

SEAFARERS LOG

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House O.K.'s U.S. Ship Bill *Measure Now Before Senate*

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The SIU-crewed *Cape Rise* is one of the RRF ships broken out to support U.S. troops serving as peacekeepers in Bosnia.

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President's Report

Ongoing Goal: Job Security

Job security was the number one goal of the SIU during 1995—as it has been in the past and will be in the future.

Looking back on the year, it is evident that nearly all the SIU's activities involved jobs—either the push to create new ones or the fight to keep what we have.



Michael Sacco

One of 1995's highlights was the launching of Delta Queen Steamboat Company's *American Queen*, a big, beautiful boat that carries passengers along the Mississippi River. When that vessel was christened on a hot June day in New Orleans, it marked the addition of hundreds of new jobs in the SIU.

SIU members also crewed the first two U.S. Army prepositioning vessels during year. Just a few months after the *LTC Calvin P. Titus* and *SP5 Eric G. Gibson* broke out, SIU-contracted Bay Ship Management received an award from the Military Sealift Command to crew five more Army support ships presently being refitted in American shipyards.

The U.S.-flag independent tanker fleet received a tremendous boost when Congress passed and President Clinton signed legislation that will allow the export of Alaskan North Slope oil as long as it is carried aboard U.S.-flag vessels.

The SIU fought hard for this legislation, knowing the measure would provide jobs for Seafarers into the next century.

Last month brought more good news when five SIU-crewed bulkers operated by Liberty Maritime received a five-year extension of their operating contract from the Maritime Administration (MarAd). In approving the extension, the Department of Transportation agency noted the action ensures the U.S.-flag bulk fleet will continue to play a vital role in America's international bulk trades.

The SIU legally challenged the move by American President Lines (APL) to operate six new ships under foreign flag in competition with the company's U.S.-flag vessels. And although court rulings allowed APL to operate the ships under runaway-flag registry, the union will continue the fight for the ships to sail under the American flag—where they belong!

In the wake of APL's threats to flag out, Matson acquired six U.S.-flag containerships from that company. This action secured the jobs of many members who sail aboard these vessels. The ships are being used in Matson's Pacific Coast Shuttle service as well as sailing from the West Coast to Hawaii, Guam and Asia.

Boatmen acquired new jobs when Penn Maritime built two new tug/barges for its fleet of petroleum-hauling vessels and Maritrans added a tug/barge to its operations.

Of course, the SIU has no intention of slacking off in 1996. In the year ahead, the union will continue working with Congress to enact a maritime revitalization program, legislation that ensures America will maintain a strong merchant fleet.

So far, the House of Representatives has passed the bill (H.R. 1350) creating the 10-year program that will help fund approximately 50 U.S.-flag containerships. Full attention now has been shifted to the Senate. SIU members, pensioners and their families continue to write, call and visit with elected officials informing them of the importance of this bill.

The fight for this measure has been going on since early last year, but thanks to the strong effort being exerted by our membership, maritime revitalization should become law this year.

Likewise, the SIU will forge ahead with our allies who are turning back misguided attempts to dismantle the Jones Act, which provides economic and national security for America while preserving tens of thousands of jobs. The 1920 law declares that cargo carried between two domestic ports must be carried on U.S.-built, U.S.-crewed and U.S.-owned vessels.

This battle for the Jones Act is being waged by deep sea, inland and Great Lakes members because the stakes are high for all Seafarers.

Just as the union will ensure the Jones Act remains the law of the land, the SIU will continue its fight to preserve the Passenger Services Vessel Act, which was enacted in 1886 and calls for U.S.-crewed, U.S.-built and U.S.-owned vessels to transport passengers between American ports.

The new year also may bring a challenge to the nation's cargo preference laws when Congress considers a new agriculture bill. When the measure was last debated in 1990, legislators from both parties stood up for the U.S. merchant fleet.

With so many new members of Congress elected since then, the SIU will be working to inform them on the need and value of America's cargo preference laws.

These are just a few of the subjects the union will be working on in 1996. You can be assured that no matter the issue, the SIU will be willing and able to fight for our livelihoods. I am confident in this union's members, and I know that, together, we will continue to make gains in our job security and the welfare of our families.

Seafarers Answer the Call

As they have done in the past, Seafarers continue to show they are ready to answer their nation's call when, last month, they crewed and sailed Ready Reserve Force ships to Bosnia in support of international peacekeeping forces.

The SIU stands ready to work with our nation's troops by transporting their vehicles, ammunition, food and other materiel and will do its part to ensure the mission is successful.

Coast Guard Implements Records Check Program

Documents Issued After Driving, Criminal Review

The U.S. Coast Guard will implement its program of checking the driving and criminal records of anyone applying for or renewing a merchant mariner's document, license or certificate of registry, effective January 18.

In announcing the start of this effort, the Department of Transportation agency outlined the criteria it would use in determining if an application is accepted or rejected.

Published in the *Federal Register* on December 19, 1995, the program brings the Coast Guard into compliance with aspects of the Oil Pollution Act of 1990 (OPA '90), which called for the agency to check the background of mariners seeking or renewing documents, licenses and certificates.

OPA '90 allows the Coast Guard to use the National Driver Register because it may show a record of alcohol- or drug-related offenses. The agency stated that although a person's motor vehicle record is not directly related to one's maritime career, it could indicate that the individual may have a disregard for his or her safety or the safety of others,

which may make the person unsuitable for work aboard a vessel.

Before the implementation of this rule, the Coast Guard checked the National Driver Register only after an applicant voluntarily admitted to a driving violation.

Among the items the Coast Guard will be looking for in its review of the register are recent convictions involving the operation of a motor vehicle while under the influence of, or being impaired by, alcohol or a controlled substance; or any traffic violations connected with reckless driving, racing on the highways or a fatal traffic accident.

Additionally, the Coast Guard will use fingerprints to check the criminal record through the FBI of an applicant who seeks a new or renewed document, license or certificate. The prints will be taken when the individual submits his or her application. Previously, the agency ran a criminal check on original applications for documents, licenses and certificates.

According to the *Federal Register*, the Coast Guard may disqualify an applicant if a criminal record shows he or she

"cannot be entrusted with the duties and responsibilities of the merchant mariner's document."

Listed among the types of criminal activity the agency will look for are crimes against persons, vehicular crimes, crimes against public safety, crimes involving national security and dangerous drug offenses.

If the Coast Guard determines that an applicant should be denied a document, license or certificate, the individual would have the right to appeal the decision to a board established by the Coast Guard.

Congress passed OPA '90 following the 1989 *Exxon Valdez* oil spill. Besides allowing the Coast Guard to check driving and criminal records of applicants, the law also called for the agency to renew documents and certificates of mariners every five years.

Other provisions of OPA '90 mandated that tankers and tank vessels sailing in U.S. waters be double-hulled by certain dates, established a national oil spill response system along America's coastlines and limited the amount of continuous hours mariners could work on U.S.-flag tankers.

Indonesian Mariners Tour Paul Hall Center



Taking a break outside the Paul Hall Library and Maritime Museum during their tour of the Seafarers Harry Lundeberg School of Seamanship are Indonesian crewmembers from the passenger ship *Meridian*. SIU Representative and ITF Inspector Edd Morris provided the tour for these mariners when their ship recently docked in Baltimore.

MarAd Extends Operating Contract For SIU-Crewed Liberty Bulklers

Five SIU-crewed bulkers received an extension of five years on their operating contract from the Maritime Administration (MarAd) last month.

In announcing the decision, MarAd noted the *Liberty Star*, *Liberty Sun*, *Liberty Wave*, *Liberty Spirit* and *Liberty Sea* will receive funds that previously had been unused. The action ensures "continued operation in the international trade, under American registry with American-citizen crews, of the five largest, most efficient drybulk carriers in the U.S.-flag fleet," according to the Department of Transportation agency.

"The action provides for the retention of 250 seafaring jobs for American merchant mariners, helping to maintain the skilled

employment base available to crew government-owned reserve ships during emergencies. It also ensures a continued American shipping presence in the nation's vital bulk trade," the MarAd

statement added.

The five ships were built between 1984 and 1986. Each can hold approximately 64,000 tons of cargo. The vessels are capable of sailing throughout the world.

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House Passes U.S. Ship Bill

Bipartisan Vote Sets Stage For Senate to Take Action

The House of Representatives passed legislation that would create a 10-year, \$1 billion maritime revitalization program. By a voice vote on December 6, members of the House debated, then approved H.R. 1350 (the Maritime Security Act of 1995). The Senate is expected to consider the SIU-supported legislation at any time.

Money for the program is being considered within a different bill. Both the House and Senate have included the program's first-year funding within the Commerce, Justice and State departments appropriations bill. (Funding for maritime programs falls under the jurisdiction of this bill in Congress.)

The appropriations bill was passed by Congress but was vetoed by President Clinton last month for reasons other than the maritime program. The president has noted his support for a maritime revitalization program, stating he would sign the legislation when it is passed by Congress.

Under federal law, the outline of a new program, like maritime revitalization, must be approved by Congress before any money can be spent on it. Thus, in order for maritime revitalization to become law,

Congress must pass and the president sign both the authorization bill (H.R. 1350) and the appropriations bill (the Commerce appropriations measure). Even if the appropriations legislation clears Congress and the president, no dollars can be spent on maritime revitalization until the authorization bill becomes law.

Introduced in March

Congress has been working on the maritime revitalization program since it was introduced by Transportation Secretary Federico Peña in March 1995. The legislation calls for dollars to be provided from the Department of Transportation budget to help fund approximately 50 U.S.-flag container ships.

In return for the money, the U.S.-flag shipping companies that are scheduled to receive it will make the vessels available to the Department of Defense during times of national emergency or war.

H.R. 1350 calls on Congress to appropriate the funds for the program each year, rather than providing all the dollars at one time. The program is scheduled to start in Fiscal Year 1996, which began October 1, 1995.

Seafarers Sail in Support Of Peacekeeping Mission



Taking a break from galley preparations in Norfolk, Va. are (standing from left) Steward Assistant Alfred Everett, Chief Steward Margie Mack and Steward Assistant Stanley Ingram, part of the *Cape Race* crew assisting NATO peacekeeping forces in Bosnia. Seated is SIU Port Agent Mike Paladino.

Two SIU-crewed Ready Reserve Force (RRF) ships are sailing in support of NATO peacekeeping troops in Bosnia.

The *Cape Race* and the *Cape Rise*, roll-on/roll-off cargo ships, each 648 feet in length, were activated by the U.S. Defense Department's Transportation Command last month. They sailed from Portsmouth, Va. in early December, ahead of their four-day activation schedules.

Operated for the U.S. Maritime Administration (MarAd) by OMI Ship Management, Inc., the *Cape Race* and *Cape Rise* delivered materiel to the Croatian port of Split in late December. They picked up the cargo at Antwerp, Belgium and Marchwood, England.

At press time, the vessels, which have stern and side ramps enabling military vehicles to be loaded and unloaded without cranes, remained overseas in support of the peacekeeping mission. On January 3, the *Cape Rise* was in Bremerhaven, Germany, taking on cargo for U.S.

troops. It was scheduled subsequently to go to Marchwood for more materiel, then back to Split. The *Cape Race*, meanwhile, was slated to arrive in Marchwood January 5, then return to Split.

"Once again, America's maritime industry and merchant mariners have answered the call to duty," stated U.S. Secretary of Transportation Federico Peña in announcing the breakout of the vessels. "America's skilled merchant mariners and the entire maritime industry remain vital to our national defense, peacekeeping and humanitarian efforts."

Most of the Seafarers crewing the two RRF vessels, part of a fleet of 92 ships maintained by MarAd to quickly provide sealift support for military forces, were from the SIU's hall in Norfolk, Va. "We got notified (of the call-up) on Friday, December 1 at approximately 5 p.m. We had everyone on board by 8 o'clock the

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Legislators Hit Deck, Advocating the Need For Merchant Fleet

The need for a strong U.S.-flag merchant fleet was not lost on the members of the House of Representatives when they approved H.R. 1350 (the Maritime Security Act of 1995) by a voice vote on December 6.

Members of both political parties rose to speak in support of the 10-year, \$1 billion maritime revitalization program that will help fund approximately 50 militarily useful U.S.-flag container ships. The SIU spoke in favor of the measure during hearings held last year.



Herbert H. Bateman

"No one who really thinks about our national security could possibly make an argument that our country is secure if we do not have an American-flag merchant marine," stated U.S. Representative

Herbert H. Bateman (R-Va.). As chairman of the House Merchant Marine Oversight Panel, Bateman steered the legislation through its series of hearings and debates in the chamber during 1995.

Others noted that American forces would soon be deployed in Bosnia, which would again demonstrate the need for U.S.-flag ships crewed by American mariners to supply them.

"Without passage of this bill, the United States will have to rely on foreign-flag shipping to conduct foreign commerce and for any future military operations," noted Rep. James Quillen (R-Tenn.). "We cannot stand by and allow this to happen."

"The future of our merchant marine fleet is at stake. We owe it to our country to see that all of our defense components—including our sealift capabilities—are second to none," he added.



Duncan Hunter

Representative Duncan Hunter (R-Calif.) reminded his colleagues of testimony given earlier in the year by the head of the military's logistics command.

"General Robert Rutherford, commander of the U.S. Transportation Command, told Congress that we had to have our own, and maintain our own, sealift capability," Hunter stated.

Also pointing out the need for U.S.-flag merchant ships to be available to provide American troops their needed materiel was Representative Gerald Solomon (R-N.Y.), chairman of the



Gerald Solomon

House Rules Committee.

"When our troops go into harm's way, they need the assurance that their supplies will be there for them. We owe them nothing less," said Solomon.

Other elected officials pointed out the economic effect the U.S.-flag fleet has on the nation as well as workers around the world.

"A vital U.S. commercial fleet means jobs for Americans," Representative Neil Abercrombie (D-Hawaii) informed his colleagues. "U.S.-flag ships abide by U.S. tax, environmental, safety and labor laws and standards. American-crewed, American-made ships support U.S. interests."



Neil Abercrombie

Picking up on this theme was Representative William O. Lipinski (D-Ill.), who had served as chairman of the former House Merchant Marine Subcommittee from 1993 to 1994.

Lipinski noted that "foreign-flag vessels have absolutely no obligation to comply with the health and safety standards established by our government. In contrast, U.S. shipowners hire U.S. citizens and must comply with the federal laws protecting the welfare of the crewmembers."

Representative Patsy Mink (D-Hawaii) stated passage of the maritime revitalization bill would not only help American mariners, it also would have a residual effect on mariners of other nations.

"Preservation of the U.S. maritime industry will encourage better working conditions on foreign vessels," she said. "The United States is among the highest in health, safety and labor standards on board maritime vessels. Workers on foreign vessels are often envious of the humanitarian protections afforded to crews of U.S. vessels."

"If the U.S. maritime industry is allowed to dwindle, there will be little pressure on foreign ships to improve their standards."

Representative Randy Cunningham (R-Calif.) emphasized that H.R. 1350 had nothing to do with "partisan politics. It is about American security, it is about national security and it is about the betterment of this country."



Patsy Mink



Randy Cunningham

Lakes Season Continues Despite Ice, Snow, Winds

Braving 70-mile-per-hour gales, sub-zero windchills, icy harbors and snow-filled inlets, Seafarers aboard SIU-contracted lakers continue to move cargo along the Great Lakes in order to meet the high demand for various commodities in the region.

Blustery conditions on the Lakes have dumped an abundance of ice and snow on the Midwest and Northeast regions of the U.S., but a majority of SIU members will continue to sail until the middle of this month when the Soo Locks in Sault Ste. Marie, Mich. close and bring a halt to most shipping on the Great Lakes. By federal regulation, the locks will close at midnight on January 15 and are not expected to reopen until March 25.

Wild Winter Delays

Blowing snow and freezing rain closed schools, businesses and brought an end to Christmas travel plans for many in the Lakes region last month.

A total of 41 inches of snow fell on Buffalo, N.Y., where SIU-contracted Kinsman Lines vessels deliver grain. While the heavy snow did not directly affect Seafarers aboard the *Kinsman Independence* and its sister ship, the *Kinsman Enterprise*, the 70-mile-per-hour gale winds that accompanied the storm and swept across the Lakes did.

The *Kinsman Independence* had to anchor in Thunder Bay, Canada only hours after leaving the port of Duluth, Minn. to escape the dangerous winds.

Dolly Audette, a second cook who recently signed off of the *Kinsman Enterprise* when it came into the Duluth/Superior, Wis. harbor for winter layup, recalled, "It was one of the worst trips I ever had in my 10 years of sailing.

"I don't usually get scared but on that trip I was. I even had my survival suit out and ready to wear for the first time. The winds and waves were incredible. The ship started rolling in the morning and didn't stop until well into the next day. When the storm was finally over, the galley and the storeroom were trashed. Nothing was left untouched," Audette added.

A three-day snow storm dropped a record-breaking 62 inches of snow in Sault Ste. Marie. According to local press reports, more than 40 ships were backed up at the Soo Locks because the U.S. Coast Guard closed the St. Marys River (which connects lakes Huron and Superior at the locks) due to poor visibility.

Unusually cold temperatures have produced dangerous broken ice formations three to four feet thick in critical stretches of the St. Marys River which connects the iron ore loading ports of Lake Superior to the steel mills located along the lower Lakes. U.S. and Canadian icebreakers have been assisting lakers through the St. Marys since mid-December.

Clearing the Way

Seafarers also are playing a vital role in busting ice in the harbors and inlets around the Lakes. **Vernon Gimpel**, a deckhand who works aboard Great Lakes Towing Co. tugs in the port of Duluth, has had his share of winter work.

"It is really getting icy out there. We are primarily busting ice so that the lakers can come into port and make turns to get out of port," the deckhand noted. "We will be busy until the close of the locks at midnight when the very last vessels come through into Duluth for winter layup.

Right now there is no end to the work we must do to make it safe for the ships to come in and out. No sooner can we clear the way before it refreezes and we need to come in and break it up again and again," said Gimpel, who joined the union in 1961 in the port of Duluth.

Despite such conditions, Seafarers are working hard to make sure that customers receive all the cargo they need to make it through the winter months.

This end-of-the-season rush has been dubbed "Operation Taconite" by the Coast Guard because the massive ice-breaking operations ensure that domestic steelmakers receive their iron ore stockpiles before the Lakes close for the winter.

Steamin' On

American Steamship Company (ASC), which had originally announced it would lay up several ships at the end of last month, is still operating at full capacity until the locks close.

"Even though many of the ships are now being delayed with ice in the harbors and rivers, we are still working on getting a lot of scheduled cargo delivered," stated Donald Pfohl, director of marine personnel for ASC.

"The weather is not cooperating, but we are still continuing to do the best we can. We will operate until the locks close or until the ice and snow prohibit us from doing so," Pfohl added.

Other SIU-contracted companies are operating in much the same manner. Inland Lakes Management already has laid up two vessels for the winter—the *E.M. Ford* and *Paul H. Townsend*. The *S.T. Crapo*, *J.A.W. Iglehart* and *Alpena* will continue operating through the



Evening News Sault Sunday
At the beginning of December, a record-breaking 62 inches of snow fell on the Soo Locks in Sault Ste. Marie, Mich., causing a three-day delay for ships scheduled to traverse into Lake Superior.

first weeks of this month.

For Hannah Marine/OLS, many boats will continue operating all winter despite the closing of the Soo Locks—which they do not traverse. The *Donald C. Hannah* will carry oil along Lake Erie all winter long while the *Mark Hannah* will transport calcium chloride between Ludington, Mich. and Chicago until spring. Continuing operations in the Chicago River area will be the *Mary Page Hannah*, *Hannah D. Hannah*, *Margaret M. Hannah*, *Peggy D. Hannah* and *Daryl C.*

Hannah. Of the Chicago-based fleet, the *Mary E. Hannah*, *James A. Hannah*, *Susan W. Hannah*, *Kristin Lee* will tie up for the winter.

