

The

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Volume 60 Number 2

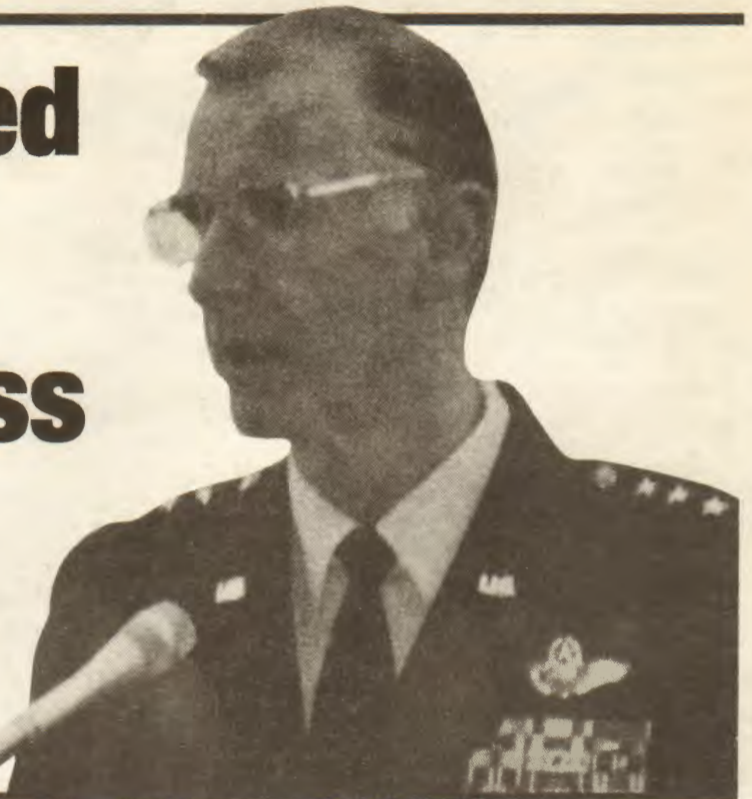
February 1998

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

U.S. Needs 'Well-Trained Citizen Seafarers,' Says TRANSCOM's Kross

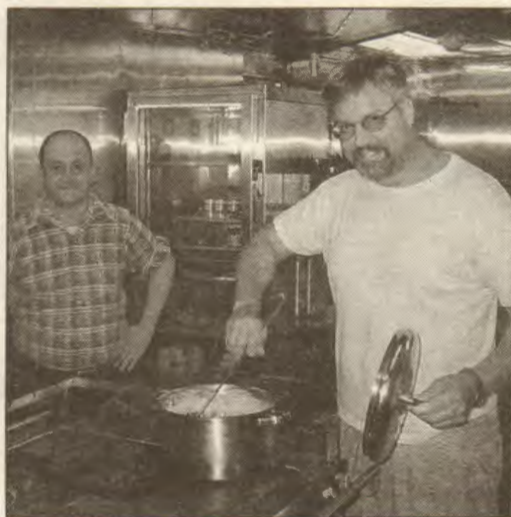
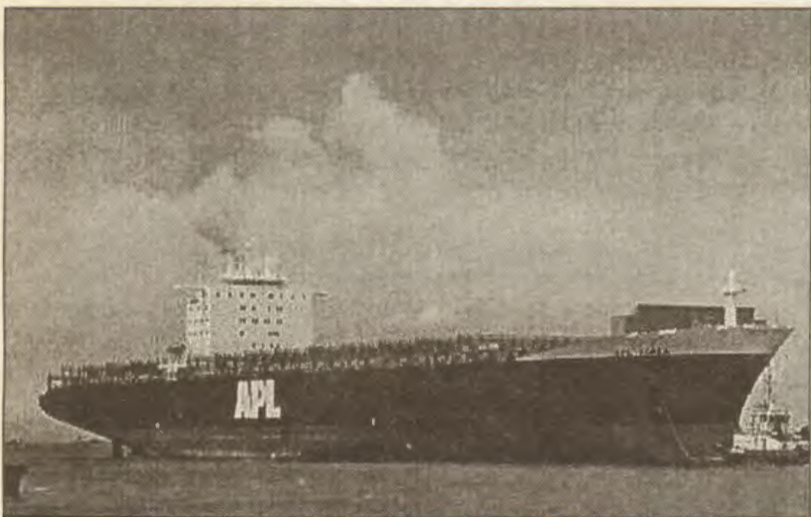
General Declares Strong Sealift Capacity Vital

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New Jobs for Seafarers

3 More APL Ships Reflag; Join Maritime Security Program



The APL Thailand, APL Philippines and APL Korea recently became part of the U.S. Maritime Security Program. Crewed by Seafarers in the steward department (including ACU Greg Rice, left, and Steward/Baker Don Dwyer, pictured aboard the APL Philippines) and operated by American Ship Management, the containerships are the newest vessels in the U.S.-flag merchant fleet. Page 3



Seafarers Remember The Constitution In Farewell Tribute

The SS Constitution's seagoing career officially ended late last year, prompting reminiscences by SIU members who sailed aboard the former cruise ship. At left, the "Connie," as she was known by many, docks in Hawaii. Page 8

President's Report

Fighting the Runaway Scam

This year marks the 50th anniversary of the International Transport Workers Federation's (ITF) campaign against runaway-flag shipping.



Michael Sacco

It is a fight in which the SIU actively and proudly participates through our own ITF inspectors and by other activities with the London-based federation.

It is a fight in which much progress has been made during the past five years, as thousands of runaway- and foreign-flag ships have been brought under ITF contract.

As the ITF itself has stated, however, this is a time for quiet recognition and "re-launching our activities," rather than celebration.

That's because this battle is a marathon, and it is far from finished. Figuratively (and in some cases, literally) speaking, thousands of runaway-flag vessels litter the oceans. They typically fly the ensigns of Panama, the Bahamas, Liberia, Cyprus, Malta or any of a number of other open registries.

Most of these ships have multinational crews, many of whom are unqualified to work aboard merchant vessels. And many of them are grossly unsafe, as evidenced by the U.S. Coast Guard's monthly reports of ship detentions, which include details of widespread ineptitude aboard such vessels.

In a cruel irony, the U.S. helped start today's trouble. During the 1920s, American businessmen created the Honduran and Panamanian registries—the former to save money, the latter to dodge prohibition.

But it was during and after World War II that these flags-for-sale scams really took off. There has been no turning back, as shipowners and governments leap at the chance to turn a quick buck by participating in this modern piracy.

In a nutshell, all the operator wants is a flag to nail to the mast so that he can sail his ships with little or no interference from civilized standards and conditions. He wants relief from meeting the rigid but appropriate standards of the legitimate maritime nations. Most of all, he wants the freedom to cut costs by exploiting desperate, untrained, hungry Third World pseudo-mariners.

Countries like Belize, Liberia and others eagerly aid the cause, and in return they rake in relatively big money—in some cases, as much as 15 percent of their respective national budgets.

The results include job losses in the true maritime states, and appalling conditions aboard many so-called flag-of-convenience ships. One ITF official recently described runaway flags as "real-life horror stories."

Perhaps you have read about a few of them in the *Seafarers LOG*. In recent years, we have reported on dozens of such cases, many of which had sadly common threads like unpaid wages, rampant safety deficiencies, malnutrition, unsanitary conditions, untreated injuries and illnesses, and other problems. In fact, this issue of the *LOG* includes recent news about incidents involving runaway-flag ships, including an article on page 3 about the *Bright Field* disaster.

Keep in mind, these ships—many of them American-owned—are all over the world. We only hear about a small portion of the abuse and mistreatment suffered by crew members just trying to earn a living.

Clearly, though, there is hope in this fight. The ITF has 100 inspectors based in 40 countries dedicated to raising standards aboard runaways while working toward the long-range goal of eliminating these fraudulent operations. They, in turn, are backed by the more than 470 transport-related unions, including the SIU, which belong to the ITF.

Plus, with the onset of new, tougher international regulations designed to increase shipboard safety and beef up port state control, the rule-breakers may have a harder time hiding from their responsibilities.

From a U.S. perspective, the runaway situation has another notable aspect. I was reminded of it while watching President Clinton's State of the Union address last month.

The president talked about America taking a leading role in international trade and other global issues. How can we have a say, how can we be a leader, he asked, if we don't participate?

The same argument applies to runaways. How can America have one set of standards for promoting human rights, peace and prosperity here and around the world, while at the same time allowing runaway operations to flourish? By mostly ignoring this dilemma, the U.S. actually strengthens the grip of oppressive nations which rely on the registration fees paid to them by runaway-flag ship operators.

I wonder how long we can live with this contradiction.

In any case, I pledge that the Seafarers will do our part to continue this very worthwhile, very necessary fight well into the next century—and however long it takes to win.

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America Must Maintain Pool of 'Well-Trained, Citizen' Mariners

TRANSCOM's Gen. Kross Touts Industry Cohesion

Citing the importance of maintaining a strong sealift capability, the head of the U.S. Transportation Command (TRANSCOM) said America must be able to call upon "well-trained, professional, U.S. citizen seafarers" in times of crisis, rather than being forced to rely on foreign crews.

"I lived up close and personal with [use of] foreign-flag ships at critical times. And we don't ever want to visit that again," stated U.S. Air Force General Walter Kross, speaking last month at a meeting of the Washington, D.C. chapter of the Propeller Club. "The mariners sailing in the U.S.-flag commercial fleet are our best, most cost-effective resource."

"I lived up close and personal with [use of] foreign-flag ships at critical times. And we don't ever want to visit that again."

—General Walter Kross
Head of the U.S.
Transportation Command

Kross also noted the unprecedented level of cooperation between the U.S. government and the maritime industry. That cohesion, he said, has helped build a powerful and efficient American sealift capability.

Additionally, the head of the Department of Defense agency which oversees the worldwide movement of supplies for U.S. armed forces expressed strong support for the Jones Act and the Maritime Security Program (MSP).

Teamwork Benefits Nation

"Together, we form a very remarkable team," Kross told the audience, which included representatives of maritime labor, the U.S. Military Sealift Command, Capitol Hill, ship operators and others. "A strong public-private

partnership is being forged in peacetime and in war. There is no other country that does this and no other country that achieves the results we achieve.

"And, consequently, we are preeminent in the world when it comes to deploying and getting to the fight.... Sealift is the bedrock and underpinning of all that."

He further noted that America's sealift efficiency rating, determined partly through annual "no notice" exercises which began in 1992, "has never been any better than it is right now."

Kross said that since those drills started, 60 ships (including SIU-crewed Ready Reserve Force vessels) have been test-activated. Fifty-eight were ready on time, while the other two barely missed the deadline and were ready within 10 hours of the cutoff, the general reported.

Sealift Is 'Vital'

U.S. history is replete with examples of why the nation needs a viable sealift operation, including the Persian Gulf War, noted Kross, who assumed TRANSCOM's leadership in 1996.

"Sealift is absolutely vital to our nation's national security. Consider that at the height of Desert Shield and Desert Storm, there were 217 ships on the high seas—132 en route, 57 returning, 28 on-loading and off-loading. We virtually had a steel bridge across the Atlantic Ocean during Desert Shield, with one ship every 50 miles between here, the Persian Gulf and the ports on the other end," he said.

"Sealift provides 90 percent of the total strategic lift capability for our country," he continued. "When we do our work, whether it is plane loads or ship loads, passengers or cargoes, we cannot supply the total need on the air side. Decisive long-term unit deployment, supplies, sustenance and re-deployment relies on the capabilities provided by a viable and vital American sealift program."

Backs Jones Act, MSP

Making key contributions to America's sealift strength are the MSP and the Jones Act, said the



General Walter Kross says the Jones Act, MSP, a strong sealift capability and U.S. citizen mariners all are important to U.S. security.

general.

"MSP is important to TRANSCOM because it ensures that we'll be able to meet our sealift requirements without relying on foreign-flag ships or crews," he explained. "It ensures that we'll be able to project an American presence anywhere in the world."

"And relying on the U.S.-flag fleet, the Defense Department receives, at no additional cost, access to total, global, intermodal transportation networks, which is very important to us. This includes not only the vessels but also logistics management services, infrastructure, terminals, equipment, communications, cargo tracking networks—and, above all else, well-trained, professional, U.S. citizen seafarers."

Regarding the nation's freight cabotage law, Kross declared, "Our bottom line is this: The Jones Act is a proven performer that supports both our nation's military security and its economic soundness."

Correction:

Page 14 of the December 1997 issue of the *Seafarers LOG* erroneously listed the Paul Hall Center's radar observer inland course as a one-week class. The course, in fact, lasts eight (8) days. The *LOG* regrets the error.

Aquarius Captain Praises Reunited Rescuers



Conversation aboard the *LNG Aquarius* recently turned to a dramatic rescue involving the Energy Transportation Corp. vessel that took place about two years ago. When Seafarers (from left) QMED James Perez, AB Cara Stinson, QMED Mark Francois and AB Scott Snodgrass signed on the tanker, it marked a reuniting of four crew members who played pivotal roles in the successful rescue of two Filipino fishermen approximately seven miles off the Philippine island of Mindanao. They and their fellow *Aquarius* shipmates overcame 20-knot winds, debris-filled waters and giant swells to save the fishermen. (See *Seafarers LOG*, March 1996.) In a recent letter to the *Seafarers LOG*, *Aquarius* Captain John Donahue noted, "These crew members are to be, and have been, acclaimed on board and publicly." He pointed out the crew received a plaque from the Propeller Club, which is displayed in this photo.

3 More APL Ships Hoist U.S. Flag

SIU Jobs Boosted as Vessels Enter Maritime Security Program

Seafarers recently climbed the gangways to three APL container-ships as the vessels were reflagged under the Stars and Stripes.

The *APL Korea* and *APL Thailand* changed ensigns in late December in San Pedro, Calif. The *APL Philippines* reflagged January 3 in Wilmington, Calif.

Along with last November's reflagging of the *APL Singapore*, this completes the process of bringing four more APL ships into the U.S. Maritime Security Program. All four vessels are

crewed in the unlicensed departments by members of the SIU (steward), Sailors' Union of the Pacific (deck) and Marine Firemen's Union (engine).

SIU President Michael Sacco said the ships "first and foremost represent new jobs for SIU members. That is wonderful news."

"However, these vessels benefit not only Seafarers, but also the entire nation. The Maritime Security Program builds up national security, as its name indicates. America now has four more ships committed to that goal."

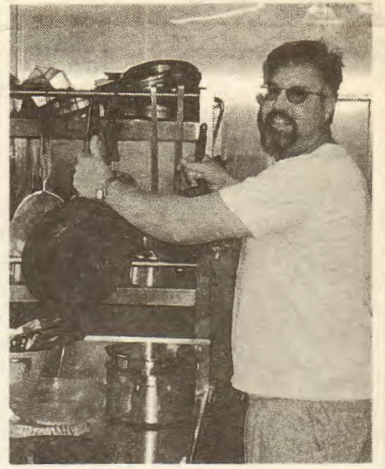
All four were constructed within the last three years and formerly flew the flag of the Marshall Islands.

Additionally, each of the ships is approximately 900 feet long and can carry about 4,800 20-foot containers.

The *Singapore*, *Thailand*, *Korea* and *Philippines* will engage in 42-day round trips

between the U.S. West Coast and the Pacific. Scheduled ports include Los Angeles, Seattle, Hong Kong, Singapore and others.

The *Thailand* was built in Germany, while the other three vessels were built in Korea. Each has a single screw powered by a Bermeister and Wain diesel engine.



Making sure the galley is in top shape are Steward/Baker Don Dwyer (above) and ACU Greg Rice (below) aboard the *APL Philippines*.



Crew members aboard the *APL Thailand* prepare for a fire and boat drill.



New shipboard employment opportunities for Seafarers arrived with the recent reflagging of three more APL container-ships. Above, from left, Chief Cook Danny Guerrero, SIU Port Agent John Cox, ACU Leo Bollinger and Steward/Baker William Bunch meet in the galley of the *APL Thailand*.



Bright Field's Owner Blamed for Accident

Runaway-Flag Freighter Had Chronic Engine Trouble Before New Orleans Crash

One year after the runaway-flag freighter *Bright Field* crashed into a crowded New Orleans riverfront shopping complex, the U.S. Coast Guard and the National Transportation Safety Board (NTSB) have issued reports citing the shipowner for lax oversight which contributed to the accident.

The detailed conclusions raise more concerns about the safety of runaway-flag vessels. (See related story on page 7.)

In this case, the Liberian-flag *Bright Field*, owned by Cosco Shipping of Hong Kong, slammed into the Riverwalk Marketplace pier on December 14, 1996 after losing engine power. The impact resulted in more than \$20 million in shore-side damage and injured approximately 100 people. (None of the crew was injured.)

By most, if not all accounts, the mishap just as easily could have been far more catastrophic. The 735-foot *Bright Field* narrowly avoided two cruise ships docked nearby and then ran aground only 70 feet from a much smaller gambling boat with more than 600 patrons aboard. The cargo ship caused major damage to 10 stores, 40 hotel rooms and a parking garage, yet there were no fatalities.

SIU-crewed Crescent tugboats were the first to arrive at the accident scene and provide assis-

tance, which they did by pinning the *Bright Field* against the wharf, thereby preventing it from drifting into the casino boat. Days later, Captain William Wattigney, who had been sailing aboard the tug *Louisiana*, described the scene.

The people on the gambling vessel were "running in hysterics on a walkway 12 feet wide.... All I could imagine was that big freighter hitting that little casino boat. It would have been like a person stepping on a roach. It would have gone right over it."

'Recurring Problems'

Both the Coast Guard and the NTSB found that the *Bright Field* had significant maintenance problems for a full year before the New Orleans crash. Those reportedly included two other engine failures the day of the New Orleans incident and a similar breakdown that left the vessel adrift in the Indian Ocean for several days.

The Coast Guard report contains a five-page appendix detailing the various engine failures and repairs that took place in the six months prior to the accident. The New Orleans incident occurred when "the *Bright Field* experienced an automatic trip of the main engine due to loss of main engine lubricating oil pressure," notes the Coast Guard summary.



The runaway-flag *Bright Field*, owned by Cosco Shipping of Hong Kong, crashed into the Riverwalk Marketplace pier in December 1996 after losing engine power. Investigations into the accident—which resulted in more than \$20 million in shore-side damage and injured approximately 100 people—concluded that Cosco is primarily to blame.

Ship's records "indicate that many main engine components were failing at a rate greater than expected for this model of engine," states the agency's report. Built in Japan in 1988, the *Bright Field* had a direct drive diesel engine with 9,800-horsepower.

"The root cause of this casualty was ineffective management and oversight of the vessel's machinery condition and operational and maintenance practices," continues the account. "Longstanding and recurrent problems with the main engine were not adequately diagnosed or remedied. . . . Shoreside managers failed to pay sufficient attention to the machinery performance and maintenance reports to assure that problems were corrected and that the vessel would perform safely."

