

SEAFARERS LOG

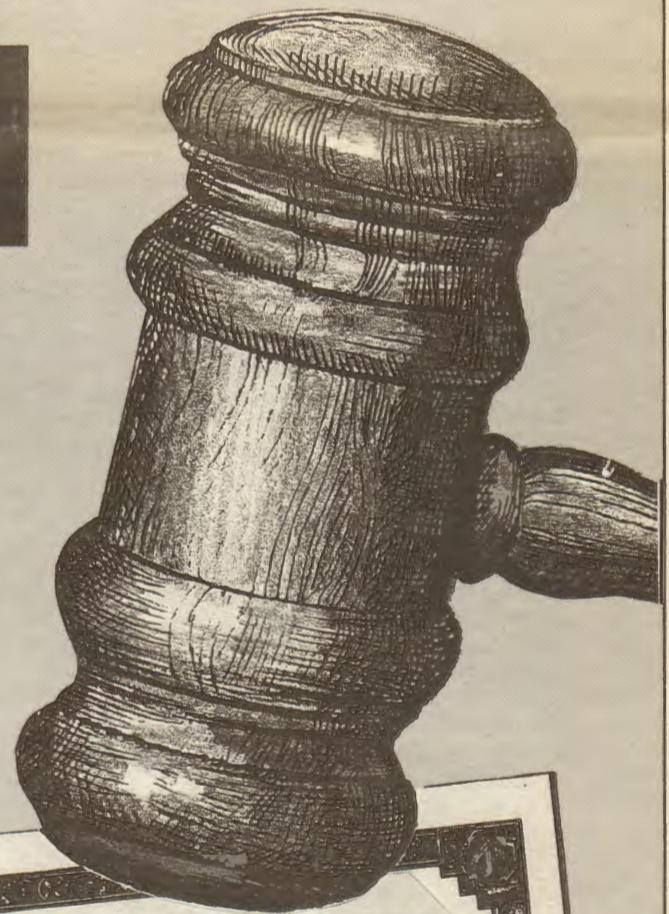


Volume 57, Number 1

January 1995

Ruling Issued on SIU's Lawsuit Against Seaman's Work Tax

Court Orders Coast Guard To Refund Part of Fees



U.S. MERCHANT MARINER'S DOCUMENT

John Doe
Sample Only VOID

Home Town USA
Pittsburgh
Citizenship USA
SSN: 123456789
Expires 09/19/94

U.S. COAST GUARD

Judge Also Insists Agency Recalculate The Costs Involved

The U.S. Coast Guard cannot charge mariners for a background check, and it must redo its calculations of the costs involved in licensing seamen, a federal judge ruled in response to an SIU suit charging that such fees are a work tax on seamen.

Page 3

President's Report

Justice Partially Secured

The order by Judge Louis F. Oberdorfer on the SIU's lawsuit against the U.S. Coast Guard's work tax on seamen represents both a win and a continued fight for Seafarers and others who earn their living aboard ships and boats. You will remember that the SIU filed suit against the agency for instituting charges—so-called user fees—for issuing seamen's z-cards and licenses.



Michael Sacco

In that lawsuit, filed in April 1993 when seamen began being charged by the Coast Guard for services associated with their merchant mariner documents and licenses, such as evaluations, examinations and issuing the card or license, the union had two primary points.

First, the union said, the fees were a work tax on seamen. After all, mariners were being charged to go to work. The union argued that the Coast Guard had considered a mariner's ability to pay the so-called user fees. The union also noted that government agencies like the Coast Guard can only charge fees for a service that is of value to the recipient. In the case of marine documents and licenses, the SIU suit said, the beneficiaries of safe navigation are the public—coastal communities, passengers, owners of cargo—and the environment.

Secondly, the SIU's lawsuit argued that the fees themselves were calculated incorrectly. After analyzing the data on which the Coast Guard based the fees for evaluating, testing and issuing z-cards and licenses, the union felt that the numbers had been inflated and did not represent an accurate picture of the true costs involved.

In late November, the judge issued his ruling on the case. The SIU received notice of his order early last month. The judge's decision was a win for Seafarers and all mariners in that he agreed with our contention that the fees had been calculated in such a way as to raise questions as to their validity and reliability. His order that the Coast Guard must recalculate the fees should have the result of lowering the costs that the agency originally determined by using what we consider flawed data.

Judge Oberdorfer's ruling that the FBI background check is not a cost that can be passed on to seamen and boatmen also scores a victory for mariners. The judge found that the beneficiary of this check is maritime safety, not the seaman. This decision by the judge should mean that the Coast Guard will have to stop charging the \$17 it claimed was the cost of a criminal records check.

But it is Judge Oberdorfer's position that the Coast Guard is within its rights to charge a fee for the issuance of z-cards and licenses, which represents the area in which the SIU must continue to fight. Essentially, the judge ruled that it is not "irrational" to assume that seamen and boatmen get some benefit from being documented and licensed by the Coast Guard.

The SIU, in its lawsuit, demonstrated that every action taken by the United States government in the area of documenting and licensing seamen and boatmen had come about as a response to major shipping accidents that caused thousands of passenger deaths, high losses of cargo or vast damage to the environment.

It is worth noting that Judge Oberdorfer acknowledged that the union had provided the court with "an impressive array of historical materials to demonstrate that licensing has historically been intended to protect the government's ability to conduct waterborne commerce and shipping property interests."

But despite what the judge called "these well-reasoned arguments," he said that the government's position that mariners received some private benefit from being documented and licensed was not "irrelevant." To this end, the judge basically said he had to assume that seamen and boatmen themselves derived some benefit from holding a document or a license that provides professional employment.

It is this concept that the union and seamen and boatmen must continue to challenge. Currently the union is reviewing its options to appeal this particular aspect of the judge's ruling. Additionally, the SIU is looking at other avenues of protest—including a legislative strategy.

Meanwhile, all Seafarers and mariners throughout the U.S. can take pride in their efforts to fight this unjust taxation which stemmed from the Congress' attempt to reduce the federal government's deficit in 1990. We have successfully chiseled away much of what we regard as a work tax. Bit by bit, we are winning.

In Budget-Cutting Move, Clinton Seeks to Pare DOT And Move MarAd Functions

Republican Budget Panel Looks to Cut FMC

In what is likely to be one of a host of budget-slashing proposals put forward by the administration and Republican and Democratic congressmen, President Clinton last month announced his recommendations for billions of dollars in reductions of federal expenditures over the next five years.

Under Clinton's plan, unveiled at a December 19 press conference, the Department of Transportation (DOT), one of several departments to be downsized, would be reduced in half over five years and its 10 agencies reconfigured into three divisions. The Maritime Administration's functions would be transferred to a super-maritime section under DOT auspices, transport officials announced.

While the president looks for ways to cut federal outlays, House Republicans also are preparing their own suggestions for cutting government. For example, the House Budget Committee's soon-to-be-chairman, Representative John Kasich (R-Ohio), is proposing that the Federal Maritime Commission (FMC) be eliminated. Should the new budget committee chairman prevail, the independent agency, which ensures that ocean shipping fees are fair to American shippers, shipping companies and customers, would no longer be funded.

Lean Gov't Theme

The newly elected Republican majority in Congress as well as President Clinton and

Democratic officials have interpreted the 1994 general election results as a mandate for making government leaner and less obtrusive. At the same time, both the president, in his election in 1992, and the 1994 Republican congressional candidates promoted in their campaigns the idea of tax cuts for America's middle class.

The spending cuts President Clinton is putting forth bolster his proposals to institute tax cuts for middle class Americans, which he outlined in early December. Under congressional budget rules, any plan that reduces income to the federal treasury, such as tax cuts, must be offset with reductions in spending to prevent a furthering of the nation's debt.

Re-Fashioning DOT

Joining President Clinton at the White House for the December 19 press conference, DOT Secretary Federico Peña outlined a proposed \$6.7 billion cut in the transportation department's expenditures over a five-year period.

Peña said the cuts would be made by consolidating DOT's 10 agencies—including the Maritime Administration, the U.S. Coast Guard and the Saint Lawrence Seaway Development Corporation—into three sections, making the Federal Aviation Administration an independent entity, most likely under private operation, and restructuring the department's grant, loan and subsidy programs, among them

mechanisms that have bolstered U.S.-flag shipping and American shipbuilding. As yet, the administration has not announced its intentions for the FMC.

For the three new sections encompassing the 10 agencies currently under DOT's roof, there are two options put forward in the administration's budget-cutting plan. One calls for three divisions organized by function—Coast Guard, transportation safety and infrastructure investment. The second option divides responsibilities by class of transport—aviation, maritime and surface (rails and highways).

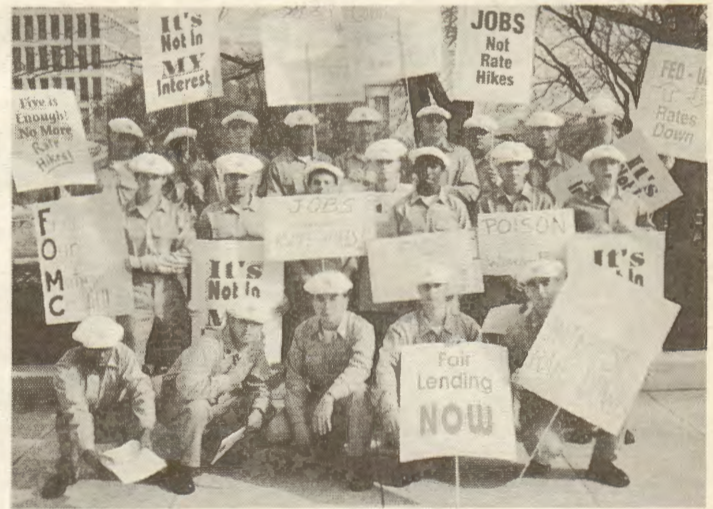
Congress Must Adopt

The administration's plan to diminish government spending is not the only one surfacing in the nation's capital. Along with the House Budget Committee's Republican proposals to reduce government spending, other GOP congressmen and senators are developing recommendations for other moves aimed at trimming federal outlays and creating tax cuts for the middle class. Additionally, Congressman Richard A. Gephardt (D-Mo.), who will be minority leader in the new congress convening in late January, is preparing a tax cut proposal.

The president's plans for tax cuts and reduced federal spending will be submitted to Congress as the administration's recommended 1995 budget. Any plans to restructure government and reduce federal expenditures must be enacted by Congress.

Seafarers Join AFL-CIO Protest of Interest Rate Hike

Seafarers joined with the AFL-CIO on November 15 in a protest outside the Federal Reserve Board headquarters in Washington, D.C. The trade unionists, joined by unemployed workers, farmers, economists and others, object to the board's raising of interest rates for the sixth time in 10 months. The 0.75 percent increase makes it more expensive for individuals and businesses to borrow money, affecting everything from job growth to mortgage payments, and from business investments to consumer spending.



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UNITED STATES DISTRICT COURT
FOR THE DISTRICT OF COLUMBIA

SEAFARERS INTERNATIONAL UNION OF
NORTH AMERICA, *et al.*,
Plaintiffs,
v.
UNITED STATES COAST GUARD,
et al.,
Defendants.

Civil Action No. 93-0787-LFO

NOV 23 1994

ORDER

CLERK, U.S. DISTRICT COURT
DISTRICT OF COLUMBIA

For the reasons stated in the accompanying Memorandum, it is
this 23rd day of November, 1994, hereby

ORDERED: that plaintiff's Motion for Summary Judgment
should be, and is, GRANTED IN PART with respect to fees for FBI
background checks; and it is further

ORDERED: that defendant should be, and is, prohibited from
charging for FBI background checks to applicants for licenses,
certificates of registry and merchant marine documents pursuant
to Department of Transportation's Final Rule dated March 19,
1993, 58 Fed. Reg. 15228; and it is further

ORDERED: that plaintiff's Motion for Summary Judgment
should be, and is, DENIED IN PART with respect to all other fees
for licenses, certificates of registry and merchant marine
documents; and it is further

ORDERED: that defendant's Motion for Summary Judgment
should be, and is, DENIED; and it is further

ORDERED: that this matter is remanded to the Coast Guard to
recalculate the costs of its licensing and documenting activities
in accordance with this opinion and to reassess its fees
accordingly; and it is further

ORDERED: that the Coast Guard's recalculations shall be
subject to notice and comment.

Louis F. Oberdorfer
UNITED STATES DISTRICT JUDGE

Court Nixes Portion of Seaman Tax

Judge Rules on SIU's Lawsuit Against Z-Cards/License Fees

The U.S. Coast Guard must cease charging seamen and boatmen for an FBI background check, a federal district judge ruled in his order stemming from the SIU's lawsuit against the agency's so-called user fees for issuing merchant mariner documents and marine licenses. The judge's invalidation of charge for the FBI check should mean that those seamen and boatmen who paid this fee ultimately will get a \$17 refund from the Coast Guard.

In his November 23 ruling, received by the union in early December, Judge Louis F. Oberdorfer of the United States District Court for the District of Columbia also ordered the agency to recalculate the fees. He based his decision on the SIU's argument that the manner in which the agency figured its costs associated with issuing documents and licenses was flawed.

Public Vs. Private Benefit

The union also had argued that the fees themselves constituted a work tax and, as such, were unconstitutional. However, the judge claimed the Coast Guard was within its rights in charging seamen and boatmen for their z-cards and licenses.

Judge Oberdorfer ruled that under the law, seamen and boatmen can be charged for documents and licenses if they derive

a benefit from having them. The SIU argued that the legislative history of documenting and licensing seamen expressly indicates that the intended beneficiaries of those laws were passengers, vessel and cargo owners and the environment.

Judge Oberdorfer, in his memorandum accompanying the order, noted that the SIU's case had "cited to an impressive array of historical materials to demonstrate that licensing has historically been intended to protect the government's ability to conduct waterborne commerce and shipping property interests."

"Despite these well-documented arguments," the judge said, the government's position that seamen and boatmen derive an independent benefit from being documented and licensed "cannot be presumed to be irrelevant." The government's "central contention that the license confers the benefit of professional employment is not irrational," he stated.

Chances of an Appeal

Both the Department of Justice, which represented the Coast Guard in the case, and the SIU have until January 23 to file an appeal, so it is unlikely the Coast Guard will act on the judge's

Continued on page 8

The Coast Guard must cease charging seamen for an FBI background check, according to a ruling on the SIU's lawsuit against fees the agency is charging for the issuance of z-cards and licenses.

Maritime to Move to House Defense Panel

Republicans Split Merchant Marine Committee Jurisdiction

Maritime matters will be taken up by the House National Security Committee if a House reorganization plan proposed by the incoming Republican majority is adopted when the 104th congressional session convenes toward the end of this month.

Under the proposal developed by soon-to-be Speaker of the House, Newt Gingrich (R-Ga.), the House Merchant Marine and Fisheries Committee will be abolished and its jurisdiction transferred to three panels—merchant marine issues to National Security, inland shipping affairs and U.S. Coast Guard matters to Transportation and Infrastructure and fisheries policies to Public Lands and Resources.

Merchant Marine to Defense

Formerly the House Armed Services Committee, the National Security panel will have jurisdiction over U.S.-flag shipping construction and operation and laws that make up the nation's maritime policies, such as the Jones Act governing cabotage requirements and cargo preference which requires that portions of

government-financed cargoes be carried on U.S.-flag carriers. The committee also will oversee the Ready Reserve Force, the government's lay-up fleet of former commercial vessels.

Also under the committee's jurisdiction are merchant marine officers and seamen, according to the rule which will institute the reorganization plan if adopted by Congress.

USCG, MarAd to Transport

The Transportation and Infrastructure Committee, under the plan, will handle affairs concerning the Coast Guard, Maritime Administration and Federal Maritime Commission. The committee, renamed from Public Works and Transportation, also will have jurisdiction over the nation's inland waterways.

Fisheries concerns now will be under the management of the newly named Public Lands and Resources Committee, previously known as the Public Works and Transportation Committee.

Expected to head these three committees are Floyd Spence (R-S.C.), National Security; Bud Shuster (R-Pa.), Transportation

and Don Young (R-Alaska), Infrastructure and Public Lands and Resources.

Reform of Procedures

Among the other changes proposed by House Republican officials is the elimination of two other committees—the Post Office and Civil Service and the District of Columbia panels. These will be consolidated with the Government Operations Committee into a new panel entitled Government Reform and Oversight. This reduces the number of House committees from 23 to 20.

The Republicans also plan to change the rules which govern committee activities. The GOP plan, presented by Representative David Dreier (R-Calif.) at a news conference on December 2 and adopted by the House Republican Conference on December 7, proposes to cut committee staffs by one-third, eliminate more than two dozen of 115 subcommittees, limit committee chairmanships to three consecutive terms and ban proxy voting. Also, the party intends to open all committee hearings and voting sessions to the public and press.

THE NEW NATIONAL SECURITY COMMITTEE

A rule drafted by the House Republicans, now the majority party in Congress, outlines the GOP's plan to reorganize Congress. The merchant marine issues formerly handled by the House Merchant Marine and Fisheries Committee, which is dismantled under the plan, will be transferred to the jurisdiction of the National Security Committee (known before as the Armed Services Committee).

Below is the list of National Security Committee members as listed by the office of the Republican leader (Newt Gingrich) and the Democratic leader (Richard A. Gephardt). It will be comprised of 30 Republicans and 25 Democrats.

Republicans

- Floyd D. Spence (S.C.), Chmn.
- Bob Stump (Ariz.)
- Duncan Hunter (Calif.)
- John R. Kasich (Ohio)
- Herbert H. Bateman (Va.)
- James V. Hansen (Utah)
- Curt Weldon (Penn.)
- Robert K. Dornan (Calif.)
- Joel Hefley (Colo.)
- H. James Saxton (N.J.)
- Randy "Duke" Cunningham (Calif.)
- Steve Buyer (Ind.)
- Peter G. Torkildsen (Mass.)
- Tillie Fowler (Fla.)
- James M. Talen (Mo.)
- Terry Everett (Ala.)
- Roscoe G. Bartlett (Md.)
- Howard P. McKeon (Calif.)
- Ron Lewis (Ky.)
- J.C. Watts (Okla.)
- William M. Thornberry (Texas)
- John Hostettler (Ind.)
- Saxby Chambliss (Ga.)
- Van Hilleary (Tenn.)
- Joe Scarborough (Fla.)
- Walter B. Jones Jr. (N.C.)
- James B. Longley Jr. (Maine)
- Todd Tiahrt (Kansas)
- John M. McHugh (N.Y.)
- Richard Hastings (Wash.)

Democrats

- Ronald V. Dellums (Calif.)
- G.V. "Sonny" Montgomery (Miss.)
- Patricia Schroeder (Colo.)
- Ike Skelton (Mo.)
- Norman Sisisky (Va.)
- John M. Spratt Jr. (S.C.)
- Solomon P. Ortiz (Texas)
- Owen B. Pickett (Va.)
- Lane Evans (Ill.)
- John S. Tanner (Tenn.)
- Glen Browder (Ala.)
- Gene Taylor (Miss.)
- Neil Abercrombie (Hawaii)
- Chef Edwards (Texas)
- Frank Tejeda (Texas)
- Martin T. Meehan (Mass.)
- Robert A. Underwood (Guam)
- Jane Harman (Calif.)
- Paul McHale (Penn.)
- Pete Geren (Texas)
- Pete Peterson (Fla.)
- Bill Jefferson (La.)
- Rosa DeLauro (Conn.)
- Mike Ward (Ky.)
- Patrick Kennedy (R.I.)

Shipping Omitted from GATT Labor Opposes World Trade Accord

Maritime services were not included in the world trade agreement passed by Congress last month, but the U.S., the European Union and five other countries soon will resume separate negotiations concerning worldwide shipping.

If no agreement at liberalizing maritime transportation can be reached by June 1996, then ocean shipping will be completely left out of the World Trade Organization (WTO), according to terms of a side agreement reached in late 1993 aimed at speeding the passage of the General Agreement on Tariffs and Trade (GATT). (GATT directly led to the formation of the WTO, an international body designed to govern commerce among nations. The WTO will have the power to enforce the new trade deal, including assessing trade penalties against nations which violate it.)

The SIU welcomed maritime's exclusion from GATT but joined with fellow unions of the AFL-CIO in opposing the pact's passage in the first place. The U.S. federation of trade unions warned that GATT will result in job loss in the U.S. and will force American workers to directly compete with child laborers and other oppressed

workers in foreign countries who literally earn pennies per day.

At particular risk are U.S. clothing manufacturers, the AFL-CIO stated.

Further, the unions cautioned that GATT will increase the Federal deficit—a fact which the Senate essentially acknowledged when it voted to waive rules which prohibit passage of any bill that adds to the deficit.