At press time, the *Presque Isle*, a Litton Great Lakes vessel, was still in service on Lake Michigan. However, the company noted that major ice delays in port areas were causing Litton to consider laying up for the winter during the first weeks of this month.

As for Erie Sand Steamship Co., all four company vessels were laid up by mid-December.

Hall Center Develops Courses for Inland Tankermen

Instructors at the Paul Hall Center are finalizing the curricula for two new inland courses that will be available to upgraders later this year.

The tankerman recertification class is being developed to assist SIU boatmen who have a tankerman endorsement comply with new federal regulations that take effect March 31, 1997.

The new regulations will change the present tankerman rating to tankerman-person in charge (barge). (Person in charge is abbreviated as PIC.) After the March 31, 1997 date, the U.S. Coast Guard will issue merchant mariner's documents (z-cards) with the new tankerman-PIC (barge) rating.

In order to have the tankerman-PIC (barge) rating placed on a z-card renewed after that date, an inland tankerman will have to show proof that he or she has successfully completed a Coast Guard-approved course on the subject, such as the Lundeberg School's old tankerman class. At this time, the Paul Hall Center is applying to have the Coast Guard approve the tankerman recertification curriculum in order that its graduates will receive the rating.

The tankerman recertification course will review aspects of loading, transferring and unloading various cargoes carried by tank barges, as well as revisiting diesel engine operation and repair. It also may include some firefighting training to ensure full compliance with the new regulations.

The first tankerman recertification class is scheduled to be offered at the

school on August 19. Future class dates may be found on page 14 in this issue of the *Seafarers LOG*.

Additional Offering

For boatmen who do not hold a tankerman endorsement but want to become tankermen, the Lundeberg School is creating a course especially for them.

That class will be called tankerman-PIC (barge)-original. This updated course is replacing the inland tankerman class that had been offered by the school.

The length of the tankerman-PIC (barge)-original class has not been determined, but probably will last three or four weeks. Because this course will be designed for mariners who have not sailed as tankermen, it will offer a more detailed study of transferring bulk liquid cargo, tank barge firefighting and handling of dangerous liquids or liquified gasses.

As soon as the curriculum is finalized, the Paul Hall Center will apply to have the course approved by the Coast Guard so that these upgraders also will receive the tankerman-PIC (barge) endorsement. This will mean that completing either course will enable Seafarers to secure the tankerman-PIC (barge) endorsement when renewing their z-cards after March 31, 1997.

The Coast Guard regulation creating the new tankerman-PIC (barge) endorsement primarily stem from the Oil Pollution Act of 1990 and an international treaty known as the Standards of Training, Certification and Watchkeeping.

Proposed Inland Tankerman Classes

Tankerman Recertification	For boatmen who already hold inland tankerman endorsement and want new tankerman-PIC (barge) rating.
Tankerman-PIC (barge) Original	Replaces old inland tankerman class. For boatmen wanting to acquire new tankerman-PIC (barge) endorsement.

SIU Ships Support Bosnia Peacekeepers

Continued from page 3

next morning," said Norfolk Port Agent Mike Paladino.

He added that some Seafarers were from New York, "and the rest came from the Norfolk area. The members were all happy to do the job, happy to get the work and show they could come through on such short notice," Paladino observed. "They all turned to when they were called."

The *Cape Race* departed Virginia on December 3, while the *Cape Rise* left a day later. The vessels delivered cargo to support Dutch and British soldiers who are among the tens of thousands of men and women (including U.S. troops) participating in the mission.

For a number of the SIU members who made the most recent voyages to Bosnia and Croatia, the journey is familiar. That is because the *Cape Race* also was activated last June for a two-month mission

known as Operation Quick Lift to support the deployment of NATO forces in the war-torn countries. (NATO, the North Atlantic Treaty Organization, was created after World War II as a support mechanism to maintain peace in Europe. The United States, Canada and nations of Western Europe are among its members.) Many of the Seafarers who took part in that operation also sailed in the current venture, dubbed Operation Joint Endeavor.

In fact, just one month before the most recent call-up, crewmembers from the *Cape Race* were honored by MarAd for their efforts in crewing and sailing the vessel for Operation Quick Lift.

Bosnia is located in southeastern Europe near the Adriatic Sea in the former Yugoslavia. Fighting raged in the mountainous region for years between Bosnian Serbs, Croats and Muslims. NATO now aims to enforce a peace treaty reached last month by the warring factions.



Seafarers move the *Liberty* and *Maritrans 300* down the Delaware River to lighter fuel from large tankers at the Big Stone Anchorage in the Delaware Bay and transport it to refineries in the Philadelphia area.

Photo © 1995 John McGrail

Seafarers Crew New Tug/Barge For Maritrans Lightering Fleet

Refurbished with a double hull and a new design that allows the unit to sail without lines and cables, the SIU-crewed tug *Liberty* and barge *Maritrans 300* began operations for Maritrans last fall.

In mid-October, following major renovations in a Mobile, Ala. shipyard, the unit began lightering crude oil from large tankers at the Big Stone Anchorage in the Delaware River and transporting the petroleum to refineries in the port of Philadelphia.

"I'm very impressed with all the upgrades to the new barge. It is really state-of-the-art," noted AB/Tankerman Bill Lehw who, with other crewmembers, had been aboard the tug and barge for several weeks prior to completion of the refurbishing to familiarize themselves with the new unit.

"This is one of the largest barges in the entire fleet. We can take on up to 260,000 barrels of fuel and 70,000 barrels of ballast. The new design allows for the steady transfer of the petroleum without movement by the unit. It really is nice," added Lehw, a 1977 Piney Point graduate.

Seafarers boarded the *Liberty* and *Maritrans 300* before the combination left the shipyard.

"As renovations neared completion, we got the entire crew on both the tug and the barge so that they could become intimately familiar with the inner workings of both.

The more you are educated, the better you can perform your specific job," said Jeff King, a vice president of operations for Maritrans.

Built in 1979, the barge was purchased by Maritrans in late 1994 and refurbished to comply with the latest laws and regulations affecting the industry. In addition to the new design, which allows the tug and barge to act as one unit without attaching lines and cables, other modifications included lightering fenders and steel repairs.

"The unit as a whole has been completely modified to fit all U.S. Coast Guard standards. It is an excellent addition to our lightering fleet. It is large enough that an entire ship lightering can be completed with one or two barges whereas with smaller units more than two are needed to finish the job," King noted.

As the second largest barge owned by the Philadelphia-based company, the *Maritrans 300* is 585-feet long and has a double hull.

In addition to the barge renovations, the tug *Liberty* had to have its upper wheelhouse raised to handle the larger unit.

Maritrans, which operates a fleet of tugboats and ocean-going tank barges, is the largest independent U.S.-flag marine transporter of petroleum products in the Gulf and Atlantic coastal trade.



Prior to its first voyage, AB/Tankerman Bill Jacobs takes linens aboard the *Liberty*.



Following extensive renovations to the *Liberty* and *Maritrans 300* in a Mobile, Ala. shipyard, AB/Tankerman Bill Lehw loads fresh stores aboard the *Liberty*.

New 3-Year Pact Reached For C.G. Willis Boatmen

SIU boatmen who navigate C.G. Willis Barge Lines tugboats and barges along the Atlantic Intracoastal Waterway have ratified a new contract that improves wages, benefits and working conditions into 1998.

Included in the pact for the first time is outpatient medical coverage for the spouses and dependents of SIU members who sail aboard the three family-owned tugboats. The Seafarers also will benefit from wage increases and improved working conditions throughout the life of the agreement, which went into effect November 1.

Joint negotiations were conducted between the company and representatives of the SIU and the American Maritime Officers (AMO) at the firm's headquarters in Paulsboro, N.J. The SIU represents the captains, deckhands and mates aboard the tugs *Patricia*, *C.G. Willis* and *Chauncey*; AMO represents the engineers.

Delegates to the negotiations included Deckhand Scott Lamb, Captain Steve Waters, Engineer David Harris, SIU Assistant Vice President David Heindel and AMO Representative Robert Kiefer.

"Negotiations went very well. It was an interesting experience to be a part of ironing out a new contract," recalled Lamb, who sails aboard the *Patricia*.

"I think we got a good contract and I really appreciate the insight that being a part of the negotiating process gave me," Lamb added. "Many of our guys were really pulling for the medical coverage for their wives and children. I feel good that we were able to bring back a contract that many of us will benefit from."

Deckhands aboard the tugboats make up the barges, handle all lines and help in docking operations. The captains and mates aboard the tugs navigate the vessels, ensuring that the cargo is delivered safely.

The principal ports to which the tugboats sail are Paulsboro; Philadelphia; Wilmington, Del.; Baltimore; Hampton Roads, Va.; Georgetown and Charleston, S.C.; Savannah and Brunswick, Ga. and Jacksonville, Fla.

Cargoes transported on the barges include steel, coke, ores, slag, fertilizers, stone, steel scrap and various specialty items such as fabricated steel structures and heavy machinery.



After completing work on a new three-year contract for C.G. Willis boatmen, the SIU negotiating committee poses in the Philadelphia hall. The team includes Deckhand Scott Lamb (center), SIU Assistant Vice President David Heindel (second from right) and Captain Steve Waters (right). They are joined by AMO Representative Robert Kiefer (left) and Engineer David Harris, who also took part in the negotiations.

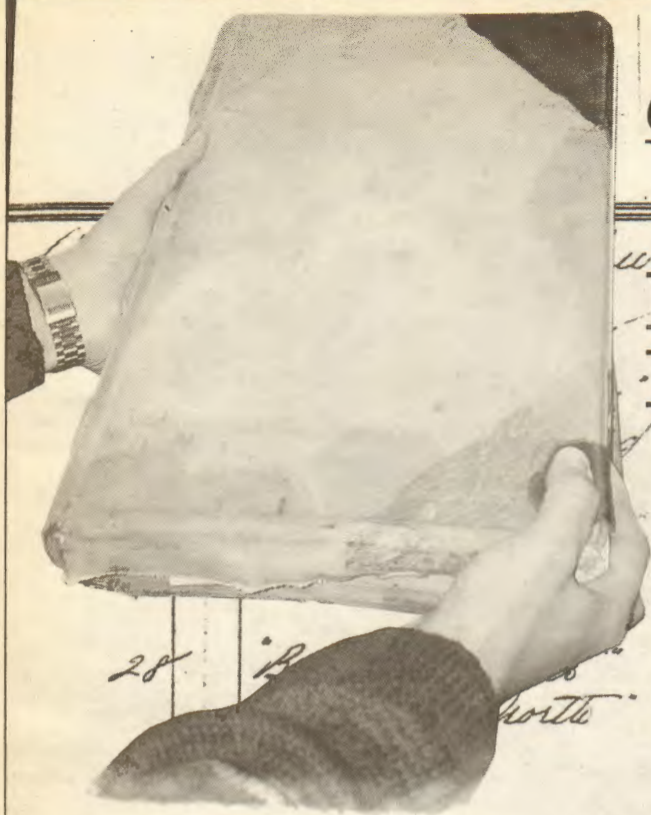
Making a Fender for "Little Toot"



Lundeberg School students from class 539 of the entry level training program practice the intricate rope work involved in making a fender for one of the school's training vessels, *Little Toot*. From the left are Orlando Sierra, Justin Vieira and Josh Cannizzaro.

Of Wooden Ships and Voyages Past

October 1904



Retired Port Agent Donates Historic Log to Union

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The heavy tan cover is stained and worn, but the smooth, white pages beneath it belie their age.

Yet the writing inside confirms that the 17-by-10-inch log, simply titled "SHIPS CASH," is 92 years old.

This historic book lists the expenses of dozens of lumber-carrying steam schooners that sailed on the West Coast and to Hawaii between January 1904 and November 1907. Apparently kept by an accountant in Arcata, Calif. (now a small lumber milling town in the northern part of the state, roughly 80 miles south of Oregon) during its use, the chronicle this month will become the property of the Paul Hall Memorial Library at the Harry Lundberg School in Piney Point, Md.

Retired SIU Port Agent Joe Goren, a former longtime member of the Marine Cooks & Stewards (MC&S), is donating the volume.

"I've had it for about 10 years. But I realized I am not going to be around forever, so I thought I'd better send it now," the 75-year-old former chief steward and chief cook said with a laugh. "It's really a wonderful book. I read it over and over, I showed it to every seaman I knew, and now I want those documents to be with the SIU rather than (giving it to) a local museum. The SIU means a lot more to me."

Goren sailed from 1938 to 1953 before coming ashore as an MC&S port agent in Los Angeles from 1953 until 1978, when that union merged with the SIU. He then worked as an SIU port agent for two years before retiring.

His sailing career mostly consisted of runs between the West Coast and Alaska, including one trip on a wooden schooner

carrying lumber. Goren also sailed during World War II.

He acquired the book from another MC&S retiree, Bill Meagher, who in turn had received it from a friend "who didn't know the value of it, but knew an old seaman might," explained Goren. "The book was discovered in Arcata, but I don't know who kept it or where it was kept prior to the mid-1980s. Bill gave it to me just because he's a friend and he knew I would treasure it."

The primary bookkeeper apparently was hired by several companies whose ships carried lumber during the early 1900s. Nearly all the handwriting is from one person, and he or she kept records of expenses (based on mailed receipts) the ships incurred up and down the coast.



Among the expenditures listed are payoffs and advances to crews, stores, telegrams, taxes, tolls, shipowners association dues and payments to chandlers for materials such as canvas and rope.

Additionally, several references are made to Crowley tug and launch services, which were used by some of the lumber ships. The launch service was a forerunner

of the present SIU-contracted Crowley Maritime Corp.

"The names of the ships that carried the lumber are mostly Hawaiian—*Mahuhone*, *Koko-head* and *Lahania*, for example," observed Goren. "In those years, Hawaii was building up, so lots of lumber was sent there."

"But by the time I sailed, 90 percent of it just went up and down the coast. The lumber at the mills was cut in different sizes and placed on the schooners. Winches would lift and drop the lumber on the docks."

Goren added that Arcata's port business eventually was eliminated by competition from railroads. "But when that port was busy, 10 or 12 ships would call there in a day."

The former port agent said he did not do anything special to preserve the expense book. "I kept it on a bookshelf and I didn't let anybody fool with it. That's all," he noted.

While all the vessels listed in the ledger now are out of existence, Goren said he hopes active and retired Seafarers will enjoy the book as much as he did. "It was history for me, and I think it will bring back a few memories for some other people, as well as showing a part of history to the younger generations."



Goren, Maritime Made a Good Fit

When 17-year-old Joe Goren headed for the Seattle waterfront in 1938, he had no idea that he was about to begin a lifelong maritime career.

"The adventure of it led me there, kind of wanderlust, I guess. Plus my father died when I was 15, and I wanted to make some income for my mother," recalled Goren, who will turn 76 this year. "But I sure didn't think I'd stick with it my whole life."

Nevertheless, he joined the Marine Cooks & Stewards (MC&S, which merged with the SIU 40 years later) and started a 15-year routine of going to sea, including voyages to the South Pacific during World War II.

"I also was supposed to go to the Okinawa invasion. But I was on an old Hog Islander (a ship built during World War I) that was so slow, [the U.S. military] decided they didn't want us because we'd hold up the convoy," Goren remembered with a chuckle. "So they took all our food, leaving us enough to get back to California. That night, we ran across a Japanese submarine that was refueling, so we turned and headed

back (to an Allied-secured area) as fast as we could go."

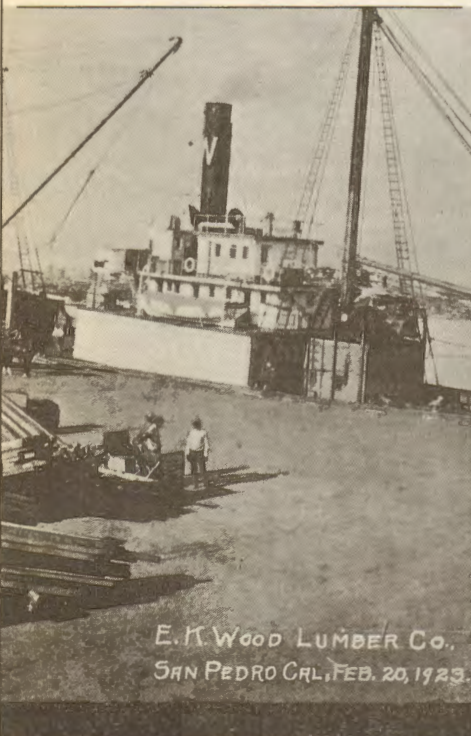
In 1953, Goren became the MC&S port agent in Los Angeles. He held that position for the union through its merger with the SIU in 1978, and stayed on the job until his retirement in 1980.

"When we were about to merge, (then-SIU president) Paul Hall called me and talked to me. I said, 'Paul, you don't have to convince me. I want to join the SIU!' I knew him well," Goren said.

Goren also served as the first president of the San Pedro Port Council of the AFL-CIO Maritime Trades Department (MTD) in the mid-1950s. That port council later merged with the one in San Diego.

These days, the former galley gang member is spending his retirement in Rancho Palos Verdes, Calif. with his wife, Norma. They live a few miles from the SIU hall in Wilmington, and Goren still visits the hall and stays abreast of matters affecting the U.S. maritime industry.

"Once [maritime] is in your blood, you never really leave it," he explained.



E. K. Wood LUMBER Co.
 SAN PEDRO CALIF., FEB. 20, 1923.



ITF Gains Back Pay For Stranded Crew On Bahamian Ship

More than 250 crewmembers from 38 countries stranded aboard a runaway-flag cruise ship received their back pay and repatriation funds following intervention by SIU Representative Spiro Varras.

Besides working with the union, Varras serves as an inspector for the International Transport Workers Federation (ITF), a London-based organization made up of more than 400 transport unions located throughout the world. (The SIU is a member of the ITF.) The seafarers sector of the federation works to improve the lives and working conditions of mariners, particularly those aboard runaway-flag ships.

Runaway-flag vessels are those registered in nations that operate ship registries with lower safety and working standards than those of traditional maritime countries, like the U.S. The runaway registries provide ship owners with a method to escape tax payments and the ability to hire crews from anywhere in the world.

Ship Arrested

The crewmembers were sailing aboard the Bahamian-flag cruise ship *Regent Rainbow* when it tied up on October 27 in the port of Tampa, Fla. At that time, the vessel was arrested by U.S. marshals because the company that

operated it, Regency Cruises of New York City, owed more than \$800,000 to a food service firm. Regency Cruises then canceled all future voyages on the ship and two others in its fleet, the *Regent Sun* and *Regent Sea*.

The crewmembers were left without any word of when they would receive their pay, acquire new jobs or be sent home. Also stranded on the docks were hundreds of passengers anticipating a two-day cruise in the Gulf of Mexico.

Varras received a call from the *Regent Rainbow* asking him to intercede on the crew's behalf.

"Everything had collapsed around them, and they did not know what to do," Varras recalled of his first meeting with the crew of the *Regent Rainbow* on October 31.

Four-Day Process

Varras discovered the crewmembers still aboard the cruise ship were trying to get nearly two months of wages, overtime and repatriation funds due them. Some of the crew had received promotions since signing on but had not seen an increase in their paychecks. He was involved in meetings with the crewmembers for 19 hours his first day on the ship.

When Varras telephoned Regency Cruises' office in New York, he was answered by a



SIU Representative and ITF Inspector Spiro Varras (in suit) poses with the Greek officers of the Bahamian-flag *Regent Rainbow* while working to obtain their pay after Regency Cruises shut down operations.

recording that stated the business was not open. He was told the officers had contacted the Bahamian embassy for help, but no official appeared at the ship.

After getting no response from the operating company or the Bahamian government, Varras contacted the ship's owner, Kawasaki of Japan, who started making arrangements for the crew's money. In the meantime, he advised the crew to stay aboard the *Regent Rainbow* because provisions for pay were being made.