Similarly, the NTSB report concludes, "The *Bright Field*

showed evidence of recurring engineering problems that affected vessel main engine reliability, and had all engineering systems been kept in good repair and regularly tested, the vessel may not have unexpectedly lost power during its voyage down the Mississippi River.

"The *Bright Field's* owners' oversight of testing and maintenance of the vessel's engineering systems was inadequate and led to unreliable performance of the engineering plant and contributed to the shutdown of the main propulsion engine on the day of the accident."

Both reports contain numerous recommendations of actions by federal, state and local government agencies, in addition to private businesses, to prevent a similar occurrence. Among other proposals, the Coast Guard advised the International Maritime

Organization to require vessels possessing automation equipment for periodically unattended machinery spaces to have on board integrated automation test procedures. The agency further recommended that the port of New Orleans remain on schedule to establish a vessel traffic system (a shipboard electronic system that transmits a ship's location) by the end of 1999.

The NTSB investigators also found that the Coast Guard itself, as well as New Orleans port officials, did not "adequately assess, manage, or mitigate the risks associated with locating unprotected commercial enterprises in areas vulnerable to vessel strikes."

According to news reports, the Coast Guard said that no criminal charges will be pursued in the U.S. because of the complexity of prosecuting non-residents.

Please be advised that SIU headquarters and all SIU hiring halls will be closed on Monday, February 16, 1998 for the Presidents' Day holiday (unless an emergency arises). Normal business hours will resume the following workday.

Record Season Ends; Lakers Await Spring

A hush has descended over the Great Lakes as SIU members from Oswego, N.Y. to Duluth, Minn. sign off their respective vessels following another banner year of transporting iron ore, coal, stone and other commodities throughout the Great Lakes region.

One of the busiest SIU-contracted lakers this season was American Steamship Company's *Indiana Harbor*, which delivered a record-breaking 3.6 million tons of cargo before laying up in the port of Duluth for the winter.

"It was an extremely good year," recalled **Daryl Overby**, a conveyorman aboard the *Indiana Harbor*. "We broke our own record. We were blessed with an exceptionally mild fall and early winter which contributed to our overall tonnage. We had no reason to delay our shipments. We just kept moving," said Overby, who joined the union in 1972.

Floyd Larson, a gateman aboard the *Indiana Harbor*, noted, "It was non-stop from the time we fit out this spring until we brought her in for layup on January 7. We had a really good season. We had deep water and good weather and lots of cargo to deliver," said Larson, a 1979 graduate of the Paul Hall Center's trainee program.

The Seafarers-crewed *American Republic*, *American Mariner* and *Presque Isle* were the last SIU-contracted Great Lakes ves-

sels to come in for the seasonal layup. On January 15, the date the Soo Locks in Sault Ste. Marie, Mich. closed, the *American Republic* and *American Mariner* sailed into the port of Toledo for the winter while the *Presque Isle* sailed into Sturgeon Bay, Wis. The closure of the Soo Locks brings an end to most shipping in the region since the locks are the only entrance into Lake Superior from the lower four Lakes. The locks are scheduled to open for the 1998 sailing season on March 25. The *Indiana Harbor* was not the only Seafarers-crewed laker to have a busy year. According to figures released by the Lake Carriers' Association which monitors the action of U.S.-flag shipping on the Lakes, shipments of limestone and gypsum on the Great Lakes totaled 39,017,818 net tons in 1997—a new record for that trade. The previous peak, 35.1 million tons, was set in 1996. The 1997 total also represents the fourth consecutive year in which the Great Lakes stone trade has broken the previous mark.

According to Algonac, Mich. SIU Representative **Don Thornton**, Great Lakes Seafarers are looking forward to the seasonal break. "After a busy season like this one, the time off gives them a chance to catch their breath. However, time passes quickly and before they know it, spring is here and fitout begins," said Thornton.



Wiper Mike Kelly pulls inspection covers off one of the *St. Clair's* main engines.



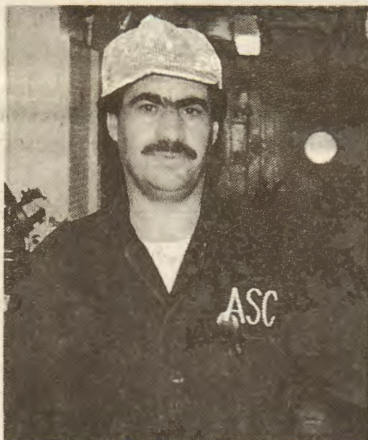
Securing the *St. Clair's* lifeboat for winter are Deckhand John Logan (left) and Gateman Scott Hoose.



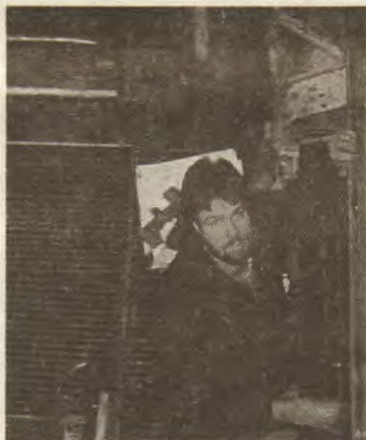
Before signing off the *American Republic* for the winter, crew members pose for a photo. They are (from left) Gateman Issam Hani, Watchman Eugene Repko, Deckhand Salah Ahmed, Deckhand Darren Lahaie and Deckhand Dan Grant.



Conveyorman Marvin Schmitz communicates with crew members in the tunnel during layup procedures aboard the *St. Clair*.



Moving a crane into place to lift a piece of machinery from the *American Republic's* engine room is Wiper Yahya Nasser.



Before signing off in Toledo, Ohio, QMED Tracy Ribble cleans air boxes in the engine room aboard the *St. Clair*.

Smooth Sailing Aboard Bennett



Seafarers are off to a good start aboard the *Capt. Steven L. Bennett*, which joined the U.S. Military Sealift Command's Afloat Prepositioning Force last November. The *Bennett*, which is nearly 700 feet long and has a top speed of 18 knots, carries ammunition and other material for the Air Force. Operated by Sealift, Inc., it is the first strategic sealift ship named after an Air Force war hero. Pictured on the *Bennett's* deck are (from left, kneeling) DEU Charlie Bibbs, Bosun Sam Bunch, OS Norman Williams, (standing) Steward/Baker Neville Johnson, OS Darryl Coale, Chief Cook Landa Bunch, QMED Gabriel Williams and SIU Representative George Tricker.

Delta Queen Crew Focuses on Safety Training Helps Advance Daily Shipboard Skills

The SIU-crewed *Delta Queen* does not transport what most Seafarers would consider typical cargo: freight. Instead, each year, thousands of passengers board the steamboat for cruises along the Mississippi River and its tributaries.

But Seafarers working aboard the *Delta Queen Steamboat Co.* paddlewheeler have the same objective as fellow members who sail aboard containerships, tankers, towboats and all other SIU-crewed vessels. That ongoing goal is to transport its contents safely from one port to another.

Whether it is the weekly lifeboat drill involving all the passengers and crew, a nightly

fire watch detail or assisting passengers as they embark or disembark from the riverboat, Seafarers maintain a constant patrol for the well-being of their vessel and guests.

Over the years, the Paul Hall Center has provided on-site lifeboat and first aid/CPR training for crewmembers aboard the *Delta Queen* and her sister ships the *Mississippi Queen* and *American Queen*. These classes always are scheduled while the steamboats are under way. They allow crew members to become more aware of the procedures to follow if an emergency takes place during a cruise.

"*Delta Queen* crew members are very profi-



Deck department members prepare for a lifeboat drill aboard the *Delta Queen*. Pictured from left are ABs Rick Welch, Steve Hetherington, Charles Meeks and Joe Collins.

cient in their safety skills," stated Hall Center instructor Stormie Combs, who con-

ducted a number of training sessions aboard *Delta Queen Co.* steamboats last year. "They are always very receptive to the training we offer and are always eager to learn more."

SIU members aboard the *Delta Queen* perform a variety of tasks, from the cleaning of decks to keeping the engines running smoothly, and from preparing delicious meals to tidying the guests' quarters.

Based in New Orleans, the *Delta Queen Steamboat Co.* passenger vessels travel the inland waterways throughout most of the year.



Paul Hall Center instructor Stormie Combs (standing) instructs *Delta Queen* crew members on the proper use of fire extinguishers.

USCG Praises Swift Action on St. Clair

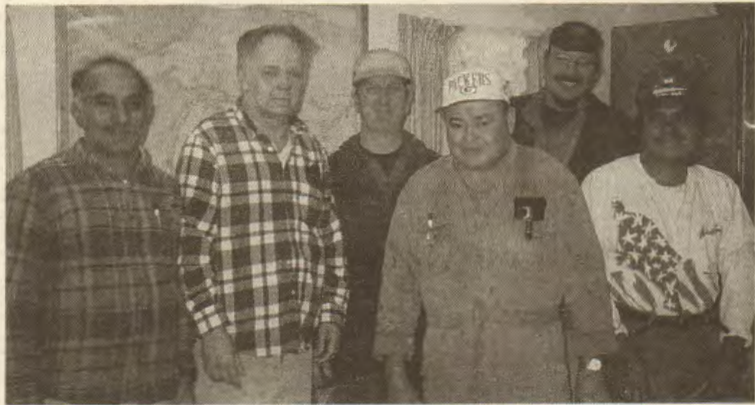
Seafarers Quickly Conquer Potentially Lethal Shipboard Fire

Thanks to quick reactions and professional seamanship skills, Seafarers aboard the Great Lakes self-unloader *St. Clair* escaped injury on August 14, 1997 when a fire ignited as the laker was offloading in a Lake Erie port.

In a recent letter to the *Seafarers LOG*, QMED Rick Metcalf detailed the incident that earned the crew of the American Steamship Company (ASC) vessel high praise from the U.S. Coast Guard.

"While unloading coal in Monroe, Michigan, *St. Clair* Wheelsman John Church spotted smoke issuing from the fantail scuttle hatch. Immediately, Conveyorman Marvin Schmitz and Gateman Scott "Red" Coristine and Craig Fitzhugh secured the boat's unloading system," stated Metcalf.

The source of the smoke, wrote Metcalf, was the conveyor belt and mechanism's motor



Seafarers aboard American Steamship's *St. Clair* successfully extinguished a potentially lethal fire in less than 10 minutes. Pictured above, from the left, are Deckhand Mohammed Saadi, Wheelsman John Church, Gateman Scott "Red" Coristine, Conveyorman Marvin Schmitz, QMED Rick Metcalf and Watchman Tom Romero.

which caught fire. "Extinguishing and cooling the fire was crucial since the coal could ignite and spread to the boat's remaining cargo. There was also the possibility of detonation of the coal dust, with catastrophic results."

According to Metcalf, the fire alarm was sounded and Captain Ferris "J.R." Parsons ordered the crew into fire squads. "While one group doused the area from the cargo boom, another donned fire-fighting gear and advanced into

the conveyor spaces that were being cooled by the third group near the fantail scuttle hatch. Within minutes the fire was extinguished and the area cooled.

"There were no injuries and most of the crew was dismissed by the time the local fire department arrived," said Metcalf.

Captain Parsons, an SIU hawsepiper, stated, "We had teamwork. All our training and dedicated work paid off."

Following the fire, U.S. Coast Guard Rear Admiral J.F. McGowan wrote a letter praising the captain and crew of the laker. "I want to commend you for swift, effective action to prevent a major fire aboard the *M/V St. Clair* on the afternoon of 14 August, 1997 while discharging coal at Monroe, Michigan," McGowan stated.

"Upon seeing smoke arise from the conveyor space, the crew immediately secured the cargo

belt machinery and compartment ventilation, deployed fully outfitted fire teams and applied cooling water to the conveyor space. These actions prevented full ignition of the jammed and severely overheated starboard conveyor belt and its cargo of coal. Proper compartment entry technique, atmospheric testing and setting of a reflash watch rounded out a textbook response to the crisis, all without loss of life, injury or environmental damage.

"Frequent, realistic shipboard training coupled with a cool headed response enabled this potentially disastrous situation to be brought under control in less than 10 minutes. Your efforts are exemplary and set the standard for others to follow. Well done to all!" concluded McGowan.

In addition to Metcalf, Church, Schmitz, Coristine and Fitzhugh, other Seafarers who helped extinguish the blaze include Deckhand Mohammed Saadi, Watchmen Tom Romero and Jeff Davis, Wheelsman Brian Waggoner, QMED Tracy Ribble and Wiper Mike Williams.

Rep. Sanchez Commends Unions

For Advancing Workers' Rights

The political activities of trade unions, which greatly have benefited America's working families, must continue unimpeded by proposed legislation designed to obstruct labor organizations.

U.S. Rep. Loretta Sanchez (D-Calif.) delivered that message during a recent hearing of the House Education and the Workforce Committee. During the December 11 session, the committee signed off on the so-



Rep. Loretta Sanchez

called Worker Paycheck Fairness Act (H.R. 1625), despite the strenuous objections of Sanchez and other pro-worker representatives.

The full House has yet to act on the measure, which essentially would paralyze trade unions by imposing a multifaceted scheme whereby even the most rudimentary operations would require membership votes.

Before addressing the bill, Sanchez noted the many positive, wide-reaching accomplishments of America's unions.

"Unless you grew up in a union household, as I did, many Americans may not understand the huge advances in the workplace secured for all workers as a result of unions. If you have a pension, thank unions. Thank them also for the minimum wage. Thank them again for the eight-hour day, the 40-hour work week, overtime pay, and compensatory time off. Thank unions for workplace safety, grievance procedures, and perhaps most impor-

tant, health benefits.

"Before unions, we did not have maternity leave, let alone paid leave and prenatal care, or even paternity leave," Sanchez continued. "These are just some of the improvements all working families enjoy because of the struggles by union families on their behalf.

"Understand also that unions are one of the most democratic organizations known in our free society. Union leaders are selected by elections from the membership. Bylaws and policies are approved by majority vote by representatives elected to their posts through democratic elections."

Turning her attention to H.R. 1625, Sanchez explained how the bill, among other drawbacks, would prevent union members from fully participating in the political process.

"This bill makes no sense. It is an administrative nightmare," she stated. "To illustrate my point, I have drafted a companion bill, virtually identical to the language

in the bill before us. The only difference is that when [H.R. 1625] talks about unions, my bill substitutes the words Internal Revenue Service.

"The practical effect of my bill is to require the IRS to seek the permission of every taxpayer before spending any federal tax dollar on any policy or program of the government which that taxpayer does not support," Sanchez told the committee. "If you oppose the B-2 bomber, you can tell the IRS to refund you that portion of your taxes that would go to fund production of the B-2.

"If you oppose AIDS research at the Center for Disease Control, order up your refund check from

the IRS.... I hear some laughter. Of course you immediately understand this draft bill is unworkable. It is bad public policy. It would grind government to a halt."

Sanchez concluded her remarks by stating it would be unfair to exclude unions from the political process.

"I hope everyone understands that without unions representing American workers... the voice of workers in Congress will not be heard above the din of corporate lobbyists and cocktail receptions for business PAC directors. All sectors of our society deserve the chance to be heard."

U.S.-Flag Grain Carriers Available on Great Lakes

Jones Act Supporters Respond to Remarks Made in House

In response to a charge leveled during a congressional hearing, the Maritime Cabotage Task Force listed 11 SIU-contracted vessels within the U.S.-flag Great Lakes fleet as being certified and capable of carrying Midwestern grain from one port to another.

The purpose of the task force is to support the Jones Act (the nation's freight cabotage law) and the Passenger Vessel Services Act (which deals with the movement of people from one domestic port to another). It is composed of more than 400 maritime and transportation-related organizations, including the SIU.

During a November hearing conducted by the House General Farm Commodities Subcommittee, U.S. Rep. Nick Smith (R-Mich.) called for a waiver of the Jones Act on the Great Lakes

because of a shortage of U.S.-flag vessels to move grain.

However, in a letter to the congressman, who is the sponsor of legislation designed to gut the freight cabotage law (H.R. 1991), the task force pointed out the Lakes fleet contains plenty of ships able to handle the job. Among the vessels listed were those sailing for American Steamship Company and Kinsman Lines, both of which are crewed by Seafarers.

The letter to Smith also noted U.S.-flag companies whose ships can transport grain have made this availability known on several occasions.

The battle over the Jones Act will remain an issue before Congress as it returns to work following its winter recess. H.R. 1991, known as the Coastal

Shipping Competition Act, has acquired 15 cosponsors since it was introduced last summer. The House has not scheduled a hearing date for the bill.

Meanwhile, House Concurrent Resolution 65, which calls for no changes in the Jones Act has 239 cosponsors—more than half of the members of the House. The SIU along with the Maritime Cabotage Task Force supports the resolution.

According to the rules of Congress, a concurrent resolution is used to deliver a formal statement or opinion of the body. With bipartisan support for HCR 65 by a majority of House members, it is highly unlikely that any legislation designed to alter or eliminate the Jones Act would pass in the House of Representatives.

Boatmen Prep for Penn Contract Talks



Seafarers aboard Penn Maritime tugs and barges are readying for contract negotiations. Last month, SIU members aboard the tug *Lucia* and barge *Caribbean* met with SIU Vice Presidents Jack Caffey and Dean Corgey in Corpus Christi, Texas. The boatmen received contract suggestion forms, nominated members for the negotiating committee and reviewed the latest union news. Pictured above with Caffey and Corgey are Seafarers Robert Kirk, Henry Gamp, Clifford Arnold, Donald Bond, Earl Isenhardt and Gregory Lebel. Penn Maritime vessels transport oil and asphalt all over the world. The company in recent years has expanded from two tugs and two barges to seven tugs and nine barges, with two additional barges expected to join the fleet this spring.



Celebrating the Holidays With the SIU

... Aboard Allegiance

Steward department members aboard the *Allegiance* took extra care to ensure that their shipmates enjoyed a special Thanksgiving Day at sea.

From jumbo shrimp cocktail and Creole gumbo soup du jour, to lobster, prime rib, broiled flank steak and the traditional roasted turkey, Chief Steward Tyler Laffitte, Chief Cook Sherman Harper and Steward Assistant John Noel created a superb Thanksgiving feast that will not soon be forgotten.

According to DEU Angel Figueroa, who sent a letter and photos of the holiday meal to the *Seafarers LOG*, the steward department spent several days preparing for Thanksgiving.

Other culinary delights served by the galley gang included shrimp salad, crab meat salad, baked smoked sausage in jackets, crackers and egg dip, sausage cheese balls, stuffed deviled eggs, tuna stuffed deviled eggs, baked mushroom turnovers, a watermelon fruit basket and a full salad bar.

Additional entrees prepared by the galley gang included London broil, Texas smoked ham with fruit sauce, roast prime ribs of beef au jus, baked lobster tails and filet mignon.

Vegetables included baked potatoes, Mexican style corn, stuffed potatoes, steamed broccoli, yams and more.

