

SEAFARERS LOG



Volume 56, Number 2

February 1994

Seafarers go to the rescue

...Non-Union Barge Spills Oil Cargo Off Puerto Rico

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CAROL CROSSAN
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President's Report

Safety on All Waterways

There is a double standard in America's maritime safety policy and it is threatening thousands of men and women who earn their living working on tugs, tows and barges, as well as endangering hundreds of coastal communities.

The disparity stems from a law which requires all seamen working on U.S.-flag ships to have U.S. Coast Guard documents. But the law is silent on the same requirement when it comes to the vast majority of boatmen employed on the nation's tugs and tows.



Michael Sacco

The irony is that navigating and operating any marine equipment takes skilled, proficient mariners. Anyone who thinks that tugboat work is somehow unskilled, ought to think again. The combined tonnage of some boats and their barges often exceeds the tonnage of a deep sea ship. Yet the tug's crew will be one-fourth, perhaps one-fifth, of that of the ocean-going ship. The engine horsepower on tugboats can be in the tens of thousands. The navigation can be tricky, calling for a steady hand, constant vigilance, quick thinking and vast knowledge of river currents, among other things. The tug's safe operation is all the more important because it is usually on a river or coastal waterway relatively close to population centers or environmentally sensitive areas.

Despite the serious and complex nature of the work men and women perform on tugs and tows, the agency of the U.S. government charged with ensuring safe and navigable waterways, the Coast Guard, in most cases, does not have any way of certifying and documenting the men and women who operate these vessels. On the other hand, deep sea mariners are required to hold U.S. Coast Guard-issued merchant marine documents.

It is interesting to note that, according to Coast Guard data, in the segments of the marine transport industry in which mariners are documented by the U.S. Coast Guard, human error accounts for far fewer accidents than in the segment in which mariners hold no Coast Guard papers. Specifically, only one-third of marine accidents involving deep sea and Great Lakes ships are caused by human factors, whereas more than half of the accidents involving tugs and tows were attributable to human error.

The need for higher safety standards in the inland field has long been felt by the SIU and its contracted operators. Consequently, we have held ourselves to a higher standard than what is required by law. This is evident in our collective bargaining agreements which institute many safety practices. Seafarers who are trained at the union's Paul Hall Center for Maritime Training and Education to work aboard tugs and tows hold U.S. Coast Guard documents. The training for inland Seafarers at the union's Paul Hall Center is comprehensive, including safety skills such as firefighting, lifesaving, abandon ship procedures, first aid and responding to spills of hazardous materials. The center's classes cover the how-tos of transporting by water all kinds of cargo, including oil, petroleum products, dry bulk commodities and hazardous chemicals. Additionally, the union and its contracted inland companies have established an advisory committee to the Paul Hall Center. This group continually reviews the needs of the industry to ensure that Seafarers working on tugs, tows and barges have the most up-to-date training in the field.

But while Seafarers and SIU-contracted inland companies are doing their best to maintain a safe work environment on the nation's waterways, there are scores of inland operators that sail with a minimum of safety practices. The spate of disasters involving non-union tugs and barges raises questions about what can be done to ensure a safer industry.

Certainly a first step is the documenting of boatmen by the U.S. Coast Guard. Not only would this be a good national policy, but also it would be a protection of life and limb, a protection to the workers who spend a good part of their lives as boatmen.

A bill that would make this requirement a law is now before the House of Representatives. The legislation has the backing of the Seafarers, as we believe such a standard will protect the people who work on the rivers and waterways of the nation. The bill is a vital first step. But more must be done. That is why we in the SIU were gratified to hear Secretary of Transportation Federico Pena's comments on the pressing need to find ways to make the nation's 25,777 miles of navigable waterways much safer for all concerned. In such an effort, in behalf of the people who dedicate themselves to safe, efficient river and harbor transport, the SIU will be a strong partner and ally.

Long Lines Crew Commended For Superb Cable Repair Job



Seafarers aboard the CS Long Lines recently executed a tricky week-long repair job in the north Pacific.

Foul weather could not stop the crew of the *Long Lines* from completing a complicated cable repair job in the northern Pacific last November.

Because of their fine work, the Seafarers, American Maritime Officers and AT&T personnel earned accolades from the company which operates the vessel.

F.M. Hamilton, managing director of the Transoceanic Cable Ship Co., which oversees AT&T's five cable vessels, congratulated and thanked the crewmembers for their "superb" work in a letter dated December 2. "This has been an especially uncomfortable job for all of you, given the adverse weather and rough seas you experienced," he wrote. "Despite this, every one of you remained eager to complete the job and you did so in fine fashion. Your splendid professional performance demonstrated that *Long Lines* does a world class job on every occasion."

Bosun Perfecto Amper, who has sailed on cable ships for nearly 20 years, said the repair of the cable known as TPC-4 took place roughly midway between the West Coast and Japan. "We left Seattle on November 13, stopped for stores in Port Angeles, Wash. and then went to the repair site. It took a whole week—day and night—to do the entire repair and reburial operations," stated the 30-year member of the SIU. "The

weather was very rough: windy, rain. Cable operations usually take time anyway, but the weather made this one more of a challenge."

The cable apparently was damaged by one or more fishing vessels. After the repair, it was reburied via a remotely operated submarine system known as Scarab I.

'Like Hitting a Wall'

Splicer/Joiner Lisa Allard noted that the work proceeded smoothly, despite the foreboding conditions. "The high winds were like hitting a wall. We even saw some snow, which is pretty rare at sea."

Allard explained that the repair job first involves cutting the cable and sealing it. Once the work is done, the cable is spliced back into place.

"It was hard work and long hours, but we got the job done," she added.

Seafarers aboard the *Long Lines* during these recent events were Amper, Bosun's Mates Hilary Dombrowski and Walter Harris, Deck Storekeeper Arthur Lawson, Cable ABs Stephen Grier, Ralph Saunders, Jr., Thomas MacGregor, Clifford Lattish, Rodger Lindstrom, Leo Bognoson, Donald Hudson, Thomas Beathard, Dean Raymond, Warren Blanken-

ship, Michael Hester, Richard Campbell, Ali Al-Salaam, Peter Leo, Jovencio Cabab, Jr., Roberto Queliza, Jr., John Taliafer and Kevin Gatling.

Sailing as splicer/joiners during the voyage were Allard, Kathy Chester, Raymond Jenkins and Timothy Fogg.

The OSs for this trip were John Quartey, Charles James, Alexander Schneider, Zaid Alderwish, Rolfe Welch, Andrzej Sienicki, Jayson Agana and Antonio Gonzalez.

Seafarers sailing in the engine department included Chief Electricians Michael Las Dulce and Randall Firestone, Engine Storekeeper Mark Francois, Engine Utilities Anthony Powers, Paul Burckhard, Jr. and Victor Rewerts, Oiler/Utilities Omer Sharif, Jeffrey Murray and Laird Mills and Wipers Guy Leary and Reginald Hunter.

The galley gang was comprised of Chief Steward David Collison, Chief Cook Eric Manley, Cook/Baker Ahmed Muthana, Third Cook/Utilities Richard Garcea and Joseph Lubach, Steward Storekeeper Paul Calimer and SAs John Flannigan, Steve Soofi, Michael Russo, German Solar-Nunez, Jose Maglalang, Joel Crow, Abdulla Saeed, Sandra Martin, William Plas, Terry Hutson, Paul Grier, Florencio Nieves and Ali Saeed.

Northeast Thaw Assists Shipping

Shipping patterns slowly are getting back to normal in the northeastern United States, following last month's severe ice storms and record cold spells which caused energy shortages in some regions and affected the work schedules of just about everyone exposed to the arctic-like conditions.

In New York, Coast Guard cutters and privately owned tugboats have adopted a daily ritual of breaking the foot-thick sheets of ice which blanket the Hudson River. Early February brought a relative warming trend, but nighttime temperatures along the Hudson still were cold enough that the river's 150-foot-wide channel continually refroze. (See page 8 for related story on SIU-crewed ferries.)

Tugs Stuck in Ice

Similar activity has taken place in Philadelphia, Baltimore and even as far south as Norfolk,

Va., where several SIU-crewed tugboats operated by McAllister Brothers got stuck in ice.

"But overall, the weather didn't stop the shipping end of things," said Mike Paladino, SIU port agent in Norfolk. "Even the tugs getting stuck was nothing major."

However, two employees of a launch service died in the Linhaven, Va. Anchorage after one fell into the water and the other attempted to rescue him.

Bridge Freezes

In addition, an eight-lane drawbridge linking Norfolk with Portsmouth, Va. froze in an upright position for several hours, causing massive traffic backups (but allowing ships to pass freely).

In Philadelphia, SIU tugs and barges operated by Maritrans had difficulty reaching power plants. They hardly were alone in having that problem, which is one of the reasons why the local power com-

panies temporarily reduced electricity in homes and businesses.

Power companies in Pennsylvania, Maryland, Virginia and Washington, D.C. also reduced their output, and in some cases instituted "rolling blackouts," which are planned outages designed to help the generators maintain operations.

Costs Soar

Overall, the foul weather practically doubled waterborne transportation costs in the affected areas and caused a dramatic increase in fuel prices.

But late last month the sub-zero temperatures finally began giving way to more tolerable conditions. "It's loosening up now," said Jim Malone, SIU patrolman from the port of Philadelphia. "The ice was 12 inches thick on the Delaware River, but we're getting back to a normal schedule."

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Managing Editor, Daniel Duncan; Associate Editors, Jordan Biscardo and Corrina Christensen; Associate Editor/Production, Deborah A. Hirtes; Art, Bill Brower.



Clean-up operations begin as Seafarer Benito Calderon assists others in offloading a containment boom that will be deployed in the Condado Lagoon.



Vacuum pumps used to suck oil from the water arrive at a San Juan beach. SIU members Alfonso Arias (left) and F. Prieto assist in setting up the equipment.



One of the many Crowley skimmers operated by Seafarers heads into the oil-fouled Atlantic Ocean. The boats were used to position booms and gather oil.



Answering the call by removing a containment boom from the back of a flatbed truck is Seafarer Angel Chariez.

Non-Union Barge Spill in San Juan

Seafarers Turn To In Swift Oil Recovery

Within hours after an emergency call went out that an oil barge had run aground and was leaking, Seafarers were stringing containment booms and crewing tugboats and skimmers to sweep the petroleum before it reached the beaches of San Juan, Puerto Rico.

Around 4 a.m. on January 7, the barge *Morris J. Berman* broke loose from its line to the tugboat *Emily S.* and drifted onto a coral reef approximately 300 yards from the beaches that serve some of San Juan's best-known hotels. The barge was loaded with 1.54 million gallons of heavy number 6 bunker oil. Several of the barge's holds ripped open, sending its contents toward the shore.

Among the first people called out to handle the crisis were Seafarers working for Crowley Maritime. SIU members sprang into action by deploying containment booms around environmentally sensitive areas.

"Our people were among the first to arrive," noted Steve Ruiz, SIU Santurce port agent. "The first assignment our members were given was to lay a boom to keep the oil from getting into nearby Candado Lagoon."

The work performed by more than 200 Seafarers was vital in keeping San Juan Harbor open, according to U.S. Coast Guard spokesman Christopher Haley. The lagoon connects the beach area with the harbor. Had the oil slick entered the lagoon it would have gone into the harbor and stopped all maritime traffic.

However, the fast work by the SIU members prevented any oil from entering the lagoon.

While some Seafarers were working with the booms, others were called out to crew the tugs and skimmers needed to capture the oil from the water. All available Crowley tugs were utilized, Ruiz noted.

"The company called out all of the captains, mates and operators to sail the skimmers because they held marine licenses," the port agent said. Tugboats were used to shuttle personnel from the docks to the skimmers and help where needed. Besides their use to collect oil, the skimmers also stretched booms to contain petroleum that had escaped from the barge.

Responder Called In

By January 9, the Coast Guard had requested the SIU crewed *Caribbean Responder*, an oil spill response vessel operated by Dyn Marine, to augment the equip-

ment at the scene. This marked the first time that the boat had been called into operation. With the assistance of Coast Guard helicopters spotting trouble areas, the *Caribbean Responder* contained and took in oil before it could be swept by waves to non-contaminated areas.

Later in the week, Seafarers working for Crowley positioned a barge near the damaged *Berman* to transfer oil from it. SIU tankermen were called into action to make sure no more oil spilled during the lightering operation.

After the transfer of petroleum was completed, the

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USCG Investigates Berman Accident

A Coast Guard investigation into the cause of an oil spill along the San Juan coastline continues one month after the barge *Morris J. Berman* lost more than 650,000 gallons of heavy number 6 bunker oil after running aground.

A Coast Guard spokesman in San Juan said the federal agency would not have a report ready for several more months. He noted Captain Larry Doyle of the agency's Marine Safety Office has not completed his investigation into the January 7 incident.

The *Morris J. Berman*, loaded with more than 1.5 million gallons of bunker oil, was being towed by the non-union tugboat *Emily S.* from San Juan Harbor to Antigua. The tug/barge left the dock in San Juan around 10 p.m. January 6.

Both the *Morris J. Berman* and the *Emily S.* have been tied in newspaper accounts to a family that has been banned from doing maritime business in New York because of environmental accidents.

Crewmembers testified during a Coast Guard public hearing held the week after the accident that the one-and-a-half-inch cable connecting the tug and barge snapped around 1 a.m. on January 7. The line was repaired at sea

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DOT Head Calls for Tough Inland Safety Regulations



Federico Pena

inland documentation and navigation.

Transportation Secretary Federico Pena voiced his concerns about the inland waterways in an interview published January 14 in *The Journal of Commerce*. His remarks came days after a barge loaded with heating oil ran aground on a reef within sight of the beaches of San Juan, Puerto Rico and spilled approximately 750,000 gallons.

Pena told the newspaper his agency is looking for action to make the waterways safer without having to wait for Congress. "We're the experts; why don't we do it first?" he was quoted.

The secretary added that he was shocked to hear that towboats—such

as the one pushing a string of barges that struck a bridge in Mobile, Ala. and caused the derailment of a passenger train, leading to the deaths of 47 people—were not required to have basic navigational tools.

In December, Pena outlined several steps to be undertaken by the Coast Guard and the Federal Railroad Administration to minimize the risk of another accident similar to the one that occurred involving the *Sunset Limited*.

The proposal includes more stringent licensing requirements for operators of uninspected towing vessels. This would call for towboat operators to pass simulator tests and written exams each time they want to upgrade their licenses.

The plan would upgrade the requirements for radar and navigational equipment on towboats. It would look into improving the way mishaps and accidents are reported.

Pena's proposal also would seek new means for checking the structural integrity of bridges and strengthening emergency preparedness while enhancing the prospects for victims' survival should a crash occur.

Document Boatmen

The House of Representatives already had started debate on one bill

designed to close loopholes that allow boatmen to sail without Coast Guard documents before the Amtrak accident took place.

The Inland Documentation Bill (H.R. 1915) calls for all boatmen sailing inland waterway vessels of more than five gross tons to hold Coast Guard-issued merchant mariner documents (z-cards).

While all deep sea and Great Lakes mariners are required to hold documents, the same does not apply for the men and women plying the 25,777 miles of navigable inland waterways. Two of the four crewmembers aboard the towboat that struck the railroad bridge in Big Bayou Canot near Mobile did not have z-cards, although all of the crew had navigation responsibilities.

Background Checks

In order to obtain a merchant mariner document, the Coast Guard requires proof of a drug-free urinalysis, a review of the National Driver Register for drunk driving or controlled substance violations, an FBI criminal record background investigation, proof of U.S. citizenship or evidence of lawful entry and permanent residency from the Immigra-

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Congress to Take Up Ship Program

MTD Mobilizes Grassroots Drive To Urge Backing of Maritime Bills

Discussions continue on Capitol Hill to find ways of financing a maritime revitalization bill passed by the House of Representatives last year, while a grassroots campaign to show support for the U.S.-flag merchant marine was launched.

The Maritime Trades Department (MTD) of the AFL-CIO has started a national petition drive calling on the "Congress and the administration to undertake immediate action to develop programs that will maintain a healthy, viable U.S.-flag fleet and a broad domestic shipyard and marine industrial base."

The petitions are the latest phase in a grassroots program that began during the MTD's biennial convention in October. During the convention, delegates representing the department's 42 member trade unions and 28 port councils heard speeches from members of Congress as well as the president of a U.S.-flag shipping company on the need for the merchant fleet.

In initiating the petition drive, MTD President Michael Sacco noted, "This 'Keep America's Flag Flying!' effort is essential to demonstrating that there are hundreds of thousands of

American jobs at risk if the federal government fails to take immediate action to revitalize the industry."

Program Before Senate

Although the Maritime Security and Competitiveness Act (H.R. 2151) was overwhelmingly approved by the House of Representatives by a 347-65 margin in November, the legislation still awaits action in the Senate.

The bill proposes a 10-year program to provide \$1.2 billion for a Military Security Fleet. Between 50 and 70 U.S.-flag vessels would be included in such a program.

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

However, in passing the bill, the House did not include funding for it. Talks have been held among members of the Clinton administration, House members and senators to provide a funding mechanism.

Secretary of Transportation Federico Pena has stated in several recent newspaper reports that a funding mechanism may be near. However, he did not disclose

what specific plans were being discussed.

States Commitment

The secretary restated his commitment to maintaining a strong U.S. merchant marine. "Maritime reform is still part of the administration's package," Pena told *Traffic World* in an interview published January 24.

Pena's statements support a speech given by Representative Gerry Studds (D-Mass.), chairman of the House Merchant Marine Committee, to the Washington, D.C. Propeller Club in December. During that address, Studds talked about being involved in meetings with President Bill Clinton, administration aides and Senator John Breaux (D-La.), Senate Merchant Marine Subcommittee chairman.

Studds told the audience that the president had committed himself to supporting the U.S.-flag fleet. "We had his support because this president and this administration believe that if America can neither build nor operate the ships we require to carry our trade to world markets or support our troops in time of war, we will no longer be a superpower."

Houston Reps Discuss Campaign



Texas gubernatorial candidate Jim Mattox (center) meets with SIU Gulf Coast Vice President Dean Corgey (left) and Houston Port Agent Jim McGee after Mattox recently announced his intention to run for the position.

Maritime Briefs

Gordon Ward Resigns as D1-MEBA President

The head of District No. 1-MEBA announced he is retiring effective April 30.

Gordon Ward was first elected president of D1-MEBA in 1990 and reelected in 1992. The union's executive committee appointed Secretary-Treasurer Joel Bem to fill the remainder of Ward's term which expires in 1995. Executive Vice President Bill Langley, who was next in line to succeed the president per the union's bylaws, had notified the board he preferred to keep his present position. The committee then selected Director of Public Affairs Mark Zalenski to replace Bem as secretary-treasurer.

In announcing his retirement, Ward stated he was proud of the union's accomplishments under his term of office. Among those listed were the dissolution of the union's merger with the National Maritime Union, which was voted upon by the members in 1992.

Ward also announced he plans to step down as the president of the National Marine Engineers' Beneficial Association and chairman of the board for MEBA Plans.

After graduating from the Maine Maritime Academy, Ward joined D1-MEBA in 1968. He has sailed in every licensed shipboard engineering capacity. He also has served as an instructor at the MEBA Engineering School and as a licensed division chairman and branch agent in New York.



L.A. Quake Does Not Disrupt Shipping

The earthquake which devastated the Los Angeles area on January 17 apparently did not noticeably affect shipping on the West Coast.

One port area reportedly sustained very minor damage and a few vessels were nominally delayed as the earthquake — which measured 6.6 on the Richter scale — struck the San Fernando Valley area, northwest of downtown Los Angeles.

The American Red Cross reported that 56 deaths and almost 8,000 injuries resulted from the quake. In addition, some 50,000 family dwellings were damaged, including one owned by a Seafarer.

George Tricker, SIU port agent in Wilmington, Calif., reported that a member's home was destroyed in the disaster. The house was located just 7 miles from the earthquake's epicenter.

"But he wasn't injured. He has [homeowner's] insurance, and when we offered to help, he said he was okay," Tricker noted.

Members of the SIU's industrial division, the United Industrial Workers, also were affected by the earthquake. At least several members' homes were damaged, and a UIW shop in San Fernando operated by 7-Up has shut down for repairs.

However, the more than 100 members employed at the shop continue to work at other nearby plants owned by 7-Up.



Kramek Nominated to Head Coast Guard

The Clinton administration recently nominated Rear Admiral Robert E. Kramek to succeed Admiral William Kime as commandant of the U.S. Coast Guard.

Kime's four-year term expires June 1. Kramek, currently the Coast Guard's chief of staff as well as commanding officer of the agency's headquarters, must be confirmed by the Senate before taking office as commandant.

Kramek, 54, has more than 30 years' experience with the Coast Guard, in various capacities. He has commanded two of the agency's districts: the 13th district in the Pacific Northwest and the 7th district in the Southeast U.S. and Caribbean.

He also has commanded the Coast Guard's largest base, located at Governors Island, N.Y., as well as the Haitian Migration task force. In the latter job, he led the interdiction and rescue of 37,000 Haitians.

A native of New York who currently lives in California, Kramek graduated from the Coast Guard Academy in 1961.

Local Students Provide Memorable Holiday for American Cormorant

The holidays often are a lonely time for Seafarers when oceans separate families and friends. However, for crewmembers aboard the *American Cormorant*, a special Christmas was enjoyed by all in Rota, Spain.