The lame-duck 103rd Congress passed GATT by votes of 288-146 in the House and 76-24 in the Senate. The passage came under fast-track rules which prevent amendments, allowing only for a yes or no vote.

Maintains Maritime Laws

The exclusion of maritime services from GATT allows the U.S. to maintain all of its current maritime laws and practices, including the Jones Act (the nation's maritime cabotage law) and cargo preference (statutes that allocate a portion of government-impelled cargoes to carriage on U.S.-flag ships).

Late last year, there were indications that some aspects of maritime were being offered as part of GATT by the U.S., despite longstanding commitments from

the U.S. government and other nations that ocean shipping would not be included in the trade pact.

The SIU and others in the maritime community objected to maritime's inclusion, and eventually it was withdrawn. As part of the agreement to exclude maritime services, the U.S. agreed to take part in separate negotiations.

Other Industries Exempted

The overall GATT negotiating sessions lasted more than a dozen years. They initially were called to encompass a variety of services including agriculture, financial services, telecommunications and transportation into the global trading rules.

Nations which signed the agreement will reduce their tariffs by an average of one-third. The pact also prohibits countries from limiting the quantity of imports.

Besides shipping, steel and telecommunications for the most part were omitted. There also were no agreements on limiting government subsidies to civil aircraft manufacturers, distributing cultural products in Europe or on opening markets to most financial services.

St. Louis Official Sigler Retires



A seafarer for more than 50 years, St. Louis port official Joe Sigler (seated) was recognized recently by fellow SIU employees, including Field Rep. Steve Jackson (holding ship's wheel), and members at the union hall. Brother Sigler went to sea in 1943 when he was 16 years old. The first SIU vessel he sailed on was the *Simmons Victory*, owned by Bull Steamship Co. in 1952. He joined the union in 1961 in the port of Chicago. Sigler worked out of the port of Chicago aboard Great Lakes Towing Co. tugs. Most recently, he represented the union in the port of St. Louis.

IMO Mariner Certification Pact Slated for Updating in 1995

International efforts continued last month to update a 1978 convention that established the minimum standards for certification, training and skills needed by mariners throughout the world.

At the third meeting of the Intersessional Working Group (ISWG) on the revision of the 1978 International Convention on the Standards of Training, Certification and Watchkeeping (STCW) of the International Maritime Organization (IMO), representatives of the SIU were on hand to speak out for the interests of U.S. merchant mariners. Among other accomplishments, they beat back potential attempts by contingents from foreign nations to reduce manning levels and mariner training requirements. The SIU group also continued to work against the suggestion of solo bridge watch at night.

The meetings took place at the London headquarters of the IMO, an agency of the United Nations.

The intersessional meetings are part of an ongoing series of various work-group gatherings which are designed to modify the accord and which are scheduled to culminate in July. That is the deadline set by the IMO for completing the work of representatives from more than 90 nations which recognize the STCW treaty.

The IMO, created by the United Nations in 1959 to improve safety at sea, has tasked its Subcommittee of Training and Watchkeeping (STW) to modify the '78 pact—specifically, by updating and matching training requirements with existing and anticipated technologies. (Many issues are discussed and revised during the intersessional meetings, then subsequently are presented to the STW subcommittee meeting

for consideration.)

This revision is aimed at allowing the subcommittee to monitor things such as the fitness of watchstanders, fundamental training for mariners, fatigue, work-hour limits, rest periods and the manning implications of convention changes.

Certification Options

The original pact solely dealt with training and qualification to hold recognized positions (or titles) for both licensed and unlicensed personnel aboard ships. However, the STW has been examining possible alternative means to certify the same mariners by describing the functions each must perform to hold a particular position.

As a result, the updated convention will offer both the traditional approach and a functional approach (also known as alternative certification) as systems for providing certification of vessel personnel.

At last month's meeting, the drafting group on the principles governing the issuance of alternative certificates (in which the SIU participated) approved language stipulating that the final regulation governing certification must not permit the issuance of alternative certificates to be used to reduce manning levels or training requirements.

Because the U.S. is a signatory to the convention, z-cards and licenses held by American merchant seamen are recognized by the IMO as meeting the criteria set forth in the '78 pact. But the standards for training and qualification that must be met by U.S. mariners are much greater than those outlined in the convention.

The agreement therefore does not override the laws of nations which maintain higher standards and qualifications.

Accidents Spur Update

The call on the IMO to update the STCW came about in the wake of numerous maritime disasters—all attributed to human error—that took place during the past few years, including the infamous *Braer* incident of January 1993. In that accident, a Liberian-flag tanker spilled 26 million gallons of oil into the North Sea when it went down during a storm.

The IMO also has called for a thorough review of safety for roll-on/roll-off passenger ferries, following the disastrous capsizing of the passenger ferry *Estonia* last September.

The convention itself is organized into two parts: Articles and Annex. The Articles establish the legal obligations of each subscribing party to certify mariners' competence as documented by other parties, except in limited circumstances. The Articles also establish procedures by which the convention can be amended.

The Annex is divided into six chapters containing technical regulations which apply to training, certification and watchkeeping for mariners.

Ratified by the U.S. in 1991, the 1978 STCW remains the only international treaty to establish minimum standards for training and qualifying crewmembers for seagoing duty.

Besides monitoring the work of the STW to ensure that the interests of U.S. mariners are represented, the SIU also takes part in these proceedings to work toward increasing the qualifications of the world's seamen.

Tanker Owners Rush To Meet Financial Regs

December 28 marked the deadline for self-propelled tankers entering U.S. waters to guarantee their financial capability to pay for costs and damages resulting from an oil spill or other hazardous material spill.

That guarantee comes in the form of a certificate of financial responsibility, mandated by a U.S. Coast Guard regulation which stems from both the Oil Pollution Act of 1990 (OPA '90) and the Comprehensive Environmental Response, Compensation and Liability Act (CERCLA), which was enacted in 1980.

Because of the costs and complexities of obtaining the certificates, there was some uncertainty in the maritime community as to whether or not vessel owners would be able to comply with the rule by December 28, 1994. But a last-minute rush by shipowners to obtain the documents allayed most of those concerns and also quelled fears that the new regulation would disrupt America's imported oil supplies.

Approximately 700 tankers had been certified as of December 22. According to newspaper reports, oil experts state that roughly 800 tankers are needed to keep the U.S. fully supplied with imported oil. (The U.S. uses more than 7 million barrels of imported oil each day.)

The cost of securing the certificates (as much as \$200,000 per year for a large tanker) probably will be passed on to consumers in the form of nominally higher gasoline prices. However, according to a report in *The Wall Street Journal*, gas prices initially may rise by several cents per gallon, due to some oil importers—believing there would be a shortage of certified tankers—recently paying premium prices to charter ships possessing the certificates.

The financial responsibility

requirements are applicable to all owners and operators of U.S. and foreign-flag vessels of more than 300 gross tons that use the waters of the exclusive economic zone (which extends 200 nautical miles off the U.S. coast) to transport or lighter oil (whether delivering or receiving) destined for a place subject to the jurisdiction of the United States.

They also apply to all other vessels using the navigable waters of the U.S. or any port subject to U.S. jurisdiction (since they carry bunkers which may be spilled).

Exceptions to the regulation are vessels that are lighter than 300 gross tons and non-self-propelled barges that do not carry oil as cargo or fuel and that do not carry hazardous substances as cargo. Public vessels, including ships owned by the military and private ships bareboat-chartered by the military, also are exempt.

There is a phase-in schedule of compliance dates. Self-propelled tankers must have complied by December 28. The date for tank barges is July 1, 1995. Other vessels must comply when their existing certificates of financial responsibility expire, beginning December 28.

The rule requires vessel operators to establish evidence of financial responsibility sufficient to meet potential liability under OPA '90 and CERCLA. These amounts range as high as \$1,500 per gross ton or \$15 million, whichever is greater.

Penalties for non-compliance range from a civil penalty of up to \$25,000 per day under OPA '90, to a Class I administrative civil penalty of up to \$25,000 under CERCLA, to a Class II administrative civil penalty or judicial penalty of \$25,000 per day of violation (or \$75,000 per day for second or subsequent violations) under CERCLA.

Riverboat Workers Reaffirm SIU Representation

Employees of the riverboat and other operations of the Alton Belle Casino company in Illinois reaffirmed their commitment to union representation by the SIU in a December 14 vote held under the auspices of the neutral government agency, the National Labor Relations Board (NLRB).

Workers aboard the Alton Belle Casino riverboat, the *Alton Landing* barge and shoreside employees such as reservationists, first obtained SIU representation in 1991 after a vast majority of 90 percent of employees demonstrated to a neutral third party that they backed the Seafarers. The company voluntarily recognized that the SIU represented a majority of their employees. As a result, *Alton Belle* workers through their union, the SIU, and the company negotiated a collective bargaining agreement that covered their wages, benefits and working conditions.

At that time, another union, the Hotel Employees and Restaurant Employees (HERE), filed a challenge to the SIU's right to represent the Alton Belle Casino's workers. The challenge was filed with the NLRB, the government agency that handles labor/management issues.

HERE's challenge took three years to be resolved. Ultimately, it brought about a decision by the NLRB to hold an election conducted by the agency amongst the Alton Belle Casino's employees in which they could vote for either SIU representation, HERE representation or no union representation.

In the December 14 election, the majority of those voting chose to stick with SIU representation, by a vote of 186 to 134. Only 12 votes were cast for no union representation.

Scores of *Alton Belle* employees voluntarily engaged



Contributing to the successful election effort are (from left) SIU Alton Representative Patti Rogers Food Runner Gene Naylor, Cocktail Waitress Connie Walswick and Deckhand Chris Corethers.

in a campaign on behalf of the SIU. Approximately 30 volunteers handed out brochures and flyers and personally called fellow crewmembers at home to encourage their participation in union meetings, as well as in the December vote.

SIU representatives from the Alton union hall who headed the volunteer efforts to keep the riverboat workers informed include Tim Kelley, Lonnie Partridge and Patti Rogers.

Kelley noted that while all *Alton Belle* volunteers did an exceptional job, a few went above and beyond the normal efforts. Those who put forth the extra energy include Deli Worker Becky Venlet, Deckhand Chris Corethers, Hostess Connie McKay, Cocktail Waitress Connie Walswick, Housekeeper Steve Arnold, Food Runner Gene Naylor, Utility Bob Barnes, Mate Dave Wendle, and Housekeeper Sharon Tucker.

Loyal Membership

Several *Alton Belle* workers claimed they enjoyed being a Seafarer and voted for the union

because of the dedication the union had shown toward the membership.

"I want an honest, loyal, hard-working union for honest, loyal, hard-working employees," stated Gina Macias, who is a cocktail waitress.

Cook Pamela Leuty noted, "The SIU has been a great help to us. They have very good benefits for all and they are there when you need them."

Like Leuty, other *Alton Belle* employees voted for SIU representation because they enjoyed the benefits that the union was



Calling fellow crewmembers on the phone, encouraging them to vote in the December 14 election are (from left) Cocktail Waitress Gina Macias, Deli Worker Becky Venlet and Housekeeper Sharon Tucker.

able to provide.

"The SIU was there for me when I was sick. Also, my doctors' bills were paid without fail. That's why I support the SIU," said Bob Barnes.

"The SIU has always been there for us. The last two-and-a-half years with the SIU has been great, and the health plan is good," stated Connie Walswick.

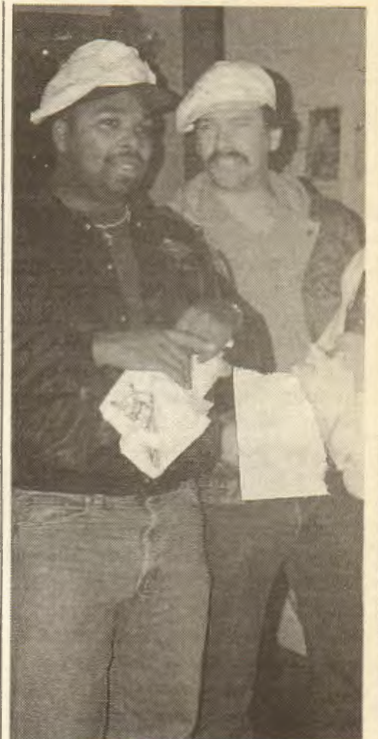
Other members praised the family-like feeling that being a member of the SIU gives them.

"I've been a member of the SIU for two-and-a-half years and I think of the SIU as my second family," said Chris Corethers.

Contract negotiations between the SIU and the company covering more than 400 *Alton Belle* employees will begin this month.

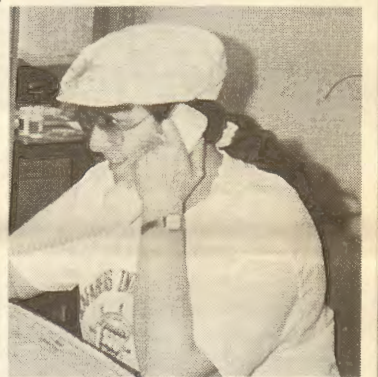
As a result of the NLRB-mandated election, more than 100 *Alton Belle* employees who were not included in the previous contract will now be represented by the Seafarers, bringing the total number of Alton Belle Casino employees represented by the SIU to more than 480.

Those included in the SIU bargaining unit are all food and beverage personnel, deck/engine department, housekeeping, ticketing/reservations, guest services, gift shop/coat check, cage/credit (money handlers), slot



Deckhands Antione Williams (left) and Harry Steingrubey put on their SIU caps in celebration of continued SIU representation.

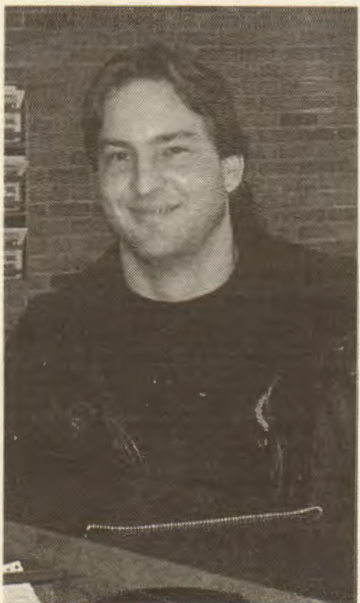
change/slot technicians, parts runners, shuttle bus drivers and warehouse workers. Only supervisors, corporate office clerical workers, security and live gaming personnel are excluded.



Lakers' Winter Season Is Extended Through January

An unusual combination of mild weather and a booming cargo demand keep Great Lakes Seafarers sailing into the new year despite an arduous beginning to the 1994 sailing season.

The companies will try to push on as long as possible to make up for lost time at the beginning of the season due to the horrible ice



Gateman Ted Stack drops by the Algonac hall before signing on the *American Republic* to sail on the iron ore shuttle between Lorain and Cleveland, Ohio.

conditions. Ice usually begins to form on the Lakes by the end of December, but because of the mild weather, no ice had, as of the end of December, begun to form, and boats were able to keep up cargo shipments.

Glen Nekvasil of the Lake Carriers' Association, an organization of U.S.-flag ship companies on the Lakes, summed up the reasons for the extended shipping season on the Great Lakes.

Cargo Demand Is High

"The demand for cargo on the Great Lakes has been very, very high, and I do not see the season ending until well into January. The temperature has fallen but there still is no ice on the waters—which is a good sign," Nekvasil said.

He added that while most Great Lakes vessels will come in for the winter by the 15th when the Soo Locks between Lake Superior and Lake Huron close for the season, some will continue sailing until the end of this month.

Donald Pfohl, director of marine personnel for American Steamship Co., said a majority of the SIU-crewed company vessels were scheduled to sail into the new year. The first of the

company's ships to lay up was the *John J. Boland* in Sturgeon Bay, Wis. on December 26, while the *Walter J. McCarthy Jr.*, *St. Clair*, *Buffalo*, *Sam Laud* and the *Indiana Harbor* are scheduled to lay up during the first part of this month. The *American Mariner*, *H. Lee White* and the *Charles E. Wilson* tentatively are scheduled to come in for the winter in mid-January. "This has been a good year, and it shows when a majority of our ships aren't coming in until after the first of the year," stated Pfohl.

The *American Republic* usually lays up in December but will keep shuttling iron ore between Lorain and Cleveland, Ohio until the end of this month. "This is very unusual for the *Republic*, but demand from the steel mills is so high that we want to be able to meet it, and with the weather cooperating, it looks as if we will be able to," Pfohl said.

Erie Sand Steamship Co.'s *Richard Reiss* came in for the winter at the end of December, while the small dredges *John R. Emery*, *Day Peckinpaugh* and *J.S. St. John* all laid up in the beginning of December.

The SIU-crewed cement carriers, traditionally the first vessels

of the season to sail, lost between 12 and 15 days of sailing time due to the icy conditions on the Lakes at the beginning of the 1994 season. Inland Lakes Management's *Paul H. Townsend*, *J.A.W. Iglehart* and *Alpena* are all scheduled to lay up at the beginning of this month, while the *S.T. Crapo* went into the shipyard on September 24. The *E.M. Ford* laid up in Green Bay, Wis. at the beginning of December.

Some Boats Lay Up Earlier

The *Kinsman Independence* and *Kinsman Enterprise* both went into layup at the end of December. The *Presque Isle*, a Litton Great Lakes iron ore carrier, is sailing until mid-January in order to keep up with the high demand for iron ore.

While the *James A. Hannah* and the *Kristin Lee* went into layup in December, most SIU-crewed OTS/Hannah Marine tugboats will continue running until the end of this month. The tugs push barges filled mainly with petroleum products on lakes Michigan, Huron and Erie.

According to Nekvasil, shipments of all the various commodities carried aboard U.S.-flag lakers totaled 11.2 million tons in



AB Charles Neigerbauer fills out his vacation forms after signing off American Steamship's *MV St. Clair* for the winter.

November, an increase of 4.3 percent over the previous year.

"With virtually every serviceable U.S.-flag laker in operation since early July, the fleet has been able to offset the early-season delays and now outdistances last year's end of November total by more than 3 million tons," he concluded.

Seafarers TB Testing Program Goes Into '95

In an effort to protect Seafarers from the reinvigorated strains of tuberculosis (TB) which are on the increase in the United States and in other parts of the world, the SIU and its medical plan last January instituted a one-year TB-testing program for its members. That trial period ended last month.

The Seafarers Welfare Plan, which conducted the study, is starting to compile and analyze the data obtained through testing Seafarers for TB exposure over the past year. The medical director of the Seafarers Welfare Plan, Dr. Kenneth Miller, announced late last month that the plan will continue to test Seafarers in 1995 as last year's information is being analyzed.

"Membership participation in the '94 program was excellent," Miller told a reporter for the *Seafarers LOG*.

"We are extending the program into 1995. For those who did not have the opportunity to be tested last year, we are offering the same TB screening in '95 in order to further our data and come up with a much broader conclusion on the effects—if any—of tuberculosis on Seafarers," the medical director stated.

TB Testing Continues

The Seafarers program, which began January 1, 1994 and will continue this year, is designed to accumulate data in order to research the effects on Seafarers of the now more-widespread disease. For those Seafarers who did

not participate in the 1994 program, a painless skin test will be given at the time of a member's annual exam, which will identify if he or she has been exposed to TB.

In addition to the skin test, members will be asked to fill out a simple questionnaire at their respective clinics at the time of their annual physical (which includes such information as age, place of birth and places of travel, as well as family and personal history of tuberculosis).

The only way to tell if a person has been exposed to the germs associated with the disease is through this skin test. A small needle is used to put a testing material, called tuberculin, under the skin. In 48-72 hours, the test on the forearm is examined to determine if there is a reaction to the disease.

The test is positive if a bump the size of a pencil eraser or bigger appears on the arm where the tuberculin was placed. This means that the person may have been exposed and may require treatment to avoid getting the full disease at a later time.

If a Seafarer tests positive, he or she should consult a doctor who can determine what, if any, treatment is necessary. It should be noted, however, that if a member is found to have active TB, then he or she will not be permitted to ship out until the infection is treated. (A positive test does not mean a Seafarer has the active TB disease.)

If a Seafarer tested positive in 1994, he or she should have consulted with a doctor to determine what treatment was necessary. Items checked by doctors include the size of the reaction to the skin test, age and medical history of the patient and if the individual is part of a high-risk group.

The doctor will follow a specific set of guidelines established by the Centers for Disease Control and Prevention (CDC) to figure out if a person needs to begin preventive medication.

"If you tested positive in 1994, you will always test positive—so the skin test is never done again. However, the chest x-ray that you receive as part of your annual physical will be examined carefully each year and checked to make sure the disease is still dormant," stated Miller. (If a member was found to have active TB in 1994, he or she should be under treatment for the disease by his or her personal physician.)