Homemade pies like sweet potato, pecan, apple, pumpkin, blueberry and mincemeat, as well as assorted cookies and cakes and other desserts were enjoyed by the crew.

"It was a nice day for the everyone," stated Figueroa.

The *Allegiance* transports gasoline and diesel fuel among ports including Houston; Jacksonville, Fla.; Port Everglades, Fla.; Aruba and Panama. Formerly the *New York Sun*, the 34,000-ton tanker was purchased by SIU-contracted Maritirans, Inc. late last year.

At right, steward department members Chief Cook Sherman Harper (left), Chief Steward Tyler Laffitte (center) and SA John Noel proudly display their dessert table.



On Thanksgiving day, the *Allegiance* crew enjoyed a wide variety of culinary treats prepared by the galley gang. Posing for a photo following dinner are (from left, standing) SA John Noel, AB Dennis Zuniga, Chief Steward Tyler Laffitte, Chief Cook Sherman Harper, AB Arnold Neff, QMED Howard Allen, (seated) AB Omaha Redda, AB Matias Garcia, QMED Craig Perry, Bosun Samuel Porchea and AB Jennifer Averill.



Chief Cook Sherman Harper shows off his appetizer table that included more than 12 selections.



Homemade rolls were just one of the many baked goods prepared by Chief Steward Tyler Laffitte for the *Allegiance* crew to enjoy on Thanksgiving Day.

... in Mobile



Active and retired Seafarers, along with their families, friends and other guests, recently shared the spirit of Christmas at the SIU hall in Mobile, Ala.

Turkey, ham, sweet potatoes, stuffing, mashed potatoes and gravy, pumpkin pie and other traditional delicacies were enjoyed during the December 13, 1997 gathering.

In the photo above, the children and grandchildren of Seafarers join Port Agent Dave Carter (standing) in a photo with Santa Claus, who made a surprise visit to the Mobile hall during the event. Below, Seafarers and their families enjoy the special meal prepared by active and retired SIU members.



... Aboard Sea-Land Challenger



Signing in for the union meeting on Christmas day is AB John Emrich.



Steward Baker James Harper cleans the grill after a special holiday brunch aboard the *Sea-Land Challenger*.



Posing for a Christmas photo aboard the *Sea-Land Challenger* are (from left) SIU Wilmington Safety Director Frank Gill, Engine Utility Leonard Viles and Bosun Roy Williams.



Chief Cook Lloyd Lawrence begins preparations for Christmas dinner aboard the *Sea-Land Challenger*.



OMU John Coleman reports to the galley for payoff on Christmas Day.



In the *Challenger's* crew lounge, DEU Nasser Shaibi relaxes during the Christmas holiday.



Donning a Santa hat, SIU Port Agent John Cox (left) brings Christmas cheer to crew members aboard the *Sea-Land Challenger*. With him are AB Jim Elbe (center) and AB Amin Hussein.

A man somewhat resembling Santa Claus was spotted climbing the gangway of the *Sea-Land Challenger* during the early morning hours of December 25 following the containership's arrival in the port of Long Beach, Calif.

However, the person sporting the seasonal red cap was not jolly old St. Nicholas, but Wilmington (Calif.) Port Agent John Cox, who boarded the vessel for a union meeting and crew payoff.

"Safety Director Frank Gill and I met the *Challenger* when it docked on Christmas morning and spent part of our day with the crew," reported Cox, who captured the holiday visit on film for the *LOG*.

During the union meeting, Cox answered questions from the crew members concerning the Seafarers Money Purchase Pension Plan, handled vacation and health paperwork and updated members on the latest maritime news.

"Following payoff and the meeting, we enjoyed fresh kiwi, pineapple and bananas from Hawaii. Everyone was in good spirits, and the payoff certainly helped make the holiday a little brighter," he recalled.

Cox commended the crew for being "hard workers and good SIU brothers." He added that the galley gang aboard the *Sea-Land* ship is "top of the line. Chief Cook Lloyd Lawrence and Steward Baker James Harper are among the best."

The 700-foot *Sea-Land Challenger* sails among the Pacific ports of Long Beach, Oakland, Calif. and Honolulu. It takes the vessel 24 hours to sail from the port of Oakland to Long Beach. The ship then takes about five days to sail to Hawaii, where cargo operations are completed in approximately two days.

On the Cheap

Runaway-Flag Bulker's 'Routine' Deficiencies Reflect Dangers

ITF Secures Back Wages, Brings Vessel Under Contract

Opponents of extending fast-track negotiating authority to the president contend that such a move would worsen the already steady relocation of United States manufacturing plants overseas or south of the border.

The thinking—based largely on the massive job loss beginning in the early 1980s and continuing through the enactment of the so-called North American Free Trade Agreement four years ago—is that businesses eagerly will move to capitalize on cheap foreign labor.

For U.S. mariners, this may seem like a familiar fight. The U.S.-flag maritime industry for decades has suffered from runaway-flag (or flag-of-convenience) shipping, a scam which has drained American shipboard employment opportunities while replacing them with low-paying, often poverty-level jobs for foreigners.

An example of the pitfalls of runaway-flag shipping recently was uncovered in Windsor, Canada by the International Transport Workers Federation (ITF). Don Thornton, an SIU ITF inspector, and Jim Given, an ITF inspector from the SIU of Canada, in December assisted the multinational crew of the Greek-owned, Malta-flagged bulk carrier *Sea Pearl II*.

The inspectors secured more than \$38,000 in back wages for the mariners and also brought the ship under ITF contract. The written agreement means a significant boost in pay for crew members aboard the *Sea Pearl II*, who had not been paid in several months.

"This case had a happy ending in that progress was made," stated Thornton, based in Algonac, Mich. "But what's disturbing about it is that the conditions these people faced are so routine. This happens on hundreds, maybe thousands of runaway-flag ships around the world, every day."

Before Thornton and Given demanded the signing of the ITF contract, ABs aboard the *Sea Pearl II* (owned by Neo Bulk Shipping) earned \$11.16 per day for 14 hours of work, which equals 79 cents per hour. OSs earned around half that amount.

The minimum daily rates established by the ITF, including overtime, are approximately \$50 per day for an AB and \$36 for an OS.

Low wages and failure to pay crew members were not the only problems aboard the *Sea Pearl II*.

When the Filipino, Greek and Ukrainian crew rode the vessel into Canada, they contacted the ITF and voiced concern regarding alleged mistreatment by the captain. Thornton said he later witnessed the captain verbally abuse crew members, and the company reportedly fired him.

An inspection by Canada's Marine Safety Office pointed out another drawback of runaway-flag shipping. Namely, that runaway-flag billets sometimes are filled by unqualified individuals desperate for any employment.

Aboard the *Sea Pearl II*, Canadian officials discovered chemicals improperly stored in the engine room; improperly



Aided by SIU ITF Inspector Don Thornton (fourth from left), appreciative crew members from the *Sea Pearl II* receive back wages. The ship also was brought under ITF contract.

secured fire extinguishers and life jackets; and potentially severe deficiencies in food storage and food handling.

For example, galley personnel had kept cooked and uncooked meats together, failed to quickly dispose of rotten food, improperly stored leftovers, and did not use adequate sanitary practices.

Other conditions cited by the government entity included an improperly stored forward life raft, a large quantity of paint stashed in the port side of the rope store, malfunctioning toilets, and various other equipment not stored properly.

Those safety and health hazards were corrected before the ship was allowed to leave port.

"Runaway-flag shipping is like a floating version of NAFTA or fast track. It's a valid comparison," Thornton observed. "I believe if a person spent time aboard one of these ships, then he or she would be leery of opening the gates for more and more companies to race to find the cheapest labor."

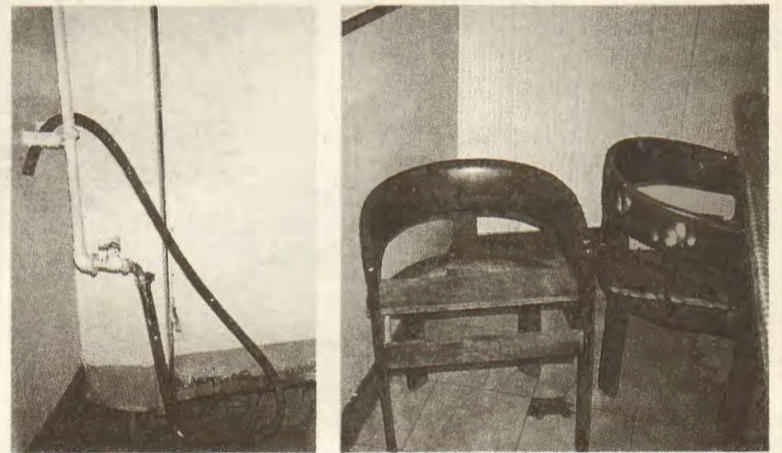
As reported in previous issues of the *Seafarers LOG*, runaway-flag shipping is a scheme in which a shipowner insulates himself from liability and turns a quick profit at the expense of the crew, environment and customers, be they passengers or business entities. This scam is accomplished by involving multiple parties from different nations.

For example, a vessel may be owned by a Greek company, registered in Liberia, use an Indonesian manning agent and hire crew members from any number of other countries, which usually do not have a traditional maritime background.

The purpose of this practice is for greedy shipowners to escape the safety regulations, procedures, inspections, tax laws and higher wages of traditional maritime nations.

Responding to this widespread problem, the London-based ITF is engaged in a worldwide campaign against runaway-flag shipping. The organization has 100 inspectors in 40 nations assisting in this fight.

Overall, the ITF comprises



Plumbing problems (left photo), improperly stored equipment and general disrepair (right) were prevalent aboard the runaway-flag vessel.

more than 470 transport-related unions, including the SIU and SIU of Canada, in more than 120 nations. SIU Executive Vice President John Fay is chairman of the ITF's Seafarers Section.

Another Perspective

As the ITF assisted crew members aboard the *Sea Pearl II*, one of the mariners wrote a poem about life on the runaway-flag ship.

Penned by wiper Ronald Jardeliza of the Philippines, and translated by Seafarer Bartolome Romero Jr., the missive reflects the desperation and difficulties undoubtedly felt by many mariners who sail on runaway-flag vessels.

My House of Steel

*Voyages and adventures in the high seas are endlessly weary
Sympathy and hard work throughout in hearts and minds
Working harder for the future of loved ones to prosper
Offerings and sufferings are along with the waves*

*Life in my house of steel is endlessly weary
Body owed is sacrificed, sail to earn a living
Oneness and togetherness upon command of divine
Events and dangers are relied upon our God, the creator*

*To journey the deepest and the widest of the oceans
So the poor sailor could lift his living, which is his goal
Left behind the loved ones, to find the richness so far to reach
Everyone knows the loneliness and hardness of times at sea*

*Solely praying of the destination anytime be reached
Sailing unharmed, to the family be enlightened
Oh, what difficulty of life at sea is explored
The only appreciation to restore the hardship
Is a little wages in the palm can be received*

*Holy are you, oh Lord, your blessings on me are intent
Like your well-founded sea when it's flowing
You heard the prayers of a wanting son
To be showed and be revealed toward a decent life*

Seafarers Pull Their Weight on Caribbean Run



Heavy loads are the norm for SIU members sailing Crowley tugs between Philadelphia, Jacksonville, Fla. and San Juan, P.R. The vessels tow 730-foot, three-deck barges loaded with trailers and automobiles. During one of the recent runs, Captain Noel Lopez (at right in left photo below) of the tug *Seminole* met with SIU Patrolman Victor Nuñez. Meanwhile, fellow Seafarers from one of the *Caribbean Protector's* (a Crowley refueling vessel) launch boats assisted the *Seminole* with refueling operations. Pictured from left are Engineer Paul Wylemski, Bosun Angel Charriez (handling fuel hose) and Assistant Mechanic Miguel Rodriguez.



Aloha, Constitution, Mahalo for the Memories

On November 17, the *SS Constitution* ended her long and historic career of carrying passengers on the high seas.

As the former SIU crewed cruise ship was being towed from Portland, Ore. (where she had been in layup since 1995) to Asia for scrapping, the "*Connie*," as the ship was known by many, began to list in heavy seas about 700 miles north of Honolulu. As the list became more severe, the tug crew cut the cables to the 682-foot ship and let her sink.

The *Constitution* began service in 1951. She was built in the Bethlehem Steel Shipyard in Quincy, Mass. along with her sister ship, the *SS Independence*. The two vessels joined the U.S.-flag fleet in trans-Atlantic passenger service for more than 20 years.

In 1974, the *Constitution* was sold at bankruptcy to a Liberian corporation, transferred to the Panamanian flag and towed to Hong Kong where she remained tied up until 1981.

Following the successful 1980 launching of Hawaiian Island cruises by the *Independence*, legislation was passed in Congress to bring the *Connie* back under the U.S.-flag to rejoin her sister ship. After being refurbished and rechristened in Taiwan by Princess Grace of Monaco, the *Constitution* set sail on her maiden voyage for American Hawaii Cruises with Seafarers crewing the unlicensed departments on June 6, 1982.

She sailed around the islands for more than a decade before officially going out of service in 1995.

While the *Connie* no longer sails, many of her memories still live on within the SIU.

The massive knot board that hung in the ship's deck lounge now adorns a wall in the SIU Honolulu hall. Port Agent Neil Dietz noted crewmembers saved the board when the ship laid up in Portland, Ore.

"They didn't want it to disappear, so they brought it here," Dietz said. "We still don't know who made the board and are trying to figure that out."

Another item that lives on is an early mascot—"Connie" the lion.

Retired steward department member **Lois Olson** still is taking care of *Connie* after receiving the three-foot tall stuffed lion from the crew when she signed off the ship in 1986.

"The *Constitution* was my last ship before I retired," Olson recalled. "I served as the ship's chairman because of my history with the Marine Cooks and Stewards, then the SIU."

"I taught the kids what the union could mean to them. They learned to stick up for their rights."

Also signing on the vessel in the summer of 1985 when Olson began her tour of duty as a waitress was her husband, **Fred**, a bosun.

was **Sarah Canon**.

Canon, who sailed aboard the ship for 11 years, met her husband on the *Connie* in 1984. She and **Shawn**, an assistant head waiter, "have been together ever since, and it has been wonderful."

In speaking of the *Connie*, Sarah said the ship had a "feeling of *ohana*—of family. Everybody was very close."

She recalled the *aloha* ceremony held by members of the *Independence* crew when word of the *Constitution's* sinking reached the sister ship. "We were sad to see her go."

Another Seafarer whose first ship was the *Connie* is **John Holtschlag**, who is upgrading to become a recertified steward.

"I was tending bar in Honolulu and saw when the waiters and waitresses came in that they tipped good," Holtschlag remembered. "I asked how to get on the ship and they directed me to the union."

Holtschlag originally signed on as an assistant waiter in 1983. He later moved up to waiter, then began upgrading at the Lundeberg School.

After earning his cook/baker endorsement, he returned to the ship to sail as a BR, signing off in 1987 to upgrade to chief cook. Holtschlag then started sailing

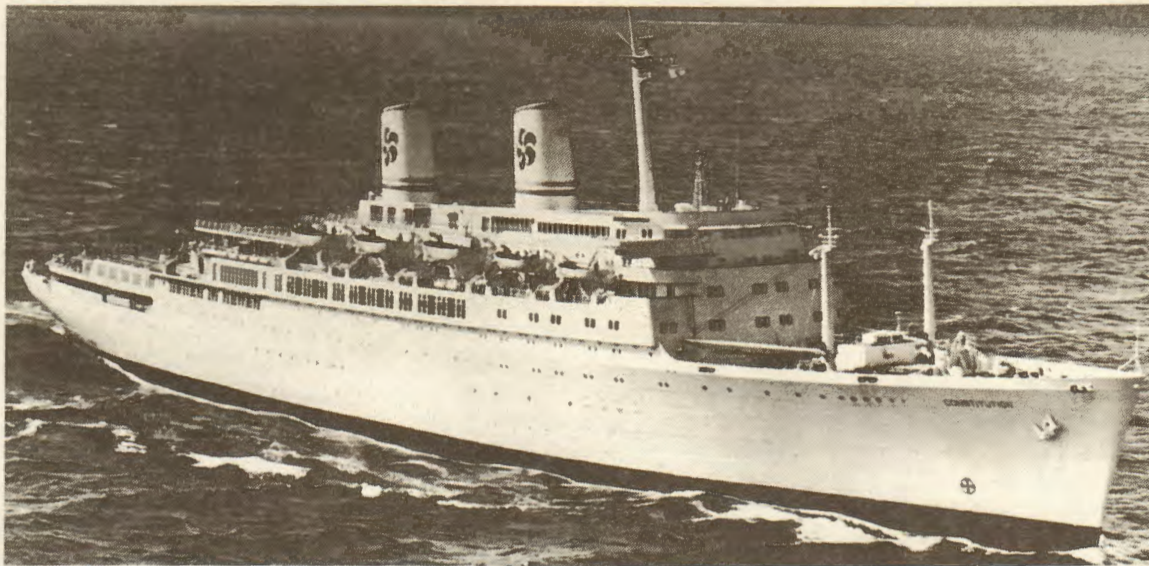
aboard other SIU-contracted vessels.

He considered the Princess Grace Room of the *Connie* as his favorite part of the ship.

As noted earlier, Grace Kelley had a special connection with the *Constitution*. Not only did she re-christen the ship in 1982, she had sailed aboard the vessel to Monaco in 1956 to marry Prince Reiner. A writing room aboard the vessel was dedicated to her. It included a portrait of the late American movie star and photographs of her famous trip to Europe.

Princess Grace was not the only famous person to walk the ship's decks. During the 1950s, the vessel hosted the crew from the "I Love Lucy" television show for their staged trip to Europe. The *Constitution* was featured in "An Affair to Remember" starring Cary Grant and Deborah Kerr. In the 1980s, she was a setting for an episode of television's "Magnum P.I."

And, of course, the hundreds upon hundreds of Seafarers who made each voyage special for the passengers.



The once majestic *SS Constitution* carried passengers on the high seas from 1951 until 1995.

The couple met years earlier aboard the *Mercedes*, which was operated by Prudential Grace Lines. The SIU represented the unlicensed deck and engine members, while the MC&S had the galley gang. The two served as delegates for their respective unions and began working together to settle various beefs aboard the ship. In a few months, they were married.

"People said we'd never get along coming from the two different unions," Lois recalled. "That was 21 years ago."

While the Olsons ended their sailing careers aboard the *Connie*, many other Seafarers used the passenger ship as a stepping stone into their new profession.

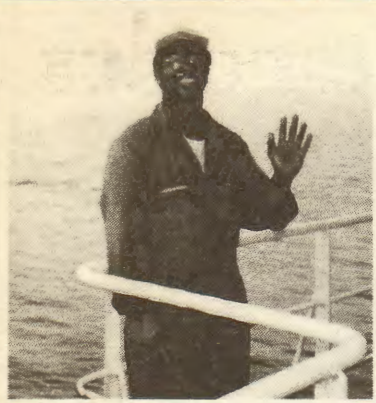
One of those members is **Patti Geras**, who sailed as a cocktail waitress from October 1994 until the ship's last voyage in 1995.