While docked at the Rota Naval Base awaiting deployment orders, crewmembers were visited by a group of American school children from the base.

"They told us that because we were all away from home on Christmas, it was their idea to visit us with some Christmas cheer. They brought us cookies and we sang carols together," Bosun Charles Simmons told a reporter for the *Seafarers LOG*.

"Everyone participated and it was probably the best Christmas this SIU crew has had away from home in a long time. At least it was for me," the bosun added.

Crewmembers gave the school children a tour of the ship and served them various desserts and soft drinks prepared by the steward department, headed by Chief Steward D.K. Goggins.

"It was the first ship that any of them had ever been on and they

were fascinated," Simmons noted.

In addition, Chief Cook Robert Wright, SA Migdalia Ortiz and Storekeeper Evelyn Nordbrok assisted Chief Steward Goggins in preparing a special holiday feast. They served crewmembers prime rib, turkey shrimp and various other dishes and desserts.

"I love being bosun aboard the *Cormorant*. This is a great crew, and this holiday season only went to prove that even more to me. We are truly one big family. Christmas was very precious to us all. The visits from the kids really helped ease most of our sadness over not being home for the holiday," said Simmons, who also provided the photos accompanying this article.

Simmons noted that sailing aboard the *Cormorant* is an exciting job because of the uniqueness of the vessel. Operated by Osprey Ship Management for the Military Sealift Command (MSC), the semi-submersible heavy lift ship is one of only 14 such vessels in the world. It is the only U.S.-flag vessel of its kind.



Chief Steward D.K. Goggins (left) and SA Migdalia "Kat" Ortiz ready the Christmas dinner feast.

What makes the vessel unique is that a 394-by-135-foot portion of the ship's lifting deck can be submerged under water by ballasting the ship to a depth of about 65 feet. This allows the center of the 19,700 horsepower ship to rest under 26 feet of water.

The ship, which can sail at a top speed in excess of 14 knots, was originally used to transport giant semi-submersible and jack-up drilling rigs, as well as other off-shore equipment. The vessel is currently used primarily for transportation of military cargo.

The specialized vessel discharged cargo in the Persian Gulf, providing logistical support to the military's Operation Desert Shield. The 738-foot vessel was originally a 135,000 dwt tanker prior to its conversion to its present-day status in 1982. The *Cormorant* has been stationed with a contingent of maritime prepositioning ships serving MSC and is currently operating out of Diego Garcia.



American children boarded the *American Cormorant* to deliver Christmas cookies and sing carols with crewmembers

Great Lakes Vessels Lay Up for the Winter

Extended Season Deemed Success

Seafarers who sail on the Great Lakes signed off for the winter last month, ending an exceptionally good 1993 shipping season with a year-end flurry of cargo demand.

"Cargo demand was strong all year but showed an extra surge in the remaining months of the year," Glenn Nekvasil of the Great Lakes Carrier Association, which monitors the action of U.S.-flag shipping on the Lakes, told a reporter for the *Seafarers LOG*. "In November we were even with 1992's figures but that final rush for cargo carried us over the top. Even a small increase is not bad in these times."

According to Nekvasil, during the 1993 navigational season (March 10, 1993 to January 25, 1994), 107.9 million net tons of cargo were transported on the Great Lakes. He noted that is a 2 percent increase from the 1992 season.

Nekvasil said there was a rise in the demand for iron ore, coal and stone—the "big three" transported along the Lakes. "The weather was good to us most of the year but in December and January we saw all the Lakes freeze and many vessels had to call for Coast Guard assistance several times," he recalled.

Sub-Zero Temperatures

The *H. Lee White*, an SIU crewed vessel, was one of those ships that encountered problems caused by the sub-zero temperatures and icy waterways. SIU Port Representative Ken Horner, who supplied the photos accompanying this article, reported that the vessel became stuck in the ice off Marine City, Mich. on its last voyage.

Besides the *White*, other SIU crewed American Steamship Co. vessels that braved the freezing temperatures to support the season-end surge in cargo demand, included the *American*



The SIU crewed *H. Lee White* became stuck in ice in Michigan on its way back into port before the January 15 closure of the Soo Locks.

Mariner, Charles E. Wilson and Indiana Harbor.

Most SIU-contracted vessels are in the shipyard for their seasonal layup and will not see action during the winter. But, according to Byron Kelley, SIU vice president for the Great Lakes, several SIU-contracted cement carriers and tugboats, such as the *Hannah* tugs, operate most of the winter months on the lower lakes. He stated that one tug will serve as an icebreaker for another that is pushing cargo.

No Word on Fitout

Kelly noted that with vessels just laying up, no decision has been made when fitout will begin. In sailing seasons past, crewmembers begin reporting to their vessels in March and April, depending on the weather, vessel's location and cargo.



A U.S. Coast Guard ice cutter is called into duty on the St. Clair River to clear a path for vessels trying to reach their last port before layup.

Oiler's Response Keeps Guayama on Schedule

Quick action last month by a Seafarer and an officer aboard the *Guayama* saved the ship from extensive damage after an electrical fire started in the engine room.

Oiler *Jose Ramos* helped contain and extinguish the fire, which involved a generator.

A spokesman for Puerto Rico Marine, which operates the *Guayama*, said that because the fire was stopped so quickly,

damage was minimal and repairs were done in just a day in port at Elizabeth, N.J. The vessel then resumed its scheduled course.

He added that human error was not the cause of the fire.

Brother Ramos shrugged off the incident, dismissing his efficient response as simply part of the job, according to SIU Patrolman Jack Sheehan, who serviced the ship shortly after this incident.

New SIU Clinic Opens in Maryland

Seafarers who live in the southern Maryland area as well as upgraders at the Harry Lundeberg School of Seamanship in Piney Point, Md. now have access to a nearby medical facility which will provide members with their annual physical examinations and routine treatment.

The Seafarers Welfare Plan has entered into contract with Calvert Internal Medical group. The clinic is located at 120 Hospital Road in Prince Frederick, Md., approximately 40 miles from Piney Point.

"The members have always had to travel to the Johns Hopkins Center in Baltimore from Piney Point for routine fit-for-duty examinations," said Dr. Kenneth Miller, Seafarers Welfare Plans medical director. "Now that we have a contract with the Calvert Internal Medical Group, any

trainee, upgrader or member who lives in the southern Maryland area can have medical work done much closer to the school."

The clinic is staffed with a group of internal medicine specialists who are capable of handling the special medical requirements of SIU members. "These are high-quality doctors with a broad range of specialties among them," said Miller.

Among the services they provide are job matched pre-employment physicals, physicals required for licensure, annual examinations, diagnostic studies (including X-rays), Magnetic Resonance Imaging and CT Scans, hearing tests, vision and glaucoma screenings, blood tests, drug screens, pulmonary function tests, cardiovascular studies (including stress testing and EKG), drug tests, motor coordinations

tests, and health risk assessments.

The Welfare Plan determined the Calvert clinic was able to provide all of the medical services required by Seafarers. Additionally, the Welfare Plan found the center to be well respected within the medical community. "We picked this clinic because it provides additional services for members in Maryland and greatly enhances medical services for the Lundeberg School. This clinic has a history of providing occupational medicine services to others in the region," Miller noted.

The Calvert Internal Medical Group hours are 8 a.m. to 6:30 p.m. on Monday, Tuesday and Thursday; 8 a.m. to 5 p.m. on Wednesday and Friday; and 9 a.m. to 12 noon on Saturday.

Seafarers wishing to utilize the services of the clinic should contact Piney Point.

SIU-Contracted Clinics (as of January 1994)

- | | | |
|---|---|---|
| Business & Industry Health Group
1700 S. Third Street
St. Louis, Mo. 63104
(314) 436-5100 | IMC Mobile Family Physicians
1924—K Dauphin Island Parkway
Mobile, Ala. 36605
(205) 476-6370 | Straub Occupational Services
839 S. Beretania Street
Honolulu, Hawaii 96813
(808) 522-4441 |
| Dr. Douglass Cole
224 Park Avenue
Frankfort, Mich. 49634
(616) 352-7103 | Industrial Medicine Group
3901 University Blvd. South, Suite 201
Jacksonville, Fla. 32216
(904) 636-0150 | St. Alexis Medical Services
Hilliard Building
1415 W. 9th Street
Cleveland, Ohio 44193
(216) 241-3990 |
| Detroit Industrial Clinic
2429 Oakwood Boulevard
Melvindale, Mich. 48122
(313) 928-4700 | Industrial Medicine Group
1205 Monument Rd. Suite 203
Jacksonville, Fla. 32225
(904) 727-5120 | St. Mary's Comprehensive Medical Center
546 Howard Street
San Francisco, Calif. 94105
(415) 882-7811 |
| Dr. Dennis Dettloff
115 N. First Avenue
Alpena, Mich. 49707
(517) 356-2124 | Johns Hopkins Center for Occupational & Environmental Health
301 Bayview Boulevard
Baltimore, Md. 21224
(410) 550-2322 | Superior Clinic, Ltd.
3600 Tower Avenue
Superior, Wis. 54880
(715) 392-6111 |
| Family Urgent Medical Center
2700 Point Tremble
Algonac, Mich. 48001
(313) 794-9324 | Maritime Medical Center
2 West Dixie Highway
Dania, Fla. 33004
(305) 929-0916 | Tulane Clinic
630 Jackson Avenue
New Orleans, La. 70130
(504) 595-3050 |
| Healthmark
2301 S. Broad Street
Philadelphia, Pa. 19148
(215) 952-9904 | Dr. Luis Marquez
Ashford Medical Center #502
Sanluis, PR 00907
(809) 724-8128 | Virginia Mason Occupational Medicine Group
3223 1st Ave., So., Suite C
Seattle, Wash. 98134
(206) 624-3651 |
| Dr. Richard Hoffman
142 West York St. Suite 21B
Norfolk, Va. 23510
(804) 627-7283 | Methodist Hospital New York
794 Union Street
Brooklyn, N.Y. 11215
(718) 783-6578 | Dr. Susan Vogel
Med. Place 1, Suite 1605
1315 Calhoun
Houston, Texas 77002
(713) 756-8000 |
| Immediate Medical Care Center
29409 S. Western Ave. Suite 3
San Pedro, Calif. 90732
(310) 547-4274 | | |

Dyn Marine Crews Ratify New 2-Year Contract

Seafarers who crew 16 oil spill response ships for Dyn Marine Services recently approved a two-year contract that provides wage increases, improved medical coverage and other benefits.

Voting took place last month aboard the ships, which are located along the Atlantic, Pacific and Gulf coasts, as well as in Hawaii and the U.S. Virgin Islands. More than 100 SIU members work aboard the vessels.

Dyn Marine crewmembers voted late last year to join the Seafarers, so this is the first time they are covered by an SIU-negotiated collective bargaining agreement. The negotiating committee consisted of Chief Mate **John Fitzsimmons**, Assistant Engineer **Chris DeFonce**, SIU Executive Vice President **Joseph Sacco**, SIU Vice President/Contracts **Augie Tellez** and SIU Assistant Vice President **Anthony Sacco**.

"I definitely think we did a lot better with the union than we would have on our own," said DeFonce, who sails aboard the *New Jersey Responder*. "It's a long and arduous process, but we did very well."

"In fact, I didn't fully understand the negotiating process before. Now that I've witnessed it, I realize how well we did."

Fitzsimmons, who sails aboard the *Gulf Coast Responder*,

also expressed satisfaction with the pact. "They were tough negotiations but, Lord willing, it's the start of something beneficial for us and for the whole company for years to come," he said.

Tellez commended the efforts of Fitzsimmons and DeFonce and described the contract as "a strong foundation that will be built upon in the future. This provides gains, as well as a vehicle to address any problems."

Contract Highlights

In addition to pay increases, the contract calls for an immediate bonus for all crewmembers who have sailed for at least six months with Dyn Marine as of January 1, 1994.

Other highlights include:

- An increase in the amount paid by Dyn Marine toward crewmembers' medical benefits—including dependent coverage and dental insurance—which in effect will increase each member's net pay.
- A procedure for settling grievances was adopted.
- Crewmembers now are eligible for participation in a 401k retirement plan, as well as an employee stock option plan.

Located Around Nation

Dyn Marine is a subsidiary of DynCorp. It operates the oil spill response ships on behalf of the Marine Spill Response Corpora-

tion (MSRC), a not-for-profit group created by major oil companies following the passage of the Oil Pollution Act of 1990 (OPA '90).

Each vessel is 208 feet long and has a nine-person operating crew. In the event of an oil spill, each ship has quarters for as many as 38 people.

Vessels located along the Atlantic coast include the *Maine Responder* at Portland, Maine; the *New Jersey Responder*, Perth Amboy, N.J.; *Delaware Responder*, Philadelphia; *Virginia Responder*, Virginia Beach, Va.; *Georgia Responder*, Savannah, Ga.; and *Florida Responder*, Miami.

Assigned to the Gulf coast are the *Louisiana Responder* in Venice, La.; *Gulf Coast Responder*, Lake Charles, La.; *Texas Responder*, Galveston, Texas; and *Lone Star Responder*, Corpus Christi, Texas.

Serving the Pacific coast are the *Washington Responder*, Everett, Wash.; *Oregon Responder*, Astoria, Ore.; *Pacific Responder*, Richmond, Calif.; and *California Responder*, Port Hueneme, Calif.

The *Caribbean Responder*, based in St. Croix, U.S. Virgin Islands, and the *Hawaii Responder*, located in Honolulu, serve the respective regions for which they are named.



Negotiating committee members John Fitzsimmons, Chris DeFonce, SIU Executive VP Joseph Sacco and SIU Assistant VP Anthony Sacco sign off on the collective bargaining agreement.



Docked along the Atlantic Coast is the *Marine Responder*.



Crewmembers from the *Pacific Responder* tell SIU Port Agent Nick Celona they approve the new contract. From left are Mate James Major, Celona, Asst. Engineer Frank Traylor and Chief Mate Joseph Cobb.



Cook Rodney Willis, AB Brian Hackenbruch, Oiler Eric Collins, Mate John Fitzsimmons, Mate Michael Rubrecht and Assistant Engineer Bernard Taheny are ready for work on the *Gulf Coast Responder*.

Labor Announces Drive to Gain Health Care Reform

The AFL-CIO opened the new year by announcing the national federation of trade unions will do whatever is necessary to pass comprehensive health care legislation during 1994.

AFL-CIO President Lane Kirkland told reporters during a January 11 press conference that "it would be a shame to allow reform efforts to degenerate into inadequate, partial, ineffective, diversionary and fragmented approaches."

Kirkland's comments come in the wake of a study that noted approximately 400 contracts negotiated in the last two years involving union workers have made changes in order to control health care costs. The changes

range from increases in deductibles for fee-for-service plans to adopting managed care programs.

Concern for Workers

During his talk with reporters, Kirkland noted that three out of every four work stoppages during the last 10 years could be attributed to health care coverage. He pointed out that many unionized workers have given up wage increases in order to maintain their current level of health benefits.

"I assure you no one has had deeper and more bitter experience with the deficiencies of the American medical care system than have our trade unionists,"

Kirkland said.

The AFL-CIO president also stated that trade unionists were not alone in the struggle against rising health care costs. He added that businesses that provide insurance coverage for their workers suffer an economic disadvantage when forced to compete against those who do not.

Outlines Principles

While not endorsing any specific health care reform legislative package before Congress, Kirkland said the AFL-CIO supports such principles as quality of care, universal access to care, a comprehensive package of benefits, cost controls and fair

financing that are found in the Health Security Act offered by the Clinton administration and the single-payer proposal presented by Senator Paul Wellstone (D-Minn.) and Representative Jim McDermott (D-Wash.).

Meanwhile, recently negotiated contracts continue to show how health care remains a major concern for union members. Clerical and technical employees at New York University agreed to increases in deductibles in the last two years of a three-year pact in order to maintain their health care benefits.

Workers in Paris, Texas covered by a United Food and Commercial Workers' contract

with Campbell Soup also approved an increase in yearly deductibles so they could keep their benefits.

Machinists working for Lockheed in Fort Worth, Texas will see an increase in coverage costs no matter if they are covered by fee-for-services (where members pay up front and get reimbursed) insurance or the company-sponsored health maintenance organization.

Reports have detailed how Americans are paying nearly three times as much for health care than they did 10 years ago. Almost 39 million Americans are without any type of health insurance and millions more are underinsured.

Seafarers OK Delta Queen Pact

SIU members who sail aboard the passenger riverboats *Delta Queen* and *Mississippi Queen* overwhelmingly approved a new long-term contract that calls for wage increases and improved health care benefits.

Voting took place early last month aboard the boats, which operate in the Mississippi River and its tributaries.

"I'm very satisfied," said *Mississippi Queen* Deckhand Rob McLemore, who served on the negotiating committee. "We really got the medical benefits we were looking for—that's the big thing the other crewmembers wanted. I feel good about it, and the length of the contract is a good sign for job security."

SIU Executive Vice President Joseph Sacco pointed out that the collective bargaining agree-

ment will apply to crewmembers on the *Delta Queen Steamboat Company's* newest vessel, the *American Queen*, when it begins operating. (The *American Queen* is under construction and is scheduled to launch sometime next year.)

David Kish, vice president of the company, also expressed satisfaction with the pact and described it as "fair for all concerned."

Delta Queen Steamboat Company is based in New Orleans. It also owns Great Hawaiian Cruise Line, Inc. (formerly American Hawaii Cruises), which operates the only U.S.-flag cruise ships, the SIU-manned *SS Constitution* and *SS Independence*.

Shortly after *Delta Queen* took over American Hawaii Cruises, the crewmembers from the *Independence* and *Constitution* approved a long-term contract.



Taking a break after a contract meeting on the *Mississippi Queen* are (from left) Utility Delegate David Briggs, Committee Chairman Rob McLemore, Galley Delegate Donnie Humphries, Deck Delegate Greg Hawkins, Bar Delegate Chris Alo, Seafarer Scott Glen and New Orleans Patrolman Bobby Milan.



First Cook Sylvia Moses has her hands full aboard the *Delta Queen*.

At Work Aboard The Delta Queen and Mississippi Queen

SIU Patrolman Bobby Milan provided the photographs on this page, which show Seafarers at work aboard the riverboats *Delta Queen* and *Mississippi Queen*. The SIU members perform a variety of tasks on the passenger vessels, from the cleaning of decks to keeping the engines running smoothly, and from preparing delicious meals to tidying the guests' quarters.

Operated by the *Delta Queen Steamboat Co.*, which is based in New Orleans, the boats travel along the Mississippi River and its tributaries. Sometime next year, the *Delta Queen* fleet is scheduled to expand when construction on the *American Queen* is complete. The *American Queen* will be the company's most elaborate riverboat to date—and it will be crewed by Seafarers.



Cabin Attendant Mira Gnoinska always has a smile for passengers aboard the *Delta Queen*.



Checking the boilers on the *Mississippi Queen* is Douglas Kellup.



Showing their union pride are (from left) Berilin Johnson, Patrolman Bobby Milan and Marian Childs aboard the *Mississippi Queen*.



Stopping for a bite to eat aboard the *Mississippi Queen* are (from left) Head Porter Robbie Rodriguez and gift shop Pursers Ann Hardesty and Beth Stewart.



Aboard the *Mississippi Queen*, Porter Henry Brown shows his satisfaction with the pact.



Working to get a cabin ready for passengers aboard the *Mississippi Queen* is Amy Metraier.



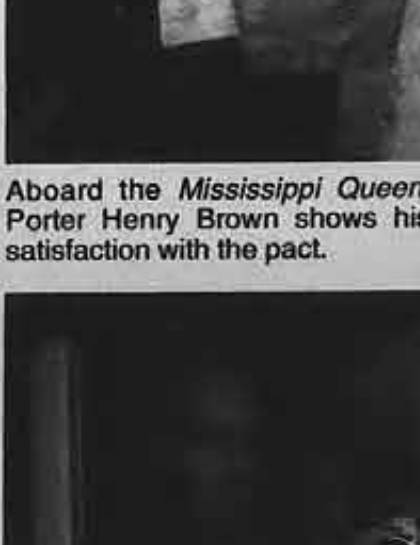
Putting away stores on the *Delta Queen* is First Cook Randall Pace.



Porter Herb Carter checks a list aboard the *Mississippi Queen*.



Ready to start his shift on the *Mississippi Queen* is Porter Kain Casimer.



Oiler John Sares is hard at work aboard the *Delta Queen*.



Oiler Allen Bigner reviews the contract on the *Mississippi Queen*.



Walter Lorenzo Alston works aboard the *Mississippi Queen*.



Tidying up on the *Mississippi Queen* is Cabin Attendant Susan Creech.



Members of the *Mississippi Queen* housekeeping team are happy to receive their union books. From left are Nadene Compton, Marian Childs, Berilyn Johnson, Julia Hill, Katie McKemon and Alice Naccarato.



Galley gang members Adam Gelbard (left) and Donnie Humphries retrieve stores from the cooler on the *Mississippi Queen*.

New York Ferry Crews Beat Hudson's Icy Maze

Seafarers Brave Sub-Zero Temps

The way Seafarer Mark Summers sees it, the Blizzard of '93 didn't stop SIU crewed ferries from maintaining their routes on the Hudson River between New York and New Jersey, so neither should the Arctic Blast of '94.

"We've got some pretty diehard customers who have stuck with us through everything. We saw them through the nor'easter last year, when everything else was shut down. Because we got them to work then, when this ice started, I think they knew we'd be here," said Summers, who captains one of 12 SIU crewed ferries which shuttle almost 20,000 passengers daily between Manhattan and the New Jersey towns of Weehawken and Hoboken.

