

# SEAFARERS LOG



Volume 58, Number 2

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Aboard Ship

Ashore

## Seafarers Take Pen In Hand, Urge Senate To Pass Ship Bill

Writing elected officials to support the Maritime Security Act are clockwise from the upper left Steward Ekow Doffoh and AB Danny Miller on the *Sea-Land Inspiration*; ABs Steve Fabritsis and Nick Kekliko of Houston; AB Nestor Agcaoili and SA Ben Matthews on the *Global Link*; AB Richard Campbell of Seattle; AB Branko Misura of San Francisco; Pensioner Isidore Dongen of Mobile; Chief Cook Charles Atkins, AB Tim Smith and OMU Jim Smart of Seattle; Bosun Calvin Miles of Mobile; Wiper Kristof Zschaler on the *USNS Antares*; and Chief Cook Ronnie Hall on the *Cape Rise*. Page 3.

Members

Pensioners

U.S. SENATE  
HOUSE OF REPRESENTATIVES  
1996



## President's Report

### Handling the Challenge

The SIU takes great pride in the fact that its membership plays such an active role in the welfare of the union and the maritime industry.



Michael Sacco

Whenever Seafarers see a need, they do not hesitate. They respond immediately. This has been proven time and again during national emergencies, seen most recently when members crewed the Ready Reserve Force vessels *Cape Race* and *Cape Rise* and had them ready to go to Bosnia before the scheduled sailing date.

The photos on the front page of this issue of the *Seafarers LOG* also provide another excellent example of what we are talking about.

From all across the country and from ships around the world, Seafarers are contacting members of the U.S. Senate to urge them to pass a bill that will make sure the U.S. flag continues to sail on the high seas into the next century.

That bill is the Maritime Security Act, the 10-year maritime revitalization pro-

gram that would provide funds for approximately 50 U.S.-flag containerships. The legislation, originally suggested to Congress in 1992, is supported by the SIU. In December, it received the overwhelming support of the House of Representatives. And President Clinton has said he will sign the measure when it clears Congress.

The only action remaining before the bill reaches the White House is for the Senate to pass it.

Seafarers, pensioners and their families have seen the urgency of this situation and are responding. They have been writing letters, making telephone calls and meeting with senators to inform them of the need for this legislation. The outpouring has been tremendous because Seafarers know that personal contact from a constituent with an elected official is the most powerful means of bringing attention to an issue.

News reports have stated the full Senate could begin debate on the Maritime Security Act later this month. While I thank all who already have contacted senators to seek support for this important bill, we cannot let up now. Seafarers, pensioners and their families must continue to answer this call until the bill is passed and the president's signature enacts maritime revitalization.

## SIU-Crewed RRF Ships Return from Bosnia

### Crews Brave Brutal Weather to Deliver Materiel to NATO Forces

Bosun Paul Lewis spoke with obvious pride as he recounted the two-month mission recently completed by the SIU-crewed Ready Reserve Force (RRF) vessel *Cape Rise*.

"The whole crew worked their tails off, and I mean everybody. This entire ship was packed with every piece of military equipment you could think of," Lewis said January 29 aboard the vessel.

His comments followed a pier-side ceremony in Portsmouth, Va. honoring the crews of the *Cape Rise* and the *Cape Race*, another RRF roll-on/roll-off cargo ship manned by Seafarers. Both vessels were activated by the U.S. Maritime Administration on December 1 to support NATO peacekeeping troops in Bosnia. The NATO mission is known as Operation Joint Endeavor.

The vessels sailed ahead of schedule—smack into brutal winter storms in the North Atlantic. Despite the severe weather, each ship made two deliveries to Split, Croatia, where the cargo later was loaded onto trucks and trains for transport to NATO forces inland.

Overall, the ships traveled more than 17,000 miles apiece and delivered about 2,500 wheeled and tracked military vehicles, along with 2,600 pallets of ammunition and other supplies. The *Cape Rise* and *Cape Race*—which are operated by OMI Ship Management, Inc. for the U.S. Maritime Administration—loaded cargo in Antwerp, Belgium; Marchwood, England; and Bremerhaven and Emden, Germany.

Their activations coincided with the deployment of 60,000 NATO peacekeeping troops, including 20,000 American military personnel, to the former Republic of Yugoslavia.

Like a number of his fellow Seafarers, AB Robert Lindsay

said that nine days of bad weather (five at one stretch, four at another) constituted the most difficult part of the voyage. In particular, the ships encountered major storms in the Bay of Biscay, near France. They also overcame icy rivers in Bremerhaven.

#### Fo'c'sle or Foxhole?

"We were tossed around pretty good. Some of the British (military personnel) who rode with us said they would rather sleep in a freezing foxhole under enemy fire than be on a ship during that kind of weather," said Lindsay, who sailed on the *Cape Rise*.

However, crewmembers described the rest of the trip as smooth. A number of Seafarers commented on the excellent working rapport between the crews and the military aboard both ships. Many also expressed the belief that the vessels' timely response and valuable contribution to the NATO effort proved once again the need to maintain a strong U.S.-flag merchant fleet.

"We had a hard-working group that stuck together like family," said Chief Cook Ronnie Hall, a Lundeborg School graduate who sailed on the *Cape Rise*. "In the galley, we served a total of approximately 3,000 meals, including traditional Christmas fare. Morale was very high."

Bosun Lewis stated that the galley gang "played a big part in keeping everyone's morale up. They served excellent chow, and plenty of it. They really did a phenomenal job." (A ship's officer who overheard Lewis while passing by agreed. He told a reporter from the *Seafarers LOG*, "This is one of the few ships I've ever been on where I gained weight!")

Recertified Steward William Perry on the *Cape Rise* recalled



Civilian mariners who sailed to Bosnia were honored January 29 after their ships docked in Portsmouth, Va. Among the honorees and others in attendance were (seated, from left) Chief Steward William Perry, SIU Port Agent Mike Paladino, retired Recertified Steward Tony DeBoissiere, Chief Steward Bud Marchman, (standing, from left) Chief Cook Ronnie Hall, AB Rob Lindsay and SA Joaquin Martinez.

that crews aboard both RRF ships "worked around the clock to get everything together" in the initial aftermath of the call-up. "We sailed ahead of schedule, so you could say we got the job done," said Perry, a Lundeborg School graduate and 16-year SIU member.

"Everyone worked well together," he added.

#### Lots of Work

Lewis, Lindsay and the rest of the deck gang on the *Cape Rise*, as well as their counterparts on the *Cape Race*, operated 50-, 60- and 85-ton elevators to move cargo to different decks. In the aftermath of the storms, the deck crews checked to make sure the military vehicles and cargo remained secured.

DEU Rick Langley of the *Cape Rise* said the SIU crews "did our best. We did a lot of maintenance in the engine room, keeping things safe. The ship really took a beating from the weather, but otherwise, it was a great trip."

Langley, who upgraded at the Paul Hall Center in 1994, said the American mariners enjoyed conversing with the British army personnel whom they transported. "The British guys were pretty cool. They talked a lot about what goes on in the U.S., as compared to Britain. Most of them would like to visit the States, but they've never been there."

#### Familiar Trip

Chief Steward Margie Mack is one of many Seafarers who crewed the *Cape Race* not only during Operation Joint Endeavor but also earlier in 1995 during

Operation Quick Lift—another two-month mission in support of NATO forces in Bosnia.

"I was surprised when we got activated this last time," Mack said. "This was tougher than the earlier trip. There were more people to feed, plus the weather was worse."

"But I'm not complaining. The crew worked together beautifully and we got the job done!"

Mack said the British riders appreciated the U.S. hospitality. "They gave a plaque to the ship with their platoon information on it, and they gave one to me, too. I couldn't believe it," she added.

#### Seafarers Answer Call

During the recent ceremony, Vice Admiral Phillip M. Quast, head of the U.S. Military Sealift Command (MSC), described the vessels as "the best type of ships we have to carry our cargoes. Our ability to get our forces in is a critical factor," he stated. "Forces [in Bosnia] today are appreciative of what these two crews did."

Lewis said that during the voyage, crewmembers aboard the *Cape Rise* regularly discussed how their mission reflects the need to maintain a strong American-flag presence on the high seas. A good step to that end would be Senate passage of the Maritime Security Act, he noted.

"We talked about it after every fire and boat drill, after every safety meeting," Lewis said. "We answered the call this time, just like we have done every time in the past."



Chief Steward Margie Mack is one of many Seafarers who sailed two missions aboard the *Cape Race* in support of NATO forces in Bosnia.



Fellow Seafarers commended the work of Chief Steward William Perry (left), Chief Cook Ronnie Hall (right) and the rest of the galley gang aboard the *Cape Rise*.

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This converted old ferryboat serves as the terminal for NY Waterway's 13 SIU-crewed ferries. A new, bigger NY Waterway terminal, including office space and shops, will be built nearby at an estimated cost of \$27 million, replacing this one.

## New Terminal Planned For NY Ferry Service

### SIU-Crewed Operation Receives \$1 Million for Site Expansion

Bob Alburus remembers there were more skeptics than passengers when the Seafarers-contracted New York-New Jersey commuter ferry service started in 1986.

"The first day, we had 23 passengers—and the rides were free," said Alburus, one of two original crewmembers of NY Waterway's first ferry. "I think a lot of people didn't believe ferry service would catch on."

Almost nine years later to the day, near the same berth from which that first ferry sailed, Senator Frank Lautenberg (D-N.J.) and New Jersey Congressmen Robert Menendez and Robert Franks announced a \$1 million grant from the Federal Highway Administration to begin engineering and design work for a new intermodal terminal that will replace the existing NY Waterway facility in Weehawken, N.J.

Overall, the project will cost an estimated \$27 million. Funded through public and private sources, the terminal will open in approximately three years.

The announcement took place December 18, and it was indicative of the ferry service's tremendous growth. Today, more than 70 Seafarers crew 13 NY Waterway ferries that not only transport some 20,000 daily commuters, but also offer seasonal sightseeing tours and daily lunch cruises on the Hudson and East rivers.

Overall, NY Waterway ferries have transported approximately 20 million passengers.

#### Expansion Well-Received

Few in 1986 would have predicted such success, especially considering the initial lack of support. "We had a lot of opposition from New York City (at first)," said NY Waterway President Arthur Imperatore, who solely funded the start-up operation. "They thought it would drain away their wealth somehow. Now they regard it as something that supports the city and the region."

Seafarers reacted optimistically to the announcement of the

new terminal.

"It's great to see expansion. If things go well for the company, they should go well for us," concluded AB Teddy Terzakos.

Captain John Willette stated, "It should improve passenger comfort and convenience. The fact that it will be linked with the light rail system means it will be easier for people to get to the boats."

The current terminal actually is a converted vintage ferry that also serves as an office and ticket station. It is being replaced because of projected ridership growth, as well as hull damage caused by major storms in the last few years.

The new terminal will have four ferry slips and a capacity of 22,000 passengers per day, twice the current capacity. It will house NY Waterway offices, ticketing facilities and shops.

Sen. Lautenberg, the ranking Democrat on the Senate Transportation Committee, said, "The new terminal will increase the efficiency of the existing public transit connections to the Weehawken ferry. Once the (light rail) project is completed, the new terminal will also allow for the seamless movement of transit passengers from rail to ferry."

Although the company has made no announcement, indications are that NY Waterway will add new routes and order new ferries sometime in the next few years. Possible new routes include La Guardia Airport to East 34th Street and Wall Street, as well as Nyack, N.Y. to Yonkers to West 38th Street.

"We hope there's always room for more routes," said Russell Bostock, port captain for NY Waterway. "We've proven that everything here is working, and there's an increased need for it. The state and federal government have recognized it, and they're behind it."

Funding for the construction of the new terminal is expected to come from federal grants, the

# Senate Ready To Consider U.S. Ship Bill

Senate consideration of a 10-year maritime revitalization program to help fund approximately 50 U.S.-flag containerships could come as early as the end of this month.

The Maritime Security Act, passed by the House of Representatives with bipartisan support on December 6, would provide \$1 billion over a 10-year period to provide support for some 50 militarily useful U.S.-flag containerships.

In return for receiving the money, the companies would have to make their vessels available to the military in times of war or national emergencies.

Newspaper accounts have stated that Senator Trent Lott (R-Miss.), the body's majority whip, is ready to bring the bill up for

consideration as soon as the Senate returns to Capitol Hill following the Presidents' Day holiday (February 19).

In order to consider maritime revitalization sooner, Lott noted that the Senate would take up the bill passed by the House (H.R. 1350) rather than legislation (S. 1139) that has cleared the Senate Commerce, Science and Transportation Committee, which he chairs.

During hearings held in 1995 by the Senate committee and the House Merchant Marine Oversight Panel, the SIU announced its support for the maritime revitalization program.

Speaking to the U.S. Chamber of Commerce last month, Lott said the Maritime Security Act "will help save the maritime industry in

America. It will produce jobs."

The senator added he has been in contact with Transportation Secretary Federico Peña to secure bipartisan support for the measure. President Clinton has said he would sign the measure when it passed by Congress.

The Maritime Security Act only outlines the maritime revitalization program. A second measure is required to provide the actual dollars to fund the program.

The Congress included funding for the program within the Commerce appropriations bill which passed late last year. However, President Clinton vetoed the bill for reasons not related to maritime revitalization. Other mechanisms to provide funding for the program are being explored.

## Seafarers Let Senators Know Importance of U.S.-Flag Fleet

Seafarers, pensioners and their families have been busy contacting members of the U.S. Senate to support the Maritime Security Act.

The bill outlines a 10-year, \$1 billion program that would help fund approximately 50 U.S.-flag containerships. The Senate is expected to begin debate on the bill when it returns to Washington, D.C. later this month.

In urging the elected officials to support the maritime revitalization legislation, Seafarers across the country and aboard ships have been busy writing, calling and talking with senators to inform them of the various economic and national security aspects of the measure.

#### National Security

Crewmembers from the *Cape Rise* wrote and mailed letters when the ship returned to Norfolk, Va. from Bosnia last month. Bosun Paul Lewis stated the bill was a major topic of discussion during the *Cape Rise's* two-month deployment in support of U.S. troops and other peacekeeping forces in the former Yugoslavia.

"We constantly talked about the need for a U.S.-flag merchant fleet. Our troops never should be put in a position where they have to depend on foreign ships," Lewis declared.

Adding his concern over the need for U.S.-flag merchant ships for national defense was the vessel's chief cook, Ronnie Hall.

"It's very important that the U.S. merchant marine support our troops. I think the Bosnia situation once again shows the importance of keeping the U.S.-flag fleet going."



Updating crewmembers aboard the *Global Link* on the status of maritime revitalization legislation is Baltimore Patrolman Dennis Metz. Listening are (from left) OMU Shannon Wilson (partially obscured), OMU Chris Duffy, Electrician Tom Betz and Electrician Franklin Coburn.

Pensioner Beau James of Houston also noted the national defense issues covered by the Maritime Security Act.

"The bill needs to pass for our nation's security. Our troops need to know our ships and citizens will be ready to support them when needed," added the steward department member who retired in 1983.

#### Economic Concerns

Two members from Jacksonville, Fla. who have contacted their legislators noted both economic and family reasons for keeping the U.S.-flag fleet sailing on the world's oceans. Both have children who have joined the SIU and want to make careers out of the merchant marine.

"This is the way we make our livings," said Chief Cook Ossie Statham of herself and her son, SA Oshawn King. "We need to make sure the jobs will continue to be there to support our families."

AB George Bruer noted his

son, SA Kurt Bruer, has just started sailing "and I want an industry for him."

The elder Bruer, who began his career with the SIU in 1959, said, "American people have forgotten the part in our nation's history played by seamen in building this nation. America was built with a strong maritime fleet. It needs to keep a strong fleet."

Considering the economic security that would be provided by the bill, AB Joel Lechel, who sails from the port of Houston, stated, "Congress has got to help American companies keep up with foreign competition. I am a firm believer in that and I believe this bill will help our maritime industry compete against foreign-flag ships."

Recertified Bosun Oscar Wiley of San Francisco said he was concerned about American companies reflagging their vessels.

"This is very important," the

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# Legislators Line Up Behind Jones Act

Congressional support to retain the nation's freight cabotage law, known as the Jones Act, continues to come in from elected officials from around the country and both political parties.

Enacted in 1920, the Jones Act states that cargo carried between two domestic ports must be moved aboard U.S.-flag, U.S.-crewed and U.S.-owned vessels.

Among the various maritime industries covered by the Jones Act are the inland waterways trade, harbor tug operations, Great Lakes ore and grain carriers and deep sea cargo ships moving goods along America's coastlines.

A similar law to the Jones Act, the Passenger Services Vessel Act of 1886, stipulates that movement of passengers from one American port to another must be done on U.S.-flag, U.S.-crewed and U.S.-owned ships.

## Centuries of Service

U.S. Representative Randy Tate (R-Wash.), in a message to the Tacoma, Wash. Propeller Club, pointed out cabotage laws like the Jones Act have existed since the U.S. became a nation.

"United States cabotage laws were enacted were enacted centuries ago for reasons that are still valid today," Tate noted.

"If the United States needs an army overseas, we will need a merchant marine to deliver the soldiers, equipment and supplies to the designated destination. For instance, during the Persian Gulf War, millions of tons of food and

ammunition were transported efficiently by U.S. cargo carriers. U.S.-flagged and U.S.-crewed ships are critical to preserving our nation's security during emergencies," Tate said.

## Provides Economic Support

In proclaiming her support for the Jones Act on the Senate floor, Senator Patty Murray (D-Wash.) outlined the economic benefits provided by the law.

"The domestic waterborne trades of the United States contribute more than \$15 billion to the American economy, including more than \$4 billion in direct wages to U.S. citizens.

"The economic impact of that income is multiplied by the thousands of additional jobs in cabotage-related businesses. The Jones Act employers pay \$1.4 billion in state and federal taxes."

After noting the Jones Act is vital to the interests of the state of Washington, the senator added that the law "generates American jobs, revenues and economic activity in all 50 states."

Murray called the domestic shipping industry "a family trade." She said the foreign-flag operations "have no interest in furthering the national interest objectives which the Jones Act is intended to enhance—jobs for Americans and a fourth arm of defense in times of national emergency.

"It seems to me that it makes no more sense to invite foreign shipping interests into our domes-

tic trades than it does to invite a stranger to intervene in a family matter. In either case, there is no necessity for doing so, and the results can be disastrous," the Washington senator concluded.

## 'Impeccable Record'

From the East Coast, U.S. Representative Patrick Kennedy (D-Mass.) stated in a letter to Thomas B. Crowley Jr., chairman of Crowley Maritime Corporation, "To eliminate, or significantly alter, the Jones Act would be to place the U.S. maritime industry at a disadvantage with respect to government-subsidized competitors from abroad."

Kennedy pointed out that nearly 50 maritime nations have cabotage laws and "none of these nations has shown any inclination to open their domestic maritime industries to U.S. companies."

The representative pointed out that maritime is essential to the economy. "The use of American-built, documented, operated and owned domestic trade generates billions of dollars in wages, taxes and shipping revenues for the U.S. economy."

He added, "It is in the interest of our nation's economic and national security to continue to support domestic maritime services. The industry, with the support of the Jones Act, has maintained an impeccable record of reliable service to customers throughout the United States and Puerto Rico."

# Congressman Calls for Streamlining Federal Dredging Permit Process

U.S. Representative Bob Franks (R-N.J.) last month called on Congress and the federal government to work on ways to streamline the process for issuing permits for federal dredging projects.

Speaking before the Washington, D.C. Propeller Club on January 24, Franks said the troubles associated with federal regulations that must be met before dredging can occur "has enormous implications for the future prosperity of the U.S. economy. With 95 percent of the world's trade transported via ship, this system of ports serves as our lifeline to the world marketplace."

Following Franks' remarks, Deputy Maritime Administrator Joan Yim noted the administration had released a national dredging policy in December 1994 reaching the same conclusion as Franks. He told Yim he was willing to work with the administration to search for ways of implementing some of the recommendations made within the policy.

The congressman, whose district includes the port facilities of Newark and Elizabeth, N.J., stated that shipping interests will look elsewhere if the port of New York and New Jersey or any other American facility cannot solve the problem of how to dispose of the materials dredged from harbors and berths so vessels can ply

the shipping channels.

A member of both the House Budget and Transportation and Infrastructure committees, he emphasized his point by recounting that dredged contaminants from Staten Island, N.Y. recently were sent via barge to Corpus Christi, Texas, where they were then loaded into railroad boxcars to be transported to Utah for disposal. This had to be done because the Environmental Protection Agency had declared the contaminants too polluted to be sent to the Sandy Hook ocean mud dump, located six miles off the coast of New Jersey.