"My baby *Connie*. She had class and style," Geras stated. "When I walked down her, I felt I was at home."

Joining her with special memories for the *Constitution*



Memories from the *SS Constitution* include (clockwise from top left) lifeboat training drills, communications with the engine department, buffet dinner on the upper deck, preparing to depart from Kawiliwili harbor, and the deck department scrubbing the area for holiday sunbathers.



QMED Samuel Garrett has sharpened his academic and vocational skills on shore as well as at sea. Above, Garrett waves from the deck of the OMI Columbia.

Editor's note: The following article was submitted to the Seafarers LOG by QMED Samuel Garrett of San Francisco. Garrett received his General Education Development (GED) degree from the Paul Hall Center for Maritime Training and Education in Piney Point, Md. in 1995. He also has completed numerous other academic department courses at the school, including several college preparatory classes.

The GED program as well as the other academic courses at

Paul Hall Center Helps QMED Reach Career, Academic Goals

Seafarer Praises Instructors, Curriculum at Piney Point

the Hall Center's Lundeberg School are available to all Seafarers. Since the high school equivalency course was developed by the school, thousands of Seafarers between the ages of 18 and 80 have passed the GED examination that earned them a Maryland State high school diploma.

I came to Piney Point in 1992 to upgrade my skills in the engine department. While at the Lundeberg School, I decided to apply for the General Education Development (GED) course.

With the help of the academic department instructors, my reading, math, social studies and English skills greatly improved. I am grateful for the dedication of the school's staff in preparing me for the GED examination.

Unfortunately, I did not pass the entire exam the first time I sat

for it. However, I did pass some of the test.

In 1995, I returned to the Lundeberg School to attend a welding class. After completing my vocational course, I met with an academic department instructor, Betty Montgomery, who convinced me to retake the GED exam. Marge DiPreta, the heart of the academic department and the school's simulator operator, also encouraged me to continue my education.

I began to prepare for the test again, this time with Betty, who devoted a lot of time to helping me. Thanks to Betty, my confidence really improved, which helped me get through the second GED examination. This time, I passed the entire test and got my high school diploma.

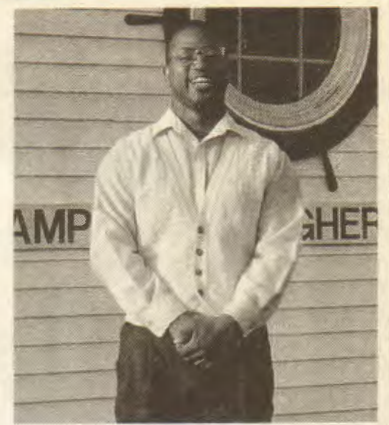
In mid-1997, I returned to the Paul Hall Center to take the QMED exam. After academic counseling with Ed Fitzgerald, I

enrolled in English 099 with instructor Peggy Densford and in Math 099 with Rick Prucha. Both of the classes are college preparation courses. Rick also tutored me in general computer skills.

Lynn Mack gave me special reading and writing assignments to help increase my reading speed and improve my understanding of what I had read. These skills have helped me pass my vocational and Coast Guard examinations.

On my last ship, I took the refrigeration engineer and junior engineer exams. I have received many letters of recommendation from my superiors who encourage me to continue upgrading my skills.

I got to know each of my instructors and they got to know me. Saying "thank you" does not seem enough for what they have given me. I went to the



After successfully completing LNG Familiarization and a computer course, QMED Samuel Garrett displays his pleasure outside one of the Lundeberg School's academic buildings.

Lundeberg School with a sixth- or seventh-grade reading and math level. Now I have an 11th- or 12th-grade reading and math level, and I am nowhere near finished!

I recently completed the LNG course and I am currently taking the seven-day computer course. As long as there are instructors like those found in the academic program, I believe any Seafarer can achieve their goals here at the Seafarers Harry Lundeberg School of Seamanship.

Labor Briefs

Thousands of Workers March To Reclaim Frontier Hotel

On January 31, some 8,000 trade unionists and their families marched down the Las Vegas Strip to the doors of the Frontier Hotel, marking the end to the longest strike in recent history.

For six years, four months and 10 days, the Frontier's 550 employees struck, without one worker crossing the picket line. Last fall the hotel was sold to Phillip Ruffin, an investor who quickly agreed to collective bargaining agreements with the workers. The sale became final at 12:01 a.m. on February 1.

Frontier workers walked off the job when the hotel eliminated worker pension plans, slashed wages, cut health benefits and gutted job security protections. The strikers returned to the New Frontier Hotel with improvements in each of the respective areas.

AFL-CIO Secretary-Treasurer Richard L. Trumka, who led last month's march, stated, "We're not just celebrating a win at the Frontier, we're pointing to what can be the future of working families in cities around the country.

"The Frontier shows that when workers and communities fight together, the fight is easier and the wins are bigger," Trumka said.

Book Sellers at Borders Approve First Contract

Workers at the Borders Books and Music store in Chicago's Lincoln Park ratified the first-ever union contract with Borders in October, one year after voting for representation by Local 881 of the United Food and Commercial Workers (UFCW).

The Chicago-based store is the first chain retail book and music store in the U.S. to organize as well as the first to negotiate a collective bargaining agreement.

Book sellers at the store voted by a 3-1 ratio to ratify the pact, which calls for an increase in the starting wage along with standard pay raises, a formal grievance procedure, and more.

Following that contract ratification, workers at a Borders store in Des Moines, Iowa also approved their first union contract with UFCW Local 431. Workers at Borders stores in Bryn Mawr, Pa. and New York City's World Trade Center are in the process of hammering out similar agreements.

Meanwhile, the UFCW has launched a national drive to get Borders to sign an "Employer Fair Campaign Practices Pledge." This agreement calls for Borders to discontinue use of its union-busting consultants and honor the right of employees to vote for or against joining a union.

While the nationwide effort does not call for a Borders boycott, the UFCW is asking consumers to urge the chain not to interfere with the workers' right to organize. A group of renowned authors, scholars and artists initiated a national petition drive in October to build public support for the pledge. Writers involved in the drive include Michael Moore, Margaret Atwood and Norman Mailer.

Settlement May Clear Path for Terminal in Long Beach

As the *Seafarers LOG* went to press, newspapers in Long Beach, Calif. were reporting an imminent agreement between the city and preservationists regarding the future of the closed Navy station there.

Such a settlement would end a lengthy dispute between Long Beach officials, who are anxious to replace the inoperative base with a large container terminal, and preservationists, who favor protecting Navy buildings that will be eligible for the National Register of Historic Places.

According to a report in the *Long Beach Press-Telegram*, a negotiator representing the preservation group Long Beach Heritage said following negotiations on January 27, "We made a lot of progress. I believe that within the next few days we'll have a public announcement."

Earlier in January, following a public hearing on the issue, the Navy indicated it would announce in May its intentions for the station, which includes the base and an adjacent Navy shipyard. Their plan is unknown. The Navy could give the land to Long Beach with or without conditions for use, or could retain it.

Last month, Navy officers heard from two sides

with distinctly opposite ideas regarding the best possible use of the base's more than 500 acres. Port and city representatives want to build a terminal on the property, located in the middle of the nation's busiest container port. They say such a move is critical to the ongoing development and economic recovery of the region, which has suffered from base closures and layoffs since the mid-1990s.

Environmental and preservationist groups, on the other hand, suggest reusing the buildings as headquarters for local police and firefighting squads. They also have proposed a museum.

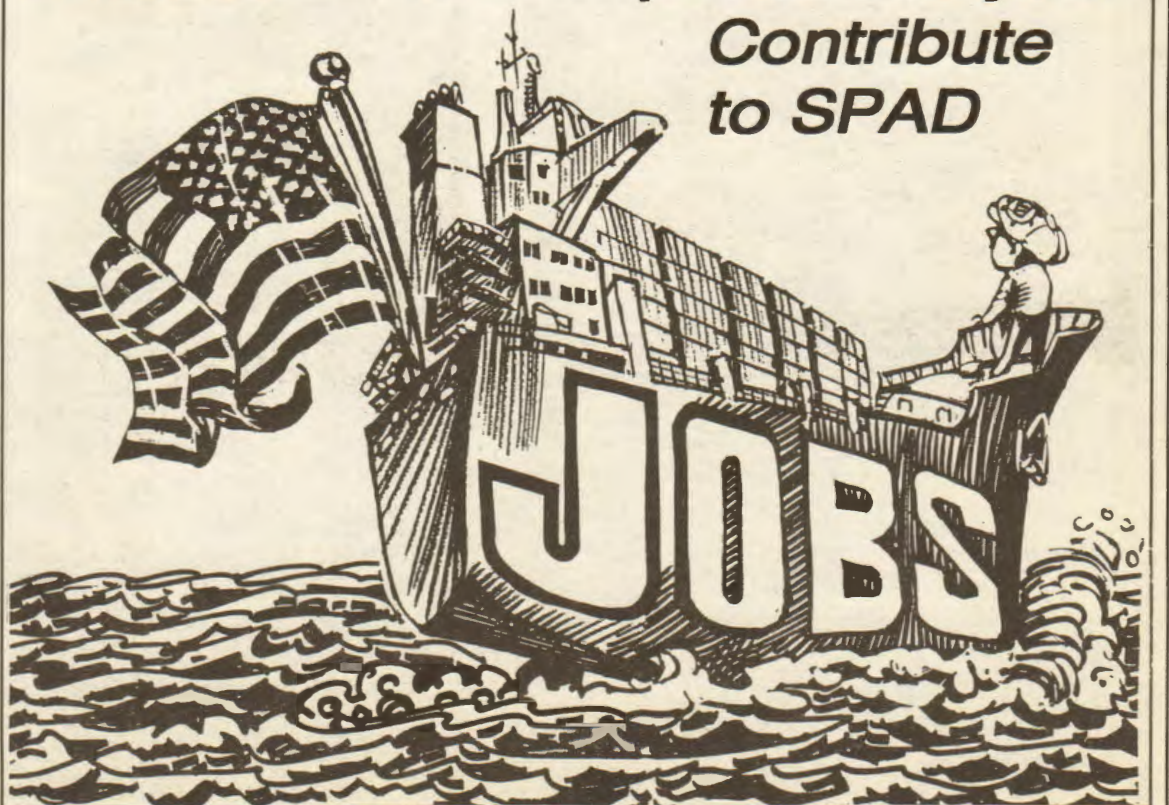
The *Press-Telegram* reported that federal law dictates the Navy seek—though not necessarily achieve—a settlement between the city and preservationists summarizing how the loss of historic buildings would be offset. Hence, the negotiations.

In fact, Long Beach port officials in 1997 had signed a lease with China Ocean Shipping Co. (Cosco) for the construction of a new terminal. However, a Los Angeles Superior Court judge, who stated the city and port did not consider other uses for the area that would save the historic naval structures, halted the endeavor and voided the contract.

Attention Seafarers:

Our flag at sea is good for America . . . and important to you.

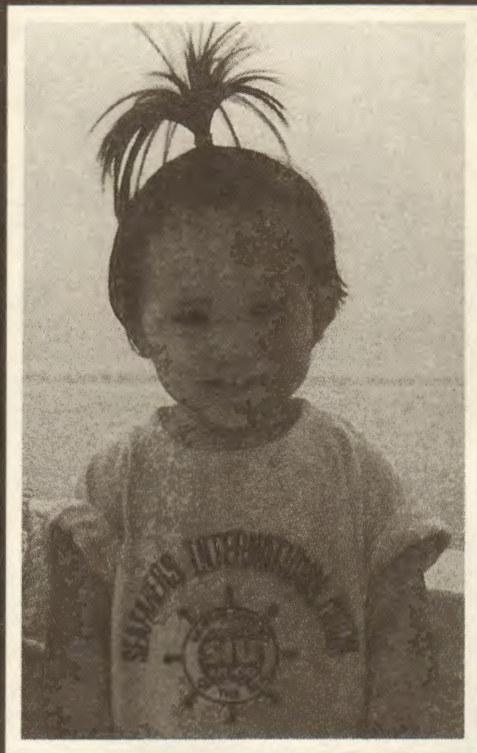
Contribute to SPAD



SEAFARERS FAMILY photos

The family plays an important part in the lives of SIU members, who often are away from home for several months at a time. Pictured on this page are Seafarers who are getting married, showing off new family members or spending time with fellow mariners.

As always, the *LOG* welcomes your photos and will publish them on a periodic basis.



When asked by her dad (New York SIU Patrolman Sean Ryan) if she was interested in an AB job, little Megan Ryan rolled up her sleeves and declared her father captain.



It was a long time coming! Tim Macrury met Julie at the age of 16. They were friends throughout high school, after which time they went their separate ways. Twenty years later, they were reunited and "it was love at first sight." Recently, the happy couple was wed at the Maritime Cathedral in Detroit. Tim, who is a mate aboard Hannah Marine tugs, and his new bride will be moving to Traverse City, Mich. with their two boys, Harrison, 9, and Nolan, 7.



The St. Louis SIU hall was the site for the marriage of Chief Pumpman W. Patric Behan as he took Martina to be his bride on October 1, 1997. This was the second time a Seafarer has chosen the St. Louis hall for a wedding ceremony.



Jacki Brown, wife of Seafarer Ed Brown and former secretary at the SIU Philadelphia hall, proudly shows off her new baby girl, Camille, born September 9, 1997, and her 3-year-old daughter, Jacki, to SIU officials Joseph Mieluchowski and Joseph Soresi.



A Seafarer in the making . . . Anthony Sarullo is the 7-month-old godson of SIU Philadelphia Port Agent Joseph Soresi.



Luis Escobar (left), who currently sails as chief steward aboard the *HMI Astrachem*, joins others at a seafood restaurant in Baltimore owned by Chief Cook José Luaces. With Escobar are (from left) José Luaces's daughter, Maria; José Luaces; QMED Tony Mohamed; and Chief Steward Lewis Johansen. Brother Escobar says that he loves his job and is continually grateful to the SIU for putting him on the right track.



Cold weather did not dampen the spirits of toddler John Trikoglu at a recent ceremony aboard the SIU-crewed *Cape Wrath* in Baltimore. A well-bundled and enthusiastic John joined his grandfather, Bosun Tony Trikoglu (right), SIU Port Agent Dennis Metz and others for the December event, sponsored by the U.S. Maritime Administration.

Reiner Publishes New Novel

Persian Gulf War Is Setting for AB's Fast-Paced Book

Captain Al Stacey rides the seas again in AB Larry Reiner's new action-packed novel, *The Other Shore*.

Scheduled for formal publication in May, Reiner's newest book is a fictionalized account of the crew aboard a U.S.-flag prepositioning vessel, dubbed the *Tripoli Shores*, as it heads for the Persian Gulf War.

About 275 pages in length, the book is very difficult to put down. Settings for the intrigue and



While serving aboard the *Sea-Land Producer* in 1996, AB Larry Reiner gained new experiences and met new crew members—all of which may some day be incorporated in a new novel.

drama include not only the Middle East, but also Germany and Stacey's hometown of Taos, New Mexico. Because of Reiner's writing style, this book will hold the interest of not just merchant mariners and those who are familiar with the industry, but also any other reader attracted to a top-rate action story.

Reiner takes the time in his novel to explain various situations and conditions for the casual reader that merchant mariners take for granted. However, the way he offers the explanations do not take away from the pace of the book.

An example found early in the book is the use of a conversation to explain what a military prepositioning vessel is. While many Seafarers already know from personal experience, Reiner has a character remind Captain Stacey that the ships are "chartered to the Military Sealift Command. Privately owned and we operate them with civilian crews. There are three ships to a squadron, and each squadron can deliver and supply the needs of a full combat-ready Marine amphibious brigade for 30 days."

The author also provides the reader with a layout of the ship and possible means of escape from various locations. But Reiner is quick to point out the description is not entirely accurate.

"I don't want someone to read the book and be able to sabotage a vessel," he noted. "So I took some liberties with the ship's layout and escape routes."

Draws on Own Life

Stacey is the only major returning character from Reiner's earlier work, *Minute of Silence*, which was published in 1990. The action in that novel took place aboard tankers, and Stacey was introduced as a 19-year-old ordinary seaman in the late 1940s aboard a vessel in the midst of a union organizing drive. He then climbed the hawsepipe to become a captain in the 1980s when that novel ended.

Reiner, whose SIU career began as an organizer during the Cities Service tanker drive of the late 1940s, draws freely from his own experiences at sea to create his work. During the Persian Gulf War, he served as an AB aboard the *1st Lt. Baldomero Lopez*, which is a prepositioning ship that carried equipment and arms to U.S. forces in the war.

However, the coincidences between the real *Lopez* and the fictional *Tripoli Shores* end there. "I want to make sure everyone knows the crew members in the book and their actions are not based on the people I sailed with aboard the *Lopez*. They were a very good crew in the finest tradition of the SIU and the U.S. merchant marine.

"My characters are based on the many, many people I've met throughout my life and from my imagination."

Enjoys Writing about Maritime

Reiner explained that he always has enjoyed reading and writing. In fact, the *Seafarers LOG* has published several of his journals and short stories over the years.

His idea to write *The Other Shore*, *Minute of Silence* and the final part to Captain Stacey's trilogy (which is in the planning stages) came about because he could not find any books available that accurately describe the

THE OTHER SHORE



AB Larry Reiner's second novel, *The Other Shore*, is due out in May.

state of today's merchant marine.

"I want to tell something about what I've seen," Reiner explained. "Nobody gives a damn about us—the merchant marine. The good books like *Moby Dick* are about seafaring in the past. But somebody has to tell the story of the modern merchant mariner."

And tell it he does.

Many a mariner worries about his family when he or she returns to work. Reiner expresses those concerns through Captain Stacey throughout *The Other Shore*. The reader is a witness to the captain's anguish over leaving a loved one, his regard for his crew and his anxiety for the welfare of his ship.

The reader also gets to know fellow crew members including the grandson of a character from Reiner's first novel and a naturalized American born in Palestine

who sails in the engine room. Also involved in storytelling are Stacey's girlfriend, who is left behind in New Mexico, as well as a variety of other people who cross their paths. This adds to the suspense created by the possible sabotage of the heavily laden munitions supply ship sailing into a war zone.

Seafarers may order *The Other Shore* by sending a check or money order to Integra Press at 1702 West Camelback Road, Suite 119, Phoenix, AZ 85015. The pre-publication discounted cost is \$20 (or \$36 for the new novel and a copy of *Minute of Silence*). Reiner will autograph copies of the novel to SIU members and retirees who identify themselves as such when requesting the book.