On November 2, the ship was notified that V.Ship's of Monaco had been hired by Kawasaki to

maintain the *Regent Rainbow* and take over all responsibilities associated with the vessel. Varras negotiated the overtime and back-pay situation for the crew with the new management company. Later the same day, checks totaling nearly \$420,000 arrived for those on board.

Arrangements were made to send most of the crewmembers home. However, a skeletal crew remained aboard the *Regent Rainbow* to keep it in operating condition. Varras noted they have received their pay and provisions without any problems.

According to Varras, Regency Cruises was being monitored by

the ITF because crewmembers had complained previously about low wages and reduced safety standards on its vessels.

The amounts the crewmembers received reflected the low rates paid to mariners on runaway-flag vessels.

Copies of contracts collected by Varras showed the ship's electrician, who was from Poland, was to be paid a salary of \$1,000 a month. A quartermaster from Indonesia had signed a contract for \$440 a month. The monthly salary for a fire patrol member from Bulgaria was \$400. All of these figures include Sunday and holiday pay.

Paul Hall Center Begins 2nd Year of Tanker Safety Course

The Paul Hall Center for Maritime Training and Education this month kicks off its second year of offering the four-week tanker operation/safety course to upgraders.

Nearly 500 Seafarers completed the class in 1995. This year, the course again will be conducted in consecutive four-week blocks. The back-to-back course offerings will provide Seafarers with enrollment opportunities throughout the year. (For registration information and a schedule of upcoming classes, see page 23 of this issue of the *Seafarers LOG*. Additional information about the course appears in the special Paul Hall Center supplement, located on pages 11-14 in this edition.)

Developed by instructors at the Paul Hall Center's Harry Lun-

deberg School of Seamanship, the course features hands-on training and classroom instruction. It is designed primarily for Seafarers who sail aboard tankers, but is open to all SIU members. (Steward department members who sign up for the class are required to take only the first two weeks of the course.)

Praised by Graduates

Seafarers who took the course in '95 described it as informative and challenging. Many praised the practical training, while others noted the value of reviewing basic tanker construction and safety as well as the potential hazards involved in sailing aboard tankers.

The course curriculum includes confined-space safety and rescue operations practical training

aboard the *Empress II*, which is a part of the school's fleet of training vessels. Successfully completing this portion of the course results in Seafarers obtaining certification from the Occupational Safety and Health Administration (OSHA) via the school.

Hands-On Training

Upgraders also practice fit-tests using respirators and other breathing apparatus and emergency equipment as part of the tanker operation/safety class. Additionally, they review how to correctly monitor tanks for oxygen deficiency and take other meter readings with atmospheric monitoring gear.

Another highlight cited by many students is learning how to use the "Chemical Data Guide for Bulk Shipment by Water" and the "Emergency Response Guidebook." Both publications are put out by the U.S. Department of Transportation and in part were created as aids for mariners.

SIU members who take the course also are introduced to the chemical and physical properties of petroleum products, along with flammability traits, toxicity/asphyxiation characteristics and health hazards associated with exposure to petroleum products.

Other topics and exercises include:

- Creating site-specific shipboard safety plans.
- Reviewing final rules on benzene products.
- Troubleshooting and basic maintenance of monitoring gear.

- Reviewing key points of the Oil Pollution Act of 1990 (OPA '90).

- An introduction to fire chemistry and other aspects of firefighting, including fire hazard awareness and identification; fire prevention via vapor control; fire prevention by ignition source control; fire extinguishing equipment; firefighting techniques and fire/emergency duties.

Additional areas of study include different types of oils,

medical surveillance, vessel oil pollution prevention, national pollution contingency plans, water pollution, water program requirements and removal of oil and other hazardous substances.

Students also cover regional oil removal contingency plans; rules for protecting the marine environment; vessel pollution prevention equipment design and approval requirements; site safety, organization and coordination and more.

Reminder: New Shipping Rule Gives Priority to Tanker Safety Course Graduates

Seafarers are reminded that a change in the shipping rules took effect the first of the year regarding members who have graduated from the tanker operation/safety course.

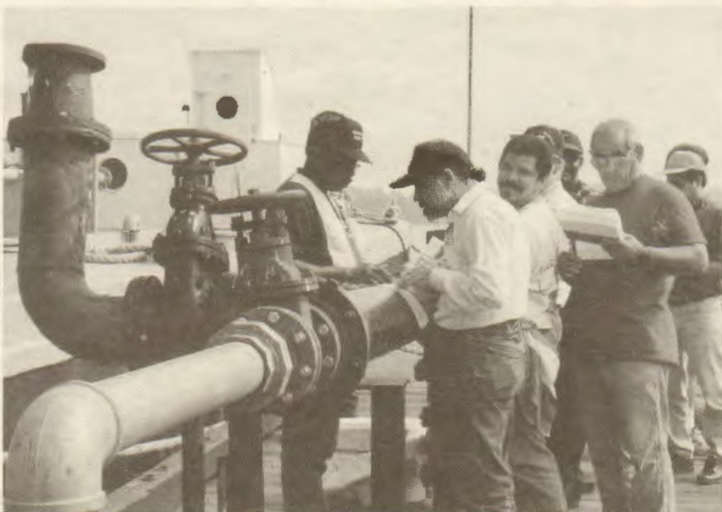
The Seafarers Appeals Board (SAB) last year promulgated a change in the shipping rules as a result of agreements reached during contract negotiations in 1993 between the SIU and its contracted tanker companies. As of January 1, 1996, SAB Action #376 gives priority (within each level of seniority) for jobs aboard tank vessels to Seafarers who successfully complete the tanker operation/safety course, for as long as the course is being offered.

Priority Given

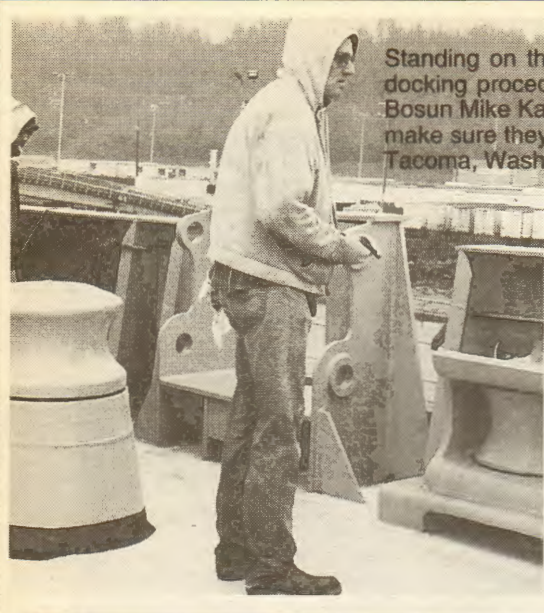
For instance, if two A-book members each throw in for an AB job aboard a tanker, but only one has completed the tanker operation/safety course, then the member who graduated from the course would get the job, all other things being equal.

The change is intended "to enhance and protect the job security of the membership," according to the SAB.

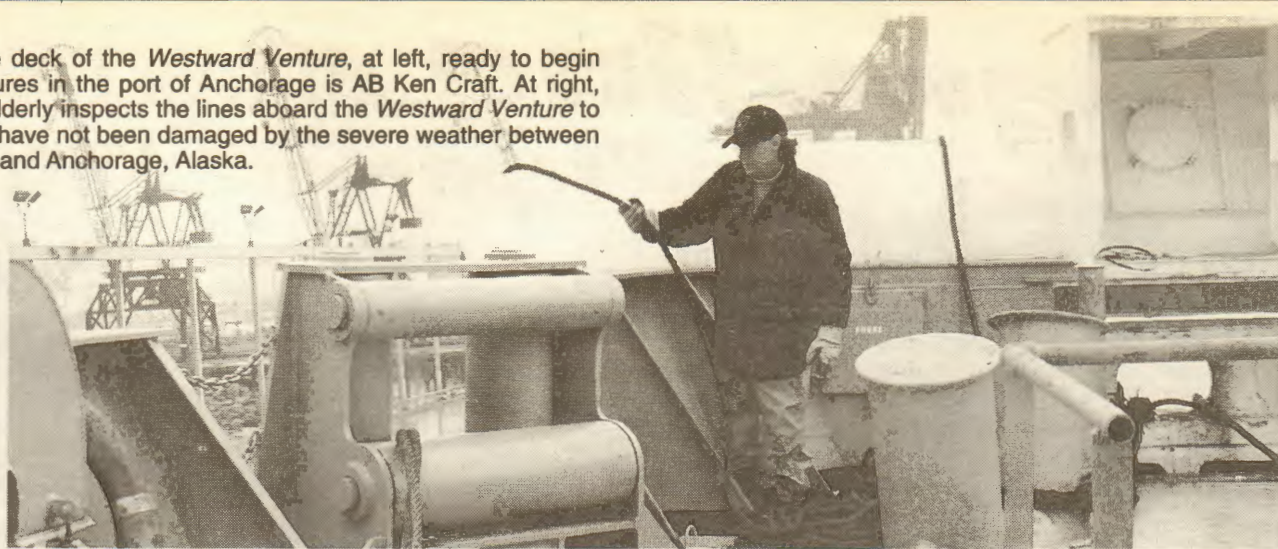
Consistent with those objectives, one of the course's main goals is illustrating the need to prevent oil spills, shipboard fires and other potential problems related to tanker operations. The curriculum emphasizes that such prevention is important from safety and environmental standpoints, as well as because a single hazardous materials marine disaster can cost literally hundreds of millions of dollars.



Hands-on training is a key element of the Paul Hall Center's four-week tanker operation/safety class. Pictured above, upgraders work on the deck of a tank barge during an oil spill prevention seminar.



Standing on the deck of the *Westward Venture*, at left, ready to begin docking procedures in the port of Anchorage is AB Ken Craft. At right, Bosun Mike Kadderly inspects the lines aboard the *Westward Venture* to make sure they have not been damaged by the severe weather between Tacoma, Wash. and Anchorage, Alaska.



AB Tom Banks throws a line from the *Westward Venture* to the shore in Anchorage.

Icy Waters Prove No Match For *Westward Venture*

While much of the nation struggles with January's plummeting temperatures and blankets of snow and ice, Seafarers aboard the *Westward Venture*, a Totem Ocean Trailer Express (TOTE) roll-on/roll-off vessel, continue to shuttle cargo-laden trucks and trailers to and from Alaska while battling the sub-zero temperatures they have faced for months.

Because such conditions can be dangerous for both the vessel and its crew, Bosun **Michael Kadderly** and members of the deck department take exceptional care of the deck by attempting to keep it clear of snow and ice as well as taking other special safety precautions in docking and undocking the vessel in Anchorage—a tedious task which can take up to 10 hours in the ice-filled port.

Departing from Tacoma, Wash., the *Westward Venture* makes its way to the 49th state to deliver everything from food and machinery to circus animals for special events.

The *Westward Venture* and its sister ships, the *Northern Lights* and *Great Land*, are designed to carry freight of various types and dimensions. They can

handle machinery, tractors and military equipment as well as containers and trailers.

Upon leaving Tacoma, the *Westward Venture* sails through the Puget Sound and the Strait of Juan de Fuca into the North Pacific Ocean. The vessel then must venture into the frigid waters of the Gulf of Alaska and Cook Inlet before reaching the port of Anchorage. With a cruising speed of 24 knots, the *Westward Venture* makes the voyage in an average of 66 hours.

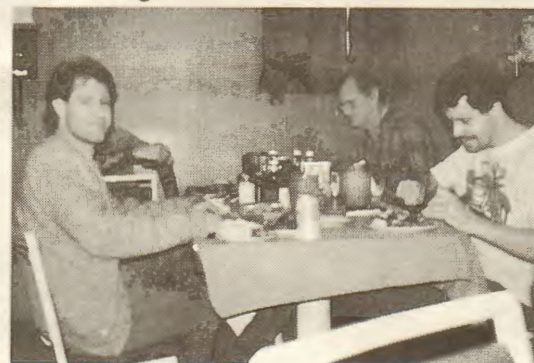
Two or three times a year, TOTE sponsors a "Crew Appreciation Dinner" aboard the *Westward Venture* and its other ships to thank the crew for doing a good job in the sometimes adverse conditions between Tacoma and Anchorage. During a recent run, the company provided crewmembers with lobster, shrimp, salmon and T-bone steaks for the special dinner. Chief Steward **Rick Sanderson** and members of the galley gang prepared the entrees (as well as several special homemade desserts), and crewmembers enjoyed the elaborate dinner in style while sailing to the northwest corner of North America to deliver their varied cargo.



Galley gang members stop to pose for a photo while preparing a "Crew Appreciation Dinner." From the left are Saloon Messman Ali Muther, Chief Steward Rick Sanderson, Chief Cook Rang Nguyen and SA Saleh Alsinia.



GUDE Nasser Ali adjusts a valve in the engine room aboard the *Westward Venture*.



Enjoying lobster, shrimp, salmon and t-bone steaks during a recent "Crew Appreciation Dinner" are Bosun Mike Kadderly (left), AB Ken Craft (middle) and SA Mike Curley.



Checking the refrigerated trailers aboard the vessel is Chief Electrician Chris Cunningham.



Working to keep the *Westward Venture's* decks clear of dangerous ice is AB Rich Patek.



OMU Jim Smart checks the gauges in the engine room.



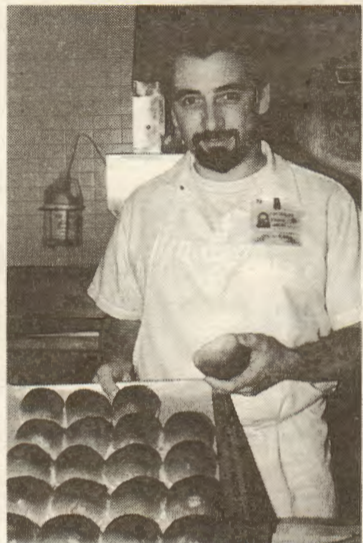
Cleaning cargo gear aboard the roll-on/roll-off vessel is GUDE Sal Nasser.

Upgrading Allows Galley Members To Prepare for Future Holidays

Five steward department members who upgraded during December took time from their busy course schedules to share some of their thoughts about the holidays and shipping.

To these Seafarers, and for many others, the holidays represent a time of the year when they can create special dishes and meals for their fellow crewmembers.

For Cook/Baker Edward Grey, the skills he is acquiring at the school in Piney Point, Md. are just a stepping stone for a new



Checking on freshly baked rolls is Cook/Baker Edward Grey.



Chief Cook Carmelita Henry supervises the preparation of an hors d'oeuvres tray.



Adding her touch to some festive canapés is upgrading Chief Cook Deborah Koen.

venture in his life. Upon graduating from his upgrading class, Grey plans to head west and prepare for his February 24 wedding.

Part of the training he is receiving at the Lundeberg School will allow the galley gang member to "make my own wedding cake."

If all goes well, he will transport the cake from his home in Flagstaff, Ariz. to the wedding site in Las Vegas. Following the wedding, he and his bride will have a few days together before he ships out.

Grey noted the cook/baker upgrading class at the Lundeberg School is preparing him with new recipes and dishes that he plans to serve to crewmembers when he returns to sailing. "I am learning a lot while in Piney Point. I can't wait to cook for others and try out my new skills."

While Grey made plans to celebrate with family during early 1996, Chief Cook Thomas Cyrus spent Christmas at home and upgraded at the same time. His family lives in Southern Maryland, just a few miles from the Paul Hall Center.

Cyrus considers himself fortunate to be able to be home for the holidays. Since joining the union in 1989, he has experienced several holidays at sea.

"It can be lonely," Cyrus recalled. "The steward department plays a big part in keeping spirits up during this period by making special dishes and treats."

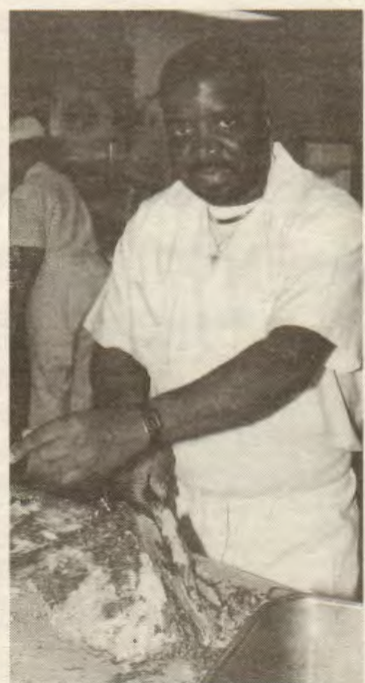
Among the items he enjoys preparing for fellow crewmembers are prime rib, seafood, cheese cakes and pastries.

Like Cyrus, Chief Cook Carmelita Henry does not need a special reason for cooking. She enjoys preparing meals for others.

"Growing up, I was always around food," Henry recalled. Her first jobs were in food-related businesses.

The Philadelphia native also enjoyed being near the ocean. So, when she chose a career, she put her two loves together.

"I decided to do the things I desired as a child—cooking and going to sea.



Preparing for a holiday meal at the Lundeberg School is Steward Malcolm Holmes.

"I joined the SIU in 1991 and have not looked back," Henry added.

She, too, realizes what it means to spend the holidays at sea. Among her seasonal specialties for crewmembers are "exotic dishes, cranberry bread, canapés. I like to make everything nice and delicious. It makes the crewmembers feel special."

No stranger to the galley during her lifetime is Chief Cook Deborah Koen. Growing up in a large family in Mobile, Ala., she started cooking at age 7.

"That's all I knew—how to cook," she remembered.

She not only prepared meals for her family, but also was involved in kitchen activities for her church and other groups.

When Koen first sailed in 1990, she stated she did not know what to expect. She still thanks Chief Steward Kyle White for showing her the ropes and teaching her how to be a good member of the galley gang.

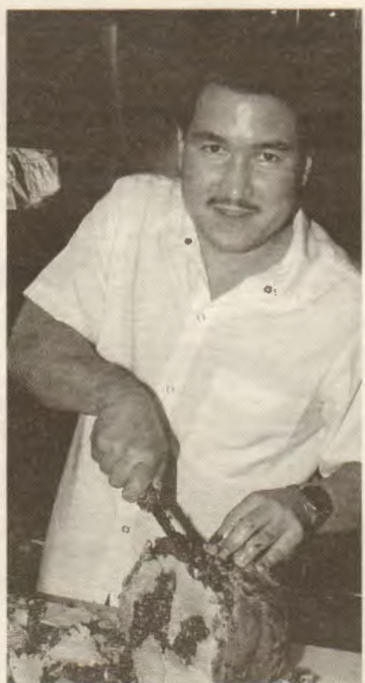
Shortly after that initial trip, Koen signed on aboard the repositioning ship *PFC Dwayne T. Williams*, where she spent the holidays serving in Operation Desert Storm. She learned what it was like being away from home and how the steward department plays a major role in lifting the spirits of a crew.

Among her holiday specialties are "cookies of all kinds—and I bake a BAD sweet potato pie," Koen says with pride.

Another upgrader at the Lundeberg School learning more about what he can do in the galley is Steward Malcolm Holmes.

Holmes also has combined his love for the sea and for cooking into a career with the SIU.

Holmes gives his mother the credit for teaching him how to cook. Coming from New Orleans may explain why he specializes in cajun foods like gumbo, red beans and rice, and jambalaya. However, for those not accustomed to the spices of Louisiana, Holmes enjoys making turkey, prime rib and apple and pecan pies for the holidays.



Chief Cook Thomas Cyrus, who sails from Piney Point, slices a ham during dinner preparations.

Specialties for Holiday Seasoning

Steward department upgraders take advantage of their time together at the Lundeberg School during the holidays to swap recipes and learn how to make special dishes.

Among the specialties discovered by galley gang members this year are the three listed below, according to Chef Allan Sherwin, who oversees classroom and galley training of steward department upgraders at the school.