Franks pointed out the cost of moving the material from New York to Utah via Texas was \$118 per cubic yard, rather than the \$3-7 per cubic yard usually charged for using Sandy Hook.

"How long can you sustain the economic viability of a port when you are charging \$118 a cubic yard?" the representative asked.

He then noted that in order for the port of New York and New Jersey to maintain its shipping channels and berths, the annual dredging maintenance need is between five and seven billion cubic yards.

"We are talking about a significant amount of dredging that has to occur on a routine annualized basis to protect the viability of the [New York and New Jersey] port which has 180,000 jobs connected to it and makes a \$20

billion contribution to this nation's economy."

Franks stated that pollution within the silt lining the berths and shipping channels remains a major problem. He called for national action that would allow for dredging to take place while providing for "the essential need to protect the public health and safety."

One possible solution he provided was to build a containment facility for the heavily polluted dredged material, "like a containment island."

During its 1995 convention, the AFL-CIO Maritime Trades Department, of which the SIU is a member, called upon the federal government to streamline the dredging permit process while finding ways to help port modernization projects.



U.S. Rep. Bob Franks (R-N.J.) outlines the need for dredging to take place in order to keep America's ports viable for world trade.

# Seafarers Contact Senators

Continued from page 3

28-year SIU member noted. "This is about job security. This industry has been good to me and my family and that is why I have been writing letters continuously."

Seafarers are urged to continue contacting members of the Senate to seek passage of the Maritime Security Act. Each state's senators and a sample letter are shown below.

STATE	SENATOR	STATE	SENATOR
Ala.	Howell Heflin Richard Shelby	Mont.	Max Baucus Conrad Burns
Alaska	Ted Stevens Frank Murkowski	Neb.	J. James Exon Robert Kerrey
Ariz.	John McCain Jon Kyl	Nev.	Harry Reid Richard Bryan
Ark.	Dale Bumpers David Pryor	N.H.	Robert C. Smith Judd Gregg
Calif.	Dianne Feinstein Barbara Boxer	N.J.	Bill Bradley Frank Lautenberg
Colo.	Hank Brown Ben Nighthorse Campbell	N.M.	Pete Domenici Jeff Bingaman
Conn.	Christopher Dodd Joseph Lieberman	N.Y.	Daniel Patrick Moynihan Alfonse D'Amato
Del.	William Roth Joseph Biden	N.C.	Jesse Helms Lauch Faircloth
Fla.	Bob Graham Connie Mack	N.D.	Kent Conrad Byron Dorgan
Ga.	Sam Nunn Paul Coverdell	Ohio	John Glenn Mike DeWine
Hawaii	Daniel Inouye Daniel Akaka	Okla.	Don Nickles James M. Inhofe
Idaho	Larry Craig Dirk Kempthorne	Ore.	Mark Hatfield Ron Wyden
Ill.	Paul Simon Carol Moseley-Braun	Penn.	Arlen Specter Rick Santorum
Ind.	Richard Lugar Dan Coats	R.I.	Claiborne Pell John H. Chafee
Iowa	Charles Grassley Tom Harkin	S.C.	Strom Thurmond Ernest Hollings
Kan.	Robert Dole Nancy Kassebaum	S.D.	Larry Pressler Thomas Daschle
Ky.	Wendell Ford Mitch McConnell	Tenn.	Fred Thompson Bill Frist
La.	J. Bennett Johnston John Breaux	Texas	Phil Graham Kay Bailey Hutchison
Maine	William Cohen Olympia Snowe	Utah	Orrin Hatch Robert Bennett
Md.	Paul Sarbanes Barbara Mikulski	Vt.	Patrick Leahy James Jeffords
Mass.	Edward Kennedy John Kerry	Va.	John Warner Charles Robb
Mich.	Carl Levin Spencer Abraham	Wash.	Slade Gorton Patty Murray
Minn.	Paul Wellstone Rod Grams	W.V.	Robert Byrd John D. Rockefeller
Miss.	Thad Cochran Trent Lott	Wis.	Herbert Kohl Russell Feingold
Mo.	Christopher Bond John Ashcroft	Wyo.	Alan Simpson Craig Thomas

## SAMPLE LETTER

Address of Sender  
Phone Number of Sender  
Date

The Honorable (Full Name of Senator)  
United States Senate  
Washington, DC 20510

Dear Senator (Last Name):

As a registered voter of your state who earns a living as a merchant mariner, I am asking for your support on a bill that I feel is very important to our nation.

The Senate will soon consider the Maritime Security Act. This bill received strong bipartisan support when it passed the House of Representatives on December 6 and when it cleared the Senate Commerce, Science and Transportation Committee earlier last year.

This bill has bipartisan support because it makes sure the United States will continue to have a strong commercial fleet sailing into the next century. A strong merchant marine with U.S. crewmembers aboard these ships is vital to America's national and economic security.

I urge you to support the Maritime Security Act and thank you for your consideration.

Sincerely,  
(Your Name)



# Severe Icing Clogs Shipping on Lakes

## Cuts Short 1995 Sailing Season

Deep ice packs created by a series of harsh winter storms brought the ships plying the Great Lakes to a near standstill during the final weeks of the region's sailing season. Shipping channels from Duluth, Minn. to Buffalo, N.Y. used by SIU-crewed vessels became unnavigable unless cleared by icebreakers.

"Our winter season arrived about two weeks earlier than we are used to," noted Bosun John Hickey, who sails from the port of Algonac, Mich. "We didn't anticipate, nor have we ever experienced, such bad ice conditions before the actual end of the season. Ice is always present on the Great Lakes in the winter but this year was different. It came on so fast and it caused a lot more problems," stated Hickey, a 1984 Piney Point graduate.

In late December, after signing off the *Sam Laud* for the winter, Hickey took a relief job aboard a Great Lakes Towing vessel to assist the U.S. Coast Guard in prying an iron ore carrier out of ice in the St. Clair River in St. Clair, Mich.

According to news reports, the fully loaded 767-foot ore carrier *Reserve* slowed down when it was warned that a tanker, having difficulty in the ice, was broadside in the channel. The reduction in speed caused the *Reserve* to become entangled in the ice and current. It had been pushed out of the channel into shallow, icy water.

The grounding put a stop to all movement on the St. Clair River for several days.

"Vessels had to anchor in the Detroit River until we could get the *Reserve* loose," recalled the bosun. "When they were forced to slow and sit in the ice, most of them became stuck. It was incredible."

"It took three harbor tugs and three Coast Guard cutters to break her out. We worked around-the-clock trying to free her. Everyone involved worked very hard," said Hickey.

### 12-15 Feet Thick

The *Reserve* was not the only Great Lakes vessel having problems maneuvering in the St. Clair River where ice depths ranged between 12 and 15 feet. American Steamship Company's (ASC) *Indiana Harbor* was one of 14 other vessels stuck in ice near the steamer.

While the tugboats and the Coast Guard worked to free the *Reserve*, the SIU-crewed *Indiana Harbor* broke from the ice and made its way to the *Reserve* where crewmembers distributed food, water and bread to those aboard the distressed vessel. Also, arrangements were made for the *Reserve* to offload 4,000 tons of taconite ore pellets into the empty *Indiana Harbor*.

Following lightering operations, the *Indiana Harbor* sailed out of the St. Clair River for Duluth to deliver the *Reserve's* cargo. However, on the return voyage from Duluth into Lake Huron, the *Indiana Harbor* became stuck in the ice-choked St. Marys River near Sault Ste. Marie, Mich.

"It was a harsh and bitter winter this season," recalled Bosun David Barber, who was aboard the *Indiana Harbor* when the vessel was surrounded by ice.

"The ice was very intense, and we weren't the only ship out there to have severe problems. A lot of boats got stuck in ice everywhere around the Lakes. The radio lines were constantly jammed," stated Barber.

"On the voyage back [to Michigan], we kept in close contact with the Coast Guard. We didn't expect to get stuck, but then again, who does?" said Barber.

"We were stuck in the ice for four days. The ice was more than we expected. Others had made it through before us, but the temperature had dropped too fast and

the ice refroze in greater depths. We just didn't have the speed we needed to break through the ice," Barber noted.

"The ice was unbearable. I have spent my whole life on the Lakes, but I have not seen it this bad in a very, very long time," he concluded.

Originally scheduled to lay up for the winter in Duluth, the *Indiana Harbor*, which sustained some minor hull damage, retired for the season in a Michigan shipyard.

### Ice Catches Others

The *Indiana Harbor* was only one of several SIU-crewed lakers to encounter problems in the last few weeks of the season.

The *American Republic* left the port of Cleveland bound for Toledo, Ohio for winter layup when it became jammed in ice for several days just outside the Cleveland harbor. It joined 10 other vessels in the same area forced to wait outside the ice field until Coast Guard ice cutters could clear the way into the ports of Erie, Pa., Cleveland, Toledo, Lorain and Ash-tabula, Ohio.

"Everyone on the Lakes has had the same problems," stated Donald Pfohl, director of marine personnel for ASC. "The lakes and rivers we all traverse are completely choked with ice. There is no way around it, and the ice has left no one unscathed," he added.

"To say that we had problems with ice is the understatement of the year," proclaimed Charles Neigebauer, an AB/watchman who recently signed off the *St. Clair*.

"We were sailing from Duluth to St. Clair when 63 inches of snow fell on the Soo Locks in Sault Ste. Marie. Everyone had to stop because visibility was so bad. We anchored at Thunder Bay, Canada for 28 hours until the storm cleared.

"However, when we finally reached the locks, we were part of a 40-ship backup. Twenty-eight more hours passed before we were allowed to pass through the locks only to find that the Coast Guard had shut down the entire St. Marys River system because of the severe ice and poor visibility. We had to tie up at the end of the locks until they reopened. It took the *St. Clair* four days to make a 52-hour trip," recalled Neigebauer.

"I have seen a lot of snow in my day but you are talking about more than four feet of snow falling in one day. It was awful. I have never been so glad to get off a ship in all my life," said the AB.

"It was so cold and snowy that it was almost unbearable. I stood watch, and the longest I could go was four hours at a time. That is a lot of time to spend outside on the deck in white-out conditions.

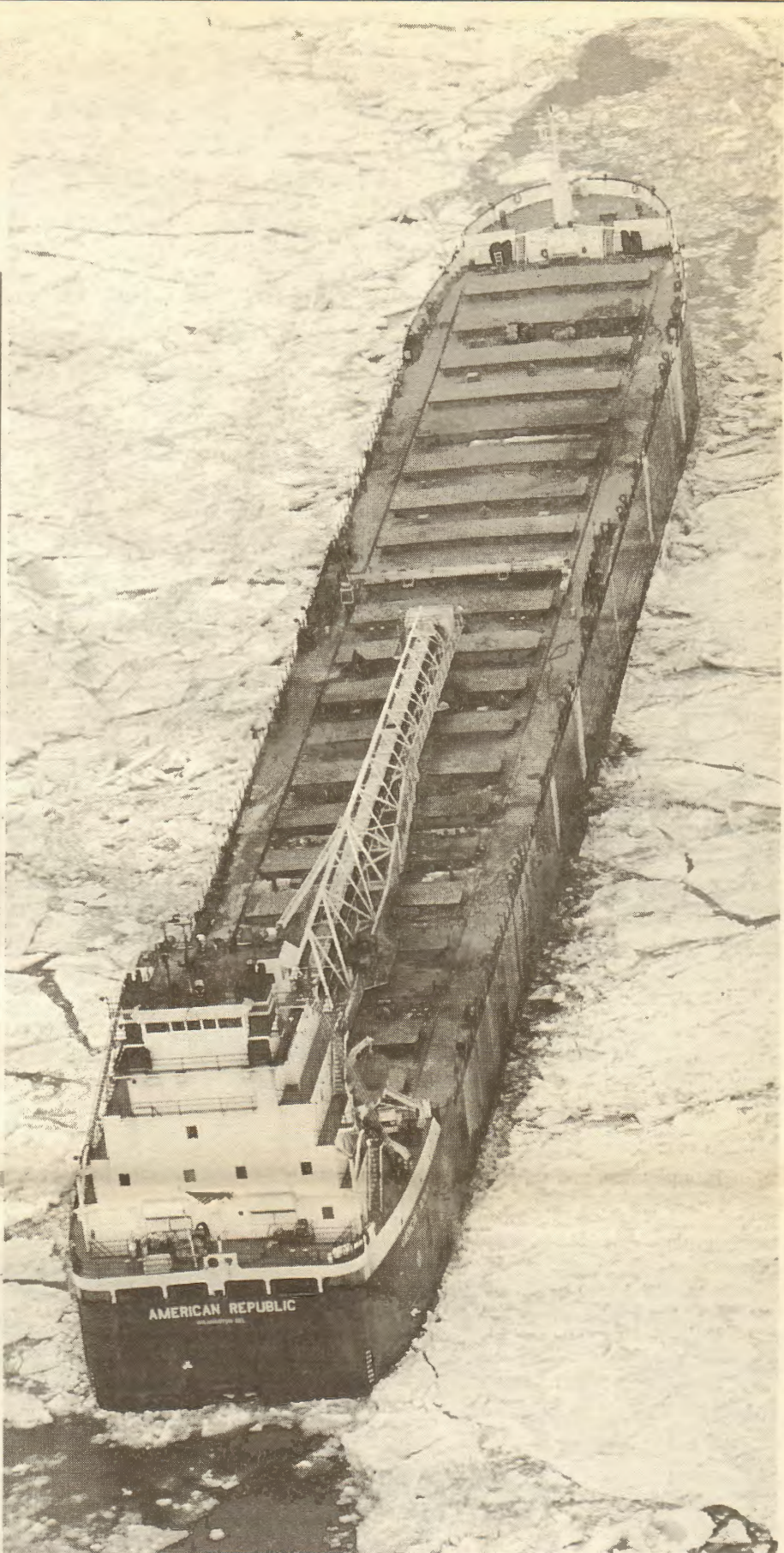
"Even with all my heavy gear, I was near freezing. It was like sailing through Alaska in the most brutal of winter conditions," recalled Neigebauer, who is spending his winter layup "enjoying the sun" in Florida.

### Never Ending Story

"It has been a very unusual winter on the Lakes," noted Coast Guard Lt. Commander Kevin Wells of the Coast Guard's Cleveland district which oversees Great Lakes shipping.

"The ice started early and came on the heels of a cold front that arrived in the region in late November and early December—and stayed. In addition to the freezing temperatures, strong winds swept across the Lakes and took what heat was left in the water away—causing ice to form very rapidly," Wells told a reporter for the *Seafarers LOG*.

U.S. and Canadian ice cutters have



The Plain Dealer, Cleveland, Ohio

Many SIU-crewed vessels like the *American Republic*, shown trying to leave Cleveland, plowed through deep ice during their final runs of the 1995 Great Lakes sailing season.

been busy breaking ice for Great Lakes vessels since early December. However, no sooner had they cleared the way than ice would form again.

"By breaking up the ice, we expose more water to the freezing temperatures and thus increase the depth of ice as the ships pass through," explained Wells. "The more ice we turned over, the deeper it would form," he added.

The heaviest concentration of ice has been in the St. Marys River near the Soo Locks. (The locks control access between Lake Superior and Lake Huron.) Many SIU-crewed ore carriers had to sail through the area in order to meet the season-end demand for iron ore before the locks closed on January 15.

In the weeks prior to the closing, Coast Guard and Canadian ice cutters worked endless hours attempting to keep the shipping lanes free of ice long enough for the ore carriers to sail safely through.

Wells noted that more ships had to be escorted through the ice from late December to January 15 than during the 1993-94 season when severe ice conditions on the Lakes demanded the agency use every available resource to help lakers navigate through the ice.

"With all of the ice and the problems it

caused, we had to set up convoys of ships. Breaking up the ice for one ship at a time was both time consuming and a wasted effort due to how fast the water refroze," said Wells.

He noted that at the beginning of last month, a 19-ship convoy was assisted by several ice breakers to make the passage into Lake Superior.

Regardless of valiant efforts put forth by the Coast Guard, some SIU-crewed vessels were unable to get through the St. Marys River and the Soo Locks for winter layup in the port of Duluth and Superior, Wis.

As mentioned, the *Indiana Harbor* never made it back to Duluth after delivering the cargo for the *Reserve*. The *Walter J. McCartney*, *St. Clair* and *H. Lee White* went into layup in other, more accessible ports along the lower Lakes.

According to Glen Nekvasil of the Lake Carriers' Association, an organization of U.S.-flag ship companies on the Lakes, Great Lakes vessels moved two million tons less in 1995 than during the 1994 season. "Up until November, we were ahead. The early winter took all the wind out of our sails and decreased what we could move. The demand was there but the weather just did not allow us to get the cargo to its final destination," Nekvasil concluded.



# Waterway Crews Combat Winter

SIU members who crew NY Waterway passenger ferries did not exactly greet the Blizzard of '96 with nonchalance, but because they are accustomed to keeping the boats running no matter how bad the weather, they certainly were not rattled by the latest challenge from Mother Nature.

The first and worse half of the blizzard dumped upwards of two feet of snow in New York and New Jersey on January 6-7.

Despite the severe storm, all but one of the SIU crewed ferries operated on Monday, January 8, and all of them ran throughout the rest of the week.

"We still had some diehard passengers who went to work," said Captain John Willette. "A number of them work at New York University Hospital, so they had to get there. The passengers were very appreciative that we were running."

For Willette and his fellow Seafarers, the first challenge was getting to the piers. Several members said they combined walking with taking whatever public transportation was available to

get to work.

Of course, once the Seafarers arrived at the docks in New York and New Jersey, they were faced with drifts as high as four feet. And even after they shoveled pathways for themselves and the passengers, strong winds periodically would cover the clearances again with snow.



Captain Manny Rebelo says he and his fellow Seafarers often utilize radar to ensure the safest possible river crossings.

"We felt we couldn't let people down. We have to keep running," said AB Teddy Terzakos.

Such reliability has been a hallmark of the Seafarers-crewed ferries since the service began in 1986. It particularly has been evident during severe winter storms in 1993, '94 and '96. The ferries also provided many commuters their only form of transportation home following the terrorist attack at the World Trade Center in February 1993, when Manhattan trains and highways closed.

In each case, SIU members maintained service.

### More Challenges

As in years past, Seafarers this winter are facing obstacles besides snow. Ice, fog and strong winds have made the crossings of the Hudson and East rivers very challenging.

"It's quite a test," said Captain Manny Rebelo. "The ice is nowhere near as bad as it was two years ago, but the north wind packs it into the New York side, and that can get pretty thick."



Throughout the winter, SIU crews have battled icy conditions on the Hudson and East rivers, as shown in this photo. Strong winds and snow drifts also have presented challenges, but the Seafarers-crewed ferries have maintained their schedules.

Rebelo noted that the boats regularly are fitted with new propellers to replace those damaged by ice.

He also explained that, during non-daylight hours and/or in foggy conditions, crews "are getting a lot of radar time this year.

Every boat is equipped with a top-flight radar, and they're constantly used.

"Radar can be more essential than your eyes," he added. "Every one of us has experience using radar units, which helps maintain safety."

# NJ Commuter Terminal To Boost Ferry System

Continued from page 3

New Jersey Transportation Trust Fund, the Port Authority of New York and New Jersey, and private financing from NY Waterway. At various stages of completion, the project will require approvals from government.

Imperatore also told a New Jersey newspaper that NY Waterway is negotiating with New York officials for a similar terminal on the Manhattan side of the Hudson. Presently, the company has a temporary terminal on two piers at 38th Street.

### Reliable Transportation

The safe and consistent work of SIU members aboard the boats has been a key ingredient in NY Waterway's success. No matter the weather or other circumstances, Seafarers keep the ferries running in reliable fashion (see story above).

Each ferry has a capacity of about 400 passengers, travels at an average speed of between 15

and 18 mph and is roughly 100 feet long. One-way trips last six to ten minutes, depending on the route, and the ferries run from 6:45 a.m. until 10 p.m.

The fares average about \$30 per week for customers who buy a monthly pass. For all ferry patrons, NY Waterway also offers free connecting bus service on both sides of the Hudson.

In recent years, the company has added day cruises and harbor tours. Last year, it initiated lunchtime routes consisting of leisurely, 40-minute trips around the harbor—the waterborne equivalent of a stroll. Passengers may bring their own lunch or purchase food and beverages aboard the four boats that are equipped to offer snacks.

