

Tallying Panel Announces Union Election Results

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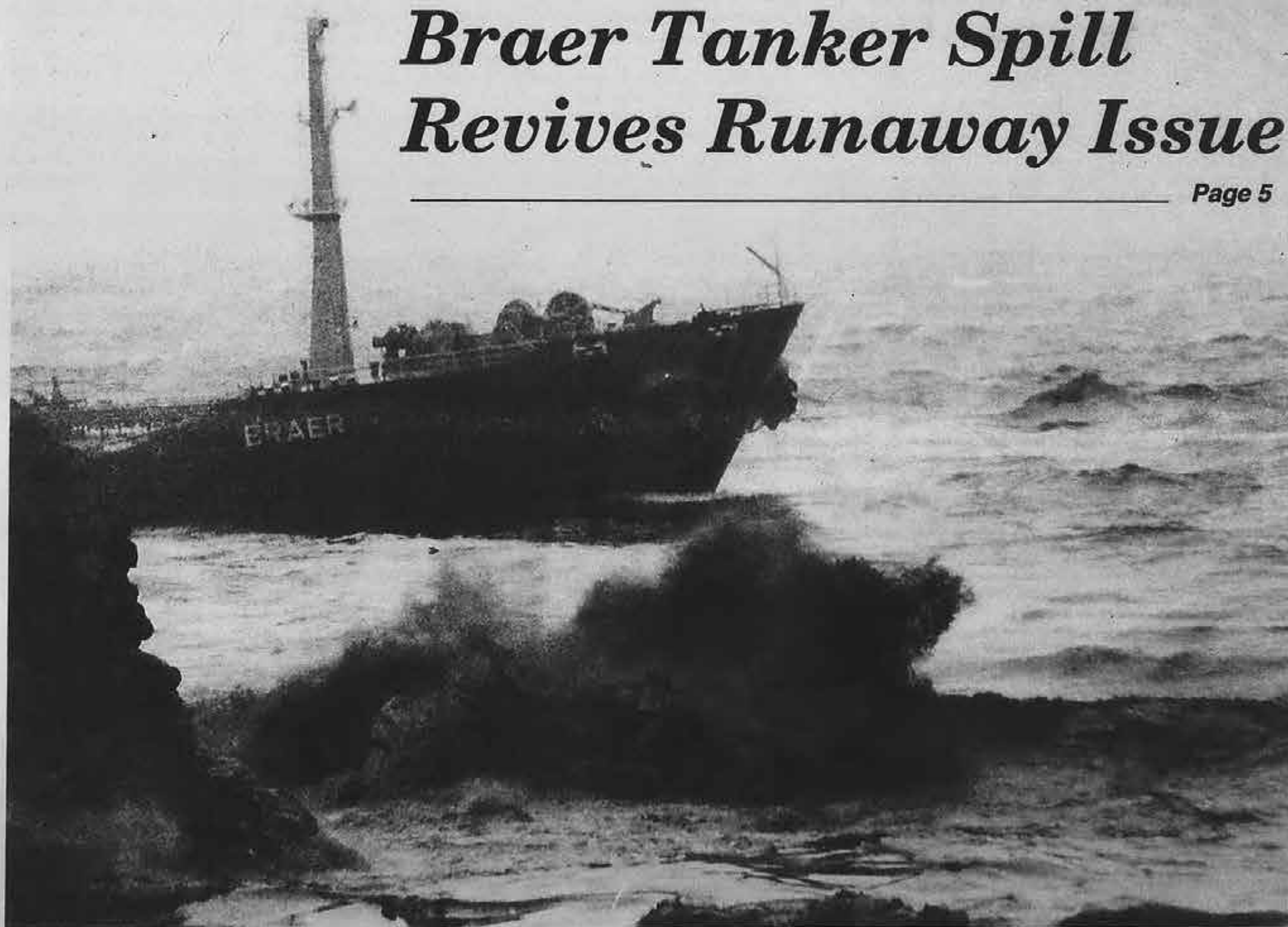
SEAFARERS LOG

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Braer Tanker Spill Revives Runaway Issue

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The January 5 grounding of the Liberian-flag tanker *Braer*, pictured in the photo above, and the corresponding 26 million gallon oil spill have focused public attention to the vagaries of runaway-flag registries. The public is becoming

increasingly aware that runaway registries are used by shipowners to evade taxes, safety regulations, obligations to crewmembers and often are a tool for get-rich-quick schemes unconcerned with the shipping industry itself.