The *Seafarers LOG* would like to hear from other stewards, as well as from any other members who enjoy cooking, with their favorite recipes. The *LOG* will publish these in a future issue.

Bacon Wrapped Scallops

Yield: 25 Scallops

25 sea scallops, large
13 bacon strips pre-cooked and cut in half
3 oz. rice wine vinegar
3 oz. bourbon or rum
1 oz. sugar
1 t. cornstarch

Method: Rinse scallops and pat dry. Marinate scallops in rice wine vinegar, liquor, sugar and cornstarch for one hour. Then roll each scallop in a half strip of bacon and fasten securely with toothpick. Dip each scallop in sauce (see recipe below) and bake in oven for 20 minutes at 375 degrees.

Sauce for Scallops

3 oz. honey
3 oz. brown sugar
2 oz. Dijon mustard
2 oz. rum or bourbon
1 T. soy sauce

Mix all ingredients and coat each scallop prior to baking in oven. Note: Shrimp and chicken livers can be substituted for scallops.

Crabmeat Balls

Yield: 24 balls

1 lb. backfin crabmeat (picked clean of all cartilage and shell)
2 oz. onions, finely diced
1 oz. green pepper, finely diced
1 oz. celery, finely diced
1 T. parsley, finely chopped
3 oz. cracker meal
3 whole eggs
Old Bay seasoning — to taste
Pepper flakes — to taste
Tabasco sauce — dash
2 oz. heavy mayonnaise — 2 ounces

Method: Mix all ingredients together. Form into 1-ounce balls and roll in seasoned cracker meal or bread crumbs. Deep fry in oil until golden brown. Note: If mixture is too dry, add whole eggs. If it is too loose, tighten with cracker meal.

Crabmeat Salad

Yield: 5 servings

1 lb. backfin crabmeat (picked well of all cartilage and shell)
2 oz. celery, finely diced
2 oz. green pepper, finely diced
1 t. fresh parsley, finely chopped
4 oz. heavy mayonnaise
2 oz. cream cheese
Old Bay seasoning — to taste
½ t. lemon juice
Red pepper flakes — pinch
Cayenne pepper — dash

Method: Mix all ingredients thoroughly. Chill well before using. If creamier salad is desired, add more mayonnaise. If drier mix is wanted, decrease mayonnaise.

SIU Members, Companies Provide More Hurricane Relief

Recovery from 'Marilyn' Is Ponderous Process in Virgin Islands

Seafarers and SIU-contracted companies last month continued providing relief for victims of Hurricane Marilyn in the U.S. Virgin Islands, including 4,000 members of the United Industrial Workers (UIW), an SIU affiliate.

Although substantial progress has been made in the recovery from the storm—which hit the islands of St. Thomas, St. Croix and St. John in mid-September—complete restoration of water, phone and electrical services on St. Thomas (the hardest-hit of the three islands) will take many more months, as will repairs to homes, businesses and government buildings. The homes of many residents on St. Croix and St. John also still need repairs.

"This is a long, long way from over," said Warren Hendrickson, a UIW shop steward who lives with his wife and their two sons on St. Thomas. "Our house is unlivable, so we've been staying in one bedroom (in the home of a relative) and living out of a suitcase since the storm hit. . . . Realistically, you can't give an estimated time of when things will be back to normal."

Meanwhile, the SIU and UIW continued their relief efforts last month when a container, whose use and transportation was donated by Seafarers-contracted Crowley American Transport, was delivered from Philadelphia to St. Croix, via Puerto Rico. Seafarers in the port of San Juan, P.R. moved the container onto a Crowley barge. The trailer contained non-perishable foods, water, cleaning supplies and children's footwear donated by SIU members and SIU- and UIW-contracted companies.

"We had the container here at the Philadelphia hall for about a month so that people could make donations," noted SIU Patrolman Joe Soresi.

Earlier, the unions joined in the AFL-CIO's relief efforts conducted through the American Red Cross. Additionally, several UIW-contracted companies donated other food items, and a number of individual members who are employed at SIU headquarters contributed clothing, food and flashlights.

In addition, several SIU-crewed ships, including the *Maersk Constellation*, *OMI Star* and *Charles E. Brown*, have delivered aid to the islands, including fresh water and canned food. The crew of the *Brown* also worked to help rebuild the telephone system on St. Thomas.

"I would like to thank our union brothers who took time out to see that some type of aid was sent to the Virgin Islands," stated Hugh Daly, an electrician and UIW shop steward who lives on St. Croix.

Slow Recovery

Recent news articles reflect the slowness of the mending process on the Caribbean islands. Reports advise readers about "cooking without a stove," applying for "disaster loans," helping children cope with the storm's aftermath, getting rid of ants and roaches (which have a proclivity for inhabiting piles of debris), and disinfecting tap water, just in case contaminated ground water has seeped into pipes.

Marilyn battered St. Thomas and also hit St. Croix and St. John on September 15. Total damage (including economic losses) on the islands has been estimated at more than \$3.5 billion.

Very little rebuilding has taken place on St. Thomas, which has more than 50,000 residents. According to local newspaper reports, many homeowners claim that insurance payments have been frustratingly slow and, in



The SIU-crewed *Maersk Constellation*, operated by the U.S. Military Sealift Command, discharges emergency aid cargo at St. Thomas following Hurricane Marilyn. Photo courtesy of Maersk

some instances, unfair. Others believe that local builders and contractors are engaging in price-gouging, the articles state.

In any case, there is no doubt that demand for construction labor and materials now exceeds supply.

To date, most relief efforts on St. Thomas have consisted of clearing debris, restoring electrical power as well as water and phone services, and covering damaged roofs with tarpaulins.

The blue tarpaulins, provided by FEMA, are part of a local anecdote that illustrates the prevalence of roof damage. It seems that in mid-November, a newly arriving guest marveled from a helicopter that most St. Thomas residents must be wealthy,

since so many have in-ground swimming pools. He was looking at the blue tarps from above.

Meanwhile, in late November and early December, some residents quietly were celebrating the restoration of electricity to their respective homes. But they were among the first to reacquire such service; full electrical restoration on St. Thomas is not expected until sometime this month.

Similarly, phone service will not be restored completely until April, although 80 percent of the lines are slated to be operational as of January 31.

Although the wreckage on St. Thomas received most of the media coverage, Marilyn also forced hardships on thousands of residents on the other U.S. Virgin Islands whose homes were ruined or damaged. On St. Croix and St. John, many homes still need repairs, some traffic lights remain out, and not all phone lines have been restored.

"You hear about it and you see it on TV, but it's not the same as living it," said Karen Encarnacion, a UIW shop steward on St. Croix. "Roofs were flying like a genie's carpet during the storm. Trees that had stood for years were uprooted. It's amazing what nature can do."

Damage Varies

One of Marilyn's oddities is that, on all three islands, some buildings survived the storm virtual-

ly undamaged, while others right next to them were wiped out or severely impacted. In some cases, this was due to weather patterns; but in others, the cause was different design and construction.

In light of that, the V.I. government in October passed legislation that bolsters building codes in the territory.

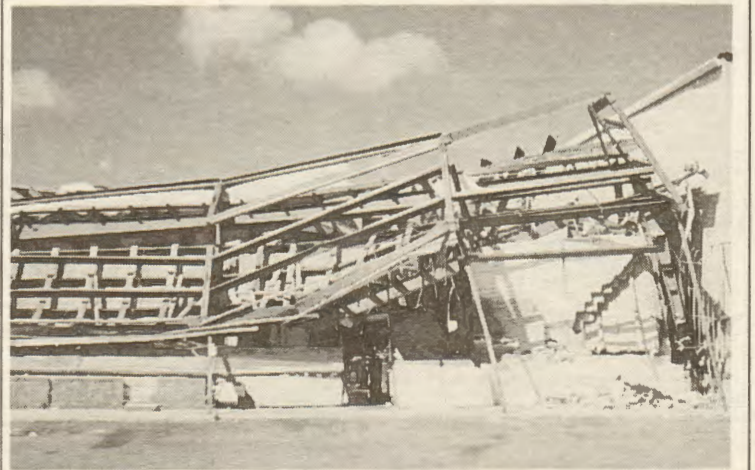
FEMA is one of a dozen federal agencies or territorial offices assisting in the relief efforts. Others include the following UIW-contracted offices, followed by listings of the work they have performed:

- Department of Public Works—cleared roads and coordinated engineering, utilities and construction services to affected government agencies;
- Virgin Islands Port Authority—lead agency for repair of airport and port facilities;
- Department of Human Services—managed Individual and Family Grant Program for hurricane victims, plus operation of emergency food stamp disbursement program.

As for what is open on St. Thomas, only a few hotels—including the UIW-contracted Ramada—are operational, and even those are undergoing or in need of repair. As of November 27, all public schools had reopened. The downtown area, remarkably, is almost fully functional, and most roads on the island have been restored.

Renewing Friendships in the New York Hall

While waiting to ship out, many Seafarers have time to catch up with former shipmates and find out the new things that are happening in their lives. In photo at right, posing in front of the shipping board in the New York hall are (from left) SA Luis Gonzalez, Wiper Maurice Ayuso, SA Edison Rodriguez and SA Jerson Toro. In photo below, taking a break from their conversations are (from left) SA Rodrigo Jimenez, AB Victor Ojea, AB Igor Kravtchenko, Chief Cook Julio Guity, AB Roberto Flores and SA Wilfredo Zuniga.



Twisted steel beams are all that remain of a grocery store in St. Thomas following the wrath of Hurricane Marilyn.

SEAFARERS LOG

Lundeberg School Supplement

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

1996 Lundeberg School Course Guide

As the 21st century rapidly approaches, new technologies and machines are replacing the ways many American businesses have operated for decades.

The maritime industry is no stranger to these changes. Seafarers—whether they sail on a deep sea containership, an inland tug and barge or a Great Lakes ore carrier—have a powerful tool for dealing with these advancements and innovations.

That tool is the Paul Hall Center for Maritime Training and Education in Piney Point, Md.

Seafarers who upgrade their skills at the center's Harry Lundeberg School of Seamanship receive the very latest information through classroom and hands-on training. Thanks to a wide variety of courses available during the year, deck, engine and steward department members can find the class and time that best fits into their schedules.

The school is available to all Seafarers. Courses reflect the needs of deep sea, inland and Great Lakes members.

The 1996 curriculum reflects both new courses and others that have been



The instructors at the Paul Hall Center's Lundeberg School offer upgrading Seafarers the latest information through classroom and hands-on training in a beautiful campus-like setting in Piney Point, Md.

expanded to help Seafarers when they return to their vessels. The calendar of classes for the new year appears on page 14. However, courses and class dates are subject to change due to manpower needs of SIU-contracted operators. Seafarers should consult the latest issue of the Seafarers LOG for the most up-to-date schedule of classes.

Listed in this guide is a brief summary of the courses being offered in the deck, engine and steward departments as well as inland and specialty courses. The basic

eligibility for upgraders includes 120 days seetime in the previous year and one day seetime in the last six months prior to the date the class starts. If the course mandates a U.S. Coast Guard test to acquire the endorsement, the upgrader must meet all Coast Guard requirements prior to taking the class. Some courses have other specific requirements which are printed in bold.

For more information about the school or any of its courses, contact the Admissions Office, Paul Hall Center for Maritime Training and Education, P.O. Box 75, Piney Point, MD 20674-0075 or call (301) 994-0010.

Deck Department Courses

Able Seaman

This nine-week course leads to endorsement as an able seaman (AB). It consists of hands-on training and classroom work covering deck seamanship, rules of the road, marlinespike seamanship, helmsmanship, cargo handling, safety, firefighting, emergency procedures, first aid, underway and vertical replenishment, and crane and forklift truck operations. The course also includes extensive sections on oil spill containment and cleanup, as well as sealift operations and maintenance. **Students must have a lifeboat ticket in order to take the AB course.**

Lifeboat/Water Survival

Students in this two-week course can earn lifeboatman certification by passing a U.S. Coast Guard exam at the end of the class. Featuring a mix of practical training and classroom instruction, the course covers emergency drills, lifeboat construction, lifeboat launching and recovery, basic compass navigation, life raft construction, life raft launching and maintenance, and use of all lifeboat and life raft equipment.

Additionally, students learn different survival methods and the use of emergency radio and distress signals.

A minimum of three hours per day is spent outdoors in lifeboats conducting practical exercises such as rowing/coxswain training and davit operations.

Limited License/License Prep

Aimed at preparing students to test for any limited tonnage license, this six-week course consists of classroom instruction in all areas of terrestrial navigation, deck seamanship, rules of the road, shipbuilding, ship stability, cargo handling, federal regulations, first aid, CPR and firefighting.

Students must have an AB endorsement and 540 days of seetime on an SIU-contracted vessel OR equivalent inland experience in order to take the limited license/license prep exam.

Celestial Navigation

The six-week course covers the areas of celestial navigation required for licensing as a second or third mate unlimited and

for all limited licenses. Students are instructed in latitude observations by sun and Polaris, celestial running fixes by sun, stars and planets, compass error by amplitude and azimuth, star identification, and care and use of the sextant.

Bridge Management

The U.S. Coast Guard-approved shiphandling simulator course provides realistic bridge watchstanding training for deck personnel aboard both deep sea and inland vessels.

Successful completion of this two-week course is accepted as credit for 60 days of seetime on vessels of unlimited tonnage.

Special areas of skills development include general shiphandling and helmsmanship, river and channel transits, entering and departing various ports, coastal navigation, U.S. Navy-related operations such as convoy and underway replenishment, hawser towing, pushboat towing and emergency shiphandling.

Radar Observer/Unlimited

The one-week radar observer/unlimited class leads to a radar observer endorsement that is good on vessels of any tonnage.

Approved by the U.S. Coast Guard, the course features hands-on training and classroom work, including radar theory, observation, operation and use, interpretation and plotting, advanced radar plotting, collision avoidance and navigational exercise.

Students operate modern audio-visual and radar simulation gear, as well as the full shiphandling simulator, as they practice controlling and maneuvering a vessel, plotting courses and safely guiding a ship without jeopardizing the safety of other vessels. Also included are practical exercises and lectures covering inland waterway and river navigation and piloting.

Third Mate

Upgraders in the third mate course will study all subject areas found on the U.S. Coast Guard License exam for third mate. The 16-week curriculum includes instruction in all areas of terrestrial navigation, deck seamanship, rules of the road, shipbuilding, ship stability, cargo handling, federal regulations, first aid, CPR and firefighting.

Steward Department Courses

Assistant Cook/Cook and Baker

This 12-week course combines classroom instruction with on-the-job training and other practical exercises.

During the assistant cook section, topics covered are the preparation, cooking and serving of vegetables, cooked salads, sandwiches, breakfast foods and night lunches. Emphasis is placed on the basics of food preparation, including sanitation, dietary values, work organization, weighing and measuring, and the use of recipes.

Topics covered during the cook and baker section include the baking of breads, rolls, pies, cakes, cookies and breakfast pastries. Students also focus on dessert and breakfast preparations.

Chief Cook

Leading to certification as a chief cook, this 12-week class is designed to help students fine-tune their skills by learning and practicing some of the more difficult aspects of the art of cooking. Topics include cooking methods, seasonings and flavorings, recipe and menu planning, stocks, sauces and soups, meat and game, poultry, seafood, starches, vegetables, breakfasts, salads, sandwiches and hors d'oeuvres.

Students also focus on nutrition and diet, with special emphasis on low-fat and low-salt cooking.

Chief Steward

This 12-week course includes classroom instruction supplemented by on-the-job training. Menu planning, work organization, typing, inventory control and requisitioning procedures are among the topics covered. Sanitation, nutrition and safety also are highlighted.

Leadership and communication skills also are stressed in the intensive 12-week course.

Eligibility requirements for steward department courses:

• **Assistant Cook/Cook Baker**
Students must have eight months sailing in the steward department and hold a certificate of completion for the Paul Hall Center entry rating program

OR
Students must have 12 months sailing in the steward department.

• **Chief Cook**
Students must have one year of seetime sailing in any rating above steward assistant and hold a certificate of completion for the Paul Hall Center's new Assistant Cook/Cook Baker program

OR
Students must have two years of seetime sailing in the steward department

OR
Students must have equivalent experience to be evaluated by the director of the steward department and the admissions office.

• **Chief Steward**
Students must have three years of seetime sailing in the steward department, with at least one year as chief cook (school time will count toward the one year)

OR
Students must have two years of seetime in the steward department and hold a Paul Hall Center certificate of completion for the chief cook course

OR
Students must have equivalent experience to be evaluated by the director of the steward department and the admissions office.



Classroom instruction combined with on-the-job training is part of the steward department curriculum.

Engine Department Courses

QMED-Any Rating

The curriculum for certification and endorsement as a Qualified Member of the Engine Department (QMED)-Any Rating consists of a 12-week course leading to the following ratings: pumpman, refrigeration engineer, electrician, machinist, deck engineer, junior engineer and deck engine mechanic.

The course of instruction leading to an endorsement in each of these ratings consists of classroom work as well as practical training.

Diesel Engine Technology

This four-week course, leading to certification in diesel engine technology, consists of classroom instruction and hands-on training. Topics of instruction include diesel engine theory; two- and four-stroke cycle operating principles; and the construction, operation, maintenance, repair and troubleshooting of low-, medium- and high-speed diesel engines.

Also covered are associated auxiliaries including intake and exhaust systems, lubrication and cooling systems, and fuel injection and starting systems.

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

Course entry requirements are QMED-Any Rating or equivalent inland experience.

Fireman/Watertender and Oiler

This 11-week course leading to endorsement as fireman/watertender and oiler (FOWT) features new and expanded segments of hands-on training, as well as classroom instruction. Topics covered include the parts of a boiler, engine room equipment, engine room procedures, operating auxiliary equipment, watchstanding, starting and securing main engines, firefighting, first aid, safety procedures, sealift operations, oil spill prevention and containment and more.

The class prepares students for U.S. Coast Guard general safety, oiler and fireman/watertender tests.

Hydraulics

The curriculum in the four-week hydraulics course blends practical training with classroom work. Fluids, actuators, control devices, pumps, reservoirs, symbols and hydraulic systems in marine equipment are among the subjects covered in this class.

Also addressed are principles of electrical control of hydraulic systems, cargo winches, deck cranes, anchor windlasses, ships' steering systems, ramps, fire doors

and a wide variety of other shipboard systems.

Upon completion of the course, a Lundeberg School certificate of graduation will be issued.

Basic Electronics

Designed to help Seafarers develop an understanding of what goes on inside the electronic boxes found aboard ship, this four-week course covers principles of analog electronics, active devices and basic digital electronics. The student also will learn all aspects of circuit diagrams, and the instructor will work with each student individually to ensure a working knowledge of all shipboard electronic devices.

Marine Electrical Maintenance I

The six-week course of instruction leading to certification in Marine Electrical Maintenance I consists of practical training and classroom instruction aimed at providing the basic skills required of shipboard electricians. The range of topics includes basic electrical theory, DC and AC circuits, electrical safety, electrical test equipment and troubleshooting, electrical protective and switching devices, electrical wiring diagrams and schematics, control and power circuits, batteries, AC generation and distribution equipment, transformers, lighting systems and fixtures, galley and miscellaneous heating equipment, single-speed AC motors and across-the-line starters, and wiring techniques.

Marine Electrical Maintenance II

Aimed at providing the more advanced skills required of the shipboard electrician, this six-week course features hands-on training and classroom instruction and leads to certification in Marine Electrical Maintenance II.

Among the subjects covered are interpretation of the National Electrical Code, specialized electrical test equipment, advanced application of circuit protection and switching devices, relay logic, complex control circuits, DC and AC generators, voltage regulators, electrical distribution hardware, DC motors and controllers, AC motors and controllers, deck machinery, motor generator sets, converters, inverters and rectifiers, electric propulsion systems and interior communications systems.

Also, the course will include an introduction to solid state electronic controls and their applications, and the general maintenance responsibilities of the electrician, as well as troubleshooting and repair.