"The growth has been remarkable," said SIU Representative Ed Pulver. "But it's not finished. In the next year, I believe business is really going to take off."

"This proves that when a good company and a good union work together, they give good service."



Deckhands Errol Lanier (left) and Christopher Fernandez are two of the 70 Seafarers who work aboard NY Waterway ferries.

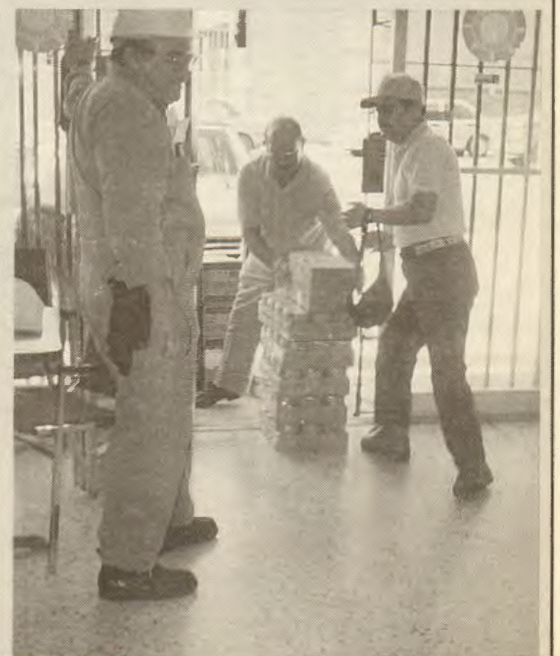
# Virgin Island Hurricane Relief from Puerto Rico



Seafarers recently continued their relief efforts to the residents of St. Thomas, St. Croix and St. John, U.S.V.I., who were affected by Hurricane Marilyn last September. These photos show Seafarers at the SIU hall in Santurce unloading a truck containing food, water and cleaning supplies (donated by members of the SIU and one of its affiliates, the United Industrial Workers) which then were loaded into containers bound for the Virgin Islands. SIU-contracted Crowley American Transport donated the use and transportation of the container. Pictured above are (from the left) SA Ed Figuerra, Bosun Louie Perez, AB Antonio Rodriguez and DEUs Angel Periera, Pedro Santos and Casimiro Mejias.



AB Julio Matos (holding box) joins with fellow Seafarers in unloading relief supplies from the truck. SA Jose De Los Santos is standing at Matos' left.



From left, Bosun Louie Perez, SA Angel O'Neil and AB Victor Pacheco carry cases of non-perishable foods for hurricane victims into the SIU hall in Santurce, P.R.



## Author Sailed with the SIU During the Conflict Book Recounts Mariners' Role in World War II

The story of the U.S. merchant marine during World War II is one that has been told by one generation of Seafarers to the next generation aboard ships and in union halls.

Bits and pieces of the history have been written for posterity but never has a comprehensive work been researched and published. Never before, that is, until now.

In a fast, exciting read, *Heroes in Dungarees, The Story of the American Merchant Marine in World War II* collects the old sea stories, newspaper accounts and archival files into one book to show how Americans served their nation by sailing aboard merchant ships.

Adding flavor to his research, author John Bunker includes many first-hand accounts that he collected and saved from the time he sailed as a fireman and oiler in the SIU during the war.

"I felt it was time someone told a more complete story," noted Bunker, who worked with the SIU in various capacities following the war. When he was not with the union, Bunker reported on maritime and waterfront issues for many years with first the *Christian Science Monitor*, then the *San Diego Tribune*. Through all these jobs, he was able to collect information about merchant mariners' experiences during the war.

### Attacked Before War Declared

Bunker relates in the book that the first U.S.-flag vessel to become a victim of the war was the freighter *City of Flint*, which was boarded by German sailors on

October 9, 1939 and forced to sail to Nazi-occupied Norway. Americans did not learn of the ship's capture until January 1940 when the freighter docked in Baltimore after the German sailors were forced off the ship by armed Norwegians.

Thanks to a history of the union during World War II published by Bunker in 1951, many Seafarers are aware that the SIU-crewed *Robin Moor* was the first U.S.-flag merchant ship torpedoed by a German submarine. This took place on May 21, 1941—almost seven months before Pearl Harbor was bombed, which officially brought the U.S. into the conflict.

*'I felt it was time someone told a more complete story.'*

— John Bunker

*Heroes in Dungarees* provides extensive coverage of the war in the North Atlantic as well as the Murmansk runs to provide arms and food to the Soviet Union. As Bunker noted in his interview with a reporter for the *Seafarers LOG*, these two fronts for the merchant marine were where most of the action took place.

### Tales of Seafarers

Among the stories told in the chapters dealing with the North Atlantic are the exploits of Seafarers **Gustave Alm** and **Rex Dickey**.

Alm sailed as a carpenter

aboard the *Angelina* when a torpedo hit the freighter at night during a storm on October 17, 1942. After abandoning ship in a lifeboat, Alm and others were thrown into the water by rough seas.

The carpenter and several others grabbed the railing on the overturned lifeboat and held on for dear life. When a shipmate would lose his grip or give up during the night, Alm would grab him, return him to the boat and urge him to hold on because they would be rescued.

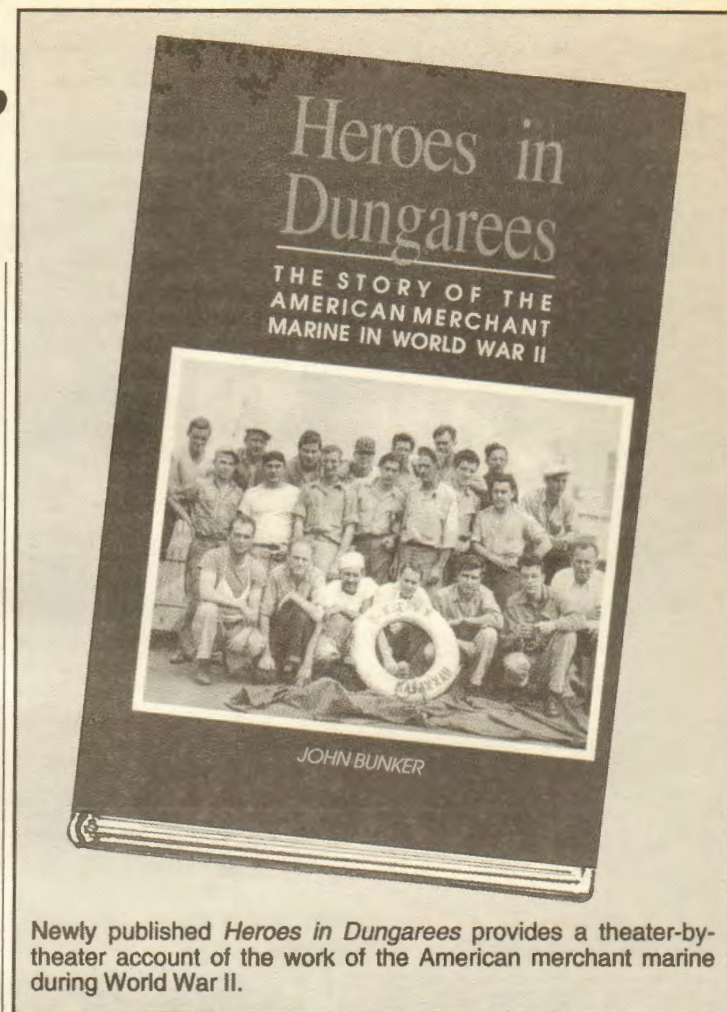
When daylight broke the next morning, a rescue vessel spotted Alm and four other survivors of the *Angelina* clinging to the upturned craft. Despite injuries and exhaustion, Alm tied the rescue lines around his shipmates who were lifted to the vessel before he finally was saved from the sea.

Within a few weeks of his rescue, Alm returned to sailing and survived the war.

In a chapter entitled "The Man Who Refused to Die," Bunker recounts the struggle waged by AB Dickey after his vessel, the *Wade Hampton*, was torpedoed on the night of February 28, 1943.

Dickey and Bosun **John Sandova** remained on deck to tend the lifeboat falls. When the last lifeboat was lowered, the crewmembers in it pushed away, forgetting that Dickey and Sandova were still on the sinking ship.

The pair launched a life raft, a 10-foot square wooden platform on drums. Unlike the boats, which could offer some protection from the elements based on their design, the rafts were flat



Newly published *Heroes in Dungarees* provides a theater-by-theater account of the work of the American merchant marine during World War II.

and fully exposed to rain, snow, wind, spray and the sun.

The two had to jump into the frigid water to reach the raft. Once on it, they broke out the oars—an effort that proved futile in what actually was a moderate gale.

Several ships went by without seeing them. Sandova died from exposure on the second day. Dickey kept alive by moving his arms and legs and by a strong mental determination to live.

Dickey survived the three-day ordeal on the raft and eventually became a port agent for the SIU.

### Worldwide Effort

While a majority of the merchant ships lost during World War II took place in the North

Atlantic, by no means was that the only stretch of sea where mariners saw actions.

*Heroes in Dungarees* provides information on the fighting that took place in the Caribbean, the

*Among the stories told... are the exploits of Seafarers Gustave Alm and Rex Dickey.*

South Atlantic and along both coasts of South America against German U-boats and surface raiders. It also describes the ordeals faced by merchant seamen in the Pacific and Indian oceans versus Japanese attackers.

In fact, Bunker's research revealed the Japanese were more likely to commit atrocities against American merchant mariners than the Germans were. In the book, he describes several of the documented attacks on mariners who had abandoned their ships.

All the chapters are heavily detailed with footnotes stating how Bunker acquired the information. Besides the tales provided by surviving mariners and Bunker's own war experiences, he used such sources as the National Archives, books written about the war, *The New York Times* and the *Seafarers LOG*, among others.

*Heroes in Dungarees* also provides a 16-page appendix listing the 733 U.S.-flag merchant ships lost during the war.

This 369-page book provides plenty of information for those wanting to learn about the U.S. merchant marine in World War II. For others who already have some knowledge of the action, *Heroes in Dungarees* will provide additional background to supplement other histories of the war.

The book, priced at \$32.95, may be obtained by contacting the Naval Institute Press at 1(800) 233-8764.

## Journalistic and Seafaring Careers Aid Bunker in Writing Mariners' War History

**A**UTHOR JOHN BUNKER combined the two major loves in his life to write *Heroes in Dungarees, The Story of the American Merchant Marine in World War II*: journalism and the sea.

As a young man, Bunker made several trips to sea, after which he went to the University of Pittsburgh and wrote for several community newspapers. After graduation during the Depression years, he worked at various jobs, then became a reporter for the *Louisville (Ky.) Courier-*

*Journal*.

In 1942, Bunker joined the SIU and sailed in the engine department as a wiper, fireman, oiler and deck engineer, mostly aboard Waterman ships. Like many other SIU members, he saw war action against submarines and bombers. During the invasion of Sicily, Bunker's vessel, the *Jonathan Grout*, experienced some 40 air raids. During one, the ship next to the *Grout* was sunk.

"The blast felt like the ship was lifted out of the water," he recalled in an interview with the *Seafarers LOG*.

During a submarine attack, a torpedo missed the *Grout* and sank a transport in the next column. While sailing aboard the Waterman vessel *Bayou Chico*, he experienced rocket attacks on Antwerp, Belgium by German V-1 and V-2 rockets.

Bunker served aboard seven ships during the war, sailing in the Atlantic, Caribbean, Pacific and Mediterranean. As an SIU member, he wrote the "Fore 'N Aft" column for the *LOG*.

Following the war, Bunker came upon the idea to collect the stories of other mariners who had served their country aboard merchant ships during the war.

After working as a reporter and feature writer for the *Christian Science Monitor* in Boston, Bunker moved to Washington, D.C. to work with the National Federation of American Shipping, a lobbying organization for the U.S. merchant marine.

In 1951, he wrote *The Seafarers in World*

*War II*, a 44-page journal which recounted the contributions of SIU members during the conflict. Copies of the document were sent to members of Congress to emphasize the vital role played by the mariners.

Bunker moved to the West Coast in the early '50s to work as the maritime and military reporter for the *San Diego Tribune*. He stayed with the paper for 12 years and came back east.

At this time, SIU President Paul Hall asked Bunker to work with the union on special projects. Hall was very interested in union history and had Bunker compile a history of the old International Seamen's Union and the SIU. This material came from many sources around the country and now comprises a unique historical resource in the Paul Hall Library and Maritime Museum at the Lundberg School in Piney Point, Md.

Bunker also wrote a history of the SIU which appeared in the *LOG* as a continuing series from 1980 to 1983.

Bunker retired from the SIU in 1980, shortly after Hall's death.

*Heroes in Dungarees* is not his first book. He has also written *Liberty Ships: The Ugly Ducklings of World War II*, *Harbor and Haven: An Illustrated History of the Port of New York* and a history of the American merchant marine, which appeared serially in *U.S. Flag*, published by the Transportation Institute, a Washington, D.C.-based organization dedicated to the promotion of the U.S. merchant fleet.



John Bunker

Photo: Maya Inc.



# Mariners Need Additional ID by Oct. 1; USCG to Issue Document at No Cost

As of October 1, active deep-sea mariners—including those who sail as ABs, pumpmen, tankerman assistants and any other seamen with a rating who hold a lifeboat ticket—must possess a supplemental form of shipboard identification in order to comply with an international agreement covering maritime certification and safety. There is no charge for this identification.

The U.S. Coast Guard recently published its policy for issuing the form prescribed by a regulation of the International Convention on Standards of Training, Certification and Watchkeeping for mariners (STCW). Seafarers who need the STCW form may get it through the mail or at a Coast Guard Regional Exam Center (REC).

Seafarers should note that the STCW form automatically will be issued to mariners who renew their z-cards or test for an upgrade before October 1. However, a mariner who renews a document or license strictly for continuity purposes will not be issued the STCW form until he or she shows proof of being ready to sail.

The form simply is a letter-size piece of paper listing a mariner's ratings and any applicable limitations including medical waivers. It utilizes terminology to create a universal form of identification as called for by the STCW convention, but it essentially provides the same information found on a z-card.

The standard format was adopted by the nations signatory to the STCW (including the U.S.) in order to facilitate port-state control functions. Ship inspectors will

check the standard form rather than reviewing each nation's version of a z-card. This is expected to simplify the inspectors' jobs and thereby bolster shipboard safety.

The STCW form does not have an expiration date, although it only is valid when accompanying a valid z-card or license. A photo is not required, but may be used.

According to the Coast Guard, the following deep-sea mariners need the STCW form by October 1:

- Any rating qualified as lifeboatman
- Tankerman-person in charge (PIC), tankerman-assistant and tankerman-engineer
- ABs and some specially qualified ordinary seamen
- Operators of uninspected towing vessels with an ocean or near coastal route and operators of uninspected passenger vessels with a near coastal route
- Masters and mates holding a license valid for service on vessels on ocean or near-coastal routes, regardless of any tonnage limitation
- Engineer officers licensed for service on vessels of 1,000 horsepower or more.

Mariners who go to an REC to get the STCW form should bring their z-card or license. However, there is no guarantee the form will be issued the same day.

Those who want to secure the STCW form via mail should send a letter stating that he or she is applying for the form. The letter should include the mariner's full name as shown on the license or z-card, social security number, return address and copies of each valid z-card or license.

## U.S. Coast Guard Regional Examination Centers

[Editor's note: Address correspondence to: "Commanding Officer (REC), U.S. Coast Guard, Marine Safety Office," followed by the address]

510 L. Street Suite 100 Anchorage, AK 99501-1946 (907) 271-6733 or 6735	Claude Pepper Building 6th Floor 51 S.W. First Avenue Miami, FL 33130-1608 (305) 536-6548
Customhouse Baltimore, MD 21202-4022 (410) 962-5132	1440 Canal Street Eighth Floor New Orleans, LA 70112-2711 (504) 589-6183
455 Commercial Street Boston, MA 02109-1045 (617) 223-3040	Battery Park Building New York, NY 10004-1466 (212) 668-6395
196 Tradd Street Charleston, SC 29401-1899 (803) 724-7693	6767 N. Basin Avenue Portland, OR 97217-3992 (503) 240-9346
433 Ala Moana Blvd., Rm 1 Honolulu, HI 96813-4909 (808) 522-8258	1222 Spruce Street Suite 211 St. Louis, MO 63103-2835 (314) 539-2657
8876 Gulf Freeway Suite 210 Houston, TX 77017-6595 (713) 947-0044	Building 14 Coast Guard Island Alameda, CA 94501-5100 (510) 437-3092 or 3093
2760 Sherwood Lane Suite 2A Juneau, AK 99801-5845 (907) 463-2450	1519 Alaskan Way S. Building 1 Seattle, WA 98134-1192 (206) 217-6115
165 N. Pico Avenue Long Beach, CA 90802-1096 (310) 980-4483 or 4485	Federal Building, Room 501 234 Summit Street Toledo, OH 43604-1590 (419) 259-6394 or 6395
200 Jefferson Avenue Suite 1301 Memphis, TN 38103-2300 (901) 544-3297	

# 'Santa' Stresses Need for Strong U.S. Fleet

## Christmas Card a Hit on Kainalu

Seafarers aboard the containership *Kainalu* recently received a unique Christmas card from Chief Engineer Bill Tracy.

Using double-exposure photography as well as creative writing skills, Tracy put together more than 100 editions of a 5½-by-4¼ inch booklet recounting a visit by Santa Claus to the Seafarers-crewed Matson vessel. Each greeting featured 11 photos and a verse that emphasized the need for a strong U.S.-flag merchant marine.

Tracy, who began his sailing career in 1965, is pictured in a Santa suit and in work clothes. Also featured is Recertified Steward Carl Poggioli, who insisted on serving breakfast to St. Nick. "I think Carl went overboard in making Santa sign a meal voucher," Tracy said with a laugh. "Actually, Carl was a tremendous help in doing the card. He's also one of the best unlicensed department heads I've ever seen."

Tracy distributed the booklets to shipmates on the *Kainalu* and to maritime union officials who are involved in the vessel's operations. "Most of them didn't know I was doing it, but it was well-received," he said. "Everyone was very supportive."

The cover features color illustrations of the ship and of Tracy dressed as Santa, holding an American flag. Each four-line stanza is followed by a photo. The complete verse is as follows:

*Twas The Nite Before Christmas  
Hawaii This Year  
Off-Loading The Ship  
Alongside The Pier*

*We Doubt He Could Come  
No Snow For His Sleigh  
But We Didn't Know  
He Was Riding Our Way  
(Note: Santa is pictured on a  
union-made Harley Davidson)*

*Then What To My Wondering  
Eyes Did Appear  
But Santa On Top  
The Reduction Gear*

*Then Out Of His Bag  
He Slowly Did Hump*

*A Gift For The Ship  
A Hydrazine Pump  
A New Mandolin  
He Gave To Me Too  
For Last Year's Guitar  
Did Not Make It Through  
For Him Coveralls  
A Gift From The Ship  
For Work If The Sleigh  
Broke Down On His Trip  
The Galley, I Called  
To Make Him A Snack  
So He Would Be Fed  
Before Heading Back  
The Steward Said,  
"Milk And Cookies Won't Do!"  
And Sat Us Both Down  
For Breakfast For Two  
Of Foreign Flag Ships  
Santa Spoke His Concern  
And Hoped Of This Threat  
That Congress Soon Learn  
Then Up By The Boat  
A Hawaiian Hymn  
He Strummed While I Picked  
The New Mandolin  
Then Proudly He Hoist  
A Gift From His Bag  
For Matson Ships Fly  
The American Flag  
"Merry Christmas!" He Called  
As He Left The Scene  
"And May The Lord Save  
Our Merchant Marine."*

A Massachusetts resident (who does, in fact, play the mandolin), Tracy said he also mailed copies of the booklet to his senators and congressman. "To see these foreign [companies] come in here and dominate shipping, it hurts," said Tracy, a veteran of the Persian Gulf War. "I didn't pick the message of the card by accident, and I thank the SIU for the use of the 'Save Our Fleet' poster" which is featured in one photo.

The engineer, who formerly sailed on tugboats in the New York area, added that he started doing the Christmas booklets about 10 years ago. "One year, I was having trouble getting (items for) a repair list, so I put it in the form of a poem. The next year, I added the photos and turned it into a Christmas card. I've done them every year since."



Recertified Steward Carl Poggioli (standing) serves pancakes to Chief Engineer Bill Tracy (left) and a guest. In this double-exposed photo, Santa (a.k.a. Tracy) is signing a meal voucher.