If a Seafarer tested negative in 1994, he or she will once again receive the TB skin test to ensure that he or she has not been exposed at any time throughout the year. If the member tests positive on the TB test at his or her 1995 annual physical, he or she will be given a special questionnaire to fill out inquiring about his or her activities over the past year.

Miller refers to this part of the program as "medical surveillance" in which the problem area, if indeed there is one, is pin-

pointed. "Our goal is to keep our membership under our care so that if a problem with TB does arise, we can immediately address it. I want the membership to realize that if they tested negative once, that does not mean they will test negative forever. Anyone can be exposed to the tuberculosis germs," Miller stated.

"It is very important for those who tested negative in the past to continue to participate in the program by getting tested again at the time of their '95 physical," he added.

Disease on the Rise

Inactive for many years in the United States, tuberculosis is once again on the rise. The National Institute of Allergy and Infectious Diseases (NIAID), a federal health agency involved in the research and development of guidelines for treatment of infectious diseases, cites various reasons for the resurgence of TB, including the emergence of drug resistant strains of the organism, increased immigration to the U.S. of people from countries with a high occurrence of the disease and transmission among persons in crowded living environments.

What Is Tuberculosis?

TB is a disease that is spread by germs called tubercle bacilli that can float in the air. According to the American Lung Association, a private health organization that provides general information

to the public on issues of respiratory health, tuberculosis germs are *not* likely to be transmitted through personal items used by those individuals with the disease, such as clothing, bedding, toilet seats, showers, glasses, eating materials or any other items they have touched.

The germs are spread if a person infected with TB of the lungs coughs or sneezes into the air. The TB bacteria are so tiny that they dry out and can float on air currents for long periods in an enclosed space.

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

Miller notes that because Seafarers live in close quarters and deal with the same crewmembers on a daily basis for an extended period of time, the SIU medical department believes it should examine the possible effects of tuberculosis on those who sail the world's waterways.

Like Son, Like Mother? Steward Assistant Follows in Sons' Footsteps

It's not unusual for a son or daughter to follow in a parent's footsteps when it comes to choosing a career.

But eyebrows were raised in the Scott family when Della

Scott—mother of QMED Robert Scott and FOWT Billy Scott—recently decided to take the far less-common step of following her sons' career path by going to sea.

"I was surprised, but I encouraged her," said Billy, 25, who graduated from the Lundeberg School four years ago. "I had no doubt she could keep up."

"I didn't expect it, but I think it's the best thing that ever happened to her," stated 26-year-old Robert, who also graduated from the Lundeberg School (in 1989). "She's always wanted to travel, and you can't ask for anything more than getting paid to do it."

The Scotts live in Baltimore (Robert and Billy maintain their own, separate residences), so Della, 46, shipped out of the Baltimore SIU hall after she decided to go to sea. She made a brief trip as a steward assistant on the cable ship *Global Link* and was not at all disappointed with the experience.

Scary Start

"I was very scared at first, but the people treated me well and I enjoyed it. They were very patient and had a great sense of humor, which helped. And it certainly was worthwhile monetarily," Della recalled.

Although she said she did not specifically feel a calling to sail, Della's choice to join the SIU was not based on a whim. "I wanted a change in my life, to do something different before I got older and didn't have those options," she explained. "My sons encouraged me after I brought it up, and now I would like to continue shipping from Baltimore."

Della also operates a residential cleaning service, and, in part because she has a number of elderly customers who rely on



Della Scott and her son, Robert, arrive at Piney Point for last month's membership meeting.

her, she plans to maintain that business.

But when she is ready to sail again, she won't get any resistance from her family, including her husband, Robert. "I have no objections to future trips. She can take care of herself," said Robert Sr., a longtime member of the Service Employees International Union who maintains and repairs heating and air conditioning equipment at a Baltimore area hospital.

"She made a lot of money on the first trip, but she worked hard for it," he added.

'Go With the Flow'

Having conversed with her seafaring sons, Della felt prepared for the voyage aboard the *Link* (which went out for a cable repair operation in the North Atlantic). However, she noted that it initially was challenging to adjust the shipboard work schedule.

"We worked a lot of hours, but once I got started and got into the

routine, I was fine. I went with the flow," said Della. "I made some salads, cleaned a lot of dishes, swept and mopped the deck, stripped and waxed some decks and cleaned officers' cabins. There was plenty to do."

In December, Della and Robert attended the membership meeting in Piney Point, Md. She would like to return there for upgrading courses, she said, and she need not look any further than Robert to see the benefits of the Lundeberg School.

"My life was going nowhere until I filled out an application for Piney Point," said Robert. "It paid off. To be honest, our school is what has made me stick with this career. I admire the system and the opportunities."

Della seems equally enthusiastic about the career opportunities within the SIU. "I was happy for Robert and Billy before I sailed, but now, I'm even more pleased with their choice," she said. "I think there's a really good future in the SIU."

Maritime Briefs

U.S. and Europe Agree to Accord On End of Shipbuilding Subsidies

An agreement signed December 22 calls for the member countries of the Organization for Economic Cooperation and Development (OECD) to reduce their shipbuilding subsidies and other forms of government aid to shipyards. Scheduled to begin in 1996, the pact was reached after more than five years of negotiation.

The treaty must now be subjected to the ratification procedures of each signatory nation, which not only include European countries and the United States, but also Scandinavian nations, Japan and South Korea. In the U.S., the accord will be submitted to Congress, where some representatives are seeking to amend the agreement with more favorable terms for U.S. yards. Eight congressmen advised incoming House Speaker Newt Gingrich (R-Ga.) that unless the United States is allowed to extend aid to American shipyards, making the transition from defense building to commercial construction, they would not support the pact. Those who urged such an arrangement were Herb Bateman (R-Va.), Jack Fields (R-Texas), Don Young (R-Alaska), Jim Saxton (R-N.J.), Wayne Gilchrest (R-Md.), Tillie Fowler (R-Fla.), Jack Kingston (R-Ga.) and Curt Weldon (R-Pa.).



Runaway Ship Abandoned in Mobile; Costs USCG More Than \$280,000

A 387-foot, Panamanian-flag ship, abandoned by its owners at the Mobile, Ala. docks after the U.S. Coast Guard delayed its sailing until vital repairs could be made, will end up costing the American taxpayer close to \$300,000. Rusting at the Alabama state docks for close to a year, the *Antares* has cost the U.S. Coast Guard more than \$280,000 in dock fees and repairs.

The Coast Guard first crossed paths with the *Antares* in December 1993 when the vessel had engine troubles off the coast of Florida that required a tow. A few days later, because it was taking on water, the 26-year-old ship was put under Coast Guard authority. The vessel was riddled with holes in its holds and hatch covers, necessary safety equipment was nowhere to be found, electrical wiring was amiss and the engine room was seeped in oil and water.

The vessel's owners, who were represented by a company in Houston, claim to have had nothing to do with the ship since March of last year. The ship's insurance company says it canceled the vessel's policy. The Coast Guard is attempting to recoup its *Antares*-related costs in court.

Paul Hall Center Again Expands Training Fleet

The Paul Hall Center for Maritime Training and Education last month expanded its fleet of training vessels by acquiring a 109-foot tugboat formerly used by the U.S. Navy.

Built in 1960, the tug *Marin* is scheduled for use by upgraders who sail in the deck, engine and steward departments. Instructors at the Paul Hall Center's Lundeborg School indicated that the *Marin* will be used extensively in the new power plant maintenance course and in several classes specifically tailored for inland division upgraders.

Seafarers who sail in the deck department will have opportunities to utilize the *Marin's* fully operational deck equipment, while engine department members will receive practical training on the vessel's main diesel and auxilliary engines.

"We're also going to organize the galley so that some steward department upgraders cook aboard the boat," noted Chef Allen Sherwin, the Lundeborg School's culinary director.

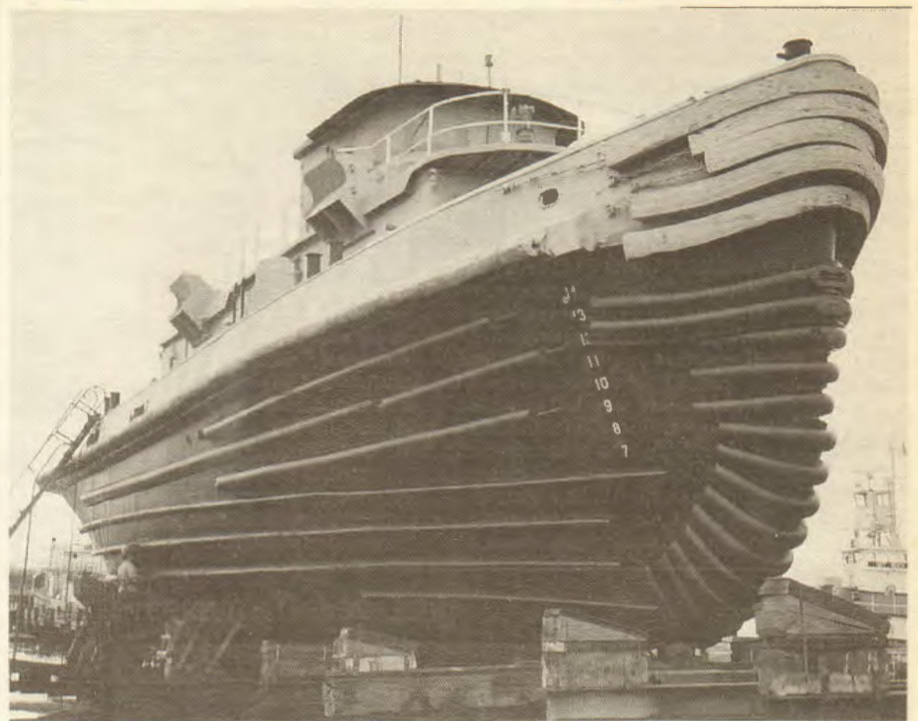
"Cooking for a tugboat crew is completely different than on deep sea vessels,

so this represents a chance for students to gain a broader range of experience."

The *Marin* is one of 74 YTB-class large harbor tugs currently or formerly in service with the Navy. At various times it was used for basic harbor operations and instruction in seamanship by Navy craftmasters.

The boat also is the third vessel acquired by the Lundeborg School during the past year through the U.S. Defense Regional Material Office in Virginia, under terms of the Merchant Marine Act of 1936 (as amended in 1980). According to that law, "excess or surplus vessels, shipboard equipment and other marine equipment, owned by the United States, may be made available by gift, loan, sale, lease or charter to the federal and state maritime academies and to any nonprofit training institution which has been jointly approved by the (Maritime) Administration and the U.S. Coast Guard. . . ."

Earlier in '94, the school acquired an 80-foot former Navy training boat, as well as a state-of-the-art barge which had been used by the government for electromagnetic testing.



The *Marin* is the newest addition to the Paul Hall Center's fleet of training vessels.

Jacksonville SIU Hall to Host Refrig. Certification Course

The Paul Hall Center for Maritime Training and Education this year will continue offering its government-approved refrigeration technician certification course at SIU halls throughout the country and at the Lundeborg School in Piney Point, Md.

The first class in '95 is scheduled for this month at the SIU hall in Jacksonville, Fla. (see schedule).

Authorized by the Environmental Protection Agency (EPA), the two-day course leads to testing and certification that is required of anyone who is involved in repair and servicing of refrigeration equipment and air conditioning systems.

November 14, 1994 was the deadline for obtaining such certification, which is mandated by the Clean Air Act Amendments of 1990. Seafarers who have not been certified (and whose jobs require the certification) are asked by the union to secure such certification as soon as possible.

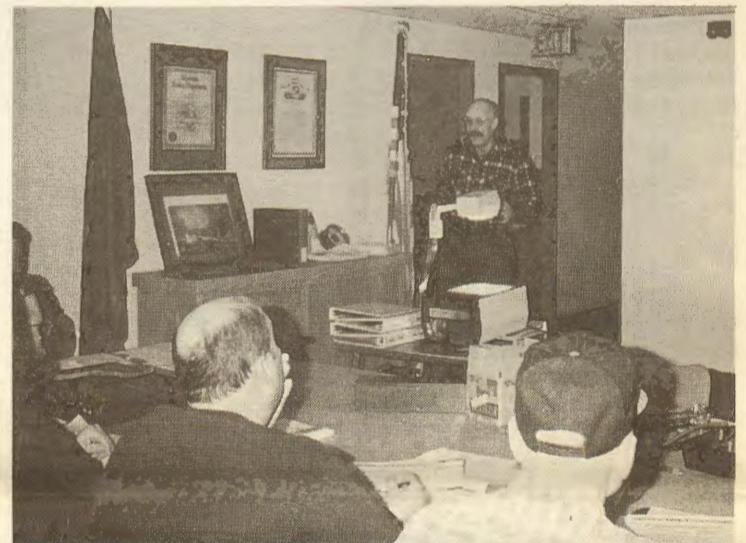
The Lundeborg School has been offering the refrigeration technician certification course since last July, both at Piney Point and at various SIU halls across the U.S. The class immediately is followed by a four-part, 100-question test, and there are corresponding certification types for each section.

Among the Seafarers who took the class last year, there was virtually unanimous agreement that pre-course studying and sharp concentration in the classroom are vital to one's hopes of passing the exam. Month after month, SIU members reiterated the value both of reviewing the course textbook in advance and of paying strict attention in the fast-moving class.

Seafarers who want to buy the textbook "Refrigerants and the Environment" should indicate this to the port agent whom they contact when signing up for the class. They then should send a

check for \$25, made payable to the Paul Hall Center, to: EPA Refrigeration Tech. Course, Paul Hall Center for Maritime Training and Education, P.O. Box 75, Piney Point, MD 20674, Attn: J.C. Weigman. The book will be sent by first class mail. (Please indicate an address where the book should be sent.)

The Lundeborg School also will continue trying to make the book available for purchase directly from the ports where the courses are scheduled. Check with the individual port agents to find out if the book is available in advance at a particular hall.



Explaining refrigerant handling safety procedures during a class session is instructor Eric Malzkuhn.

| REFRIGERATION TECHNICIAN COURSE SCHEDULE | | |
|--|--------------------|----------------|
| DATE | LOCATION | TELEPHONE # |
| January 9-13 | Jacksonville, Fla. | (904) 353-0987 |
| February 13-17 | Wilmington, Calif. | (310) 549-4000 |
| March 13-17 | Brooklyn, N.Y. | (718) 499-6600 |
| April 10-14 | Houston | (713) 659-5152 |
| June 5-9 | Honolulu | (808) 845-5222 |
| July 10-14 | New Orleans | (504) 529-7546 |

Note: Five-day blocks of time have been set aside for these courses to accommodate all who apply and those who want to retest. Each course, however, will take place during a two-day period within those dates. Check with the port agent in each of these union halls to determine the exact date of the class.

Norfolk and Philly Halls Conduct Radar Classes

Boatmen Must Be Certified by Feb. 15

The Paul Hall Center for Maritime Training and Education this month will conduct its U.S. Coast Guard-approved, four-hour radar operation course at SIU halls in Norfolk, Va. and Philadelphia.

The class in Norfolk will take place January 10, while the Philadelphia course is slated for January 12. To register, Seafarers should contact the port agent at the hall where they plan to attend the course.

This class is intended only for Seafarers who already have a towboat operator's license but no radar endorsement. According to an interim final rule recently issued by the Coast Guard, such license-holding mariners who take the four-hour radar operation class—no later than February 15—will earn a radar certificate which is valid as an endorsement until the mariner's license expires or is renewed or upgraded. At that time, a mariner must seek a radar endorsement, according to the new regulation.

The rule, which went into effect on November 25, extends the endorsement requirement to licensed operators and all other pilots of radar-equipped, uninspected towboats which are 26 feet or more in length and which operate in U.S. waters. It

stipulates that all mariners who test for original licenses, renewal licenses or upgraded licenses on or after February 15 must have a radar-observer endorsement.

Again, an exception is made for licensed operators who do not yet hold a radar endorsement. Those individuals have until February 15 to earn the radar certificate which suffices as an endorsement (until the time of license expiration, renewal or upgrade).

As with a towboat operator's license, a radar-observer endorsement expires after five years. But because the expiration dates of a mariner's license and his or her radar endorsement may differ, license renewal does not terminate the radar endorsement, and radar endorsements may be renewed at any time.

The rule also establishes three types of radar endorsements and specifies which subject matter must be covered in radar observer courses. The categories of certification are Radar Observer/Unlimited, Radar Observer/Inland Waters and Radar Observer/Rivers. The latter two are new categories; in the past, only operators of vessels of at least 300 gross tons were required to hold a radar endorsement.



Seafarers and other merchant mariners took the refrigeration technician certification course in late November at the SIU hall in Algonac, Mich. Pictured from left are QMEDs Matthew Doherty, Kelly Mayo and Rodney Seaberg, along with Chief Engineers Wendell Titus and David Ward.



The judge's Nov. 23 decision to prohibit the charge for an FBI check of seamen and to remand the fee-setting process to the Coast Guard was made after the union presented its case to the court in oral arguments last February. Above, Seafarers follow Exec. VP Joseph Sacco into the federal district courthouse for the February hearing.

Court: USCG Must Redo Z-Card, License Fees

Continued from page 3

order until after that date. Thus, it is unclear exactly when the agency will begin refunding the \$17 it charged seamen and boatmen for FBI background checks. The agency also has not indicated publicly if it has begun a recalculation of its licensing and documenting costs.

The SIU currently is reviewing whether the union will appeal the portion of the judge's decision which ran counter to the argument that documenting and licensing of seamen only serves a public benefit. It is not known if the government intends to file with the U.S. Court of Appeals over the segments of Judge Oberdorfer's order which require the agency to cease charging for the FBI background check and to recalculate the fees.

United Union Effort

The SIU's lawsuit, submitted to the court on April 15, 1993, was filed just before the Coast Guard's user fees went into effect April 19, 1993.

In addition to the SIU, which includes the Sailors' Union of the Pacific and the Marine Firemen's Union, four additional maritime unions served as plaintiffs. They joined the Seafarers' suit in response to an SIU invitation to combine forces in a legal effort to nix the Coast Guard's user fees attached to merchant mariner documents, also known as z-cards, and licenses.

Along with the maritime unions—the SIU, District 4-Na-

tional Maritime Union/MEBA, District No. 1-Marine Engineers Beneficial Association, American Maritime Officers and International Organization of Masters, Mates and Pilots—five individual seamen served as plaintiffs.

Caught in Budget Mania

The user fees attached to z-cards and licenses for seamen stem from the Omnibus Budget Reconciliation Act of 1990. That year, in a hasty, last-minute attempt to cut the federal government's fiscal deficit, Congress created a series of Coast Guard user fees for various activities of the agency. To allow the Coast Guard to charge for issuing merchant mariner documents and licenses, Congress lifted the existing prohibition on charging for seamen's licenses. The 1990 budget bill was signed into law by then president George Bush.

In 1991, the Coast Guard, acting on its new mandate resulting from the 1990 budget bill, issued proposed regulations instituting fees for all activities associated with issuing z-cards and licenses, including evaluations, examinations and issuance.

The agency allowed for comments on its proposals, and the SIU submitted a series of vigorous protests to the fees. The union immediately filed a lawsuit that year, but it was not accepted by the court because the judge assigned to the case ruled it was not timely. He said the fees must

be in effect before a lawsuit would be considered "ripe" for judicial review.

Lawsuit Reinstated

On March 19, 1993, the Coast Guard issued its final notice of a rulemaking which established the schedule of user fees and set April 19, 1993 as the date the agency would begin collecting monies for its costs associated with mariner z-cards and licenses. The fees range from \$35 for the issuance of an entry-level merchant mariner document to some \$250 for the costs involved in securing an upper level license.

In the April 15, 1993 filing of its lawsuit against the seaman's work tax, the SIU renewed its legal challenge to the user fees. That brought about a hearing before Judge Oberdorfer on February 24, 1994. With scores of Seafarers in the audience, attorneys for the SIU and the government presented oral arguments and answered Judge Oberdorfer's questions. After the hearing, the court was silent on the matter until November 23, 1994 when Judge Oberdorfer's order was rendered.

Cites User Fee Prevalence

Accompanying the judge's November 23 order was his memorandum outlining the reasoning he applied to the case. Regarding the union's argument that it was unconstitutional for a federal agency to set a tax and that the user fees, in effect, were a work tax, Judge Oberdorfer said,

"In order for a delegation of the taxing power to be constitutional, Congress needs only set standards with sufficient specificity for a court to be able to determine whether the will of Congress has been obeyed."

The judge noted that the authority for the Coast Guard fees is what is commonly known as the "general user fee statute." Further, he said, "Not once has a court invalidated the general user fee statute as being an unconstitutional delegation of Congress's taxing power."

