requested on extra vacation day.

COURIER (Marine Transport), November 8—Chairman **Norman K. Armstrong**, Secretary **Kenneth Whitfield**, Educational Director **Rikk Parker**, Deck Delegate **Ralph Neal**, Engine Delegate **Joseph Preuito**, Steward Delegate **Jessie James**. Chairman announced vessel en route to Texas. Educational director talked about great facilities at Paul Hall Center for upgrading Seafarers. **Troy Mitchell** elected ship's treasurer. No beefs or disputed OT reported. Bosun to check with captain regarding ship's fund and whether company is part of money purchase pension plan. Request

made for new VCR. Next port: Beaumont, Texas.

GREEN ISLAND (Waterman Steamship), November 29—Chairman **Theodore J. Bush**, Secretary **John G. Reid**, Educational Director **Jim Laratta**. Secretary announced fresh stores to be brought aboard in Morehead City, N.C. Educational director reminded crew members of necessity of obtaining TRBs. Treasurer noted \$110 in ship's fund. No beefs or disputed OT reported. Port agent to address problems with crew mess duties.

LIBERTY SPIRIT (Liberty Maritime), November 21—Chairman **Reginald Watkins**, Secretary **Paul Stubblefield**, Educational Director **James W. Badgett**, Engine Delegate **Antonio Norman**. Chairman read letter concerning seatime requirements for retirement. He also reported job well done with good group of crew members and especially thanked **Shaun Bonfont** and **Nathaniel Salter**, the two unlicensed apprentices. Secretary asked that everyone get rooms ready for replacements by bagging dirty linen and placing it in passways and removing all trash. No beefs or disputed OT reported. New washer and dryer requested by crew, especially with extra personnel on board. Also need new VCR and tape rewinder. Chief engineer let crew use his this trip. Crew members happy to have steward and chief cook back from vacation.

LNG AQUARIUS (PRONAV Ship Management), November 15—Chairman **Monte R. Pereira**, Secretary **Franklin Robertson**, Deck Delegate **Richard Spencer**, Engine Delegate **Joseph Jay Arnold**, Steward Delegate **O. Stoiber**. Chairman talked about changeover from ETC to PRONAV, which takes place November 17. He asked crew to keep working in professional manner. Educational director suggested that, with current state of shipping industry, everyone get as much education as possible, even sitting for license if time is available. Upgrade skills at Lundeberg School and take courses that will help provide job security and increased pay. Treasurer announced \$500 in ship's fund. No beefs or disputed OT reported. Chief cook and bosun requested everyone keep noise down. New water glasses requested. Steward department given vote of thanks for job well done.

LYKES ADVENTURER (Crowley American Transport), November 19—Chairman **Thomas E. Minton**, Secretary **McKinley Jones Jr.**, Educational Director **James B. Porter**, Deck Delegate **William C. Horton**, Steward Delegate **David A. Brown III**. Chairman reported movie locker open at all times during crossings and locked while ship in port. Bosun in process of making additional video storage space. New TV on board in crew lounge this trip. Would like to use some of ship's fund for antenna hookup. Thanks given to third engineer for his repair work on TV. Educational director advised crew to upgrade at Paul Hall Center or be left behind. "The more training you have, the better your skills and job prospects will be." Treasurer announced \$50 in ship's fund to be used to upgrade TV reception. No beefs or disputed OT reported. Communications from headquarters regarding payoffs as well as President's Report in *LOG* read and discussed. Request made to have elevator

fixed to stop on Deck B. Vote of thanks to steward department for great job. Next ports: New York and Norfolk, Va.

PAUL BUCK (Ocean Shipholding), November 5—Chairman **Chris Kicey**, Secretary **A. Spangler**, Educational Director **George Bigby**, Deck Delegate **Mark Kerr**, Engine Delegate **Donal R. Swanner**, Steward Delegate **Ali Quraish**. Chairman noted mail opening issue resolved. He also spoke about article in *Seafarers LOG* regarding affiliation of SIUNA and NMU and reviewed President Mike Sacco's report on SIU's 60th birthday.

sible revision of pension plan. Vote of thanks given to steward department for job well done. Next port: Tacoma, Wash.