Crew Reports Smooth Sailing

First Trip a Success For New Cable Ship

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The SIU-crewed *Global Mariner* enters Honolulu harbor on its maiden voyage.

President's Report

Missed Opportunities

Late last year the giant cruise ship company, Carnival Cruise Lines, announced it had entered into an agreement with an Italian shipyard for the building of three immense passenger vessels. That action has put the spotlight on what other nations' governments are willing to do to encourage ship construction in their countries' yards and what arrangements they seek to promote their national flag fleets.

The Shipbuilding Council of America, representing U.S. yards, has asked the Federal Maritime Commission to investigate the Italian subsidies. The SCA points out that unsubsidized American yards cannot have fair access to markets in which competitors enjoy significant assistance from their governments.

The AFL-CIO Maritime Trades Department and the Metal Trades Department have supported the shipbuilders' request. The Maritime Trades Department's submission to the FMC notes the U.S. government must determine what steps are necessary to ensure American shipyards can enter the world shipbuilding market. The Metal Trades Department warned the FMC that if action is not taken, scores of yards will close by 1998 with a loss of 180,000 shipyard and shipyard supplier jobs.

Like it or not, we in the United States must face the fact that while the Italian government has been out there hustling for its maritime sector, the U.S. remains asleep at the switch. Look at what happened in the past decade. In the United States, the Reagan administration unilaterally ended a shipyard support mechanism known as the Construction Differential Subsidy and did not develop any replacement programs. Meanwhile, nations around the world were busy increasing direct and indirect government subsidies to their shipyards.

In the case of the three Carnival ships, the Italian government is picking up more than half the shipbuilding tab. Of the total \$800 million price tag for the construction of the three ships, it is estimated Carnival will not have to pay some \$464 million.

The Italian government also encourages shipowners to register vessels under the Italian flag. By building in Italian yards and operating the ship under the Italian flag, a vessel owner enjoys a 30 percent subsidy equivalent to the depreciation during the first five years of a ship's life.

By contrast to what Italy will do to support its ship building sector, the small assistance the U.S. government can extend to assist in shipbuilding projects through mortgage loan guarantees seems paltry indeed.

The Italian example shows the government of any nation has an important role to play in the destiny of any industry and in the job opportunities offered to its citizenry. This is not to say that the government has to find all the answers, but its involvement is critical.

We are hopeful the new administration in this country understands the role of government in encouraging investment in American industries and the American economy. The Clinton administration, we hope, also will take up the challenge of true fair trade. As is the case in shipbuilding, many American industries are forced to go at it alone while their international competitors enjoy very favorable direct subsidies or government regulatory schemes.

Getting the Ball Rolling

Certainly U.S.-flag ship operators are confronted with unfair trading practices. American-flag ships compete with national flag shipping lines which are heavily subsidized and, in some cases, owned and managed by foreign governments. Additionally, U.S. ships must compete with vessels operating in the bargain basement of shipping—the more than 20 runaway flag registries offering breaks from taxes, crew wages, inspection procedures and other safety-related standards.

At the tail end of the Bush administration there was a sudden interest in getting something going, due largely to the interest and determination of Andrew Card who was then secretary of transportation.

It is now up to the Clinton administration to meet the challenge. The new DOT secretary, Federico Pena, recognizes there is a problem. At a recent meeting of the National Governors Conference, Pena said, "There is a strong feeling that unless we do something very quickly in this nation we are going to lose the maritime industry to the rest of the world."

It's time for the administration to play a strong role, and working with Congress and the industry come up with programs that will provide opportunities for investment in the American merchant marine. The time is now to come up with creative, cost effective programs that address all components of the industry—liners, tankers, bulkers, passenger ships and vessels in the domestic trades.

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House Maritime Panel Reorganized; Senate Confirms New DOT Secretary

Congress convened its 103rd session on January 3 in order to hold its own organizational meeting as well as confirmation hearings for Clinton administration appointees.

At the same time, the House of Representatives approved the chairmen of its various committees, including Gerry Studds (D-Mass.) to head a revamped Merchant Marine and Fisheries Committee.