In 1991, Larry Reiner served as an AB aboard the *1st Lt. Baldomero Lopez*, a U.S.-flag prepositioning vessel similar to the fictional *Tripoli Shores* in his latest novel.

Deck Crew Displays Teamwork at Sea Aboard Liberty Spirit



Bosun Terry Cowans gives the thumbs up sign following the refurbishment of the *Liberty Spirit's* bow. Seafarers completed the project while the bulk carrier was en route to Africa with a load of wheat.

Thanks to the hard work and dedication of deck department members aboard the *Liberty Spirit*, the bow of the Liberty Maritime Corp. bulk carrier has a new look.

According to AB/Dayman Ronald Owens (who sent photos of the crew to the *Seafarers LOG*), deck department members brightened the bow of the 32-meter-wide ship while sailing from Houston to the port of Maputo, Mozambique to deliver a load of wheat.

"Under the leadership of Bosun Terry Cowans, the deck department turned a once oily-looking bow into a brand-new looking bow," stated Owens.

"It took a lot of hard work from everyone, but with the bosun staying on top of the job and keeping everyone moving forward each day, the bow of the *Liberty Spirit* looks as it must have when she was first built," noted Owens.

"As the pictures show, the deck crew was very proud of completing the task set before them during this long voyage," he added.

In addition to Cowans and Owens, other deck department members who helped refurbish the ship's bow were ABs Doug Parman, Michael Riley and Michael Jackson as well as AB/Dayman Reginald Watkins.



Deck department members (from left) AB Doug Parman, AB/Dayman Reginald Watkins, AB Michael Riley and AB/Dayman Ronald Owens proudly pose for a photo on the freshly painted bow of the *Liberty Spirit*.

Presented on these two pages of the Seafarers LOG are handy tax tips that have been prepared especially for mariners. Included are the new deduction amounts for 1997, updated telephone numbers, a form for filing extensions and where to get additional information.

HOW TO PREPARE A TAX RETURN

- Step 1.** Get all records together.
- Income Records. These include any Forms W-2, W-2G and 1099.
 - Itemized deductions and tax credits.
 - Medical and dental payment records.
 - Real estate and personal property tax receipts.
 - Interest payment records for items such as a home mortgage or home equity loan.
 - Records of payments for child care so an individual could work.
- Step 2.** Get any forms, schedules or publications necessary to assist in filing the return. IRS Publication 17 entitled "Your Federal Income Tax for Use in Preparing 1997 Returns" is the most comprehensive guide the agency has issued this year. Most IRS offices and many local banks, post offices and libraries have publications designed to provide individuals with information on correctly filing tax returns.
- Step 3.** Fill in the return.
- Step 4.** Check the return to make sure it is correct.
- Step 5.** Sign and date the return. Form 1040 is not considered a valid return unless signed. A spouse must also sign if it is a joint return.
- Step 6.** Attach all required forms and schedules. Attach the first copy of Copy B of Forms W-2, W-2G and 1099R to the front of the Form 1040. Attach all other schedules and forms behind Form 1040 in order of the attachment sequence number. If tax is owed, attach the payment to the front of Form 1040 along with Form 1040-V (original only). Write name, address, phone number, social security number and form number on your check or money order.

Rounding Off to Whole Dollars:

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

Fast Refund:

Taxpayers are able to request direct deposit of their tax refunds by filling out lines 62b, 62c and 62d on their Form 1040. Line 62b is for the bank's routing number. Line 62c indicates the type of account, and line 62d is the taxpayer's account number at the bank.

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

WHAT ARE CONSIDERED DEDUCTIONS AND CREDITS

Personal Exemption Amount: The deduction for each exemption—for the individual, his or her spouse and dependents has increased to \$2,650 per person. In 1997, the exemption deduction for high income taxpayers may be reduced or eliminat-

ed if their adjusted gross income exceeds certain threshold amounts.

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

Personal Interest Deductions: For 1997, personal interest cannot be deducted. Personal interest includes interest on car loans, credit cards and personal loans.

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

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

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

Deducting Work-Related Car Expenses: Use of a personally-owned automobile in work-related travel can result in deductible expenses. Two methods can be used to compute automobile expenses—either listing a standard mileage rate or determining actual cost. On the tax return due April 15 of this year, the IRS is accepting a standard mileage rate of 31.5 cents per mile. Parking fees and tolls can be added when using the standard

mileage rate. If using actual expenses, information must be available on all operating-related costs for the vehicle, including interest, insurance, taxes, licenses, maintenance, repairs, depreciation, gas, oil, tolls and parking. In either the standard mileage rate or the actual cost method of determining car expenses, accurate records should be kept. The IRS recommends keeping a log book or diary listing all expenses related to travel. Only work-related expenses not reimbursed by an employer can be claimed.

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

Limit on Itemized Deductions: In 1997, itemized deductions may be limited for individuals earning more than \$121,200 of federal adjusted gross income (or \$60,600 if married and filing separately).

Earned Income Credit: A refundable earned income credit (EIC) is available to certain low income individuals who have earned income and meet certain adjusted gross income thresholds. For tax year 1997, an individual does not have to have a qualifying child to be eligible for this credit if certain conditions are met. Different credit percentages and phase-out percentages are provided based on the taxpayer's income level and the number of qualifying children eligible, if any. The maximum credit allowed is as follows: Taxpayers with income less than \$9,770 and no qualifying children - \$332 maximum credit; taxpayers with income less than \$25,760 and with 1 qualifying child - \$2,210 maximum credit; taxpayers with income less than \$29,290 and with 2 or more qualifying children - \$3,656 maximum credit. If the earned income credit reduces the income tax liability below zero, a refund will be granted by the IRS. Taxpayers should use form 1040, schedule EIC to see if they are eligible for the credit.

Dependent's Social Security Number: Each dependent must have

STANDARD DEDUCTION

This is the standard deduction chart for most people. If a taxpayer is 65 or older or blind, there are additional standard deductions. (Note that the personal exemption deduction is \$2,650.)

Filing Status	Standard Deduction
Single	\$4,150
Married filing joint return or Qualifying widow(er) with dependent children	\$6,900
Married filing separate return	\$3,450
Head of household	\$6,050

a social security number (SSN) unless the dependent was born on or after November 30, 1997. Individuals may get an SSN for their dependent by filing Form SS-5 with their local Social Security Administration office. It usually takes about two weeks to receive an SSN.

WHICH RECORDS TO KEEP

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

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

Death of a Taxpayer: If a taxpayer died before filing a required return for 1997, the taxpayer's personal representative (and spouse, in the case of a joint return) must file and sign the return for that person. A personal representative can be an executor, administrator or anyone who is in charge of the taxpayer's property.

WHICH INCOME NEED NOT BE REPORTED

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

- Benefits from government welfare programs.
- Jones Act settlements for injuries, pain, suffering, medical costs.
- Maintenance and Cure.
- Workers' compensation benefits, insurance damages, etc. for injury or sickness.
- Disability retirement payments (and other benefits) paid by the Veterans' Administration.
- Child support.
- Gifts, money or other property inherited or willed.
- Dividends on veterans' life insurance.
- Life insurance proceeds received because of a person's death.
- Amounts received from insurance because of loss of the use of a home due to fire or other casualty to the extent the amounts were more than the cost of normal expenses while living in the home.
- Certain amounts received as a scholarship.

WHERE TO GET INFORMATION

General Information:

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

Publications:

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

Walk-In Help:

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

Telephone Help:

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

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

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

Send IRS Written Questions:

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

WHICH INCOME TO REPORT

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

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

OVERSEAS AT TAX TIME

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

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

WHY SEAFARERS MUST PAY STATE INCOME TAX

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

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

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

Each state has a set of criteria to determine whether an

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

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

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

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

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

WHERE TO GET ADDITIONAL STATE TAX INFORMATION

STATE	LOCAL/TOLL-FREE #		
Alabama	(334) 242-1055	Louisiana	(504) 925-7418
Alaska	(907) 465-2320	Maine	(207) 626-8475
Arizona	(602) 255-3381	Maryland	(800) 638-2937
Arkansas	(501) 682-7751	Massachusetts	(617) 887-6367
California	(916) 854-6500	In State	(800) 392-6089
(800) 852-5711		Michigan	(800) 487-7000
Colorado	(303) 866-5565	Minnesota	(612) 296-3781
Connecticut	(860) 297-5962	(800) 652-9094	
Delaware	(302) 577-3300	Mississippi	(601) 923-7001
D.C.	(202) 727-6104	Missouri	(573) 751-4450
Florida	(800) 352-3671	Montana	(406) 444-6700
Georgia	(404) 656-6286	Nebraska	(402) 471-5729
Hawaii	(800) 222-3229	(800) 742-7474	
Idaho	(208) 334-7660	Nevada	(702) 687-4892
Illinois	(800) 732-8866	New Hampshire	(603) 271-2191
Springfield Area (217) 782-3336		New Jersey	
Indiana	(317) 232-2240	Out of State	(609) 588-2200
Iowa	(515) 281-3114	In State	(800) 323-4400
Kansas	(913) 296-3909	New Mexico	(505) 841-6200
Kentucky	(502) 564-4581	New York	(800) 225-5829
		North Carolina	(919) 733-3991
		North Dakota	(701) 328-2770
		Ohio	(614) 466-2166
		Residents Only	(800) 282-1780
		Oklahoma	(405) 521-4321
		Oregon	(503) 378-4988
		Pennsylvania	(717) 787-8201
		Rhode Island	(401) 277-3050
		South Carolina	(800) 763-1295
		<i>South Dakota</i>	(605) 773-3311
		Tennessee	(615) 741-2594
		Texas	(512) 463-4600
		Utah	(801) 297-2200
		Vermont	(802) 828-2501
		Virginia	(804) 367-2062
		<i>Washington</i>	(360) 786-6100
		West Virginia	(304) 558-2500
		Wisconsin	(608) 266-1911
		Wyoming	(307) 777-5287

Note: States listed in italics do not require residents to pay state income taxes.

HOW TO FILE AN EXTENSION

IRS Form 4868 can be used to ask for a four-month extension to file IRS Form 1040A or Form 1040. An individual requesting an extension is under no obligation to explain why the additional time is needed. Filing of the form gives an individual until August 15, 1998 to file his or her 1997 federal tax return. The IRS will contact the individual directly only if the request for an extension is denied.

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

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

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

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

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

Form **4868**
Department of the Treasury
Internal Revenue Service

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

OMB No. 1545-0188

1997

For calendar year 1997, or other tax year beginning , 1997, ending , 19

Part I Identification		Part II Individual Taxes	
1 Your name(s) (see instructions)		4 Total tax liability for 1997 \$ _____	
Address (see instructions)		5 Total 1997 payments _____	
City, town or post office, state, and ZIP code		6 Balance. Subtract 5 from 4 _____	
2 Your social security number	3 Spouse's social security no.	Part III Gift/GST Tax — If you are not filing a gift or GST tax return, go to Part IV now. See the instructions.	
		7 Your gift or GST tax payment \$ _____	
		8 Your spouse's gift/GST tax payment _____	
This form also extends the time for filing a gift or generation-skipping transfer (GST) tax return if you file a calendar (not fiscal) year income tax return. Check below if requesting a gift or GST tax return extension, and enter your tax payment(s) in Part III:		Part IV Total	
Yourself <input type="checkbox"/>		9 Total liability. Add lines 6, 7, and 8 \$ _____	
Spouse <input type="checkbox"/>		10 Amount you are paying ▶ _____	
		If line 10 is less than line 9, you may be liable for interest and penalties. See page 3.	

ISA
STF FED5325F.1

TAX TIPS FOR SEAFARERS

REEL IN A BETTER FUTURE



Have your New Year's resolutions already been broken and forgotten? Do you feel stuck in a rut? Are you eager to move onward and upward?

Well, there is still time to make this year a positive one...by applying for an SIU scholarship.

The April 15 deadline is rapidly approaching, but with a little organization, enough time remains to fill out an application form, gather the necessary paperwork and mail in the complete application package.

Since the SIU began its scholarship program in 1952, many Seafarers and their family members have been awarded higher education grants and gone on to realize their educational goals.

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

The remaining four grants will be presented to spouses and dependent children of Seafarers. Each of these scholarships is for \$15,000 to study at a four-year college or university.

Who Is Eligible?

Scholarships are available to Seafarers, their spouses and dependent children (pensioners are not eligible). Additional eligibility information

may be found in the 1998 SIU scholarship program booklet. Just fill out the coupon below and mail it to the address listed. Program booklets also are available at all SIU halls.

Materials Needed

In addition to the application form itself, other items are required of all applicants in order to be considered for a

scholarship. These include transcripts and certificates of graduation; letters of recommendation from individuals who have knowledge of the applicant's character, personality and career goals; scores from the College Entrance Examination Board (SAT) or American College Test (ACT) exams; a photograph of the applicant; and a certified copy of the applicant's birth certificate.

Deadline Nears

The completed applications **MUST** be mailed and postmarked **ON or BEFORE April 15.**

Those who have applied for an SIU scholarship in the past and were not selected are encouraged to apply again this year, provided they still meet all the requirements.

Good luck in 1998!

**SCHOLARSHIP DEADLINE IS:
APRIL 15th**



COMPLETE
THIS COUPON
AND MAIL TO:

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

Please send me the 1998 SIU Scholarship Program booklet which contains eligibility information, procedures for applying and a copy of the application form.

Name _____

Mariner's Social Security Number _____

Street Address _____

City, State, Zip Code _____

Telephone Number _____

This application is for: Self Dependent

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

Dispatchers' Report for Deep Sea

DECEMBER 16, 1997 — JANUARY 15, 1998

Port	*TOTAL REGISTERED All Groups			TOTAL SHIPPED All Groups			Trip Reliefs	**REGISTERED ON BEACH All Groups		
	Class A	Class B	Class C	Class A	Class B	Class C		Class A	Class B	Class C
DECK DEPARTMENT										
New York	35	19	7	23	9	4	15	59	33	8
Philadelphia	8	5	2	5	3	0	2	5	6	2
Baltimore	5	9	1	4	5	1	1	10	14	1
Norfolk	11	18	3	5	13	3	4	18	18	5
Mobile	13	8	1	3	4	1	1	23	6	1
New Orleans	17	14	7	13	8	6	8	33	23	7
Jacksonville	36	21	9	21	14	5	6	61	28	15
San Francisco	26	12	4	20	11	3	9	43	21	4
Wilmington	22	15	6	13	13	3	10	37	14	7
Seattle	29	17	2	21	12	1	9	51	23	1
Puerto Rico	11	3	3	11	1	6	8	15	2	5
Honolulu	15	11	3	7	11	1	2	18	17	5
Houston	33	20	7	21	14	6	14	48	29	10
St. Louis	3	0	2	3	0	1	0	3	0	1
Piney Point	2	1	1	1	1	1	0	2	1	0
Algonac	0	1	2	0	0	1	1	0	3	1
Totals	266	174	60	171	119	43	90	426	238	73
ENGINE DEPARTMENT										
New York	14	10	4	5	9	1	4	26	19	3
Philadelphia	2	3	1	4	4	0	4	1	3	1
Baltimore	3	5	0	3	6	1	3	2	3	2
Norfolk	8	9	3	4	3	1	1	11	11	5
Mobile	7	7	0	5	10	0	3	18	4	2
New Orleans	11	13	3	10	9	3	2	19	13	5
Jacksonville	23	15	7	15	11	4	12	30	17	7
San Francisco	11	20	3	8	10	2	5	17	20	2
Wilmington	8	14	2	3	5	1	3	15	20	4
Seattle	11	7	1	6	4	2	5	24	9	3
Puerto Rico	6	5	1	6	1	2	0	5	5	2
Honolulu	5	8	8	6	7	6	1	10	12	7
Houston	20	14	6	12	7	3	9	25	17	7
St. Louis	1	0	0	0	0	0	0	2	0	1
Piney Point	4	4	0	0	0	0	0	4	7	1
Algonac	0	1	0	0	1	0	0	0	0	0
Totals	134	135	39	87	87	26	52	209	160	52
STEWARD DEPARTMENT										
New York	16	11	0	12	7	0	9	24	18	1
Philadelphia	3	2	0	3	2	0	1	4	3	0
Baltimore	1	0	0	2	1	0	0	1	1	0
Norfolk	10	8	1	3	5	1	7	14	8	2
Mobile	8	0	0	4	3	0	3	13	0	0
New Orleans	6	6	1	4	3	1	2	16	9	4
Jacksonville	23	5	3	14	3	0	9	33	8	3
San Francisco	39	5	1	22	7	0	18	49	6	1
Wilmington	18	4	0	19	7	0	5	25	2	1
Seattle	25	3	0	12	2	0	9	46	6	1
Puerto Rico	1	1	0	1	1	0	2	4	5	0
Honolulu	9	5	8	2	2	7	9	23	6	7
Houston	17	6	0	8	4	0	6	20	7	0
St. Louis	0	0	0	0	0	0	0	2	0	0
Piney Point	2	2	1	2	3	0	0	5	1	1
Algonac	0	1	0	0	0	0	0	0	1	0
Totals	178	59	15	108	50	9	80	279	81	21
ENTRY DEPARTMENT										
New York	3	27	7	3	22	3	0	12	44	20
Philadelphia	0	1	1	0	1	0	0	0	0	2
Baltimore	1	2	2	2	3	3	0	0	2	1
Norfolk	2	12	19	1	11	11	0	3	14	30
Mobile	3	5	2	1	6	2	0	4	20	3
New Orleans	6	13	10	3	7	8	0	9	22	16
Jacksonville	4	16	9	3	3	5	0	5	36	15
San Francisco	10	16	2	11	9	0	0	16	31	8
Wilmington	6	9	3	2	3	0	0	13	21	14
Seattle	13	13	3	5	12	2	0	11	21	3
Puerto Rico	5	4	7	1	1	3	0	9	10	6
Honolulu	9	49	71	4	25	44	0	12	53	92
Houston	3	6	2	1	4	1	0	5	18	11
St. Louis	0	1	1	0	0	1	0	0	2	0
Piney Point	0	1	6	0	8	15	0	0	5	11
Algonac	0	0	1	0	1	0	0	0	2	1
Totals	65	175	146	37	116	98	0	99	301	233
Totals All Departments	643	543	260	403	372	176	222	1013	780	379

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

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

March & April 1998 Membership Meetings Deep Sea, Lakes, Inland Waters

Piney Point.....	Monday: March 2, April 6
Algonac.....	Friday: March 6, April 10
Baltimore.....	Thursday: March 5, April 9
Duluth.....	Wednesday: March 11, April 15
Honolulu.....	Friday: March 13, April 17
Houston.....	Monday: March 9, April 13
Jacksonville.....	Thursday: March 5, April 9
Jersey City.....	Wednesday: March 18, April 22
Mobile.....	Wednesday: March 11, April 15
New Bedford.....	Tuesday: March 17, April 21
New Orleans.....	Tuesday: March 10, April 14
New York.....	Tuesday: March 3, April 7
Norfolk.....	Thursday: March 5, April 9
Philadelphia.....	Wednesday: March 4, April 8
San Francisco.....	Thursday: March 12, April 16
San Juan.....	Thursday: March 5, April 9
St. Louis.....	Friday: March 13, April 17
Tacoma.....	Friday: March 20, April 24
Wilmington.....	Monday: March 16, April 20

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

Personals

JAMES (RED) BRADY

Anyone with information about James Brady, a seaman during WWII, is asked to write to G. Nicolich, 464 45th Street, Brooklyn, NY 11220-1202.