While much of the tone of Tracy's Christmas booklet is lighthearted, his message to keep the American flag on the high seas is no laughing matter, the author noted.



# Deadline Nears to Apply for '96 Scholarship

"I'll get around to it."  
How many times have those words been uttered?  
"There's plenty of time. I don't have to hurry."

This is another familiar refrain to many.

For some projects, there may be no deadline. However, to apply for a Seafarers Welfare Plan scholarship, that is not the case.

All completed applications for those qualified individuals planning to attend a college or university in the fall must be mailed and postmarked **ON or BEFORE April 15, 1996**. That means time is of the essence.

With the cost of higher education going up each year, there is no time like now to plan for the future. Applying for a Seafarers Welfare Plan scholarship could provide an answer to the question of how to pay for future schooling.

Since the SIU began its scholarship program in 1952, a total of 242 members and their spouses and dependent children have been awarded higher education grants.

This year, the Seafarers Welfare Plan will present seven scholarships. Three of the awards go directly to Seafarers. One of these grants is for \$15,000 for use at a four-year institution of higher learning. The other two awards designated specifically for SIU members are \$6,000 each for use toward two years of study at a community college or vocational school.

The Seafarers Welfare Plan presents the remaining four scholarships to the spouses and dependent children of Seafarers. Each of these stipends is for \$15,000 for use at a four-year college or university.

### Who Is Eligible

While the new year is just beginning, the time to apply for



a 1996 scholarship is nearing its end. As noted above, scholarships are available to Seafarers (no matter if they sail deep sea, inland or Great Lakes), their spouses and dependent children.

In order to be eligible, a Seafarer must:

- be a high school graduate or its equivalent,
- have a total of 730 days of employment with an employer who is obligated to make contributions to the Seafarers Welfare Plan on the Seafarer's

behalf prior to the date of application,

- have one day of employment on a vessel in the six-month period immediately prior to the date of application, and
- have 120 days of employment on a vessel in the previous calendar year.

(Pensioners are not eligible for scholarships.)

For a spouse to be considered for a scholarship, he or she must:

- be married to an eligible Seafarer or SIU pensioner and
- be a high school graduate or its equivalent.

For a dependent child to be considered for a grant, he or she must:

- be an unmarried child of an eligible Seafarer or SIU pensioner for whom the member or pensioner (and his or her spouse) has been the sole source of support during the previous calendar year. (However, should a dependent child win an SIU scholarship and marry

while receiving the award, he or she will not have to forfeit the grant by reason of such marriage.)

- be a high school graduate or its equivalent, although applications may be made during the senior year of high school, and
- be under the age of 19—or be under the age of 25 and be a full-time student in a program leading to a baccalaureate or higher degree at an accredited institution authorized by law to grant such degrees.

The following conditions must be met for either a spouse or dependent child to be considered for a scholarship:

- the sponsoring Seafarer must have credit for 1,095 days of covered employment with an employer who is obligated to make contributions to the Seafarers Welfare Plan on the Seafarer's behalf prior to the date of application and
- the sponsoring Seafarer must have one day of employ-

ment in the six-month period preceding the date of application and 120 days of employment in the previous calendar year (unless the eligible parent is deceased).

### Materials Needed

Despite the fact that the April 15 deadline is drawing near, there still is plenty of time to gather the other needed pieces of information.

Among the paperwork required of all applicants so they can be considered for a scholarship are:

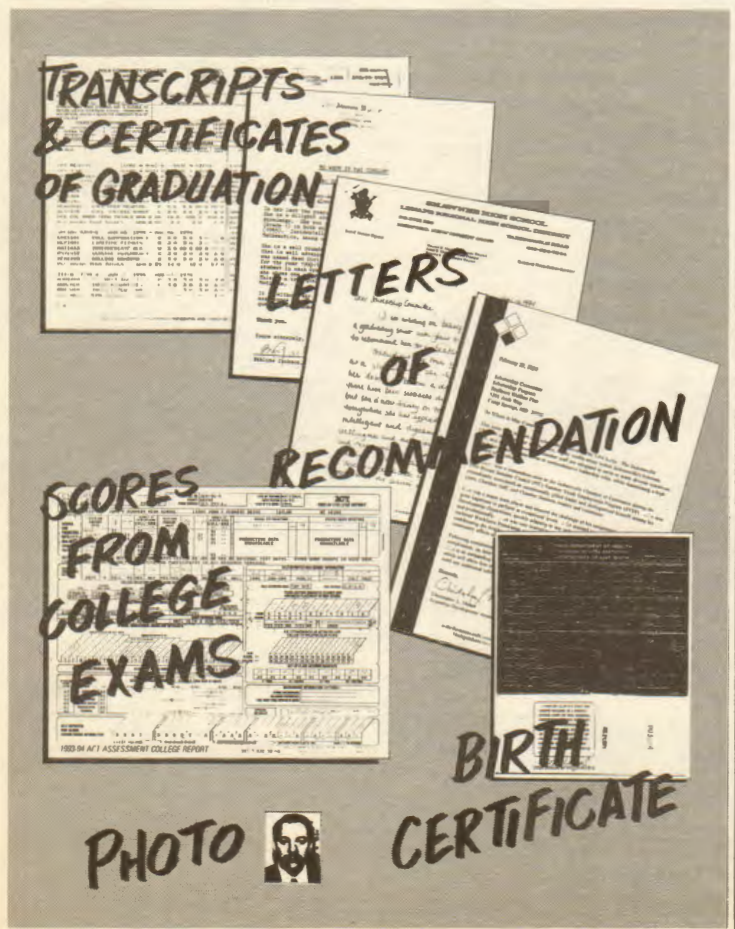
- transcripts and certificates of graduation. Some schools are slow in handling transcript requests, so the sooner an applicant seeks copies of his or her transcript, the sooner the scholarship selection committee will receive them.
- letters of recommendation should be gathered from individuals who have knowledge of the applicant's character, personality and career goals.
- scores from either the College Entrance Examination Boards (SAT) or American College Tests (ACT) exams, which should be taken no later than this month to be sure that the results reach the scholarship selection committee in time for evaluation.
- a photograph of the applicant.
- a certified copy of the applicant's birth certificate.

### Deadline Nears

The completed applications **MUST** be mailed and postmarked **ON or BEFORE April 15**. Because the Welfare Plan receives many applications for the grants, it is sometimes very difficult to determine the seven recipients for the scholarships. Therefore, all applicants should be sure to fill out the scholarship request form as thoroughly as possible and provide all the requested information by the due date.

Those who have previously applied for a Seafarers Welfare Plan scholarship and were not selected are encouraged to apply again this year, provided they still meet all the requirements.

In order to prepare for the future, do not put off until tomorrow what can be done today. The time is now to apply for a Seafarers Welfare Plan scholarship.



Please send me the 1996 SIU Scholarship Program booklet which contains eligibility information, procedures for applying and a copy of 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.



## Safety Remains Top Concern For ITB Baltimore Tankermen

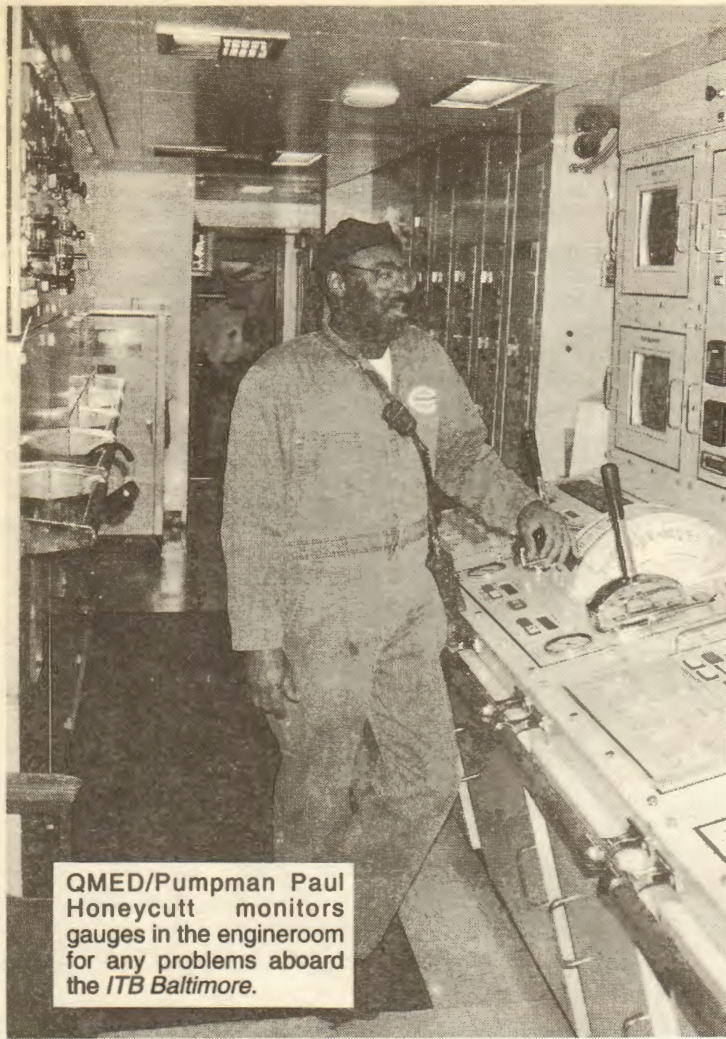
From the crystal clear waters of the U.S. Virgin Islands to ports located along the East Coast, Seafarers aboard the *ITB Baltimore* take special care loading and unloading petroleum products.

Safety is a prime concern for the crewmembers aboard the Sheridan Transportation intergrated tug and barge. Because of the volatile nature of the cargo, every precaution is taken aboard the *Baltimore* to make sure there are no problems in loading, transporting or discharging the products.

The tug/barge makes the roundtrip between the

Virgin Islands and New York in just under 13 days. Lightering in Stapleton Anchorage takes about 12 hours, while the offloading operations at the terminal involve another 18 hours.

The *Baltimore* is able to hold 360,000 barrels of refined petroleum products such as gasoline and jet fuel. When it is not on the New York run, the 691-foot vessel delivers cargo from the refinery in St. Croix to the ports of Port Everglades and Jacksonville, Fla.; Charleston, S.C.; Savannah, Ga. and Baltimore.



QMED/Pumpman Paul Honeycutt monitors gauges in the engine room for any problems aboard the *ITB Baltimore*.



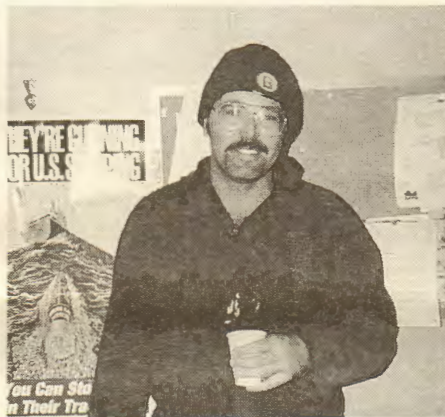
Maintaining lookout on the *ITB Baltimore* is AB Anthony Heinholdt.



Following petroleum discharging operations at the Hess Terminal in Port Reading, N.J., ABs Tom Correll (left), Steve Herring (center) and Tan Joon relax in the crew lounge aboard the *ITB Baltimore*.



Steward/Baker Walter Hansen prepares lunch for crewmembers aboard the *ITB Baltimore*.



Bosun Joseph Caruso prepares for a deck safety inspection on board the tug/barge.



Cleaning up after dinner is the responsibility of Assistant Cook Utility Gerald Hyman.

# Flu Shots

## Seattle Seafarers Receive A Shot in the Arm

Taking advantage of a one-day opportunity at the Seattle union hall, more than 50 Seafarers and pensioners received their annual flu shot on November 20.

For four years, nurses from the Virginia Mason Clinic in Seattle have come to the union hall to administer the shots that help protect Seafarers from the flu. (The clinic is a Seafarers Welfare Plan preferred Provider health care organization.)

Influenza is a highly contagious viral disease marked by respiratory inflammation, fever, muscular pain and often intestinal discomfort. Be-

cause Seafarers live in close quarters aboard ships, the vaccine helps contain the infectious disease while at sea.

"We offer the shots at the hall as a convenience for the membership," Assistant Vice President Bob Hall told a reporter for the *Seafarers LOG*.

"This is the fourth year that we have administered the vaccine from the union hall, and each year we have a good turnout. No one wants to get sick, especially at sea, and this is a way to ensure that our members stay as healthy as possible," said Hall.

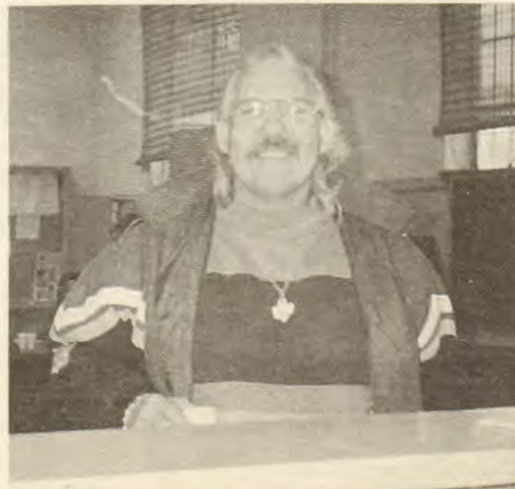
Above, Pensioner Enos Ott was first in line to receive his flu shot, administered by Lori Faubert at the Seattle hall last November.



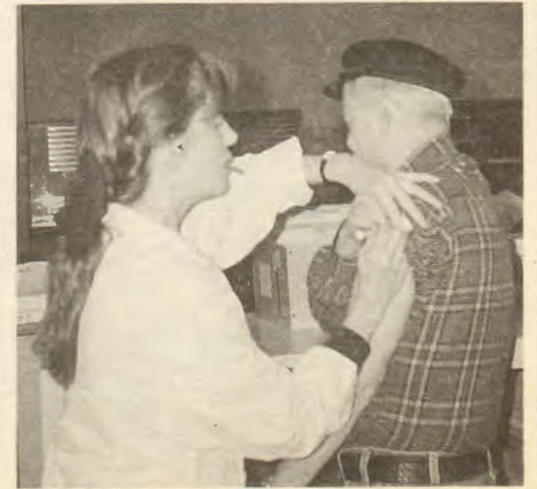
Above, AB Ray Nowek (left) and Bosun Dan Seagle sign in at the Seattle hall prior to receiving their flu shots.



At left, Steward/Baker Lori F. Smith makes sure she will stay healthy while at sea by getting inoculated against the virus.



Checking in at the counter to receive his flu shot is Bosun Charles "Sonny" Herrera.



Bosun Bob Wood turns his head as he receives his influenza vaccine.





A member of the *American Queen* hotel staff practices putting out a flammable liquid fire with a fire extinguisher as instructor Byran Cummings looks on. The paddlewheeler is in the background.

## SIU Safety Training Continues Aboard Delta Queen Riverboats

On-site safety and firefighting training will resume this month for Seafarers aboard Delta Queen Steamboat Co. vessels.

Presented by instructors from the Paul Hall Center for Maritime Training and Education, these classes are designed to provide basic information for new crewmembers aboard the *Delta Queen*, *Mississippi Queen* and *American Queen*. Other classes are held to provide refresher and updated training to Seafarers who have attended previous sessions.

As was done last year, instructors Byran Cummings and Bob Carle will conduct the week-long training sessions with the Seafarers while the vessels ply the Mississippi River and its tributaries.

"Each year we advance our curriculum a little more. We have to continue to expand so that the training is not redundant," explained Cummings who, like Carle, has years of experience as a firefighter and paramedic.

Many deck and engine department Seafarers regularly sail aboard one or more of the three Delta Queen vessels. This fact allows the instructors to build on the safety program from year to year, Cummings noted.

"I cannot overpraise these crews. They really get into the training and are very gracious to us when we board the boats. They are like one big family and treat us as a part of it," said Cummings.

Each year, the instructors provide training throughout the day and evening, interspersed be-

tween regular crew duties and various shifts. Depending on their ratings aboard the riverboats, Seafarers receive anywhere from 15 to 120 hours of instruction during the year, including plenty of hands-on training.

"They have to continue to work while we are there and must find time to go through the drills. However, crewmembers are always welcoming us aboard," stated Cummings.

"The fact that our arrival and the training is eagerly anticipated by the crewmembers creates an atmosphere that makes teaching easy and enjoyable," the Lundeberg School instructor noted.

### Advanced Training

In 1995, more than 500 crewmembers aboard the *Delta Queen*, *Mississippi Queen* and *American Queen* took part in classes.

The 1995 sessions included crewmembers from the new 418-foot *American Queen*, which began sailing in June. In September, Cummings boarded the steamboat and conducted the vessel's first on-site training session while the riverboat was underway on the Mississippi River.

"The addition of the *American Queen* brought some new challenges, but our goals remain the same as far as educating and training the members is concerned," Cummings told a reporter for the *Seafarers LOG*.

"The only change for us is that the *American Queen* has a much larger crew—many of whom are

new—and our training was more detailed and intense in order to bring them up to the same level as crewmembers aboard the other two boats who have gone through the training several times," noted Cummings.

The *American Queen*, which carries a crew of 170, can accommodate 436 passengers, more than either of the other two vessels.

### "Live" Rescue Performed

Included in the safety training is a session on rescuing people who go overboard from the riverboats. However, the emergency squad (composed of deck and engine department crewmembers) received a slight twist to their drill.

Last spring, Seafarers aboard the *Mississippi Queen* were tested by the instructors with a surprise "man overboard" drill. While a dummy is usually used, after getting permission from the master of the *Mississippi Queen*, Cummings decided to simulate the emergency situation himself.

"I put on a life vest and jumped into the Ohio River and waited to see how the crew would react," recalled Cummings. "The chief mate and captain, who knew what was going on, alerted crewmembers of a man overboard, and their response was outstanding. They did an excellent job coming to my rescue and there isn't a doubt in my mind that they would respond in much the same way if it were an actual emergency," the instructor noted.

### Vast Curriculum

The training program on the Delta Queen vessels began in 1990. At that time, the Lundeberg School staff provided basic firefighting and lifesaving instructions.

However, the program was so well received that additional training was added.

In 1993, infant, child and adult CPR classes were added to the training program, as well as advanced first aid procedures.

"There are more and more families with small children taking cruises on the riverboats. Crewmembers need to know how to handle medical emergencies



Firefighting classes, like the simulation shown above, continue to be an important part of training for riverboat crews.

with both children and adults," said Cummings.

Crewmembers learn how to report and identify emergencies and how to care for an individual until the shipboard emergency squad arrives. They earn certification or recertification in CPR and first aid by passing practical and written tests.

Other aspects of the training that have been implemented in recent years include learning how to identify and contain hazardous materials, learning the aspects of chemical safety, practicing water survival and rescue and more.

"Our program just gets better and better each year," Cummings added.

### Firefighting A Must

Because of the construction of the riverboats, which includes plenty of wood, firefighting is constantly provided for the crewmembers.

Seafarers use fire hoses and extinguishers and participate in drills using a non-toxic smoke generator which simulates conditions of a shipboard fire.

"With the smoke generator, we are able to create an atmosphere very similar to an actual fire. Visibility is severely limited and crewmembers must rely on

their other senses just as would happen in the event a fire broke out on board one of the vessels," said Cummings.

Also during firefighting training, Seafarers spend time ashore working with various hose lines and other equipment.

### Damage Control Taught

During the damage control classes, SIU members draw a complete "pre-plan" of their respective vessels. The pre-plan marks the exact locations of all cabins, fire-main systems, radios and escape hatches and routes.

The members practice making patches which would cover ruptures in various parts of the boats' hulls. Also covered in the damage control section of training, crewmembers practice using life rafts to shuttle other crewmembers (acting as passengers) from the boats to shore.

In another drill, crewmembers use a modified breathing apparatus to go underwater, where they identify simulated damage to the hull.

"All of the training we provide in our program is very beneficial in that it gives crewmembers a sense of security," stated Cummings.



Some Seafarers learn the proper use of underwater breathing equipment to identify damaged areas on the vessels' hulls.



Upcoming sessions on the paddlewheelers will include passenger rescue training, as demonstrated by an earlier class.



# TAX TIPS FOR SEAMEN

Presented on these two pages of the *Seafarers LOG* are handy tax tips that have been prepared especially for mariners. Included are updated telephone numbers and new deduction amounts for 1995 as well as a form for filing extensions and where to get additional information.



## HOW TO PREPARE A TAX RETURN

**Step 1.** Get all records together.

- Income Records. These include any Forms W-2, W-2G and 1099.
- Itemized deductions and tax credits.