Marine Electronics Tech I & II

The marine electronics technician program consists of two six-week courses which are run consecutively. Students may take the entire program in one stay or take the two courses of study separately. Topics included in the course are AC and DC circuits, active and passive components, amplifiers, power supplies, antenna systems, satellite and radar systems, microprocessor control systems, digital control systems and systems troubleshooting.

Power Plant Maintenance

The majority of this new, six-week course features hands-on training, covering a variety of topics. Some classroom work also is included. Subjects include pipefitting, thermal insulation, valve repair, pump repair/overhaul, hydraulic system repair, drilling/machine thread fabrication, use of various epoxies and similar compounds for emergency and temporary repairs, maintenance of power transmission equipment (such as flexible couplings), use of proper oils and greases for bearing maintenance and lubrication, reconditioning shell and tube heat exchangers, centrifugal lube oil/fuel oil purifier maintenance, and removal of heavy equipment in the engine room.

Pumproom Maintenance

Leading to certification in pumproom maintenance and operations, this two-week class includes hands-on training and classroom work. The curriculum consists of cargo properties and emergency procedures, operation and maintenance of valves and pumps, loading procedures, cargo pump operations, cargo measurement, discharging procedures, ballasting procedures, tank cleaning, inert gas systems and more.

Upon completion of the course, a Lundeberg School certificate of graduation will be issued.

In order to take this class, students must already have taken the four-week Tanker Operation/Safety course (described on next page) and be certified as a QMED-Any Rating or have equivalent inland experience, or hold endorsement as a pumpman.

Refrigeration System Maintenance and Operations

Now an elective, this six-week class blends practical and classroom instruction leading to certification in refrigeration system maintenance and operations. Among the topics covered are theory of mechanical refrigeration, major system com-

ponents, accessories, cycle controls, refrigerants and oils, and applied electricity.

Standard service techniques are emphasized, such as the operation, troubleshooting and maintenance of ships' stores plants, air conditioning plants, cargo ventilation and dehumidifying equipment, as well as pantry refrigerators, water coolers and ice machines.

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

Students must be certified as QMED-Any Rating or have equivalent inland experience or hold Coast Guard endorsements as refrigeration engineer and electrician in order to enroll for this course.

Refrigerated Containers

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

Students receive training in all phases of refrigerated container unit operation, maintenance, repair and troubleshooting. This includes the various types of engines, refrigeration and electrical systems.

The course is designed to help students develop a systematic approach to troubleshooting, as well as to acquaint them with specific maintenance procedures.

Welding

Classroom instruction and on-the-job training comprise this four-week course, which features practical training in electric arc welding and cutting and oxy-acetylene brazing, welding and cutting. Upon completion of the course, a Lundeberg School certificate of graduation will be issued.

Third Assistant Engineer

The course of instruction leading to licensing as a third assistant engineer consists of classroom instruction in such topics as diesel propulsion plants, steam propulsion plants, engineering safety, auxiliary boilers and diesels, water systems, electricity generating plants, electrical distribution and electrical devices. The 12-week course, which meets U.S. Coast Guard requirements for licensing, also includes American Red Cross-approved classes in first aid and CPR as well as basic and advanced firefighting.

Additional Courses

Study Skills Program

Proficiency in one's occupation can come not only from courses covering the technical aspects of one's job, but also from advancing one's study skills and knowledge of the language. The Paul Hall Center offers a number of courses to assist Seafarers with basic study skills and basic learning procedures.

GED Preparation — This 12-week program will help students prepare for and take the GED exam. Areas of study include math, writing, social studies, science, literature and the arts.

Adult Basic Education (ABE) — Basic skills in this eight-week course include individualized instruction to increase vocabulary, reading comprehension, writing ability and math skills.

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

Several other classes in math (including fractions, decimals, percents, measurements, and an introduction to algebra) as well as a two-week lifeboat course and an introduction to computers are included in this year's Lundeberg School curriculum.



On-the-job training in all shipboard departments is an important part of a thorough education at the Lundeberg School, whether it is learning to use a bosun's chair, practicing oil spill containment, preparing a meal or working with hazardous materials on deck.

All Departments: Upgrading and Specialty Courses

All students attending upgrading programs at the Paul Hall Center participate in certain courses as part of their regularly scheduled program. Sealift operations and maintenance, physical fitness, first aid and CPR, industrial relations and firefighting either are required or may be taken as elective courses by upgraders in all departments.

Additionally, completing the Tanker Operation/Safety course gives priority (within each level of seniority) for jobs aboard tank vessels to SIU members, for as long as the course is being offered (see description below).

Oil Spill Prevention and Containment

This one-week course consists of classroom, laboratory and on-the-job training exercises. Topics of instruction include types of oil and petroleum products and their behavior on water, pollution prevention regulations, spill prevention, and small boat operations. Students also receive instruction in spill containment booms and boom towing configurations and anchoring operations.

Also covered are selection of absorbents, suction equipment and skimmers and their proper use.

Oil Spill Safety Recertification

Available for personnel who have completed 40- or 24-hour hazardous materials (hazmat) courses and who must be annually recertified, this one-day class includes a regulatory overview of Occupational Safety and Health Act (OSHA) requirements, as well as reviews of toxicology terminology, medical monitoring instruments and techniques, site-control and emergency preparedness, proper use of respiratory protection and monitoring equipment and new technology.

First Aid and CPR

Students in this two-hour class learn the principles and techniques of safety and basic first aid, as well as cardiopulmonary resuscitation (CPR) according to the accepted standards of the American Red Cross. After successful completion of each phase of this course, students are awarded a certificate from the American Red Cross.

Basic Firefighting

The basic firefighting course provides students with general knowledge of the chemistry of fire, firefighting equipment and



materials and techniques for using them safely. Upgraders receive 16 hours of classroom training and eight hours of practical training.

Upon successful completion of the course, students receive a U.S. Coast Guard-recognized certificate of graduation from the Lundeberg School.

Advanced Firefighting

After receiving a refresher in basic firefighting to start the two-week course, students learn how to blueprint a vessel and organize emergency squads for firefighting. The class covers how to give concise orders using the different types of communications with crewmembers and land-based fire units.

Students also study how to inspect and service various shipboard fire extinguishing equipment before going through shipboard simulations and actual firefighting drills.

Industrial Relations

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

Seafarers learn about the maritime industry and the role of U.S. shipping in the economy and in times of crisis. Also, participants review the role of the SIU within the industry and the rights of Seafarers as outlined by the SIU constitution. Students gain an understanding of the various laws and legislative programs which promote a U.S.-flag merchant marine.

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

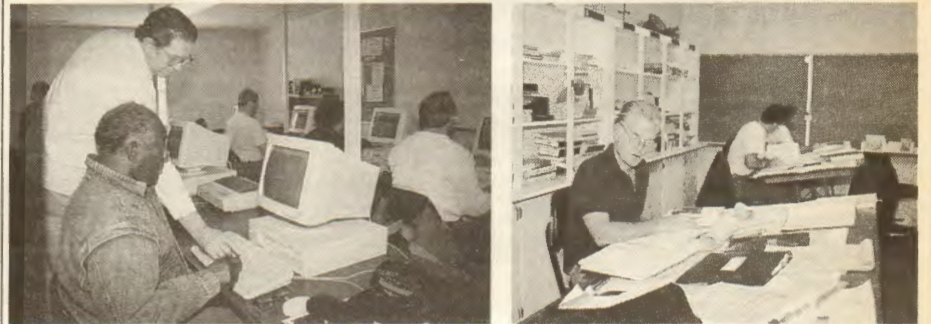
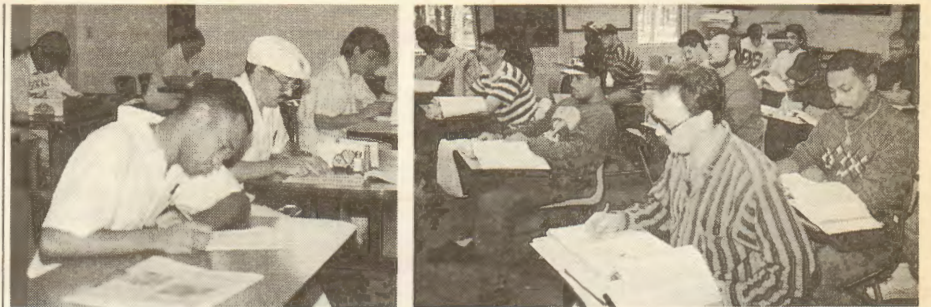
General Physical Fitness

The U.S. Coast Guard places certain physical requirements on all mariners. To ensure the U.S.-flag fleet physically fit crewmembers, the SIU encourages Seafarers to exercise properly.

At the Paul Hall Center, workout programs are individually designed to meet the needs of the student. Students may participate in free weight, Nautilus or Universal weight training, which can be used to gain, lose or maintain body weight. Aerobic and swimming programs also are available.

Tanker Operation/Safety

This four-week course is open to all ratings and departments and is particularly



Most courses combine hands-on training with classroom instruction—including everything from computer training to study skills to planning menus.

valuable for all personnel sailing aboard tankers. Steward department personnel will attend the first two weeks of the course; deck and engine personnel will complete all four weeks.

The class blends hands-on training with classroom instruction. Topics include tanker construction and safety, the chemical and physical properties of petroleum products, flammability characteristics, toxicity/asphyxiation characteristics and health hazards associated with exposure to petroleum products, how to correctly monitor tanks for oxygen deficiency and take other meter readings with atmospheric monitoring equipment, creating site-specific shipboard safety plans and reviewing final rules on benzene products. Students also will learn troubleshooting and basic maintenance of monitoring gear, extensive confined-space safety training and rescue operations, fit-tests using respirators and other breathing apparatuses and emergency equipment, an introduction to fire chemistry and other aspects of firefighting (including fire hazard awareness and identification), fire prevention via vapor control and ignition source control, fire extin-

guishing equipment, firefighting techniques and fire/emergency duties.

Other areas of study include different types of oils, medical surveillance, vessel oil pollution prevention, national pollution contingency plans, water pollution, removal of oil and other hazardous substances, rules for protecting the marine environment, and more.

Tankerman Recertification

This two-week course is geared toward the individual who holds a tankerman endorsement issued before March 31, 1996, and who wants to continue to serve as a tankerman until the first renewal of his or her Merchant Mariner's Document that occurs after March 31, 1997.

Tankerman-PIC (Barge) - Original

Students in this course will learn the specific requirements for obtaining an original endorsement as a tankerman-PIC (Barge). Included in the curriculum are transferring bulk liquid cargo, tank barge firefighting and handling of dangerous liquid or liquefied gas.

Inland Courses

Radar Observer/Inland

This one-week radar observer class leads to a radar observer endorsement that is good on vessels of any tonnage.

Approved by the U.S. Coast Guard, the course features hands-on training and classroom work, including radar theory, observation, operation and use, interpretation and plotting, advanced radar plotting, collision avoidance and navigational exercises.

Students operate modern audio-visual and radar simulation gear, as well as the full shiphandling simulator, as they practice controlling and maneuvering a vessel, plotting courses and safely guiding a ship without jeopardizing the safety of other vessels. Also included are practical exercises and lectures covering inland, waterway and river navigation and piloting.

Engineroom Familiarization

Designed for prospective tugboat engineers, this two-week class provides instruction in the following areas: engineroom safety, engineering plant nomenclature, piping system hardware, a functional description of main propulsion and auxiliary machinery and associated piping systems, plant operations and watchkeeping, and safe handling of fuels and oil spill prevention.

Engineroom Operations & Maintenance

This course is designed for inland personnel with intermediate skills to prepare assistant engineers for all phases of engineroom operations and routine maintenance. Additionally, the two-week curriculum prepares students to assume the duties of the chief engineer.

Engineroom Troubleshooting & Casualty Control

This two-week course is an advanced skills program designed to upgrade the skills of the chief engineer for handling emergencies and non-routine operating conditions.

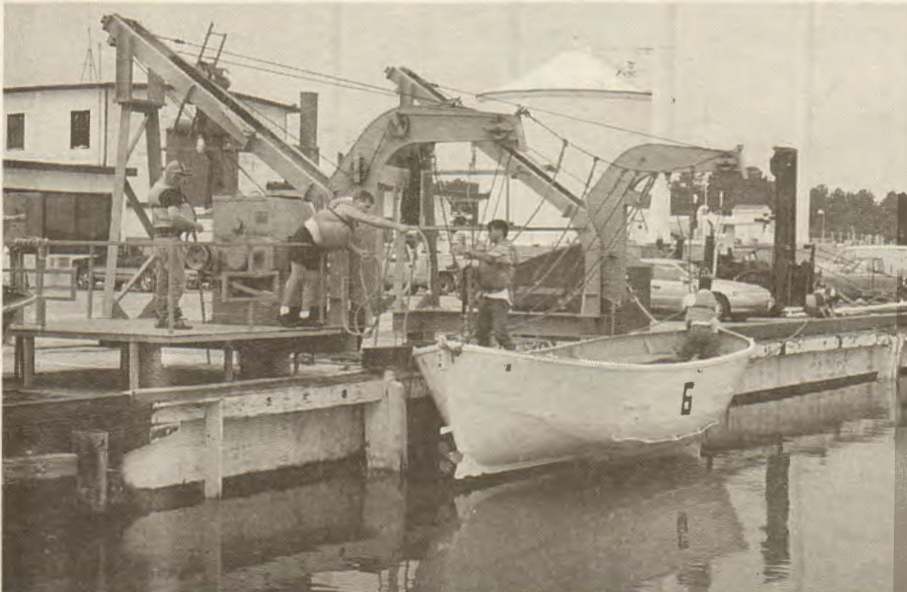
DDE/Limited License Preparation

The two-week curriculum preparing students to take the exam for Designated Duty Engineer consists of both classroom instruction and practical training in all aspects of the duties of the tugboat engineer. System and component theory, operating procedures, maintenance and repair techniques and troubleshooting are emphasized.

Main propulsion plant instruction includes diesel engine theory and construction, watch operations and engine maintenance, engine governing and automation, fuel injection, starting and reversing, intake and exhaust, lubrication and cooling systems, as well as reduction gears, clutching, shafting and propellers.

Auxiliary equipment instruction includes piping systems, pumps and compressors, heat exchangers, hydraulics and pneumatics, steering systems, deck machinery, boilers, refrigeration and air conditioning equipment, evaporators, basic electricity, generators and motors, switchboards, batteries and electrical maintenance.

Additional instruction is offered in all aspects of engineering safety.



Safety at sea is of prime concern to all Seafarers. To help students attain this goal, the Lundeberg School offers such courses as lifeboat operation, firefighting and oil spill safety.

LUNDEBERG SCHOOL 1996 UPGRADING COURSE SCHEDULE

The following is the course schedule for the entire new year—January through December 1996 of the Seafarers Harry Lundeberg School of Seamanship, located at the Paul Hall Center for Maritime Training and Education, in Piney Point, Md.

The course schedule may change to reflect the needs of the membership, the industry or the national interest. Seafarers should continue to consult each monthly edition of the *Seafarers LOG* for the most up-to-date course schedule.

For additional information, contact the Seafarers Harry Lundeberg School of Seamanship, P.O. Box 75, Piney Point, MD. 20674-0075; telephone (301) 994-0010.

Additionally, once an upgrader takes a class or classes at the Lundeberg School, he or she will not be permitted to take additional upgrading classes before showing proof of at least 90 days' seetime since completing the previous course(s).

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

Engine Department Courses

Course	Start Date	Date of Completion
QMED - Any Rating	January 15 June 17	April 5 September 6
Diesel Engine Technology	March 18 August 12	April 26 September 20
Fireman/Watertender & Oiler	April 29 October 14	June 28 December 13
Hydraulics	November 11	November 29
Basic Electronics	April 22	May 17
Marine Electrical Maintenance I	March 18 July 15	April 26 August 23
Marine Electrical Maintenance II	August 26	October 4
Marine Electronics Tech I	June 3	July 12
Marine Electronics Tech II	July 15	August 23
Power Plant Maintenance	February 5 May 20 September 9 November 4	March 15 June 28 October 18 December 13
Pumproom Maintenance	April 1 August 19	April 12 August 30
Refrigeration Systems & Maintenance	April 29	June 7
Refrigerated Containers	June 10	July 5
Welding	January 29 July 15	February 23 August 9
Third Assistant Engineer	September 23	December 13

Deck Department Courses

Course	Start Date	Date of Completion
Able Seaman	April 29 October 14	June 28 December 13
Bridge Management (Shiphandling)	February 26 May 6 August 19	March 8 May 17 August 30
Lifeboatman	March 25 September 9	April 5 September 20
Limited License/License Prep.	July 1	August 9
Radar Observer/Unlimited	February 19 March 18 April 29 June 24 August 12 September 16 November 11	February 23 March 22 May 3 June 28 August 16 September 20 November 15
Third Mate	January 29 August 26	May 17 December 13
Celestial Navigation	September 30	November 8

Safety Specialty Courses

Course	Start Date	Date of Completion
Advanced Firefighting	February 12 April 29 September 30	February 23 May 10 October 11
Tanker Operation/Safety	January 8 February 5 March 4 April 1 April 29 May 27 June 24 July 22 August 19 September 16 October 14 November 11	February 2 March 1 March 29 April 26 May 24 June 21 July 19 August 16 September 13 October 11 November 8 December 6
Tankerman Recertification	August 19 September 16 October 14 November 11	August 30 September 27 October 25 November 22
Tankerman-PIC (Barge) - Original	to be announced	

Inland Courses

Course	Start Date	Date of Completion
Radar Observer/Inland	(see radar courses listed under deck department)	
Engineroom Familiarization	January 8	January 19
Engineroom Operations & Maintenance	February 5	February 16
Engineroom Troubleshooting & Casualty Control	March 4	March 15
DDE/Limited License Prep.	April 22	May 31

Recertification Programs

Course	Start Date	Date of Completion
Bosun Recertification	March 4 August 5	April 5 September 6
Steward Recertification	January 29 July 1	March 1 August 2

Steward Department Courses

Course	Start Date	Date of Completion
Assistant Cook/ Cook and Baker, Chief Cook, Chief Steward	January 15 March 25 June 3 August 12	April 5 June 14 August 23 November 1

Additional Courses

Course	Start Date	Date of Completion
Study Skills Course		
GED Preparation	January 22 April 22 July 22	April 13 July 13 October 12
Adult Basic Education (ABE)	January 15 August 5 October 14	February 23 September 13 November 22
English as a Second Language (ESL)	February 5 April 1 September 2	March 15 May 10 October 11
Lifeboat Preparation	March 11 August 26	March 22 September 6
Introduction to Computers	to be announced	
Developmental Math - 098 (fractions, decimals, percents, measurements)	June 3 July 1	July 26 August 3
Developmental Math - 099 (introduction to algebra)	July 1	August 3

Dispatchers' Report for Deep Sea

NOVEMBER 16 — DECEMBER 15, 1995

Port	*TOTAL REGISTERED All Groups			TOTAL SHIPPED All Groups			Trip Reliefs	**REGISTERED ON BEACH All Groups		
	Class A	Class B	Class C	Class A	Class B	Class C		Class A	Class B	Class C
DECK DEPARTMENT										
New York	34	16	3	26	15	3	12	63	45	8
Philadelphia	1	5	3	1	5	2	8	4	4	1
Baltimore	8	5	0	1	1	1	0	10	8	0
Norfolk	16	14	8	5	18	7	2	26	21	8
Mobile	11	16	0	4	8	0	2	19	29	0
New Orleans	20	24	4	14	23	3	9	41	33	2
Jacksonville	39	19	5	23	10	3	18	54	38	5
San Francisco	21	15	1	8	16	0	8	41	33	5
Wilmington	27	8	1	15	14	0	8	36	29	5
Seattle	23	14	0	17	13	0	8	40	36	2
Puerto Rico	10	4	0	7	0	0	4	13	8	3
Honolulu	3	10	7	6	7	1	2	8	19	10
Houston	21	22	7	16	16	5	12	44	42	9
St. Louis	3	0	1	3	2	1	0	1	0	0
Piney Point	1	2	0	0	1	0	1	3	11	0
Algonac	0	1	1	0	2	0	0	1	3	1
Totals	238	175	41	146	151	26	94	404	359	59