GENE LATILERE

The Pinto family is searching for Gene Latilere, a merchant seaman who also served in the U.S. Coast Guard. Please contact Judy Pinto Ingram, 1151 Bay Ridge Parkway, Brooklyn, NY; phone (718) 745-5791 or (718) 748-8484.

NICK MOCERI III

Please contact Jesse Canales Jr. at P.O. Box 74513, Metairie, LA 70033; or call (504) 737-1141.

WILLIAM HOWARD RILEY

Please contact your daughter, Patricia A. Swayne, 1105 W. Chase Ave., #27, El Cajon, CA 92020-5701.

INFORMATION REQUESTED

Anyone with information about any seamen or longshoremen who lived at 342, 344, 346, 348 or 350 West 28 Street, NY during WWII is asked to contact G. Nicolich at (718) 853-4419. (Ms. Nicolich's parents, Flo and Nick Lucchesi, owned a small hotel at 346 West 28 Street from 1938-1959.)

THOSE WHO SAILED ON THE EDWARD ROWLAND SILL

Lawton O. Cahvert would like to hear from anyone who sailed on the Liberty ship Edward Roland Sill from January 18, 1943 to November 7, 1943. Please contact Cahvert at 359 Santa Fe Ave., Sp. 196, Long Beach, CA 90810; phone (562) 595-1524.

THOSE WHO SAILED ON THE SS HALLEY

Anyone who sailed on the SS Halley between October 21, 1943 and February 24, 1944 is asked to write to Erwin W. Wright, 11273 San Juan Range Rd., Littleton, CO 80127.

MEMBERS OF CLASS OF 3403E AT FORT TRUMBALL

Joseph C. McDole would like to get in touch with anyone in the Class of 3403E at Fort Trumball, a merchant mariner training facility in New London, Conn. Please contact him at 1315 Lawrence Steet, Rosenberg, TX 77471; phone (281) 342-3676.

Seafarers International Union Directory

Michael Sacco
President

John Fay
Executive Vice President

David Heindel
Secretary-Treasurer

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 Corgoy
Vice President Gulf Coast

← →

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

Dispatchers' Report for Great Lakes

DECEMBER 16, 1997 — JANUARY 15, 1998

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

Port	*TOTAL REGISTERED			TOTAL SHIPPED			**REGISTERED ON BEACH		
	All Groups			All Groups			All Groups		
	Class CL	Class L	Class NP	Class CL	Class L	Class NP	Class CL	Class L	Class NP
DECK DEPARTMENT									
Algonac	0	23	7	0	3	3	0	20	4
ENGINE DEPARTMENT									
Algonac	0	9	6	0	7	2	0	2	4
STEWARD DEPARTMENT									
Algonac	0	7	0	0	4	0	0	3	0
ENTRY DEPARTMENT									
Algonac	0	27	19	0	18	0	0	9	19
Totals All Depts	0	66	32	0	32	5	0	34	27

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

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

Dispatchers' Report for Inland Waters

DECEMBER 16, 1997 — JANUARY 15, 1998

Region	*TOTAL REGISTERED			TOTAL SHIPPED			**REGISTERED ON BEACH		
	All Groups			All Groups			All Groups		
	Class A	Class B	Class C	Class A	Class B	Class C	Class A	Class B	Class C
DECK DEPARTMENT									
Atlantic Coast	0	0	0	0	0	0	0	0	0
Gulf Coast	3	1	9	3	0	4	6	0	14
Lakes, Inland Waters	21	0	0	5	0	0	31	0	0
West Coast	3	0	3	6	0	5	9	1	11
Totals	27	1	12	14	0	9	46	1	25
ENGINE DEPARTMENT									
Atlantic Coast	0	0	0	0	0	0	0	0	0
Gulf Coast	0	0	2	0	0	0	0	0	6
Lakes, Inland Waters	14	0	0	1	0	0	9	0	0
West Coast	0	0	0	0	0	0	0	0	0
Totals	14	0	2	1	0	0	9	0	6
STEWARD DEPARTMENT									
Atlantic Coast	0	0	0	0	0	0	0	0	0
Gulf Coast	0	0	0	0	0	0	0	0	0
Lakes, Inland Waters	10	0	0	1	0	0	9	0	0
West Coast	0	0	0	1	0	0	0	1	1
Totals	10	0	0	2	0	0	9	1	1
Totals All Depts	51	1	14	17	0	9	64	2	32

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

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

PIC-FROM-THE-PAST



These two photographs, sent to the *Seafarers LOG* by Pensioner **Troy D. Smith** of Summerville, S.C., were taken of and aboard the *S.S. Steel Vendor* (Isthmian Lines) in 1950 on an around-the-world run. (Smith does not appear in the crew photo above.)

Brother Smith, who sailed as an FOWT/OMU, began his maritime career on December 12, 1945 and started receiving his pension in February 1989.

During his sailing career, he made 24 trips on 12 different vessels operated by Isthmian.

In a note to the *Seafarers LOG*, Pensioner Smith said he enjoyed looking back on old shipmates in the "Pic-from-the-Past" section.



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.

Joining the growing number of SIU pensioners this month are seven Seafarers who have retired to the beach after many voyages on the world's oceans and waterways.

Five of those signing off sailed in the deep sea division; the other two navigated the inland waterways.

Three of the retiring merchant mariners sailed in the U.S. military—all in the U.S. Army.

Paul L. Painter, at age 69, is the oldest member retiring this month.

This month's favorite area for retirement is the East Coast, where six of the pensioners reside. One makes his home in the Midwest.

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

DEEP SEA



BOBBY E. HARRIS, 65, joined the Seafarers in 1951 in the port of Norfolk, Va. A native of North

Carolina, he sailed in the engine department and upgraded at the Lundeberg School in Piney Point, Md. Brother Harris last sailed aboard the *Stonewall*

Jackson, operated by Waterman Steamship Corp. He makes his home in Moycock, N.C. From 1953 to 1956, he served in the U.S. Army.

EVERETT D. HUNTLEY, 58, first sailed with the SIU in 1963.

Brother Huntley worked in the engine department, last sailing aboard *Sea-Land Service* vessels. Born in North Carolina, he has retired to Teaneck, N.J.



JOHN E. MARTELLO, 61, began sailing with the Seafarers in 1953 from the port of New Orleans. A

native of Louisiana, he sailed in the deck department. His first ship was the *Del Sud*, and he last sailed aboard the *Sea-Land Spirit* in 1995. Brother Martello calls Gardnerville, Nev. home.

PAUL L. PAINTER, 69, started his career with the SIU in 1946 in the port of New Orleans. Born in North Carolina, he sailed in the engine department and



upgraded at the Lundeberg School. During his career, he was active in union organizing drives and beefs. In 1994, Brother Painter signed off the *Jeff Davis*, a Waterman Steamship Corp. vessel. He resides in Laurinburg, N.C.

INLAND

YONUS YAFAI, 65, joined the Seafarers in 1970. He sailed in all three departments: deck engine and steward. Born in Arabia, he makes his home in Brooklyn, N.Y. Brother Yafai last sailed on the *Mayaguez*, operated by NPR, Inc.



ROBERT W. FOLTZ, 65, began his career with the Seafarers in 1961 in the port of Philadelphia. Starting as a

deckhand, the Pennsylvania native upgraded at the Lundeberg

School. He last sailed as a captain. From 1953 to 1955, he served in the U.S. Army. Boatman Foltz signed off the *Teresa*, operated by McAllister Towing. He has retired to Clarksboro, N.J.

WALTER G. POPPERWILL SR., 71, began sailing with the SIU in 1969 from the port of Norfolk,



Va. A native of North Carolina, he served in the U.S. Army. Boatman Popperwill sailed as a captain and has retired to Lowland, N.C.

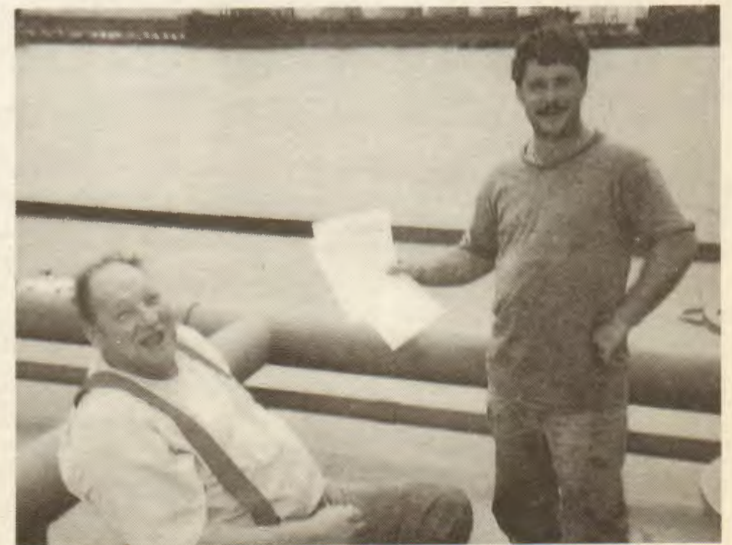
Correction:

The December 1997 issue, of the *Seafarers LOG* (page 19) contained incorrect information about Pensioner **Michael J. Carlin**. Brother Carlin joined the SIU in 1949.

On the Job With Higman Boatmen



For Seafarers aboard Higman Towing's tugboats and barges, work means transporting petroleum products primarily between Corpus Christi, Texas and Mobile, Ala. SIU members crew the company's 19 tugboats, which ordinarily operate on the lower Mississippi River. Pictured above, Relief Captain Joe Fabacher (left) reviews notes with fellow SIU boatman Floyd Bertrand, who is a pilot. In center photo, Tankermen Ellis Beshea (left) and Tankerman Roy Lafosse focus on the task at hand. Directly below that, Lafosse (seated) shares a laugh with Tankerman David Carriere. All three photos were taken aboard the vessel *Mark Flynn*.



No Bones About It Retired Seafarer Creates Clipper Models With Recycled Turkey Bones

While it is not what most would consider a typical hobby, creating models of clipper ships from turkey bones has been an important part of life for SIU Pensioner **Jacinto Guilles**.

Sailing aboard an Isthmian Lines vessel nearly 44 years ago, Guilles, who retired as a recertified steward, took up the unusual hobby to temporarily take his mind away from missing his wife and children.

In a letter describing his unique talent, R.W. Odum, Guilles's daughter, wrote, "My dad says that every seaman should have a hobby to keep them from missing their families. He told us that making his turkey bone ships kept him from trouble and from missing us too much. Even though he retired in 1988, his heart is still on the ocean, and he continues making his special ships."

"Every seafarer should have something to occupy their mind while away at sea," noted Guilles. "Some crew members took up reading, writing and painting. I just decided to make ships out of turkey bones. It was something to bide my time until I could return home."

Guilles began crafting the ships in 1955. "I made my first model out of balsa wood; then a

shipmate suggested I try using turkey bones. I thought it was a pretty neat idea," he recalled.

As a chief steward, Guilles began saving the bones from turkey dinners he made for the ship's crew.

"It takes seven big turkeys—like 24- or 25-pound birds—and about four months to make one ship," stated Guilles, who joined the union in 1954 in the port of New York.

"The first thing I do is boil the bones," he told a reporter for the *Seafarers LOG*. "Then I soak them in bleach and let them dry until they turn white."

Guilles designs the keel using seven breast bones. Next he cre-

ates the body of the vessel from 13 turkey ribs and 17 wings. He uses the wishbone to make an anchor and crafts two lifeboats out of thigh bones. Guilles even carves a mermaid for the front of the ship.

Once the body of the vessel is completed, he applies a clear coat of shellac to preserve it. Nylon fishing line is used to make the rigging, and sails are fashioned from white handkerchiefs. Guilles even inserts tiny lights into the ship's body for illumination.

Because he completes each vessel from memory, Guilles doesn't follow a structured pattern or written instructions. "I have it all in my head," he explained.

Guilles estimates that he has made about 12 ships. Each of his six children has one of the creations to remind them "of the love in his heart when he was sailing away from home," stated his daughter. His other ships went to fellow crew members and captains.



Jacinto Guilles poses with a model of a clipper ship, made entirely from turkey bones, nylon fishing line and white handkerchiefs.

Final Departures

DEEP SEA

RUBEN AGUILAR



Pensioner Ruben Aguilar, 65, passed away December 20, 1997. Born in Texas, he graduated from the Marine Cooks & Stewards (MC&S) training school in Santa Rosa, Calif. in 1967 and joined the MC&S, before that union merged with the SIU's Atlantic, Gulf, Lakes and Inland Waters District (AGLIWD). Brother Aguilar last sailed as a chief steward aboard Matson Navigation's *Lurline*. He served in the U.S. Navy from 1952 to 1954. A resident of Las Vegas, Nev., Brother Aguilar retired in 1997.

LESLIE BURNETT



Pensioner Leslie Burnett, 81, died November 28, 1997. Brother Burnett joined the Seafarers in 1947 in the port of Mobile, Ala. Born in Jamaica, he sailed in the steward department. Prior to his retirement in July 1980, he signed off the *Zapata Patriot*. Brother Burnett was a resident of New Orleans.

DEMETRIOS CALOGEROS



Pensioner Demetrios Calogeros, 79, passed away December 30, 1997. He began sailing with the SIU in 1951 from the port of Seattle. A native of Greece, he sailed in the deck department and upgraded at the Lundeberg School in Piney Point, Md., where he graduated from the bosun recertification program in 1975. Brother Calogeros began receiving his pension in December 1982.

LORENZO CARRASQUILLO



Pensioner Lorenzo Carrasquillo, 74, died December 25, 1997. A native of Puerto Rico, he started his career with the Seafarers in 1952 in the port of New York. Brother Carrasquillo sailed in the steward department. Prior to his retirement in June 1979, he signed off the *Del Sud*, operated by Delta Steamship Lines, Inc. He was a resident of Chalmette, La.

SIMON CHABAN



Pensioner Simon Chaban, 85, passed away November 29, 1997. Born in Poland and a resident of Houston, he joined the SIU in 1953. Prior to his retirement in July 1981, Brother Chaban sailed in the steward department aboard the *Williamsburg*.

EDDIE CHENG



Pensioner Eddie Cheng, 81, died October 25, 1997. He started his career with the Seafarers in 1949 in the port of San Francisco.

Born in China, Brother Cheng sailed in the deck department and began receiving his pension in May 1978.

JOHN F. DICKERSON



Pensioner John F. Dickerson, 81, passed away August 4, 1997. Brother Dickerson joined the Seafarers in 1952 in the port of Galveston, Texas. Born in

West Virginia, he sailed in the deck department His last ship was the *Williamsburg*. During the war years of 1942 to 1945, he served in the U.S. Navy. Brother Dickerson was a resident of Houston and began receiving his pension in August 1981.

LONNIE S. DUKES SR.



Pensioner Lonnie S. Dukes Sr., 73, died October 24, 1997. Born in South Carolina, he joined the Seafarers in 1968 in the port of Norfolk, Va.

Brother Dukes last sailed in the steward department as a chief cook. A veteran of World War II, he served in the U.S. Army from 1943 to 1946. He was a resident of China Grove, N.C. and began receiving his pension in February 1990.

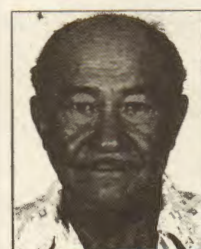
ELBERT J. HOGGE



Pensioner Elbert J. Hogge, 79, died January 5. A charter member of the Seafarers, he joined the union in 1938. The native Virginian sailed in the

deck department and upgraded at the Lundeberg School, where he graduated from the bosun recertification program in 1973. During his sailing career, Brother Hogge was active in organizing drives and beefs. He retired from the SIU in April 1980.

JULIO M. LAZU



Pensioner Julio M. Lazú, 74, passed away December 11, 1997. A native of Puerto Rico and a resident of San Juan, he joined the SIU in 1956 in the

port of Baltimore, sailing as a member of the steward department. From 1944 to 1946, he served in the U.S. Army. Brother Lazú last sailed aboard the *Bayamon*, operated by Puerto Rico Marine Management, Inc. He retired in November 1985.

NORMAN R. LEE



Pensioner Norman R. Lee, 82, died October 15, 1997. He began his career with the Seafarers in 1957 in the port of Houston. A native of

Louisiana, he sailed in the engine department. Brother Lee began receiving his pension in July 1980.

FANNIE C. MAIRE

Pensioner Fannie C. Maire, 87, passed away December 10, 1997. Sister Maire joined the SIU in 1952 in the port of New Orleans. Born in



Louisiana, she sailed in the steward department and started receiving her pension in April 1968. She was a resident of Knoxville, Tenn.

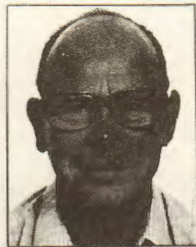
CLETUS P. McHUGH



Cletus P. McHugh, 72, passed away April 2, 1996. Brother McHugh joined the SIU in the early 1940s in the port of Philadelphia. Born in

Pennsylvania, he sailed in the engine department. Brother McHugh was a resident of Philadelphia.

JOHN R. McINTYRE



Pensioner John R. McIntyre, 70, died December 4, 1997. Born in Alabama, he started his career with the Seafarers in 1955 in the port

of Houston. Brother McIntyre sailed in the deck department. Prior to his retirement in December 1991, he signed off the *Spirit of Texas*, a Seahawk Management vessel. From 1945 to 1947, he served in the U.S. Army. Brother McIntyre was a resident of LaPort, Texas.

PEDRO MORENO



Pensioner Pedro Moreno, 90, died December 25, 1997. A native of Texas, he started his career with the Seafarers in 1951 in the port

of Houston, sailing in the steward department. Brother Moreno lived in Hitchcock, Texas. He retired in May 1968.

JOSE ORTIGUERRA



Pensioner Jose Ortiguerra, 87, died July 31, 1997. He was a charter member of the Seafarers, having joined the union in 1938 in the port

of New York. Born in the Philippines, he sailed in the deck department. From 1928 to 1929, he served in the U.S. Navy. Brother Ortiguerra, who made his home in Bataan, P.I., began receiving his pension in October 1973.

LOUIS C. PUGH



Louis C. Pugh, 92, died October 20, 1997. A charter member of the SIU, Brother Pugh joined the union in 1938 in the port of Boston. He sailed in the

deck department and was active in union organizing drives and beefs. A resident of Mobile, Ala., he began receiving his pension in July 1980.