Despite sub-zero temperatures and giant sheets of 10-inch-thick ice on the Hudson, Seafarers persevered throughout January and early this month to maintain ferry service. Although the icy conditions doubled the average time of a one-way trip (to about 15 or 20 minutes, depending on the route), the 100-foot ferries have stayed open for business and have not been stuck or had an accident.

"We're doing quite well, all things considered," said Captain Manny Rebelo. "The ice is chewing up a lot of (propellers), but that's to be expected."

"We've had very good press and very good feedback from the people."

Local mariners, U.S. Coast Guard personnel and citizens have described the bitter weather in the New York/New Jersey region as the worst they have seen in 20 years, according to newspaper reports.

After the initial onset of severe weather in mid-January, tugboats had to clear paths along the Hudson. But even though much of the sprawling ice cover was broken, it did not melt.

The ice floes and smaller chunks that remained in the river made for some loud and bumpy ferry rides, but the captains and deckhands used extra caution and passengers seemed unfazed.

"You have to pick your course through the ice very carefully. You've also got to be real careful with your speed, because you don't want to rip open the hull," said Summers, who has worked on the ARCOP-operated ferries, each of which has a capacity of about 400 passengers, since they began operating in 1988. "(The ice) makes a racket, but I'd say we kept three-fourths of our ridership" during the bad weather.

Members Stress Safety

Rebelo, who has worked on the boats for two years, noted, "We just go slow and easy. We regularly have the senior deckhand go down and check for damage, because we'll take hits (from the ice) that shove the boats sideways. Remember, they're made of aluminum."

"But it's not really scary," he added. "The one thing about the ferry that is constant in every captain's mind is, you can lose even a large, oceangoing vessel



SIU crewed ferries, including the one pictured above, have maintained their schedules and ridership despite the harsh weather in the New York/New Jersey region.

against the city lights. That's something you really have to watch."

Both Rebelo and Summers commended the company, owned by Arthur Imperatore, for its commitment to keep the ferries running despite the unusually harsh conditions.

They also expressed surprise that several of the passengers opt for a topside trip on the ferries. "Even with a full load, we can fit all of them below (in an enclosed area)," said Summers. "But we still get 20 to 30 people per trip who want to ride outdoors, be-

cause they spend their whole lives indoors."

Handled Earlier Crisis

This is not the first time the boats have been pressed into special service. Last February, following the explosion which rocked the World Trade Center, the ferries quickly increased the number of runs and pick-up locations. They worked on an emergency schedule to relieve the overcrowding for the city's thousands of stranded commuters, because other public transportation was severely disrupted.

The Seafarers who work on the ferries also recently approved a new three-year contract.

The pact includes wage increases and maintaining of health care benefits. It also brings the members into the SIU Pension Plan, retroactive to each individual's starting date of employment.

The collective bargaining agreement "does justice for management and ourselves," said Summers. "We have to realize that if management can't operate at a profit, then we don't have jobs."

New SWATH Vessel, USNS Able, Breaks Out This Month

Seafarers aboard the USNS *Able*, a new Small Waterplane Area Twin Hull (SWATH) design T-AGOS vessel, are scheduled to sail on the ship's premier voyage this month.

The *Able* is one of four "T-AGOS 19" vessels—the newest class of T-AGOS ships. Seafarers aboard the first of the four

SWATH ships, the USNS *Victorious*, sailed out of the port of Honolulu on August 19. The remaining two—the *Effective* and *Loyal*—have not begun sailing operations.

The *Able*, owned by the Military Sealift Command (MSC) and operated by U.S. Marine Management, is used for

ocean surveillance purposes. The SWATH ship's home port is Norfolk, Va. It is designated to perform highly classified missions for the U.S. Navy.

"It is a very new-wave ship. I'd like to talk to some of our guys after they sail just to see what it was like," said Bobby Clinton, patrolman from the port of Norfolk.

The unique vessel is 234 feet long, 93 feet wide, has a 24-foot draft and a top speed of 9.6 knots. It is designed to comfortably sustain rough seas so that the technicians aboard can safely carry out their assignments.

The mission of the ship is to

collect, process and transmit acoustic data in support of Surveillance Towed Array Sensor System (SURTASS) mission requirements. SURTASS is a mobile, passive acoustic underwater surveillance sensing system. The objective of SURTASS is to gather, analyze, record, process and disseminate underwater acoustic information.

According to U.S. Marine Management, the new SWATH vessels are specially designed to operate in high sea states such as sea-state 7 but can survive above sea-state 8.

The Beaufort Scales (a manual used to define various sea states

ranging from a low of 0 to a hurricane level of 12) define sea-state 7 as wind speeds of 32 to 38 miles per hour (which is near gale force).

The SWATH design provides superior motion characteristics in higher sea states required for year-round deployment of SURTASS in all the world's oceans.

The *Able*, much like the *Victorious*, has almost everything a person needs while at sea for a long period of time. Each room has a video player and television. There is also an exercise room, ship's store, a self-service laundry and a medical treatment facility.

USNS Tenacious Goes Global



Crewmembers aboard the USNS *Tenacious* established a new milestone on December 6 by becoming the first T-AGOS ship to complete a circumnavigation. While T-AGOS ships have become a familiar sight on the oceans of the world, none had traveled a continuous circle around the globe until the *Tenacious* crossed the meridian of her home port, Pearl Harbor, Hawaii.

Pictured above are the captain and crewmembers who were aboard when the vessel completed the circumnavigation. The *Tenacious*, operated by U.S. Marine Management for the Military Sealift Command and contracted by the SIU, departed Pearl Harbor on December 5, 1992.



The *Able* is the second of four new SWATH vessels which can comfortably operate in high sea states.

200 Seafarers Aid in Effort To Recover Oil

Continued from page 3

SIU-crewed tugboat *Mariner* towed the *Berman* to a site 20 miles offshore where the barge was scuttled.

Skimmers Capture Oil

According to the Coast Guard, 882,000 gallons of oil were collected during the transfer. Of the 662,000 gallons that leaked from the *Berman*, skimming and containment crews captured 336,000 gallons.

Coast Guard Commander Bob Ross, who was in charge of the

overall clean-up effort, praised the fast response by the crews. "Thanks to clean-up operations, we were able to reduce a potential 1.5 million gallon spill to a 300,000 gallon spill," Ross told reporters. "This kind of effectiveness under difficult, dangerous and demanding circumstances is remarkable."

Efforts Praised

His sentiment was echoed by others involved in the clean-up. "We were extremely pleased to have been able to demonstrate our effectiveness and professionalism

and commitment to Puerto Rico," added Raul Iglesias, Crowley's manager for environmental operations. "This is our homeland and to defend these precious natural resources and historic places is truly an honor."

"Our guys gave everything they had," Ruiz stated of the 200 Seafarers who participated in clean-up efforts during the first two weeks of the operations, the busiest time of the activity. SIU members still are involved in the effort, which is expected to continue through the month.



An oil spill response crew launches an outboard boat that will tow a containment boom.



In one of the first actions taken immediately after the spill, Seafarers lower a vacuum pump for use to collect oil from the ocean water.

Coast Guard Investigates Spill Of Non-Union Barge's Cargo

Continued from page 3

and the tug and barge set sail again. Crewmembers told Doyle at the hearing that the repair was made improperly and a deckhand suggested to the captain that they should return to port.

(Testimony given at the hearing revealed that the line was supposed to have been replaced before the tug set sail. But the marine supply store was closed for a holiday and the captain decided to make one more journey with the line which had broken previously in August 1993.)

No Lookout

About six hours after the tug and barge originally set sail, the pilot of the tug noticed that the cable had snapped again. As the captain had given all other crewmembers permission to catch some sleep following the repair, no one was standing lookout. By the time crewmembers were awakened and the barge was spotted, the *Berman* had drifted into shallow waters and could not be retrieved.

The pilot on the *Emily S.* notified the Coast Guard of a possible hazardous situation and the emergency response plan was placed into effect. The *Berman* had lodged itself on a coral reef approximately 300 yards from beaches belonging to several of San Juan's finer hotels. Two holds ripped open and oil began to spill onto the shore.

SIU-contracted Crowley Marine was among the first companies to respond to the disaster. Of the more than 1,000 people involved in the clean-up operations, nearly 200 were Seafarers.

The Coast Guard estimated that 662,000 gallons of oil escaped from the barge. Of that total, 336,000 gallons were recovered by skimming or vacuuming the oil from the sea. The SIU-crewed *Caribbean Responder* assisted in skimming some of the spilled oil.

Approximately three miles of beaches were affected by the spill. A Coast Guard spokesman said the agency is unable to predict when clean-up efforts will

be completed but they are expected to continue through the month.

Ties to Polluters

New Jersey records reveal a connection between New England Marine, the owner of the barge, and the Frank family of New York and New Jersey. New York environmental officials in 1990 called the companies operated by the Franks the worst polluters in New York Harbor. Businesses associated with the Franks have been found guilty of negligently spilling hundreds of thousands of gallons of oil in dozens of incidents, of illegally dumping sewage sludge and of operating tank vessels that were not licensed and maintained properly.

In December, another barge owned by New England Marine Services had spilled 1,000 gallons of bunker oil by overloading the *BGI Trader*. The spill temporarily closed the Army Terminal Channel, the main route used by cargo ships traveling through San Juan Harbor.

Pena Seeks Tougher Regs To Cover Inland Waterways

Continued from page 3

tion and Naturalization Service and proof of employment in the industry or evidence of military service.

Before the Coast Guard will issue a z-card with an advanced rating, the applicant must pass a Coast Guard examination indicating proficiency and knowledge of the rating. Also, merchant mariner documents must be renewed every five years.

Navigational Equipment

Since 1992, the SIU has supported such legislation, which is before the House Coast Guard and Navigation Subcommittee.

The other piece of legislation dealing with inland safety also is before the same subcommittee. Its chairman, Representative Billy Tauzin (D-La.), offered the Towing Vessel and Navigational Safety Act (H.R. 3282) in October.

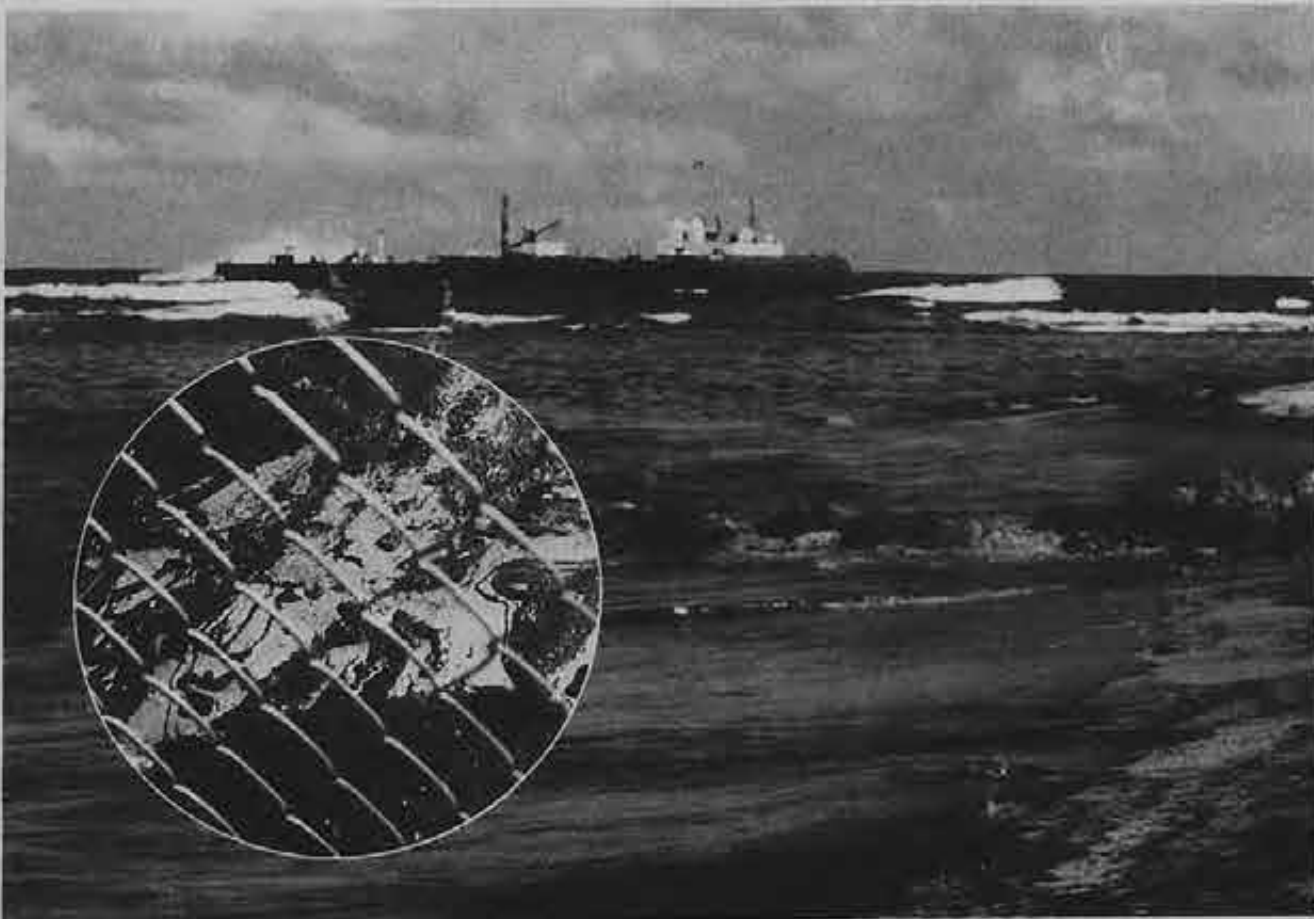
Tauzin's bill calls for all in-

land waterway vessels to be equipped with marine charts, navigational publications, compass, radar and fathometer. Hearings into the September train wreck uncovered that the towboat involved did not carry a compass, marine charts or navigational tools, nor was it required to by law.

A study conducted by the SIU of Coast Guard data between the late 1970s and mid-1991 found that in 58 percent of the accidents on the inland waterways, the leading cause was human factors. These were defined by the federal agency to include bypass of available safety devices, inattention to duty, intoxication by alcohol or drugs, calculated risk, carelessness, error in judgment, lack of knowledge or training, lack of experience, operator error, fatigue, stress, physical impairment, psychological impairment, failure to comply with rules or regulations, inadequate supervision and failure to follow the rules of the road.



Tens of thousands of mariners working aboard more than 3,300 tugs and tows plying the nation's 25,777 miles of navigable waterways are endangered by a loophole in maritime safety standards for rivers.



The stranded *Morris J. Berman* straddles a coral reef as waves bring oil spilling from the barge onto the San Juan shoreline. The insert shows some of the damage caused on the first day.

SEAFARERS SCHOLARSHIPS

Members and Dependents Should Apply Now!

When the date "April 15" is mentioned, the first thing that comes to mind is INCOME TAXES ARE DUE! But for Seafarers, April 15 isn't all bad; rather, it is a deadline in which money and opportunity are returned instead of owed. For April 15 is the last day in which applications are being accepted for the 1994 Seafarers Scholarship Program.

All Seafarers and their spouses and children who plan to attend college are encouraged to apply for one of seven scholarships being given out in 1994. Three will go to SIU members; the other four will go to the spouses or dependent children of eligible

Seafarers or SIU pensioners. Awards are granted for both two- and four-year institutions of higher learning.

One of the scholarships reserved for SIU members is a \$15,000 four-year college stipend; the other two are \$6,000 two-year awards to study at a vocational school or community college. Four scholarships in the amount of \$15,000 each are awarded annually to the spouses and dependent children of Seafarers and SIU pensioners. Applicants should indicate whether they are applying for a two-year or four-year grant.

The \$15,000 college scholarships will be paid at the rate of \$3,750 per

year over a four-year period. The \$6,000 awards are paid at the rate of \$3,000 per year.

Eligibility requirements for Seafarers and their spouses and unmarried dependent children are spelled out in a booklet which contains an application form. It is available by filling out and returning the

coupon below to the Seafarers Welfare Plan. For most scholarship winners, receiving the cash grant can greatly ease the financial burden associated with attending college. Many former scholarship winners say they never would have had the opportunity to pursue their education without the help of the Seafarers' scholarship.

Submission Deadline: April 15, 1994



Application Checklist

The scholarship application form must be completed by ALL applicants. It is easy to fill out. What may take some time, however, is collecting the other paperwork which must be submitted along with the application. This includes:

Autobiographical Statement. Space for this is provided on the back of each application form.

Photograph of Applicant. This should be a black and white passport-type picture and should be attached to the autobiographical statement.

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

High School Transcript AND Certification of Graduation. Request both of these items from your high school and ask that they be sent directly to the Scholarship Committee.

Official Copy of High School Equivalency Scores. If you earned a high school diploma as a civilian by taking the high school equivalency examination, known as the tests of General Educational Development (or GED), have the state Department of Education in the state where you took the test send an official copy of your scores directly to the Scholarship Committee.

If the GED test was taken while in the military, contact the appropriate agency and ask that an official copy of your scores be sent directly to the Scholarship Committee.

College Transcript. If you already are attending college, or if you previously have attended col-

lege, ask the Office of the Registrar to send an official transcript directly to the Scholarship Committee.

Letters of Reference. Three letters are required for all applications. For dependents, one of these letters must be from your high school principal or one of your high school teachers. If you have attended, or are now attending college, a fourth letter of reference is required which must be written by the Dean of Students or by your primary advisor.

The letters should attest to your character and qualities of leadership, and should describe the nature and extent of the extracurricular activities in which you participate.

SAT or ACT Results. The ACT or SAT test must be taken no later than February of the year in which the awards are granted. This is necessary to ensure that the test results reach the Scholarship Committee in time for its deliberations.

The testing service should send the results directly to the Scholarship Committee. (Be sure to request an additional score report form at the time you apply for the test.) On the registration form for either test, space is allotted to write in a code number that will ensure the score report is sent directly to the Seafarers Welfare Plan. For the ACT test, this code number is 2875; for the SAT test, this code number is 0110.

The application form and the first three items listed here should be mailed by the applicant. All other items should be mailed by the person or agency from which they are requested. All items should be sent to:

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

Send for Your Application Form Today

Please send me the 1994 SIU Scholarship Program booklet which contains eligibility information, procedures for applying and the application form.

Name _____

Book Number _____

Address _____

City, State, Zip Code _____

Telephone Number _____

This application is for:

Self

Dependent

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



At the end of the day, AB John Nagy takes time to write a letter home.



QMED Evaristo Ginez relaxes in the crew lounge after his shift and waits for the union meeting to begin.



Engine department delegate QMED Melvin Layner signs the ship's minutes.

S/L Independence Crew Rated 'Second to None' On Asian Shuttle Run

FROM LONG BEACH, Calif. to the shores of Kaohsiung, Taiwan, Seafarers aboard the *Sea-Land Independence* work unrelentingly to keep the vessel in top form and the crewmembers in good spirits.

In a recent letter to the *Seafarers LOG* (along with the photos accompanying this story), Recertified Bosun **J.R. Wilson** wrote, "The *Independence* crew is second to none, and we had nothing but smooth sailing from Oakland, Calif. to Hong Kong."

He noted there is always good attendance at the ship's union meetings. At the most recent meeting, crewmembers commended Chief Steward **Nancy Heyden**, Chief Cook **Carlton Griffin** and SA **Abdullah Baabbad** for the excellent meals they prepare. AB **Mitch Santana** also said there is always a variety of fresh vegetables and fruits.

The SIU-contracted vessel follows a rotation schedule sailing from Long Beach, Calif., to Oakland, Calif., to Dutch Harbor, Alaska and then on to the Far East ports of Tokyo, Kobe and Okinawa, Japan; Hong Kong; and Kaohsiung, Taiwan before returning home to Long Beach.

The *Independence*, which at one time had been running on the European and Middle Eastern routes, became part of the inter-Asian shuttle in 1992.

The 23,000 deadweight ton containership is one of 12 vessels in Sea-Land's D9J class. The vessels originally were built in 1980 and were designed to travel at 22 knots. In 1985, the vessels were lengthened to 846 feet to expand their capacity. The expansion caused the maximum speed of the vessel to decrease to 20.7 knots. Other modifications were made to the interior of the ship as well.

Crewmembers aboard the *Independence* enjoy the use of modern exercise equipment as well as laundry facilities and a large mess area. The containership can carry dry, liquid or refrigerated goods.



Chief Electrician Cardel Dunn reads a magazine while waiting for other crewmembers to assemble before the union meeting.



DEU Saeed Mufahi relaxes in his fo'c's'le after a long day of work.



Eager to take part in the shipboard union meeting, AB Mitch Santana arrives early.



AB Jim Morgan discusses the status of maritime legislation before Congress at the union meeting aboard ship.



After the union meeting, SA Abdulla Baabbad (left) and Bosun J.R. Wilson sign the ship's minutes to be sent to headquarters.

Indonesian Seaman Saved by Leo Crew

Seafarers aboard the *LNG Leo* struggled in darkness and heavy seas to save the life of an Indonesian seaman who, along with 27 other crewmembers aboard an Indonesian-flagged freighter, abandoned ship on November 27 off the coast of China. (For more details surrounding the rescue, see the January issue of the *Seafarers LOG*.)