SEA-LAND CHALLENGER (Sea-Land Service), November 22—Chairman **Mauro G. Gutierrez**, Secretary **Donna Jean Clemons**, Educational Director **Allen D. Parker**, Deck Delegate **John Thomas Emrich**, Engine Delegate **Rebecca Gaytan**, Steward Delegate **Joseph Laureta**. Chairman thanked everyone for smooth trip, with special thanks to steward department for good food. Secretary expressed appreciation for donations to movie fund, which

Shipboard Meeting on the Osprey



Bosun Robert Lindsay (seated, second from left) presides over a union meeting aboard the *Osprey* earlier last year. Robert E. Thompson III, who sent this photo from the *Osprey-Acomarit* vessel to the *Seafarers LOG*, did not identify everyone in the picture but noted that it includes AB Jose Castro, Chief Steward Justo Lacayo, Chief Cook Steve Dickson and AB Enrique Bravos.

Educational director recommended all crew members utilize Paul Hall Center to advance job classification and skills. No beefs or disputed OT reported. Communications received aboard vessel on safety management program. Crew members asked to sort room trash prior to placing in dumpsters on ship's stern. Captain Hockenberry's memo read on allotments and foreign articles detailing why's and wherefore's. Anyone still unsure should ask questions. Request made for new VCR for rec room. Vote of thanks given to steward department for job well done. Next ports: Honolulu; Johnston Atoll; Ulsan, South Korea; and Okinawa, Japan.

SAM HOUSTON (Waterman Steamship), November 8—Chairman **Samuel Reed**, Secretary **R.K. Bright**, Deck Delegate **James R. Stiller**, Engine Delegate **David Dunklin**, Steward Delegate **Henry Edwards**. Chairman announced letter on raise received. Secretary thanked crew for great trip. He urged them to attend upgrading courses at Piney Point and contribute to SPAD. Educational director announced \$433 in ship's fund and stressed necessity of upgrading skills. No beefs or disputed OT reported. Several suggestions made to be forwarded to contracts department, including return of 14-day vacations and counting standby jobs toward seatime. Special thanks given to steward department for excellent service in all areas.

SEA-LAND ANCHORAGE (Sea-Land Service), November 10—Chairman **Terrance Murphy**, Secretary **James Wright**, Educational Director **G. Ackley**, Steward Delegate **C. Short**. Chairman announced payoff at next port. Crew members urged to continue having TRBs checked off. Educational director thanked officers involved with various shipboard classes, especially first aid lectures and training. No beefs or disputed OT reported. Suggestion sent to headquarters regarding pos-

added nearly 40 new movies over last three trips to video library. Fund still has balance of \$100. Educational director advised crew members to attend courses at Piney Point. No beefs or disputed OT reported. Crew requested union to review for safety unloading of containers aboard ship. Vessel is built to load at side ports. Also requested review of seatime requirements for retirement. Steward noted milk has had to be frozen to extend life. Next ports: Oakland and Long Beach, Calif.

SEA-LAND RELIANCE (Sea-Land Service), November 8—Chairman **Lance X. Zollner**, Secretary **Rang V. Nguyen**, Educational Director **Steve W. Bigelow**, Deck Delegate **Dennis J. Goodwin**, Engine Delegate **W. E. Cassel**. Chairman thanked deck department for good job. He also announced payoff in Tacoma, Wash. No beefs or disputed OT reported by department delegates. Letter received from headquarters responding to questions from prior trip. All hands gave steward department vote of thanks for great job.

USNS ALLEGIANCE (Maritans), November 1—Chairman **Sam Porchea**, Secretary **Catherine Hays**, Educational Director **Larry Wesley**, Deck Delegate **Steve Brown**, Engine Delegate **John Miranda**, Steward Delegate **Charifred Autry**. Ship has started slop chest, with profits going to ship's fund to eventually be used to purchase stabilizer for satellite dish. No beefs or disputed OT reported. Fans needed in four crew rooms; first engineer to be informed. Written clarification requested on number of items, including day's pay in lieu of day off, penalty hour for union duties, cleaning of radio shack and clothing allowance for cleaning tanks, among others. Steward department thanked for good food with special thanks to Chief Cook **Sherman Harper** for serving meals with much enthusiasm. Next ports: Houston and Corpus Christi, Texas.