During its initial meeting on January 7, the Merchant Marine and Fisheries Committee approved William Lipinski (D-Ill.) as head of the Merchant Marine Subcommittee. He succeeds the late Walter Jones (D-N.C.), who had served as both chairman of the subcommittee and full committee. Representative W.J. "Billy" Tauzin (D-La.) retained his chairmanship of the Coast Guard and Navigation Subcommittee.

New Subcommittees Formed

One of the new committee's first acts was to dissolve the Over-

sight and Investigations Subcommittee, while splitting the old Fisheries and Wildlife Conservation and the Environment Subcommittee into two separate groups. The changes in the makeup of the subcommittees were part of the House leadership's request for more efficient working arrangements among all of the branch's committees. Studds will serve as chairman of the new Environment and Natural Resources Subcommittee. Representative Thomas Manton (D-N.Y.) will head the Fisheries Management Subcommittee.

The Oceanography, Gulf of Mexico and the Outer Continental Shelf Subcommittee will be led by Solomon Ortiz (D-Texas).

Despite the naming of the subcommittees and their chairmen, several seats remain vacant on the full Merchant Marine and Fisheries Committee. A spokesman for the committee said all the seats should be filled sometime this month.

The same is true for the Merchant Marine Subcommittee in

the Senate. Lloyd Bentsen (D-Texas) was selected by President Clinton to serve as secretary of the treasury. Bentsen's seat on the subcommittee is vacant and will be filled this month.

Pena Approved

Maritime was a concern for the senators who questioned Federico Pena, the former mayor of Denver, during his confirmation hearings to be secretary of transportation. Pena, who was approved by the senate, told the elected officials on the Senate's Commerce Committee that he already had spoken with several people involved in maritime.

Without being specific, Pena said he would work with all concerned on U.S.-flag maritime legislation. He added the bills offered in the last session were an important first step, but more needs to be done.

The new secretary noted that he grew up in Brownsville, Texas and knew how important the shipping industry was to the economy of the area.

Seafarers 'Proud' of Inaugural Role



Receiving instructions for helping spectators from fellow trade unionist Chris Marston (left) are Seafarers Brett Hopson and Raul Hernandez.

The inauguration of President Bill Clinton took on a special meaning for more than 40 Seafarers who participated in events around the Lincoln Memorial in Washington, D.C. on January 17.

"I never thought this would happen," galley gang member Cameron Brintley told a reporter for the Seafarers LOG.

"This is a new experience."

"I'm proud to be representing my union at this event," added engine department member Thomas Stead.

Brintley, Stead and the others were part of a delegation of trade unionists assisting inaugural organizers at the nationally televised "Reunion on the Mall," the first event in a week of ac-

tivities to celebrate the swearing in of the new president.

The Seafarers, wearing the union's traditional white caps, were located near the stage area where members were able to see President and Mrs. Clinton and Vice President and Mrs. Gore arrive in Washington. They also were able to see and hear a diverse group of entertainers including Aretha Franklin, Kenny Rogers, Bob Dylan, Oprah Winfrey, Jack Nicholson, Ray Charles and Michael Jackson.

"To be so far from home and see all these sights, I'm just proud to be a Seafarer," noted Robert Sweatt, an engine department member from Compton, Calif.

"We're in a great spot," added Peter Rice from the port of Jacksonville, Fla. "It doesn't get any better than this."

Looking at the stage, steward department member Justin Stewart smiled and nodded, "This is great, and I voted for them."



Seafarers march into position around the Lincoln Memorial to participate in pre-inaugural festivities.

Election Tally Panel Announces Results of Vote

Michael Sacco Re-Elected Pres.

The SIU's Tallying Committee, composed of two members elected from each of the Seafarers' 10 constitutional halls, have released their tabulation of the ballots cast by union members in the voting for national officers of the Atlantic, Gulf, Lakes and Inland Waters District which took place November 1 through December 31, 1992.

The rank-and-file committee, chaired by Bosun **John Cain** from the port of Houston and co-chaired by Recertified Bosun **Henry Bentz** of San Francisco, certified the re-election of Michael Sacco as president of the SIU, election of John Fay as the union's secretary-treasurer and re-election of Joseph Sacco as executive vice president. All three were elected to four-year terms which will begin immediately after approval of the tallying committee's report by the membership at union meetings next month.