- Medical and dental payment records.
- Real estate and personal property tax receipts.
- Interest 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 1995 Returns" is the most comprehensive guide the agency has issued this year. Most IRS offices and many local banks, post offices and libraries have publications designed to provide individuals with information on correctly filing tax returns.

**Step 3.** Fill in the return.

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

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

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

### Rounding Off to Whole Dollars:

Cents may be rounded off to the nearest whole dollar on the tax return and schedules. To do so, raise amounts

from 50 to 99 cents to the next dollar. For example, \$1.39 becomes \$1 and \$2.50 becomes \$3.

### Fast Refund:

Previously, only taxpayers filing electronically could get their refunds deposited directly into their bank accounts. As of this year, however, taxpayers will be able to fill out Form 8888 to request direct deposit of their refunds.

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



## WHAT ARE CONSIDERED DEDUCTIONS AND CREDITS

**Personal Exemption Amount:** The deduction for each exemption—for the individual, his or her spouse and dependents has increased to \$2,500 per person. In 1995, the exemption deduction for high income taxpayers may be reduced or eliminated if their adjusted gross income exceeds certain threshold amounts.

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

**Personal Interest Deductions:** For 1995, personal interest cannot be deducted. Personal interest includes interest on car loans, credit cards and personal loans.

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

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

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

**Deducting Work-Related Car Expenses:** Use of a personally-owned automobile in work-related travel can result in deductible expenses. Two methods can be used to compute automobile expenses—either listing a standard mileage rate or determining actual cost. On the tax return due April 15 of this year, the IRS is accepting a standard mileage rate of 30 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 \$32 per day in the continental U.S. and \$36 per day outside the continental U.S. Otherwise the IRS standard meal allowance is generally \$28. In some locations it is \$36, and in Hawaii and Alaska it is computed differently. Travel expenses, including meals, can only be deducted if directly related to one's work and if they have not been reimbursed from any other source.

**Limit on Itemized Deductions:** In 1995, itemized deductions may be limited for individuals earning more than \$114,700 of federal adjusted gross income (or \$57,350 if married and filing separately).

**Earned Income Credit:** A refundable earned income credit (EIC) is available to certain low income individuals who have earned income and meet certain adjusted gross income thresholds. Effective for tax year 1995, an individual does not have to have a qualifying child to be eligible for this credit if certain conditions are met. Different credit percentages and phase-out percentages are provided based on the taxpayer's income level and the number of qualifying children eligible, if any. The maximum credit allowed is as follows: Taxpayers with income less than \$9,230 and no qualifying children - \$314 maximum credit; taxpayers with income less than \$24,396 and with 1 qualifying child - \$2,094 maximum credit; taxpayers with income less than \$26,673 and with 2 or more qualifying children - \$3,110 maximum credit. If the earned income credit reduces the income tax liability below zero, a refund will be granted by the IRS. Taxpayers should use form 1040, schedule EIC to see if they are eligible for the credit.

**Dependent's Social Security Number:** Each dependent must have a social security number (SSN) unless the dependent was born in November or December of 1995. An individual may get an SSN for their dependent by filing Form SS-5 with their local Social Security Administration office. It usually takes about two weeks to receive an SSN.



## WHERE TO GET INFORMATION

**General Information:** 1-800-829-1040 can be called for general information. IRS staff answer questions from 7:30 a.m. to 5:30 p.m. Monday through Friday.

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

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

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

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

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

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



## WHICH RECORDS TO KEEP

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

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

**Death of a Taxpayer:** If a taxpayer died before filing a required return for 1995, 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.



## WHAT TO DO WHEN OVERSEAS AT TAX TIME

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.



## STANDARD DEDUCTION

This is the standard deduction chart for most people. If a taxpayer is 65 or older or blind, there are additional standard deductions. (Note that the personal exemption deduction is \$2,500.)

Filing Status	Standard Deduction
Single . . . . .	\$3,900
Married filing joint return or Qualifying widow(er) with dependent children . . . . .	\$6,550
Married filing separate return . . . . .	\$3,275
Head of household . . . . .	\$5,750





**WHICH INCOME TO REPORT**

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

- Jones Act settlements for lost wages.
- Amounts received in place of wages from accident and health plans (including sick pay and disability pensions) if employer paid for the policy.
- Life insurance proceeds from a policy cashed in if the proceeds are more than the premium paid.
- Profits from corporations, partnerships, estates and trusts.
- Endowments.
- Original Issue Discount.
- Distributions from self-employed plans.
- Bartering income (fair-market value of goods or services received in return for services).
- Tier 2 and supplemental annuities under the Railroad Retirement Act.
- Lump-sum distributions.
- Gains from the sale or exchange (including barter) of real estate, securities, coins, gold, silver, gems or other property (capital gains).
- Accumulation distributions from trusts.
- Prizes and awards (contests, raffles, lottery and gambling winnings).
- Earned income from sources outside the United States.
- Director's fees.
- Fees received as an executor or administrator of an estate.
- Embezzled or other illegal income.



**WHICH INCOME NEED NOT BE REPORTED**

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.



**HOW TO FILE AN EXTENSION**

IRS Form 4868 can be used to ask for a four-month extension to file IRS Form 1040A or Form 1040. An individual requesting an extension is under no obligation to explain why the additional time is needed. Filing of the form gives an individual until August 15, 1996 to file his or her 1995 federal tax return. The IRS will contact the individual directly only if the request for an extension is denied.

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

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

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

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

**4868** Application for Automatic Extension of Time To File U.S. Individual Income Tax Return

Form Department of the Treasury Internal Revenue Service

OMB No. 1545-0188

**1995**

1 Your name(s) (see instructions)

2a Amount due—  
Add lines 6c, d, and e ▶ \$

Address (see instructions)

3 Your social security number

City, town or post office, state, and ZIP code

4 Spouse's social security no.

b Amount you are paying ▶ \$

5 I request an automatic 4-month extension of time to August 15, 1996, to file my individual tax return for the calendar year 1995 or to , 19 , for the fiscal tax year ending , 19

6 Individual Income Tax—See instructions. Gift or GST Tax Return(s)—See instructions.

a Total tax liability for 1995 . . . . . \$

b Total payments for 1995 . . . . . \$

c Balance due. Subtract 6b from 6a . . . \$

Check here ONLY if filing a gift or GST tax return . . . . . } Yourself ▶

d Amount of gift or GST tax you are paying \$ } Spouse ▶

e Your spouse's gift/GST tax payment \$

Under penalties of perjury, I declare that I have examined this form, including accompanying schedules and statements, and to the best of my knowledge and belief, it is true, correct, and complete; and, if prepared by someone other than the taxpayer, that I am authorized to prepare this form.

Your signature \_\_\_\_\_ Date \_\_\_\_\_

Spouse's signature, if filing jointly \_\_\_\_\_ Date \_\_\_\_\_

Preparer's signature (other than taxpayer) \_\_\_\_\_ Date \_\_\_\_\_



**WHY SEAFARERS MUST PAY STATE INCOME TAX**

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 non-contiguous trade shall be withheld pursuant to the provisions of the tax laws of any state, territory, possession or commonwealth, or a subdivision of any of them, but nothing in this section shall prohibit any such withholding of the wages of any seaman who is employed in the coastwise trade between

ports in the same state if such withholding is pursuant to a voluntary agreement between such seaman and his employer."

The law, however, does not exempt seamen from paying state and local taxes. 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.

If any questions arise regarding residency and state tax issues, seamen should telephone the office in the state in which they reside (see chart below).



**WHERE TO GET ADDITIONAL STATE INCOME TAX INFORMATION**

STATE	LOCAL/TOLL-FREE #	STATE	LOCAL/TOLL-FREE #
Alabama . . . . .	(334) 242-2677	Illinois . . . . .	(217) 782-3336
Alaska . . . . .	(907) 465-2320	Indiana . . . . .	(317) 232-2240
Arizona . . . . .	(602) 255-3381 Phoenix (602) 628-6421 Tucson *(800) 352-4090	Iowa . . . . .	(515) 281-3114 *(800) 367-3388
Arkansas . . . . .	(501) 682-1100 (800) 882-9275	Kansas . . . . .	(913) 296-0222
California . . . . .	** (916) 854-6500 (800) 852-5711	Kentucky . . . . .	(502) 564-4580
Colorado . . . . .	(303) 534-1209	Louisiana . . . . .	(504) 925-4611
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		Montana . . . . .	(406) 444-2837
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		Nevada . . . . .	(702) 687-4892
		New Hampshire . . . . .	(603) 271-2191
		New Jersey . . . . .	(609) 588-2200 *(800) 323-4400
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		North Carolina . . . . .	(919) 733-4682
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\*within state only \*\*outside of U.S.  
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# Shipboard Band Boosts Morale on Sea Wolf

Following days of rough seas, high winds and heavy rain—brought on by the aftermath of Hurricane Luis—Seafarers aboard the *Sea Wolf* were treated to several hours of music and fellowship by three multi-talented crewmembers who put on a musical jam session aboard the vessel.

In a letter to the *Seafarers LOG*, Chief Cook **Joey Gallo** detailed a Sunday afternoon in September when crewmembers gathered to witness the musical talents of **QMED Greg Eastwood**, **QMED Bob Ott** and **DEU Tommy Brooks**, who assembled their respective instruments and performed for several hours in the crew lounge. Gallo noted that the trio affectionately became known to their shipmates as "The Black Gang Band."

"The weather had been pretty rough for a few days, and all of our shipboard activities were downsized as we waited for the storm's effects to pass. The weather put us all on edge," stated Gallo, who is currently attending steward upgrading classes at the Lundeberg School.

According to Gallo, as soon as the bad weather had cleared, Captain Ed Sica and Chief Engineer Dave Roy asked the trio to perform. He organized an entire afternoon for crewmembers to relax and enjoy each others company.

"The guys were excited to be asked to play, and what followed was a wonderful time for all," reported Gallo.

While each musician claims his own musical style, the three united to play country, blues and rock-and-roll songs as

well as several requested originals.

Eastwood, who was featured in the November 1993 issue of the *Seafarers LOG*, is recording an album during his shoretime. The Philadelphia native plays the guitar and writes his own lyrics to country and pop music.

Reports from his shipmates have noted that Eastwood's music is popular aboard the vessel. Many times crewmembers have asked him to play. Some have even provided ideas for new songs.

"A favorite of many of the crewmembers is Greg's song 'America.' He wrote and composed it himself, and he brought down the house with the ballad. The crew is in accord that this song should be one of inspiration for our nation and for the future of the United States merchant fleet," recalled Gallo.

Ott, who also sails from the port of Philadelphia, entertained the *Sea Wolf* crew with his rendition of rock-and-roll and rhythm-and-blues tunes. Brooks joined Ott, and the two engine department members thrilled crewmembers with several harmonica and acoustic guitar duets.

"The session was a great success in inspiring a renewed sense of camaraderie among the licensed and unlicensed members of the crew. The crew has expressed special thanks to the captain and chief engineer for initiating a day well-enjoyed by all," Gallo said.

Following the musical session, galley gang members **Gallo**, Chief Steward **Phil Paquette** and SA **Mike Bonsignore**



Members of the *Sea Wolf's* "Black Gang Band" are (from left), QMED Bob Ott, QMED Greg Eastwood and DEU Tommy Brooks.

prepared a special dinner for the mariners.

Maintaining high morale among crewmembers while at sea is important, said Gallo, who recently signed off the *Sea Wolf*.

The chief cook noted that crewmembers aboard the Crowley vessel make constant efforts to enjoy their non-working time while sailing between South America

and the east coast of the U.S.

"Greg, Bob and Tommy, together with the officers and other SIU crewmembers aboard the *Sea Wolf*, embody the best that shipboard life offers. The most important virtue they represent is one of fellowship, and that is the essence of the credo 'The Brotherhood of the Sea,'" concluded Gallo.



Preparing a hearty breakfast for *Sea-Land Challenger* crewmembers are Chief Steward Jimmy Harper (left) and Chief Cook Pedro Rodriguez.

## Sea-Land Crew Accepts Challenge Of Transferring Ship to West Coast

From exotic Caribbean waters to the warmth of the Aloha State, Seafarers aboard the *Sea-Land Challenger* are ready for any new assignment and challenge that may come their way.

According to AB **Kevin Gatling**, who sent a letter and the accompanying photos to the *Seafarers LOG*, the ship recently was transferred from an Atlantic-Caribbean run to a West Coast assignment.

The 700-foot *Challenger* and its sister ship, the *Sea-Land Discovery*, are now sailing between the West Coast ports of Oakland and Long Beach, Calif. and Honolulu.

The two Sea-Land Service containerships formerly sailed the 28-day "Crescent Run" between East Coast ports and Kingston, Jamaica; Santo Domingo, Dominican Republic; and San Juan, P.R.

"With the responsible leadership of Captain Paul Skoropowski and the finest SIU crew ever assembled, the change of schedule has been handled with extreme professionalism," noted Gatling.

It takes the *Challenger* 24-hours to sail from the port of Oakland to Long Beach. It then takes the vessel about 5 days to sail to Hawaii where cargo operations are completed in roughly two days. Gatling noted that the return trip to Oakland is a slightly shorter voyage, being completed in just four and a half days.

The AB added that the containership's new route

is much shorter than the Crescent Run and the vessel is able to get into and out of the ports much faster.

"However, one thing remains the same. The *Sea-Land Challenger* and her crew continues to pursue perfection," Gatling concluded.

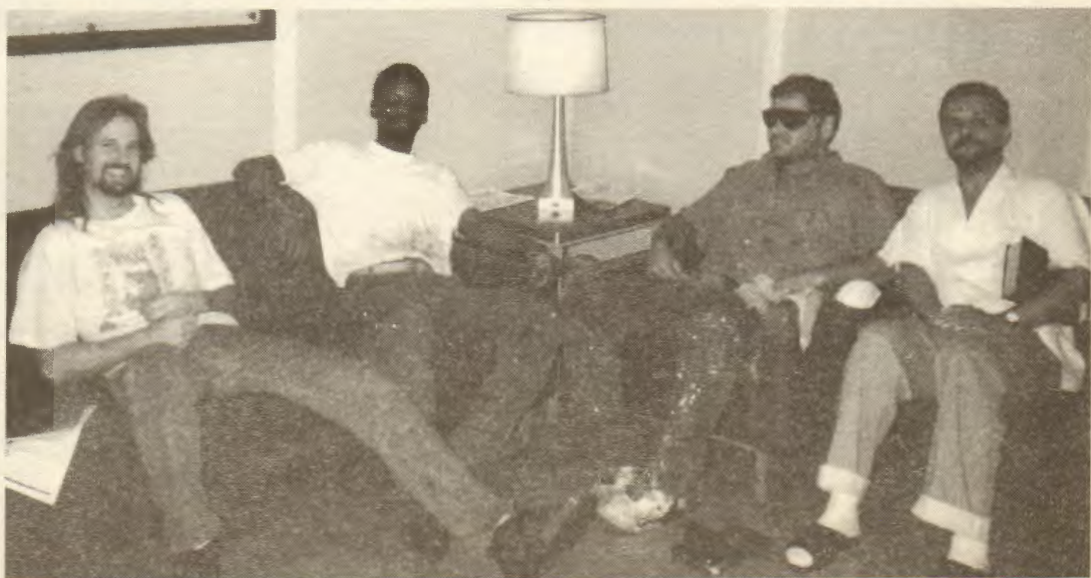


The *Sea-Land Challenger* offloads cargo in the containership's newly assigned port of Honolulu.

### For Starters on the SL Developer



An attractively laid out tray of hors d'oeuvres was one of many festive platters created by the steward department onboard the *Sea-Land Developer* during the holiday season. From the left are Chief Steward Scott Opsahl, Chief Cook Don Flunker and Steward Assistant Thomas Currey.



Relaxing in the crew lounge at the end of a shift are (from left) Engine/Utility Plese Russ III, Oiler Marshall Sanford, AB Michael Ortiz and Chief Steward Jimmy Harper.



# Dispatchers' Report for Deep Sea

DECEMBER 16, 1995 — JANUARY 15, 1996

Port	*TOTAL REGISTERED All Groups			TOTAL SHIPPED All Groups			Trip Reliefs	**REGISTERED ON BEACH All Groups		
	Class A	Class B	Class C	Class A	Class B	Class C		Class A	Class B	Class C
<b>DECK DEPARTMENT</b>										
New York	33	16	4	17	19	3	12	64	33	8
Philadelphia	0	5	1	1	3	1	0	3	5	1
Baltimore	9	7	0	8	6	0	4	10	7	0
Norfolk	9	5	3	8	9	5	4	23	14	6
Mobile	13	7	1	9	11	0	2	18	21	1
New Orleans	20	26	1	17	20	0	5	38	39	3
Jacksonville	24	14	3	26	20	1	7	50	26	7
San Francisco	28	14	1	20	15	0	6	41	30	3
Wilmington	20	20	3	16	14	0	7	33	29	5
Seattle	26	13	1	19	14	0	8	42	29	1
Puerto Rico	15	4	1	6	2	0	3	19	7	3
Honolulu	6	16	2	3	13	4	3	10	19	7
Houston	27	19	2	21	24	3	12	44	29	8
St. Louis	2	0	0	1	0	0	0	2	0	0
Piney Point	1	1	0	2	3	0	0	1	3	0
Algonac	1	2	0	0	1	0	0	1	3	1
<b>Totals</b>	<b>234</b>	<b>169</b>	<b>23</b>	<b>174</b>	<b>174</b>	<b>17</b>	<b>73</b>	<b>399</b>	<b>294</b>	<b>54</b>
<b>ENGINE DEPARTMENT</b>										
New York	17	13	0	11	7	0	4	29	31	2
Philadelphia	1	2	1	1	3	0	0	1	9	1
Baltimore	2	11	0	2	8	0	1	5	7	0
Norfolk	7	6	0	3	6	1	0	8	15	2
Mobile	8	3	0	7	5	0	1	13	9	0
New Orleans	6	11	2	5	10	2	1	17	26	2
Jacksonville	14	14	0	15	15	1	9	24	23	0
San Francisco	12	15	1	8	8	0	3	22	19	1
Wilmington	6	10	2	2	4	1	0	15	16	5
Seattle	12	12	0	8	11	0	8	28	17	0
Puerto Rico	5	5	0	6	4	0	1	10	6	4
Honolulu	1	14	3	3	12	3	3	4	15	5
Houston	10	14	5	15	10	2	5	17	20	7
St. Louis	1	2	1	0	4	0	0	1	2	1
Piney Point	2	1	0	3	2	0	0	1	4	0
Algonac	1	0	0	0	0	0	0	1	0	0
<b>Totals</b>	<b>105</b>	<b>133</b>	<b>15</b>	<b>89</b>	<b>109</b>	<b>10</b>	<b>36</b>	<b>196</b>	<b>219</b>	<b>30</b>
<b>STEWARD DEPARTMENT</b>										
New York	14	8	0	11	5	0	9	28	13	0
Philadelphia	1	1	1	0	1	0	0	1	2	1
Baltimore	4	2	0	3	2	0	1	4	2	0
Norfolk	4	5	0	4	3	1	0	7	13	2
Mobile	4	5	0	6	4	0	1	14	5	1
New Orleans	13	10	0	9	3	1	3	11	13	3
Jacksonville	9	8	1	9	9	3	6	21	7	1
San Francisco	20	7	0	12	7	0	2	52	13	1
Wilmington	14	8	1	11	5	1	2	23	8	4
Seattle	16	6	0	12	4	0	9	37	3	1
Puerto Rico	4	4	0	0	2	0	1	9	4	0
Honolulu	9	14	7	10	10	11	9	18	15	11
Houston	5	3	0	11	5	0	5	14	10	2
St. Louis	0	0	0	0	0	0	0	1	0	0
Piney Point	3	1	0	3	1	0	0	4	2	0
Algonac	0	0	0	0	0	0	0	0	1	0
<b>Totals</b>	<b>120</b>	<b>82</b>	<b>10</b>	<b>101</b>	<b>61</b>	<b>17</b>	<b>48</b>	<b>244</b>	<b>111</b>	<b>27</b>
<b>ENTRY DEPARTMENT</b>										
New York	4	29	4	4	20	2	0	15	57	15
Philadelphia	1	1	0	0	0	0	0	2	2	0
Baltimore	0	3	0	0	4	0	0	1	2	4
Norfolk	0	12	5	0	9	9	0	2	20	19
Mobile	4	11	2	1	8	1	0	3	24	2
New Orleans	3	11	10	4	9	5	0	10	27	18
Jacksonville	3	16	6	1	17	9	0	5	28	8
San Francisco	12	15	6	3	12	1	0	21	30	13
Wilmington	6	17	6	4	9	2	0	12	31	10
Seattle	6	14	1	6	14	0	0	13	18	6
Puerto Rico	3	3	3	2	6	1	0	7	6	7
Honolulu	10	35	75	6	45	80	0	10	53	89
Houston	2	5	0	1	8	0	0	3	18	7
St. Louis	0	1	0	0	1	0	0	0	2	1
Piney Point	0	11	1	0	6	1	0	0	20	1
Algonac	0	1	0	0	0	0	0	0	2	0
<b>Totals</b>	<b>54</b>	<b>185</b>	<b>119</b>	<b>32</b>	<b>168</b>	<b>111</b>	<b>0</b>	<b>104</b>	<b>340</b>	<b>200</b>
<b>Totals All Departments</b>	<b>513</b>	<b>569</b>	<b>167</b>	<b>396</b>	<b>512</b>	<b>155</b>	<b>157</b>	<b>943</b>	<b>964</b>	<b>311</b>

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

## March & April 1996 Membership Meetings Deep Sea, Lakes, Inland Waters

- Piney Point**  
Monday: March 4, April 8
- New York**  
Tuesday: March 5, April 9
- Philadelphia**  
Wednesday: March 6, April 10
- Baltimore**  
Thursday: March 7, April 11
- Norfolk**  
Thursday: March 7, April 11
- Jacksonville**  
Thursday: March 7, April 11
- Algonac**  
Friday: March 8, April 12
- Houston**  
Monday: March 11, April 15
- New Orleans**  
Tuesday: March 12, April 16
- Mobile**  
Wednesday: March 13, April 17
- San Francisco**  
Thursday: March 14, April 18
- Wilmington**  
Monday: March 18, April 22
- Seattle**  
Friday: March 22, April 26
- San Juan**  
Thursday: March 7, April 11
- St. Louis**  
Friday: March 15, April 19
- Honolulu**  
Friday: March 15, April 19
- Duluth**  
Wednesday: March 13, April 17
- Jersey City**  
Wednesday: March 20, April 24
- New Bedford**  
Tuesday: March 19, April 23

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

### Personals

#### ALBERTO CRUZ

Please contact your sister-in-law, Ruth Ruditha Amoradie, at 6 Sperrago Street, San Jacinto Massbate, Philippines.