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 period ended January 1, 1997 through December 31, 1997. 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 \$1,383,747. These expenses included \$179,524 in administrative expenses and \$1,204,223 in benefits paid to participants and beneficiaries. A total of 1,553 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 \$11,589,292 as of December 31, 1997, compared to \$11,524,150 as of January 1, 1997. During the plan year, the plan experienced an increase in its net assets of \$65,142. This increase includes unrealized appreciation in the value of the plan assets; that is, the difference between the current value of the plan's assets at the end of the year and the value of the assets at the beginning of the year, or the cost of any assets acquired during the year. The plan had a total income of \$1,448,889, including realized gains of \$274,310 from the sale of assets and earnings from investments of \$1,174,579.

Minimum Funding Standards

An actuary's statements 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; and
5. transactions in excess 5 percent of plan assets.

To obtain a copy of the full annual report, or any part thereof, write or call Trustees of MCS Supplementary Pension Plan, 5201 Auth Way, Camp Springs, MD 20746; telephone (301) 899-0675. The charge to cover copying costs will be \$3.00 for the full annual report, or 10 cents 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 (Trustees of the MCS Supplementary Pension Plan, 5201 Auth Way, Camp Springs, MD 20746) and at the U.S. Department of Labor (DOL) in Washington, D.C., or to obtain a copy from the U.S. Department of Labor upon payment of copying costs. Requests to the DOL should be addressed to: Public Disclosure Room, N-5638, Pension and Welfare Benefit Administration, Department of Labor, 200 Constitution Avenue, N.W., Washington, DC 20210.

SUMMARY ANNUAL REPORT FOR SEAFARERS PENSION TRUST

This is a summary of the annual report for the Seafarers Pension Trust, EIN 13-6100329, Plan No. 001, for the period January 1, 1997 through December 31, 1997. 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 through a trust fund. Plan expenses were \$35,842,202. These expenses included \$4,877,110 in administrative expenses and \$30,965,092 in benefits paid to participants and beneficiaries. A total of 23,536 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 \$562,498,325 as of December 31, 1997, compared to \$523,998,670 as of January 1, 1997. During the plan year, the plan experienced an increase in its net assets of \$38,499,655. This increase includes unrealized appreciation and depreciation in the value of plan assets; that is, the difference between the value of the plan's assets at the end of the year and the value of the assets at the beginning of the year or the cost of assets acquired during the year. The plan had a total income of \$74,341,857, including employer contributions of \$5,805,263, realized gains of \$11,893,534 from the sale of assets, and earnings from investments of \$56,643,060.

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. transactions in excess of 5 percent of plan assets;
4. actuarial information regarding the funding of the plan; and
5. service provider and trustee information.

To obtain a copy of the full annual report, or any part thereof, write or call Board of Trustees Seafarers Pension Trust, 5201 Auth Way, Camp Springs, MD 20746; telephone (301) 899-0675. The charge to cover copying costs will be \$3.50 for the full annual report, or 10 cents for any page 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.

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A Great 'Love of the Sea' Story

(Editor's note: The following story is one of true love, written by AB Mark Kerr about the marriage of his crew mate, QMED Donal Swanner. The photos were taken by QMED Roy Robinson.)

Once upon a time, way back on a cold November starlit night in 1957 in a then-small seaport of Seattle, a young Seafarer named Donal "Gypsy" Swanner, sailing in the engine department, meets a delightfully witty and very pretty young lady named Judith Grots. Not long after their meeting and courtship, this young Seafarer sets sail for a Far East voyage. The newly acquainted couple embrace and exchange sweet thoughts of one another, bid farewell to each other, and he departs with the love in his heart for her, to last a lifetime.

Several years of courtship pass and Donal finally asks Judith for her hand in marriage. They are married in the small town of Sulpulpa, Okla. in the summer of 1969. After the exchange of those sacred vows and a dreamy honeymoon, he departs on yet another sea voyage with the love in his heart for her, to last a lifetime.

During the 35 years of marriage, they spend many memorable moments together enjoying the simple things in life. Judy likes to camp and go hiking. She spends a great deal of time in the great outdoors, nature trails, country-style living.

So over the years, as with many a good marriage, each partner learns to accept from one another their values, needs and shortcomings. Judy learns to accept the love of the sea that her husband loves so much that again he must depart and return to sea on yet another sea voyage with the love in his heart for her, to last a lifetime.

As with many a great love story, all beginnings must come with endings, and on September 29, 1998 at 1740, Judy Grots Swanner passed away at the age of 59 due to complications from cancer. At the request of his bride, she wanted her body, mind

and soul to remain with him every day, and her ashes were finally laid to rest at sea on November 12, 1998 at 2306 GMT. Gypsy Swanner noted the exact burial site to be Latitude 17.59.4N and Longitude 165.32.1W. The burial service was conducted by Captain D. M. Hockenberry, master aboard the *Paul Buck*, and attended by the entire crew paying their respects for their SIU brother's loved one.