GRANT L. SAYLOR

Pensioner Grant L. Saylor, 78, passed away November 4, 1997. Born in Iowa, he started his career with the Seafarers in 1951 from the port of New York. Brother Saylor sailed in the engine department and



signed off the *Del Oro*, operated by Delta Steamship Lines, Inc. A resident of Mobile, Ala., he began receiving his pension in June 1982.

LUIS L. RIVERA



Pensioner Luis L. Rivera, 82, passed away December 27, 1997. Born in Puerto Rico, he joined the SIU in 1941 in the port of New York. He sailed

as a member of the engine department and started receiving his pension in May 1983.

THOMAS E. SMITH



Pensioner Thomas E. Smith, 87, died November 30, 1997. Brother Smith first sailed with the SIU in 1950 as a member of the engine department. A native of Ohio, he retired in

February 1975.

JOHN E. WELLS



Pensioner John E. Wells, 95, passed away November 12, 1997. A charter member of the Seafarers, he joined the union in 1939 in the port of Jacksonville, Fla. Born in Rhode Island, he sailed in the steward department and began receiving his pension in May 1969. Brother Wells was a resident

of Catonsville, Md.

INLAND

MARK L. GRAY



Pensioner Mark L. Gray, 64, passed away December 9, 1997. He began sailing with the Seafarers in 1961 from the port of Baltimore. A native

of North Carolina, he worked as a tugboat captain. From 1953 to 1955, he served in the U.S. Army. Boatman Gray began receiving his pension in April 1995.

ALLIE L. GUIDRY



Pensioner Allie L. Guidry, 91, died November 14, 1997. Born in Louisiana, he joined the SIU in 1957 in the port of Houston. Boatman

Guidry sailed primarily aboard G&H Towing vessels as a member of the steward department. He was a resident of Nederland, Texas and retired in 1971.

GEORGE M. WHITE



Pensioner George M. White, 87, passed away November 14, 1997. Boatman White started his career with the Seafarers in 1966 in the port

of Norfolk, Va. A native of Virginia,

he worked in the engine department, last sailing as a chief engineer. Boatman White was a resident of New Point, Va. and retired in May 1984.

CARL E. WILKINS



Pensioner Carl E. Wilkins, 75, died October 20, 1997. A native of North Carolina, he joined the SIU in 1960 in the port of Norfolk, Va. Boatman

Wilkins worked in the deck department, last sailing as a captain. A resident of Belhaven, N.C., he began receiving his pension in February 1984. During World War II, he served in the U.S. Navy from 1940 to 1946.

GREAT LAKES

HUSAYN S. ALI



Pensioner Husayn S. Ali, 66, passed away March 12, 1997. Born in Arabia, he started his career with the Seafarers in 1970 in the port of

Detroit. Brother Ali sailed primarily on vessels operated by Inland Lakes Management as a member of the engine department. He signed off the *Paul Townsend* and began receiving his pension in May 1996. Brother Ali was a resident of Sana'a, Yemen.

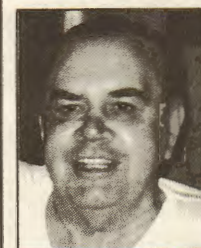
WESLEY H. FOSTER



Pensioner Wesley H. Foster, 75, passed away December 1, 1997. A native of Georgia, he joined the Seafarers in

1969 in the port of Detroit. Brother Foster sailed as a member of the deck department. A resident of Alto, Ga., he began receiving his pension in September 1987.

ROBERT L. POWELL



Pensioner Robert L. Powell, 68, died November 13, 1997. Born in West Virginia, he began sailing with the SIU in 1960 from the port of Detroit.

From 1946 to 1950, he served in the U.S. Air Force. Brother Powell sailed as a member of the engine department and retired in January 1990. He was a resident of Mannington, W.Va.

RAILROAD MARINE

HARRY T. REYNOLDS



Pensioner Harry T. Reynolds, 81, died August 11, 1997. Brother Reynolds started his career with the SIU in 1960 in his native New York. Brother

Reynolds last sailed in the deck department as a mate. He was a veteran of World War II, having served in the U.S. Army from 1940 to 1945. The Lindenhurst, N.Y. resident began receiving his pension in January 1976.

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.

COAST RANGE (Crowley Petroleum), September 21—Chairman **John Mossbarger**, Secretary **Joan Fehling**, Educational Director **Alex Resendez**, Deck Delegate **Gilbert Costello**, Engine Delegate **Casey Barber**, Steward Delegate **Frank Martin**. Chairman reported union and Crowley Petroleum Transport still negotiating memorandum of understanding. No beefs or disputed OT reported. Crew members discussed vacation checks and job calls. Next port: Long Beach, Calif.

SEA-LAND CHALLENGER (Sea-Land Service), September 29—Chairman **Mickey Noble**, Secretary **Donna Jean Clemons**, Educational Director **Brian Connell**, Deck Delegate **Amin Hussein**, Engine Delegate **Nasser Shaibi**, Steward Delegate **Mario Firme**. Chairman announced captain will conduct room inspections and advised crew to consult sailing board for sailing time changes. Secretary asked crew members to return movies as soon as possible after viewing. No beefs or disputed OT reported. Chairman announced copies of *Seafarers LOG* may be found in crew lounge. Crew members thanked galley gang for barbecues during last voyage. Crew also noted need for insect fumigation aboard ship. Steward delegate informed crew new linens available. Next port: Oakland, Calif.

SEA-LAND PATRIOT (Sea-Land Service), September 14—Chairman **K.C. McGregor**, Secretary **James E. Harper**, Educational Director **Mark Serlis**, Deck Delegate **Raymond Vicari**, Engine Delegate **Steve Rollins**, Steward Delegate **Wilfredo DeLeon**. Educational director stressed importance of upgrading at Paul Hall Center. Treasurer urged members to continue writing Congress asking elected officials to support Jones Act. No beefs or disputed OT reported. Chairman announced e-mail received from company allowing crew members time off while ship docks in Long Beach, Calif. Crew reported tiles in recreation room and DEU's room need to be replaced. Crew members discussed shipboard duties of wiper according to contract. Crew members thanked steward department and chief cook for "very good food and service with a smile." Next port: Long Beach.

LNG TAURUS (ETC), October 19—Chairman **Daniel Marcus**, Secretary **Francis Ostendarp**, Educational Director **Charles Pomraning**, Deck Delegate **John Ray**, Engine Delegate **Tim Van Pelt**, Steward Delegate **Brian McEleny**. Chairman wished crew signing off a good vacation and urged those staying aboard vessel to keep up good safety practices. Treasurer announced \$70 in ship's fund. No beefs or disputed OT reported. Steward delegate discussed using standard computer codes to validate overtime so that wording is changed in order to reflect payment for radio shack duties by steward assistant. Stew-

ard discussed setting up cleaning schedule so he is aware of those who want their rooms cleaned. Some crew members expressed displeasure with shipboard stores. Next port: Tobata, Japan.

OMI COLUMBIA (OMI), October 6—Chairman **Greg Hamilton**, Secretary **Dana Zuls**, Deck Delegate **Paul Sbriglio**, Educational Director **R. Gordon**, Engine Delegate **Gregory Stone**, Steward Delegate **Musleh M. Musa**. Chairman reported crew still awaiting word from contracts department concerning pay in lieu of day off. He urged members to read President Michael Sacco's report in *Seafarers LOG*. Educational director encouraged members to upgrade at Piney Point. No beefs or disputed OT reported. Steward reported new pillows and refrigerator are on order. Bosun extended vote of thanks to galley gang for "putting out good chow." He asked crew to fill out repair list. Next ports: Richmond, Calif.; San Francisco; Valdez, Alaska; El Segundo, Calif.

SEA-LAND CHALLENGER (Sea-Land Service), October 27—Chairman **Monte Grimes**, Secretary **Donna Jean Clemons**, Educational Director **Henry Paquin**, Deck Delegate **John Emrich**, Engine Delegate **Ricky Williams**, Steward Delegate **Lloyd Lawrence**. Chairman announced estimated day and time of arrival in Oakland, Calif. and noted ship will depart port for Long Beach, Calif. on same day. He reported vessel will adhere to this new schedule during next few trips. He also announced upcoming military exercise involving members of U.S. Marine Corps and Navy Seals and advised crew to stay tuned for further details. Secretary noted new movies will be purchased in Long Beach or Honolulu with money from movie fund. Educational director discussed importance of upgrading at Lundeberg School. He reminded crew to check *Seafarers LOG* for upcoming courses. No beefs or disputed OT reported by engine or steward delegates. Deck delegate reported disputed OT concerning pay for crew members during lashing and securing for sea. Crew discussed creating sign to remind everyone to return movies after viewing. Steward department was thanked for good food and keeping ship clean.

SEA-LAND LIBERATOR (Sea-Land Service), October 12—Chairman **Darrel Petersen**, Secretary **Guillermo Thomas**, Educational Director **Elwyn Ford**, Engine Delegate **Ronald J. Hutchison**, Steward Delegate **Mercy Abuan**. Chairman thanked entire crew for job well done and galley gang for preparation of good meals. Secretary reminded members to rewind movies after each use. Educational director urged crew to take advantage of upgrading courses at Piney Point. He advised members to make sure their z-cards and other important documents are up to date. No beefs

or disputed OT reported. Engine delegate commended crew for good trip and asked contracts department to clarify OT rates for DEU. Crew requested new VCR or VCR/TV. Next port: Oakland, Calif.

SEA-LAND PATRIOT (Sea-Land Service), October 26—Chairman **Thomas Trehern**, Secretary **Adrian Delaney**, Educational Director **Mark Serlis**. Bosun reported several crew members have not been permitted their contractual two days off during trip. Chairman reported smooth sailing and noted U.S. Coast Guard inspection scheduled in port of Long Beach, Calif. Deck delegate reported disputed OT. Engine and steward delegates reported beefs. Crew discussed licensed department members performing work of unlicensed crew. Bosun brought up letter from Vice President Contracts Augie Tellez concerning proper OT tracking when such incidences occur. Crew thanked galley gang for job well done.

BLUE RIDGE (Crowley Petroleum), November 29—Chairman **Abdulla Alwaseem**, Secretary **Ronald Malozi**, Educational Director **Jack Singletary**, Deck Delegate **Tom Arriola**, Steward Delegate **Chris Boronski**. Chairman announced payoff at end of month and reported ship scheduled for voyages to San Francisco, Vancouver, Honolulu and Long Beach, Calif. Secretary advised crew members signing off vessel to pick up clean linens from steward assistant for relief. Educational director urged all members to apply for training record books (TRBs) as soon as possible. No beefs or disputed OT reported. Crew requested copies of new contract and being paid upon arrival in port rather than day after arrival. Steward department thanked for enjoyable Thanksgiving dinner—"a good time was had by all."

COAST RANGE (Crowley Petroleum), November 8—Chairman **John Mossbarger**, Secretary **Hans Schmuck**, Educational Director **Craig Croft**, Deck Delegate **Charles Gordon**, Steward Delegate **Abdullah Mohamed**. Chairman reported memorandum of understanding between company and union still in negotiation. Educational director stressed importance of upgrading at Paul Hall Center. No beefs or disputed OT reported. Crew members requested staterooms be cleaned once a week. Crew discussed having ship's agent provide transportation to and from vessel. Members also talked about purchasing ship's bicycle. Next port: Long Beach, Calif.

OMI COURIER (OMI), November 19—Chairman **George Khan**, Secretary **Joseph Miller**, Deck Delegate **Dock McGuire**, Steward Delegate **Luis Martinez**. Bosun noted patrolman scheduled to meet vessel upon arrival in port of Los Angeles. Crew asked bosun to see about obtaining new furniture and VCR for crew lounge. Secretary advised crew members signing off to clean rooms and replace linens for next person. Educational director discussed importance of upgrading at Piney Point. Deck delegate reported disputed OT. No beefs or disputed OT reported by engine or steward delegates. Engine delegate urged members to donate to SPAD and upgrade at Lundeberg School. Crew presented steward with retirement watch and thanked him for his many years with the SIU.

LNG GEMINI (ETC), November 30—Chairman **R. Mohamed**, Secretary **K. Hopkins**, Educational

Director **S. Hoskins**, Deck Delegate **Paul Jagger**, Engine Delegate **Tom Flynn**, Steward Delegate **Amy Ripple**. Bosun discussed duties of DEU on sanitary. Secretary reported crew members voted to dispose of old clothing and personal items left aboard vessel by former crew members. Crew noted some gear was several years old. Educational director encouraged crew members to upgrade at Lundeberg School. He noted all

Hall Center. No beefs or disputed OT reported. Crew asked contracts department to look into improving pension plan in next contract. Bosun asked for clarification of SIU medical benefits.

OVERSEAS NEW YORK (Maritime Overseas), November 3—Chairman **J. Carlos Loureiro**, Secretary **Nancy Heyden**, Educational Director **John Fleming**, Deck Delegate **Amante Gumiran**,

On Watch Aboard the O/S New Orleans



AB Paul Nathan checks the control console aboard the *Overseas New Orleans* as the tanker makes a coastwise run from Corpus Christi, Texas to Port Everglades, Fla.

SIU members who wish to continue sailing aboard LNG carriers must take LNG recertification course and get their tanker endorsement at the school. No beefs or disputed OT reported. Crew reminded to keep noise down on first and second decks. Bosun announced hours for weight room will be posted by master. Crew thanked steward department for jobs well done. Next port: Tobata, Japan; Arun, Indonesia; Nagoya, Japan.

OMI COLUMBIA (OMI), November 1—Chairman **Greg Hamilton**, Secretary **Dana Zuls**, Educational Director **R. Gordon**, Engine Delegate **Gregory Stone**, Steward Delegate **Musleh M. Musa**. Chairman noted response from headquarters not yet received concerning crew questions on trip rotation, days off and sanitary duties. He added Vice President Augie Tellez sent crew other requested contract information. No beefs or disputed OT reported. Engine delegate extended special vote of thanks to chief steward and galley gang for "good chow." Crew announced arrival of unlicensed apprentice.

OMI COLUMBIA (OMI), November 23—Chairman **Greg Hamilton**, Secretary **Dana Zuls**, Educational Director **R. Gordon**, Engine Delegate **Gregory Stone**, Steward Delegate **Musleh M. Musa**. Crew still awaiting response from headquarters concerning previous meeting notes and payment of overtime to deck department members. Bosun advised crew members to avoid accidents by wearing protective foot gear when working. Secretary mentioned problems with water system aboard ship. No beefs or disputed OT reported by deck or steward delegates. Engine delegate requested copy of memorandum of agreement between the SIU and OMI to clarify the duties of DEU.

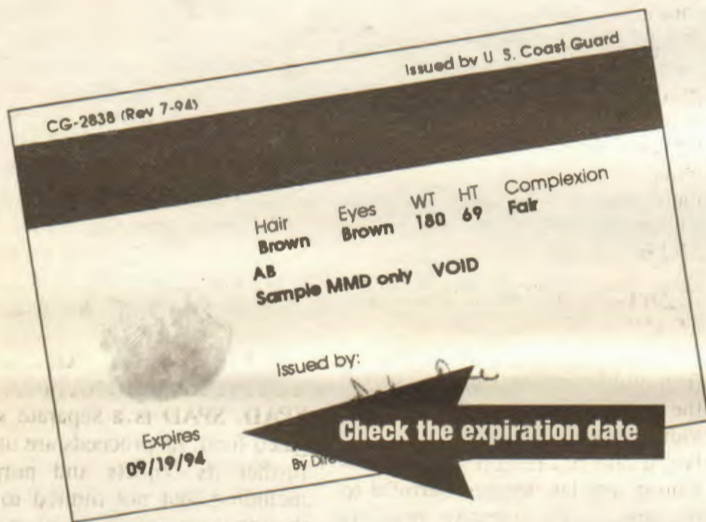
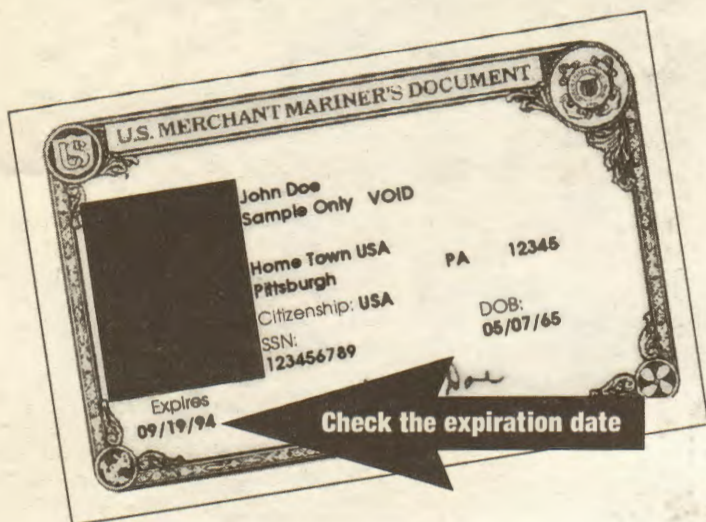
OVERSEAS MARILYN (Maritime Overseas), November 2—Chairman **Marco Galliano**, Secretary **Joseph Brooks**, Educational Director **Billy Watson**, Deck Delegate **Raymond Leak**, Engine Delegate **Junious Williams**, Steward Delegate **James Jackson**. Secretary and educational director discussed importance of upgrading at Paul

Engine Delegate **Dennis Cayan**, Steward Delegate **Jose Maglalang**. Chairman reported captain has requested on/off vessel board located on main deck be used for fire and emergency material. He informed crew half of deck has been equipped with non-skid material and advised them to use caution on other half until completed. Chairman advised crew that beginning in 1998, those without Lundeberg School's tankerman operation/safety course will not be allowed to sail aboard tankers. He also reminded crew members to apply for training record books (TRBs). Bosun extended special vote of thanks to crew members for helping keep crew lounge clean. Educational director encouraged members to upgrade at Piney Point. Treasurer thanked bosun for purchase of new movies. No beefs or disputed OT reported. Bosun asked fellow union brothers and sisters to help new members who may be interested in or qualified to become deck department members. Chairman advised crew he is working on list that breaks down medical benefits covered by different companies. Crew thanked steward department for job well done. Next ports: Honolulu and Valdez, Alaska.

OVERSEAS VIVIAN (Maritime Overseas), November 16—Chairman **Joel A. Lechel**, Secretary **Mark Flores**, Educational Director **Wilmer McCants**, Engine Delegate **Wilbert J. Miles**. Chairman commended deck gang on good voyage. Secretary and educational director recommended all members upgrade at Lundeberg School and apply for training record books (TRBs). Deck delegate reported disputed OT. No beefs or disputed OT reported by engine or steward delegates. Chairman discussed importance of SPAD contributions and urged crew members to donate. Crew noted new washer and dryer received. Crew requested new chairs for lounge and microwave for mess hall. Crew also noted new antenna for TV is needed and galley range needs repair. Steward thanked crew members for help in separating plastics from paper and cans. Crew thanked steward department for job well done. Next ports: Jacksonville, Fla. and Baytown, Texas.