Judge Sees Value to Mariner

The union also argued that the fees were arbitrary and capricious. The judge first considered whether the Coast Guard could charge for its costs associated with issuing documents and licenses and, next, if the agency correctly calculated the costs.

On these matters, Judge Oberdorfer found that the agency was within its rights to charge for a service, citing legal precedents that grant fee-setting authority to government entities if their services confer a private benefit to a particular individual or organization.

He also found that "licensing does not create an independent public benefit" (his emphasis). "Public benefits are incidental to, not independent of, the private benefits if the public benefits" come at no more of a cost than the expense of creating the private benefit, said Judge Oberdorfer, citing previous user fee court

cases.

The judge noted the SIU suit argued that the FBI background check required by the agency before mariners can obtain their documents and licenses cannot be deemed a private benefit to the seaman. Judge Oberdorfer agreed, stating, "The reason the agency conducts the FBI check is primarily maritime safety."

The judge concluded that the FBI background check "does not confer a private benefit on plaintiffs; hence, the statute does not authorize the Coast Guard to charge a fee for it."

Unreliable Calculation

Finally, Judge Oberdorfer examined the fees themselves. "Since the fee charged may not exceed the agency's cost of providing the service, it is necessary to determine whether the Coast Guard rationally calculated its costs."

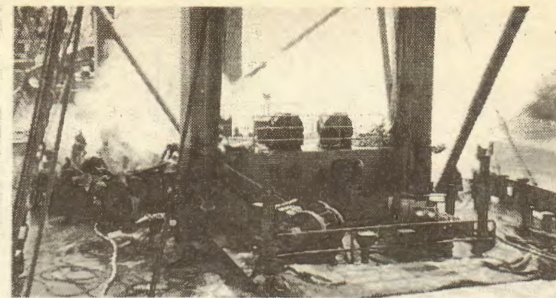
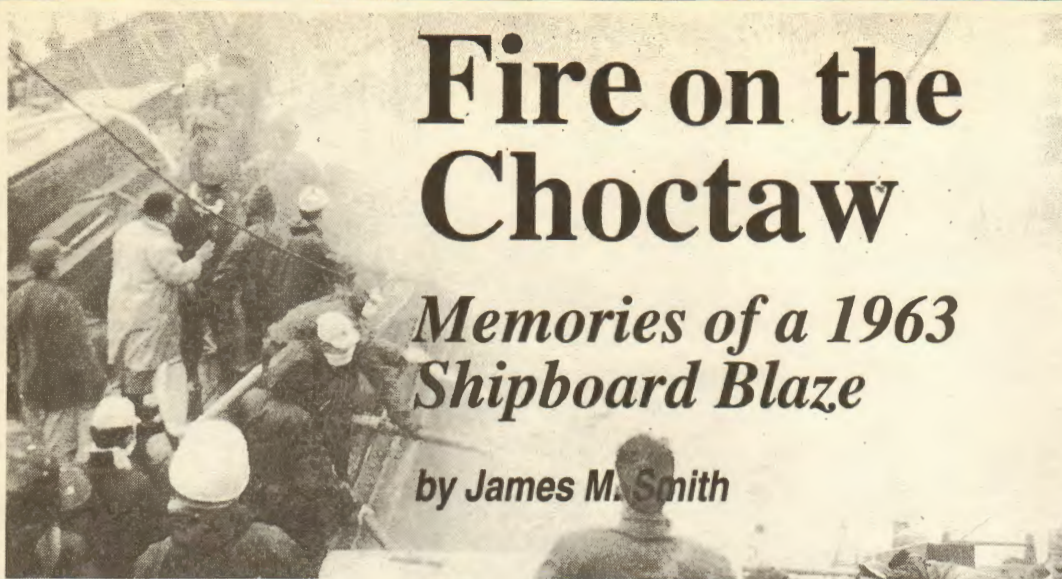
The union demonstrated that, according to the Coast Guard's own data on which its expenses were based, it took nine times longer to process a document in Charleston than in Houston, thus exaggerating the agency's purported costs and rendering them unreliable.

In his memorandum, the judge pointed out that the background material used by the Coast Guard to calculate its costs "indicates the data on which the Coast Guard relied is likely flawed." He remanded the case back to the agency for recalculation of its costs for documenting and licensing seamen.

Fire on the Choctaw

Memories of a 1963 Shipboard Blaze

by James M. Smith



LEFT: In Pusan, Korea, flames continue shooting up as high as the bridge.

Pensioner James M. Smith joined the SIU in Baltimore in August 1939 right out of the Marine Corps as a corporal and as an expert of 50-caliber machine guns. He sailed during WWII, the Korean conflict and the early part of the Vietnam war and upgraded at the union's school in Brooklyn to third assistant engineer.

In the September and October 1994 issues of the Seafarers LOG, Brother Smith recounted his voyage to Guadalcanal on the SS Del Brasil. The following article is about a fire on the SIU-crewed Choctaw which occurred in 1963. Smith sailed as chief electrician aboard that ship. "Shipboard fires still happen," Smith wrote to the LOG in a letter accompanying the ar-



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Nobody could survive in that heat and smoke more than a few minutes. Already, more than 40 minutes had passed, and the flames were shooting up past the level of the deck. The captain reluctantly gave the order to finish closing the hatch so that the fire would be deprived of oxygen and we could then use the ship's CO₂ system to extinguish it.

During the remainder of that day, we fought the fire with water and CO₂, but every time we thought we had it under control and opened the hatch, the flames would soon be shooting half-way up the mast, and we would have to secure the hatch



A Japanese firefighter gets knocked out by the smoke aboard the burning ship.



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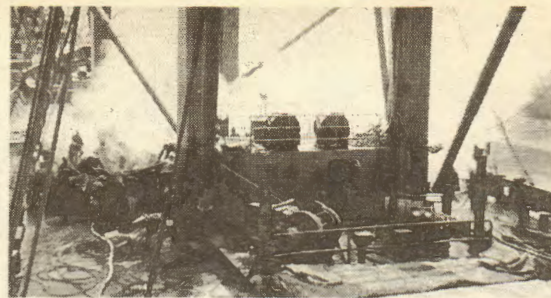


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Fire on the Choctaw

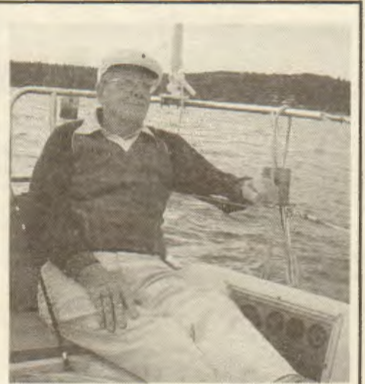
Memories of a 1963 Shipboard Blaze

by James M. Smith



LEFT: In Pusan, Korea, flames continue shooting up as high as the bridge.

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Gem State Crew Flawlessly Executes First RRF Boxed Ammo Drill

Under typhoon conditions, Seafarers aboard the Gem State successfully completed Operation Turbo CADS (Containerized Ammunition Distribution System), marking the first time a Ready Reserve Force (RRF) ship has been activated for the specific mission of carrying ammunition by container in a routine mission to replenish supplies.

In a letter to the *Seafarers LOG*, accompanied by the photos on this page, Chief Steward Peter Schmitt detailed the responsibilities of the voyage and the ship's crewmembers.

"This was the largest and most comprehensive movement of containerized ammunition in history," the chief steward explained. "All branches of the U.S. Armed Forces took part, with Navy sailors, Marines and Army soldiers acting as longshoremen and truck drivers as well as signalmen and tally takers. Seafarers operated the cranes and did all of the actual loading."

The Gem State is equipped with its own cranes and can discharge the containers and other heavy military equipment at undeveloped or war-damaged ports thus efficiently moving large amounts of ammunition at one time.

Operation Begins

The Gem State, usually docked in reduced operating status at Hunters Point Naval Shipyard in San Francisco, was activated by the Maritime Administration (MarAd) on August 15 for participation in the military operation. Soon after, Seafarers boarded the vessel and prepared it for the exercise that spanned the Pacific.

"There was a lot to be done by the crewmembers before we could set sail. The ship had been dockside for some time and had to be made liveable again," recalled Bosun Sonny Wilson.

Wilson noted that the engine department had to make sure the cranes were operating properly while the deck department stayed busy chipping and painting the interior and exterior of the ship.

On August 31, the Gem State sailed for the Naval Weapons Station in Concord, Calif. where 126 containers were loaded by Seafarers operating the RRF ship's massive cranes. The Gem State then sailed on to another naval ordnance facility at Indian Island, Wash. where 300 additional containers were brought on board.

Once the ship's cargo holds were completely full of the containerized ammunition, the vessel set sail for Apra, Guam, the Gem State's first port of call.

Turbulent Conditions

Schmitt reported that the Gem State encountered a typhoon in Guam and Okinawa but through the efforts of the crew, the military exercise was a success, despite the discouraging conditions. "In the midst of a driving rain, with practically gale force winds and a powerful surge, the ABs driving the cranes did a superb job in lifting the boxes to the dock and in three days the offload was completed."

Wilson echoed the chief steward's statements on the superior job done by the Seafarers who maneuvered the cranes. "It was very intense operating the cranes in such adverse conditions. The ship was being tossed around in the dangerous waters while the containers were swinging and tossing about. The offloading of the containers by the cranes under such circumstances was dangerous but the crew prevailed," said the bosun.

Kudos for all Crewmembers

"It was a very long trip with intense operations but everyone worked together to make the trip pleasant," said Wilson.

"I must say that the food served by the galley gang was better than I have ever had in the 30 years that I have been sailing with the SIU," the bosun added.

"The engine department kept the cranes in excellent working order. We had a few minor problems when we first got underway but that was because the ship had not operated in a while. They really did a superb job," he said.

"The deck department went above and beyond the call of duty to get the job done and help the military exercise continue despite some pretty awful conditions," Wilson noted.

"As a whole this crew was excellent and it was a fine trip," the bosun concluded.

Old Munitions Come Home

Once the last of the containerized ammunition was unloaded in Hiro, Japan, the Gem State sailed to Pusan, Korea for an oil change and to top off the fuel tanks.

Before sailing home, the SIU crewed vessel made one last visit to Okinawa and Guam to load containers of obsolete ammunition

destined for destruction at the weapons station in Concord.

The Gem State returned to the United States by mid-December and was turned back over to MarAd and placed into inactive status.

Extra Special Moments

While Seafarers' hard work and dedication contributed to the overall success of Operation Turbo CADS, they also had time to take in some sites, scenery and enjoy a special Thanksgiving together aboard the Gem State.

When the vessel left Indian Island for the trip over to Guam, on September 18 it passed through the Straits of Juan de Fuca between Vancouver Island, Canada and Washington.

"Most of us had never been through the Straits of Juan de Fuca and we found it to be a beautiful voyage," the chief steward wrote. And while in Okinawa, Gem State crewmembers dedicated an old sweep oar from the vessel's lifeboat that had been refinished, painted and signed by each crewmember to a seaman's charity.

In Japan, many crewmembers had the opportunity to visit the city of Hiroshima. Schmitt recalled, "We all agreed that visiting the Peace Memorial Park and remembering the atom bomb blast on that city, was a sobering experience."

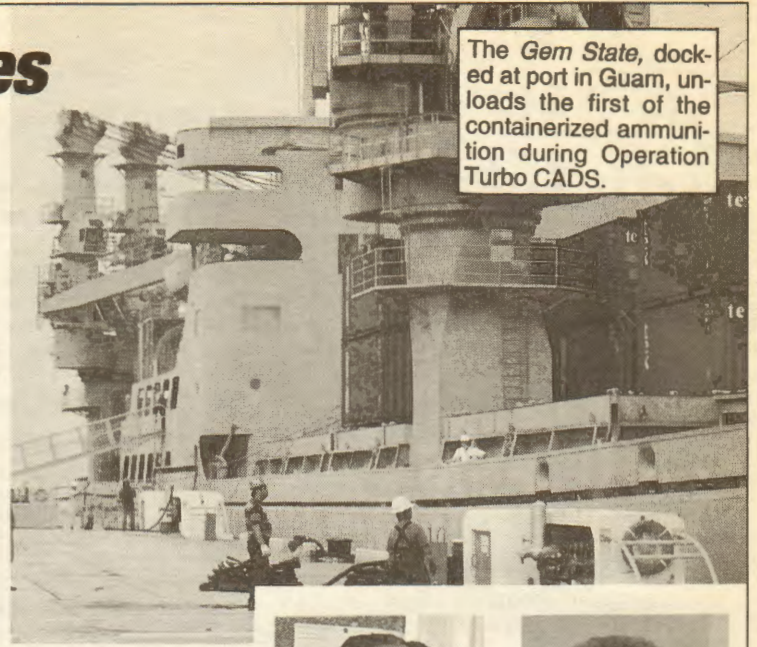
The Gem State was half way between Guam and the United States on Thanksgiving Day. The steward department, headed by Schmitt, includes Chief Cook Abdulalah Mohamed, SAs Joan Ann "Joanese" Riley, Donald Benjamin and Joe Munoz, Room Steward Joyce O'Donnell and Officer's messman Donald Irvine. They prepared a special Thanksgiving feast for crewmembers that included the traditional turkey and ham dinner with all the fixings as well as steak and lobster.

Schmitt, who graduated from the Lundeberg School's steward recertification program in 1993, stated, "On one hand, I don't think that we did anything special. To me it was a normal Thanksgiving dinner, but the crew really praised us and were so impressed with what we prepared. But thinking back, I did everything that I could to make the holiday special for the crew," recalled Schmitt. "It is never fun to be at sea during the holidays," he said.

One of a Fleet

The Gem State, under contract to International Marine Carriers (IMC), is part of the Military Sealift Command's RRF. The RRF primarily consists of roll-on/roll-off vessels, container ships, bulkers, tankers, freighters and military support ships which are tied up in various ports around the country on the Atlantic, Pacific and Gulf coasts. The ships are activated to support military operations in times of need.

Formerly the President Monroe, an American President Lines vessel, the Gem State was transferred to MarAd ownership in 1985. The ship was converted to an auxiliary crane ship and made part of the RRF for the MSC.



The Gem State, docked at port in Guam, unloads the first of the containerized ammunition during Operation Turbo CADS.



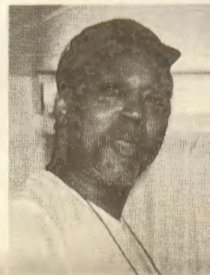
QMED Beckett "Sonny" Young keeps the cranes working properly.



OS Jim Toranto learns more about crane operations during the exercise.



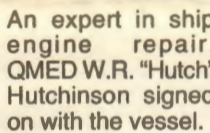
AB Paul Matsos utilizes his experience from other RRF ships.



Chief Cook Abdulalah Mohamed is known as "Mr. Gourmet."



AB Jim Burnett helps operate the cranes that load the containers.



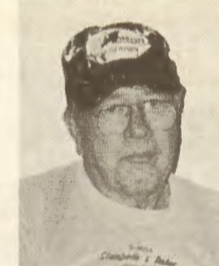
An expert in ship engine repair, QMED W.R. "Hutch" Hutchinson signed on with the vessel.



Operation Turbo CADS is Joan Ann "Joanese" Riley's first military exercise.



QMED Don Wroten enjoys engineroom work aboard the Gem State.



Working with containerized weapons is a first for AB Monte Smith.



Before the military exercise began, OS Tony Norman helped prepare the Gem State.



DEU Mohamed Abobaker has many responsibilities aboard the auxiliary crane ship.



Chief Steward Peter Schmitt (left) and SA Donald Benjamin begin preparations for a special Thanksgiving Day feast aboard ship.



Bosun Sonny Wilson paints the stack of the Gem State following the ship's activation by MarAd for participation in Operation Turbo CADS.



The *Cape Inscription* was one of eight RRF ships crewed by Seafarers in support of U.S. military operations in Haiti.



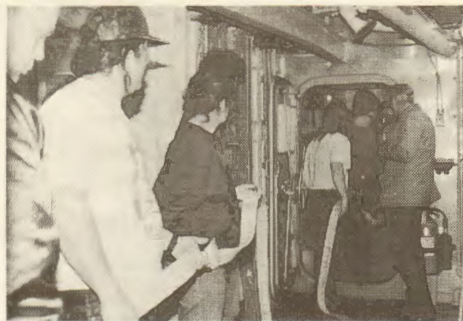
SIU President Michael Sacco (center) joined in a widespread commemoration of the U.S. merchant marine's vital role and many sacrifices during World War II.



As always, the SIU in 1994 remained extremely active on Capitol Hill. Above: SIU VP Joseph Sacco addresses a congressional committee.



The SIU hall in New York moved to a new location in Brooklyn. The old shipping board was brought from the old hall to the new facility.



The Paul Hall Center continued to provide practical and classroom training for SIU members.



The *Fidelio* re-flagged under the U.S. flag and began operating with an SIU crew.



SIU support of the Radio Association ARA secure a new gaining agreement.



From coast to coast, Seafarers supported fellow mariners and other trade unionists.



All of the RRF ships activated for operations in Haiti were delivered ahead of schedule, including the SIU-crewed *Cape Texas* (above).



Throughout the country, Seafarers had an opportunity to take the Center's EPA-approved refrigeration technician certification course.

1994: Seafarers Again Answered Nation's Call

While U.S. military activities and environmental emergencies were splashed across the headlines in 1994, SIU ships and Seafarers were at work behind the scenes.

SIU-crewed vessels provided key support to U.S. armed forces in Haiti and the Persian Gulf. Seafarers also played vital roles in major oil-spill cleanup operations in Puerto Rico and Houston.

It was a year in which legislation that would have earned security for the U.S.-flag merchant fleet barely fell short of enactment. Although the bill did not become law, Seafarers were a driving force in securing its passage in the House of Representatives and in garnering support from many senators and from President Clinton.

Within the SIU, advances were made in behalf of the membership through contract gains, the addition of three ships, organizing new members and scoring a legal victory that helped secure a larger fish quota for fishermen.

Seafarers also continued to upgrade their skills to ensure their status as the best-trained merchant mariners in the world. To that end, the union's

school—the Paul Hall Center for Maritime Training and Education, jointly operated by the SIU and SIU-contracted companies—introduced a number of new, modern vocational upgrading courses and made significant additions to its fleet of hands-on training vessels.

Finally, hundreds of Seafarers demonstrated that the "Brotherhood of the Sea" is more than the union's slogan—it is a way of life. SIU members took part in rescues all over the world and demonstrated solidarity with fellow seamen and other trade unionists.

SIU retirees also served as a reminder that, although they no longer set out to sea, they remain a contributing force within the union. Retired Seafarers helped secure congressional support for a new maritime program, and they also took their well-earned place in the spotlight when the Liberty ship *Jeremiah O'Brien* sailed to Normandy for the 50th anniversary of D-Day.

The following is a review of some of the highlights and other significant occurrences of the past year.

SUPPORTING U.S. TROOPS

Seafarers crewed eight of the 14 Ready Reserve Force (RRF) ships that were activated to support U.S. armed forces in Haiti. SIU members helped transport troops and materiel to the impoverished island nation, where America took the lead in restoring power to Haiti's democratically elected president, Jean Bertrand Aristide.

Seafarers were praised by the Maritime Administration for their quick and professional response, with MarAd noting that all of the RRF ships were delivered ahead of schedule.

Nearly four years after the start of Operation Desert Shield, SIU crews were back in Kuwait for Operation Southern Watch. As part of the U.S.'s response to a buildup of elite Iraqi troops near Kuwait, Seafarers crewed 11 of the afloat prepositioning force ships which were called into action. They helped deliver troops, ammunition and other materiel to the Persian Gulf, but the Iraqis quickly backed off.

Meanwhile, the SIU-

crewed *Empire State* carried home the last contingent of U.S. soldiers to serve in Somalia, marking the end of U.S. armed forces support for the United Nations' relief operation there.

Other Seafarers-crewed vessels, including the *American Kestrel* and the *Gem State*, were praised by the U.S. Navy for their execution of operations in support of the Navy's Military Sealift Command.

ENVIRONMENTAL EMERGENCIES

Seafarers played a key role in a major oil spill containment and recovery operation after the barge *Morris J. Berman* broke loose from its line to the tugboat *Emily S.* on January 7 and drifted onto a coral reef near San Juan's beaches.

The *Berman* lost more than 650,000 gallons of heavy number 6 bunker oil, and SIU members working for Crowley Maritime were among the first to respond to the spill. In all, more than 200 Seafarers strung containment booms, crewed lifeboats and skimmers and performed other work to minimize the damage.