As Gypsy parted with the ashes, and again on yet another sea voyage with the love in his heart for her, to last a lifetime, finally she will be with him forever.

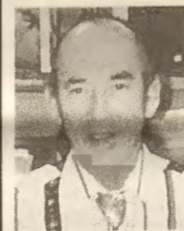


QMED Roy Robinson (left) and AB Mark Kerr pose for a photo aboard the *Paul Buck* as it departs Portland, Ore. for Honolulu.



Captain D. M. Hockenberry (left) extends his condolences to QMED Donal Swanner during the burial service of Swanner's wife from aboard the Ocean Shipholding, Inc. vessel.

Seafarer/Author Reiner Announces Book Special



AB Larry Reiner, author of two novels primarily set aboard ship, reports that his publisher is extending sale prices on the books for SIU members.

Seafarers may order Reiner's new book, *The Other Shore*, for \$20 through Integra Press (a \$5 savings). Or they may order both his novels (*The Other Shore* and *Minute of Silence*) for a total of \$36, postage prepaid.

Be sure to specify that you are an SIU member and that you want Integra's "special offer" in order to receive the discount.

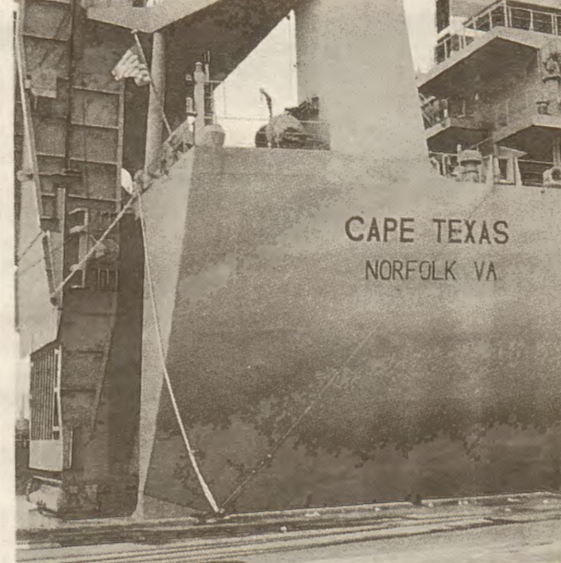
Books may be ordered at Integra's internet site, www.integra-press.com; by phone at (602) 996-2106; by fax at (602) 953-1552; or by writing to:

Integra Press
1702 W. Camelback Rd., Suite 119
Phoenix, AZ 85015

Cape Texas Meets MSC's Challenge



Last fall, a number of SIU-crewed ships composing part of the Ready Reserve Force were activated for unannounced drills. One of those vessels is the *Cape Texas*, operated by Apex Marine Corp. When in reduced operating status, the 635-foot ship is based in Houston. Pictured in the ship's galley during the activation are (top photo, from left) Chief Cook John Foster, Chief Steward Bruce Mesger, SA Birdie Lawson and Recertified Bosun Billy Eastwood. Shown at right are (from left) ABs Heley Mareno, Harold Caldeira and John Gilliam. The *Cape Texas*, along with the other Seafarers-crewed vessels, successfully met the goals of the activation exercise.



Letters to the Editor

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

SIU Withstands World of Politics

As the membership of the Seafarers International Union celebrates 60 years of dedicated service in support of U.S.-flag participation in the world of ocean commerce, politicians will come and go, regardless of what they do or fail to do. But the Brotherhood of the Sea is forever!

James W. Krebsler
Stuart, Fla.

Remaining in Touch With the SIU Union

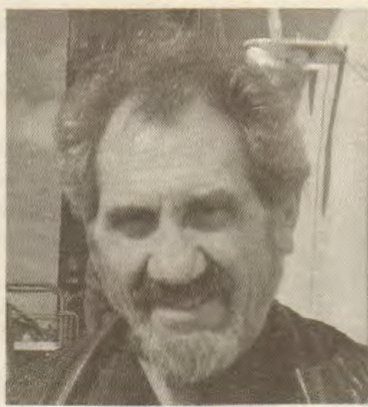
Thank you for mailing me the Seafarers LOG. After 33 years of going to sea with the MC&S, I get to keep up with what is going on in the union as well as the sad news of my many friends who went over the bar for the last time.