#### MICHAEL ANTHONY JOHNSON

Please call Judy Johnson at (334) 457-0732.

#### RAY MAGNESON

Please contact Megan Carroll at 1751 Rohr Road, Lockbourn, OH 43137.

#### GEORGE B. McCURLEY

Please contact Gene T. Lachapelle at P.O. Box 208, Big Bay, MI 49808; or telephone (906) 345-9549.

#### MICHAEL SANTANA

Please contact your sister, Arleen Santana, at Edificio 42, Apt. D, Bayamon Country Club, Bayamon, PR 00957; or telephone (809) 279-1721.

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(314) 752-6500

**WILMINGTON**  
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Wilmington, CA 90744  
(310) 549-4000

**Dispatchers' Report for Great Lakes**

DECEMBER 16, 1995 — JANUARY 15, 1996

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

Port	*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
<b>DECK DEPARTMENT</b>									
Algonac	0	21	1	0	13	3	0	31	7
<b>ENGINE DEPARTMENT</b>									
Algonac	0	4	0	0	7	2	0	14	3
<b>STEWARD DEPARTMENT</b>									
Algonac	0	3	0	0	8	3	0	3	1
<b>ENTRY DEPARTMENT</b>									
Algonac	0	16	6	0	0	0	0	27	23
<b>Totals All Departments</b>	<b>0</b>	<b>44</b>	<b>7</b>	<b>0</b>	<b>28</b>	<b>8</b>	<b>0</b>	<b>75</b>	<b>34</b>

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

**Dispatchers' Report for Inland Waters**

DECEMBER 16, 1995 — JANUARY 15, 1996

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

Region	*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
<b>DECK DEPARTMENT</b>									
Atlantic Coast	4	0	0	5	0	0	13	2	0
Gulf Coast	1	2	5	1	1	1	2	2	10
Lakes & Inland Waters	43	9	0	10	0	0	32	13	0
West Coast	2	1	4	25	1	0	12	3	37
<b>Totals</b>	<b>50</b>	<b>12</b>	<b>9</b>	<b>41</b>	<b>2</b>	<b>1</b>	<b>59</b>	<b>20</b>	<b>47</b>
<b>ENGINE DEPARTMENT</b>									
Atlantic Coast	3	0	0	1	0	0	2	1	1
Gulf Coast	1	1	2	1	0	1	1	1	4
Lakes & Inland Waters	14	0	0	1	0	0	11	8	0
West Coast	8	0	0	1	0	0	0	0	1
<b>Totals</b>	<b>14</b>	<b>1</b>	<b>2</b>	<b>4</b>	<b>0</b>	<b>1</b>	<b>14</b>	<b>10</b>	<b>6</b>
<b>STEWARD DEPARTMENT</b>									
Atlantic Coast	1	0	0	0	0	0	2	0	0
Gulf Coast	0	0	3	0	1	0	0	0	4
Lakes & Inland Waters	8	0	0	0	0	0	11	2	0
West Coast	0	0	7	1	0	1	0	0	15
<b>Totals</b>	<b>9</b>	<b>0</b>	<b>10</b>	<b>1</b>	<b>1</b>	<b>1</b>	<b>13</b>	<b>2</b>	<b>19</b>
<b>Totals All Departments</b>	<b>73</b>	<b>13</b>	<b>21</b>	<b>46</b>	<b>3</b>	<b>3</b>	<b>86</b>	<b>32</b>	<b>72</b>

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

**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 health insurance 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:

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2/96

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- Active SIU
- Pensioner
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*This will be my permanent address for all official union mailings.  
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### Welcome Ashore

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

Three recertified bosuns are among the 24 Seafarers who are announcing their retirements this month.

With a combined 92 years of experience at sea, the trio of **John B. Noble**, **Alvie S. Rushing** and **Arlond E. Weaver** all graduated bosun recertification classes at the Lundeberg School in Piney Point, Md. This course offers the highest level of training for deck department members of the SIU.

Including the three bosuns, 16 of those signing off shipped in the deep sea division. Six others sailed on inland waterways vessels and two worked on Great Lakes ships.

Fourteen of the retiring merchant mariners served in the U.S. military—six in the Army, three in the Navy, three in the Air Force and two in the Coast Guard.

On this page, the *Seafarers LOG* presents brief biographical accounts of these 24 pensioners.

School. Born in Puerto Rico, he presently resides in Louisiana.

**CAREY V. HAYWOOD**, 65, started his career with the SIU in 1951 in the port of Norfolk, Va. Sailing in the deck department, the Virginia native last shipped in 1992 aboard the *Flickertail State*, operated by Interocean Management. From 1948 to 1952, he served in the U.S. Air Force. Brother Haywood has retired to his native Virginia.

**WILLIAM D. HOLMES**, 56, joined the Seafarers in 1974 in the port of Philadelphia. He sailed as a member of the deck department. Brother Holmes served as a union official for nine years in the port of Philadelphia, from 1976 to 1985. The New Jersey native returned to sea and last worked for Crowley Maritime in March 1995. From 1955 to 1958, he served in the U.S. Army. Brother Holmes continues to live in New Jersey.



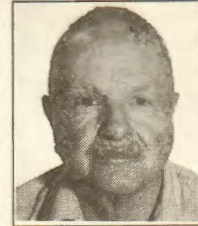
in the U.S. Air Force from 1951 to 1953. Brother Noel makes his home in California.

**HARRY E. MESSICK**, 63, began sailing with the SIU in 1951 from the port of Baltimore. Brother Messick was a member of the engine department and worked his way up to chief electrician. He last sailed aboard the *Sea-Land Crusader* in August 1995. The New Jersey native also sailed in the steward and deck departments. Brother Messick presently resides in Florida.

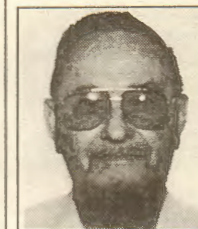
**JOHN B. NOBLE**, 63, joined the Seafarers in 1967 in the port of New York. As a member of the deck department, the New York native upgraded at the Lundeberg School and completed the bosun recertification course there in 1989. From 1952 to 1956, he served in the U.S. Coast Guard. Brother Noble presently lives in Alaska.



**GEORGE W. THAYER**, 72, joined the SIU in 1952 in the port of Mobile, Ala. and sailed as a member of the steward department. From 1941 to 1942, he served in the U.S. Army. Born in Connecticut, Brother Thayer presently lives in the state of Washington.



leans. The Alabama native sailed as a member of the deck department. From 1951 to 1956, he served in the U.S. Army. Boatman Jarman continues to live in Alabama.



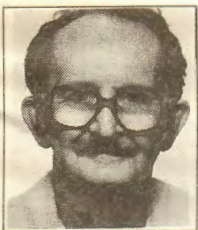
**ERNEST E. GIBBS JR.**, 69, joined the Seafarers in 1977 in the port of Houston. The steward

department member sailed primarily on vessels operated by Sheridan Companies. From 1944 to 1946, he served in the U.S. Navy. Born in Alabama, Boatman Gibbs presently resides in Florida.

**RICHARD J. KESTLER**, 62, started his career with the Seafarers in 1965 in the port of Baltimore. Sailing in the deck department, the Maryland native held the rating of master and first class pilot. From 1954 to 1956, he served in the U.S. Army. Boatman Kestler has retired to his native Maryland.



#### DEEP SEA



**JOHN J. ASHLEY**, 65, began sailing with the Seafarers in 1964 from the port of New York.

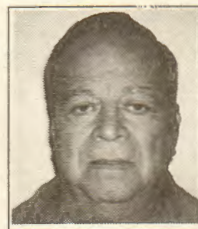
Brother Ashley shipped in the engine department, last sailing as an electrician. He upgraded frequently at the Lundeberg School in Piney Point, Md. Born in New York, Brother Ashley now makes his home in Texas.



**WALTER G. KAULBACK**, 69, began his career with the SIU in 1978 in the port of Norfolk, Va. fol-

lowing 31 years of service in the U.S. Navy. The Pennsylvania native sailed as a member of the deck department. Brother Kaulback presently makes his home in Alabama.

**DOUGLAS R. LAUGHLIN**, 62, started his career with the Seafarers in 1969 in the port of Houston. The Mississippi native sailed in the engine department and upgraded frequently at the Lundeberg School. From 1950 to 1953, he served in the U.S. Air Force. Brother Laughlin has retired to Florida.



**ALVIE S. RUSHING**, 65, graduated from the Andrew Furuseth Training School in

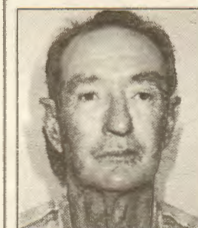
1959 and began his career with the SIU in the port of Houston. The Texas native sailed in the deck department. Brother Rushing upgraded frequently at the Lundeberg School and completed the bosun recertification course there in 1981. From 1948 to 1952, he served in the U.S. Navy. Brother Rushing calls Texas home.



**CLARENCE C. WILLEY**, 61, began sailing with the SIU in 1959 from the port of Norfolk, Va. The Virginia native sailed as a member of the steward department. Brother Willey continues to live in Virginia.



#### INLAND



**ROBERT D. BASNETT JR.**, 62, joined the Seafarers in 1972 in the port of Norfolk, Va.

after serving 20 years in the U.S. Coast Guard. Licensed as a chief engineer, the North Carolina native sailed in the engine department and upgraded at the Lundeberg School. Boatman Basnett still calls North Carolina home.

**MANFRED SCHAUB**, 62, joined the MC&S in the 1960s in the port of San Francisco, before that union merged with the SIU's AGLIWD. Brother Schaub has retired to California.



**FRANCIS H. SMITH**, 72, began his career with the Seafarers in 1966 in the port of Houston. Brother Smith sailed in all three departments: engine, deck and steward. He settled on sailing in the engine department. He upgraded his engineering skills at the Lundeberg School. From 1950 to 1953, he served in the U.S. Army. Brother Smith continues to live in his home state of Pennsylvania.



**MARTIN J. CHAMBERS**, 62, started his career with the SIU in 1961 in the port of Cleveland. Born in North Carolina, he sailed as a member of the deck department. Boatman Chambers has retired to his native North Carolina.



**BRYANT JARMAN**, 62, began sailing with the SIU in 1984 in the port of New Or-

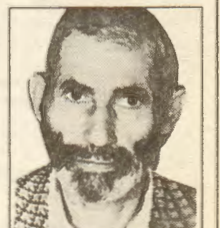


**JOSEPH R. WILLARD**, 62, joined the SIU in 1962 in the port of Toledo, Ohio. Born in Ohio,

Boatman Willard sailed as a member of the deck department. From 1952 to 1954, he served in the U.S. Army. Boatman Willard still calls Ohio home.

#### GREAT LAKES

**ALI B. FITAHEY**, 69, began sailing with the Seafarers in 1965 from the port of Detroit.



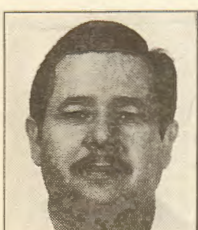
Brother Fitahey shipped as a member of the deck department. Born in Arabia, he became a U.S. citizen and presently makes his home in Michigan.



**WILLIAM J. TAYLOR**, 62, started his career with the SIU in 1957 in the port of Buffalo.

The New York native sailed as a member of the deck department. Brother Taylor continues to live in New York.

**MARTIN BALAGTAS**, 76, joined the SIU in 1973 in the port of San Francisco. Sailing in the engine department, he upgraded his skills at the Lundeberg School. Born in the Philippine Islands, Brother Balagtas now resides in California.



**JUAN I. GONZALEZ**, 55, graduated from the Andrew Furuseth Training

School in 1963 and joined the Seafarers in the port of New Orleans. Brother Gonzalez sailed in both the engine and steward departments and upgraded in the engine department to QMED at the Lundeberg



**HENRY M. NOEL**, 63, joined the Marine Cooks & Stewards (MC&S) in 1968, before that union

merged with the SIU's Atlantic, Gulf, Lakes and Inland Waters District (AGLIWD). Brother Noel last shipped in September 1992 aboard the *Maui*, operated by Matson Navigation. Brother Noel sailed during Operation Desert Shield/Desert Storm. He served



# OLD TIMERS CORNER

The creative works of SIU pensioners and their thoughts will appear from time to time in the Seafarers LOG. The newspaper welcomes submissions from retired Seafarers and their families. Articles, letters, drawings, photos and cartoons may be sent to the LOG for publication.



## Nothing But Good Thoughts

by Walter Karlak

*Editor's Note: Brother Karlak began sailing with the SIU in 1951. He retired in 1987, having attained the rating of chief electrician. He often reminisces about being an SIU member and has "nothing but good memories."*

I can honestly say there weren't any bad trips as far as crews were concerned. And I was lucky that the SIU had the best there were.

One of the memorable crews I sailed with was aboard the *Steel Flyer*, making a round-the-world trip of four months. From the captain on down, it was like a big, happy

family. There were plenty of ports and time in them, and plenty of overtime. . . .

Taking an active part in fire and boat drills once a month was great. It helped those of us in the engine department to learn to save others, if need be. Instead of a crewmember being cast over the side, the drill used a 55-gallon drum as the victim. It had many holes punched in it so it would sink after a short period of time, thereby not creating a shipping hazard.

"Man overboard" would be called out after the drum was thrown out. And the amazing part is that the ship never stopped. It merely changed course into the shape of a figure "8." It sailed the upper part of the "8," and at the central point was the loca-

## Memories of St. Patrick's Day

by Henri B. Starckx

*Editor's Note: Brother Starckx joined the SIU in 1943 and participated in the invasion of Europe on June 6, 1944. He arrived at Omaha Beach, one of five beaches taken by U.S., British and Canadian forces, a day after the initial assault. On November 1, 1995, Brother Starckx joined a group of WWII veterans in helping bury a time capsule (containing memorabilia from WWII) in Port St. Lucie, Fla. The capsule will be opened in November 2045.*

Every St. Patrick's Day brings back unforgettable memories because of what happened to me on that day, March 17, in 1943.

I was a merchant seaman, and at 1:00 in the morning, while I was steering a ship in convoy in the North Atlantic, German submarines torpedoed and sank four ships. Later, at 12 noon, a tremendous explosion shook my ship. We were hit by a torpedo.

My lifeboat was smashed while launch-

ing. The other lifeboat capsized while getting away from the ship, spilling everyone into the 40-degree water. The captain told me to launch the life rafts on the fore deck, which I did.

The ship was sinking fast; the main deck was now level with the sea. A fire started in one hold which was loaded with gasoline in barrels. It was time to go.

I boarded a raft with two men and cast off. We drifted away while the ship went down with the bow and stern in the air like a huge V.

A few hours later, a British warship, the *HMS Lavender*, arrived and picked up survivors. About 4:00 p.m. we set off, leaving death and destruction behind.

At 10:00 that evening, the *Lavender* spotted a submarine on the surface and attacked with her 4-inch gun. The sub crash-dived—and the hunt was on. Contact was made and 10 depth charges were dropped on the sub. It was close to midnight now.

And so ended my St. Patrick's Day in 1943.



SIU Pensioner Walter Karlak has many fond memories of his sailing days, including fire and boat drills. The cartoon above, inspired by one of Brother Karlak's drawings, humorously shows what might have happened if no 55-gallon drums were onboard.

tion of the drum. Once the drum had been spotted, the ship continued to form the lower part of the "8" and pick up the victim.

It's a wonderful feeling knowing that if anyone falls overboard on an SIU ship, it

would be but a matter of a few minutes before being picked up.

Crewmembers: always have a drum at the ready, because if there aren't any, it could be real—with you being tossed overboard (see cartoon above).

## Celebrating Thanksgiving at Sea and Ashore



Bosun William Stoltz shows off some of the lobsters ready to be devoured at the holiday table on the *Sea-Land Atlantic*.

Across the United States, in American homes and facilities overseas, on board ships at sea—Thanksgiving Day was celebrated in the traditional and not-so-traditional ways.

Turkey, stuffing, cranberry sauce and pumpkin pie all made for the typical feast in most celebrations. Delicacies such as fresh lobster and cheese cake were added to the bounty at other tables.

For Seafarers, many away from home, the holiday did not go unnoticed. In San Francisco, for example, the SIU hall held its sixth annual Thanksgiving Day dinner. Attended by Seafarers and

their families and friends, as well as by representatives of other local maritime and building trades unions, Port Agent Nick Celona described it as a wonderful celebration. Table decorations, 18 turkeys, 30 pies and lots of music helped the 300 persons in attendance observe the holiday in grand fashion.

Steward department members aboard SIU-crewed ships at sea and in port also took care to ensure that their shipmates would be able to partake in traditional Thanksgiving Day foods.

The *Sea-Land Atlantic* was paying off in Port Elizabeth, N.J. that day, and crewmembers aboard the *Sea-Land Service* vessel were treated to lobster in addition to the typical holiday fare.



Enjoying Thanksgiving Day dinner at the SIU hall in San Francisco are (from left) Louis Shedrick, retired MC&S chief cook; Romy Lumanlan, an accountant at the San Francisco hall; Anna Lee Henseley, an employee with the Pacific Maritime Association; and Dolly Talaga, third cook.



Aboard the *Sea-Land Atlantic*, Chief Cook Ali Hydera (left) and Steward Edward Porter display a table filled with desserts of all kinds to complete the Thanksgiving Day dinner.



Those members responsible for the delicious holiday fare at the San Francisco hall are (from left) Messman Sean Sullivan, Pantryman Kwan Joi Siu, Chief Cook Jon Blasquez, Chief Steward Burt Richardson, Chief Cook Louella Sproul, Chief Cook Steve Valencia, Chief Steward E. Gomez and Messman Eddie Kasa.



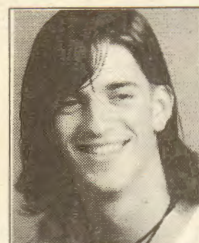
# Final Departures

## DEEP SEA

### EULOGIO ALVAREZ

Eulogio Alvarez, 44, passed away December 24, 1995. Brother Alvarez began sailing with the Seafarers in 1986 from the port of Honolulu. Born in Honduras, Brother Alvarez worked in the steward department. He upgraded at the Lundeberg School in Piney Point, Md., advancing from messman to chief cook.