More recently, SIU members aboard the *Texas Responder* and *Gulf Coast Responder* were involved in cleanup operations in the Houston area after a major pipeline explosion spilled an estimated 200,000 gallons of gasoline, diesel fuel and crude oil into the San Jacinto River.

FIGHTING TO SAVE THE U.S.-FLAG FLEET

In March, Transportation Secretary Federico Peña unveiled the funding mechanism for a maritime revitalization bill which was introduced in the House. The AFL-CIO Maritime Trades Department announced its backing of the legislation, which would allocate, during a 10-year period, \$1 billion raised through a tonnage duty to ensure a U.S.-flag liner capability in foreign commerce and provide aid to American shipyards.

Subsequently, a major grassroots campaign by Seafarers and their families helped garner support for maritime revitalization in Congress and in the administration.

But while a majority of Congress' officials backed the legislation, it did not pass the Senate, as a result of a blocking move by farm-state senators.

In a related development, the Maritime Administration conditionally approved a request by American President Lines (APL) to operate six new vessels under foreign flags. When it applied for a waiver of the law, which prohibits subsidized U.S. shipping companies from operating foreign-flag ships in essential U.S.-flag service routes, APL cited the lack of a new maritime program.

The SIU and other unions opposed the waiver, which stipulates that APL must apply to include the six ships in any



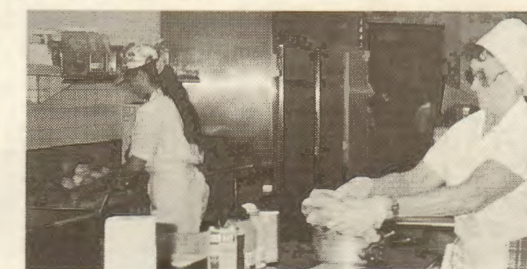
Three new boats, including this former Navy craft, were added to the Paul Hall Center's fleet of training vessels.



Severe icing in early '94 affected Seafarers on the Great Lakes and inland waterways.



Seafarers helped execute a number of dramatic rescues. Above: The SIU-crewed *Baldomero Lopez* aids stranded islanders in the Pacific.



Vocational upgrading courses at the Paul Hall Center were revised to include even more hands-on training.



A lawsuit filed by the SIU and fishermen's groups resulted in a significant increase in the flounder quota for 1994.



The American helped the collective bar-



SIU members and their families actively supported pro-maritime candidates in the state and local elections of November.



Throughout the year, the SIU secured advances for its members through new collective bargaining agreements.



More than 200 Seafarers quickly and efficiently responded to a major oil spill in Puerto Rico.

new subsidy program that becomes law in 1995.

Elsewhere, the House enacted a package of maritime measures that included SIU-supported provisions for towing safety and regulatory reform. Although the Senate failed to act on the inland safety bill, the House strongly backed the measure, and all of its elements will be introduced again in the 104th Congress.

In other legislative news, SIU fishermen from the port of New Bedford, Mass. conducted a month-long series of meetings and protests which culminated in the release in late March of \$30 million in economic aid for fishermen by the U.S. Commerce Department.

BOATMEN JOIN SIU RANKS

Early in the year, Seafarers crewed the *USNS Able*, a new Small Waterplane Area Twin Hull (SWATH) design vessel which is owned by the Military Sealift Command and operated by U.S. Marine Management.

Another new, SIU-crewed ship, the *MV Sulphur Enterprise* (operated by Sulphur Carriers, Inc.), began operating in the sulfur trade between Tampa and ports in Louisiana.

SIU members also crewed the car carrier *Fidelio* after it re-flagged under the U.S. flag. The vessel is operated by International Marine Carriers.

Construction continued on the *Delta Queen Steamboat*

Co.'s newest and most elaborate paddlewheel steamboat, the *American Queen*, which is slated to begin operating this year.

In March, crewmembers of a longtime non-union Gulf tugboat company voted to join the SIU. The vote by boatmen who are employed by E.N. Bisso Co. set of a series of procedural delays by the company, which operates a fleet of 15 boats.

Finally, boatmen at the marine ocean engineering department of Martin Marietta Services, Inc. in San Juan, P.R. voted to join the Seafarers.

STRIVING FOR IMPROVEMENT

Despite unfair competition from runaway registries, the lack of a new maritime program and other obstacles, the SIU secured advances for its members through new collective bargaining agreements. Wage increases and improved health care benefits were among the gains made for Seafarers who sail in the deep sea and inland divisions.

Also, a lawsuit filed by the SIU and by fishermen's groups resulted in a 16 percent increase in the flounder quota for 1994—marking a major win for fishermen.

BROTHERHOOD OF THE SEA

In terms of numbers, the biggest rescue of the year took place when Seafarers aboard the *MV Advantage* aided 353

Yemeni men, women and children who were fleeing their war-ravaged country. Exhausted and ravenous, the Yemenis were taken from two boats which were in danger of sinking. They were fed, cleaned and brought to safety in Oman, where a U.N. camp was set up.

But no matter the location or the number of people who needed help, SIU members responded:

- Seafarers on the *Alton Belle II* saved the life of a local resident who apparently was about to drown in the Mississippi River.

- The SIU-crewed *MV Patriot* assisted five Peruvian fishermen whose boat had been drifting for five days without engine power more than 100 miles off the coast of Peru in the Pacific Ocean.

- In the Gulf of Mexico, Seafarers aboard the *OMI Hudson* saved 12 Cuban refugees who had been at sea for nearly two weeks and who had been without food or water for days.

- Members of the union's Government Services Division aboard the *USNS Mars* helped rescue 10 Egyptians off the coast of Oman who had been drifting for nine days in a lifeboat after their small cargo ship sank in the North Arabian Sea.

- The *USNS Naragansett*, also crewed by SIU Government Services Division members, saved four men from Zanzibar who were drifting on a small, partially submerged boat. They had been adrift for

10 days, and their water and food supply had been exhausted.

- Seafarers on the *Baldomero Lopez* aided 40 people whose small island nation in the Pacific was devastated by Typhoon Zelda. All were taken to safety.

In addition to the rescues, Seafarers took part in other humanitarian activities.

The crew of the *Sugar Islander* delivered 20,000 metric tons of corn to the destitute country of Angola, on Africa's west coast.

And crewmembers from the *Nuevo San Juan* donated respiratory units and toys for children who are staying at the intensive care unit of the Hospital Pediatrico Central in San Juan.

PAUL HALL CENTER PROVIDES FIRST-RATE TRAINING

The Paul Hall Center for Maritime Training and Education and its Harry Lundeberg School of Seamanship continued offering a comprehensive selection of vocational upgrading classes to SIU members who sail in the deck, engine and steward departments.

Many courses were enhanced by the Lundeberg School's acquisition of two new training vessels, including the *Empress II*, a state-of-the-art barge formerly used by the government for electromagnetic testing.

In response to new federal

regulations requiring that anyone who handles refrigerants must be certified to do so, the school developed an Environmental Protection Agency-approved course and conducted a port-to-port schedule for teaching it so that Seafarers could obtain the certification.

The school also added an eight-hour hazardous materials (hazmat) recertification course, in accordance with new Occupational Safety and Health Administration (OSHA) regulations.

In planning for 1995, the Lundeberg School announced the addition of a number of new courses and expansion of several existing classes, each with extra emphasis on hands-on training.

SEAFARERS SHOW SOLIDARITY

Over the years, the SIU has earned a reputation as a group that supports fellow trade unionists in times of struggle, and that tradition was maintained in 1994. Literally from coast to coast, SIU members marched, demonstrated and provided other support for fellow mariners and trade unionists from the U.S. and other nations. Members of the American Radio Association, the Teamsters, the Israeli Sea Officers Union and Nigerian oil workers were among those who enjoyed the support of SIU members throughout the country.

Celebrating Thanksgiving, Brown Style . . .



Dominating the *Sealift Antarctic's* meal is the "big bird." This one was prepared by the ship's galley staff: Chief Steward Ernest Dumont, Chief Cook Rolando Lopez and Steward Assistant Eric Airline.

The weather was a little warmer than one might expect in late November as Thanksgiving Day was celebrated barbecue-style on deck aboard the *Charles L. Brown*. But the unusual holiday style did not mean there was not plenty of turkey to go around.

Stationed at the Crown Bay Marina in St. Thomas, U.S. Virgin Islands, the *Charles L. Brown* is one of five AT&T cables in position around the country to lay cable lines.

The photos of the cable ship's holiday banquet/barbecue were provided by Chief Steward Brenda Kamiya.



Chief Cook Robin L. Nay carves the turkey on the *Brown*.



The *Brown's* bosun, Francisco Sousa, goes back for seconds while Chief Steward Brenda Kamiya supervises the dinner.

. . . And on the SL Antarctic

On Thanksgiving Day, three hundred miles south of New Orleans, the *Sealift Antarctic* pursued her mission—delivering fuel for the military. But on board, crewmembers took time to partake in the culinary delights produced by the galley gang for the special occasion.

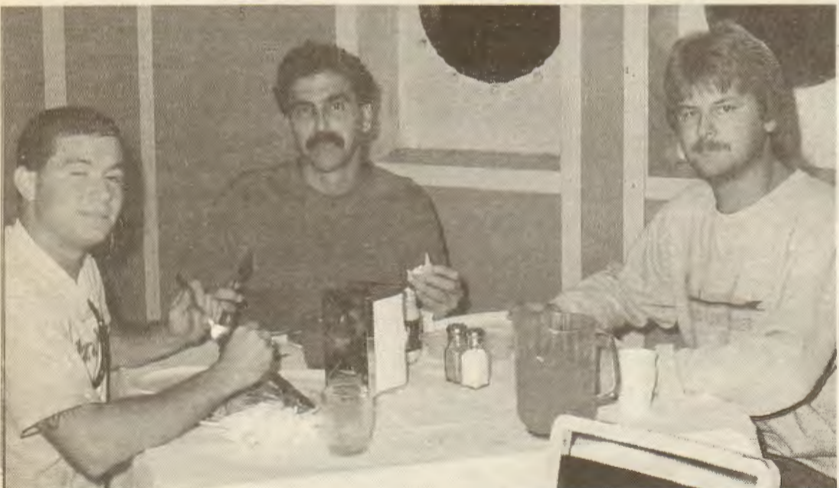
Captured on film by the radio/electronics officer, T.T. O'Brien, the Thanksgiving fare aboard the sealift tanker, which is operated by International Marine Carriers, was topped off with a traditional turkey and completed with homemade pies and other desserts.



Holiday appetizers and desserts are displayed side-by-side on the *Sealift Antarctic*.



Crewmembers, families and friends help themselves to the barbecue feast onboard the cable ship.



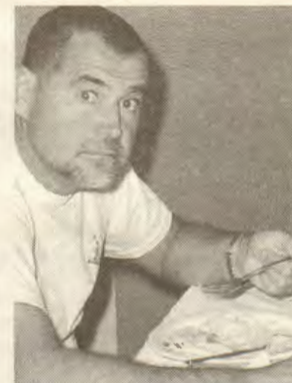
AB Adam S. Talucci, OS Ronald Rizzuto and Bosun Ray Shinpoch feast on Thanksgiving goodies aboard the *Sealift Antarctic*.



Midway through his meal, AB Juan Rochez poses for Radio Officer O'Brien's camera.



AB Adam S. Talucci, on the tanker's bridge, awaits his time off to share in the Thanksgiving treats.



Enjoying their Thanksgiving Day meals are AB Nick Moramarco (left) and OS Sirio Centino.



With plates laden with the holiday meal's main course, *Antarctic* OS Todd Stringer, Wiper Brad Williams and Pumpmen William Day and B. Magliano dig in with gusto.



Antarctic Chief Cook Rolando Lopez (left) and Captain Ernest Richardson survey the buffet tables that are heaped with an array of holiday treats.



There is plenty of work associated with the preparation and cleanup of a holiday meal, as SA Eric Airline can attest to on the *Antarctic*.

Dispatchers' Report for Deep Sea

NOVEMBER 16 — DECEMBER 15, 1994

| Port | *TOTAL REGISTERED All Groups | | | TOTAL SHIPPED All Groups | | | Trip Reliefs | **REGISTERED ON BEACH All Groups | | |
|-------------------------------|---------------------------------|------------|------------|-----------------------------|------------|------------|-----------------|-------------------------------------|--------------|------------|
| | Class A | Class B | Class C | Class A | Class B | Class C | | Class A | Class B | Class C |
| DECK DEPARTMENT | | | | | | | | | | |
| New York | 28 | 26 | 5 | 22 | 22 | 4 | 15 | 38 | 50 | 10 |
| Philadelphia | 1 | 9 | 2 | 0 | 7 | 3 | 3 | 6 | 10 | 1 |
| Baltimore | 6 | 7 | 1 | 5 | 9 | 0 | 6 | 13 | 12 | 2 |
| Norfolk | 21 | 14 | 16 | 9 | 7 | 5 | 3 | 31 | 22 | 27 |
| Mobile | 13 | 18 | 2 | 7 | 10 | 0 | 0 | 15 | 26 | 5 |
| New Orleans | 12 | 24 | 1 | 12 | 24 | 1 | 4 | 23 | 47 | 5 |
| Jacksonville | 33 | 27 | 3 | 21 | 18 | 8 | 12 | 45 | 41 | 14 |
| San Francisco | 25 | 23 | 7 | 10 | 14 | 1 | 12 | 43 | 40 | 12 |
| Wilmington | 12 | 20 | 12 | 7 | 11 | 5 | 6 | 23 | 39 | 15 |
| Seattle | 21 | 16 | 9 | 23 | 19 | 2 | 20 | 46 | 34 | 10 |
| Puerto Rico | 11 | 5 | 2 | 7 | 3 | 1 | 2 | 14 | 5 | 5 |
| Honolulu | 7 | 18 | 10 | 6 | 20 | 7 | 5 | 6 | 29 | 13 |
| Houston | 19 | 24 | 11 | 17 | 24 | 7 | 14 | 38 | 44 | 19 |
| St. Louis | 1 | 1 | 0 | 1 | 1 | 0 | 0 | 1 | 4 | 0 |
| Piney Point | 0 | 7 | 0 | 1 | 4 | 0 | 2 | 0 | 8 | 0 |
| Algonac | 1 | 1 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 0 |
| Totals | 211 | 240 | 81 | 148 | 194 | 44 | 104 | 343 | 411 | 138 |
| ENGINE DEPARTMENT | | | | | | | | | | |
| New York | 18 | 18 | 3 | 7 | 13 | 1 | 11 | 37 | 43 | 5 |
| Philadelphia | 1 | 2 | 1 | 2 | 1 | 1 | 0 | 1 | 5 | 0 |
| Baltimore | 0 | 6 | 1 | 1 | 6 | 1 | 2 | 4 | 9 | 2 |
| Norfolk | 11 | 16 | 2 | 1 | 7 | 2 | 3 | 19 | 20 | 8 |
| Mobile | 17 | 10 | 2 | 8 | 5 | 2 | 1 | 17 | 21 | 2 |
| New Orleans | 11 | 15 | 1 | 5 | 14 | 2 | 4 | 13 | 21 | 3 |
| Jacksonville | 14 | 24 | 1 | 15 | 16 | 3 | 10 | 19 | 36 | 4 |
| San Francisco | 13 | 10 | 4 | 6 | 7 | 0 | 4 | 28 | 29 | 10 |
| Wilmington | 9 | 15 | 3 | 5 | 7 | 1 | 5 | 16 | 24 | 8 |
| Seattle | 12 | 14 | 0 | 8 | 11 | 2 | 4 | 23 | 20 | 1 |
| Puerto Rico | 7 | 6 | 2 | 5 | 1 | 1 | 0 | 11 | 8 | 2 |
| Honolulu | 3 | 11 | 13 | 2 | 14 | 6 | 9 | 5 | 13 | 12 |
| Houston | 11 | 19 | 2 | 15 | 9 | 3 | 6 | 23 | 28 | 1 |
| St. Louis | 1 | 2 | 0 | 0 | 1 | 0 | 1 | 1 | 2 | 0 |
| Piney Point | 1 | 3 | 0 | 0 | 2 | 0 | 0 | 3 | 12 | 0 |
| Algonac | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Totals | 129 | 171 | 35 | 80 | 114 | 25 | 60 | 220 | 291 | 58 |
| STEWARD DEPARTMENT | | | | | | | | | | |
| New York | 13 | 16 | 1 | 12 | 11 | 0 | 8 | 21 | 25 | 1 |
| Philadelphia | 1 | 4 | 0 | 1 | 0 | 1 | 0 | 1 | 7 | 0 |
| Baltimore | 2 | 1 | 0 | 2 | 2 | 0 | 1 | 2 | 0 | 1 |
| Norfolk | 6 | 8 | 5 | 3 | 5 | 1 | 3 | 11 | 19 | 5 |
| Mobile | 11 | 4 | 0 | 5 | 4 | 2 | 1 | 15 | 10 | 3 |
| New Orleans | 8 | 4 | 1 | 5 | 6 | 1 | 8 | 13 | 8 | 5 |
| Jacksonville | 13 | 12 | 4 | 10 | 4 | 1 | 7 | 21 | 14 | 6 |
| San Francisco | 33 | 10 | 4 | 17 | 12 | 0 | 12 | 63 | 15 | 8 |
| Wilmington | 13 | 7 | 2 | 6 | 3 | 0 | 5 | 20 | 14 | 6 |
| Seattle | 19 | 5 | 1 | 13 | 3 | 0 | 6 | 35 | 12 | 2 |
| Puerto Rico | 7 | 2 | 2 | 3 | 0 | 1 | 5 | 7 | 2 | 2 |
| Honolulu | 7 | 9 | 10 | 2 | 3 | 3 | 1 | 15 | 19 | 18 |
| Houston | 13 | 5 | 2 | 6 | 6 | 1 | 5 | 20 | 7 | 5 |
| St. Louis | 1 | 0 | 1 | 1 | 0 | 0 | 0 | 1 | 0 | 1 |
| Piney Point | 9 | 8 | 0 | 2 | 6 | 0 | 0 | 11 | 6 | 0 |
| Algonac | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Totals | 156 | 95 | 33 | 88 | 65 | 11 | 62 | 256 | 158 | 63 |
| ENTRY DEPARTMENT | | | | | | | | | | |
| New York | 6 | 45 | 7 | 6 | 17 | 2 | 0 | 10 | 91 | 37 |
| Philadelphia | 0 | 2 | 4 | 0 | 1 | 0 | 0 | 1 | 4 | 8 |
| Baltimore | 0 | 6 | 2 | 1 | 0 | 1 | 0 | 1 | 10 | 8 |
| Norfolk | 4 | 17 | 13 | 0 | 8 | 6 | 0 | 8 | 33 | 26 |
| Mobile | 2 | 16 | 2 | 1 | 11 | 2 | 0 | 5 | 30 | 3 |
| New Orleans | 3 | 25 | 13 | 5 | 17 | 1 | 0 | 10 | 35 | 33 |
| Jacksonville | 2 | 15 | 12 | 4 | 4 | 9 | 0 | 4 | 34 | 28 |
| San Francisco | 10 | 12 | 7 | 3 | 10 | 3 | 0 | 21 | 38 | 33 |
| Wilmington | 7 | 16 | 7 | 3 | 11 | 5 | 0 | 8 | 25 | 17 |
| Seattle | 5 | 24 | 9 | 6 | 4 | 0 | 0 | 12 | 42 | 18 |
| Puerto Rico | 1 | 6 | 5 | 3 | 3 | 7 | 0 | 4 | 11 | 8 |
| Honolulu | 3 | 23 | 46 | 1 | 10 | 9 | 0 | 6 | 63 | 137 |
| Houston | 3 | 13 | 5 | 1 | 7 | 0 | 0 | 7 | 34 | 13 |
| St. Louis | 0 | 1 | 1 | 0 | 1 | 0 | 0 | 0 | 3 | 1 |
| Piney Point | 0 | 30 | 3 | 0 | 15 | 0 | 0 | 0 | 27 | 6 |
| Algonac | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 |
| Totals | 46 | 251 | 136 | 34 | 119 | 45 | 0 | 97 | 481 | 376 |
| Totals All Departments | 542 | 757 | 285 | 350 | 492 | 125 | 226 | 916 | 1,341 | 635 |

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

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

A total of 1,193 jobs were shipped on SIU-contracted deep sea vessels. Of the 1,193 jobs shipped, 350 jobs or about 29 percent were taken by "A" seniority members. The rest were filled by "B" and "C" seniority people. From November 16 to December 15, 1994, a total of 226 trip relief jobs were shipped. Since the trip relief program began on April 1, 1982, a total of 22,161 jobs have been shipped.