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
ENGINE DEPARTMENT										
New York	13	15	2	13	3	1	5	26	29	2
Philadelphia	2	8	0	4	1	0	0	2	10	0
Baltimore	2	5	0	2	2	0	2	5	5	0
Norfolk	3	14	4	5	12	2	0	6	18	3
Mobile	6	8	0	5	1	0	0	13	13	0
New Orleans	11	15	1	7	7	0	1	17	27	3
Jacksonville	14	16	1	7	10	2	7	28	26	0
San Francisco	8	9	0	9	8	0	4	21	14	2
Wilmington	8	9	1	4	11	0	2	10	12	6
Seattle	17	7	0	6	5	0	6	31	17	0
Puerto Rico	9	4	0	5	2	0	1	11	6	4
Honolulu	6	13	3	2	11	6	4	7	16	7
Houston	14	12	3	9	12	2	9	26	18	5
St. Louis	0	2	0	0	0	0	0	0	4	1
Piney Point	1	5	0	0	0	0	0	2	8	0
Algonac	0	0	0	0	0	0	0	0	0	0
Totals	114	142	15	78	85	13	41	205	223	33

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
STEWARD DEPARTMENT										
New York	15	5	0	7	5	0	7	30	14	0
Philadelphia	1	2	0	1	2	1	2	0	3	0
Baltimore	4	1	0	1	0	0	0	5	2	0
Norfolk	5	9	4	3	3	3	0	9	14	4
Mobile	9	5	1	4	3	0	1	16	5	1
New Orleans	3	6	3	2	7	1	7	10	8	5
Jacksonville	12	5	2	7	6	0	2	21	9	4
San Francisco	24	8	0	14	5	0	12	54	15	1
Wilmington	17	4	2	10	2	0	6	24	9	5
Seattle	18	2	0	9	3	1	5	34	4	1
Puerto Rico	2	1	0	1	1	0	1	6	3	0
Honolulu	17	9	11	2	7	9	27	22	15	17
Houston	9	2	0	5	1	0	3	20	13	2
St. Louis	0	0	0	1	0	0	0	1	0	0
Piney Point	3	1	0	0	0	0	0	6	4	0
Algonac	0	1	0	0	0	0	0	0	1	0
Totals	139	61	23	67	45	15	73	258	119	40

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
ENTRY DEPARTMENT										
New York	10	28	5	6	16	1	0	17	62	19
Philadelphia	1	1	0	0	1	0	0	1	1	2
Baltimore	0	1	2	0	1	0	0	1	4	5
Norfolk	3	12	20	2	10	13	0	2	19	25
Mobile	0	11	1	1	2	0	0	2	24	2
New Orleans	9	18	7	1	5	1	0	14	33	17
Jacksonville	2	18	6	2	9	3	0	4	33	15
San Francisco	7	17	6	3	10	0	0	20	35	12
Wilmington	9	14	1	4	6	0	0	14	32	15
Seattle	5	5	2	4	9	0	0	13	22	6
Puerto Rico	5	4	2	2	4	0	0	6	11	9
Honolulu	7	47	82	2	27	50	0	7	68	104
Houston	1	15	4	0	10	1	0	2	25	10
St. Louis	0	1	1	0	1	0	0	0	3	1
Piney Point	0	14	1	0	12	0	0	0	21	1
Algonac	0	0	0	0	0	0	0	0	2	0
Totals	59	206	140	27	123	69	0	103	395	243
Totals All Departments	550	584	219	318	404	123	208	970	1,096	375

* "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.

February & March 1996 Membership Meetings Deep Sea, Lakes, Inland Waters

- Piney Point**
Monday: February 5, March 4
 - New York**
Tuesday: February 6, March 5
 - Philadelphia**
Wednesday: February 7, March 6
 - Baltimore**
Thursday: February 8, March 7
 - Norfolk**
Thursday: February 8, March 7
 - Jacksonville**
Thursday: February 8, March 7
 - Algonac**
Friday: February 9, March 8
 - Houston**
Monday: February 12, March 11
 - New Orleans**
Tuesday: February 13, March 12
 - Mobile**
Wednesday: February 14, March 13
 - San Francisco**
Thursday: February 15, March 14
 - Wilmington**
Tuesday, February 20*; Monday: March 18
**change created by Presidents' Day holiday*
 - Seattle**
Friday: February 23, March 22
 - San Juan**
Thursday: February 8, March 7
 - St. Louis**
Friday: February 16, March 15
 - Honolulu**
Friday: February 16, March 15
 - Duluth**
Wednesday: February 14, March 13
 - Jersey City**
Wednesday: February 21, March 20
 - New Bedford**
Tuesday: February 20, March 19
- Each port's meeting starts at 10:30 a.m.*

Personals

JOHN GOUGHIRNI BALLENTINI JR.
 Anyone knowing the whereabouts of John Loughirni Ballentini Jr., please contact Genevieve Ann Garcia, c/o Nice As New Shop, 5800 Zuni South East, Albuquerque, NM 87108; or telephone (505) 268-5666.

LESLIE COVERT
 Your niece, Donna Rogers, is trying to locate you. Please write her at 11612 11th Place West, Everett, WA 98204; or telephone (206) 347-8650.

NATHAN WILLIS
 A former shipmate is trying to make contact. Please get in touch with Murphy P. Laurent at 256 E. 68th Way, Long Beach, CA 90805; or telephone (310) 632-4876

**TIMOTHY ROBERSON,
 JOSEPH M. MAHER,
 DION M. PAPAS
 and
 STAN GARNET**
 Please contact Robert E. Poore at 125 Maplewood Drive, Hanover, MA 02339; or telephone (617) 826-3692.

REMEMBER

**SPAD
NEEDS YOU**

(and you need SPAD)



Seafarers International Union Directory

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

Government Services Division
(415) 861-3400

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

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

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

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

Dispatchers' Report for Great Lakes

NOVEMBER 16 — DECEMBER 15, 1995

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

Port	*TOTAL REGISTERED			TOTAL SHIPPED			**REGISTERED ON BEACH		
	Class CL	Class L	Class NP	Class CL	Class L	Class NP	Class CL	Class L	Class NP
DECK DEPARTMENT									
Algonac	0	16	6	0	44	21	0	33	13
ENGINE DEPARTMENT									
Algonac	0	9	1	0	21	7	0	16	3
STEWARD DEPARTMENT									
Algonac	0	2	0	0	7	5	0	5	3
ENTRY DEPARTMENT									
Algonac	0	5	11	0	0	0	0	25	37
Totals All Departments	0	32	18	0	72	33	0	79	56

* "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

NOVEMBER 16 — DECEMBER 15, 1995

*TOTAL REGISTERED All Groups **REGISTERED ON BEACH All Groups

Region	*TOTAL REGISTERED			TOTAL SHIPPED			**REGISTERED ON BEACH		
	Class A	Class B	Class C	Class A	Class B	Class C	Class A	Class B	Class C
DECK DEPARTMENT									
Atlantic Coast	4	0	0	5	0	0	13	2	0
Gulf Coast	5	3	5	1	2	1	4	1	7
Lakes & Inland Waters	51	8	0	14	2	0	41	14	0
West Coast	4	1	7	38	2	0	11	4	30
Totals	64	12	12	58	6	1	69	21	37
ENGINE DEPARTMENT									
Atlantic Coast	3	0	0	1	0	0	2	1	1
Gulf Coast	1	0	2	0	0	0	1	0	3
Lakes & Inland Waters	16	1	0	3	0	0	13	7	0
West Coast	0	0	0	0	0	0	0	0	1
Totals	20	1	2	4	0	0	16	8	5
STEWARD DEPARTMENT									
Atlantic Coast	1	0	0	0	0	0	2	0	0
Gulf Coast	0	1	3	0	1	1	0	0	3
Lakes & Inland Waters	9	2	0	1	0	0	11	4	0
West Coast	0	0	1	0	0	2	0	0	14
Totals	10	3	4	1	1	3	13	4	17
Totals All Departments	94	16	18	63	7	4	98	33	59

* "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.

SIU Scholarship Applications Due on April 15

All Seafarers and their spouses and children who plan to attend college next fall are encouraged to apply for one of seven scholarships being awarded in 1996 by the Seafarers Welfare Plan.

Three of the grants will go to SIU members; the other four will be given to the spouses or dependent children of eligible Seafarers or SIU pensioners. The scholarships may be used by the recipients for studies at both two- and four-year institutions of higher learning.

Eligibility Requirements

Eligibility requirements for Seafarers and their spouses and unmarried dependent children are spelled out in a booklet which contains an application form. The booklet is available by filling out and returning the coupon (below right) to the Seafarers Welfare Plan. It also is available at all SIU halls.

Amount of Awards

One of the scholarships reserved for SIU members is a \$15,000 four-year college stipend; the other two are \$6,000 two-year awards to study at a vocational school or community college. Four scholarships in the amount of \$15,000 each will be awarded to the spouses and dependent children of Seafarers and SIU pensioners. Candidates should indicate on the application form whether they are planning to attend a two-year or a four-year program.

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

Application Checklist

The scholarship application form must be completed by all applicants. It is easy to

fill out. What may take some time, however, is the collection of other paperwork which must be submitted along with the form. This includes:

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

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

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

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

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

Letters of Reference. At least three letters are required for all applications.

SAT or ACT Results. The ACT or SAT test must be taken no later than February 1996.

Deadline

April 15, 1996 is the last day in which applications are being accepted for this year's scholarship program.

This is a great financial opportunity for all SIU members and their families who are thinking about college. Apply now!

Please send me the 1996 SIU Scholarship Program booklet which contains eligibility information, procedures for applying and the application form.

Name _____

Book Number _____

Address _____

City, State, Zip Code _____

Telephone Number _____

This application is for: Self Dependent

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

1/96



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.

As a new year begins, the Seafarers Welfare Plan announces the retirements of 21 SIU members.

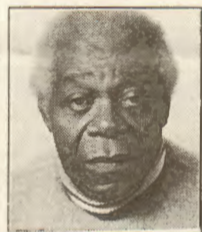
Sixteen of the new pensioners sailed in the deep sea division, one navigated the inland waterways, three shipped on the Great Lakes and one worked in the Railroad Marine division.

Among those joining the ranks of SIU pensioners are **James H. Chaney** and **Bobby E. Fletcher**, both of whom completed the steward recertification course at the Lundeberg School in Piney Point, Md. This course is the highest level of training available for steward department members at the Lundeberg School.

Thirteen of the retiring Seafarers served in the U.S. military—six in the Navy, four in the Army, two in the Marine Corps and one in the Air Force.

On this page, the *Seafarers LOG* presents brief biographical accounts of this month's pensioners.

DEEP SEA



JAMES H. CHANEY, 61, attended the Marine Cooks & Stewards Training School (MC&S) in

Santa Rosa, Calif. in 1966 and joined MC&S in the port of San Francisco, before that union merged with the SIU's Atlantic, Gulf, Lakes and Inland Waters District (AGLIWD). Brother Chaney upgraded at the Lundeberg School in Piney Point, Md., and graduated from the steward recertification program there in 1991. From 1954 to 1957, he served in the U.S. Army. Born in Texas, Brother Chaney now makes his home in California.

BEN-JAMIN CORPUS,

67, began his career with the Seafarers in 1969 in the port of Norfolk, Va. following 23 years of service in the U.S. Navy. Brother Corpus sailed as a member of the steward department. Born in the Philippines, Brother Corpus presently lives in Virginia.



WILLIAM R. DAVIS, 65, started sailing with the SIU in 1969 from the port of New York. The North Carolina native worked in the

deck department and upgraded at the Lundeberg School. From 1946 to 1947, he served in the U.S. Army. Brother Davis has retired to his native North Carolina.



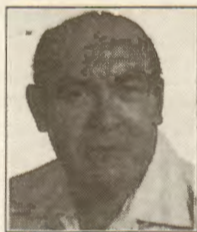
LEROY EDMONDSON, 62, joined the Seafarers in 1969 in the port of San Francisco. Brother Ed-

mondson sailed in both the engine and steward departments and upgraded in the engine department at the Lundeberg School. From 1951 to 1955, he served in the U.S. Navy. Born in Texas, he now resides in California.

BOBBY E. FLETCHER,

62, began his career with the SIU in 1964 in the port of Houston.

The Alabama native sailed in the steward department, most recently as a chief cook. He upgraded at the Lundeberg School and completed the steward recertification program there in 1985. From 1951 to 1954, he served in the U.S. Navy. Brother Fletcher presently lives in Texas.



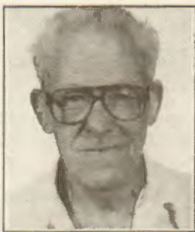
RAUL L. GUERRA SR., 63, started sailing with the Seafarers in 1968 from the port of Houston.

The Texas native sailed in the engine department. From 1949 to 1951, he served in the U.S. Marine Corps. Brother Guerra has retired to Texas.

DAVID E. HARTMAN,

69, joined the SIU in 1966 in the port of Norfolk, Va.

Brother Hartman sailed as a member of the deck department. From 1943 to 1965, he served in the U.S. Navy. Born in New York, Brother Hartman now makes his home in Virginia.



THOMAS C. JOHNSON, 61,

graduated from the Andrew Furuseth Training School in 1958 and began his career with the SIU in the port of New York. The Virginia native shipped in the engine department and upgraded at the Lundeberg School. From 1952 to 1955, he served in the U.S. Marine Corps. Brother Johnson presently resides in North Carolina.



GEORGE L. LUGO, 61, started sailing with the SIU in 1960 from the port of Houston. Brother

Lugo shipped as a member of the deck department. From 1952 to 1956, he served in the U.S. Navy. Born in Mississippi, Brother Lugo now calls Texas home.

PETER LUP, 61, graduated from the MC&S Training School in Santa Rosa, Calif. in

1967 and joined that union in the port of Wilmington, Calif., before it merged with the SIU's AGLIWD. Brother Lup frequently upgraded his culinary skills at the Lundeberg School. The Michigan native served in the U.S. Air Force from 1951 to 1955. Brother Lup presently lives in California.



GEORGE B. McCURLEY, 66, joined the Seafarers in 1953 in the port of New York. Born

in Texas, he sailed in the deck department and upgraded his skills at the Lundeberg School. Brother McCurley retired to his native Texas.

HERBERT NIXON, 65, graduated from the Andrew Furuseth Training School in 1959 and

started his career with the SIU in the port of Mobile, Ala. The Alabama native sailed as a member of the steward department. From 1951 to 1953, he served in the U.S. Army. Brother Nixon continues to live in Alabama.

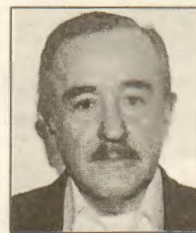


ALFREDO PANICO, 65, began his career with the Seafarers in 1965 in the port of Wil-

mington, Calif. Brother Panico was a member of the steward department and last sailed as a chief cook. Born in Italy, he became a U.S. citizen and presently resides in Florida.

JUAN J. PATINO, 65, began sailing with the SIU in 1953 from the port of Lake Charles, La. Brother Patino shipped in

the engine department and upgraded frequently at the Lundeberg School. From 1947 to 1951, he served in the U.S. Navy. Born in New York, Brother Patino now makes his home in Washington.



KIM S. QUAN, 62, joined the MC&S in 1958, before that union merged with the SIU's AGLIWD.

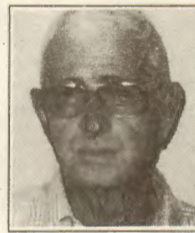
Brother Quan last sailed aboard the *Matsonia*, operated by Matson Navigation Co. in August 1994. Born in China, he became a U.S. citizen and makes his home in California.

GILBERTO RODRIGUEZ, 65, began his seafaring career with the MC&S in 1958 in the port of

San Francisco, before that union merged with the SIU's AGLIWD. Brother Rodriguez last shipped in January 1995 aboard the *Matsonia*. From 1947 to 1957, he served in the U.S. Army. Born in Texas, Brother Rodriguez now lives in California.



INLAND



LEONARD C. PAUL, 60, joined the SIU in 1966 in the port of Norfolk, Va. The North Carolina native

was a member of the engine department, last sailing as a chief engineer. Boatman Paul

continues to live in his native state of North Carolina.

GREAT LAKES

DANIEL L. MEYERS, 61, began sailing with the Seafarers in 1966 from the port of Detroit. He shipped as a member of the deck department. Brother Meyers retired to his native state of Wisconsin.



MUSLEH MUHSIN, 65, started his career with the SIU in 1968 in the port of Detroit. Brother

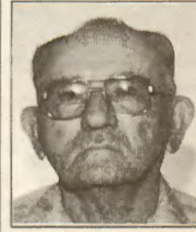
Muhsin sailed in all three departments: steward, engine and deck. Born in Arabia, he now makes his home in Michigan.

JIMMY N. PITSAS, 62, started his career with the Seafarers in 1967 in the port of Chicago.

Brother Pitsas sailed as a member of the deck department. Born in Greece, he became a naturalized U.S. citizen and has retired to Indiana.



RAILROAD MARINE



FLOYD M. FOSTER, 64, joined the Seafarers in 1960 in the port of Norfolk, Va. He sailed in

the deck department and worked primarily for the Pennsylvania Railroad. Brother Foster continues to reside in Virginia.

Not Your Ordinary Fire Drill



What started out as a regular fire and boat drill aboard the *Overseas Vivian* on August 31 ended with a surprise retirement party for AB Al Bertrand. Brother Bertrand, who started sailing with the SIU in 1961, says it is now time for the younger generation to take over. His fellow shipmates wish him a healthy and happy well-deserved retirement in his hometown of Pasadena, Texas.

Seafarers Keep 'Stick-Ship' Sailing the High Seas

While docking in Guam, OS Richard Russell, AB Jesus Torres and OS Mohammad Atif handle the lines.



Maintaining a 27-year-old breakbulk freighter is no easy task. Just ask Seafarers aboard the *Cleveland*, a Sealift, Inc. C-5 cargo ship.

In a letter to the *Seafarers LOG*, Bosun David J. Garoutte reported that the crew is constantly hard at work keeping the ship in "immaculate condition."

"Realizing there are not many of these "stick ships" left afloat, the *Cleveland* crew takes great pride in keeping her clean and in good working order," explained Garoutte, who also provided the accompanying photos.

Contracted by the Military Sealift Command, the *Cleveland* is one of only a handful of breakbulk freighters that remain in operation. (The *Cleveland* and vessels like it are known as stick ships because the cranes and booms built aboard the vessels are designed to load and unload cargo.)

Due to the speed that containerships have brought to the process of handling cargo, the use of breakbulk freighters has declined. Now, the only SIU vessels which still have cranes on board capable of self-loading and unloading in port are military contracted ships.

While shuttling cargo between ports in Guam, Diego Garcia and Singapore, Garoutte and members of the deck department take special care of the booms to keep them in proper working order. They also perform regular maintenance on the vessel's winches and hatches. "There is much more technical and demanding work that needs to be done on a regular basis aboard the *Cleveland* than would be necessary aboard any other type of ship," noted Garoutte.

"At the beginning of my career at sea, I learned so much on these and similar ships," said the bosun. "Twenty-three years later, I'm still learning a thing or two about them! I'm glad I've had the chance these last few years to work on this type of ship, whose technology—but definitely not its usefulness—seems to be becoming a thing of the past," Garoutte concluded.

While hard work is a regular part of the daily shipboard routine for Seafarers aboard the *Cleveland*, barbecues have become a weekly ritual. Garoutte stated that while the work is demanding and the hours long, "the officers and crew look forward to the weekly barbecues on board as well as the occasional cookout on the beach while at anchor in Guam or Diego Garcia. Getting together as friends when the week is through is often our payoff," the bosun wrote.