The *Dasa Tujuh* was en route from Yeew, Malaysia to Kaohsiung, China with a cargo of logs when it sank.

The *Leo* crew battled fierce seas while dodging debris from the *Dasa Tujuh* for more than two hours and brought First Assistant Engineer Sukarno Hati to safety aboard the LNG ship.

The rescue crew was made up of Second Mate Raymond Beyler, Third Assistant Engineer Brian Brewer, AB Jack Pegram Jr., AB George Kebelis and QMEDs Jeffrey Yarmola and Michael DiAngelo.

The *Leo* crewmen were commended by Master N.M. Smith for their bravery in the rescue. AB Les Farrel took the photos accompanying this article and AB Pegram supplied an account of the crew's efforts.



The rescue crew and survivor (standing, left to right) are ABs Jack Pegram Jr. and George Kebelis, Third Assistant Engineer Brian Brewer, Second Mate Raymond Beyler, (kneeling, left to right) QMED Jeffrey Yarmola, survivor Sukarno Hati and QMED Michael DiAngelo.



The *Leo* received a distress message from the sinking freighter.



The survivor clung to a water ration jug, a life ring and a smoke marker.



The life jacket worn by the seaman had no whistle, survival light or reflective tape.

Bosun Little Retires with 'Island' Send-Off

Recertified Bosun **John Little** planned a peaceful and uneventful last voyage aboard the *Overseas Arctic* before signing off to begin his retirement after sailing 43 years aboard SIU vessels. But on November 6, he found that his fellow union brothers and sisters, along with licensed crewmembers, had other plans on how to send him off.

Crewmembers surprised Bosun Little with a Hawaiian luau, "island style," that included festive food, decorations and fresh flower leis. Chief Steward **Francesca Rose** provided the *Seafarers LOG* with details of the special event and the photos accompanying this article.

"They had told me that we were going to have a ship's barbecue which is not unusual for this particular ship, so I never suspected a thing with all the cooking and chaos going on that day. I was cleaning the stern before the party began. When I got on deck they all yelled surprise and boy was I surprised!"

Bosun Little told a reporter from the *Seafarers LOG*.

Chief Steward **Rose** noted that together with galley gang members Chief Cook **Jim Willey** and SA **Arnulfo Lacayo**, a superb feast was created to honor the ship's "Brother of the Year." Chief Cook **Willey** prepared everything from stuffed shrimp to marinated brisket of beef on the ship's barbecue grill while all steward department members prepared numerous special salads and desserts. A special retirement cake also was designed by the galley gang and presented to the bosun at the luau.

'Top-Notch' Department

"The *Arctic* steward department is truly top notch, and they always work hard to have great meals. The food at the luau was superb, but that is not unusual for this group," recalled the bosun.

Crewmembers presented Little with a colorful flower lei and gifts from Seafarers, the officers and Maritime Overseas Corp.,

which operates the *Overseas Arctic*.

Started on Lakes

The Kentucky native began his career with the Seafarers in 1950 in the port of Detroit.

"I was working on an auto assembly line while living in Detroit when one of the guys told me that I could sail for money and work on the water. I thought that sounded like a good deal so I went down and signed on with the union," he recalled.

He first sailed aboard an iron ore carrier on the Great Lakes until the Lakes closed down for the winter. He then traveled to the Baltimore hall to see if there were any shipping positions available. Once he began sailing deep sea, he never returned to the Great Lakes. In 1975, Little successfully completed the bosun recertification program at the Lundeberg School.

"I sailed for 43 years and have no regrets over the way I spent my life. Going to sea is a wonderful experience if a guy applies himself and really believes in the union," Little noted.

He recalled that his favorite part of his sailing career was with the *Arctic* when it was involved in lightering operations off the U.S. coast.

"It was the best job I ever had. It was very physically demanding and required excellent seaman-



On the deck of the *Arctic*, Bosun Little, wearing a fresh flower lei, smiles for the camera while holding a gift from the crew.

ship. It was a challenging job but that was what I enjoyed most. We consistently had the best crews made up of the best seamen and our record was excellent," he recalled.

Between 1986 and 1991, over 80 million net barrels of petroleum products were transferred from one ship to another—a process known as lightering. The crew of the *Overseas Arctic* had a 100 percent accident-free and spill-free record.

The tanker, built in 1971 and

operated by Maritime Overseas Corp., has transferred cargo from the *Overseas Ohio*, *Overseas New York*, *Overseas Chicago* and *Overseas Washington*, among others.

"We were responsible for taking oil off of other ships so their draft could reach the point where they could get into port to discharge," noted Little.

Now, the bosun plans to spend his retirement hunting, fishing, traveling with his wife and "generally taking life easy."



Seafarers gather with Bosun Little on his last trip before he signed off.



Galley gang members spent days preparing the menu for the party.



Chief Steward **Francesca Rose** holds the specially baked cake.



Chief Cook **Jim Willey** and SA **Arnulfo Lacayo** begin to barbecue the meats for the island style luau held in honor of Bosun Little.

Deck Gang Keeps MV Pacific Primed

For deck department members aboard the *Sealift Pacific*, there is never an end to the hard work or efforts put forth by crewmembers to keep the vessel clean and in top form.

The deck department, headed by Bosun **Fred Gongora**, is always busy docking and undocking, loading, discharging, butterworking and tank cleaning.

In a recent letter to the *Seafarers LOG*, AB **Ricardo Ramos** wrote, "In between our routine work schedules, we perform other deck maintenance such as preparing various surfaces for painting. Within the last six months, we have painted all four pumproom levels, forepeak and main deck—just to name a few."

Ramos provided the *LOG* with the photos accompanying this article of the deck gang's most recent accomplishment: the painting and cleaning of the paint locker. The AB noted that Bosun **Gongora** has plans for the mid-ship house to be painted next.

Ramos stated that there have been recent additions to the department from Piney Point. OSs **Selby Washington**, **Richard Gendaszek** and **Brian**

Gaffigan are recent graduates of the trainee program while AB **William "Smitty" Dize Jr.** recently attended upgrading classes. Other deck department members include ABs **Ramos**, **Frank Atkins** and **David Zurek**.

"I am thankful for and appreciate all the knowledge, experience, dedication, hard work and most of all the team effort put forth by us all, especially Bosun **Fred**," the AB concluded.

The *Sealift Pacific*, operated by International Marine Carriers

for the Military Sealift Command, was built in the mid 1970s. It is 563 feet long, 84 feet wide and travels at approximately 15.5 knots.

The vessel transports oil products such as jet fuel and gas oil for the U.S. military between Italy, Greece, Norway, Spain, England and Turkey. Prior to this Europe-Mediterranean run, the ship had a U.S. Gulf Coast run. During Desert Storm, the *Pacific* was stationed in the Indian Ocean.



In the finished paint locker are (from left) OS **Selby Washington**, AB **Frank Atkins**, Bosun **Fred Gongora** and AB **Ricardo Ramos**.



OS **Brian Gaffigan** and AB **Frank Atkins** were part of the locker-painting "spray team."



Cleaning out the carpenter's shop are (from left) AB **Ricardo Ramos** and OS **Richard Gendaszek**.

SEAFARERS LOG

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Special Supplement

A guide for Seafarers to refer to when preparing 1993 tax returns due to the Internal Revenue Service and state governments on April 15.

TAX TIPS FOR SEAMEN

FOR SEAMEN, the tax filing process can become extremely complicated. The nature of seafaring work raises many issues at tax time that most shoreside workers do not have to consider.

Among the concerns raised by seamen interviewed by the *Seafarers LOG* were questions of claiming a residence for purposes of filing state tax returns and the issue of what is considered a work-related tax deductible expense.

In preparing this guide of tax tips for seamen, the staff of the *LOG*, working with a certified public accountant familiar with the maritime industry, has attempted to gather information that addresses the concerns of Seafarers.

FOR MORE INFORMATION

General Information: 1-800-829-1040 can be called for general information. IRS staff answer questions from 8:00 a.m. to 4:15 p.m. local time Monday through Friday.

Publications: 1-800-829-3676 operators will take orders for publications. "#553 Highlights of 1993 Tax Changes" and "#552 Record Keeping for Individuals" are two publications that many people find especially useful.

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

Telephone Help: IRS representatives are available to help with tax questions. If needed, call the IRS using the toll-free number listed in a local telephone directory.

Send IRS Written Questions: Written questions regarding the tax returns can be sent directly to an IRS District Director. Include a social security number with the letter.

INFORMATION BY PHONE

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

The "Tele-Tax" Service has recorded tax information covering more than 140 topics. 1-800-829-4477 is the IRS's 24-hour automated "Tele-Tax" system. When calling from a touch tone phone, the "*" sign will repeat the topic and the "*" will stop the message. To listen to a directory of topics after the introductory message finishes, dial 323.

This telephone service is available for refund information from 7:00 a.m. until 11:30 p.m. (local time) when calling from a touch tone phone. Rotary dial phone users can call the service between 8:00 a.m. and 4:15 p.m. (local time).

PREPARING A RETURN

Step 1. Get all records together.

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

Step 2. Get any forms, schedules or publications necessary to assist in filing the return. IRS Publication 17 entitled "Your Federal Income Tax for Use in Preparing 1993 Returns" is the most comprehensive guide the agency has issued this year. Most IRS offices and many local banks, post offices and libraries have publications designed to provide individuals with information on correctly filing tax returns.

Step 3. Fill in the return.

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

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

Step 6. Attach all required forms and schedules. Attach the first copy of Copy B of Forms W-2, W-2G and 1099R to the front of the Form 1040. Attach all other schedules and forms behind Form 1040 in order of the attachment sequence number. If tax is owed, attach the payment to the front of Form 1040 along with Form 1040-V (original only).

STATE: TAXES NOT WITHHELD

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

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

The law, however, does not exempt seamen from paying state and local taxes. A seaman, just like any other citizen of any given state, must meet his or her obligations to the government of the area in which he or she lives.

Each state has a set of criteria to determine whether an individual is a resident of that state. A seaman should check with a state tax office if he or she is unsure as to his residency status.

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

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

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

In this supplement are two charts for seamen to use if questions arise on residency and state tax issues. The first is a list of phone numbers of state tax boards and offices to call for more information (page 16). The second provides information on what each state considers to be taxable income for residents and non-residents (page 18). The chart indicates that seven states do not require state taxes to be paid of its residents and two states limit state taxes to profits earned from investments but do not consider wages subject to taxation.

OVERSEAS?

Should a seaman find himself or herself overseas and seeking IRS forms or IRS assistance, U.S. embassies and consulates are equipped to provide some taxpayer-related services. At a minimum, IRS forms are available at all U.S. embassies and consulates. The U.S. embassies and consulates located in the following cities can provide IRS assistance: Bonn, Germany; Caracas, Venezuela; London, England; Mexico City, Mexico; Nassau, Bahamas; Ottawa, Canada; Paris, France; Riyadh, Saudi Arabia; Rome, Italy; Sao Paulo, Brazil; Sydney, Australia; and Tokyo, Japan.

DEDUCTIONS, W-2'S AND OTHER INFORMATION

Employer W-2's: Employers are required to mail W-2 forms to employees by January 31. If an individual believes he or she is missing W-2's, contact the employer. For seamen who have ever used a union hall as a return address, check with the SIU port agent to determine if a W-2 has been sent to that address.

Seafarers Vacation Plan W-2's: If a Seafarer has received monies from the SIU Vacation Plan (SVP), he or she should receive a W-2 from that fund. Seafarers who have received SVP monies but who have not received a W-2 from the plan should contact their union hall or call Andy Marmo at the SVP office in Camp Springs, Md.: (301) 899-0675.

Increased Deductions: The deduction for each exemption—for the individual, his or her spouse and dependents has increased to \$3,700 per person.

Standard Deduction Has Increased: The standard deduction has increased for most people. Because of this increase, it may be to an individual's benefit to take the standard deduction this year even if that person has



itemized deductions in the past.

Personal Interest Deductions: For 1993, personal interest cannot be deducted. Personal interest includes interest on car loans, credit cards and personal loans.

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

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

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

Deducting Work-Related Car Expenses: Use of a personally-owned automobile in work-related travel can result in deductible expenses. Two methods can be used to compute automobile expenses—either listing a standard mileage rate or determining actual cost. On the tax return due April 15 of this year, the IRS is accepting a standard mileage rate of 28 cents per mile. Parking fees and tolls can be added when using the standard mileage rate. If using actual expenses, information must be available on all operating-related costs for the vehicle, including interest, insurance, taxes, licenses, maintenance, repairs, depreciation, gas, oil, tolls and parking. In either the standard mileage rate or the actual cost method of determining car expenses, accurate records should be kept. The IRS recommends keeping a log book or diary listing all expenses related to travel. Only work-related expenses not reimbursed by an employer can be claimed.

Deducting Work-Related Meals When Traveling: Workers in transportation are allowed a special rate on the meal allowance of \$30 per day. Otherwise the IRS standard meal allowance is generally \$26. In some locations it is \$34, and in Hawaii and Alaska it is computed differently. Travel expenses, including meals, can only be deducted if directly related to one's work and if they have not been reimbursed from any other source.

Limit on Itemized Deductions: Beginning in 1993, itemized deductions may be limited for an individual earning more than \$108,450 of federal adjusted gross income (or \$54,225 if married and filing separately).

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

Fast Refund: If a tax refund is expected for 1993, instead of mailing the return to the Internal Revenue Service, it can be filed electronically. When filed electronically, a refund will be received in about 3 weeks, or in 2 weeks if it is deposited directly into a savings or checking account. For a charge, many professional tax return preparers offer electronic filing in addition to their return preparation services. If an individual prepared his or her own return, a preparer or transmitter in their area can file the return electronically. For a list of who can file a tax return electronically in any given area, call the IRS toll-free number, 1 (800) 829-1040, and ask for the Electronic Filing Office.

Dependent's Social Security Number: If an individual claims an exemption for a dependent who is at least 1 year old by December 31, 1993, he must list the dependent's social security number on Form 1040 or Form 1040A. A social security number requirement applies to all dependents (not just children) claimed on the

Continued on page 16

Continued from page 15

tax return who are at least 1 year old.
Gift to Reduce the Public Debt: An individual may make a gift to reduce the public debt. To do so, enclose a separate check with the income tax return. Make it payable to "Bureau of the Public Debt." Do not add it to any tax owed.

Change of Address: If an individual has changed his or her address from the one listed on that person's last tax return, IRS Form 8822 should be filled out and filed with the agency.

Education Savings Bond Program: All or part of the interest for certain U.S. savings bonds can be excluded from income if one pays qualified higher education expenses during the year he redeems the bonds.

Death of a Taxpayer: If a taxpayer died before filing a required return for 1993, the taxpayer's personal representative (and spouse, in the case of a joint return) must file and sign the return for that person. A personal representative can be an executor, administrator or anyone who is in charge of the taxpayer's property.

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

Unemployment Compensation: Unemployment compensation (insurance) is fully taxable. By January 31, 1994, an individual who has received unemployment compensation should receive a Form 1099-G showing the total unemployment compensation paid during 1993. Use line 20 on the tax return to report unemployment compensation.

Earned Income Credit: To qualify for the earned income credit, families must have an income of less than \$23,050 and have at least one child living with them. The maximum credit for families

with one child is \$1,434. Families with 2 or more children may receive up to \$1,511. With a child born in 1993, the family may qualify for an additional \$388 credit and if the family paid for part of the premiums for a health insurance policy covering a child, an additional credit of \$465 may be due. To apply for the earned income credit, a family must file using Form 1040 or 1040A, but not 1040EZ, and attach IRS Schedule EIC.

REPORTED INCOME

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

- Jones Act settlements for lost wages.
Amounts received in place of wages from accident and health plans (including sick pay and disability pensions) if employer paid for the policy.
Life insurance proceeds from a policy cashed in if the proceeds are more than the premium paid.
Profits from corporations, partnerships, estates and trusts.
Endowments.
Original Issue Discount.
Distributions from SEPs and DECs.
Bartering income (fair-market value of goods or services received in return for services).
Tier 2 and supplemental annuities under the Railroad Retirement Act.
Lump-sum distributions.
Gains from the sale or exchange (including barter) of real estate, securities, coins, gold, silver, gems or other property (capital gains).
Accumulation distributions from trusts.

- Prizes and awards (contests, raffles, lottery and gambling winnings).
Earned income from sources outside the United States.
Director's fees.
Fees received as an executor or administrator of an estate.
Embezzled or other illegal income.

NON-REPORTED INCOME

The following kinds of income do not need to be reported on the federal tax return.

- Benefits from government welfare programs.
Jones Act settlements for injuries, pain, suffering, medical costs.
Maintenance and Cure.
Workers' compensation benefits, insurance damages, etc. for injury or sickness.
Disability retirement payments (and other benefits) paid by the Veterans' Administration.

- Child support.
Gifts, money or other property inherited or willed.
Dividends on veterans' life insurance.
Life insurance proceeds received because of a person's death.
Amounts received from insurance because of loss of the use of a home due to fire or other casualty to the extent the amounts were more than the cost of normal expenses while living in the home.
Certain amounts received as a scholarship.

FILING AN EXTENSION

IRS Form 4868 can be used to ask for a four-month extension to file IRS Form 1040A or Form 1040. An individual requesting an extension is under no obligation to explain why the additional time is needed. Filing of the form gives an individual until August 15, 1994 to file his or her 1993 federal tax return. The IRS will contact the individual

directly only if the request for an extension is denied. To be able to extend the period of time in which one can file his or her tax return, that individual must correctly fill out Form 4868 and pay all of the tax monies due (as noted on line 6 of the form). If the filing of Form 4868 and the subsequent four-month extension to file does not provide the individual with enough time, he or she can then file Form 2688, known as "Application for Additional Extension of Time to File U.S. Individual Income Tax Return." Another option open to the person seeking more time in which to file is to write a letter to the IRS stating the reason the extension is necessary and mailing it to the correct IRS location (see section below: "Where to File").

An individual seeking an extension is advised by the IRS to file Form 4868 before filing Form 2688. (The form below is a duplication of the correct form and may be used by the reader to file an extension.) To obtain another copy of Form 4868, an individual may call the agency's toll free number which is dedicated to tax form requests. That num-

ber is 1 (800) 829-3676. Also, Form 4868 is available from all main IRS branch offices. If a Seafarer finds himself or herself overseas, he or she can obtain the form from any U.S. embassy or consulate. It is important to bear in mind that the filing of Form 4868 requesting an extension does not get one off the hook from having to pay any taxes due. Form 4868, when sent in, must be accompanied by all tax monies due the U.S. government from the individual filing the extension. The deadline for filing form 4868 and the taxes due is April 15.

DEADLINE for filing taxes: April 15

STANDARD DEDUCTION table with columns for Filing Status and Standard Deduction. Rows include Single (\$3,700), Married filing joint return (\$6,200), Married filing separate return (\$3,100), and Head of household (\$5,450).

Seafarers are welcome to use the below form in case they need to file for an extension for their income taxes. The form is an exact duplication and will be honored by the Internal Revenue Service.

Form 4868 Application for Automatic Extension of Time To File U.S. Individual Income Tax Return 1993. Includes sections for Part I Individual Income Tax and Part II Gift or Generation-Skipping Transfer (GST) Tax. Includes a signature and verification section.



DIRECTORY FOR ADDITIONAL STATE TAX INFORMATION

Table listing MAILING ADDRESS, LOCAL NUMBER, and TOLL FREE NUMBER for various states including Alabama, Arizona, Arkansas, California, Colorado, Connecticut, Delaware, Washington, DC, Florida, Georgia, Hawaii, Idaho, Illinois, Indiana, Iowa, Kansas, Kentucky, Louisiana, Maine, Maryland, Massachusetts, Michigan, Minnesota, Mississippi, Missouri, Montana, Nebraska, Nevada, New Hampshire, New Jersey, New Mexico, New York, North Carolina, North Dakota, Ohio, Oklahoma, Oregon, Pennsylvania, Rhode Island, South Carolina, South Dakota, Tennessee, Texas, Utah, Vermont, Virginia, Washington, West Virginia, and Wisconsin.

WHERE TO FILE

Table listing states and their corresponding IRS office addresses, such as Florida, Georgia, South Carolina (Atlanta, GA 39901), New Jersey, New York, (New York City and counties of Nassau, Rockland, Suffolk and Westchester) (Holtsville, NY 00501), etc.