February & March 1995 Membership Meetings Deep Sea, Lakes, Inland Waters

- Piney Point**
Monday, February 6, March 6
 - New York**
Tuesday: February 7, March 7
 - Philadelphia**
Wednesday: February 8, March 8
 - Baltimore**
Thursday: February 9, March 9
 - Norfolk**
Thursday: February 9, March 9
 - Jacksonville**
Thursday: February 9, March 9
 - Algonac**
Friday: February 10, March 10
 - Houston**
Monday: February 13, March 13
 - New Orleans**
Tuesday: February 14, March 14
 - Mobile**
Wednesday: February 15, March 15
 - San Francisco**
Thursday: February 16, March 16
 - Wilmington**
Tuesday, February 21*; Monday, March 20
**changed by Presidents' Day*
 - Seattle**
Friday: February 24, March 24
 - San Juan**
Thursday: February 9, March 9
 - St. Louis**
Friday: February 17, March 17
 - Honolulu**
Friday: February 17, March 17
 - Duluth**
Wednesday: February 15, March 15
 - Jersey City**
Wednesday: February 22, March 22
 - New Bedford**
Tuesday: February 21, March 21
- Each port's meeting starts at 10:30 a.m.*

Personals

DARRELL TOUCHSTONE
and
MARC LOUW

Please contact Marcie Harris at 5127 W. 141st Street, Hawthorne, CA 90250; or telephone (310) 675-6679.

GILBERT MORRIS WRIGHT

The stepdaughter of Gilbert Morris Wright would like to get in touch with her stepfather. She would like her stepfather, or anyone who knows him, to call or write Flora Marshall Baquol, 2140 Parksley Avenue, Baltimore, MD 21230; or telephone (410) 644-5447.

Notices

PAY VOUCHERS NEEDED WITH SOME VACATION APPLICATIONS

Seafarers who have sailed aboard military vessels should provide copies of their pay vouchers when filing for vacation benefits related to employment.

U.S. Coast Guard discharges do not show exact dates of employment, so the pay vouchers must be submitted as well.

Applications submitted without copies of pay vouchers will be held in a pending status until the proper verification is received.

Seafarers International Union Directory

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

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

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

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

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

HONOLULU
606 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
(205) 478-0916

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

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

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

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

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

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

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

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

Government Services Division
(415) 861-3400

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

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

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

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

Dispatchers' Report for Great Lakes

NOVEMBER 16 — DECEMBER 15, 1994

CL—Company/Lakes L—Lakes NP—Non Priority
*TOTAL REGISTERED All Groups **REGISTERED ON BEACH All Groups
Class CL Class L Class NP Class CL Class L Class NP Class CL Class L Class NP

| Port | DECK DEPARTMENT | | | | | | | | |
|-------------------------------|--------------------|-----------|-----------|----------|-----------|-----------|----------|-----------|-----------|
| | CL | L | NP | CL | L | NP | CL | L | NP |
| Algonac | 0 | 11 | 6 | 0 | 53 | 13 | 0 | 32 | 14 |
| Port | ENGINE DEPARTMENT | | | | | | | | |
| | CL | L | NP | CL | L | NP | CL | L | NP |
| Algonac | 0 | 10 | 3 | 0 | 29 | 8 | 0 | 21 | 7 |
| Port | STEWARD DEPARTMENT | | | | | | | | |
| | CL | L | NP | CL | L | NP | CL | L | NP |
| Algonac | 0 | 5 | 3 | 0 | 10 | 4 | 0 | 9 | 2 |
| Port | ENTRY DEPARTMENT | | | | | | | | |
| | CL | L | NP | CL | L | NP | CL | L | NP |
| Algonac | 0 | 7 | 20 | 0 | 0 | 0 | 0 | 26 | 39 |
| Totals All Departments | 0 | 33 | 32 | 0 | 92 | 25 | 0 | 88 | 62 |

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

Dispatchers' Report for Inland Waters

NOVEMBER 16 — DECEMBER 15, 1994

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

| Region | DECK DEPARTMENT | | | | | | | | |
|-------------------------------|--------------------|----------|-----------|-----------|----------|-----------|------------|-----------|------------|
| | A | B | C | A | B | C | A | B | C |
| Atlantic Coast | 2 | 0 | 0 | 3 | 0 | 0 | 21 | 2 | 0 |
| Gulf Coast | 1 | 1 | 7 | 1 | 0 | 3 | 6 | 16 | 36 |
| Lakes & Inland Waters | 42 | 0 | 0 | 19 | 0 | 0 | 49 | 0 | 0 |
| West Coast | 2 | 1 | 10 | 41 | 1 | 39 | 5 | 10 | 53 |
| Totals | 47 | 2 | 17 | 64 | 1 | 42 | 81 | 28 | 89 |
| Region | ENGINE DEPARTMENT | | | | | | | | |
| | A | B | C | A | B | C | A | B | C |
| Atlantic Coast | 1 | 0 | 0 | 0 | 0 | 0 | 2 | 1 | 0 |
| Gulf Coast | 0 | 0 | 0 | 1 | 0 | 0 | 3 | 1 | 4 |
| Lakes & Inland Waters | 19 | 0 | 0 | 12 | 0 | 0 | 27 | 0 | 0 |
| West Coast | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 |
| Totals | 21 | 0 | 0 | 13 | 0 | 0 | 33 | 2 | 4 |
| Region | STEWARD DEPARTMENT | | | | | | | | |
| | A | B | C | A | B | C | A | B | C |
| Atlantic Coast | 1 | 0 | 0 | 1 | 0 | 0 | 2 | 0 | 0 |
| Gulf Coast | 1 | 0 | 1 | 1 | 0 | 1 | 4 | 1 | 5 |
| Lakes & Inland Waters | 2 | 0 | 0 | 3 | 0 | 0 | 9 | 0 | 0 |
| West Coast | 0 | 0 | 3 | 2 | 0 | 3 | 1 | 1 | 9 |
| Totals | 4 | 0 | 4 | 7 | 0 | 4 | 16 | 2 | 14 |
| Totals All Departments | 72 | 2 | 21 | 84 | 1 | 46 | 130 | 32 | 107 |

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

Sealift Antarctic Pulls into Port



Completing some paperwork during the shipboard meeting are Pumpman Paul T. Lewis (left) and Bosun Ray Shinpoch.



Wiper Bradley K. Williams (right) urges OS Ronald D. Rizzuto to finish his breakfast so they can get to work.



Representing the steward department, Chief Steward Ernest J. Dumont and Chief Cook Rolando M. Lopez participate in a discussion during the union meeting.



ABs Donald P. Harty and Adam S. Talucci are surrounded by upgrading information handed out during the meeting aboard the Sealift Antarctic.

Seafarers participated in a union meeting and payoff recently, when the Sealift Antarctic pulled into Moorhead City, N.C. to offload its cargo of oil and jet fuel.

SIU Representative Sal Aquia met with the vessel's crewmembers, handing out copies of the Seafarers LOG as well as the necessary forms for health insurance, vacation time and upgrading courses.

A frank discussion was held on the conditions aboard the sealift tanker. The union and crewmembers resolved to work together in order to promote job security for the membership.

The Sealift Antarctic is one of nine MSC tankers being operated by International Marine Carriers (IMC), an SIU-contracted company, which transports Department of Defense refined petroleum products worldwide. They also provide support of Navy fleets conducting refueling-at-sea operations for the military.

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

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

The Seafarers Pension Plan this month announces the retirements of nine SIU members who have completed their careers as U.S. flag ship merchant mariners.

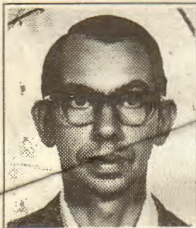
Seven of those signing off sailed in the deep sea division, one navigated the inland waterways and one worked on Great Lakes' vessels.

Five of the retiring Seafarers served in the U.S. Army, one is a veteran of the U.S. Navy, and one sailed in the U.S. Coast Guard.

Among those joining the ranks of the retirees, **Charles J.A. Miles** completed the steward recertification course, and **Lancelot B. Rodrigues** completed the bosun recertification course at the Lundeberg School in Piney Point, Md.

On this page, the Seafarers LOG presents brief biographical accounts of those members retiring this month.

DEEP SEA



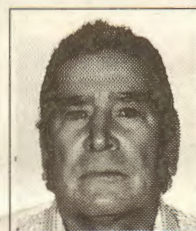
JOHN MORRIS CLARKE, 61, joined the Seafarers in 1953 in the port of New York. Brother

Clarke sailed in the steward

department. He served in the U.S. Army from 1950 to 1952. Born in Pennsylvania, Brother Clarke currently resides in Texas.

ARTHUR CHARLES DePUY, 65, signed on with the SIU in 1968 in the port of Wilmington, Calif.

Brother DePuy sailed in the engine department. He served in the U.S. Navy from 1948 to 1952. A native of Minnesota, Brother DePuy has retired to his home state.

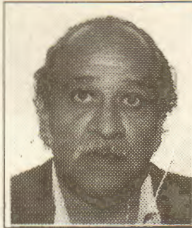


VINCENT ROSENDO LIMON, 62, a native of Texas, began sailing with the union in 1960 in the port of Hous-

ton. Brother Limon shipped in the engine department and upgraded his rating to QMED at the Lundeberg School. He served in the U.S. Army from 1955 to 1956. Brother Limon has retired to Texas.

CHARLES J.A. MILES, 66, joined the Seafarers in 1965 in the port of New York. Brother

Miles sailed in the steward department and upgraded at the Lundeberg School where he completed the steward recertification program in 1985. He served in the U.S. Army from 1948 to 1955. Brother Miles has retired to his home state of Alabama.



ARLEN E. QUINN, 63, graduated from the Andrew Furuseth Training School in New York in

1956 and began sailing with the union in the hall in the same city. Brother Quinn sailed in the deck department. He served two years in the U.S. Army. A native of New York, Brother Quinn continues to reside there.

LANCELOT BERNARD RODRIGUES, 65, signed on with the Seafarers in 1965 in the

port of New York. Brother Rodrigues sailed in the deck department and completed the bosun recertification program at the Lundeberg School in 1974. A native of British Guiana, he now resides in Puerto Rico.

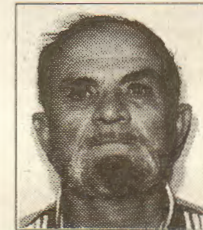


IMRO EDDY SALOMONS, 69, began sailing with the SIU in 1965 in the port of New York.

Brother Salomons sailed in the engine department. He upgraded frequently at the Lundeberg School and worked his way up from oiler/FOWT to QMED/pumpman. Born in Surinam, Dutch Guiana, the naturalized U.S. citizen presently lives in New York.

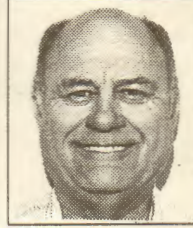
INLAND

RUPERT PARKER PERRY, SR., 62, joined the union in 1972 in the port of Norfolk, Va.



Boatman Perry sailed in the deck department. He served in the U.S. Coast Guard from 1949 to 1971. Born in Kitty Hawk, N.C., Boatman Perry has retired to his hometown.

GREAT LAKES



ROBERT BRUCE BIRD, 62, joined the SIU in 1963 in the port of Chicago. Brother Bird

served in the deck department. He served in the U.S. Army from 1952 to 1954. Born in Wisconsin, Brother Bird currently lives in Illinois.

CORRECTION

In last month's pension notice on **Canova Floyd Mitchell Jr.**, some information was inadvertently omitted. Brother Mitchell served in the U.S. Army from 1951 to 1953. He completed the steward recertification program at the Lundeberg School in 1980 and also participated in a union crew conference there. Brother Mitchell shipped as a steward/baker, sailing most recently as chief steward aboard the *Cape Taylor*. He presently resides in Mobile, Ala. with his wife, Val.

All Hands on Deck



Many memories were shared by seven retired deck department Seafarers on November 25 as they met at the home of Bill Parker in Big Branch, La. From left, S. Monardo, Red Gorgas, Ed Rihn, Chad Galt, Harold Nelli, Bill Parker and Percy Kennedy shipped out of the New Orleans SIU hall during their seafaring years.

A Sweet Design



While attending steward department upgrading courses at the Lundeberg School last November, Cook/Baker Rebecca L. Hedge (left) and Chief Steward Antoinette Spangler use their free time to bake, construct and decorate the school's first gingerbread house of the season.

SEAFARERS FAMILY photos



Share Your Family Photos with Fellow Seafarers

The Seafarers LOG is interested in publishing a greater number of photos of SIU members' families at home or on vacation.

Color as well as black-and-white photographs are acceptable. When sending photos to the LOG, be sure to identify the individuals from left to right. Also, indicate if the photo should be returned. Send photos and identifications to Seafarers LOG, 5201 Auth Way, Camp Springs, MD 20746.

Digest of Ships Meetings

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

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

SEA-LAND INDEPENDENCE (Sea-Land Service), September 25—Chairman **Kenneth McGregor**, Secretary **James Prado**, Deck Delegate **George Fries**, Engine Delegate **Joseph Vain**, Steward Delegate **Amanda Suncin**. Chairman encouraged crewmembers to ask congressional representatives to vote for maritime legislation. He advised crew of new procedure for dumping refuse and announced policy posted in garbage room. The bosun also reminded crewmembers to report unsafe conditions to department head. He asked crew to keep lounge and personal quarters clean and report any needed repairs. No beefs or disputed OT reported by all three departments. Crewmembers reported key to mess hall and lounge kept by gangway watch. Crew thanked steward department for care in preparing and serving meals. Next port: Dutch Harbor, Alaska.

SEALIFT ARABIAN SEA (IMC), September 18—Chairman **Tom Prather**, Secretary **R. Seaman**, Educational Director **Donald Swanner**, Deck Delegate **Kimberly Clark**. Chairman asked crewmembers not to leave open food in rooms. He announced arrival of *Seafarers LOGs* and stated safety videos and Lundeberg School applications available on ship. Crew discussed purchase of new VCR. No beefs or disputed OT reported by crewmembers. Chairman read letter from SIU President **Michael Sacco** encouraging union members to urge congressmen to pass bills beneficial to American seamen and U.S. shipping industry. Crew discussed importance of such activities and agreed to put forth a strong letter-writing campaign. Ship heading to Greece.

AMERICAN CORMORANT (Osprey Shipping), October 30—Chairman **Vernon Hudett**, Secretary **Joseph Williams**, Deck Delegate **Mike Plunte**, Engine Delegate **Lawrence Rose**, Steward Delegate **Robert Wright**. Chairman told crewmembers new transformer will be picked up in Diego Garcia. He stated new fan on bridge and CD player for crewmembers installed. He announced new refrigerator for crewmembers also received. Educational director asked all shipmates to help keep crew lounge, furniture and laundry room clean. Treasurer reported \$100 in ship's fund. Engine delegate asked crewmembers to keep noise down in hallways. No beefs or disputed OT reported in all departments.

CAPE WASHINGTON (Amsea), October 4—Chairman **Robert Johnson**, Secretary **Kyle White**, Educational Director **A. Parker**, Deck Delegate **John Gibbon**, Engine Delegate **Mike Stearman**, Steward Delegate **Christopher Green**. Chairman noted engine department working on air conditioning. Educational director stressed importance of upgrading at Paul Hall Center to enhance knowledge and improve job security. No beefs or disputed OT reported. Crew reported holiday greeting forms for *Seafarers LOGs* received. Treasurer announced \$180 from ship's fund used to purchase gas grill and propane, leaving balance of \$419.56. No beefs or disputed OT reported by crewmembers. Crew extended vote of appreciation to Chief Cook **Green** for great food and cookouts. Next port: Saipan, Japan.

CHAMPION (Kirby Tankships), October 16—Chairman **Robert Allen**, Secretary **Joseph Birke**, Educational Director **James McDaniels**, Deck Delegate **Clemente Roche**, Engine Delegate **Clyde Smith**, Steward Delegate **John Foster**. Educational director discussed importance of upgrading skills at Piney Point. No

beefs or disputed OT reported by all three departments. Crew thanked galley gang for job well done.

CHARLESTON (Apex Marine), October 27—Chairman **Ray Tate**, Secretary **K. Jones**, Educational Director **Milton Israel**. Chairman advised crewmembers of information on layup of ship. He announced payoff while in shipyard. Secretary asked crew to donate to SPAD and upgrade at Lundeberg School. Educational director reminded crewmembers of importance of upgrading skills. No beefs or disputed OT reported. Chairman announced information concerning tanker safety course received and posted.

GALVESTON BAY (Sea-Land Service), October 2—Chairman **Jim Davis**, Secretary **Frank Costango**, Educational Director **Miguel Rivera**, Deck Delegate **James Higgins**, Engine Delegate **Robert Whitaker**, Steward Delegate **Felix Camacho**. Secretary reported discussion with captain about increasing stores for next trip. Educational director advised members to upgrade skills at Piney Point. Deck delegate reported disputed OT. No beefs or disputed OT reported by engine or steward departments. Crew reminded to close house doors at all levels of ship. Crew gave vote of thanks to steward department for job well done. Discussion held about removing shoes in crew lounge to preserve excellent floor-waxing job by deck department. Next port: Charleston, S.C.

GEM STATE (IMC), October 18—Chairman **George Wilson**, Secretary **Peter Schmitt**, Educational Director **Don Paul Wroten**, Deck Delegate **Paul Matsos**, Steward Delegate **Joyce O'Donnell**. No beefs or disputed OT reported by all three departments. Crewmembers stated steward department went over and above regular duties to keep crew well fed. Crew reported smooth sailing and noted pictures of voyage sent to *Seafarers LOG*. Next port: Pusan, Korea.

GREEN ISLAND (Waterman Steamship), October 23—Chairman **Eugene Grantham**, Secretary **John Reid**, Educational Director **Ralph Baker**. Chairman reported good trip and thanked deck crew for work reports. He advised crewmembers of arrival in port of New Orleans on October 30 and urged members to take advantage of Paul Hall Center to upgrade skills. Secretary thanked all crewmembers for efforts to keep ship clean. He encouraged members to read *Seafarers LOG* and upgrade at Piney Point as often as possible. He reminded crew to turn over clean room to those signing on and leave fresh linen. He extended special thanks to Chief Cook **Anthony Bach** for excellent Chinese meals prepared during voyage. No beefs or disputed OT reported by all three departments. Crew reported Christmas message information and *LOGs* received in Singapore. Crewmembers noted new movie fund begun. Next Port: New Orleans.

JULIUS HAMMER (Ocean Chemical Transport), October 9—Chairman **William Sharp**, Secretary **Sinclair Wilcox**, Educational Director **Larry Phillips**, Deck Delegate **Marvin Mason**, Engine Delegate **David Kinard**, Steward Delegate **Kenneth Kelly**. Crew requested copy of contract and new TV and VCR for lounge. Crew reported couch in lounge needs replacement. Chairman and crew thanked galley gang for good meals. Educational director reminded all hands to keep copies of Coast Guard discharges because agency no longer does. Treasurer noted \$120 donated to captain for Marisat news service. Engine delegate

reported disputed OT. No beefs or disputed OT reported by deck or steward delegate. Crew discussed *Seafarers LOG* information and TB test material received from company. Crew requested new movies, ship's radio and TV antenna. Vessel sailing on to Aruba.

LEADER (Kirby Tankship), October 28—Chairman **Patrick Rankin**, Secretary **Henry Manning**, Educational Director **Richard Gracey**, Steward Delegate **Arthur Aguinaldo**. Chairman noted crew washing machine, VCR and ice machine have been replaced. He added mail to be received once per month aboard ship. He advised crew of payoff on November 3. Secretary announced grits and fresh milk to be purchased in Jacksonville, Fla. Educational director reminded eligible crewmembers to apply for upgrading courses in Piney Point. No beefs or disputed OT reported. Crew discussed putting plastic and garbage in proper cans in crew lounge. Chairman reminded crewmembers to keep bulkheads clean.

LIBERTY SPIRIT (Liberty Maritime), October 30—Chairman **Terry Cowan Sr.**, Secretary **Oswaldo Castagnino**, Educational Director **German Valerio**, Deck Delegate **Steve Thompson**, Engine Delegate **Walter Laux**, Steward Delegate **Rottrina Lacy**. Educational director recommended all members attend upgrading courses at Lundeberg School. No beefs or disputed OT reported. Crew requested videotape rewriter for crew lounge. Next port: Norfolk, Va.

LIBERTY SUN (Liberty Maritime), October 20—Chairman **Ralph Moore**, Secretary **F. L. Washington Sr.**, Educational Director **Rodney Seaberg**, Engine Delegate **Bruce Robinson**, Steward Delegate **Joseph Brooks**. Chairman announced new crew washing machine hooked up. Secretary asked crewmembers signing off to turn in room keys and safety kits and bring all dirty linen to locker. He said members should ensure rooms and refrigerators are clean before departing ship. Treasurer reported \$190 in movie fund. Deck delegate reported disputed OT. No beefs or disputed OT reported by engine or steward delegates. Crew discussed having a designated smoking area.