Cookouts occasionally take place on the beach while the vessel is at anchor in Guam or Diego Garcia. Enjoying one of these meals in Diego Garcia are, from left, OS James Fekaney, AB Carl Townson, OMU Steve Sanchez, Bosun Dave Garoutte and GSU Dustin Wilson.



The *Cleveland's* crew appreciates the weekly barbecues which Steward/Baker Dave Alexander (left), GSU Kim Vaughn (middle) and Chief Cook Carlos Sierra are in the process of preparing.



As a reward for hard work, weekly barbecues on deck are becoming a routine part of life aboard the *Cleveland*. From left are OMU M. Ponatowski, Electrician I. Samra, Radio Officer Mike Stone, Chief Cook Carlos Sierra and Steward/Baker Miguel Vinca.

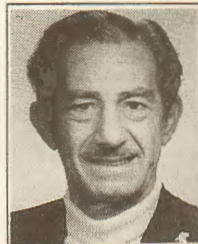


The *Cleveland's* jumbo boom—capable of lifting 70 tons—unloads a military vehicle in the port of Guam.

Final Departures

DEEP SEA

SALVATORE AMATO



Pensioner Salvatore Amato, 78, passed away October 6. Born in Nebraska, he joined the Marine Cooks & Stewards (MC&S) in 1960 in the port of San Francisco, before that union merged with the SIU's Atlantic, Gulf, Lakes and Inland Waters District (AGLIWD). Brother Amato began receiving his pension in July 1982.

CHESTER L. ANDERSON

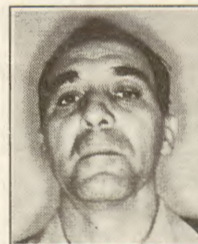
Pensioner Chester L. Anderson, 69, died October 12. He began sailing with the Seafarers in 1955 from the port of New York. Born in Canada, Brother Anderson worked as a member of the deck department. He retired in May 1991.

ALEXANDER BENZUK



Pensioner Alexander Benzuk, 70, passed away October 19. Born in New Jersey, he joined the SIU in 1944 in the port of Savannah, Ga. Brother Benzuk sailed in the engine department and upgraded at the Lundeberg School. He began receiving his pension in June 1987.

ANGEL C. BURGOS



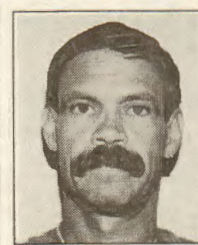
Pensioner Angel C. Burgos, 99, died October 4. A native of Puerto Rico, he began sailing with the Seafarers in 1941 from the port of New York. Brother Burgos sailed as a member of the engine department. During his union career, he participated in various union organizing drives and beefs. Brother Burgos retired in May 1969.

CHARLES R. BURNS



Pensioner Charles R. Burns, 67, passed away October 19. Brother Burns started his career with the SIU in 1961 in the port of New Orleans. He shipped in the engine department and upgraded his rating to QMED at the Lundeberg School. Born in Florida, Brother Burns began receiving his pension in February 1992.

DIOSDADO CAMPOS



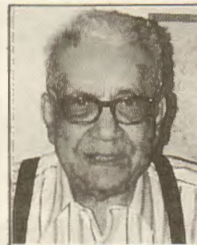
Diosdado Campos, 51, died August 26. Born in Puerto Rico, he started sailing with the Seafarers in 1979 from the port of New York. Brother Campos shipped in both the engine and deck departments and upgraded at the Lundeberg School.

FRANCISCO CARABBACAN



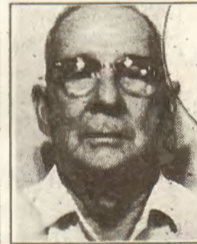
Pensioner Francisco Carabbacan, 93, passed away November 7. He began his career with the SIU in 1947 in the port of New York. Brother Carabbacan sailed as a member of the steward department. Born in the Philippines, Brother Carabbacan lived in California. He retired in February 1969.

ANTONIO L. DOS SANTOS



Pensioner Antonio L. Dos Santos, 82, died October 16. Born in Brazil, he joined the Seafarers in 1951 in the port of Baltimore. Brother Dos Santos sailed as a member of the engine department. He resided in Maryland and began receiving his pension in April 1972.

GERALD L. GARRITY



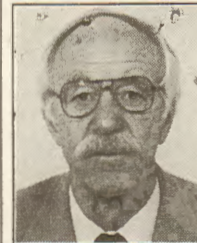
Pensioner Gerald L. Garrity, 90, passed away October 10. The Louisiana native began sailing with the SIU in 1951 from the port of New Orleans. Brother Garrity shipped as a member of the engine department and began receiving his pension in September 1974.

EMIL A. GOMEZ



Pensioner Emil A. Gomez, 70, died October 15. A native of New York, he started his career with the Seafarers in 1944 in the port of New York. Brother Gomez sailed in the steward department. He retired in August 1995.

FRANCIS E. HENSEN



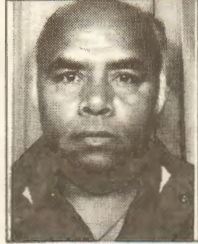
Francis E. Hensen, 73, passed away October 18. Born in California, he began sailing with the SIU in 1988 from the port of San Francisco. Brother Hensen shipped as a member of the deck department.

BRUCE R. HUBBARD



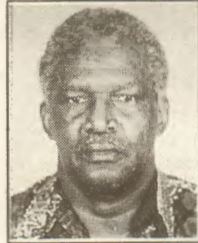
Pensioner Bruce R. Hubbard, 75, died October 8. Brother Hubbard joined the Seafarers in 1953 in the port of Galveston, Texas. He sailed as a member of the engine department. Born in Washington, he began receiving his pension in September 1985.

JOHN JAPPER



John Japper, 64, passed away November 5. A native of New York, he began sailing with the SIU in 1962 from the port of New York. The deck department member upgraded frequently at the Lundeberg School and graduated from the training facility's bosun recertification program in 1975.

JAMES J. JOHNSON JR.



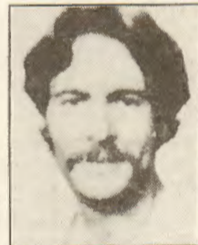
Pensioner James J. Johnson Jr., 76, died October 14. He started his career with the Seafarers as a charter member in 1939 in the port of Mobile, Ala. Brother Johnson sailed in the steward department and began receiving his pension in July 1985.

VINCENT D. LARIMER



Vincent D. Larimer, 29, passed away October 6. He graduated from the Lundeberg School program for entry level seamen in 1988 and joined the SIU in the port of Piney Point, Md. The Alabama native sailed in the engine department and upgraded at the Lundeberg School. Brother Larimer was a resident of Alabama.

ALAN F. LAUTERMILCH



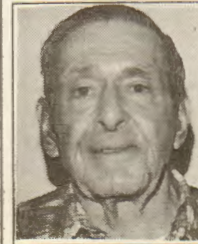
Alan F. Lautermilch, 46, died October 3. Born in New Jersey, he began sailing with the SIU in 1977 from the port of New York. Brother Lautermilch shipped in the deck department. He upgraded at the Lundeberg School and completed the bosun recertification course there in 1989. From 1968 to 1971, he served in the U.S. Army.

LUTHER PATE



Pensioner Luther Pate, 74, passed away October 6. Brother Pate joined the SIU in 1947 in the port of New Orleans. The deck department member upgraded at the Lundeberg School. In 1975, Brother Pate graduated from the school's bosun recertification course. From 1942 to 1947, he served in the U.S. Navy. A native of Alabama, he retired in June 1986.

ERNEST W. PIERCE



Pensioner Ernest W. Pierce, 77, died October 23. Born in Massachusetts, he began sailing with the Seafarers in

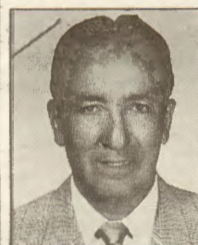
1959 from the port of New York. Brother Pierce shipped as a member of the deck department and began receiving his pension in April 1985.

JOSE H. RODRIGUEZ



Jose H. Rodriguez, 59, passed away October 23. He started his career with the SIU in 1972 in the port of New Orleans. Brother Rodriguez shipped in all three departments: engine, deck and steward. He upgraded his engine department ratings at the Lundeberg School. Born in Honduras, he became a U.S. citizen.

JOSE A. SILVA



Pensioner Jose A. Silva, 90, died October 19. Brother Silva joined the Seafarers in 1946 in the port of Philadelphia and sailed in the deck department. Born in Peru, he became a U.S. citizen. Brother Silva was a resident of Florida and began receiving his pension in March 1975.

JOSEPH F. SPIRITO



Pensioner Joseph F. Spirito, 72, passed away October 8. Born in Pennsylvania, he began sailing with the SIU in 1957 from the port of New York. Brother Spirito shipped in the steward department, last sailing as a chief cook. From 1943 to 1946, he served in the U.S. Navy. Brother Spirito retired in April 1991.

RAYMOND E. WATERFIELD



Pensioner Raymond E. Waterfield, 74, died October 16. He started sailing with the Seafarers in 1958 from the port of Norfolk, Va. Brother Waterfield shipped in the engine department and retired in December 1972.

WILLIAM H. WEST



Pensioner William H. West, 64, passed away October 19. A native of New York, he graduated from the Andrew Furuseth Training School in 1960 and joined the SIU in the port of New York. Brother West sailed in the deck department. He served in the U.S. Army from 1948 to 1952. Brother West began receiving his pension in September 1991.

CARLOS WILLIAMS



Pensioner Carlos Williams, 54, died October 3. Brother Williams graduated in 1968 from the Marine Cooks & Stewards Training School in Santa Rosa, Calif. and joined the MC&S in the port of San Francisco, before that union merged with the SIU's AGLIWD. The Missouri native upgraded at the Lundeberg School. Brother Williams retired in December 1991.

JESSIE WINFIELD



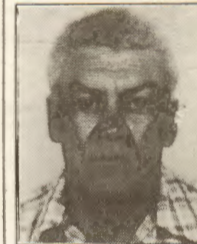
Pensioner Jessie Winfield, 72, passed away October 11. He started his career with the Seafarers in 1944 in the port of Baltimore. Sailing in the steward department, Brother Winfield advanced through the ranks of the galley crew. He accomplished this by upgrading at the Lundeberg School. Born in Virginia, he retired in April 1985.

VINCENT YOUNG

Pensioner Vincent Young, 80, died October 7. He began sailing with the SIU in 1963 from the port of New York. The steward department member shipped in both the inland and deep sea divisions. He upgraded at the Lundeberg School, last sailing as a chief cook. Born in Japan, Brother Young began receiving his pension in February 1983.

INLAND

LESLIE F. HAYNIE



Pensioner Leslie F. Haynie, 78, passed away October 26. Boatman Haynie started his career with the SIU in 1961 in the port of Norfolk, Va. The Virginia native most recently sailed in the deck department as a tugboat captain. Boatman Haynie was a resident of Virginia and retired in August 1986.

CHARLES B. RAYBURN



Pensioner Charles B. Rayburn, 90, died September 20. He joined the Seafarers in 1961 in the port of Norfolk, Va. Sailing in the deck department as a mate, the North Carolina native worked primarily on vessels operated by Curtis Bay Towing. Boatman Rayburn began receiving his pension in June 1971.

ADOLF W. THORING



Pensioner Adolf W. Thoring, 87, passed away September 16. Boatman Thoring began sailing with the SIU

**SUMMARY ANNUAL REPORT
FOR SEAFARERS WELFARE FUND**

This is a summary of the annual report of the Seafarers Welfare Fund, EIN 13-5557534, Plan No. 501, for the period January 1, 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).

The trust has committed itself to pay claims incurred under the terms of the Plan.

Basic Financial Statement

The value of plan assets, after subtracting liabilities of the plan, was \$(32,317,520) as of December 31, 1994, compared to \$(33,736,389) as of January 1, 1994. During the plan year, the plan experienced an increase in its net assets of \$1,418,869. This increase includes unrealized appreciation and depreciation in the value of plan assets; that is, the difference between the value of the plan's assets at the end of the year and the value of the assets at the beginning of the year or the cost of assets acquired during the year. During the plan year, the plan had a total income of \$41,275,841, including employer contributions of \$40,792,399 and earnings from investments of \$238,243.

Plan expenses were \$39,856,972. These expenses included \$4,199,572 in administrative expenses and \$35,657,400 in benefits paid to participants and beneficiaries.

Your Rights To Additional Information

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

1. an accountant's report;
2. assets held for investment;
3. loans or other obligations in default;
4. transactions in excess of 5% of plan assets; and
5. service provider and trustee information.

To obtain a copy of the full annual report, or any part thereof, write or call the office of Mr. Lou Delma, who is plan administrator, at 5201 Auth Way, Camp Springs, MD 20746-4211; telephone (301) 899-0675. The charge to cover copying costs will be \$1.50 for the full annual report or 10 cents per page for any part thereof.

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

You also have the legally protected right to examine the annual report at the main office of the plan at 5201 Auth Way, Camp Springs, MD 20746-4211 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 Benefits Administration, U.S. Department of Labor, 200 Constitution Avenue NW, Washington, DC 20210.

Final Departures

Continued from page 19

in 1957 from the port of Philadelphia. He shipped in the deck department and advanced from mate to captain. Born in Norway, he became a naturalized U.S. citizen and retired in January 1973.

WILLIAM R. WALLEN



Pensioner William R. Wallen, 77, died September 21. Born in New Jersey, he started his career with the Seafarers in 1966 in the port of Philadelphia. Boatman Wallen sailed in the engine department and upgraded at the Lundeborg School. He began receiving his pension in January 1984.

GREAT LAKES

JOSEPH M. LAFRENIERE



Pensioner Joseph M. Lafreniere, 77, passed away November 3. The Michigan native began sailing with the SIU in 1962 from the port of Chicago. Brother Lafreniere sailed as a member of the deck department and retired in August 1980. A veteran

of World War II, he served in the U.S. Army from 1942 to 1945.

FRANCIS M. MADIGAN



Pensioner Francis M. Madigan, 76, died July 5. A native of New York, he joined the Seafarers in 1961 in the port of Buffalo, N.Y. Brother Madigan sailed in the deck department. From 1944 to 1946, he served in the U.S. Navy. Brother Madigan was a resident of New York and retired in September 1982.

ARTHUR MARTIN

Arthur Martin, 76, passed away February 11. Brother Martin started sailing with the SIU in 1962 in the port of Chicago. The Illinois native sailed in the deck department. Brother Martin was a resident of Indiana.

NORBERT S. WERDA

Pensioner Norbert S. Werda, 67, died July 5. He joined the Seafarers in 1950 in the port of Alpena, Mich. Brother Werda shipped in the engine department, last sailing as a conveyorman. From 1946 to 1947 he served in the U.S. Army. Born in Michigan, Brother Werda retired in March 1993.

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.

VA Merchant Marine Vets Map Out the New Year



Members of the Hampton Roads (Va.) chapter of the American Merchant Marine Veterans are busy planning this year's schedule of events—including the election of officers. Pictured above at a recent meeting are (seated, left to right) retired MFOV member John K. Dover; retired Seafarer Max Simerly, clerk-recruiter of the chapter; Bobby Kennedy, Williamsburg, Va. representative; W.B. Huffer, Richmond, Va.-area recruiter; (standing, from left) Billie Leggett, vice president; and Captain James H. Price, executive officer. For more information on the chapter, please call (804) 247-1656.

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.

SEA-LAND EXPLORER (Sea-Land Service), October 15—Chairman **Jack Kingsley**, Secretary **Eva Myers**, Educational Director **G. Pollard-Lowsley**, Deck Delegate **J. Henry**. Chairman reminded crew to separate plastics from regular garbage. No beefs or disputed OT reported. Crew extended special vote of thanks to AB Henry for going ashore to purchase new movies for crew lounge. Chairman thanked crew for keeping noise down in hallways at night. Next port: Oakland, Calif.

SEA-LAND HAWAII (Sea-Land Service), October 29—Chairman **J.L. Carter**, Secretary **Brenda Kamiya**, Engine Delegate **A. Yahmed**, Steward Delegate **John Padilla**. Chairman thanked entire crew for job well done preparing ship for annual Coast Guard inspection. Educational director urged crew to continue upgrading at Lundeberg School. Treasurer reported \$165 in crew movie fund. Deck delegate reported disputed OT. No beefs or disputed OT reported by engine or steward delegates. Crew requested new dryer. Galley gang thanked for job well done.

CHARLESTON (Apex Marine), November 26—Chairman **Mark Holman**, Educational Director **Clarence Langford**, Engine Delegate **Christopher Clements**. Chairman advised crew of payoff in port of Charleston, S.C. Educational director urged members to attend upgrading courses at Piney Point. No beefs or disputed OT reported. Crew asked for new speakers and radio for lounge and, if possible, new movies every 30 days.

GALVESTON BAY (Sea-Land Service), November 27—Chairman **James Davis**, Secretary **Janet Price**, Educational Director **Robert Whitaker**, Deck Delegate **Doug Jones**. No beefs or disputed OT reported. Crew thanked steward department for fine Thanksgiving Day feast.

GUAYAMA (NPR, Inc.), November 20—Chairman **Gerald Kidd**, Secretary **J.P. Speller**, Deck Delegate **Mott Arnold**, Engine Delegate **Gary Doyen**, Steward Delegate **A.H. Azez**. Chairman

reported upcoming payoff and advised crewmembers to donate to SPAD and upgrade at Paul Hall Center. No beefs or disputed OT reported. Crew thanked galley gang for job well done.

ITB JACKSONVILLE (Sheridan Transportation), November 26—Chairman **George Diefenbach**, Secretary **R.E. Crawford**, Educational Director **S. Penn**, Steward Delegate **Louis Escobar**. Chairman announced payoff in Jacksonville upon arrival in port and urged members to upgrade at Lundeberg School. No beefs or disputed OT noted. All three delegates reported smooth sailing. Crew extended special vote of thanks for job well done.

LEADER (Kirby Tankships), November 26—Chairman **Patrick Rankin**, Secretary **Norman Duhe**, Educational Director **R. Gracey**, Deck Delegate **Carson Jordan**, Engine Delegate **Patrick Carroll**. Educational director advised crewmembers of the importance of attending tanker operation/safety course at Piney Point. No beefs or disputed OT reported.

NUEVO SAN JUAN (NPR, Inc.), November 25—Chairman **Ronald Dailey**, Secretary **K.L. Marchand**, Educational Director **James Williams**, Steward Delegate **Joseph Brooks**. Chairman announced payoff in port of San Juan, P.R. and advised crewmembers on importance of attending tanker operation/safety course at Piney Point. No beefs or disputed OT reported. Crew requested increased dental coverage be included in next contract. Crew extended thanks to steward department for great food at all times and nice Thanksgiving Day dinner.

OMI STAR (OMI), November 9—Secretary **Leonard Murray**. No beefs or disputed OT reported. Crew discussed importance of getting enough rest prior to watch standing. Crew gave vote of thanks to galley gang members **L. Murray** and **Al Bartly** for jobs well done. Crew addressed issue of writing members of Congress to encourage them to keep the Jones Act. Next port: Savannah, Ga.

OVERSEAS JUNEAU (Maritime Overseas), November 14—Chairman **John T. Baker**, Secretary **Michael Meany**, Educational Director **Coy Herrington**, Deck Delegate **Sean O'Doherty**, Engine Delegate **Robert Dehlbom**, Steward Delegate **Saleh Kassem**. Educational director encouraged members to upgrade at Paul Hall Center. No beefs or disputed OT reported. Crew requested new furniture in crew lounge. Crew thanked captain and chief engineer for TV, antenna and new washer in crew laundry.