When I went to sea, I was like a kid at a circus all the time. But what I learned on the passenger and cargo ships helped me obtain good jobs after I retired.

Gordon P. Driscoll
Warren, Ore.

In Memory of "Rotterdam Slim"

"Rotterdam Slim," a ship's chandler for more than 60 years, passed away recently. When a ship would visit the port of Rotterdam, Holland, he would provide the crew members with



"Rotterdam Slim"

souvenirs such as watches, crystal, cheese and many other items. He was loved by all SIU members who met him and will be sorely missed.

The photo above was given to me while on a visit to Rotterdam aboard the *Sea-Land Newark Bay* by his stepson, Arthur, who has taken "Slim's" place.

"Slim" knew the value of a strong American merchant marine and will be a fond memory for all who had the pleasure of knowing him.

Robert S. Hess
St. Augustine, Fla.

Brother Heffley Gets Veteran Recognition

I would like to tell the young seamen of today what it was like during World War II. I was there in Normandy, France on June 6, 1944 for the allied invasion of Europe—D-Day. Allied ships had been sunk in order to make a bulkhead for the troops to land on. They would then fly the seamen home to sail more ships back over there.

My ships brought back GIs from Germany and France. We

were bringing back German prisoners of war on a Liberty ship when the war was declared over. They were all young kids. The news came over the radio in German, and they knew they were going back home.

Richard Heffley
Cardiff, N.J.

(Brother Heffley signed on his first ship, the *Kansan*, when he was just 16. He has since received certificates of appreciation for his contribution to our nation's defense and security from New Jersey Governor Christine Todd Whitman as well as from French President François Mitterand and the French defense attache.)

LOG Article Brings Back Memories of Thule

I am not a merchant mariner, but I am a retired Navy quartermaster who spent 19 of my 23 years on sea duty. Each month I am given a copy of the Seafarers LOG by a friend. I enjoy all your articles.

In the December 1998 issue, you printed an article by Chief Steward Pooler, who told us of his second trip to Thule, Greenland to refuel the Air Force base. This brought back memories. Please allow me to share them with you.

Thule Air Force base was established in the summer of 1951 as a listening post in the cold war with Russia. The base is approximately 3,000 miles from the geographical North Pole.

In June 1951, the *USS Casa Grande LSD 13*, an assault landing ship dock, in company with other ships carrying Army personnel, supplies and equipment, departed Norfolk, Va. to build the base at Thule. The *Casa Grande*, equipped with an ice breaker bow, was to be used to break through the ice for the shallow draft LSTs that were transporting the pontoon causeways that

would be anchored to the shore and used to offload men and equipment. They would also be used by the landing craft transporting personnel to and from shore. A number of times the *Casa Grande* was called upon to break through an ice floe for the LSTs.

In Thule, I was ordered to run an LCVF to transport personnel from ship to shore, ship to ship, and act as a lifeguard for the deck seamen working over the side painting. Two of the *Casa Grande* deck seamen elected to stand on an iceberg that was lodged against the port quarter rather than the required stage. The seamen slipped from the iceberg into the water but were pulled out almost immediately. They were sent to sick bay for the customary shot of brandy, hot shower and a change of clothing. They were returned to duty none the worse for wear. The air temperature was 42 degrees, but I do not know what the water temperature was.

With 24 hours of daylight, the personnel constructing the base were able to work around the clock.

Until mid-August, it was pretty much routine. The men and equipment were reloaded for the return to Norfolk on August 21—in a snowstorm. Part way through an ice floe, the *Casa Grande*, equipped with a hydro-electric steering system, experienced a

steering casualty. Fortunately, the system was returned to service in a few minutes and we were able to continue our journey.

We did not see any white polar bears either.

Donald R. Miller, QMC
USN Retired
Staten Island, NY

Researcher Seeks Help In Locating Tug Cos.

I am researching a tugboat and one of your readers may be able to help me.

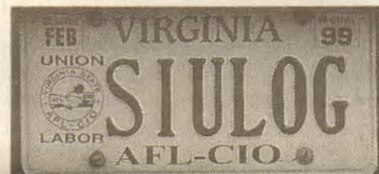
I am trying to locate someone who may have worked on the *Lorain*, built by Great Lakes Towing Company in 1915. In the 1940s, the tug went to the R.C. Huffman Construction Company. It was renamed the *Cabot* in 1950 while owned by Merrit-Chapman & Scott Corp. and used by them in the construction of the Mackinac Bridge.