### SHANE M. BLECHLE



Shane M. Blechle, 22, died December 7, 1995. A native of Missouri, he graduated from the Lundeberg School in

1991 and joined the SIU in the port of Piney Point, Md. The engine department member upgraded his skills at the school.

### PANTALEON DE LOS SANTOS

Pensioner Pantaleon De Los Santos, 92, passed away December 20, 1995. He joined the Seafarers in 1947 in the port of New Orleans after serving 23 years in the U.S. Navy. Brother De Los Santos sailed as a member of the steward department. Born in the Philippine Islands, he began receiving his pension in August 1968.

### IRVING FUTTERMAN



Pensioner Irving Futterman, 86, died December 13, 1995. He began his career with the SIU in the port of San

Francisco and sailed as a member of the engine department. Born in Poland, Brother Futterman retired in July 1977.

### CECIL C. GATES



Pensioner Cecil C. Gates, 73, passed away December 22, 1995. A native of Alabama, he started his career with

the Seafarers in 1941 in the port of Mobile, Ala. Brother Gates last sailed as a bosun in the deck department. From 1940 to 1941, he served in the U.S. Army. Brother Gates made his home in California and started to receive his pension in August 1978.

### SAM S. GOINS

Pensioner Sam S. Goins, 70, died November 11, 1995. Brother Goins joined the SIU in 1968 in the port of New Orleans. The Tennessee native sailed in the deck department. He served in the U.S. Navy from 1942 to 1945. Brother Goins retired in May 1990.

### EDDIE HAMMONDS

Pensioner Eddie Hammonds, 74, passed away November 6, 1995. Born in South Carolina, he began his career with the Marine Cooks & Stewards (MC&S), before that union merged with the SIU's Atlan-

tic, Gulf, Lakes and Inland Waters District (AGLIWD). Brother Hammonds lived in the state of Washington and started receiving his pension in March 1975.

### RICHARD M. HARP



Pensioner Richard M. Harp, 73, died December 27, 1995. He began sailing with the Seafarers in 1948 from the port of Baltimore. Brother Harp sailed as a

member of the steward department. A native of Baltimore, he retired in August 1984.

### JAMES KENO



Pensioner James Keno, 78, passed away December 16, 1995. Born in Alabama, he joined the SIU in 1943 in the port of

Norfolk, Va. The steward department member upgraded at the Lundeberg School and completed the bosun recertification course there in 1981. He began receiving his pension in January 1989.

### STEPHEN LOSTON

Pensioner Stephen Loston, 74, died December 15, 1995. Brother Loston started his career with the Seafarers in 1952 in the port of New York. The Pennsylvania native sailed in the deck department. A World War II veteran, he served in the U.S. Navy from 1942 to 1945. Brother Loston retired in January 1986.

### CARLO MARINO

Carlo Marino, 58, passed away December 3, 1995. Born in Louisiana, he began sailing with the SIU in 1956 from the port of New Orleans. Brother Marino sailed as a member of the steward department.

### ROBERT L. MITCHELL

Pensioner Robert L. Mitchell, 83, died October 30, 1995. A native of Texas, he joined the MC&S in the port of San Francisco, before that union merged with the SIU's AGLIWD. Brother Mitchell began receiving his pension in December 1972.

### RAMON MORAN



Pensioner Ramon Moran, 88, passed away November 5, 1995. He was a charter member of the Seafarers, having started

his career with the union in 1939 in the port of New York. Brother Moran sailed as a member of the engine department. Born in Peru, he became a U.S. citizen. Brother Moran retired in September 1972.

### WILLIAM A. PADGETT

Pensioner William A. Padgett, 67, died December 29, 1995. Born in Florida, he began sailing with the SIU in 1948 from the port of New York. Brother Padgett sailed in the engine department. He retired in October 1972.

### HARRIS H. PATTERSON

Pensioner Harris H. Patterson, 68, passed away August 25, 1995. A native of Alabama, he joined the Seafarers in 1946 in the port of Norfolk, Va. The engine department member upgraded his skills at the Lundeberg School. He last sailed as a chief electrician. From 1951 to 1952 he served in the U.S. Army. Brother Patterson retired in November 1992.

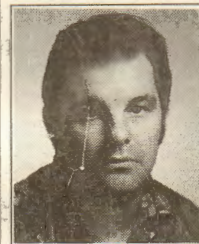
### DONALD W. PLUMMER



Donald W. Plummer, 38, passed away December 30, 1995. He graduated from the Lundeberg School's entry level

program for seamen in 1975 and joined the Seafarers in the port of Piney Point, Md. The New York native shipped in the deck department and returned to the school for upgrading.

### TROY B. POPE



Troy B. Pope, 59, died November 22, 1995. Born in Oklahoma, he started his career with the SIU in the port of Wil-

mington, Calif. Brother Pope sailed in the steward department and upgraded to chief steward in 1987 at the Lundeberg School. From 1955 to 1958, he served in the U.S. Navy.

### HARRELD F. REED

Pensioner Harreld F. Reed, 70, died November 20, 1995. Born in Indiana, he began sailing with the SIU in 1955 from the port of New York. Brother Reed shipped in the engine department and upgraded his skills at the Lundeberg School. He served in the U.S. Navy from 1942 to 1945. Brother Reed began receiving his pension in March 1990.

### SIDNEY S. SHELLEY



Sidney S. Shelley, 38, passed away August 13, 1993. A native of New York, he graduated from the Lundeberg

School's entry level program for seamen in 1976 and joined the Seafarers in the port of Piney Point, Md. Brother Shelley sailed in the deck department. He upgraded at the Lundeberg School.

### RAYMOND C. STEELE



Pensioner Raymond C. Steele, 66, passed away December 30, 1995. Born in Florida, he began sailing with the Seafarers in

1947 from the port of Mobile, Ala. Brother Steele worked in both the deck and steward departments. He retired in August 1990.

### GERALD D. SNYDER

Pensioner Gerald D. Snyder, 78, died September 22, 1995. Brother Snyder joined the MC&S before

that union merged with the SIU's AGLIWD. He began receiving his pension in May 1978.

### FRANCIS A. STOCK



Pensioner Francis A. Stock, 73, died October 2, 1995. A native of California, he started his career with the MC&S in

1952 in the port of San Francisco, before that union merged with the SIU's AGLIWD. Brother Stock served in the U.S. Navy from 1941 to 1947. He started to receive his pension in July 1987.

### WILLIAM A. TATUM JR.



Pensioner William A. Tatum Jr., 75, passed away November 5, 1995. Born in Georgia, he joined the Seafarers in 1951 in the port of

Mobile, Ala. Brother Tatum sailed as a member of the engine department. He retired in May 1983.

### JOHN M. THOMPSON

Pensioner John M. Thompson, 86, died December 10, 1995. He started his career with the SIU in 1950 in the port of New York. Brother Thompson last sailed in the engine department as an electrician. He began receiving his pension in May 1974.

### BERGER WILHELMSSEN



Pensioner Berger Wilhelmsen, 82, passed away October 12, 1995. Brother Wilhelmsen began sailing with the

Seafarers in 1943 from the port of New York. He shipped as a member of the engine department. Born in Norway, Brother Wilhelmsen lived in the state of Washington. He retired in January 1978.

### JOHN A. WILLIAMS



Pensioner John A. Williams, 77, died November 14, 1995. A native of Louisiana, he started his career with the SIU in

1947 in the port of New Orleans. Brother Williams sailed in the steward department and began receiving his pension in July 1969.

### THOMAS H. WILLIAMS



Pensioner Thomas H. Williams, 81, passed away December 22, 1995. As one of the charter members of the Seafarers, Brother Wil-

liams joined the union in 1938 in the port of Mobile, Ala. He sailed in the steward department, most recently as a chief steward. Born in Alabama, Brother Williams retired in September 1982.

## CECIL L. WINSTEAD



Cecil L. Winstead, 53, died October 29, 1995. Born in Florida, he began sailing with the Seafarers in 1986 from the port of New Orleans.

Brother Winstead sailed in the deck department, most recently as bosun. He is survived by his wife, AB Charlotte Winstead. At Brother Winstead's request, his ashes will be scattered at sea.

## INLAND

### DENISE MILAN CALAMIA



Denise Milan Calamia, 37, passed away August 24, 1995. Born in Mississippi, she joined the SIU in 1994 in the port of New Orleans.

Sister Calamia sailed as a member of the deck department.

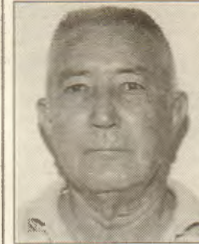
### QUINTILIO A. IEZZI



Pensioner Quintilio A. Iezzi, 87, passed away December 9, 1995. He joined the SIU in 1961 in the port of Norfolk, Va.

The Pennsylvania native sailed in the steward department. He served in the U.S. Army from 1942 to 1945. Boatman Iezzi retired in September 1973.

### JOHN L. MOORE



John L. Moore, 78, died recently. Boatman Moore began sailing with the Seafarers in 1957 in the port of Philadelphia.

The North Carolina native last sailed in the deck department as a captain. Boatman Moore began receiving his pension in July 1985.

### LUCIO C. SALA



Lucio C. Sala, 63, passed away December 28, 1995. Born in Italy, he joined the SIU in 1981 in the port of Wilmington, Calif. Boat-

man Sala sailed as a member of the steward department.

## GREAT LAKES

### MUSSED A. ALASRI



Mussed A. Alasri, 50, passed away October 28, 1995. Born in Yemen, he became a U.S. citizen and joined the Seafarers in

1966 in the port of Buffalo, N.Y. Brother Alasri sailed as a member of the deck department and upgraded at the Lundeberg School in Piney Point, Md.



### SUMMARY ANNUAL REPORT FOR SEAFARERS PENSION TRUST

This is a summary of the annual report of the Seafarers Pension Trust EIN 13-6100329, Plan No. 001, for the period January 1, 1994 through December 31, 1994. The annual report has been filed with the Internal Revenue Service, as required under the Employee Retirement Income Security Act of 1974 (ERISA).

#### Basic Financial Statement

Benefits under the plan are provided by the trust fund. Plan expenses were \$31,555,653. These expenses included \$3,587,348 in administrative expenses and \$27,968,305 in benefits paid to participants and beneficiaries. A total of 24,006 persons were participants in or beneficiaries of the plan at the end of the plan year, although not all of these persons had yet earned the right to receive benefits.

The value of plan assets, after subtracting liabilities of the plan, was \$476,026,127 as of December 31, 1994, compared to \$507,295,192 as of January 1, 1994. During the plan year, the plan experienced a decrease in its net assets of \$31,269,065. This decrease included unrealized appreciation and depreciation in the value of plan assets; that is, the difference between the value of assets at the end of the year and the value of assets at the beginning of the year or the cost of assets acquired during the year. The plan had a total income of \$286,588, including employer contributions of \$6,971,809, a realized gain of \$717,009 from the sale of assets, and losses from investments of \$(7,402,230).

#### Minimum Funding Standards

An actuary's statement shows that enough money was contributed to the plan to keep it funded in accordance with the minimum funding standards of ERISA.

#### Your Rights to Additional Information

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

1. an accountant's report;
2. assets held for investment;
3. service provider and trustee information;
4. transactions in excess of 5% of plan assets; and
5. actuarial information regarding the funding of the plan.

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

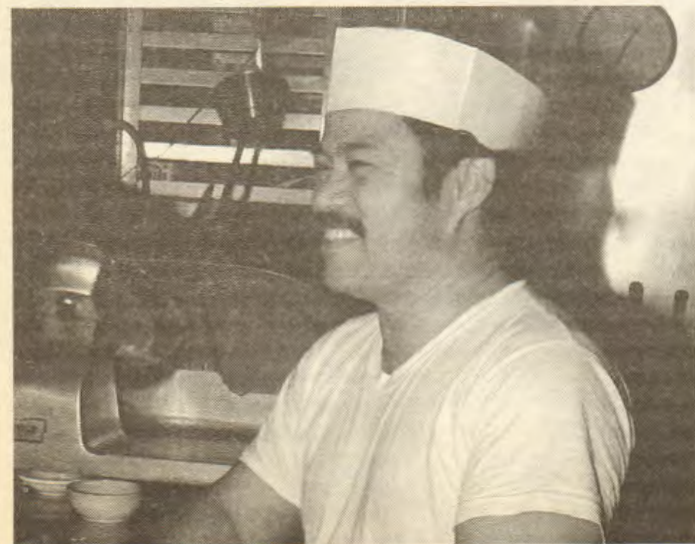
You also have the right to receive from the plan administrator, on request and at no charge, a statement of the assets and liabilities of the plan and accompanying notes, or a statement of income and expenses of the plan and accompanying notes or both. If you request a copy of the full annual report from the plan administrator, these two statements and accompanying notes will be included as part of that report. The charge to cover copying costs given above does not include a charge for the copying of these portions of the report because these portions are furnished without charge.

You also have the legally protected right to examine the annual report at the main office of the plan (Board of Trustees Seafarers Pension Trust, 5201 Auth Way, Camp Springs, MD 20746) and at the U.S. Department of Labor in Washington, D.C., or to obtain a copy from the U.S. Department of Labor (DOL) upon payment of copying costs. Requests to the DOL should be addressed to: Public Disclosure Room N-5638, Pension and Welfare Benefit Administration, U.S. Department of Labor, 200 Constitution Avenue, NW, Washington, DC 20210.

### Lunchtime Aboard the Antares



Crewmembers aboard the USNS Antares have reported nothing but praise for the galley gang aboard the fast sealift vessel, which recently docked in Baltimore. Above, Chief Cook Victor Jimenez pours a bowl of soup while, below, Chief Steward Pancho Lagasca prepares a salad.



Cruzan Rum is produced by members of the United Industrial Workers (UIW), a union affiliated with the Seafarers International Union. But no matter the product, when Seafarers purchase union-made goods, they put their dollars to good use by supporting fellow trade unionists. Of course, they also get the best-made products.

**Company:** Cruzan Rum

**Products made by UIW members:** Light and dark rums

**UIW members at Cruzan:** Handle all facets of production, including distilling, barreling and bottling, as well as maintenance and more

**Distribution:** Available in northeastern U.S., as well as some southern states and the Virgin Islands

**Facilities:** Distillery on St. Croix, U.S. Virgin Islands

**That's a fact:** Cruzan Rum is aged in oak casks, for up to 12 years



## Know Your Rights

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

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

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

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

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

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

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

**PAYMENT OF MONIES.** No monies are to be

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

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

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

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

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

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



# Digest of Shipboard Union Meetings

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

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

**AMERICAN MERLIN** (Osprey Shipping), December 17—Chairman **Antonio Trikoglou**, Secretary **Wayne Wilson**, Educational Director **Peter Stein**, Deck Delegate **Marius Louw**, Engine Delegate **Jason Jaskierny**, Steward Delegate **Jeff Sanchez**. Chairman thanked crew for outstanding work during long voyage to Durban, South Africa. He commended crew for keeping ship clean and safe and extended special thanks to steward department for delicious Thanksgiving dinner. Educational director encouraged members to upgrade at Lundeberg School. No beefs or disputed OT reported. Crew requested heavy-duty microwave for galley.

**CAPE WASHINGTON** (Amsea), December 13—Chairman **Robert Johnson**, Secretary **Kyle White**, Educational Director **Hardin Chancey**, Deck Delegate **John Gibbons**, Engine Delegate **J. Yaber**, Steward Delegate **C. Green**. Chairman announced ship scheduled to remain in Persian Gulf. Bosun reminded crew of no smoking area designated by the master for sanitation and health reasons. Educational director distributed information on pension plan and Piney Point upgrading schedule. He stressed importance of improving skills at Lundeberg School. Treasurer reported \$181 in ship's fund. No beefs or disputed OT reported. Crew discussed purchasing new movies and thanked steward department for great

Thanksgiving holiday meal. Next port: Bahrain.

**LIBERTY SUN** (Liberty Maritime), December 24—Chairman **Joseph Moore**, Secretary **Blair Humes**, Educational Director **Chormer Jefferson**, Deck Delegate **Joseph LeBeau**, Steward Delegate **James Swart**. Chairman reported ship's water allowance has not been received. He announced payoff and room inspection dates. Educational director reminded members to upgrade at Paul Hall Center. All department delegates reported disputed OT and beefs. Crew requested videotape rewinder, new VCR and refrigerator for lounge.

**OMI STAR** (OMI), December 3—Chairman **Melvin A. Santos**, Secretary **H.S. Manning**, Deck Delegate **William Edwards**, Steward Delegate **Alan Bartley**. Bosun advised crewmembers to carry flashlights on deck at night while ship is docking and undocking. Educational director stressed importance of attending tanker operation/safety course at Paul Hall Center. No beefs or disputed OT reported. Crewmembers discussed need for holding shipboard union meetings. Crew thanked steward department for job well done.

**OVERSEAS NEW ORLEANS** (Maritime Overseas), December 10—Chairman **Jerry McLean**,

Secretary **Jonathan White**, Educational Director **John Trent**, Deck Delegate **Randall Hanke**, Steward Delegate **John Rapoza**. Chairman reminded crewmembers to attend tanker operation/safety course at Piney Point as soon as possible. Engine delegate reported disputed OT. No beefs or disputed OT noted by deck or steward delegates. Next port: Pascagoula, Miss.

**SEA-LAND ENDURANCE** (Sea-Land Service), December 22—Chairman **Chris Christensen**, Secretary **Rickie Juzang**, Educational Director **Michael Powell**, Deck Delegate **Ron Owens**, Steward Delegate **Bob Racklin**. Bosun thanked crew for good shipyard stay and noted ship is in excellent condition. Educational director urged members to upgrade at Paul Hall Center. Engine delegate reported disputed OT. No beefs or disputed OT noted by deck or steward delegates. Captain and crew extended special vote of thanks to galley gang for excellent job—both in and out of shipyard.

**SEA-LAND HAWAII** (Sea-Land Service), December 24—Chairman **James Carter**, Secretary **Don Spangler**, Educational Director **Daran Ragucci**. Chairman announced end-of-year payoff and possible layup in shipyard. No beefs or disputed OT reported. Next port: San Juan, P.R.

**SEA-LAND INDEPENDENCE** (Sea-Land Service), December 24—Chairman **Teodulfo Alanano**, Secretary **James Prado**, Educational Director **Tommy Hogan**, Deck Delegate **Louis Talarico**, Engine Delegate **Richard J. Mullen**, Steward Delegate **Terrence Stowall**. Chairman announced he will sign off at end of voyage. He informed crewmembers that ship is scheduled to begin Hong Kong taxi shuttle in February. Captain **Kenneth Montagne** declared January 2, 1996 as "Richard J. Mullen Day" in recognition of the QMED's 50 years with SIU. In honor of Mullen's last voyage before beginning retirement, crewmembers presented him with special certificate, crew list and plaque and enjoyed dinner and cake prepared by galley gang. Educational director discussed importance of upgrading at Lundeberg School. Treasurer noted new movies purchased in Kaohsiung, Taiwan. No beefs or disputed OT reported. Next port: Hong Kong.

**SEA-LAND INNOVATION** (Sea-Land Service), December 17—Chairman **Tommy Benton**, Secretary **Gregory Melvin**, Educational Director **Rex Bolin**, Deck Delegate **Joerg Witte**, Engine Delegate **Harry Kinsman**, Steward Delegate **Anderson Jordan**. Chairman reported new TV, VCR, washer and dryer have been ordered. Educational director advised crew to be ready to vote for candidates who support U.S. merchant marine in 1996 elections. No beefs or disputed OT reported. Crew asked contracts department for clarification on emergency leave from ship. Crew thanked steward department for job well done.

**SEA-LAND INNOVATOR** (Sea-Land Service), December 30—Chairman **John Stout**, Secretary **Jose M. Bayani**, Educational Director **Cliff McCoy**, Deck Delegate **Thomas Ryan**, Engine Delegate **Crescencio Suazo**, Steward Delegate **Sylvester Mason**. Chairman informed crewmembers ship is scheduled to go into shipyard for 10 days in Korea. Secretary extended special vote of thanks to bosun, deck and engine departments for jobs well done. He also thanked electrician for repairing and welding steel cabinet doors in galley. Educational director advised crewmembers to attend tanker operation/safety class at

Paul Hall Center this year. No beefs or disputed OT reported. Crew thanked steward department for good meals. Next port: Long Beach, Calif.