TAXABLE INCOME BY STATE

STATE	RESIDENT	NON-RESIDENT	STATE	RESIDENT	NON-RESIDENT
Alabama	Subject to state income tax on entire net income.	Taxable on income from property owned or business transacted in Alabama.	Michigan	Subject to tax on federal adjusted gross income allocable to sources within Michigan.	Subject to tax on taxable income allocable to sources within Michigan.
Alaska	No state tax.	No state tax.	Minnesota	Subject to tax on federal adjusted gross income with certain modifications.	Subject to tax on federal adjusted gross income allocable to sources within Minnesota.
Arizona	Subject to tax on entire net income. A credit is only allowed for taxes paid to the other state on income derived from sources within that state which are taxable under that state's laws without regard to the residence or domicile of the recipient. No credit is allowed if the other state allows residents of Arizona a credit against taxes imposed by that state for taxes paid to Arizona.	Subject to tax on net income derived from sources within Arizona.	Missouri	Subject to tax on Missouri taxable income.	Subject to tax on income derived from sources within Missouri.
Arkansas	Subject to state income tax on entire net income.	Subject to state income tax on all net income from sources within the state such as all property owned, and from every business, trade or occupation carried on in Arkansas.	Mississippi	Subject to tax on entire net income.	Subject to tax on entire net income from sources within Mississippi.
California	Subject to state income tax on entire taxable income.	Subject to state income tax on all taxable income derived from sources within the state.	Montana	Subject to tax on federal adjusted gross income with certain modifications. Credit for taxes paid to other states is allowed.	Subject to tax on net income derived from sources within Montana.
Colorado	Subject to state income taxation on federal adjusted gross income with certain modifications.	Subject to state income tax on federal adjusted gross income attributable to sources within Colorado.	Nebraska	Subject to tax on federal adjusted gross income with certain modifications.	Subject to tax on federal adjusted gross income derived from sources within Nebraska.
Connecticut	Subject to state tax based on federal adjusted gross income with certain modifications.	Subject to state income tax on Connecticut taxable income derived from or connected with sources within Connecticut.	Nevada	No state tax.	No state tax.
Delaware	Subject to state income taxation on federal adjusted gross income with certain modifications.	Subject to state income tax on federal adjusted gross income attributable to sources within Delaware.	New Hampshire	Subject to tax on interest and dividends over \$1,200.	
District of Columbia	Subject to D.C. income tax on entire net income.	Not subject to the income tax.	New Jersey	Subject to tax on entire New Jersey gross income and credit is allowed for tax paid to another state on income subject to New Jersey income tax.	Subject to tax on certain specified categories of New Jersey gross income from New Jersey sources.
Florida	No state tax.	No state tax.	New Mexico	Subject to tax on federal taxable income with certain modification and with the possibility of a credit for taxes paid to another state.	Subject to tax on net income derived from within New Mexico.
Georgia	Subject to tax on federal adjusted gross income less certain items.	Subject to tax on net taxable income derived from certain specified activities within Georgia.	New York	Subject to tax on federal adjusted gross income with certain modifications.	Subject to tax on federal adjusted gross income derived from sources within New York.
Hawaii	Subject to tax on entire income and a credit is allowed for taxes paid to another state which is paid on income derived from sources outside the state.	Subject to tax on income derived from sources within Hawaii, with the possibility of a credit for taxes paid to other governments outside the state.	North Carolina	Subject to tax on net income with the possibility of a tax credit for taxes paid to another state.	Subject to tax on net income derived from sources within North Carolina.
Idaho	Subject to tax on federal taxable income with a credit for income taxes paid to another state or territory.	Subject to tax on federal taxable income attributable to certain sources within Idaho.	North Dakota	Subject to tax on federal taxable income with certain modifications.	Subject to tax on net income from sources within North Dakota.
Illinois	Subject to tax on federal adjusted gross income with certain modifications.	Subject to tax on all income attributable to certain activities within Illinois.	Ohio	Subject to tax on federal adjusted gross income with certain modifications.	Subject to tax on adjusted gross income derived from sources within Ohio.
Indiana	Subject to tax on federal adjusted gross income with certain modifications and with the possibility of a credit for state taxes paid in another state.	Subject to tax on federal adjusted gross income derived from sources within Indiana with the possibility of a credit for state taxes paid in another state.	Oklahoma	Subject to tax on the federal adjusted gross income with certain modifications.	Subject to tax on federal adjusted gross income derived from sources within Oklahoma.
Iowa	Subject to tax on federal adjusted gross income with modifications and with the possibility of a credit against Iowa tax for taxes paid to another state on income subject to tax in Iowa.	Subject to tax on federal adjusted gross income derived from sources within Iowa, with the possibility of a credit against Iowa tax for taxes paid to another state or foreign country on income subject to tax in Iowa.	Oregon	Subject to tax on federal taxable income with certain modifications and credit against Oregon income taxes for taxes imposed by another state.	Subject to tax on federal taxable income derived from sources within Oregon.
Kansas	Subject to tax on federal adjusted gross income with certain modifications.	Subject to tax on that portion of federal adjusted gross income derived from sources within Kansas.	Pennsylvania	Subject to tax on entire income with a credit for taxes paid to another state on income also subject to tax in Pennsylvania.	Subject to tax on income from sources within Pennsylvania.
Kentucky	Subject to tax on federal adjusted gross income with certain modifications.	Subject to tax on federal adjusted gross income derived from sources within Kentucky.	Rhode Island	Subject to tax on federal adjusted gross income with certain modifications.	Subject to tax on taxable income derived from sources within Rhode Island.
Louisiana	Subject to tax on all net income which is defined generally as gross income of whatever kind minus the deductions allowed.	Subject to tax on net income derived from sources within Louisiana.	South Carolina	Subject to tax on entire net income.	Subject to tax on taxable income derived from sources within South Carolina.
Maine	Subject to tax on taxable income with the possibility of a reduction of taxes for taxes paid to another jurisdiction.	Subject to tax on the portion of federal adjusted gross income derived from sources within Maine with the possibility of a reduction in taxes for taxes paid to another jurisdiction.	South Dakota	No state tax.	No state tax.
Maryland	Subject to tax on federal adjusted gross income with certain modifications.	Subject to tax on the portion of federal adjusted gross income derived from sources within Maryland.	Tennessee	Subject to tax on dividends from stock and interest on bonds.	
Massachusetts	Subject to a tax on federal adjusted gross income. A credit for taxes paid to other states is allowed.	Subject to tax on the portion of federal adjusted gross income derived from sources within Massachusetts.	Texas	No state tax.	No state tax.
			Utah	Subject to tax on federal taxable income with certain modifications.	Subject to tax on taxable income derived from sources within Utah.
			Vermont	Subject to tax on federal adjusted gross income with a credit for income taxes paid to another state or territory upon income derived from sources within that state or territory.	Subject to tax on federal adjusted gross income derived from sources within Vermont.
			Virginia	Subject to tax on federal adjusted gross income with certain modifications.	Subject to tax on taxable income derived from sources within the state.
			Washington	No state tax.	No state tax.
			West Virginia	Subject to taxable income as defined in terms of federal adjusted gross income with modifications.	Subject to tax on taxable income derived from sources within West Virginia.
			Wisconsin	Subject to tax on federal adjusted gross income with certain modifications.	Subject to tax on taxable income derived from sources within Wisconsin.
			Wyoming	No state tax.	No state tax.

SOURCE: Department of Defense, Office of the Secretary of Defense, Federal Voting Assistance Program; Voting Assistance Guide 1993-1994; Appendix G. State Income Tax Liability.



Seafarer Charles Banky from Fall River, Mass. poses with his wife, Judy, and children Jordan Luke and Tammara.



ZMED Mike McNally met his wife Theresa in Ghana, Africa in 1981. On a recent visit to the Philadelphia hall, Theresa wears a dress from her native country.

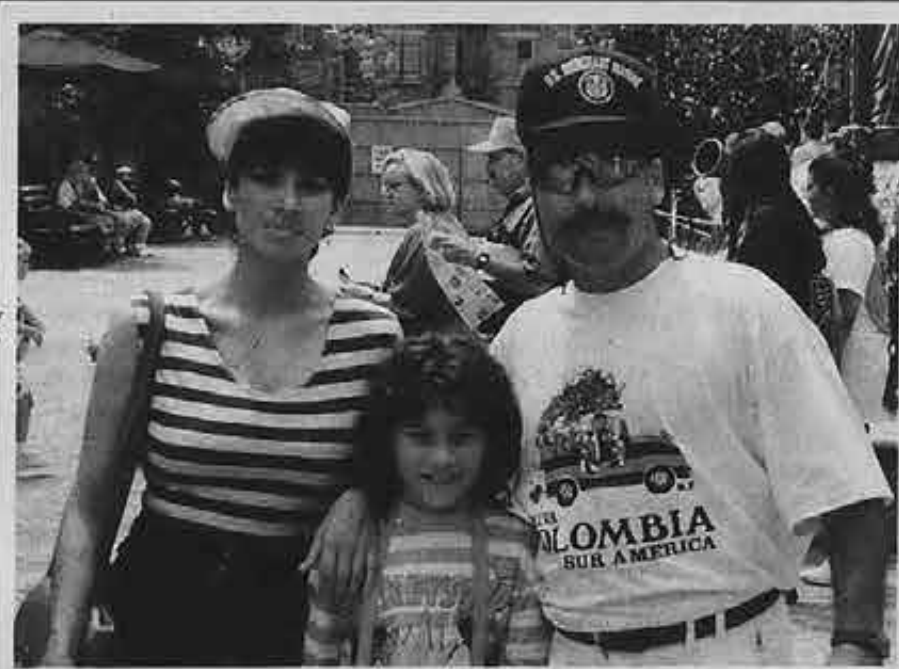
SEAFARERS FAMILY photos

Another peek into the Seafarers LOG family album shows us some happy moments in the lives of SIU members, including a wedding, vacations and visits to various union halls with members of the family.

As always, the LOG welcomes photographs from Seafarers and their families and will publish them on a periodic basis.



Terra Lynn Smith was just five months old when we last saw her in the August 1993 LOG. Here she is at eight months in a Christmas picture with her parents Spencer and Tausha Smith.



Chief Cook Luis Escobar, his wife, Carmen Cecilia, and daughter, Paulette Catalina, enjoy their first trip to Disney World near Orlando, Fla.



Chief Cook Angela Robertson is grateful to the S/M for helping her and her daughter, Jessica, fulfill many of their goals. Angela sails out of the port of Norfolk.



Allison Phillips and Michael Thomas were married August 3 in Banff, Alberta, Canada. They met aboard the SS Independence as crewmembers in 1992. Allison sails in the steward department; Michael is an A.E.



Stopping by the S/M office in Dania, Fla. are (from left) Kevin, Greg and Patrick Alvarez—the sons of Greg Alvarez who sails as a DMAC aboard the Sealife China Sea.



Miguel Robles brings his children with him to the S/M hall in San Juan.

Cleveland's Crew Readies for Pirate Threats

MSC Ship Handles Navy Supply Runs

Keeping U.S. military bases stocked with food and other necessary supplies is the job of the SIU-crewed *USNS Cleveland*.

The Military Sealift Command (MSC)-contracted vessel travels to U.S. Navy bases in Singapore, Guam and Diego Garcia on an average of every three weeks. But voyages to these bases do have a drawback as the *Cleveland* must sail through pirate-infested waters.

Although morale aboard the *Cleveland* is good, the crewmembers are quite serious about taking steps to combat the growing problem of piracy in the Far East. Despite a steady increase in attacks from 1991 through 1993—particularly in the Hong Kong-Luzon-Hainan areas and the waters just outside Singapore—the *Cleveland* has sailed without incident, thanks in part to its extensive safeguarding measures.

Captain Ricky Caudle notes that a piracy watch is maintained during 12 of the voyage's 26 days, when the vessel is in a relatively high-risk area. "We increase our speed to about 21 knots to make it more difficult for

boarding," he says. "We also conduct daylight transits of those high-risk areas when possible. We secure and limit access to the deck house . . . and we keep the stern and main deck area as well-lit as possible."

Unlicensed crewmembers also receive thorough weapons training in Diego Garcia, for use when they are on watch aboard ship.

Caudle emphasizes that he and the rest of the crew recognize the potential danger, "But we don't lose any sleep over it. We have a responsibility to be prepared, and we do everything we can to minimize risk."

Indeed, Oiler Marc Poniatowski sums up the positive attitude which permeates the vessel: "Being on the water is a way of life and a livelihood that I've enjoyed from the first minute we pulled away from the dock." He started with the SIU in 1991, working aboard the passenger steamboat, the *Delta Queen*.

The *Cleveland* carries basic stores such as frozen and refrigerated cargo, spare parts for machinery, fuel and "other general cargo which could include anything and everything," said a spokesperson for MSC.

The MSC provided the photos accompanying this article.



AB Shawn Orr takes the ship's helm as Capt. Ricky Caudle observes.



Preparing the tables for a meal is Steward/Utility Frank Casby Jr.



OS Wescott Reiss checks some of the tanks on deck.



Working in the engine room is Oiler Marc Poniatowski.

USNS Wilkes Crew Helps Make Mission a 'Complete Success'

Bosun Jerry Hill and the SIU deck crew of the *USNS Wilkes* were praised for the efficient and professional way they performed their jobs during a recent survey conducted aboard the research vessel.

Naval Oceanographic Office Chief Scientist Charles Robinson, a veteran of 15 years of current meter operations, stated, "In all my experience of planting current meters over the years, *Wilkes'* seamen are the best I have had the pleasure to work with. I look forward to returning to this fine ship."

Operating from its overseas home of Sasebo, Japan, the *Wilkes* sailed for the Yellow Sea on November 15 to study ocean currents. Chief Mate Fred Smallwood, who provided the *Seafarers LOG* with the photographs for this story, noted that because the Yellow Sea is quite shallow, a study of its currents can provide valuable oceanographic data for study and analysis.

Between Korea and China, crewmembers placed a total of 10 current meters in various locations selected by the scientists.

Current meters, which are battery powered, are programmed to sample the velocity and direction of the current at



OS Junior Sereno assembles current meter elements before they are lowered into the sea.

specifically selected intervals. A small propeller measures velocity while direction is referenced by an on-board magnetic compass in each meter. Some arrays contain as many as eight current meters at various depths.

Smallwood recalled that planting the current arrays was somewhat dangerous and required excellent seamanship by the crewmembers. "The current meter arrays were long and cumbersome, and the last item to enter the water on each planting run was the anchor—generally a 3,000 pound section of ship anchor chain," he wrote in his account of the recent mission. He noted that due to the skill and attention to detail of the deck department, led by Bosun Hill, the mission was a complete success.

The *Wilkes*, owned by the Military Sealift Command (MSC) and operated by Bay Ship Management, is sponsored by the Naval Oceanographic Office and operates throughout the Pacific Ocean. Data collected by the oceanographers aid the agency in its quest for greater understanding of oceans and their characteristics.



Assembling the meter array are OS Rudy Alcalá (left) and Bosun Jerry Hill.

Pres. Adams' Holiday Meal A 'Stunner'

Seafarers aboard the *President Adams* spent Christmas day at sea between San Pedro, Calif. and Hong Kong, enjoying a special holiday meal prepared by the galley gang.

In a letter detailing the festivities, Assistant Cook Peter Lup wrote that the food was "possibly the best and fanciest of any U.S.-flag containership."

The *Adams* galley gang consists of Chief Steward Alan Hollinger, Chief Cook Bernhard Rombach and Assistant Cook Lup.

"The actual layout and design of the food took a week," Hollinger told a reporter from the *Seafarers LOG*, "but the preparations—planning the menu and ordering the stores—took place before leaving port."

The appetizer table consisted of everything from deviled eggs to stuffed New Zealand mussels with tomato mousse and salami coronets. Hollinger also prepared a special platter of smoked Norwegian salmon surrounded by cream cheese, onions and cucumbers. Lobster bisque and Caesar salad were served before the main course, which consisted of the traditional turkey, ham and beef. Apple, pumpkin and mincemeat pies as well as a krans cake (a Norwegian ring cake) were served as dessert.

"We really put a lot of work into the feast, but that is not unusual for this team. We work hard on every meal that we serve," recalled Hollinger. "We were commended by everyone, and that really makes a meal for us, especially when we work this hard."

He noted that the holiday repast served 21 crewmembers in all, but because the food was served continuously throughout the day, there was not much left over.



The master craftsmen behind the culinary festivities aboard the *President Adams* are (from left) Chief Steward Alan Hollinger, Assistant Cook Peter Lup and Chief Cook Bernhard Rombach.

Assistant Cook Lup noted that the crew of the *President Adams* is like a big family. "Everyone works exceptionally well with one another, which gives the vessel a sense of camaraderie," he said.

All three steward department members are Seafarers and former members of the Marine Cooks and Stewards (MC&S), having joined before that union merged with the Atlantic, Gulf, Lakes and Inland Waters District (AGLIWD) of the SIU in 1978.

Lup joined the MC&S in 1968 in the port of San Francisco and has upgraded at the Lundeberg School in 1982 and 1983. Hollinger joined the MC&S in 1976, also in the port of San Francisco and completed the steward recertification course at Piney Point in 1987. Recertified Steward Bernhard Rombach sails out of the port of San Francisco.

Seafarers crew the steward department on the American President Lines' containership, while members of the Sailors' Union of the Pacific man the deck department. The Marine Firemen's Union provides engine department personnel.

The *President Adams* sails from the port of Oakland, Calif. to Yokohama and Kobe, Japan; Kaohsiung, Taiwan; and Hong Kong before returning to San Pedro, Calif. and Oakland.

Dispatchers' Report for Deep Sea

DECEMBER 16, 1993 — JANUARY 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	35	28	9	22	28	6	10	59	41	10
Philadelphia	3	15	2	1	6	0	1	5	17	3
Baltimore	7	11	1	6	11	1	2	6	10	1
Norfolk	12	19	2	3	13	0	6	25	32	8
Mobile	10	15	2	4	7	4	1	23	31	3
New Orleans	20	17	1	19	17	2	11	36	42	5
Jacksonville	33	28	2	24	27	1	10	53	44	2
San Francisco	26	27	4	14	15	4	7	50	33	7
Wilmington	24	21	3	7	13	1	5	44	35	5
Seattle	24	18	3	18	29	1	10	43	21	6
Puerto Rico	7	8	2	6	1	1	2	20	10	10
Honolulu	5	26	12	10	14	9	4	8	30	16
Houston	23	36	6	13	32	8	8	47	44	9
St. Louis	1	2	0	1	2	0	0	1	4	0
Piney Point	1	1	0	2	0	0	0	1	3	0
Algonac	0	0	0	0	0	0	1	1	0	0
Totals	231	272	49	150	215	38	78	422	397	85
ENGINE DEPARTMENT										
New York	21	21	1	18	15	1	5	36	38	3
Philadelphia	1	1	0	1	1	0	0	4	5	0
Baltimore	8	5	1	5	3	0	2	8	13	2
Norfolk	6	21	2	3	7	2	2	12	30	8
Mobile	12	7	0	4	3	1	1	22	14	0
New Orleans	14	11	2	9	4	0	7	23	33	9
Jacksonville	18	18	3	15	18	4	5	28	32	4
San Francisco	14	17	0	6	14	0	2	27	27	3
Wilmington	6	11	4	5	8	0	2	18	25	8
Seattle	16	11	1	17	16	0	5	24	16	2
Puerto Rico	4	1	0	3	4	0	0	10	1	0
Honolulu	3	12	7	3	13	8	7	7	15	9
Houston	11	13	1	10	15	1	1	20	22	4
St. Louis	1	2	0	1	3	0	0	0	2	0
Piney Point	2	11	1	1	4	0	0	3	17	1
Algonac	0	0	1	0	1	0	0	0	0	1
Totals	137	162	24	101	129	17	39	242	290	54
STEWARD DEPARTMENT										
New York	20	10	0	13	13	0	9	29	18	1
Philadelphia	2	4	2	1	2	0	1	2	5	3
Baltimore	4	1	0	1	0	0	0	7	2	0
Norfolk	6	5	0	3	9	1	5	11	9	1
Mobile	7	6	0	6	1	1	3	12	10	0
New Orleans	11	9	0	3	3	0	7	21	20	1
Jacksonville	13	6	0	10	5	1	7	22	6	2
San Francisco	42	12	3	29	8	0	8	78	24	4
Wilmington	11	5	1	13	1	0	5	19	9	2
Seattle	20	5	0	14	5	0	5	36	6	0
Puerto Rico	3	0	1	5	1	0	1	1	0	3
Honolulu	7	10	6	3	5	0	2	24	25	14
Houston	5	7	0	9	5	1	8	14	12	1
St. Louis	3	1	0	1	1	0	0	2	1	0
Piney Point	0	4	1	1	3	0	0	1	11	1
Algonac	0	0	0	0	0	0	1	0	0	0
Totals	154	85	14	112	62	4	62	279	158	33
ENTRY DEPARTMENT										
New York	11	46	14	1	28	5	0	18	73	35
Philadelphia	0	2	1	1	0	0	0	1	3	5
Baltimore	0	5	3	0	2	0	0	2	9	6
Norfolk	2	13	7	1	8	5	0	10	36	16
Mobile	1	11	0	2	12	1	0	2	23	0
New Orleans	7	9	6	3	7	1	0	17	32	15
Jacksonville	3	12	2	4	15	1	0	2	23	9
San Francisco	14	27	2	7	19	0	0	28	32	9
Wilmington	6	19	1	5	7	3	0	10	30	12
Seattle	9	17	4	5	17	2	0	11	24	9
Puerto Rico	3	11	1	3	6	1	0	11	12	10
Honolulu	3	53	57	1	13	7	0	10	108	125
Houston	3	9	7	3	9	1	0	6	26	10
St. Louis	0	2	0	0	1	0	0	0	5	0
Piney Point	0	23	0	0	19	0	0	0	22	0
Algonac	0	2	0	0	0	0	0	0	3	0
Totals	62	261	105	36	163	27	0	128	461	261
Totals All Departments	584	780	192	399	569	86	179	1,071	1,306	433

March & April 1994 Membership Meetings Deep Sea, Lakes, Inland Waters

- Piney Point**
Monday: March 7, April 4
- New York**
Tuesday: March 8, April 5
- Philadelphia**
Wednesday: March 9, April 6
- Baltimore**
Thursday: March 10, April 7
- Norfolk**
Thursday: March 10, April 7
- Jacksonville**
Thursday: March 10, April 7
- Algonac**
Friday: March 11, April 8
- Houston**
Monday: March 14, April 11
- New Orleans**
Tuesday: March 15, April 12
- Mobile**
Wednesday: March 16, April 13
- San Francisco**
Thursday: March 17, April 14
- Wilmington**
Monday: March 21, April 18
- Seattle**
Friday: March 25, April 22
- San Juan**
Thursday: March 10, April 7
- St. Louis**
Friday: March 18, April 15
- Honolulu**
Friday: March 18, April 15
- Duluth**
Wednesday: March 16, April 13
- Jersey City**
Wednesday: March 23, April 20
- New Bedford**
Tuesday: March 22, April 19

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

Personals

ROBERT DANIEL SMITH

Please contact your daughter, Sunny Smith, at P.O. Box 95, Augres, MI 48703.