In 1968, Providence Towing Corp. of Miami, Fla. is listed as the owner, and in 1972, Allan M. Kennedy Jr. of Minneapolis.

Other than the Great Lakes Towing Company, I have not been able to find an address for these companies. If someone can fill me in on some of this tug's history, please contact me.

Michael J. McCormick
P.O. Box 21
Kaukauna, WI 54130

Proud to Be Union



Last year, Virginia became the first state in the nation to authorize a specialized license plate dedicated to AFL-CIO members. The tags feature the state federation's logo along with "Union Labor" and "AFL-CIO." Union members with vehicles registered in the Old Dominion may order the tags through Virginia Department of Motor Vehicle offices. Either the state will assign a number or vanity tags can be requested as long as they use no more than six digits. However, the above tag already has been taken by SIU Communications Director Daniel Duncan.

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. The annual financial committee will be elected during the March 8, 1999 headquarters membership meeting to review the 1998 records. Members of this committee may make dissenting reports, specific recommendations and separate findings.

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

SHIPPING RIGHTS. A member's shipping rights and seniority are protected exclusively by contracts between the union and the employers. Members should get to know their shipping rights. Copies of these contracts are posted and available in all union halls. If members believe there have been violations of their shipping or seniority rights as contained in the contracts between the union and the employers, they should notify the Seafarers Appeals Board by certified mail, return receipt requested. The proper address for this is:

Augustin Tellez, Chairman
Seafarers Appeals Board
5201 Auth Way
Camp Springs, MD 20746

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

CONTRACTS. Copies of all SIU contracts are available in

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

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

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

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

EQUAL RIGHTS. All members are guaranteed equal rights in employment and as members of the SIU. These rights are clearly set forth in the SIU constitution and in the contracts which the union has negotiated with the employers. Consequently, no member may be discriminated against because of race, creed, color, sex, national or geographic origin.

If any member feels that he or she is denied the equal rights to which he or she is entitled, the member should notify union headquarters.

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

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

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

Lundeberg School Graduating Classes



Trainee Water Survival Class 583 — Graduating from trainee water survival class 583 are (from left, kneeling) Carlos Vargas, Jason Pratt, Edric Hernandez, Bert Lincoln Reynolds, (second row) Misti Thornbrugh, Victor Harvey, Daniel Buffington, Christopher Ledlow, Kris Setterington and Ben Cusic (instructor).



Trainee Water Survival Class 584 — Trainees completing water survival class 584 are (from left, kneeling) Jason Dew, Kevin Addington, Jonathan Buffington, Charles Jones, Kenneth Salgado, (second row) Casey Taylor (instructor), Daniel Borden, Hamil Gregorio, Hugh Crossan III, Ray Avie Jr., Randy Ledesma, Todd Conley, Salvatore Migliara, Roosevelt Clark and Paul Weil.



Third Mate—Marking their graduation from the third mate class on December 11 are (kneeling) Joseph Turocy, (second row, from left) Richard Grubbs, Keith Finnerty, David Salentre, Jeremie Riehm, John McClinton, (third row) Robert Grove, Christopher Kavanagh, Michael Sleeper, Ben Johnson and instructors Mike Smith and Brad Wheeler.



Able Seaman—Earning their AB endorsements on December 11 are (from left, kneeling) John Seibert Jr., Larry Childress, John Kearns, Tom Gilliland (instructor), (second row) James Walmsley, Kenneth Stathos, Michael Patterson, Michael Watson, Saul Townsend III, (third row) Anthony Brantley, John Paffrath and Troy Hedrick.



Upgraders Water Survival—SIU members completing the upgraders water survival course November 43 are (from left, front row) Matthew Voumard, Larry Childress, Michael Patterson, John Kearns, John Seibert Jr., Anthony Brantley, (second row) Michael Watson, John Paffrath, Saul Townsend III, Troy Hedrick and Paul Curtis.



Basic Firefighting—Seafarers graduating November 6 from the basic firefighting course are (from left, kneeling) Don Dwerk, Alphonso Davis, Mario Batiz, Rickie Zelaya, Lorie Christmas, Andrew Jones, (second row) Rick Redmond (instructor), Wayne Gonsalves, Vanessa Fickel, Michelle Waters, Pablo Lopez, Richard Tasse, Rodolfo Moreira, (third row) Musad Alawad, Michael Wilford, Edward Adams, David Sullivan, Jose Garcia and Talama Moega.