**SEA-LAND SPIRIT** (Sea-Land Service), December 17—Chairman **Howard Gibbs**, Secretary **Gerald Lunt**, Educational Director **Mike Wells**, Steward Delegate **Mario Firme Jr.** Bosun noted ship's shuttle schedule to be posted. Secretary discussed importance of SPAD donations. Educational director urged members to take advantage of upgrading opportunities available at Piney Point. Treasurer announced \$530 in ship's fund. Deck delegate reported disputed OT. No beefs or disputed OT reported by engine or steward delegates. Crew discussed creating movie fund. Crewmembers thanked galley gang

Delegate **Daniel Payne**. Chairman noted ship scheduled to arrive in New Orleans January 7 and pay off upon arrival. Educational director advised members to upgrade at Piney Point. Deck delegate reported disputed OT. No beefs or disputed OT noted by engine or steward delegates. Crewmembers discussed upcoming contract negotiations. Crew extended vote of thanks to galley gang for great holiday meals.

**PFC EUGENE A. OBREGON** (Waterman Steamship), January 14—Chairman **Henry Bouganim**, Secretary **Patrick Helton**, Educational Director **Robert Farmer**, Deck Delegate **Edward Gerena**, Engine Delegate **Ronald Lukas**, Steward Delegate **Leslie Davis**. Educational director reminded crewmembers to upgrade at Paul

## A Victorious Catch



Fresh fish may not be a typical menu item aboard deep sea vessels, but crewmembers aboard the T-AGOS ship *USNS Victorious* recently were treated to such a catch. Chief Cook Vince Grande reeled in this tuna while the vessel was traveling between the West Coast and the Hawaiian Islands.

for job well done. Next port: Oakland, Calif.

**SEA-LAND TACOMA** (Sea-Land Service), December 6—Chairman **Ray Nowak**, Secretary **Harry Lively**, Educational Director **George Ackley**, Deck Delegate **Steven Baker**, Engine Delegate **Randall Firestine**, Steward Delegate **Reynaldo Telmo**. Chairman reported telephone installed on dock in port of Kodiak, Alaska for crewmembers. He advised crew to use caution when using phone due to dim lighting and heavy traffic in telephone location. Crew expressed safety concerns related to walking to and from ship in port of Tacoma, Wash. and asked contracts department to look into company providing reliable transportation to and from dock. Bosun noted receipt of new microwave for galley. Bosun reminded crew of importance of attending tanker operation/safety course at Paul Hall Center. Treasurer announced \$942 in ship's fund. No beefs or disputed OT reported. Next port: Tacoma.

**CHAMPION** (Kirby Tankships), January 2—Chairman **Inocencio Desaville**, Secretary **Raymond Connolly**, Educational Director **J. McDaniel**, Deck Delegate **John Nichols**, Engine Delegate **Edward Ezra**, Steward Delegate **John Foster**. Chairman announced payoff time and date. Secretary discussed union correspondence with crewmembers. No beefs or disputed OT reported. Crew thanked steward department for job well done. Bosun encouraged crew to continue working well together.

**LIBERTY SPIRIT** (Liberty Maritime), January 3—Chairman **Terry Cowans Sr.**, Secretary **Randy Stephens**, Educational Director **J. Badgett**, Steward

Hall Center as often as possible. No beefs or disputed OT reported. Crew thanked steward department for special efforts to make holiday season a good one for entire ship. Crew thanked galley gang for excellent food with special mention for SA **Faith Davis'** unique cookies. Next port: Rota, Spain.

**RANGER** (OMI), January 15—Chairman **Daniel Laitinen**, Secretary **Neville Johnson**, Educational Director **Rafael Prim**, Deck Delegate **Richard Thomas**, Steward Delegate **Stephanie Smith**. Chairman called union meeting to inform crewmembers he must leave ship immediately due to death in family. He said bosun will meet ship in next port. Bosun thanked crewmembers for their expressions of sympathy and extended his appreciation to entire crew. Educational director encouraged crew to attend tanker operation/safety course at Lundeberg School. No beefs or disputed OT reported. Next port: Panama.

**SEA-LAND INTEGRITY** (Sea-Land Service), January 7—Chairman **Leon Jekot**, Secretary **Charles Fincher**, Educational Director **Daniel Cameron**, Deck Delegate **Spencer Lyle**, Engine Delegate **A.M. Santos**, Steward Delegate **Robert Wilcox**. Chairman announced ship payoff in Charleston, S.C. Educational director advised members to take advantage of upgrading programs at Piney Point. No beefs or disputed OT reported. Bosun reminded crewmembers to turn off TV and VCR after use and rewind all videotapes before placing them back in library. Steward asked crew not to smoke during meal hours and crew thanked galley gang for job well done. Crew thanked wiper for keeping crew lounge neat and clean.

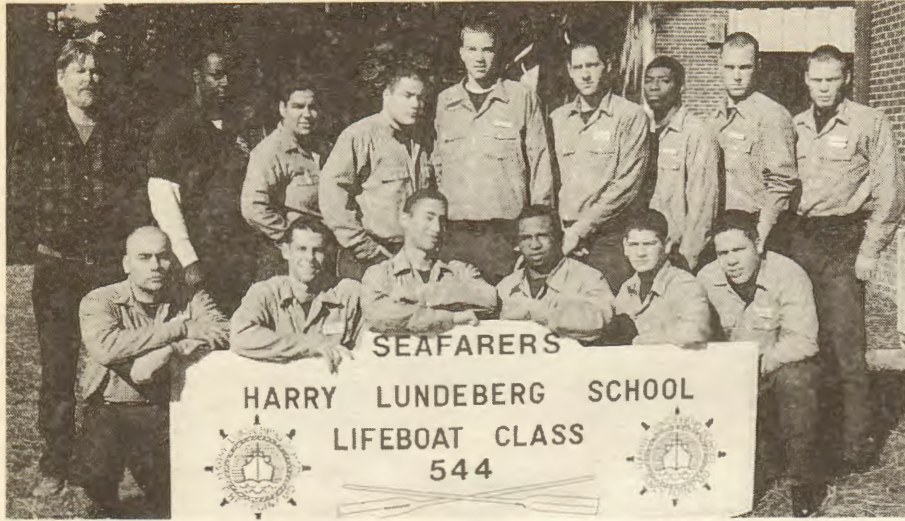
## Three Men on a Mast



Covering the radar mast of the *Sea-Land Hawaii* with a fresh coat of paint are (from top) AB **Ahmed Mihakel**, AB **Angel Roman** and AB **Greg Jenkins**.



# Lundeberg School Graduating Classes



**Trainee Lifeboat Class 544**—Graduating from trainee lifeboat class 544 are (from left, kneeling) Candido Molina, Erik Leibold, Ricardo Casaine, Davon Brown, William Michael III, George Burgos, (second row) Jeff Swanson (instructor), Dale Gomes, Johanny Gonzalez, Edward Maymo Jr., Edward Maciejko Jr., Thomas Scheider III, Michael Jones, Joseph Butasek Jr. and Lee Holbert.



**Third Mate**—Completing the third mate course on December 11 are (from left, kneeling) Donald McGraw, Charles Booher, Scott Costello, Royce Kauffman, (second row) Jim Brown (instructor), Richard Gordon, Gavino Octaviano, Oliver Babajko, Mark Blom and Scott Kreger.



**Fireman, Oiler, Watertender**—Working their way up the engine department ratings on December 15 are (from left, kneeling) Roy Scott, Brian Lu, Lawrence Brown, Daren Nash, (second row) Alexis Frederick, Sean Adkins, James Donohue, Stephen Stepanski, Carlos Perez, Steven Cortez, (third row) Jeffrey Spradlin, Christopher Duffy Jr., Brian Hulstrom, Thomas White, Lloyd Marsh, Castel Blunt and Mark Roman. Not pictured are Jason Bonefont and Rafael Comesana.



**Basic Inland**—Upgrading graduates of the December 11 basic inland class are (from left, kneeling) William Cornwall, Wallace Duffield, Dennis McGeady, Tom Gilliland (instructor), (second row) J.B. Harris, Mike Horn, Josh Eckert, Brian McDermott, Gheorghhe Popa and Paul Stepien.



**Cook and Baker**—SIU members completing the cook and baker class on January 26 are (from left) Brian Schmeer, Thomas Cyrus Jr., Dorothy Pizzuto, Michael Briscoe, Simone Solomon and Willie Crear (instructor).



**Celestial Navigation**—Graduating from the celestial navigation course on December 8 are (from left) Stanley Williams, John McClinton, Andre Skevnick, Edward Brooks Jr., Carl Moor and Jake Karaczynski (instructor).



**Tanker Operation/Safety**—Designed for members who sail on tankers, this course provides instruction to prevent potential problems aboard the ships. Seafarers completing the tanker operation/safety course on December 11 are (from left, kneeling) Andrew Vanbourg, Idowu Jonathan, Terry Smith, Pedro Santiago, Willie Marsh Jr., Robert Santos, (second row) Miguel Guity, Lee Laffitte, Thomas Keenan Jr., Mato Anzulovich, Robert Hines Jr., Milton Israel, Raymond Leak, Troy Wood, Fred Winder, (third row) Nelson Lazo, Daniel Mitchell, Paul Dormes, James Rush, Calvin Miles, Donal Swanner, Joseph Laine and Raul Guerra Jr.



## LUNDEBERG SCHOOL 1996 UPGRADING COURSE SCHEDULE

The following is the schedule for classes beginning between March and August 1996 at the Seafarers Harry Lundeberg School of Seamanship located at the Paul Hall Center for Maritime Training and Education in Piney Point, Md. All programs are geared to improve the job skills of Seafarers and to promote the American maritime industry.

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

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

### Deck Upgrading Courses

Course	Start Date	Date of Completion
Bridge Management	May 6	May 17
	August 19	August 30
Limited License	July 1	August 9
Able Seaman	April 29	June 28
Radar	March 18	March 22
	April 29	May 3
	June 24	June 28
	August 12	August 16
Lifeboatman	March 25	April 5
Third Mate	August 26	December 13

### Engine Upgrading Courses

Course	Start Date	Date of Completion
QMED - Any Rating	June 17	September 6
Fireman/Watertender & Oiler	April 29	June 28
Refrigeration Systems - Maintenance & Operations	April 29	June 7
Diesel Engine Technology	March 18	April 26
	August 12	September 20
Marine Electrical Maintenance I	March 18	April 26
	July 15	August 23
Marine Electrical Maintenance II	August 26	October 4
Basic Electronics	April 22	May 17
Marine Electronics Technician I	June 3	July 12
Marine Electronics Technician II	July 15	August 23
Refrigeration Systems & Maintenance	April 29	June 7
Refrigerated Containers	June 10	July 5
Welding	July 15	August 9
Pumproom Maintenance	April 1	April 12
	August 19	August 30
Power Plant Maintenance	May 20	June 28

### Steward Upgrading Courses

Course	Start Date	Date of Completion
Assistant Cook/Cook and Baker, Chief Cook, Chief Steward	March 25	June 14
	June 3	August 23
	August 12	November 1

### Safety Specialty Courses

Course	Start Date	Date of Completion
Tanker Operation/Safety	March 4	March 29
	April 1	April 26
	April 29	May 24
	May 27	June 21
	June 24	July 19
	July 22	August 16
Tankerman Recertification	August 19	September 13
	August 19	August 30
Advanced Firefighting	April 29	May 10

### Inland Courses

Course	Start Date	Date of Completion
Radar Observer/Inland	(see radar courses listed under deck department)	
Engineroom Troubleshooting & Casualty Control	March 4	March 15
DDE/License Prep	April 22	May 31

### Recertification Programs

Course	Start Date	Date of Completion
Bosun Recertification	March 4	April 5
	August 5	September 6
Steward Recertification	July 1	August 2

### Additional Courses

Course	Start Date	Date of Completion
GED Preparation	April 22	July 13
	July 22	October 12
English as a Second Language (ESL)	April 1	May 10
Lifeboat Preparation	March 11	March 22
Introduction to Computers	to be announced	
Developmental Math - 098	June 3	July 26
	July 1	August 3
Developmental Math - 099	July 1	August 3

## UPGRADING APPLICATION

Name \_\_\_\_\_  
(Last) (First) (Middle)

Address \_\_\_\_\_  
(Street)

Telephone \_\_\_\_\_ Date of Birth \_\_\_\_\_  
(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 \_\_\_\_\_

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

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





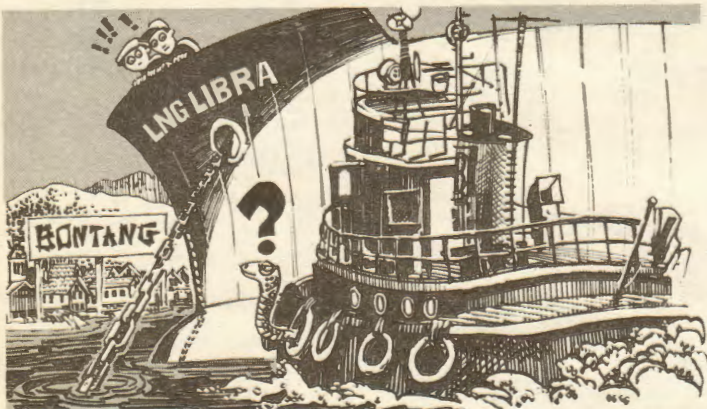
## Boa Constricts Life Aboard LNG Libra

by Jerry Hale

*Editor's note: Radio Officer Jerry Hale offers the following eyewitness account of a most unusual visitor aboard the SIU crewed LNG Libra, which is operated by Energy Transportation Corp. What follows is his letter to the Seafarers LOG. He also provided the photograph.*

In the early morning hours of Wednesday, September 20, the *Libra* dropped the hook in the waters off the LNG port of Bontang (Indonesia), on the east coast of Kalimantan (Borneo). No one aboard knew just how exciting these several days at anchor were going to be.

Later in the day, the tug *Sea Puli* came alongside and deposited the usual cadre of customs and immigration officials. In about one hour, when all the formalities had been completed, the tug returned to take the officials off the vessel. The sea had picked up a little, and so the tug, in order to maintain stability for the boarders, made up to the side of the *Libra* with more than usual force. As the powerful engines pressed the *Sea Puli* against the side of the *Libra*, the space inside one of the large tires, which make up the bumpers on the tugboat, apparently became a little too cramped for a large boa constrictor which had taken up residence inside the tire. As the tug moved away from the ship, the snake slithered out of the tire and into the sea. On the *Libra's* deck, Bosun Bert Gillis spotted the snake dangling by its tail from the *Sea Puli* and dropping into the water. He



tried to signal the tugboat, but they misinterpreted the gestures and grinned and waved back, unaware that they had just lost a passenger.

For the remainder of Wednesday, the reptilian visitor was seen swimming in the waters around the *Libra*. Much speculation ensued as to whether it actually was a boa constrictor, as the bosun insisted, or some sea snake, which seemed much more likely. By midafternoon, the snake was no longer seen and was thought to have drowned or perhaps was clinging to the rudder post.

Around 1700, the *Sea Puli* returned in her role as the ship's liberty launch. As she rounded the stern, the snake was seen in the water once again. This time the snake was swimming toward the *Sea Puli* and seemed to be intent upon reboarding the tugboat! After the tug left, however, the snake was seen swimming around the *Libra* as before. That night it was seen on several occasions where the ship's lights illuminated the waters.

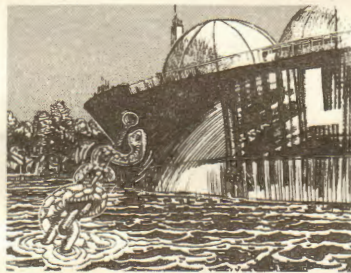
Thursday, the bosun and AB Tom Grose spent every spare moment trying to capture the snake. They devised poles with rope loops on them, several baskets and buckets, etc. Nothing worked to lure the snake into their clutches.

At one point, Gillis observed the snake attempting to climb the anchor chain. It soon failed and fell back into the water. He described the serpent as being eight to 10 feet in length and perhaps four inches in diameter at its thickest point, with a large head which was wide and tapered down to a flat nose. The bosun has had some experience with snakes, being a diver and veteran of the Army's Special Forces, which make it their business to know snakes. His opinion was that it was indeed a boa constrictor or something very similar and NOT a sea snake.

Late on Thursday, the snake was no longer seen swimming around the ship. Speculation about the snake's fate varied. Some thought it couldn't stand the salt water and had drowned. Others thought it had swum ashore, in spite of the fact that

than about one meter in length or bigger in diameter than one-and-a-half inches or maybe two.

I had missed the early sighting but put out the word that whenever the snake was again spotted to please let me know IMMEDIATELY so that pictures could be taken of what was looking like a very unusual incident. Days went by with everyone checking the water for the snake. John Hartono, the first engineer, and Keith Larson, the second mate, even lowered the lifeboats (for in-water maintenance) so they could check out the rudder post. People were



walking all around the ship looking down over the rail every several feet, hoping to see the snake again, but no one saw anything after Thursday.

On Wednesday, September 27, exactly one week after the first sighting, the phone rang in the radio room. An excited voice informed me that the snake was aboard the ship and was presently between cargo tanks 1 and 2! The snake had finally learned to climb the anchor chain!

I grabbed my video and still cameras, stopped long enough to make a quick call to Captain Legnos and one to EOS (engine office space) before I dashed down the ladder. I called to everyone I saw and urged them to pass the word; this was something not to be missed.

When I arrived on the scene, I found the bosun armed with a large stick and Grose armed with a hatchet. They were circling the winch and prodding at an unseen snake which had crawled inside it. AB John Lefavour was perched atop the winch, keeping an eye on the

snake's reaction to the prodding.

ABs Ralph Neal and Norman Armstrong were standing WAY back. Ralph had had a real scare when he started the winch and saw a REALLY BIG snake start to come out of it! The fan hit the snake when the winch was started. The blade cut him rather severely and he decided to get out of there. Soon all the noise and horrified screams changed the snake's mind and he retreated back inside the winch.

As the crowd gathered, various implements were inserted into the winch in an attempt to dislodge the snake but nothing seemed to be working. Gillis sent AB Gene Aruta to the bosun's locker for some solvent. When a little of the solvent was poured onto the snake, he decided he had to make his getaway and dropped down onto the deck under the winch.

As the snake started to make its getaway, Gillis placed the big stick on him and stopped his progress. He then turned the stick over the Grose, who held the snake in place. The bosun put a deck scraper on the snake's head and then grabbed the snake right behind the head and picked him up.

Gillis paraded the snake around so that everyone could get a good look at it. Of course, he had everyone's attention and had no problem with crowding! After the captain, the mate, SA Tom Williams and others had their chance to handle the snake and everyone had a chance to take pictures, the bosun marched off to the fantail for the end game. He had the snake firmly behind the head, and the snake had Gillis even more firmly by the right arm, clutching so tightly that he was cutting off the bosun's circulation. By then, though, the snake's options were few and his chances of survival only two: slim and none.

There was some discussion as to what should be done with the snake. The people who captured him were adamant that the snake be taken out of his misery and his skin used for some prac-

tical purpose. Actually, Grose was enthusiastic about the prospect and can be heard on the videotape exclaiming, "Let's cut off his head" over and over! He kept swiping at the snake's head, scaring the bosun, who seemed much more afraid of being chopped by the AB than of being bitten by the snake!

Some said the snake should be spared and just returned to the water. That idea was not enthusiastically received since he wouldn't stay in the water, and if he did, he would not survive because of the injuries he received in the winch.

Since nobody was very forceful in the snake's defense, Grose finally had his way and the snake's head was chopped off (quickly and mercifully, I assure you) and his skin was removed.

The captain of the *Sea Puli* insisted that snake meat was delicious. That idea did not get a majority vote, however, and so the meat was disposed of.

The curing and tanning process is under way, and Gillis informs us that the skin will make approximately 10 men's wallets, souvenirs of the great snake caper on the *LNG Libra*.

In the final analysis, the snake was exactly 9¼ feet (2.82 meters) long. He was 7¼ inches (18.42 cm) in diameter at the largest point. Although no official weight was taken, he was estimated at 10½ pounds.

And so ends our tale of adventure. I've always maintained that a sailor's life is anything but boring, but this has to be the most unusual sea story I've ever encountered.

Hopefully, this is the final chapter, although the natives assure me that these snakes always travel in pairs, which means that his mate is sure to be nearby. We don't really believe that, but there seems to be an extraordinary delay in getting the winches serviced, and flashlight batteries have become a commodity! Watch where you step on the *LNG Libra*, and use the buddy system if you go on deck at night!



Snake expert and bosun Bert Gillis displays the surprise stowaway found aboard the *LNG Libra* last September. Looking at the 9-foot boa constrictor from a safe distance is AB John Lefavour.