SEA-LAND CHALLENGER (Sea-Land Service), November 13—Chairman **J.R. Wilson**, Secretary **James Harper**, Educational Director **B.R. Connell**, Deck Delegate **Mike Ortiz**, Engine Delegate **Michael Veigel**. Secretary noted smooth sailing with everyone doing a fine job in keeping ship in good condition. Educational director reminded crew to donate to SPAD. Treasurer reported \$192 in ship's fund. Deck delegate requested movie cabinet to store videotapes. No beefs or disputed OT reported. Crew requested company have ship fumigated. Crew thanked galley gang and DEU **Ahmed Hassan** for jobs well done. Next port: Long Beach, Calif.

SEA-LAND EXPLORER (Sea-Land Service), November 19—Chairman **Jack Kingsley**, Secretary **Eva Myers**, Educational Director **G. Pollard-Lowsley**, Deck Delegate **James Henry**. Chairman noted dryer in crew laundry repaired by chief electrician. Educational director reminded crewmembers to enroll in tanker operation/safety course at Lundeberg School before end of 1996. No beefs or disputed OT reported. Chairman discussed pending maritime revitalization legislation and encouraged crew to write members of Congress to urge its passage. Bosun requested crewmembers keep noise down in passageways so others can sleep.

SEA-LAND INNOVATOR (Sea-Land Service), November 18—Chairman **Joe Salcido**, Secretary **Jose Bayani**, Educational Director **Cliff McCoy**, Deck Delegate **Charles Howell**, Engine Delegate **Lonnie Carter**. Chairman reported extra pillows, blankets and mattresses available for crew through steward delegate. Secretary thanked deck and engine departments for jobs well done and extended special thanks to wiper for his hard work. Educational director urged members to upgrade at Paul Hall Center. Engine delegate reported beef. No beefs or disputed OT reported by deck or steward delegates. Next port: Long Beach, Calif.

SEA-LAND NAVIGATOR (Sea-Land Service), November 27—Chairman **Oscar Wiley**, Educational Director **George Cruzen**. Chairman discussed importance of attending tanker operation/safety course at Lundeberg School. He reminded crewmembers to make sure they are registered to vote in the 1996 presidential election. No beefs or disputed OT reported.

SEA-LAND PRODUCER (Sea-Land Service), November 26—Chairman **Jack Edwards**, Secretary **David Cunningham**, Educational Director **Jim Smitko**, Deck Delegate **G.B. Carter**, Engine Delegate **Ronald Giannini**, Steward Delegate **Ernest Polk**. Bosun noted arrival and departure times in ports of Long Beach and Oakland, Calif. He also advised crew of Coast Guard inspection and fire drill. Educational director reminded crewmembers of importance of attending tanker operation/safety course at Piney Point. He also advised crew to check

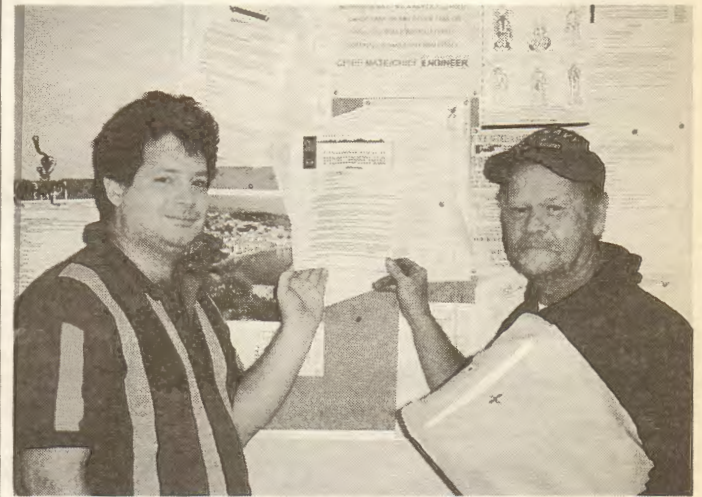
renewal dates on z-cards. Treasurer announced \$1,850 in ship's fund. No beefs or disputed OT reported. Crew thanked steward department for excellent Thanksgiving dinner, homemade cookies and "make-your-own-pizza night." Next port: New Orleans.

SEA-LAND SPIRIT (Sea-Land Service), November 14—Chairman **Howard Gibbs**, Secretary **Steve Apodaca**, Educational Director **David Bautista**, Deck Delegate **Gary Smith**, Engine Delegate **A. Bambita**, Steward Delegate **Mario Firme Jr.** Chairman announced arrival time in port of Tacoma, Wash. Secretary stressed importance of donating to SPAD. Educational director reminded crewmembers to attend tanker operation/safety course at Lundeberg School. Deck delegate

reported. Crew thanked galley gang for serving an interesting and varied menu.

USNS POTOMAC (Bay Ship Management), November 26—Chairman **David Zurek**, Secretary **E. Cordova**, Educational Director **P. Ferguson**, Deck Delegate **Wayne Powers**, Engine Delegate **James McParland**, Steward Delegate **Matthew Schilling Sr.** Chairman asked crewmembers to attend all union meetings and take tanker operation/safety course offered at Paul Hall Center. Secretary advised crew to consider safety above all else and report any unsafe conditions. Educational director encouraged crewmembers to participate in Piney Point upgrading programs. No beefs or disputed OT reported. Crew discussed beginning ship's fund. Crew com-

Keeping Up-to-Date Aboard the Matthieson



There is good, open communication aboard the *Richard G. Matthieson*, according to Bosun Harry R. Johns (right), as he posts a new letter from headquarters on the ship's bulletin board following a recent payoff in the port of Baltimore. With him aboard the Ocean Shipholdings, Inc. vessel is Steward/Baker Dante F. Slack.

reported disputed OT. No beefs or disputed OT noted by engine or steward delegates. Crew extended special vote of thanks to AB **Michael Dunn** for going ashore to purchase movies for crew. Crew thanked galley gang for job well done. Next port: Oakland, Calif.

SEA-LAND SHINING STAR (Sea-Land Service), November 17—Chairman **Giovanni Vargas**, Secretary **Robert Hess**, Educational Director **Ramon Borrero**. Chairman distributed *Seafarers LOG* and informed crewmembers ship headed for dry dock January 31. Steward delegate noted he was able to attend Maritime Trades Department convention in New York while upgrading at Lundeberg School in October. He informed members of topics discussed and distributed sample letters to send to individual congressmen, urging them to support maritime revitalization legislation. In addition, steward advised crewmembers of fund being set up for children of El Niño Hospital in port of San Juan as gift from crew of *Shining Star*. Disputed OT reported by engine delegate. No beefs or disputed OT raised by deck or steward delegates. Crew extended special vote of thanks to steward department for job well done. One moment silence observed for departed SIU brothers and sisters. Next port: Elizabeth, N.J.

SEA-LAND TRADER (Sea-Land Service), November 19—Chairman **Loren Watson**, Secretary **Vainu Sili**, Educational Director **Milton Sabin**, Deck Delegate **Russ Caruthers**, Engine Delegate **Saleh Guans**, Steward Delegate **Kenneth Clark**. Chairman noted ship going into Hong Kong shipyard on December 18 until December 30 and bus service will be provided for crew into town. Treasurer reported \$100 in ship's fund. No beefs or disputed OT

mended steward department for doing an excellent job. Next port: Souda Bay, Crete.

SEA-LAND DEVELOPER (Sea-Land Service), December 13—Chairman **Dana Cella**, Secretary **Scott Opdshl**, Educational Director **John Ross**, Deck Delegate **Sal Lagare**, Engine Delegate **Ahmed Hussain**, Steward Delegate **Don Flunker**. Chairman commended crew on excellent trip and gave special thanks to deck department for job well done. He reminded members to rewind videotapes before returning them to library. Bosun advised crew that in today's political world, SPAD donations are very important. Secretary urged crewmembers to continue writing members of Congress for their help in passing maritime revitalization legislation. Educational director asked crew to continue reading *Seafarers LOG* and take advantage of upgrading opportunities available at Lundeberg School. No beefs or disputed OT reported. Crewmembers asked contracts department to look into increased dental benefits and wages in next contract agreement. Galley gang thanked for job well done with special thanks to Chief Cook **Flunker** for showing pride in work and putting out great meals. Next port: Tacoma, Wash.

SEA-LAND PACIFIC (Sea-Land Service), December 7—Chairman **Tim Fitzgerald**, Secretary **George Bronson**, Educational Director **Gary Dohl**, Deck Delegate **Theodore Doi**, Steward Delegate **Charles Atkins**. Secretary reminded crewmembers to upgrade at Paul Hall Center. Deck delegate reported disputed OT and steward delegate raised beef. No beefs or disputed OT reported by engine delegate. Crew thanked steward department for extra efforts in preparing delicious meals. Next port: Tacoma, Wash.

Guess What's for Dinner . . .



QMED Sam Addo (left) and AB Julius Udan help pull in a 100-pound tuna, caught off the coast of Guam from aboard the *Sea-Land Pacific*. The photo was taken by AB Tillman Churchman.

Lundeberg School Graduating Classes



Trainee Lifeboat Class 543—Graduating from trainee lifeboat class 543 are (from left, kneeling) George Burgos, Robert Barrett, Omar Carey, David Heindel, Gerald Bollinger Jr., April May, (second row) Johanny Gonzalez, Aaron McBride, Corey Benesh, Chester Wheeler III, Frank Ortiz, David Page, Michael Henry Jr. and Bob Boyle (instructor).



QMED—Earning their QMED endorsements on October 24 are (from left, kneeling) Brian Gelaude, Benny Orosco, Robert Nelson, John Fichter Jr., Allen Ward, (second row) Lucien Pierson, Michael Rueter, Kroeger Iobst, Joseph Perry, Bruce Wright, Robert Brown Jr. and Kurt Jacobsen.



Limited License—Receiving their certificates of completion on October 26 are (from left) Jose Lopez, Nick Moramarco, Jim Brown (instructor), James Anderson, Dave Chesson Jr., Kenneth Heller and Brian Thibodeaux.



Chief Cook—Completing the chief cook course on November 15 are (from left, kneeling) Paul Guzman, Robert Arana, Daniel Idos, Wagner Pellerin, (second row) Abraham Martinez, Jioia de Leon, Oren Parker, Kristen Swain, Paula Kaleikini, Ernest Dumont Sr., Vincent Alonzo, (third row) Santiago Martinez, Daniell Wehr, James Boss and Donald Garrison. Not pictured are Wadsworth Jarrell and Blair Humes.



Chief Steward—SIU members completing the chief steward class on November 15 are (from left) Andre Zene, Ruti DeMont, Peter Crum, Stanley Krystosiak and Glenn Taan. Not pictured is Martin Carrico.



Upgraders Lifeboat—Certificates of training were received by the November 8 class of upgraders: Carlos C. Boiser Jr. (left) and Salah Asabahi.



Welding—Receiving their certificates on November 13 for successful completion of the welding course are (from left, kneeling) Colin Murray, Luisito Balatbat, (second row) Roberto Flauta, Troy Wood, James Larkin Jr., Miles Copeland, Andrew VanBourg and Jim Shaffer (instructor).



Tanker Operation/Safety—Seafarers completing the tanker operation/safety course on November 16 are (from left, kneeling) Nick Moramarco, Chris Earhart, Joseph Saxon, Bill Dendy, Robert Nelson, Sal Tomeo, Eric Lund, Allen Ward, Jack Davis, (second row) Richard Lewis, Larry Lopez, Amado Abaniel, Bob Carle (instructor), Marjorie Harris, Garry Feurtado, Jim Scheck, (third row) Freddie Hudson, Floyd Patterson, James Lewis, Mahendra Singh, Franklin Akins, Sinclair Wilcox, Frank Bolton, Rodney Aucoin, Neil Matthey, John Fleming, (fourth row) Ernest Perreira, Kenneth Heller, Theodore Bush III, Gregory White, Ronald Dewitt, Rodney Pence, Zinnonnon Jackson, Winton Rich, John Osburn, John Dean, (fifth row) David Campbell, Robert Rudd and John Bennifield.

LUNDEBERG SCHOOL 1996 UPGRADING COURSE SCHEDULE

The following is the schedule for classes beginning between February and July 1996 at the Seafarers Harry Lundeborg 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	February 26 May 6	March 8 May 17
Limited License Able Seaman	July 1 April 29	August 9 June 28
Radar	February 19 March 18 April 29 June 24	February 23 March 22 May 3 June 28
Lifeboatman	March 25	April 5

Safety Specialty Courses

Course	Start Date	Date of Completion
Tanker Operation/Safety	February 5 March 4 April 1 April 29 May 27 June 24 July 22	March 1 March 29 April 26 May 24 June 21 July 19 August 16
Advanced Firefighting	February 12 April 29	February 23 May 10

Steward Upgrading Courses

	Start Date	Date of Completion
Cook and Baker, Chief Cook, Chief Steward	March 25	June 14

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
Marine Electrical Maintenance I	March 18 July 15	April 26 August 23
Basic Electronics	April 22	May 17
Marine Electronics Technician I	June 3	July 12
Marine Electronics Technician II	July 15	August 23
Refrigerated Containers	June 10	July 5
Welding	July 15	August 9
Pumproom Maintenance	April 1	April 12
Power Plant Maintenance	February 5 May 20	March 15 June 28

Inland Courses

Course	Start Date	Date of Completion
Engineroom Operations	February 5	February 16
Engineroom Troubleshooting	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
Steward Recertification	July 1	August 2

Additional Courses

Course	Start Date	Date of Completion
GED Preparation	April 22 July 22	July 13 October 12
English as a Second Language (ESL)	February 5 April 1	March 15 May 10
Lifeboat Preparation	March 11	March 22
Introduction to Computers	to be announced	
Developmental Math - 098	June 3 July 1	July 26 August 3
Developmental Math - 099	July 1	August 3

UPGRADING APPLICATION

Name _____

Address _____

Telephone _____ Date of Birth _____

Deep Sea Member Lakes Member Inland Waters Member

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

Social Security # _____ Book # _____

Seniority _____ Department _____

U.S. Citizen: Yes No Home Port _____

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

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

If yes, class # _____

Have you attended any SHLSS upgrading courses? Yes No

If yes, course(s) taken _____

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

Yes No Firefighting: Yes No CPR: Yes No

Primary language spoken _____

With this application, COPIES of 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 Lundeborg 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: Lundeborg School of Seamanship, Admissions Office, P.O. Box 75, Piney Point, MD 20674-0075.



SUMMARY ANNUAL REPORT

The summary of the annual report for the Seafarers Welfare Fund may be found on page 20 in this issue of the LOG.

Volume 58, Number 1

January 1996

The Year In Review

Quest for Jobs Dominated Seafarers' Agenda in 1995

If one word could describe 1995 for members of the Seafarers International Union, that word would be jobs.

From pushing for maritime-related legislation on Capitol Hill to the launching of a new passenger riverboat, the effort of the SIU throughout the year was on maintaining the U.S.-flag merchant fleet while gaining new jobs for union members.

Legislation Secures Jobs

The year began with a new Republican-led Congress coming to Washington. Seafarers, pensioners and their families made sure these newly elected officials knew how important maritime is to America's economic and national security.

Work soon began in both the House and Senate on bills that would provide jobs for merchant mariners into the next century. Union members worked with the SIU's legislative office in helping to secure passage of these measures.

Jobs aboard tankers were provided for years to come when President Clinton signed legislation on November 28 that allows Alaskan North Slope oil to be exported as long as it is carried aboard U.S.-flag tankers.

In announcing its support for the bill during Senate and House hearings, the SIU told Congress that the measure would keep the U.S.-flag independent tanker fleet sailing into the next century while providing economic and national security. SIU members wrote, called and visited with elected officials to push for this bill.

Tankers loaded with the oil for export could be sailing by the summer of 1996.

Another measure that was making its way through Congress in 1995 was maritime revitalization legislation. This bill, introduced by the Clinton administration and supported by Republicans and Democrats alike, would help fund approximately 50 U.S.-flag containerships over a 10-

year period.

Seafarers have been very active in the campaign to enact this legislation because of its importance to the maritime industry and the nation's security.

By the end of the year, both chambers of Congress had approved funding for the first year of the maritime revitalization program. However, the bill to create the program had only cleared the House.

Vessels Break Out

While congressional legislation will help to secure jobs for mariners, the SIU also acquired new employment opportunities aboard vessels that joined the fleets of union-contracted companies during 1995.

Hundreds of jobs were created in June when the *American Queen* began service in the SIU-contracted Delta Queen Steamboat Co. fleet. Like the *Delta Queen* and *Mississippi Queen*, the *American Queen* takes passengers along the Mississippi River and its tributaries. The 418-foot pad-



In March, SIU President Michael Sacco told the Senate Energy and Natural Resources Committee that allowing the export of Alaskan North Slope oil on U.S.-flag tankers would create jobs for mariners.

dlewheel was the first overnight passenger vessel built in a U.S. shipyard in the last 40 years.

Also breaking out of the yard during 1995 were two new integrated tug-barges for the SIU-contracted Penn Maritime fleet. The tug *Eliza* and barge *Atlantic* came on line in March, while the sister vessels, the tug *Lucia* and barge *Caribbean*, started moving petroleum along the Atlantic coast in June.

During 1995, the U.S. Army launched its fleet of prepositioning ships, modeled after the suc-

cessful program implemented by the U.S. Marine Corps. (The SIU already crews 13 of the vessels in the Marine Corps' fleet.)

Seafarers sailed the first two of the Army's vessels from Baltimore in March after the roll-on/roll-off ships were refitted to meet U.S. standards and the military's specifications. The *SP5 Eric G. Gibson* and *LTC Calvin P. Titus* will be joined during 1996 by five more support ships, also to be crewed by SIU members, presently being converted in American shipyards.

In August, SIU-contracted

U.S. Marine Management Inc. (USMMI) was awarded a five-year pact to operate the U.S. Navy's Military Sealift Command oceanographic vessels. The award meant Seafarers would crew two more vessels in the USMMI fleet, which increased to 10.

New Contracts Signed

New contract agreements ensured Seafarers would remain aboard their vessels in the deep sea, inland and Great Lakes divisions.

SIU members who sail aboard Crowley American Transport roll-on/roll-off vessels approved a 10-year pact that covered wages, medical and fringe benefits.

Boatmen who work on tug-boats and barges along the Gulf of Mexico waterways between Florida and Texas agreed to separate three-year accords. Among the companies that reached new pacts were Sabine Transportation, Moran, Higman Towing and Red Circle.

Along the Atlantic coast, SIU boatmen sailing with Cape Fear Towing and Allied Towing saw to their own job security by signing independent three-year contracts.

Meanwhile, on the Great Lakes, boatmen aboard Great Lakes Towing harbor tugs inked a five-year agreement.

Security Through Upgrading

Upgrading at the Paul Hall Center for Maritime Training and Education not only prepared members to improve their skills and upgrade to new jobs, it also prepared Seafarers for the maritime jobs of the future.

In addition to regularly scheduled courses to become able seamen, QMEDs and chief cooks, the center offered specialty classes at its Piney Point, Md. campus in tanker operation/safety and refrigeration technician certification, while providing harbor radar in Norfolk, Va., lifeboat training in Honolulu and fire prevention aboard Delta Queen Steamboat vessels.



Securing jobs was the top priority of the SIU during 1995. Seafarers filled a variety of positions. Clockwise from top center are Pilot Operator Steve Jean; ABs Michael Williams and Ishmael Bryan; DEUs Walter Laux and Lupe Campbell, Bosun Tyrone Burrell and ABs Wilfred Rice and Bruce Robinson; Wiper Mohamed Omer; Tankerman William L. Matthews; and Server Beverly White.



Throughout the year, upgrading at the Lundberg School gave members, including (from left) Cooks Pam Johnston, Helen Brown and Nancy Avery, additional job security.



During 1995, Seafarers crewed several new ships. Among these were the U.S. Army prepositioning roll-on/roll-off vessel *SP5 Eric G. Gibson*, which is now stationed in Saipan.