DONALD EVANS

Please contact Rebecca Forsythe (regarding Maxine Forsythe) at 1053 E. Spruce Street, Sault Ste. Marie, MI 49783.

Correction: The Real Bosun Kingsley



A photograph taken aboard the *Sea-Land Explorer* which ran on page 21 of the November 1993 issue of the *Seafarers LOG* misidentified the ship's bosun, Jack Kingsley. Brother Kingsley has been an SIU member since 1962. Aboard the *Sea-Land Explorer* are (from left) AB George Fries, Patrolman Robert Scrivens, Bosun Jack Kingsley, AB G. Milabo Jr. and AB Anthony Sabatini.

* "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 1,233 jobs were shipped on SIU-contracted deep sea vessels. Of the 1,233 jobs shipped, 399 jobs or about 32 percent were taken by "A" seniority members. The rest were filled by "B" and "C" seniority people. From December 16, 1993 to January 15, 1994, a total of 179 trip relief jobs were shipped. Since the trip relief program began on April 1, 1982, a total of 20,251 jobs have been shipped.

**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 Corgoy
Vice President Gulf Coast

HEADQUARTERS

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

ALGONAC

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

BALTIMORE

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

DULUTH

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

HONOLULU

606 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

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

NORFOLK

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

PHILADELPHIA

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

PINEY POINT

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

PORT EVERGLADES

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

SAN FRANCISCO

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

SANTURCE

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

SEATTLE

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

ST. LOUIS

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

WILMINGTON

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

Dispatchers' Report for Great Lakes

DECEMBER 16, 1993 — JANUARY 15, 1994

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

Port	*TOTAL REGISTERED			TOTAL SHIPPED			**REGISTERED ON BEACH		
	Class CL	Class L	Class NP	Class CL	Class L	Class NP	Class CL	Class L	Class NP
DECK DEPARTMENT									
Algonac	0	33	6	0	15	5	0	25	6
ENGINE DEPARTMENT									
Algonac	0	6	4	0	6	1	0	5	3
STEWARD DEPARTMENT									
Algonac	0	5	2	0	1	4	0	7	1
ENTRY DEPARTMENT									
Algonac	0	4	0	0	0	0	0	14	9
Totals All Departments	0	48	12	0	22	10	0	51	19

* "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

DECEMBER 16, 1993 — JANUARY 15, 1994

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

Region	*TOTAL REGISTERED			TOTAL SHIPPED			**REGISTERED ON BEACH		
	Class A	Class B	Class C	Class A	Class B	Class C	Class A	Class B	Class C
DECK DEPARTMENT									
Atlantic Coast	7	0	0	2	0	0	30	2	0
Gulf Coast	8	1	10	0	0	2	11	1	31
Lakes & Inland Waters	14	0	0	4	0	0	46	0	0
West Coast	1	2	17	56	0	54	2	3	77
Totals	30	3	27	62	0	56	89	6	108
ENGINE DEPARTMENT									
Atlantic Coast	2	0	0	1	0	0	3	1	0
Gulf Coast	0	0	2	0	0	1	0	2	3
Lakes & Inland Waters	9	0	0	2	0	0	37	0	0
West Coast	0	0	0	0	0	0	0	0	0
Totals	11	0	2	3	0	1	40	3	3
STEWARD DEPARTMENT									
Atlantic Coast	1	0	0	0	0	0	2	0	0
Gulf Coast	1	0	1	0	0	0	1	0	8
Lakes & Inland Waters	2	0	0	2	0	0	13	0	0
West Coast	0	0	0	2	0	6	2	0	8
Totals	4	0	1	4	0	6	18	0	16
Totals All Departments	45	3	30	69	0	63	147	9	127

* "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.

Are You Missing Important Mail?

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

that you are not getting your union mail, please use the form on this page to update your home address.

Your home address is your permanent address, and this is where all official union documents will be mailed (unless otherwise specified).

copy of the *LOG* delivered to you, if you have changed your address, or if your name or address is misprinted or incomplete, please complete the form and send it to:

Seafarers International Union
Address Correction Department
5201 Auth Way
Camp Springs, MD 20746

HOME ADDRESS FORM

(PLEASE PRINT)

2/94

Name _____

Phone No. () _____

Address _____

Social Security No. _____ / _____ / _____ Book No. _____

Active SIU Pensioner
 Other _____

This will be my permanent address for all official union mailings.
This address should remain in the union file unless otherwise changed by me personally.

(Signed) _____

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 18 SIU members. Sixteen of those signing off sailed deep sea, while one each sailed in the inland and Atlantic Fishermen divisions.

Brothers **Alfonso Armada** and **Norwood Bryant** completed bosun recertification courses at Piney Point while brothers **Joseph Pitetta** and **William Justi** completed the steward recertification course.

Of the retiring Seafarers, 10 served in the U.S. military: four in the Navy, three in the Coast Guard and three in the Air Force.

Of all the Seafarers signing off this month, Brother **Isidore Kyriakas** sailed the longest—having received his union book in 1949.

Brief biographical sketches of Brothers Armada, Bryant, Pitetta, Justi and Kyriakas as well as the other new pensioners follow.

DEEP SEA



ALBERT AMABILE, 65, joined the Seafarers in 1959 in the port of New York. A Brooklyn, N.Y. native,

he sailed in both the engine and deck departments. He upgraded at the Harry Lundeberg School of Seamanship in 1982. Brother Amabile served in the U.S. Navy from 1946 to 1947. He still calls Brooklyn home.

NORWOOD BRYANT, 65, joined the union in 1962 in the port of Baltimore. A North Carolina native, he successfully completed the bosun recertification course at the Lundeberg School in 1982. Brother Bryant served in the U.S. Coast Guard from 1946 to 1951. He retired to Clinton, N.C.



STEVE GIANOUTSOS, 65, joined the Seafarers in 1960 in the port of Houston. Born in Greece, he

sailed in the engine department. Brother Gianoutsos upgraded at Piney Point in 1982. He served in the U.S. Navy from 1951 to 1953. Brother Gianoutsos still calls Greece home.

EPIFANIO HIPOLITO, 65, joined the SIU in 1979 in the port of New York. A native of the Philippines, he sailed in the deck department. Brother



Hipolito upgraded at the Lundeberg School in 1981. He retired to Daly City, Calif.

ALFONSO ARMADA, 65, joined the SIU in 1958 in the port of Baltimore. Born in Philadelphia, he successfully completed the bosun recertification program at Piney Point in 1982. Brother Armada calls Baltimore home.



WILLIAM JUSTI, 64, joined the Seafarers in 1983 in the port of Philadelphia. He sailed in both the deep

sea and inland divisions. Born in Brooklyn, N.Y., he successfully completed the steward recertification program at the Lundeberg School in 1991. Brother Justi resides in Holiday, Fla.

DAVID KELLEY, 68, joined the union in 1969 in the port of Wilmington, Calif. Born in Los Angeles, he sailed as a QMED. Brother Kelley upgraded at Piney Point in 1976. He served in the U.S. Navy from 1943 to 1946. Brother Kelley lives in Hollydale, Calif.

ISIDORE KYRIAKAS, 65, joined the Seafarers in 1949 in the port of New York. A native of Greece, he sailed in the deck department. Brother Kyriakas calls Metairie, La. home.

ENGELBERT LENZ, 62, joined the SIU in 1964 in the port of New York. Born in Germany, he sailed in the deck department. Brother Lenz upgraded at the Lundeberg School in 1981. He resides in Wilmington, Calif.



JOSE MATA, 62, joined the union in 1963 in the port of New Orleans. A native of Costa Rica, he sailed as a QMED. Brother Mata retired to Metairie, La.

GRAFTON PIERCE, 65, joined the Seafarers in 1965 in the port of New York. Born in North Carolina, he sailed in the steward department. Brother Pierce served in the U.S. Army from 1949 to 1953. He calls Houston home.



JOSEPH PITETTA, 64, joined the SIU in 1953 in the port of New York. A Brooklyn, N.Y. native, he successfully completed the steward recertification course at Piney

Point in 1983. Brother Pitetta served in the U.S. Army from 1946 to 1952. He retired to Las Vegas, Nev.



FRANK RIDRIGHS, 68, joined the union in 1962 in his native Baltimore. Brother Ridrighs sailed in the steward

department. He still calls Baltimore home.

EDGAR SCHROCK, 65, joined the Seafarers in 1974 in the port of San Francisco. A Kalona, Iowa native, he



sailed as a chief cook. Brother Schrock upgraded at the Lundeberg School in 1981. He served in the U.S. Army from 1946 to 1947. Brother Schrock lives in Ocean Park, Wash.



RALPH TAYLOR, 56, joined the SIU in 1961 in the port of Mobile, Ala. Born in Stonewall, Miss., he

sailed in the deck department. Brother Taylor still calls Stonewall home.

ANGELES VARTHOLOMEOS, 65, joined the union in 1967 in the port of New York. A native of Greece, he sailed in both the engine and steward departments. Brother Vartholomeos upgraded at Piney Point in 1981. He retired to Hoboken, N.J.

INLAND

ELVESTER SANDERS, 65, joined the SIU in 1980 in the port of Norfolk, Va. A native of South Carolina, he sailed in the steward department. Boatman Sanders served in the U.S. Navy from 1954 to 1961. He retired to Tampa, Fla.

ATLANTIC FISHERMEN

LOUIS BIONDO, 63, joined the union in 1967 in the port of Gloucester, Mass. A Boston native, he served in the U.S. Navy for several years. Brother Biondo still calls Gloucester home.

Correction



In the December 1993 Seafarers LOG, Richard McCausland's residence was incorrectly noted.

Brother McCausland, 66, lives in Punta Gorda, Fla.

Seafaring in Savannah During the Depression

Editors note: Jim Smith, a charter member of the Seafarers, recently sent the following story and accompanying photos to the Seafarers LOG. Brother Smith, 75, signed on with the SIU in 1939 in the port of Baltimore. He sailed with the union, in both the deck and engine departments, through the Korean Conflict and then became an officer with District 2-MEBA, now the American Maritime Officers. He retired 10 years ago as a chief engineer.

A veteran of the U.S. Marine Corps, Brother Smith lives in Seattle with his wife. He says he is in good health and owns a sailboat. "We have a lot of fun with it."



Brother Smith still enjoys sailing.

It was only by luck that I didn't get picked up by the local minions of the law and sent out to Judge Brown's pea farm to hoe peas for 30 days.

This was the winter of 1939 in Savannah, Ga. and the Great Depression still was strangling the economy. For me and four fellow Seafarers, the prospect of getting a ship anytime soon seemed pretty dim.

That winter in Savannah was cold—so cold that there were icicles hanging from timbers under the dock where our union hall was located, in an office on the second floor of an old warehouse.

There was a potbellied wood stove in the hall which we kept burning, and on which we had a stew pot. Every day, the five of us would venture into the city to scrounge whatever we could from the local merchants: a few potatoes, a couple carrots, a soup bone from a butcher shop and some day-old (read week-old) bread. It all went into the stew pot.

But even though we were almost always hungry, we usually managed to keep our sense of humor. One of our group was a disenchanted cowboy turned seaman. He wrote on the blackboard in the union hall, "If you think sailing the north Atlantic in the winter is tough, try punching cows on the plains of Montana!"

But getting back to Judge Brown... It didn't matter to him and the Savannah police department that we all were members in good standing of the Seafarers International Union. If you looked like a good prospect—and didn't have a yankee accent—you were selected to do 30 days of free labor on the farm.

I was an especially good candidate, since I had come up from Puerto Rico several weeks before and had no warm clothing, and therefore looked decidedly out of place among people dressed in heavy jackets and hats.

However, I had learned evasive tactics as a U.S. Marine, and my good luck held.

There was a church a few blocks from the union hall that conducted Sunday evening services, and we soon discovered that if we sat quietly, listened to a long sermon and sang a couple religious songs, we would get a bowl of oyster stew with two soda crackers! Any old port in a storm.

Finally, about the middle of February, an Isthmian Lines ship came steaming into port that needed a seaman for the 12 to 4. Since this was a non-union ship that paid lower wages and had poorer working conditions, our port agent asked if I would take the job and try to get some of the crew to join the SIU—which of course I was happy to do. (Also, we had been pretty well scraping the bottom of that stew pot the last few days!)

I had a slight problem in that the ship was three miles from the union hall and I didn't have a nickel for bus fare. But I was 21 years old and strong, so there was little choice but to shoulder my sea bag and start hiking.

It was dark, cold and windy along the Savannah waterfront and I had to stop and rest several times. It was late evening when I arrived at the SS Steel Age. She was a rusty old Hog Islander built during World War I. (We sometimes called her the Stone Age.)

I struggled up the gangway and went aft to the seaman's quarters, threw my bag on a bunk and then went amidship to the crew messroom. I took all of the night lunch (which is for the crew on watch) out of the refrigerator and ate it all! During that long voyage to India, I never heard the last of it.

In the winter of 1941 the Steel Age was lost to enemy action when she ran afoul of the German submarine U129. All hands perished, including my two watch partners on the 12 to 4.

I had left the ship in Calcutta, due to illness, so I did not make that final voyage.



This 1940 photo shows Smith during off-watch time aboard the Steel Age. The vessel was sunk a year later by a German U-boat.

Final Departures

DEEP SEA

FRANK CAMARILLO



Pensioner Frank Camarillo, 92, passed away December 19. A native of the Philippines, he began his sailing career

with the SIU in 1960 in the port of Seattle. Brother Camarillo sailed as a cook, wiper and deck maintenance utility. He retired in July 1977.

GORDON CHAMBERS



Pensioner Gordon Chambers, 72, died January 8. Born in the Bronx, N.Y., he joined the Seafarers in 1943 in the

port of New York. Brother Chambers sailed in the engine department. He began receiving his pension in December 1973.

JOHN CHERRY



Pensioner John Cherry, 72, passed away December 30. A North Carolina native, he joined the union in 1959 in the

port of New York. Brother Cherry successfully completed the steward recertification program at the Seafarers Harry Lundeberg School of Seamanship in Piney Point, Md. in 1982. He retired in August 1988.

HAROLD DELATTE

Pensioner Harold Delatte, 72, died December 24. Born in Lockport, La., he signed on with the SIU in 1964 in the port of Houston. Brother Delatte sailed in the engine department. He served in the U.S.

Army from 1942 to 1943. He began receiving his pension in August 1986.

JOHN GREEN

Pensioner John Green, 65, passed away December 31. A native of Newport News, Va., he joined the Seafarers in 1959 in the port of Baltimore. Brother Green graduated from the bosun recertification course at the Lundeberg School in 1975. He served in the U.S. Army from 1945 to 1947. Brother Green retired in July 1991.

JOHN MEDVESKY



Pensioner John Medvesky, 70, died December 31. Born in Pennsylvania, he began his SIU sailing career in 1943 in the port of Baltimore. Brother Medvesky sailed in the engine department. He began receiving his pension in December 1986.

Brother Medvesky sailed in the engine department. He began receiving his pension in December 1986.

GEORGE MILO



Pensioner George Milo, 77, passed away December 26. A native of Sacramento, Calif., he joined the union in 1959

in the port of San Francisco. Brother Milo sailed in the deck department. He retired in August 1981.

FRANCISCO PINEIRO



Pensioner Francisco Pineiro, 85, died January 4. Born in Puerto Rico, he joined the Seafarers in 1941 in the port of New

York. Brother Pineiro sailed in the

engine department. He began receiving his pension in July 1971.

FERNANDO ROA



Pensioner Fernando Roa, 75, passed away December 21. A native of the Philippines, he signed on with the SIU in 1950 in the

port of Tampa, Fla. Brother Roa sailed in the steward department. He retired in June 1983.

THOMAS SNOWDEN

Thomas Snowden, 56, suffered a fatal heart attack January 3 while sailing as an AB aboard the *Guayama*. Born in St. Thomas, V.I., he joined the union in 1960 in the port of New York. He worked in all three departments before sailing regularly as a member of the deck gang beginning in the early 1960s. Brother Snowden also served in the U.S. Navy from 1955 to 1958.

WILSON TORRES



Pensioner Wilson Torres, 71, passed away December 21. Born in Puerto Rico, he began his sailing career with the

Seafarers in 1943 in the port of New York. Brother Torres sailed as a chief cook. He began receiving his pension in February 1976.

RUFUS WOODARD



Pensioner Rufus Woodard, 73, passed away December 27. Born in Texas, he joined the union in 1940 in the port of

New York. Brother Woodard

sailed as a chief steward. He retired in late 1985.

GEORGE TRIPLET

Pensioner George Triplett, 68, died December 30. A Texas native, he joined the SIU in 1955 in the port of Baltimore. Brother Triplett sailed in the deck department. He served in the U.S. Navy from 1944 to 1946. He retired in April 1987.

INLAND

JOHN BUTCHER



Pensioner John Butcher, 74, died January 11. A native of Dodson, La., he signed on with the Seafarers in 1958 in the

port of New Orleans. Boatman Butcher last sailed as a tugboat captain. He upgraded at the Lundeberg School in 1976. Boatman Butcher retired in October 1981.

VALENTIN "SONNY" COLUNGA

Sonny Colunga, 28, passed away July 25, 1993. Born in Falfurrias, Texas, he joined the SIU in 1990 in the port of Houston. Boatman Colunga sailed as a DEU aboard G&H Towing Company vessels.

ELMER GOFF



Pensioner Elmer Goff, 67, died December 28. A native of Dante, Va., he began his sailing career with the union in 1968

in the port of Norfolk, Va. Boatman Goff sailed in the steward department. He sailed with Allied Towing and Interstate Oil Company. Boatman Goff served in the U.S. Navy from 1943 to 1965. He

began receiving his pension in October 1988.

MORRIS HILL

Pensioner Morris Hill, 71, passed away January 10. Born in Isle of White County, Va., he joined the Seafarers in the port of Norfolk, Va. Boatman Hill sailed in the deck department. He served in the U.S. Army from 1946 to 1947. Boatman Hill retired in March 1987.

RAILROAD MARINE

HENRY KRINKE



Pensioner Henry Krinke, 89, died December 15. A native of East Norwalk, Conn., he joined the SIU in 1960

in the port of New York. Brother Krinke sailed in the deck department. He began receiving his pension in August 1969.

ERNEST SEAGORD



Pensioner Ernest Seagord, 77, passed away January 7. A Bronx, N.Y. native, he joined the union in 1960

in the port of New York. Brother Seagord sailed in the deck department. He served in the U.S. Army from 1941 to 1945. Brother Seagord retired in July 1970.

HARVEY WILLIAMS

Pensioner Harvey Williams, 59, died December 10. He signed on with the Seafarers in 1959 in his native Norfolk, Va. Brother Williams sailed in the deck department for Chesapeake & Ohio Railway marine operation. Brother Williams served in the U.S. Marine Corps from 1951 to 1954. He retired in June 1990.

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 OBLIGA-

TIONS. 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 employ-

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

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

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

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.

OVERSEAS NEW ORLEANS

(Maritime Overseas), September 22—Chairman **Maurilio Zepeda**, Secretary **Mark Flores**, Deck Delegate **Grady Steward**, Engine Delegate **Doug Smith**. Chairman reminded crew to keep mess hall and lounge clean. He advised crewmembers to use caution while on the beach in Panama Canal Zone. Crewmembers discussed new contract outlined in *Seafarers LOG*. No beefs or disputed OT reported. Crew requested clarification of medical benefits for dependants in new contract. Special vote of thanks was extended to steward department for job well done.

AMERICAN HERITAGE

(Apex Marine), October 27—Chairman **Billy Hill**, Secretary **O. Castagnino**, Educational Director **Gene Wheelis**, Deck Delegate **Jimmy Cross**, Engine Delegate **W.C. Weekley**, Steward Delegate **A.J. Jordan**. Chairman noted flag flown half staff in port of Beaumont, Texas for Pumpman Milton "Willie" Williams killed on *OMI Charger*. He asked crew to separate plastics from trash. No beefs or disputed OT reported. Crew discussed SIU pension plan. Steward delegate reported fresh milk, fruit and produce not ordered before departure. Next port: Callao, Peru.

LNG ARIES (ETC)

(ETC), October 18—Chairman **Ulus Veach**, Secretary **Doyle Cornelius**, Educational Director **Riley Donahue**, Deck Delegate **Ralph Neal**, Engine Delegate **Kevin Conklin**, Steward Delegate **Udjang Nurdjaja**. Chairman reminded crewmembers to read current issue of *Seafarers LOG* for new contract highlights. He noted crew should also read Memorandum of Understanding in ETC contract. Secretary asked crewmembers to rewind and return videotapes. Treasurer reported \$375 in ship's fund. No beefs or disputed OT reported. Crew requested clarification of new benefits. Vote of thanks given to galley gang for job well done.