Advanced Firefighting—Upgrading graduates of the October 30 advanced firefighting class are (from left, kneeling) Taher Saeed, Mohamed Mohamed, Richard Hicks, Waseem Dhalai, Majed Alsunbahi, Gayl Payton, Dave Lomot, Dawn Williams, (second row) Anthony Hammett (instructor), Brandy Carter, Walter Harris, Eric Perez, Walter Rocha, David Waligora, Sean Walsh, Talama Moega, (third row) Robert Borden, William Osborn, Thomas Moore, John Foster and Reeves Hornby.



Advanced Firefighting—Graduating from the advanced firefighting class on November 13 are (from left, kneeling) Mustari Lalong, Elmo Malacas, Robbie Ballard, Jesse Natividad Jr., Ferdinand Gabuten, James Perez, Michael Miller, (second row) Robert Maschmeier, Joan Ellis, Davie Guyton, Ramon Camacho, Gregory Blaylock, Edwin Bonefont, Dana Cunningham, Maurice Baptiste, (third row) Anthony Hammett (instructor), Franz Winiker, Michael Ruggiero, John O'Connell, Kent Doctor, Marcus Garvey and Raphael Vargas.



LNG Recertification—Receiving their certificates for completing the LNG recertification course on November 20 are (from left, kneeling) Jesse Natividad Jr., Michael Miller, Mustari Lalong, (second row) Franz Winiker, Ramli Mohamed, Ramon Camacho, James Perez, Michael Ruggiero, (third row) Edwin Bonefont, Gregory Blaylock, Russ Levin (instructor), Joan Ellis, Davie Guyton, Raphael Vargas, Robert Maschmeier, Dana Cunningham and John O'Connell.

LUNDEBERG SCHOOL 1999 UPGRADING COURSE SCHEDULE

The following is the schedule for classes beginning in February and running through May 1999 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 the job skills of Seafarers and to promote the American maritime industry.

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

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

Seafarers who have any questions regarding the upgrading courses offered at the Lundeberg School may call the admissions office at (301) 994-0010.

Deck Upgrading Courses

Course	Start Date	Date of Completion
Able Seaman	April 5	May 14
Radar Observer/Unlimited	March 1	March 12
Radar Recertification (one day)	March 12	
Automatic Radar Plotting Aids (ARPA)	March 15	March 19
Bridge Management	March 22	April 2

Engine Upgrading Courses

Course	Start Date	Date of Completion
Fireman/Watertender & Oiler	May 3	June 11
QMED	May 3	July 23
Marine Electrical Maintenance I	March 8	April 16
Diesel Engine Technology	May 3	June 11
Welding	February 22 April 19	March 19 May 14

Steward Upgrading Courses

Course	Start Date
Galley Operations/ Advanced Galley Operations (Every week, starting Jan. 11)	February 1, 8, 15, 22 March 1, 8, 15, 22, 29 April 5, 12, 19, 26
Certified Chief Cook/ Chief Steward (Every other week, starting Jan. 11)	February 8, 22 March 8, 22 April 5, 19

Recertification Programs

Course	Start Date	Date of Completion
Bosun Recertification	March 22	May 3
Steward Recertification	February 1	March 9
LNG Recertification	May 10	May 27

Safety Specialty Courses

Course	Start Date	Date of Departure
Tanker Familiarization/ Assistant Cargo (DL)	February 15 March 15 April 12 May 10	March 6 April 3 May 1 May 29
Basic Firefighting	February 1 March 8 April 12 May 10 May 31	February 6 March 13 April 17 May 15 June 5
Advanced Firefighting	February 22 April 19 May 10	March 6 May 1 May 29
Government Vessels	February 1 March 1 March 22 May 17 May 24	February 19 March 19 April 9 June 4 June 11
Lifeboatman/Water Survival	February 22 March 22 April 19 May 18	March 6 April 3 May 1 May 29
STCW Basic Safety	February 8 February 22 March 29	February 12 February 26 April 2
Tankerman (PIC) Barge	March 15	March 20

Academic Department Courses

Course	Start Date	Date of Completion
General Education Courses	May 3	June 10

In addition, basic vocational support program courses are offered throughout the year, one week prior to the AB, QMED, FOWT, Third Mate, Tanker Assistant and Water Survival courses. An introduction to computers course will be self-study.