ATTENTION ALL SEAFARERS

Check Your Z-Card; Your Job May Be at Stake Merchant Mariner's Document Must Be Renewed



According to a law that took effect in 1995, the U.S. Coast Guard requires all merchant mariners to renew their merchant mariner's documents (z-cards) in order to continue sailing. All mariners **MUST** possess a renewed z-card in order to sail aboard U.S.-flag vessels by the end of 1999. That means as of January 1, 2000, all active z-cards must have been issued no earlier than January 1, 1995.

You may renew your z-card beginning one year before its expiration date. No merchant mariner is allowed to ship with an expired document. (Mariners may renew their z-cards up to one year after the expiration date. However, mariners lose their endorsements if they renew beyond that one-year extension.)

The expiration date is five years to the day after the card was issued. Z-cards list the expiration date in two different locations: (1) near the mariner's photo on the front and (2) near the mariner's fingerprint on the back. For those z-cards without an expiration date, the date of issuance is located on the back of the document beside the fingerprint.

If you have any questions concerning the status of your z-card, contact your port agent or patrolman.

Renewal Date	1998	1999	2000	2001	2002
Date of Issue	1993	1994	1995	1996	1997
	1988	1989			
	1983	1984	(*See Below)		
	1978	1979			
	1973	1974			
	1968	1969			
	1963	1964			
	1958	1959			
	1953	1954			
	1948	1949			
	1943	1944			
	1938	1939			

Per the U.S. Coast Guard and the *Federal Register* of September 27, 1994, z-cards with an issuance date ending in the years 0 and 5 should have been renewed in 1995;

ending in the years 1 and 6 should have been renewed in 1996;

ending in the years 2 and 7 should have been renewed in 1997.

*All z-cards have to be renewed every 5 years to remain active.

U.S. Coast Guard Regional Examination Centers

510 L. Street
Suite 100
Anchorage, AK 99501-1946
(907) 271-6733 or 6735

Customhouse
Baltimore, MD 21202-4022
(410) 962-5132

455 Commercial Street
Boston, MA 02109-1045
(617) 223-3040

196 Tradd Street
Charleston, SC 29401-1899
(803) 724-7693

433 Ala Moana Blvd.
Room 1
Honolulu, HI 96813-4909
(808) 522-8258

8876 Gulf Freeway, Suite 210
Houston, TX 77017-6595
(713) 947-0044

2760 Sherwood Lane
Suite 2A
Juneau, AK 99801-5845
(907) 463-2450

165 N. Pico Avenue
Long Beach, CA 90802-1096
(310) 980-4483 or 4485

200 Jefferson Avenue
Suite 1301
Memphis, TN 38103-2300
(901) 544-3297

Claude Pepper Building
51 S.W. First Avenue
6th floor
Miami, FL 33130-1608
(305) 536-6548

1440 Canal Street
Eighth Floor
New Orleans, LA 70112-2711
(504) 589-6183

Battery Park Building
New York, NY 10004-1466
(212) 668-6395

6767 N. Basin Avenue
Portland, OR 97217-3992
(503) 240-9346

1222 Spruce Street
Suite 211
St. Louis, MO 63103-2835
(314) 539-2657

Building 14
Coast Guard Island
Alameda, CA 94501-5100
(510) 437-3092 or 3093

1519 Alaskan Way S.
Building 1
Seattle, WA 98134-1192
(206) 217-6115

Federal Building, Room 501
234 Summit Street
Toledo, OH 43604-1590
(419) 259-6394 or 6395

SUMMARY ANNUAL REPORT FOR SEAFARERS VACATION FUND

This is a summary of the annual report for the Seafarers Vacation Fund, EIN 13-55602047, Plan No. 503, for the period January 1, 1996 through December 31, 1996. The annual report has been filed with the Internal Revenue Service, as required under the Employee Retirement Income Security Act of 1974 (ERISA).

Basic Financial Statement

The value of plan assets, after subtracting liabilities of the plan, was \$24,282,651 as of December 31, 1996, compared to \$23,373,085 as of January 1, 1996. During the plan year, the plan experienced an increase in its net assets of \$909,566. 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 \$38,344,438 including employer contributions of \$37,285,855, realized losses of \$84,195 from the sale of assets, and earnings from investments of \$1,142,778.

Plan expenses were \$37,434,872. These expenses included \$3,819,733 in administrative expenses and \$33,615,139 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; and
3. transactions in excess of 5 percent of plan assets.

To obtain a copy of the full annual report, or any part thereof, write or call the Board of Trustees, Seafarers Vacation Fund, 5201 Auth Way, Camp Springs, MD 20746; telephone (301) 899-0675. The charge to cover copying costs will be \$2.10 for the full annual report, or 30 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 costs given above does not include a charge for the copying of these portions of the report because these portions are furnished without charge.

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

Letters to the Editor

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

Union in Good Shape; But Faces Old Problems

It is gratifying to learn that my beloved Seafarers International Union is alive and well after all these years since I was actively involved. I was drafted into the United States Army from my AB's berth aboard the Waterman Steamship Co.'s C-2 Yaka in 1953 in San Francisco.

I notice many of the problems still exist for seafarers that were common in the '40s and '50s such as runaway-flag vessels and violations of the Jones Act. I hope new political champions like the late Senator Warren Magnuson (D-Wash.) are protecting our vital interests in the industry. America's future as a maritime nation depends on it.

I often wonder what happened to my many friends and shipmates who sailed the world with me from 1946 to 1953. Our industry was such that good shipmates, faraway places and unbelievable experiences ended at the payoff only to be renewed on the next voyage—a truly unique life!

It appears that the union is in good hands with President

Michael Sacco and his staff what with training centers, upgrade programs, pension plans, scholarships and stewardship of the industry. I am proud of my involvement. You are protecting a hard-won heritage.

Russell G. Hinkel
Bensalem, PA

Farewell to 1997 Best of Luck in 1998

Happy New Year to all at the LOG. We love your publication aboard the *Sgt. William R. Button*.

I'm enclosing a snapshot taken in Guam on December 11, 1997 (see photo below). The relief steward, Tony Curran, treated his department (and the DEU) to a thank-you and farewell dinner.

Mary-Lou Lopez, SA
Sgt. William R. Button

Thanks Beget Thanks Aboard Ship at Sea

A word of appreciation is due to the steward department on the *Manulani* (voyage 686) for their generous support of the International Maritime Center in Oakland (Calif.) and the Apostleship of the Sea. The hat was passed on Christmas Day at sea and \$460 was raised in donations.

On behalf of Father Alvin Gomer [executive director and

chaplain of the center] and all merchant seamen worldwide, thank you.

Also, the *Manulani* galley, under the direction of Steward/Baker Gerald Figg, put out a great spread on Christmas Day. The only complaint by anyone here is that they are gaining weight.

Capt. J.W. Bert
S.S. Manulani

(Note: The crewmembers aboard Matson's Manulani are members of the SIU as well as the International Organization of Masters, Mates & Pilots, Marine Engineers' Beneficial Association, Sailors' Union of the Pacific, Marine Firemen's Union and American Radio Association. They collected \$460 as a thank-you for the thoughtful gifts provided to the vessel by the International Maritime Center, noting the many deeds and services the organization has provided to seafarers from all over the world.)

Labor Day Parade Is a Family Affair



The seafaring Smiths made it a family event when they participated in the Labor Day parade in Philadelphia last September. Bert Smith (left) and his brother, Harry (right), have retired from the deck department. Their nephew, QMED John Smith (center), joined in on the festivities, bringing along his sons, Joseph and Allen, to round out three generations of Smiths.

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.



Enjoying the thank-you and farewell dinner hosted by Tony Curran, the chief steward aboard the *Sgt. William R. Button*, are (from left) Curran, SA Mary-Lou Lopez, SA Nathalie Norie, Cook/Baker Evelyn Tayag, DEU Adnan Nassar, SA Carlos Majao and SA Danielle Harvey.

Computer Studies Lead to Certificates

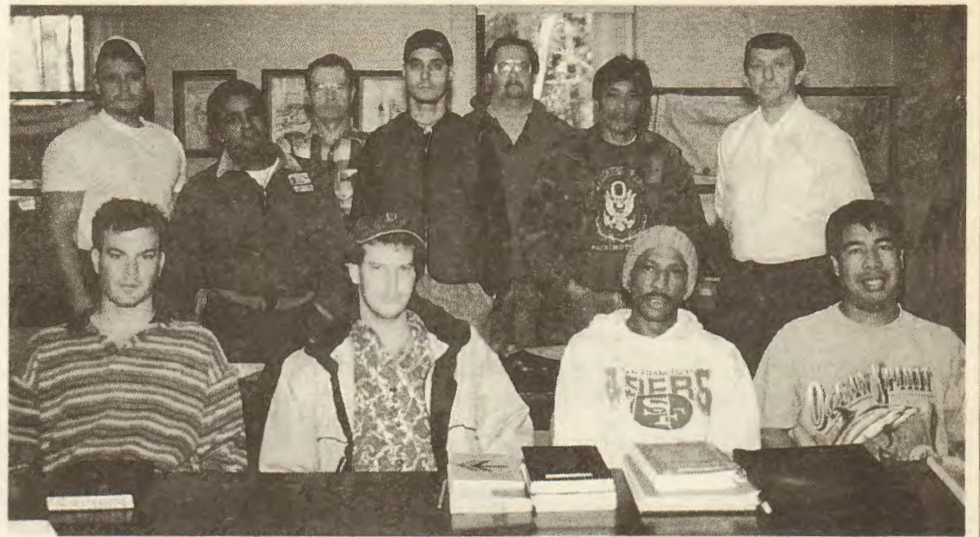


SIU member Leticia (Loo) Perales receives a certificate from Rick Prucha, academics instructor at the Harry Lundeberg School of Seamanship, for successfully completing the WordPerfect 5.1 course at the school's computer lab. She also was presented with a certificate for completion of the Introduction to Computer Basics course. Both computer programs are available to all students at the school.

Lundeberg School Graduating Classes



Trainee Lifeboat Class 571—Graduating from trainee lifeboat class 571 are (from left, kneeling) Tawnia Stucker, Russell Shaw Jr., Camrus Peet, Lawrence Sherinski III, Ben Cusic (instructor), (second row) Damon Anderson, Al Greene, Jason Egleston, Eden Latta, Christian Andrews, Patrick Maldonado, Nathan Rippey and Teki Williams.



Tanker Familiarization/Assistant Cargo (DL)—Upgrading graduates of the November 28 tanker familiarization/assistant cargo (DL) course are (from left, seated) Donley Johnson, Robert Gaudreau, William Horton, Jun Pogi Gimutao, (second row) Charles Donley, Pedro Ramos, Charles Dahlhaus, Edgardo Martinez, Kent Doctor, Isabelo Fernandez and Jim Shaffer (instructor).



Upgraders Lifeboat—Marking their graduation from the upgraders lifeboat class on December 10 are (from left, kneeling) Linda McPhetridge, Terry Magno, Ben Cusic (instructor), (second row) Knolly Wiltshire, Faisal Alsharif and Mariana Carpinteyro.



Basic Firefighting—SIU members who graduated from the basic firefighting class on November 19 are (from left, front row) Rick Redman (instructor), Muhiddin Awale, Terry Allen, Ernie Gibson, (second row) Maurice Hetrick, Lara Evans, David Steinberg, David House, George Rofail and Faisal Alsharif.



Third Mate—Completing the third mate course on December 8 are (from left, kneeling) Steven Chapin, Sidney Horton, James Anderson, Lynn Melin (instructor), (second row) Donnie Collins, Robert Kendrick, John Leiter, Walter Ritvalsky, Dale Kirsch Jr., John Dean and Rick James. Not pictured is Todd Hileman.



Able Seaman—Receiving their AB endorsements on December 9 are (from left, first row) Ernest Morrow, Jerry Bell, (second row) Elisaia Siluano, Duane Brosius and Tom Gilliland (instructor).

LNG Familiarization—Receiving their endorsements from the LNG familiarization course on November 21 are SIU members (from left, kneeling) Charles Booker, Michael Brown, Nicholas Lopez, Daniel Miller, Carlos Boiser Jr., Victor Frazier, Gary Mitchell, (second row) Michael Willis, Nestor Agcaoili, Charles James, Fernando Mesa, William Fielding, Jeffrey Levie, (third row) Chris Conway, Chris Cotterman, John Stephens, Jerome Torrence, Dennis Goodwin, John Smith (instructor) and Samuel Garrett. Not pictured is Reynaldo Gonzales.



LUNDEBERG SCHOOL 1998 UPGRADING COURSE SCHEDULE

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

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

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

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

Deck Upgrading Courses

Course	Start Date	Date of Completion
Able Seaman	March 9	April 3
	April 6	May 15
Radar Observer/Unlimited	March 23	April 3
Celestial Navigation	March 2	April 10
Limited License	May 4	June 26

Engine Upgrading Courses

Course	Start Date	Date of Completion
Fireman/Watertender & Oiler	May 4	June 12
Advanced Refrigerated Containers	March 30	April 24
Diesel Engine Technology	March 30	May 8
Crane Maintenance Electrician (Sea-Land)	May 18	May 29

Steward Upgrading Courses

Course	Start Dates Only
Certified Chief Cook/Chief Steward/Galley Operations	March 9, March 23, April 6, April 20, May 4, May 18

Safety Specialty Courses

Course	Start Date	Date of Completion
Tanker Familiarization/ Assistant (DL)	April 27	May 16
	May 25	June 13
LNG Familiarization	April 20	April 24
Basic Firefighting	March 23	March 28
	April 20	April 25
	May 4	May 9
	May 18	May 23
Advanced Firefighting	March 2	March 14
	April 6	April 18
	April 20	May 5
	May 18	May 30
Government Vessels	March 9	March 27
	March 30	April 17
	April 20	May 8
	May 18	June 5
Tankerman (PIC) Barge	May 11	May 15
Water Survival	March 23	April 4
	April 20	May 2
	May 18	May 30

Recertification Programs

Course	Start Date	Date of Completion
LNG Recertification	May 4	May 8

Academic Department Courses

Course	Start Date	Date of Completion
General Education Courses	March 30	May 8
Introduction to Computers	Self-study	

In addition, basic vocational support program courses are offered throughout the year, one week prior to the AB, QMED, FOWT, Third Mate, Tanker Assistant and Water Survival courses.

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 Lundeberg School identification card listing the course(s) you have taken and completed. The admissions office WILL NOT schedule you until all of the above are received.

COURSE	BEGIN DATE	END DATE

LAST VESSEL: _____ Rating: _____

Date On: _____ Date Off: _____

SIGNATURE _____ DATE _____

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

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

2/98



SIU Boatmen, Pilots Push Safety in Mobile

Article Shows Many Risks Of Docking Operations

A recent newspaper account pinpoints safety as a key aspect of the work performed by Seafarers at Crescent Towing and the Mobile (Ala.) Bar Pilots Association.

"There is no such thing as a little mistake," observes the *Mobile Register* in a lengthy and complimentary on-the-scenes chronicle of pilot and docking operations in the Mobile ship channel.

As with most other occupations, inland mariners usually do not receive publicity for routine, safe work. But in maritime, as in other transportation fields, mishaps may be disastrous and typically generate scrutiny.

Though unaccustomed to notoriety, the SIU boatmen, who have an excellent safety record, welcomed the accurate observations of the *Register's* Roy Hoffman.

"Everybody was pleased," said tugboat Captain Mike



Deckhands Otis Woods (left) and Gerald Beuk are part of the SIU crew aboard the Crescent tug *Mardi Gras*.

Yarbrough, a 19-year member of the SIU. "The article hit it right on the head in that anything can happen at a second's notice. We're dealing with big, heavy ships, and you have to take many things into consideration."

Prominent on that list is the narrowness of the channel. At 400 feet wide, it is smaller than those at many other ports.

"Mobile is kind of unique. The slips are pretty narrow, but you get used to it," explained Yarbrough.

Many other elements must be weighed in the daily operations tied to Mobile's waterborne commerce: calculating river currents, navigating through fog, and locating and

avoiding pleasure boats, to name a few.

"It's never really the same job twice," notes Captain Ron Walker, who joined the union 12 years ago. "It's basically piloting, pushing and pulling, but so much is dependent on the weather."

"Plus, you have to be ready at all times, in case something goes wrong. A ship could lose an engine or lose steering."

"No doubt, docking a vessel is very dangerous," says Mobile SIU Port Agent Dave Carter. "Our members—tugboat crews and pilots—do a great job, as indicated by their continually safe operations."

For pilots, starting a docking job usually means springing from a launch to a rope ladder extended from the incoming ship while both vessels are under way. Here again, the task is routine and normally without incident.

But when something goes wrong, the consequences can be disastrous, as was the case two years ago when a Mobile pilot (who was not a member of the SIU) had a nearly fatal fall.

The pilots deal with containerships, tankers, large tugs, Navy destroyers and frigates, oil rigs, "and anything else that needs a pilot," says Mark Collier, a member of the Seafarers for 24 years who is employed by the Mobile Bar Pilots Association. "Most of the captains (on the incoming ships) speak pretty good English, but when they don't, it's hard to communicate with them."

The pilots and tugboatmen work in tandem, executing dozens of jobs daily. Vessels must be kept at proper speed—too slow means vulnerability to currents, too fast

means a likely loss of control.

For the four-man tugboat crews, preparation helps ensure smooth operations. Yarbrough points out that Crescent conducts quarterly safety meetings, and the crew members periodically do fire drills, man-over-board drills and other safety exercises on the boats.

Yet, practice is not as vital as experience, believes Yarbrough. "The best way to learn is hands-on experience which, of course, takes time. You really have to get out there and feel it, because every job we do is different. That's why you learn every day," he asserts.



Safety meetings and exercises have helped enable SIU boatmen in Mobile, Ala. to maintain an excellent safety record. Above, Engineer and Relief Captain Henry Tucker displays a life ring on the *Mardi Gras*.

"Both the pilots and the tug crews understand the variables and the potential dangers," continues the veteran boatman. "Things can happen at the drop of a hat, which is one more reason why everybody gives their best."



Moving cargo ships, tankers, military vessels, oil rigs and other types of ships is part of the routine for Mobile-based Crescent crews, including Seafarers (from left) Engineer Ricky Shumock, Deckhand John Wint and Deckhand Benny Tucker.



Safety is the top priority in docking operations, say *Alabama* crew members (from left) Deckhand Steve Woods, Engineer Mike Hurst, Deckhand Dan Hanbury and Captain Mike Yarbrough.



For many Seafarers, working the river channel in Mobile is a family tradition. Above, SIU pilots Mark Collier Sr. (left) and Tommy Wescovich (right) welcome Mark Collier Jr. for a brief visit aboard a pilot boat.