OVERSEAS HARRIETTE

(Maritime Overseas), October 31—Chairman **Ronald Charles**, Secretary **Howard Williams**, Educational Director **C. Jefferson**, Deck Delegate **Mark Downey**, Engine Delegate **Nathaniel Gatén**. Chairman noted the last trip was to Chile with payoff in port of New Orleans. He reported crewmembers and officers extended special vote of thanks to deck department for job well done. Secretary announced load of wheat delivered to Sri Lanka and union mail received. He noted overhead in crew's mess hall and lounge repaired. Disputed OT reported by steward delegate. No beefs or disputed OT reported by deck or engine delegates. Crew stated steward department doing excellent job preparing healthy menus for members. Crew requested repairs for VCR as well as a new tape rewinder.

SEALIFT CARIBBEAN (IMC)

(IMC), October 19—Chairman **M.T. Marquette**. Chairman advised crew to keep lounge and mess hall clean. He announced payoff. No beefs or disputed OT reported. Bosun

thanked deck department for excellent job in tanks. Crew requested new mattresses and individual keys for rooms. Crew gave vote of thanks to galley gang for job well done. Next port: Houston.

USNS PERSISTENT (USMM)

(USMM), October 7—Chairman **David Condino**, Deck Delegate **Albert Austin**, Engine Delegate **David Becker**, Steward Delegate **Rachael Figueiredo**. Chairman thanked crewmembers for not smoking during meal hours. Chairman passed around official crew list for members to fill in book numbers and seniority. He reported list will be forwarded to headquarters. Medical Services Officer **Denis Hunt** announced medical attention available any hour not just during sick call. He reminded crewmembers in cases of emergency, to notify mate on watch who will immediately page him. No beefs or disputed OT reported. Entire crew thanked steward department for excellent meals.

AMERICAN CORMORANT

(Osprey Shipping), November 29—Chairman **Charles Simmons**, Secretary **George Jordanides**, Educational Director **John Groom**, Deck Delegate **Calvin Patterson**, Steward Department **Robert Wright Jr.**. Educational director advised members to upgrade at Lundeberg School and posted scholarship information. Crew requested new microwave oven and iron. Deck delegate reported disputed OT. No beefs or disputed OT reported by engine or steward delegates. Engine department requested lifting harness. Crew said crew lounge decorated for Christmas. Next port: Rota, Spain.

AMERICAN HERITAGE

(Apex Marine), November 21—Chairman **Billy Hill**, Secretary **Ernie Hoitt**, Educational Director **Gene Wheelis**, Deck Delegate **Jimmy Cross**, Engine Delegate **William Weekley**. Chairman urged members to separate plastics and discussed fine if it is not done properly. He asked crewmembers not to smoke in mess room and lounge. Secretary advised crew to upgrade skills at Piney Point. He added it is a fine facility where every member should upgrade. Educational director announced scholarship letter and posters were received. No beefs or disputed OT reported. Crew thanked galley gang for improved menu. Next port: Portland, Ore.

COVE TRADER (Cove Tankers)

(Cove Tankers), November 5—Chairman **Michael Sutton**, Secretary **Bobby Fletcher**, Educational Director **Richard Gracey**, Engine Delegate **William Marshall**. Chairman announced payoff. Secretary noted smooth sailing. Educational director advised members to upgrade skills at Lundeberg School and donate to SPAD. Crew requested new TV and antenna. Chairman reminded crewmembers to use safety precautions while working on deck. Crew also paused in memory of Brother Milton Williams and others who perished on *OMI Charger*.

GALVESTON BAY (Sea-Land Service)

(Sea-Land Service), November 21—Chairman

Paul Dornes, Secretary **C. Scott**, Educational Director **P. Kanaous**, Steward Delegate **Michael Gramer**. Chairman updated crew on payoff. No beefs or disputed OT reported. Crew extended vote of thanks to steward department for Thanksgiving dinner.

GUS W. DARNELL (Ocean Shipholding)

(Ocean Shipholding), November 14—Chairman **John Wolfe**, Secretary **W. G. Mundy**, Educational Director **M. Vacca**, Deck Delegate **Milton Lindsey**, Engine Delegate **Ron Day**. Chairman requested copy of new contract be sent when ready. He urged crewmembers not to slam doors in passageways because others are sleeping. He advised crew to use caution on deck due to dangerous winter weather conditions. He encouraged members to clean rooms before signing off vessel. No beefs or disputed OT reported. Crew gave vote of thanks to galley gang for job well done. Next port: Iceland.

ITB GROTON (Sheridan Transportation)

(Sheridan Transportation), November 28—Chairman **N. Matthey**, Secretary **R. Seligman**, Educational Director **R. Zajac**, Deck Delegate **B. Fountain**, Engine Delegate **Angel Bruno**, Steward Delegate **Michael Hammock**. Chairman announced payoff upon arrival in port December 1. Secretary stated ship needs new TV antenna. He urged members to donate to SPAD. Educational director reminded members to upgrade at Paul Hall Center. No beefs or disputed OT reported. Entire crew extended special thanks to steward department for exceptional Thanksgiving dinner. Next port: Port Reading, N.J.

ITB PHILADELPHIA (Sheridan Transportation)

(Sheridan Transportation), November 7—Chairman **V. Nielsen**, Secretary **Joseph Emidy**, Educational Director **John Bennifield**, Deck Delegate **Marvin Mason**, Engine Delegate **Carlos Bonfont**, Steward Delegate **Jack Hart**. Educational director advised members to upgrade at Piney Point. No beefs or disputed OT reported. Crew requested patrolman to help clarify certain aspects of new contract. Crew gave vote of thanks to galley gang for job well done. Next port: New York.

LIBERTY SEA (Liberty Maritime)

(Liberty Maritime), November 21—Chairman **T. Burrell**, Secretary **James Thacker**, Educational Director **Walter Chancy**. Chairman noted voyage to Haifa, Israel was successful. No beefs or disputed OT reported. Crew discussed the Clinton administration's proposed health care plan.

LIBERTY STAR (Liberty Maritime)

(Liberty Maritime), November 21—Chairman **J. Noff**, Secretary **H. Jones**. Secretary advised those with enough seetime to upgrade skills at Lundeberg School. He thanked crewmembers for keeping ship clean. No beefs or disputed OT reported. Crew voiced vote of thanks to steward department for great food. Crew requested head cleaner for VCR, new dryer filter and new washing machine. Crew wished happy holidays to entire SIU. Next port: New Orleans.

LNG ARIES (ETC)

(ETC), November 21—Chairman **Ulus Veach**, Secretary **Doyle Cornelius**, Educational Director **Riley Donahue**, Deck Delegate **Ralph Neal**, Engine Delegate **Kevin Conklin**, Steward Delegate **Udjang Nurdjaja**. Bosun reminded crewmembers to keep lounge clean and rewind and return videotapes to video library. Educational director urged members to upgrade skills at Piney Point. Treasurer reported \$451 in ship's fund. No beefs or

disputed OT reported. Crew reported *Seafarers LOGs* received. Crew gave vote of thanks to steward department for job well done.

NEWARK BAY (Sea-Land Service)

(Sea-Land Service), November 7—Chairman **D. Marcus**, Secretary **Nathaniel Battle**, Educational Director **Angel Mercado**, Engine Delegate **William Smith**, Steward Delegate **Miguel Pabon**. Chairman advised crew to use safety first to keep ship and crew healthy and accident free. No beefs or disputed OT reported. Chairman extended special vote of thanks to galley gang for excellent job.

OMI PLATTE (OMI)

(OMI), November 23—Chairman **Jerry Borucki**, Secretary **K. Dewitt**, Educational Director **Alex Resendez**, Deck Delegate **J. Heatherly**, Steward

No beefs or disputed OT. Crew listed new fans, mattresses and blankets received in Pearl Harbor. Crew reported smooth sailing and gave vote of thanks to galley gang for job well done. Crew noted looking forward to Australia and Antarctic voyages. Next port: Singapore.

SEA-LAND ACHIEVER (Sea-Land Service)

(Sea-Land Service), November 14—Chairman **James Davis**, Secretary **A. Robinson**, Educational Director **H. Hambolz**, Steward Delegate **John Iverson**. Chairman discussed new contract and medical and pension plan with crewmembers. No beefs or disputed OT reported. Crew noted radio in crew lounge needs repairs. Next port: Elizabeth, N.J.

SEA-LAND ATLANTIC (Sea-Land Service)

(Sea-Land Service), November 7—Chairman **Bill Stoltz**, Secretary **F.**

A Thanksgiving Day Repast



The steward department aboard the *Sgt. Matej Kocak* gets a rousing vote of thanks for the special Thanksgiving Day dinner from QMED Bud Tuttle, who sent this photo to the LOG. From the left are Chief Cook Albert A. Hendricks, Steward Assistant Gilbert Bonito, Steward Assistant Allen L. Hendricks, Steward Tony Piazza and (kneeling) Third Cook George Carter.

Delegate C. Willey

Chairman thanked steward department for job well done and keeping ship clean. No beefs or disputed OT reported. Crew discussed posting of sailing board 8 hours before shifts and availability of movies. Chairman thanked entire *Platte* crew for going out of their way to donate food and clothing to orphans. Next port: Wilmington, Del.

OVERSEAS MARILYN

(Maritime Overseas), November 21—Chairman **Michael Ventry**, Secretary **I.R. Fletcher**, Educational Director **L. Gracia Jr.**, Deck Delegate **William Boyd**, Steward Delegate **H. Batiz**. Chairman announced new chairs and VCR for crew recreation room received. He reported ship's itinerary uncertain. He advised members to take advantage of upgrading opportunities at Paul Hall Center and donate to SPAD. Secretary stated all repairs completed except tile in crew mess room. He reported crew anxious to receive news on new contract upon arrival. No beefs or disputed OT reported. Chairman noted scholarship posters arrived. Crew reported they enjoyed movies on new TV and VCR. The crew thanked galley gang for clean and neat dining area and excellent food. Crewmembers expressed deep sorrow over passing of Linsey Williams, a good union brother and SIU official. Next port: New Orleans.

RICHARD G. MATTHIESEN

(Ocean Shipholding), November 14—Chairman **James Martin**, Secretary **W. Perry**, Educational Director **D. Leigh**, Deck Delegate **Dana Naze**, Engine Delegate **Dean Dobbins**, Steward Delegate **Marge Mack**. Educational director updated crewmembers on advantages of upgrading at Lundeberg School.

Costango

Educational Director **Arthur Rhymes**, Deck Delegate **I. Desaville**, Engine Delegate **Tom Migiera**, Steward Delegate **Ali Hydera**. Chairman reported good trip with smooth sailing. He also discussed new contract with crewmembers. Secretary noted payoff will be in Charleston, S.C. He reported voyage stores will be loaded in Houston. No beefs or disputed OT reported. Crew requested chairs and carpet in crew lounge be replaced. Crew extended vote of thanks to steward department for job well done.

SEA-LAND CHALLENGER

(Sea-Land Service), November 21—Chairman **Roy Williams**, Secretary **H. Scypes**, Educational Director **Dann Manthei**, Engine Delegate **Jesus Vazquez**, Steward Delegate **J.R. Salazar**. Chairman stated everything running smoothly. He urged all crewmembers to upgrade at Paul Hall Center and donate to SPAD. No beefs or disputed OT reported. Crew gave vote of thanks to galley gang for job well done. Crew requested new TV and antenna. Next port: Elizabeth, N.J.

SEA-LAND CRUSADER (Sea-Land Service)

(Sea-Land Service), November 1—Chairman **Harold Berggren**, Secretary **N. Andrews**, Educational Director **Bermeo Oswald**. Bosun encouraged crewmembers to read *Seafarers LOG* and donate to SPAD. Chief steward reminded crew garbage is to be separated for plastic and paper. Educational director advised members to upgrade at Piney Point. No beefs or disputed OT reported. Next port: San Juan.

SEA-LAND DEVELOPER (Sea-Land Service)

(Sea-Land Service), November 1—

Continued on page 24

Ships Digest

Continued from page 23

Chairman **D. Cella**, Secretary **L. Pinn**, Educational Director **John Ross**, Deck Delegate **Rickie Burgess**, Engine Delegate **John Day**, Steward Delegate **C. Lago**. Chairman noted holiday greetings deadline for *Seafarers LOG* is November 12. He reminded crewmembers to donate to SPAD. Educational director urged members to upgrade skills at Lundeberg School. No beefs or disputed OT reported. Crew discussed new contract. Electrician reported new washer ordered for crew laundry. Next port: Tacoma, Wash.

SEA-LAND INDEPENDENCE (Sea-Land Service), November 21—Chairman **J.R. Wilson**, Secretary **Nancy Heyden**, Educational Director **Cardel Dunn**, Deck Delegate **Mitch Santana**, Engine Delegate **Evaristo Ginez**, Steward Delegate **Abdulhah Mohamed**. Chairman stated revisions to new contract received. Secretary thanked Chief Cook Mohamed for outstanding job and excellent food, and noted crew will miss him when he signs off. She reminded crewmembers to lock lounge and movie cabinets when in port. No beefs or disputed OT reported. The chairman extended special thanks to crew for helping to keep laundry and recreation rooms clean. He noted the importance of everyone doing their part to keep ship clean. Next port: Long Beach, Calif.

SEA-LAND INTEGRITY (Sea-Land Service), November 28—Chairman **Jose Ross**, Secretary **K. Jones**, Educational Director **J. Walsh**, Deck Delegate **John Cartos**, Engine Delegate **W.B. McCants**, Steward Delegate **S. Bae**. Chairman announced payoff in Charleston, S.C. and reported smooth sailing. Secretary urged members to upgrade skills at Piney Point. Educational director reminded members to read *Seafarers LOG* and donate to SPAD. No beefs or disputed OT reported. Crew requested new washer, dryer, VCR, TV and two recliners for crew lounge.

SEA-LAND LIBERATOR (Sea-Land Service), November 7—Chairman **Joel Miller**, Secretary **M. Kohs**, Educational Director **E. Ford**. Educational director encouraged members to upgrade skills at Lundeberg School. Deck delegate reported disputed OT. No beefs or disputed OT reported by

engine or steward delegates. Crew asked contracts department for copy of new contract when available. Crew gave special vote of thanks to steward department for excellent work. Chairman noted ship is always clean and food fantastic. Next port: Long Beach, Calif.

SEA-LAND NAVIGATOR (Sea-Land Service), November 7—Chairman **Steve Copeland**, Secretary **Cesar Blanco**, Educational Director **Walter Stevens**, Engine Delegate **Cliff Akers**, Steward Delegate **Virgilio Hoffman**. Chairman advised crewmembers signing off to clean rooms. He announced payoff in Tacoma, Wash. and reminded crew to keep rooms locked while in port. No beefs or disputed OT reported. Crew requested larger amount of ground coffee for next voyage because they drink more of it in cold weather.

SEA-LAND PACER (Sea-Land Service), November 14—Chairman **Lance Zollner**, Secretary **W. Wroten**, Educational Director/Engine Delegate **Morten Bang**, Deck Delegate **George Holland**, Steward Delegate **Bob Racklin**. Chairman reported everything running smoothly. He announced ship scheduled for Russia run first week in December and will return to Manila run upon return. He praised crew for excellent job done. Steward delegate reported beef. No beefs or disputed OT reported by deck or engine delegates. Crew gave vote of thanks to galley gang for job well done. Next port: Yokohama, Japan.

SEA-LAND PACIFIC (Sea-Land Service), November 15—Chairman **Lothar Reck**, Secretary **George Bronson**, Educational Director **Steve Bigelow**, Deck Delegate **Julius Udan**, Engine Delegate **David Bland**, Steward Delegate **Johnnie McCree**. Chairman asked contracts department about Sea-Land's efforts to reflag. He reminded crewmembers to put plastic articles in "plastic only" bucket. He noted crew needs new washing machine, and asked crewmembers to make every effort to attend ship's meetings. Educational director asked that copies of new agreement be furnished to each department as well as officers. Treasurer reported \$141 in movie fund and \$280 in ship's fund. No beefs or disputed OT reported. Crew stated *Seafarers LOGs* received. Chairman asked members to leave copies in crew lounge for everyone to read. Bosun thanked crew for keeping crew

lounge and mess hall clean. He reminded members to pick up linen and clean rooms when signing off. Crew extended thanks to steward department for job well done. Next port: Tacoma, Wash.

SEA-LAND PATRIOT (Sea-Land Service), November 14—Chairman **S. Evans**, Secretary **Robert Castillo**, Educational Director **Robert Blackwell**. Chairman reminded crewmembers to separate trash and not throw plastic overboard. He noted smoking rules working well. Educational director urged members to report all broken items to department head and watch safety films. No beefs or disputed OT reported. Crew gave vote of thanks to steward department for good food and job well done. Next port: Oakland, Calif.

SEA-LAND PERFORMANCE (Sea-Land Service), November 14—Chairman **Sonny Pinkham**, Secretary **Johnny Cruz**, Educational Director **Dan Johnson**. Chairman noted new contract in effect and questions will be addressed at payoff in New York. Secretary advised members to vote for politicians who support U.S. maritime. He urged crew to donate to SPAD to help get the best people elected. Educational director reminded members to observe safety rules and report any hazards. No beefs or disputed OT reported. Crew gave steward department vote of thanks for job well done. Crew wished Chief Cook **Robert Outlaw** well in his retirement and noted he will be missed by all. Next port: Boston.

SEA-LAND PRODUCER (Sea-Land Service), November 28—Chairman **K.C. McGregor**, Secretary **Donna Jean Clemons**, Educational Director **J. Smitko**, Deck Delegate **Larry Thompson**, Engine Delegate **Steve Cunningham**, Steward Delegate **Chris Farrell**. Chairman noted barbecue was nice even with rain. He also commended galley gang on Thanksgiving dinner. No beefs or disputed OT reported. Next port: Oakland, Calif.

SEA-LAND SPIRIT (Sea-Land Service), November 21—Chairman **H.G. Bentz**, Secretary **S. Apodaca**, Educational Director **C. Henley**. Chairman stressed importance of donating to SPAD and upgrading skills at Paul Hall Center. No beefs or disputed OT reported. Crew gave vote of thanks to steward department for job well done. Next port: Honolulu.

SEA-LAND VALUE (Sea-Land Service), November 28—Chairman **D. Leon**, Secretary **A. Hassan**, Educational Director **J. Yarden**, Engine Delegate **Pedro Flores**, Steward Delegate **Alex Bonfont**. Educational director advised members to upgrade skills at Piney Point. No beefs or disputed OT reported. Crew reported *Seafarers LOGs* received in Spain. Crew extended vote of thanks to galley gang for job well done. Chairman thanked crewmembers for their professionalism and smooth trip.

SEA-LAND VOYAGER (Sea-Land Service), November 28—Chairman **J. Lundborg**, Secretary **R. Miller**, Educational Director **B. Laidis**, Deck Delegate **Taher Abdulla**, Engine Delegate **Domingo Milla**, Steward Delegate **Abdul Hasan**. Chairman reported smooth trip and payoff in Tacoma, Wash. He announced new contract will be in effect next trip. He extended special vote of thanks to contracts department for new three-year agreement. Educational director urged members to support SPAD

and upgrade skills at Piney Point. No beefs or disputed OT reported. Crew stated *Seafarers LOGs* received. Crew thanked steward department for nice Thanksgiving and pleasant trip.

USNS WILKES (Bay Ship Management), November 14—Chairman **Jerry Hill**, Secretary **Kevin Dougherty**, Educational Director **Gary Dahl**, Deck Delegate **James Souci**, Engine Delegate **Jeffrey Willis**, Steward Delegate **Donald Mann**. Crew awaiting response to letters sent to headquarters. Educational director urged members to upgrade skills at Lundeberg School. No beefs or disputed OT reported. Crew extended special vote of thanks to Chief Cook **John Gehring** for great food and excellent job done and wished him well on his vacation. Next port: Sasebo, Japan.

WESTWARD VENTURE (Inter-ocean Management), November 2—Chairman **M.W. Kadderly**, Secretary **R.B. Sanderson**, Educational Director **Chris Cunningham**, Deck Delegate **Tom Vain**, Engine Delegate **Alberto Aguiar**, Steward Delegate **Hussain Bubaker**. Educational director advised members to upgrade skills at Paul Hall Center. No beefs or disputed OT reported. Chairman discussed scholarship information received and urged members to submit application. Crew said it is very happy with increased dependant coverage in new contract. Crew noted job well done by steward department and thanked galley gang for cooperation in keeping crew lounge clean. Next port: Tacoma, Wash.

WESTWARD VENTURE (Inter-ocean Management), November 30—Chairman **M.W. Kadderly**, Secretary **R.B. Sanderson**, Educational Director **Chris Cunningham**, Deck Delegate **Thomas Vain Sr.**, Engine Delegate **Alberto Aguiar**, Steward Delegate **Hussain Bubaker**. Educational director encouraged members to upgrade at Piney Point and donate to SPAD. No beefs or disputed OT reported. Crew extended thanks to steward department for cooperation in keeping lounge and mess hall clean. Next port: Tacoma, Wash.

OVERSEAS ALASKA (Maritime Overseas), December 12—Chairman **John McMurtry**, Secretary **S. Redding**, Educational Director **Cary Pratts**, Deck Delegate **Glenn Christianson**, Steward Delegate **Thurman Johnson**. Chairman discussed new contract with crewmembers. No beefs or disputed OT reported. Crew requested new VCR. Crew gave vote of thanks to steward department and T.J. Johnson for hard work. Next port: Long Beach, Calif.