LNG CAPRICORN (ETC), October 2—Chairman **Charles Kahl**, Secretary **Dana Paradise**, Educational Director **Otis Sessions**, Engine Delegate **Gary Frazier**, Steward Delegate **Udjang Nurdjaja**. Chairman welcomed new crewmembers aboard. He reminded crew to donate to SPAD for job security. He reported welcome speech by Captain **Phancnek** well received by crewmembers. Educational director urged members to take advantage of Lundeberg School for better job skills and earning power. No beefs or disputed OT reported by all three departments. Chairman added holiday greeting forms available. Crew reminded to keep laundry room clean and machines free of clothes so everyone can use them. Crew discussed sanitary duties and thanked galley gang for fine meals being served. Next port: Arun, Indonesia.

LNG CAPRICORN (ETC), October 24—Chairman **Charles Kahl**, Secretary **Dana Paradise**, Educational Director **Otis Sessions**, Engine Delegate **Gary Frazier**, Steward Delegate **Udjang Nurdjaja**. Chairman reminded all to donate to SPAD. Educational director encouraged crew to upgrade at Paul Hall Center. Treasurer reported \$343 in ship's fund. Deck delegate reported disputed OT. No beefs or disputed OT reported by engine or steward delegates. Crew will write to congressmen to urge passage of maritime bill. Crew gave vote of thanks to steward department for fine meals. Next port: Bontang, Indonesia.

LNG LEO (ETC), October 9—Chairman **Billie Darley**, Secretary **Henry Jones Jr.**, Educational Director **Sean Nolan**, Deck Delegate **Aubrey Davis**, Engine Delegate **John Orr**, Steward Delegate **Amy Ripple**. Chairman reminded crew to leave agreement books in rooms for next crewmember when signing off. He thanked crew for good voyage and announced his departure in Korea. Educational director urged members

to contact Piney Point for upgrading opportunities. Course schedule is in *Seafarers LOG*. Treasurer announced \$400 in ship's fund. No beefs or disputed OT reported by crewmembers. Letter from SIU Welfare Plan concerning eligibility changes in plan posted on bulletin board as well as holiday greeting forms for *LOG*. Crew asked contracts department to look into improvements in dental plan. Crew thanked steward department for good meals. Next port: Arun, Indonesia.

MAJOR STEPHEN W. PLESS (Waterman Steamship), October 29—Chairman **Robert Hagood**, Deck Delegate **Julius Purcell**, Engine Delegate **Torry Kidd**, Steward Delegate **Tom Misko**. Chairman announced payoff and asked contracts department if crewmembers attending firefighting school will be able to collect vacation benefits. No beefs or disputed OT reported. Crew discussed improving ship's library and replacing VCR in crew lounge. Bosun asked crew to close doors

Gracia, Deck Delegate **Michael Jackson**, Engine Delegate **Lauri Harris**, Steward Delegate **Juan Gonzales**. Chairman announced payoff and layup in Port Arthur, Texas. He thanked all departments for jobs well done. Secretary reminded members of increased earning opportunities available by attending upgrading courses at Lundeberg School. Engine delegate reported disputed OT. No beefs or disputed OT reported by deck or steward delegates. Crew thanked galley gang for great food and keeping things in order.

OVERSEAS OHIO (Maritime Overseas), October 27—Chairman **Walter Weaver**, Secretary **Earl Gray**, Educational Director **Scott Wilkinson**, Deck Delegate **Matthew Bevak**, Engine Delegate **Karl Benes**, Steward Delegate **Musa Ahmed**. Chairman informed crewmembers of new required safety course for all tanker personnel beginning in January 1995. He urged members to attend the course to enhance job security. He announced *Seafarers*

Freedom's Galley Gang



Recertified Chief Steward **Robert Hess** (left), GSU **Louis Gonzalez** (center) and Chief Cook **Cloduardo Gomez** make up the galley gang aboard the *Sea-Land Freedom* on its shuttle run from Europe to Asia. This photo was taken recently when the vessel was leaving Singapore.

quietly. Crew gave vote of thanks to steward department for job well done. Next port: Panama City, Fla.

MAYAGUEZ (PRMMI), October 31—Chairman **Herminio Serrano**, Secretary **Richard Eward**, Deck Delegate **Carlos Canales**, Steward Delegate **Antonio Colon**. No beefs or disputed OT reported by all three department delegates. Crew asked contracts department to look into possibility of lowering retirement age. Next port: Port Elizabeth, N.J.

OOCL INNOVATION (Sea-Land Service), October 23—Chairman **Mark Lamar**, Secretary **Edward Collins**, Educational Director **Douglas Greiner**. Secretary stressed importance of donating to SPAD and thanked crew for keeping pantry clean. Educational director advised members to attend upgrading courses at Piney Point. Steward delegate reported disputed OT. No beefs or disputed OT reported by deck or engine delegates. Crew requested new VCR and thanked galley gang for job well done. Next port: Boston.

OVERSEAS HARRIETTE (Maritime Overseas), October 30—Chairman **Daniel Laitinen**, Secretary **George Quinn**, Educational Director **Charles Dallas**, Deck Delegate **Donnie McCawley**, Engine Delegate **Don Volluz**, Steward Delegate **Miguel Aguilar**. Chairman reported smooth voyage to Lithuania and announced ship will load at Westwego Grain. He added payoff will take place November 7 before sailing to Guatemala. Secretary asked crewmembers to help put plastic in proper disposal cans. Educational director discussed importance of upgrading skills at Lundeberg School. No beefs or disputed OT reported. Chairman announced receipt of *Seafarers LOGs* and reminded seamen to renew z-cards. Crew discussed ways for funding new TV antenna for crew lounge. Steward department thanked for job well done.

OVERSEAS MARILYN (Maritime Overseas), October 23—Chairman **Marco Galliano**, Secretary **Jose Rivera**, Educational Director **Louis**

LOGs received and advised members to read thoroughly. He thanked entire crew for hard work and good trip. New VCR purchased by captain; crew gave him vote of thanks. Secretary noted that galley refrigerator repaired by engineers and thanked entire crew for helping keep ship clean. Educational director advised members to continue their maritime education at Piney Point. He advised members to consider taking specialty courses such as refrigeration. No beefs or disputed OT reported by all departments. Entire crew extended special vote of thanks to steward department for excellent job. Next port: Valdez, Alaska.

OVERSEAS WASHINGTON (Maritime Overseas), October 23—Chairman **Tim Koebel**, Secretary **Robert Miller**, Educational Director **John Groom**, Deck Delegate **Matthew Dunn**, Steward Delegate **Charles Atkins**. Chairman announced day off for crewmembers in port of Houston. He reported 1994 maritime legislation killed by farm-state senators who used rare maneuver to block vote in Senate. Educational director reminded members to return to Lundeberg School to take refrigeration technician course. No beefs or disputed OT reported. Crew requested new TV antenna and VCR for crew lounge and cleaner for videotapes. Chairman asked crewmembers to observe posted smoking hours for crew lounge and for everyone to rewind tapes and return them to bridge. Next port: Long Beach, Calif.

SEA-LAND CHALLENGER (Sea-Land Service), October 23—Chairman **Ray Todd**, Secretary **Herbert Scyces**, Educational Director **Gary Morrison**, Engine Delegate **Alfred Gonzalez**, Steward Delegate **Oswaldo Rios**. Chairman announced payoff in Elizabeth, N.J. Secretary asked contracts department to secure necessary additional overtime hours for steward department. No beefs or disputed OT reported by deck, engine or steward department delegates. Crew requested new VCR for crew lounge. Vote of thanks given to galley gang for good meals and service.



AB Greg Calvello (left), DEU Eddie Wood (second from right) and AB Tom Arriola help themselves to the feast at the Houston hall.



From left, Linehandler Daniel Valentin and Mechanics Alfonso Morales and Rene Pedraza enter the San Juan hall to take part in the Thanksgiving festivities.



Enjoying the meal in San Juan are OS Angel Soto (left) and Bosun Nef-tali Santana.



Retirees David Velandra (right) and Beau James (above) prepare the meal while AB Albert Haarmann (above left) and SA Ralph Fann (lower left) prepare to dig in.



Above: At the hall in San Juan, P.R., Retiree Abraham Aragones (left) serves a helping of beans to QMED Albert Garcia.



In photos at right and above right, Seafarers C.H. Mejias, Raymond Fernandez, Louis Rodz, Ty Harden, John Baker, Edwin Semprin and guests sample the pies and other treats in San Juan.



Active and retired Seafarers, along with their families and guests, recently shared the spirit of Thanksgiving at the SIU halls in Houston, San Francisco and San Juan, P.R.

Turkey, ham, sweet potatoes, stuffing, mashed potatoes and gravy, fresh rolls, pumpkin pie and other delicacies were enjoyed at each hall. Voluntarily prepared by active and retired SIU gal-

ley gang members, the meals left everyone pleasantly full, noted representatives from the respective ports.

San Francisco had the largest turnout, with more than 350 people on hand for the hall's fifth annual feast.

SIU Port Agents Nick Celona (San Francisco), Steve Ruiz (San Juan) and Jim McGee (Houston) provided the photos for this page.

An SIU Thanksgiving



More than 350 people turned out for the Thanksgiving celebration at the SIU hall in San Francisco.



L. Chambers, Seafarer's guest



OMU Eric Campbell



Retirees Peter Zee (far left) and Julio Taminiamo (center) are joined by family members in San Francisco.



Ready for dessert in San Francisco are (l-r) QMED Freddie Varona, Messman Patricio Catito, Asst. Cook Ralph Aquino, Chief Cook M. Abuan and Chief Cook Mike Sparanza.



Nineteen turkeys were prepared to feed the San Francisco group.



Chief Pantryman Kwan Siu



Chief Cook Steven Valencia



Chief Steward Burt Richardson



Retiree Roland Francisco



Chief Cook John Blasquez

Retiree Eddie Kasa (left), Assistant Cook Clifford Scott and the other Seafarers pictured here prepared the meal in San Francisco.

Know Your Rights

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

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

SHIPPING RIGHTS. A

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

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

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

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

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

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

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

this should immediately be reported to union headquarters.

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

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

SEAFARERS POLITICAL ACTIVITY DONATION — SPAD. SPAD is a separate segregated fund. Its proceeds are used to further its objects and purposes including, but not limited to, furthering the political, social and economic interests of maritime workers, the preservation and furthering of the American merchant

marine with improved employment opportunities for seamen and boatmen and the advancement of trade union concepts. In connection with such objects, SPAD supports and contributes to political candidates for elective office. All contributions are voluntary. No contribution may be solicited or received because of force, job discrimination, financial reprisal, or threat of such conduct, or as a condition of membership in the union or of employment. If a contribution is made by reason of the above improper conduct, the member should notify the Seafarers International Union or SPAD by certified mail within 30 days of the contribution for investigation and appropriate action and refund, if involuntary. A member should support SPAD to protect and further his or her economic, political and social interests, and American trade union concepts.

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

A New Year . . . A New Opportunity for Education

Even if getting an education this year was not on your list of New Year's resolutions, it is not too late to think about adding it. If the cost of an education is what is holding you back, try applying for a scholarship.

All Seafarers, their spouses and dependent children who plan to attend college next fall are encouraged to apply for one of seven scholarships being awarded in 1995 by the Seafarers Welfare Plan. Three will go to SIU members; the other four will be awarded to the spouses or dependent children of eligible Seafarers and SIU pensioners.

April 15, 1995 is the deadline—just three months away. Three months may sound like a lot of time to fill out an application form. But there is actually more to it than that. The applicant must not only fill out the application form, but must also include other items in the entire package. These include an autobiographical statement, photograph, certified copy of birth certificate, high school transcript, letters of reference and SAT or ACT score results. And all of these items take some time to collect. The SAT or ACT tests, for example, must be taken no later than February of the year in which the awards are granted. This ensures that the test results will reach the scholarship committee in time for the selection process.

Eligibility requirements for the scholarship are spelled out in a booklet which contains an application form. It is available at all SIU halls or by



filling out the coupon below and returning it to the Seafarers Welfare Plan.

This is the start of a new year. There is no reason to put off your dreams of a better education for yourself or your eligible family members any longer. Remember, however, in order to be considered for one of the seven scholarships, you must apply—and all materials in the application package must be sent to the Seafarers Welfare Plan *on or before April 15, 1995.*

Send for Your Application Form Today!

Please send me the 1995 SIU Scholarship Program booklet which contains eligibility information, procedures for applying and the application form.

Name _____

Book Number _____

Address _____

City, State, Zip Code _____

Telephone Number _____

This application is for: Self Dependent

Mail this completed form to Scholarship Program, Seafarers Welfare Plan,
5201 Auth Way, Camp Springs, MD 20746.

SUMMARY ANNUAL REPORT FOR SEAFARERS WELFARE FUND

This is a summary of the annual report of the Seafarers Welfare Fund, EIN 13-5557534, Plan No. 501, for the period January 1, 1993 through December 31, 1993. The annual report has been filed with the Internal Revenue Service, as required under the Employee Retirement Income Security Act of 1974 (ERISA).

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

BASIC FINANCIAL STATEMENT

The value of plan assets, after subtracting liabilities of the plan, was (\$33,736,389) as of December 31, 1993, compared to (\$42,133,981) as of January 1, 1993. During the plan year, the plan experienced an increase in its net assets of \$8,397,592. This increase includes unrealized appreciation and depreciation in the value of plan assets; that is, the difference between the value of the plan's assets at the end of the year and the value of the assets at the beginning of the year or the cost of assets acquired during the year. During the plan year, the plan had a total income of \$41,947,714, including employer contributions of \$41,729,623, realized losses of \$5,061 from the sale of assets, and earnings from investments of \$214,805.

Plan expenses were \$33,550,122. These expenses included \$4,663,330 in administrative expenses and \$28,886,792 in benefits paid to participants and beneficiaries.

YOUR RIGHTS TO ADDITIONAL INFORMATION

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

1. An accountant's report,
2. Assets held for investment,
3. Loans or other obligations in default and
4. Transactions in excess of 5 percent of plan assets.

To obtain a copy of the full annual report, or any part thereof, write or call the Board of Trustees, Seafarers Welfare Fund, 5201 Auth Way, Camp Springs, MD 20746; telephone (301) 899-0675. The charge to cover copying costs will be \$1.70 for the full annual report or \$.10 per page for any part thereof.

You also have the right to receive from the plan administrator, on request and at no charge, a statement of the assets and liabilities of the plan and accompanying notes, or a statement of income and expenses of the plan and accompanying notes, or both. If you request a copy of the full annual report from the plan administrator, these two statements and accompanying notes will be included as part of that report.

You also have the legally protected right to examine the annual report at the main office of the plan (Board of Trustees, Seafarers Welfare Fund, 5201 Auth Way, Camp Springs, MD 20746; (301) 899-0675) and at the U.S. Department of Labor in Washington, DC, or to obtain a copy from the U.S. Department of Labor upon payment of copying costs. Requests to the Department should be addressed to: Public Disclosure Room, N5507, Pension and Welfare Benefits Administration, U.S. Department of Labor, 200 Constitution Avenue, NW, Washington, DC 20210.

Final Departures

DEEP SEA

ALBERTO AGUIAR



Alberto Aguiar, 48, was an active SIU member when he passed away November 24. He began his sailing career in 1964 in the

port of New York, after graduating from the Andrew Furuseth Training School in 1963. He started working in the engine department as a wiper and upgraded to QMED.

FELIPE BASALDU



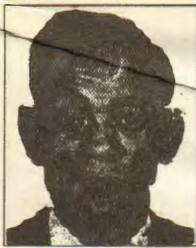
Pensioner Felipe Basaldu, 78, died November 27. A native of Texas, Brother Basaldu signed on with the SIU in 1953 in the

port of Galveston, Texas. He sailed in the engine department. Brother Basaldu began receiving his pension in November 1981.

BRIAN D. BILLAC

Brian D. Billac, 42, passed away December 4. Brother Billac, an active SIU member at the time of his death, joined the union in 1969 in the port of New Orleans after completing the Lundeberg School's training course for entry level seamen. Brother Billac sailed in both the deck and steward departments during his seafaring career.

SUN TONG CHENG



Pensioner Sun Tong Cheng, 83, died September 27. He joined the Marine Cooks and Stewards union in 1945 in the port of

San Francisco, before that union merged with the SIU's Atlantic, Gulf, Lakes and Inland Waters District (AGLIWD). Brother Cheng retired in January 1977.

EDWARD L. COLLINS



Pensioner Edward L. Collins, 71, passed away October 5. Born in Alabama, he joined the union in 1960 in the port of

Mobile, Ala. Brother Collins sailed in the deck department. In 1970 he participated in a union crew conference at the Lundeberg School in Piney Point, Md. Brother Collins began receiving his pension in January 1988.

ARTHUR DeCHAMP



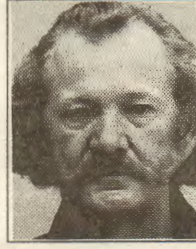
Pensioner Arthur DeChamp, 77, died October 25. Brother DeChamp was born in Massachusetts and began his sailing career with the Seafarers in 1962 in the port of Seattle. He sailed in the steward department and upgraded to chief cook. Then,

Brother DeChamp completed the steward recertification program in 1981 at the Lundeberg School. He served in the U.S. Army from 1938 to 1945. Brother DeChamp retired in March 1989.

WILLIAM E. FOLEY

Pensioner William E. Foley, 75, passed away October 13. A native of Providence, R.I., he joined the SIU in 1970 in the port of Boston. Brother Foley sailed in the steward department and upgraded at the Lundeberg School. He served in the U.S. Navy during World War II. Brother Foley began receiving his pension in September 1988.

KENNETH GAHAGAN



Pensioner Kenneth Gahagan, 70, died November 9. Brother Gahagan signed on with the union in 1952

in the port of Galveston, Texas. He shipped in the deck department. Brother Gahagan upgraded frequently at the Lundeberg School and completed the bosun recertification program there in 1974. He retired to his native state of North Carolina in April 1987.

CARL E. HAWKS



Pensioner Carl E. Hawks, 70, passed away October 10. A native of Virginia, he joined the Seafarers in the port of

New York in 1948. Brother Hawks sailed in the steward department. He began receiving his pension in November 1979.

C. L. HICKENBOTAM



Pensioner C. L. Hickenbotam, 67, died September 30. Brother Hickenbotam joined the Seafarers in 1965 in the

port of Houston. He sailed in the deck department and upgraded at the Lundeberg School where he completed the bosun recertification program in 1982. A native of Louisiana, Brother Hickenbotam retired in July 1992.

CHARLES L. HIPPARD



Pensioner Charles L. Hippard, 84, passed away December 2. Born in Illinois, Brother Hippard began his sailing

career with the SIU in 1952 in the port of Philadelphia. He shipped in the steward department and worked his way up to chief steward. Brother Hippard began receiving his pension in June 1973.

EDWARD C. JACKSON

Pensioner Edward C. Jackson, 82, died June 21. Brother Jackson began sailing on the West Coast in 1942. He was a member of the Marine Cooks and Stewards union, before that union merged with the SIU's AGLIWD. Brother Jackson resided in San Francisco and had retired there in April 1974.

WILLIAM H. JOHNSON



Pensioner William H. Johnson, 67, passed away October 29. A native of Pennsylvania, he signed on with the union in 1943

in the port of Baltimore. Brother Johnson sailed in the deck department. He served in the U.S. Army from 1951 to 1953. Brother Johnson began receiving his pension in October 1989.

JESSE N. JONES

Pensioner Jesse N. Jones, 82, died September 24. Brother Jones joined the Marine Cooks and Stewards in 1945, before that union merged with the SIU's AGLIWD. Born in Newport, Ark., Brother Jones lived in Texas. He retired in January 1974.

ADAM KAWELOLANI

Pensioner Adam Kawelolani, 74, passed away August 22, 1993. Born in Hawaii, he joined the Marine Cooks and Stewards in 1947 in the port of San Francisco, before that union merged with SIU's AGLIWD. Brother Kawelolani began receiving his pension in November 1984.

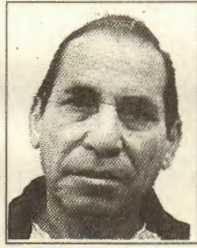
ROBERT A. KELNER



Pensioner Robert A. Kelner, 70, passed away September 7, 1993. Brother Kelner joined the Marine Cooks and Stewards before

that union merged with the SIU's AGLIWD. Born in North Dakota, Kelner retired in August 1968.