UPGRADING APPLICATION

Name _____

Address _____

Telephone _____ Date of Birth _____

Deep Sea Member Lakes Member Inland Waters Member

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

Social Security # _____ Book # _____

Seniority _____ Department _____

U.S. Citizen: Yes No Home Port _____

Endorsement(s) or License(s) now held _____

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

If yes, class # _____

Have you attended any SHLSS upgrading courses? Yes No

If yes, course(s) taken _____

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

Yes No Firefighting: Yes No CPR: Yes No

Primary language spoken _____

With this application, COPIES of the following must be sent: One hundred and twenty (120) days seetime for the previous year, one day in the last six months prior to the date your class starts, USMMD (z-card) front and back, front page of your union book indicating your department and seniority, and qualifying seetime for the course if it is Coast Guard tested. All FOWT, AB and QMED applicants must submit a U.S. Coast Guard fee of \$135 with their application. The payment should be made with a money order only, payable to LMSS.

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

LAST VESSEL: _____ Rating: _____

Date On: _____ Date Off: _____

SIGNATURE _____ DATE _____

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

RETURN COMPLETED APPLICATION TO: Lundeberg School of Seamanship, Admissions Office, P.O. Box 75, Piney Point, MD 20674-0075; or fax to (301) 994-2189. 299

The Seafarers Harry Lundeberg School of Seamanship at the Paul Hall Center for Maritime Training and Education is a private, non-profit, equal opportunity institution and admits students, who are otherwise qualified, of any race, nationality or sex. The school complies with applicable laws with regard to admission, access or treatment of students in its programs or activities.



The

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Seafarers Log

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Summary Annual Reports
for MCS Supplementary Pension Plan
and
Seafarers Pension Plan
may be found on page 20.



SIU Assistant Vice President Nick Celona welcomes 250 guests to the port's annual Thanksgiving dinner. Seafarers and pensioners and their families, as well as friends of the SIU, helped make the day a memorable one.

Bountiful Banquet Held For Bay Area Members

Thanksgiving dinner at the festively decorated SIU hall in San Francisco has gotten to be a "real event" over the years. This past holiday was no exception.

More than 250 guests—everyone from active members, pensioners, labor union officials, local politicians, judges and shipping company representatives—were in attendance.

Coordinated by chief stewards **Burt Richardson** and **Ray Loretta**, much of the standard holiday fare, including nine 15-pound hams, was prepared by SIU volunteers. Additionally, Alioto's Restaurant on Fisherman's Wharf cooked 20 turkeys for the occasion, and a number of delicious desserts were donated by Martha Rivera, a friend of the union.

Words of welcome from SIU West Coast Vice President Nick Marrone and Assistant Vice President Nick Celona got the festivities off to a start. There was even a surprise cake presented to Jack Henning in celebration of his 83rd birthday. Henning, known as a "champion of the working man," is the retired executive secretary-treasurer of the California Labor Federation, AFL-CIO.

The photos accompanying this article were taken by Third Cook **Clifford Scott**.



Enjoying the Thanksgiving dinner are Bosun Peter Amper and his wife, Rose.



Enjoying good company and a sumptuous array of holiday fare are (clockwise from front) recently retired Bosun Oscar Wiley and his wife; (looking to the side) Denise Celona, wife of Asst. VP Nick Celona; Rachael Bochetti, wife of retired MC&S union official Roger Bochetti; Gail Loretta, wife of Chief Steward Ray Loretta; Theresa Madesti and her husband, Mel Madesti, a retired MC&S union official.



Presenting Jack Henning with a surprise birthday cake are Chief Steward Luella Sproul (left) and Martha Rivera, who made the cake (right). Looking on are Art Pulaski (behind Sproul), the executive secretary-treasurer of the California Labor Federation, AFL-CIO, and retired SIU West Coast Vice President George McCartney.



Making it look easy to feed 250 people are, from left, Chief Cook John Blasquez, Chief Cook Clarence Page, Chief Steward Raymond L. Loretta and Chief Steward Burt Richardson.

Santa Starts in Mobile



Santa made a surprise appearance at the Mobile, Ala. membership dinner last month, spreading holiday cheer to more than 100 members, pensioners and their families. In addition to the Christmas festivities, everyone was treated to a delicious holiday meal, provided by the SIU staff at the Mobile hall.