The committee also reported the election of the following officers, who also will serve four-year terms:

- Augustin "Augie" Tellez, contracts and contract enforce-

- ment vice president;
- Jack Caffey, Atlantic Coast vice president;
- Dean Corgey, Gulf Coast vice

- Coast assistant vice president;
- David Heindel, Gulf Coast assistant vice president;
- Don Anderson, West Coast as-

- Mike Paladino, Philadelphia port agent;
- David Carter Sr., Mobile port agent;



The Union Tallying Committee reviewed and counted all ballots cast in the recent SIU election. Seated from left are Bill Davis, Jim Bernachi, Henry Bentz, John Cain, Ray Smith and Alfred Varona. Standing from left are Mike Slaght, John Wozunk, Robert Scott, Wilmer McCants, Calvin James, Peter Loik, Gary Coates, Frank Lyle, Jamie Miller, Felix Santiago, John Hoskins, Gary Lackey and John Thomas. SIU attorney Leslie Tarantola, SIU Secretary-Treasurer John Fay and Joanne Herrlein, assistant to the secretary-treasurer, helped the committee by answering technical questions during the vote count.

- president;
- George McCartney, West Coast vice president;
- Byron Kelley, Great Lakes and inland waters vice president;
- Roy "Buck" Mercer, government services and fishing industries vice president;
- Kermett Mangram, contracts and contract enforcement assistant vice president;
- Robert Pomerlane, Atlantic

- assistant vice president;
- Anthony Sacco, Great Lakes and inland waters assistant vice president;
- Robert Hall, government services and fishing industries assistant vice president;
- Leo Bonser, headquarters representative;
- Carl Peth, headquarters representative;
- Edward "Edd" Morris, Piney Point port agent;
- Robert Selzer, New York port agent;
- Thomas Fay, Philadelphia port agent;

- Jose "Joe" Perez, New Orleans port agent;
- James McGee, Houston port agent;
- Nick Celona, San Francisco port agent;
- Steve Ruiz, St. Louis port agent;
- Joe Sigler, Detroit-Algonac port agent.

The committee met during the week of January 4 at the union's headquarters in Camp Springs, Md. to receive the ballots from the bank where they were held, count the votes in the contested races and determine the status of void or chal-

lenged ballots. The report issued by the committee will be submitted for a vote by the membership at union meetings in March.

In concluding the report which was approved unanimously, the committee congratulated the newly elected officers and extended "best wishes for the next four years. We hope that you will carry on the tradition of our union and advance the strength of the maritime industry."

Also serving on the committee from the Atlantic Coast were QMED **John Hoskins** and Recertified Bosun **Jamie Miller** from Piney Point, Recertified Bosun **Calvin James** and AB **Felix Santiago** from New York, Oiler **John Wozunk** from Philadelphia, and Chief Steward **Gary Lackey** and Recertified Bosun **Peter Loik** from Baltimore.

Representing constitutional ports on the Gulf Coast were AB **Frank Lyle** from Houston, QMED **Wilmer McCants** and Recertified Steward **Robert Scott** from Mobile, and AB **Gary Coates** and Recertified Bosun **Bill Davis** from New Orleans.

Elected to the committee from Algonac were Captain **Michael Slaght** and Deck/Engineer **Raymond Smith**. Attending from St. Louis were Recertified Bosun **James Bernachi** and AB **John Thomas**. AB **Alfred Verona** served after being elected from the port of San Francisco.



Bill Davis (left) and James Bernachi inspect a sealed ballot.

Crew Reports Smooth First Voyage On New AT&T Ship Global Mariner

Seafarers report all is well aboard the *Global Mariner*, the newest cable ship in the Trans-

oceanic fleet, after completing the initial leg of the vessel's first voyage.

Bosun N.C. **Keydel** told Honolulu Patrolman **Kevin Baldado** that the trip went smoothly with no mechanical problems. The bosun added the crewmembers were getting used to the new surroundings.

Among those getting acquainted with the ship is Chief Cook **Olav Pederson** who said he "loved working in the new galley." Pederson had sailed as an executive chef on both of the SIU-crewed passenger ships, the *SS Independence* and *SS Constitution*, during the last five years. In that role, he oversaw the activity of the entire galley crew that served up to 800 passengers daily.

"This is quite a change," Pederson said to Baldado. "I have been looking forward to it."