SEA-LAND CONSUMER (Sea-Land Service), December 12—Chairman **William Mortier**, Secretary **Sharon Ortiz**, Educational Director **K.P. Earhart**, Deck Delegate **G. Cudal**, Engine Delegate **R. Raff**, Steward Delegate **Ernest Polk**. Chairman reported Coast Guard drills last trip went very well. Bosun thanked crew for job well done. Educational director reminded crew to watch job-related movies located in officers' lounge. He advised members to upgrade skills at Paul Hall Center as soon as possible. Treasurer reported \$261 in movie fund. No beefs or disputed OT reported. Chairman advised members to read *Seafarers LOGs* monthly. Chairman announced ship into dry dock in Yokohama, Japan for 16 days. Steward delegate reported paper plates will be used for cold sandwiches. He

also stated that while in yard, crew will be provided night lunch. Engine delegate gave word of thanks to galley gang for job well done.

Wilkes 'Doc' Tends Crew



SIU member Tom "Doc" Jensen, medical services officer aboard the *USNS Wilkes*, treats any injuries that may occur on the oceanographic survey ship. Here he changes the dressing of a crewman injured when hot water spilled on his foot.

SEA-LAND HAWAII (Sea-Land Service), December 5—Chairman **G. Hamilton**, Secretary **G. Taan**, Engine Delegate **Paul Whalen**. Crew thanked Captain C. Lamb for comfortable chairs in crew lounge, new mattresses and sharing movies. Chairman discussed importance of cleaning room for next person before signing off. Crew discussed using wide variety of fruits and vegetables for salad bar. Educational director requested updated upgrading schedule. Treasurer reported \$165 in ship's fund. No beefs or disputed OT reported. Crew extended special vote of thanks to Chief Cook Taan for excellent job. Crew noted improved menus and salad bar from galley gang.

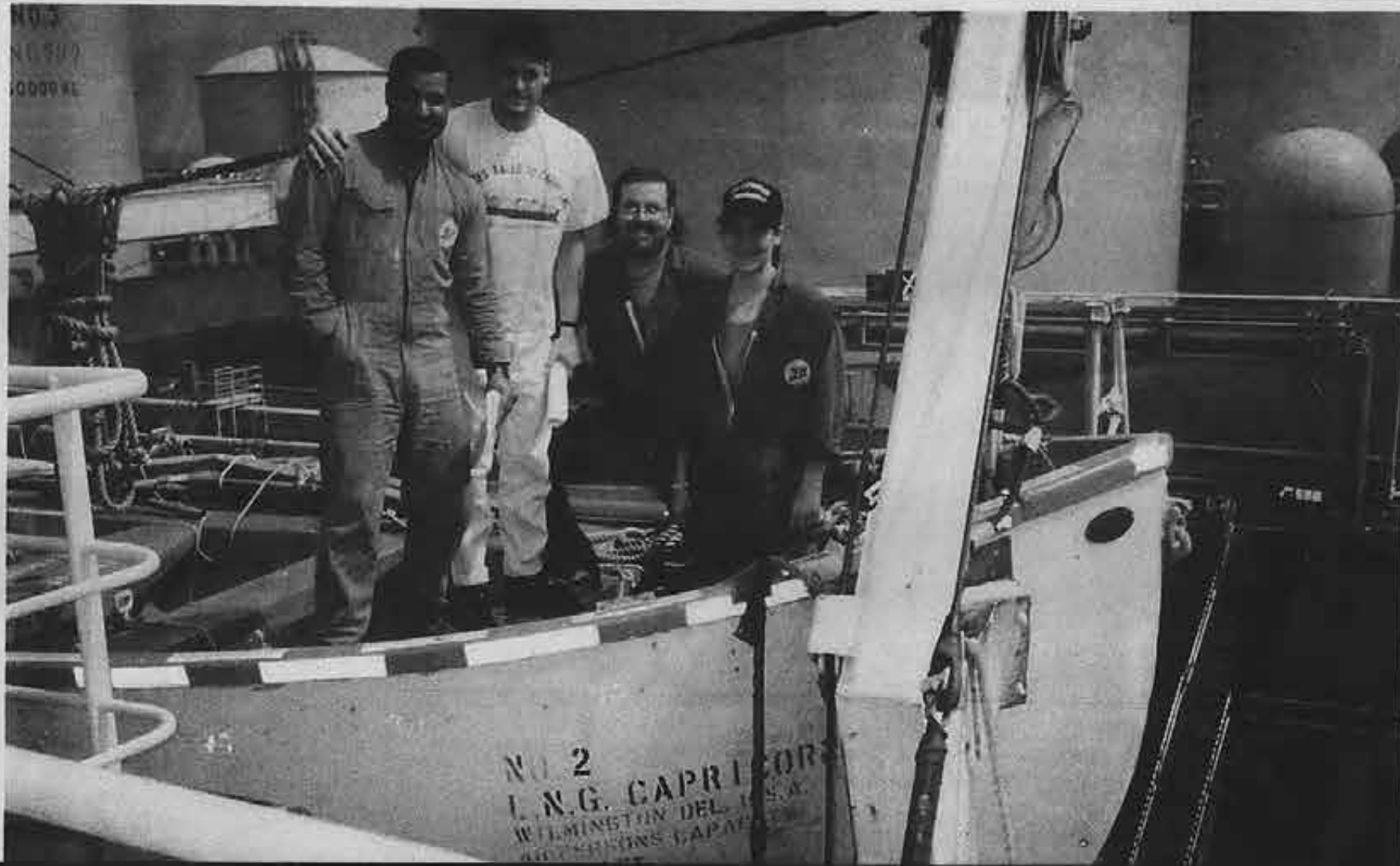
SEA-LAND INNOVATOR (Sea-Land Service), December 2—Chairman **F. Adams**, Secretary **A. Davis**. Chairman extended vote of thanks to entire crew for job well done and reminded them to donate to SPAD and MDL. He noted smooth sailing. Educational director reminded members to upgrade at Lundeberg School. Deck delegate reported disputed OT. No beefs or disputed OT reported by steward or engine delegates. Chairman encouraged members to read *Seafarers LOG*.

SEA-LAND RELIANCE (Sea-Land Service), December 9—Chairman **A. Eckert**, Secretary **G. Sivley**, Educational Director **A. Jaramillo**, Engine Delegate **Michael Veigel**. Chairman announced upcoming payoff and sanitary inspection by captain. Secretary updated crewmembers on upgrading opportunities available at Paul Hall Center. He also thanked crew for clean ship. Educational director urged members to report any electrical problems. No beefs or disputed OT reported. Chairman thanked all departments for smooth trip. He extended special vote of thanks to galley gang for fine Thanksgiving dinner. Next port: Tacoma, Wash.

Catching Up on Union News



Receiving the latest copies of the *Seafarers LOG* aboard the *Cape Lobos* are, from left, Chief Electrician Keith Jordan, QMED Kenneth Pell and Bosun Michael Pell.



Low Tides May Slow Vessel, But Work Never Stops on LNG Capricorn

UNLIKE the other three ports used by LNG vessels to offload cargo in Japan, SIU-crewed Energy Transportation Corp. (ETC) vessels have to wait for high tide to enter the port of Tobata as well as depart the harbor.

However, Seafarers take it all as part of the routine operations. "It's the only port where we have to wait for a window," noted Wiper Debbie Textor of the *LNG Capricorn*.

"It doesn't mean we have to do anything special," added AB Ryan Camardelle. "It just means we do more painting and chipping at sea while we wait to enter and tie up."

In fact, the work never stops on the *Capricorn*. Whether at sea, taking on liquified natural gas in Indonesia or offloading it in Japan, crewmembers still have to provide preventive maintenance such as chipping and painting in the deck department and oiling and greasing in the engine room.

While times are limited for sailing through the harbor, time at the dock also is scarce. Turn-around for the LNG ship is approximately 24 hours. This provides little time for going into town or seeing the surrounding community as work has to continue aboard ship.

The *Capricorn*, like the other seven ships in the ETC fleet, completes a roundtrip about once each month.

Posing in one of the vessel's lifeboats are (left to right) OS Ricky Simien, SA Justin Stewart, AB Ryan Camardelle and Wiper Deborah Textor.



Desserts and salads are ready for lunch as Chief Cook Perry "Lavont" McCall and SA Angie Robertson stand by to take orders.



Capricorn crewmembers meet in the mess room to take part in the ship's union meeting.



AB Joan Ellis takes a break on the deck of the *Capricorn*.



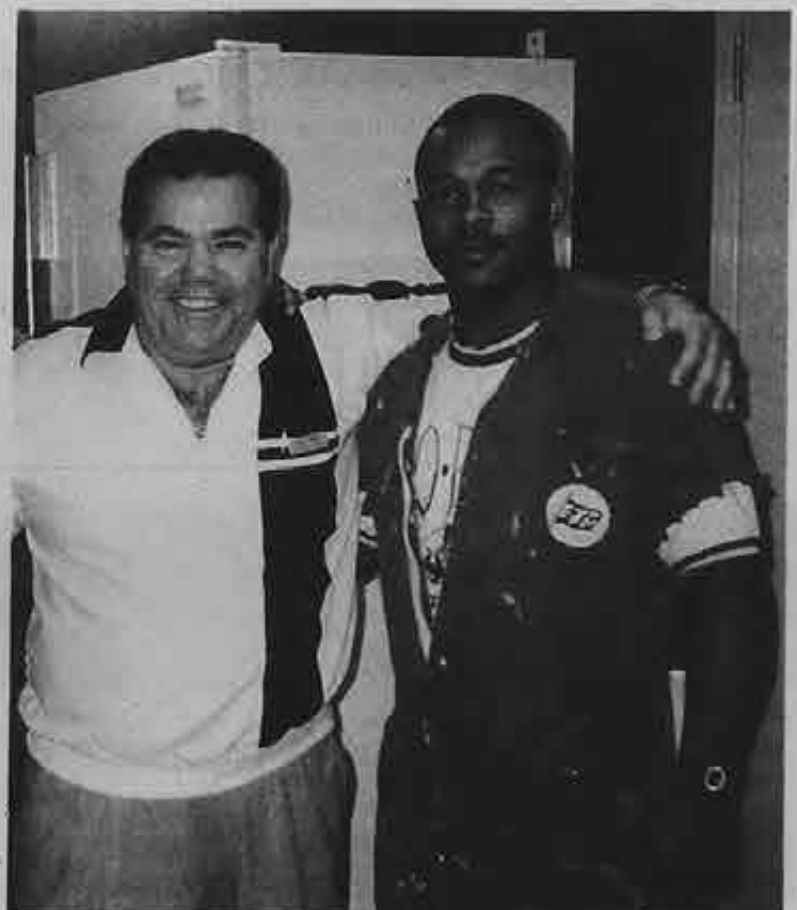
QMED Paul Wolf checks out the menu in the galley.



Preparing for the start of a shipboard union meeting are Bosun Charles Kahl (left) and AB Don Bridenstein.



Inspecting a lifeboat aboard the *LNG Capricorn* are OS Robert Snay (left) and Bosun Charles Kahl.



OS Terrence "T-Bone" Boney (right) meets with SIU Executive Vice President Joseph Sacco when the union official visited with crewmembers aboard the vessel.

Lundeberg School Graduating Classes



Trainee Lifeboat Class 518—Graduating from trainee lifeboat class 518 are (from left, kneeling) Melvin Singletary, James Davis Jr., Robert Gaudreau, David Duboise, Duane Brosius, Jeffrey Sanders, (second row) Jim Brown (instructor), Aaron Mehuren, Jimmy White Jr., Herbert Scypes Jr., Samuel Sheridan, Craig Campeau, Zachariah Zahra and Norman Walzer Jr.



Upgraders Lifeboat—With instructor Ben Cusic (left) are upgrading graduates of the November 18 lifeboat class William Simmons and Tim Kacer.



Able Bodied Seaman—Certificates of completion were received by the November 18 class of upgraders. They are (from left, kneeling) Robert Heath, John Cedeño, Robert Durtor, LBJ Tanoa, Lee Toczylowski, Jose Ortiz, (second row) William Simmons, Luis A. Valerio, Bryan K. Honeycutt, Jesse Natividad Jr., Daniel Tennant, Terrence Boney, Ben Cusic (instructor), (third row) Mark Johnson, Thomas Hurley, Alan Higgins, Ben Johnson, Jeffery Hunter and Darin Millikan.



Marine Electronics Technician II—The November 12 graduates of the marine electronics technician course are (from left) Michael Hill, Gregory Shepard, Tony Mohammed, Russ Levin (instructor) and Bob Flesey.



Welding—Graduating on November 16 from the welding course are (from left, kneeling) Paul Lightfoot, Steve Kastel, Robert McDonald, Steven Sanchez, Steve Schwedland, (second row) Lawrence Rose, Robert Rudd, Mike Clapshaw, William McClure Jr. (instructor), Alfred Herrmann, Gary Frazier, Peter Hokenson and Matthew Ditullio.



Shiphandling—Working their way up the deck department ratings are (from left, front row) Mark Blom, Romeo Lugtu, Tom Orzechoski, (second row) John Thomas Thompson, Mark Lamar and Michael Presser.

Preparing Holiday Treats



Several SIU steward department upgraders put their culinary training into practice last December when they prepared hors d'oeuvres and other treats for holiday meals and celebrations. Above, Chief Cook Walter Seals deftly slices different kinds of cheese while, below, Chief Cook Eric Bull sets up a platter of deviled eggs.



LUNDEBERG SCHOOL 1994 UPGRADING COURSE SCHEDULE

The following is the course schedule for classes beginning between March and July 1994 at the Seafarers Harry Lundeberg School of Seamanship located at the Paul Hall Center for Maritime Training and Education in Piney Point, Md. All programs are geared to improve job skills of Seafarers and to promote the American maritime industry.

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

Deck Upgrading Courses

Course	Check-In Date	Completion Date
Able Seaman	May 20	July 1
	July 15	August 26
	<i>All students must take the Oil Spill Prevention and Containment class.</i>	
Bridge Management (Shiphandling)	March 11	March 25
	May 6	May 20
	July 29	August 12
Radar Certification	March 4	March 11
	April 29	May 6
	May 20	May 27
	June 17	June 24
	July 22	July 29
Celestial Navigation	March 25	May 6
	July 1	August 12
Third Mate	April 19	August 12
Limited License, Part 1	April 11	April 22
	June 20	July 1
Limited License, Part 2	April 25	May 6
	July 5	July 15
Limited License, Part 3	May 9	May 20
	July 18	July 29

Safety Specialty Courses

Course	Check-In Date	Completion Date
Oil Spill Prevention and Containment	March 11	March 18
	June 17	June 24
	July 1	July 8
Lifeboatman	March 25	April 8
	April 22	May 6
	May 6	May 20
	May 20	June 3
	June 17	July 1
Basic/Advanced Fire Fighting	July 15	July 29
	March 11	March 25
	May 6	May 20
Sealift Operations & Maintenance	July 8	July 22
	March 21	April 15
	May 9	June 3
	July 11	August 5

Recertification Programs

Course	Check-In Date	Completion Date
Bosun Recertification	March 28	May 2
Steward Recertification	July 5	August 8

Steward Upgrading Courses

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

Engine Upgrading Courses

Course	Check-In Date	Completion Date
<i>All students must take the Oil, Spill Prevention and Containment class.</i>		
Fireman/Watertender and Oiler	May 9	June 17
Diesel Engine Technology	June 27	July 22
Refrigeration Maint. & Operations	March 21	April 29
Refrig. Containers - Advanced Maint.	May 2	June 10
Welding	March 28	April 22
Pumproom Maint. & Operations	May 2	June 10
Hydraulics	June 20	July 15
Marine Electrical Maintenance	July 5	August 26
Hydraulics	June 20	July 15

1994 Adult Education Schedule

The following courses are available through the Seafarers Harry Lundeberg School. Please contact the admissions office for enrollment information.

Course	Check-In Date	Completion Date
GED Preparation	12 weeks - open-ended admission	
Adult Basic Education (ABE)	6 weeks - open-ended admission	
English as a Second Language (ESL)	6 weeks - open-ended admission	
Developmental Studies	March 7	March 11
	March 14	March 18
	March 21	March 25

UPGRADING APPLICATION

Name _____
(Last) (First) (Middle)

Address _____
(Street)

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

Deep Sea Member Lakes Member Inland Waters Member

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

Social Security # _____ Book # _____

Seniority _____ Department _____

U.S. Citizen: Yes No Home Port _____

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

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

If yes, class # _____

Have you attended any SHLSS upgrading courses? Yes No

If yes, course(s) taken _____

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

Yes No Firefighting: Yes No CPR: Yes No

Primary language spoken _____

With this application, COPIES of your discharges must be submitted showing sufficient time to qualify yourself for the course(s) requested. You also must submit a COPY of each of the following: the first page of your union book indicating your department and seniority, your clinic card and the front and back of your z-card as well as your 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 _____

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.



SIU SCHOLARSHIP OPPORTUNITIES
 April 15 is the deadline for scholarship applications for Seafarers and members of their families. See page 10 to learn more about the scholarship—and how to apply.



After Lundeberg School Instructor Byran Cummings (above, left) demonstrates proper way to put out a fire using carbon dioxide extinguisher, crewmembers from the *SS Constitution* and *SS Independence* practice the maneuver (above and right).

Continuing Shipboard Safety Training Provides Better Passenger Protection

For crewmembers aboard the two SIU crewed U.S.-flag passenger ships sailing around the Hawaiian islands, safety is a way of life.

Whether it is the weekly lifeboat drill involving all the passengers with the crew, a nightly fire watch detail or assisting passengers as they embark or disembark from the *SS Constitution* or *SS Independence*, Seafarers maintain a constant patrol for the well-being of their ships and guests.

Over the years, the Seafarers Harry Lundeberg School of Seamanship has provided on-site lifeboat and first aid/CPR training for crewmembers aboard the vessels. These classes always are scheduled so they do not interfere with passenger and sailing operations.

With the new year and the recent purchase of the passenger ships by the Delta Queen Steamboat Company, the school was asked to expand its training efforts on the Hawaiian-based ships. The company made the request following the success of a similar program aboard its riverboats.

Health and Safety Instructor Byran Cummings, who along with fellow instructor John Smith has been training Seafarers aboard the *Delta Queen* and *Mississippi Queen* since 1990, oversaw one-week sessions aboard the *Independence* and *Constitution* in January.

Met with Crew

Before classes began, Cummings walked through the vessels and talked with crewmembers to get an idea of what would

be needed during this first session.

"The difference between firefighting training aboard the riverboats and the passenger ships is like fighting a house fire and a high rise fire," Cummings told a reporter for the *Seafarers LOG*. "You have to adapt the training to the environment."

Should a fire break out aboard either the *Mississippi Queen* or *Delta Queen*, Cummings explained that crewmembers are able to steer the vessel to the river bank, tie the riverboat to a tree, drop the gangway and escort the passengers off the ship while crews get the blaze under control.

However, should a similar accident happen on the *Independence* or *Constitution*, he noted, "We train the crewmembers that the ship is the only surface out there for the vast amount of passengers aboard."

"Of course, we realize the ships are always near the islands, but we train them not to rely on that."

Fire Drills Held

In order to see how emergency squads on both ships would respond in the event something caught fire, Cummings with the chief mates of the ships held unannounced fire drills. The practice sessions took place while the ship was docked, so a majority of passengers were ashore.

The drill consisted of a cabin steward being told he had a fire in a room in his section. While the steward informed the purser of the problem, the chief mate pulled the fire alarm, which sounded only on the bridge and in the crew quarters.

As the emergency squad, in full firefighting gear, made its way to the passenger decks, the purser announced to the remaining passengers aboard that a fire drill was taking place and no emergency existed.

"The reaction from the tourists on the passenger ships was the same as on the riverboats," Cummings said. "They wanted to watch to see how the crew reacted."

"Later, we heard comments that they were pleased and felt better knowing such training takes place."

Comprehensive Sessions

The emergency squads on each of the passenger ships consist of approximately 45 mariners from both the deck and engine departments. Besides the mock fire, emergency squad members also receive training in oil spill response and clean-up as well as maintenance and operation of self contained breathing apparatus.

Other crewmembers, including those in the steward department, participated in courses each day. Subjects included fire prevention, operation and use of fire extinguishers, the Heimlich maneuver, chemical safety, and water safety and survival. These classes were held several times each day at various hours so the maximum number of crewmembers could participate.

Crewmembers were able to witness and put out fires with extinguishers deep in the hold of the ship. Safety precautions—including additional foam, sand and firefighters—were on hand in case a fire did get out of control.



Steward department members gather in the hold of the *Independence* to receive refresher training on how to put out small fires aboard ship. Bosun Mike Rivera leads an emergency squad during a fire drill.

Help Locate This Missing Child

The National Center for Missing and Exploited Children has asked the Seafarers International Union to assist them in locating Elizabeth Renee Melton.



Elizabeth Renee Melton

Missing from Covington, Ky. since January 12, 1993, when she was 15 years old, Elizabeth Renee Melton is considered an endangered runaway. She was last seen at school and has run away before.

At the time of her disappearance, the blonde-haired, blue-eyed girl was 5'2" tall and weighed 150 pounds.

Anyone having information on the whereabouts of Elizabeth Renee Melton should contact the National Center for Missing and Exploited Children at (800) 843-5678 or the Missing Persons Unit of the Kenton County (Ky.) Police Department at (606) 356-3895.