RAUL I. LOPEZ



Pensioner Raul I. Lopez, 73, died November 9. Brother Lopez began his sailing career with the Seafarers in 1957 in the

port of New York. He shipped in the deck department. A native of Puerto Rico, Brother Lopez began receiving his pension in December 1986.

JAMES K. PURSELL



Pensioner James K. Pursell, 76, passed away October 3. A native of Mississippi, Brother Pursell was a charter member

of the SIU, joining the union in 1938 in the port of Mobile, Ala. He shipped in the steward department. Brother Pursell retired to Alabama in October 1978.

JOSEPH RIOUX



Pensioner Joseph Rioux, 68, died September 27. Born in Nashua, N.H., he signed on with the SIU in 1945 in the

port of Boston. Brother Rioux sailed in both the steward and engine departments. Brother Rioux began receiving his pension in March 1984.

ISAAC SIMS

Pensioner Isaac Sims, 75, passed away November 28. A native of Texas, he joined the Marine Cooks and Stewards in 1959 in the port of San Francisco, before that union merged with the SIU's AGLIWD. Brother Sims retired in December 1979.

ROY R. THOMAS



Pensioner Roy R. Thomas, 67, died November 28. Brother Thomas began his sailing career with the

Seafarers in 1952 in the port of New Orleans. He sailed in the steward department and completed the steward recertification program in 1982 at the Lundeberg School. Brother Thomas was born in Alabama and began receiving his pension in November 1992.

FREDERICK E. WALKER



Pensioner Frederick E. Walker, 68, passed away November 3. Born in Wilmington, Calif., he signed on with the

union in 1948 in the port of New York. Brother Walker sailed in the deck department and completed the bosun recertification program in 1975 at the Lundeberg School. He retired in June 1984.

WESLEY YOUNG



Pensioner Wesley Young, 80, died October 22. In 1942, during World War II, Brother Young joined the union in

the port of Baltimore. He shipped in the steward department and worked his way up to chief steward. Brother Young began receiving his pension in March 1970.

INLAND

JOHN BECKER

Pensioner John Becker, 78, passed away September 12. A native of Minnesota, Boatman Becker joined the Seafarers in 1976 in the port of Norfolk, Va. and sailed in the deck department. A World War II veteran, he served in the U.S. Navy from 1942 through 1945. Boatman Becker retired in October 1987.

JERRY W. BLAN



Pensioner Jerry W. Blan, 66, died November 30. He began sailing with the SIU in 1953 in the port of New York. Boatman

Blan worked in the deck department and ultimately became a captain. He served in the U.S. Navy from 1945 to 1949. Boatman Blan was born in Arkansas and began receiving his pension in September 1988.

WALTER J. MOSKAL

Pensioner Walter J. Moskal, 65, passed away November 20. Boatman Moskal signed on with the union in 1976 in the port of Nor-

folk, Va. and shipped in the steward department. He served in the U.S. Navy from 1948 to 1968. Born in Poland, Boatman Moskal retired in June 1991.

LEROY H. SIMONEAUX



Pensioner Leroy H. Simoneaux, 69, died November 14. Born in Louisiana, he joined the Seafarers in 1957 in the

port of New Orleans. Boatman Simoneaux shipped as a tankerman in the deck department. He served in the U.S. Marine Corps in the midst of WW II, from 1942 to 1943. Boatman Simoneaux began receiving his retirement in May 1982.

GEORGE C. WILLIAMS

Pensioner George C. Williams, 98, passed away November 20. Boatman Williams began working aboard Curtis Bay tugs in 1936 and joined the union in the port of Philadelphia. He sailed in the deck department and worked his way up to captain. Boatman Williams was born in Delaware. He retired in September 1962.

GREAT LAKES

JOSEPH J. KOHNKE



Pensioner Joseph J. Kohnke, 84, died October 26. Brother Kohnke started working in the Milwaukee, Wis. harbor in the

early 1930s and later joined the Seafarers in 1961 in the union hall in that city. During the shipping season, he worked on tugboats as a linesman; during the winter, he helped repair the Great Lakes ore carriers docked at Jones Island in the Milwaukee harbor. He served in the U.S. Navy from 1944 to 1946. Brother Kohnke began receiving his pension in January 1976.

OSCAR MIDTLYNG

Pensioner Oscar Midtlyng, 88, passed away October 29. Brother Midtlyng was employed by the Ann Arbor (Mich.) Railroad and joined the SIU in 1953 in the port of Frankfort, Mich. He shipped in the deck department. Brother Midtlyng was born in Norway and retired in September 1971.

DAVID K. ZOLNIEREK



David K. Zolnierrek, 54, died November 2. He joined the union in 1988 in the port of Algonac, Mich. A native of

Michigan, Brother Zolnierrek lived in Alpena, Mich.

RAILWAY MARINE

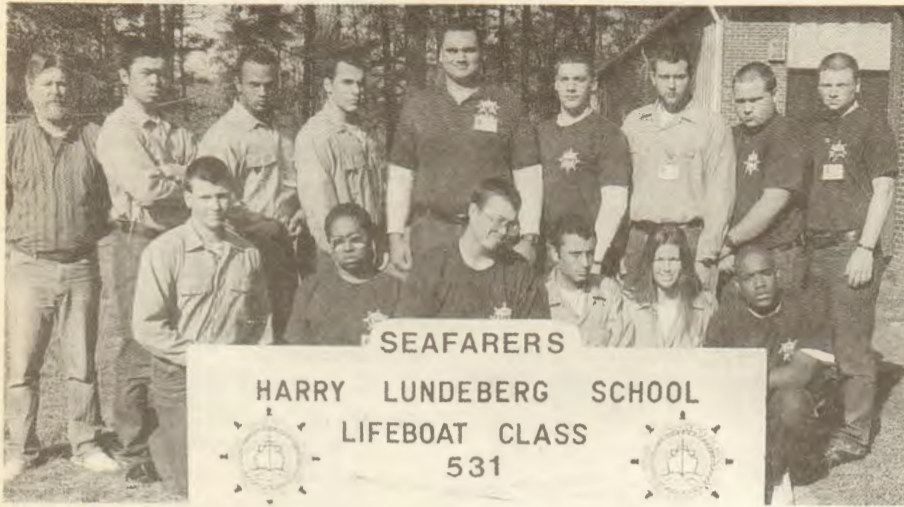
EUGENE S. LANE



Pensioner Eugene S. Lane, 64, passed away October 1. A native of Newport News, Va., he joined the SIU in 1956 in the port of

Norfolk, Va. Brother Lane sailed as a deckhand. He retired in July 1983.

Lundeberg School Graduating Classes



Trainee Lifeboat Class 531— Graduating from trainee lifeboat class 531 are (from left, kneeling) Keith Gebhard, Anna Martin, Jerome Torrence, Nasser Nagi, Kimberly Vaughan, Thalys Ealy, (second row) Jeff Swanson (instructor), Jerome Sorupia, Oscar Caraballo, Corey Clancy, Erik Rivera, Jason Capozello, Travis Austin, Bryan Lefler and Heath Jones.



Bridge Management—Working their way up the deck department ratings are (from left, kneeling) Jared Blavat, Steven Tepper, Ken Frederick, Virgilio Penales, (second row) Jessie Holmes (instructor), Thomas Keenan Jr., Jim Brown (instructor), James Sullivan, Chris Conway, Christopher Kavanagh, Paul Van Hollebeke and John Gilliam.



Upgraders Lifeboat—Upgrading graduates of the November 14 lifeboat class are (from left, kneeling) Chris Cote, Willie Jones Jr., Eduardo Correa, Carlos Suazo, Mario A. Fime Jr., (second row) Bob Boyle (instructor), Joel Molinos, Cloda Kelley, Samuel Dixon, Christopher D. Owens, Dwayne Jones, Willie R. Robinson III, Joseph F. Laureta and Tom Gilliland (instructor).



Marine Electrical Maintenance—The October 25 graduates of the marine electrical maintenance course are (from left, kneeling) Stan Popov, Joseph Holzinger, Sellers Brooks, Earl F. Ebbert, (second row) Mark Jones (instructor), Stephen R. Harrington, Ross Himebach, Curtis Jackson, Ernest Cox, Alfred Herrmann, John Lange and Glenn Snow.



Hydraulics—Completing the October 25 course in hydraulics are David G. St. Onge (center) and Paul Lightfoot (right) with their instructor, Dan Holden.

SUMMARY ANNUAL REPORT FOR MCS SUPPLEMENTARY PENSION PLAN

This is a summary of the annual report of the MCS Supplementary Pension Plan EIN 51-6097856 for the year ended December 31, 1993. 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 \$1,281,752. These expenses included \$255,438 in administrative expenses, and \$1,026,314 in benefits paid to participants and beneficiaries. A total of 1,828 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 \$11,963,391 as of December 31, 1993, compared to \$11,903,392 as of January 1, 1993. During the plan year, the plan experienced an increase in its net assets of \$59,999. This increase includes unrealized appreciation in the value of the plan assets; that is, the difference between the current value of assets at the beginning of the year plus the cost of any assets acquired during the year less the current value of assets at the end of the year. The plan had a total income of \$1,341,751, including a gain of \$247,903 from the sale of assets, earnings from investments of \$1,048,172 and other income of \$45,676.

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. Reportable transactions.

To obtain a copy of the full annual report, or any part thereof, write or call the office of Mr. Nick Marrone, the plan administrator, 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 per page for any part thereof.

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

SUPPLEMENTAL INFORMATION

In accordance with the Department of Labor Regulations the net realized gain of \$247,903, as shown above, is computed on the "market-to-market basis"—the difference between the sales price and the market value of an asset as of January 1, 1993; or if the asset was both acquired and disposed of within the plan year, it is the difference between the purchase and sales price.

Included in the net appreciation (depreciation) in fair market value of investments of \$518,350, as shown on the financial statements, is \$441,412 of the net realized gain—the difference between the sales price and the original cost of the assets.



LUNDEBERG SCHOOL 1995 UPGRADING COURSE SCHEDULE

The following is the course schedule for classes beginning between January and April 1995 at the Seafarers Harry Lundeberg School of Seamanship located at the Paul Hall Center for Maritime Training and Education in Piney Point, Md. All programs are geared to improve job skills of Seafarers and to promote the American maritime industry.

The course schedule may change to reflect the needs of the membership, the maritime industry and—in times of conflict—the nation's security.

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

Deck Upgrading Courses

| Course | Start Date | Date of Completion |
|----------------------------------|-------------------------|----------------------|
| Able Seaman | January 16 | April 7 |
| Bridge Management (Shiphandling) | April 24 | May 5 |
| Lifeboatman | January 2 | January 13 |
| Radar Observer/Unlimited | February 27 April 10 | March 10 April 21 |

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

Safety Specialty Courses

| Course | Start Date | Date of Completion |
|----------------------------------|--|---|
| Advanced Firefighting | March 6 | March 17 |
| Oil Spill Safety Recertification | January 26 February 23 March 30 April 27 | January 26 February 23 March 30 April 27 |
| Tanker Operations | January 2 January 30 February 27 March 27 April 24 | January 27 February 24 March 24 April 21 May 19 |

Recertification Programs

| Course | Start Date | Date of Completion |
|-------------------------|------------|--------------------|
| Bosun Recertification | May 1 | June 5 |
| Steward Recertification | January 30 | March 6 |

UPGRADING APPLICATION

Name _____
 Address (Last) _____ (First) _____ (Middle) _____
 _____ (Street)
 _____ (City) _____ (State) _____ (Zip Code)
 Telephone _____ (Area Code) _____ Date of Birth _____ (Month/Day/Year)

Deep Sea Member Lakes Member Inland Waters Member

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

Social Security # _____ Book # _____
 Seniority _____ Department _____
 U.S. Citizen: Yes No Home Port _____
 Endorsement(s) or License(s) now held _____

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

If yes, class # _____

Have you attended any SHLSS upgrading courses? Yes No

If yes, course(s) taken _____

Do you hold the U.S. Coast Guard Lifeboatman Endorsement?
 Yes No Firefighting: Yes No CPR: Yes No

Steward Upgrading Courses

| Course | Start Date | Date of Completion |
|-------------------------------|------------|--------------------|
| Assistant Cook/Cook and Baker | January 17 | April 7 |
| Chief Cook, Chief Steward | March 27 | June 16 |

Engine Upgrading Courses

| Course | Start Date | Date of Completion |
|--|-------------------------|-----------------------|
| QMED - Any Rating | January 16 | April 7 |
| Diesel Engine Technology | March 20 | April 14 |
| Refrigeration Technician Certification | (to be announced) | |
| Hydraulics | February 20 | March 24 |
| Marine Electrical Maintenance I | January 9 | February 17 |
| Marine Electrical Maintenance II | March 13 | April 21 |
| Power Plant Maintenance | January 9 April 24 | February 17 June 2 |
| Pumproom Maintenance | March 27 | April 7 |
| Refrigerated Containers | April 24 | May 19 |
| Welding | February 20 April 24 | March 17 May 19 |

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

Inland Courses

| Course | Start Date | Date of Completion |
|----------------------------|-------------------|--------------------|
| Deck Inland | March 27 | April 7 |
| Diesel | February 27 | March 10 |
| DDE/Limited License Prep. | March 27 | April 7 |
| Engineroom Familiarization | January 30 | February 10 |
| Radar Observer (Rivers) | (to be announced) | |
| Radar Observer (Inland) | May 8 | May 12 |

Additional Courses

| Course | Start Date | Date of Completion |
|--|-----------------------|--------------------|
| GED Preparation | January 30 | April 21 |
| Adult Basic Education (ABE) and English as a Second Language (ESL) | January 30 April 3 | March 24 May 26 |

Deck and Engine Department College Courses

| | | |
|-----------|------------|----------|
| Session I | January 30 | March 24 |
|-----------|------------|----------|

Primary language spoken _____

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

| 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 Upgrading Center, P.O. Box 75, Piney Point, MD 20674.



Crescent's Tuckers Heed Call of the Sea

Many Seafarers describe the SIU as being one big family.

But for the Tucker family and Crescent Towing of Mobile, Ala., this is especially true, considering that tugboat captains (and brothers) Joe, William and Charles Tucker make up a part of SIU and Crescent Towing history which spans more than two decades.

The Crescent tugs *Ervin S. Cooper*, *Alabama* and *Admiral Jackson*, often navigated by the Tucker brothers, are used for towing, shifting and docking vessels in the port of Mobile and surrounding areas off Mobile Bay.

"It is a really good life," Joe told a reporter for the *Seafarers LOG*. "It is exciting work, with every job being different from the day before. Each day presents a new challenge for our tugs and crews to meet."

The 59-year-old boatman began sailing in the deep sea division of the SIU in 1950 from the port of Mobile. As the first of the Tucker brothers to join the Seafarers, Joe sailed in the union's deep sea division in the deck department for 20 years with such companies as Waterman Steamship, Isthmian and Alcoa. Eventually, he transferred to the inland division to be closer to his home and family.

Joe's older brother, Charles, 61, also joined the union as a deep sea member in 1951. In 1967 he transferred his book to the inland division in Houston. Like Joe, Charles switched to inland work in order to be closer to his family.

The youngest Tucker brother, William, 54, joined the SIU inland division in 1967 in the port of Houston.

All three siblings are Mobile natives and began sailing aboard Crescent tugboats in November 1979 when the company first began operating in the port of Mobile.

Continuity Is Key

"We just began our fifteenth year of business in Mobile," Prentiss "Tadd" Willcutt, assistant vice president and general manager of Crescent Towing of Mobile, said. "What we are really proud of is that we started with the same four captains 15 years ago that we still have aboard our tugs today—the Tucker brothers and Captain Pete Burns. In all these years, we have never missed a job, and I fully credit the excellent crews that make up Crescent Towing of Mobile," Willcutt stated.

Joe, Charles and William are just the beginning of the Tucker line of Seafarers. Their dedication to the SIU, Crescent Towing and the maritime industry has influenced their sons and nephews to sign on with the union.

Sons Join Too

William's son, **James Tucker**, sails as a deckhand aboard the tugs, as does his nephew, **Kyle Tucker**. James and William's other nephew, **Bo Tucker**, recently earned their towboat captain's license and have been promoted by the company to the wheelhouse where they sail as relief captains.

Bo recalls a trip to Pascagoula, Miss. aboard a Crescent tug with William. "I was pretty young for my first trip. The water was rough but it didn't take any of the joy



Members of the Tucker family have worked aboard Crescent tugboats since the company began operations in Mobile 15 years ago. Pictured above, from left to right, (sitting) Captains Charles Tucker, Joe Tucker and (standing) William Tucker. Behind them, from the left, are Deckhands Pete Saranthus and Dennis Fillingim, Deckhand/Relief Captain Jamie Tucker, Deckhand Kyle Tucker, Engineer/Relief Captain Ronnie Walker and Deckhand/Relief Engineer Chris Walker. Standing in the back are Deckhand Roy Saranthus and Deckhand/Relief Captain Bo Tucker.

away from me. That was the first time I really became interested in working on the water," stated Bo.

"I still love just to sit with the waves and enjoy the trip and the job that lays ahead," Bo added.

Following the lead of their step-father, Joe Tucker, Deckhand **Chris Walker** and Engineer **Ronnie Walker** signed on with the company.

Chris joined the union in 1990 in his native Mobile. He notes that going to work with his step-father, Joe, convinced him to go to sea. "I used to come down as a young kid and ride the tugs when he had a job to do. I loved it from the very beginning. It is an exciting job that changes day to day," recalled Chris.

His brother, Ronnie, who joined the Seafarers eight years ago, said, "I love my job. The union, the company, the other guys, they are all great. I love the sea, and that is the most important reason why I am here."

Challenging Work

Describing what makes his job a challenge, Joe said, "The port of Mobile is very unique. The slips and the waterway itself are very narrow. We must maneuver in tight spots and close quarters. This takes excellent skills and experience, and the SIU members on board our tugs have all that."

He noted that winds and currents often present problems for the tugs when they meet a ship and escort it into the harbor. "There are other times when a ship might come out of the slip and simply lose its engines. We have to maneuver it so that it doesn't hit anything. Boy,

that's challenging work," the boatman noted.

Joe added that because of the confined space, the propeller of the vessel that the tugboat is assisting is sometimes 10 feet from the tug's bow. "If seas are rough, we can almost watch the ship bounce up on our deck. It gets scary, but it definitely keeps us on our toes," he said.

"Docking a vessel is very dangerous work and takes skilled and seasoned seamen. Our guys have what it takes," stated Mobile Port Agent Dave Carter, who

provided the photo accompanying this article.

The tugs do all the shiphandling from the Mobile Harbor to the sea buoy where the channel begins.

Safety First

The boatmen aboard the Crescent tugboats conduct safety drills at least every two weeks, depending on the work schedule. "We are very safety conscious and use every precaution necessary to get the job done," Joe said.

"I attribute our safe tugs to the

experienced scamen who crew them. We try hard to keep our record safe and free of problems," Joe added.

"The SIU truly looks out for the safety and welfare of the members. It is a unique organization, and I am proud to be SIU. Who would have ever thought that so many members of my family would make a living out of doing something that we all love so much," the captain concluded.

Crescent Towing also operates ship docking tugs in New Orleans and Savannah, Ga.

Help Locate Seafarer Campbell's Daughter

Inland member Tom M. Campbell and his wife, Sam Soon, are asking the Seafarers International Union membership to assist them in locating their daughter, Elizabeth Ann Campbell, who was abducted April 25, 1988

while returning home from an after-school job in Killeen, Texas. She was last seen at a 7-11 store in Copperas Cove, Texas. At the time of her disappearance, when she was 20 years old, the brown-eyed, brown-haired young woman was 5 ft. 2 in. tall and weighed around 100 pounds. She has a 1" horizontal scar under her chin and a 1" horizontal scar on top of her head under her bangs.

When she disappeared, Elizabeth was wearing bluejeans, white tennis shoes, a white t-shirt and was carrying a dull lemon jacket, a 7-11 smock with her name tag and

college books. Additionally, sometime after April 25, 1988, someone turned in a maroon-colored woman's purse to the Crockett County Sheriff's office in Ozona, Texas. This purse is considered to be a valuable lead in the case, and the person who found and turned in the purse should contact one of the telephone numbers below.

The disappearance of Elizabeth Ann Campbell was featured on the television show "America's Most Wanted" on September 25, 1988, and on "Unsolved Mysteries" on November 22, 1989 and again on May 16, 1990.

Anyone having information on the whereabouts of Tom Campbell's daughter should contact Sgt. Danny Austin of the Copperas Cove (Texas) Police Department at (817) 547-4273 or Tom Campbell at (817) 634-0324.



Elizabeth Ann Campbell