As soon as the 479-foot vessel cleared U.S. Customs, crewmem-

bers hustled down the gangway to use the pier's lone telephone booth to call home. Others headed into the city to take advantage of

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NJ Fishermen Sign On with the SIU



Belford (N.J.) commercial fishermen sign on as members of the Seafarers International Union. From the left are fishermen **Bern Yahara** and **Roy Diehl**; SIU President **Michael Sacco**; fishermen **Dave Thompson** and **Joe Branin**; SIU Secretary-Treasurer **John Fay**; and fishermen **Louis Egnatovich** and **Tom Schnoor Jr.**

A group of New Jersey commercial fishermen is the newest member of the Seafarers International Union of North America.

SIU President **Michael Sacco** presented a Seafarers' membership charter to a delegation of Belford, N.J. fishermen during a meeting at the union's headquarters in Camp Springs, Md. on January 15. The fishermen sail out of the Belford Seafood Cooperative Association.

Following the presentation of the charter, Sacco told the group, "We are proud to welcome you into the SIU family. We will work hard with you and for you to represent your needs and interests in New Jersey and in Washington."

"The SIU is the way to go," said Belford fisherman **Joe Branin** about the group signing on with the Seafarers. "The union gives us a stronger voice than if

we act individually. There are many issues confronting fishermen, and we have to work together to protect our interests."

Among those issues is the over-regulation of the fishing industry. Fishermen point out that they have to bear the brunt of costs when new regulations are issued concerning their industry. One example concerns the many changes announced by both the U.S. Coast Guard and the National Marine Fisheries Service over the size and type of nets commercial fishermen can use.

"They tell us we must use this net or that device, but make no provision for how much it costs us," Branin noted. "They make these decisions and expect us to comply with them immediately."

The Magnuson Act of 1976 established a system of regional councils under the National Marine Fisheries Service to

manage and conserve the national resource of fisheries in an equitable manner. Since their establishment, the councils have been paying more attention to the recreational side of the industry by limiting what could be harvested and in what amount, according to Branin.

"Congress meant well in passing the Magnuson Act," he noted. "However, today it's a regulatory nightmare for fishermen. No one wants to manage and conserve our fisheries more than fishermen. It's our livelihood."

Branin sees working with Congress to revamp the Magnuson Act as a top priority for 1993. "As fishermen, we look forward to working with the SIU in Washington to make the Magnuson Act work for commercial fishermen and conservationists at the same time," he said.



Rigging the ship's gangway net is Splicer/Joiner **Mike Mitchell**.



Members of the *Global Mariner's* deck gang head for shore. From the left, they are AB **John Halpin**, Bosun N.C. **Keydel** and ABs **Thor Young**, **Jack Madden** and **Paul Latore**.

Harbor Tugs Answer Call for Help From Fire-Stricken Tug Osprey

Crewmembers aboard the tug *Osprey* discovered firsthand what the "Brotherhood of the Sea" means when their vessel caught fire last month in the Savannah, Ga. harbor.

Four tugs, including two SIU crewed boats from Crescent Towing, responded immediately to control the fire, move the loaded barge the *Osprey* was pushing and rescue the crewmembers, none of whom was injured.



Utilityman Frank Ingellis shows physical wear-and-tear after assisting in fighting the fire.

"I want to thank everybody with Crescent Towing and all the others who helped," *Osprey* Captain Phil Spoerle told the *Seafarers LOG*. "Everyone did an excellent job."

Captain Joe Maggioni from the Crescent tug *Virginia* added that everyone involved in the rescue "worked well together. We did what we had to do. I'm glad nobody was hurt."

Engineroom Fire

The January 6 fire began in the *Osprey's* engineroom when a

leaking fuel line sprayed a fine mist which ignited when it hit a hot engine part, according to Petty Officer Andy Legge who is investigating the fire for the Coast Guard. Chief Engineer Ray Baxter spotted the fire and closed the fuel valves. He then called the wheelhouse to sound the alarm.

In a matter of seconds, Spoerle, who had been on the barge to direct docking operations, returned to the wheelhouse to take charge of the firefighting details. He notified the port authority and Coast Guard of the *Osprey's* situation, then grabbed a hose with AB Don Autery and began shooting water down the blower stack. "It was the only way we had access to the fire," the captain said.

In a few minutes, smoke chased the pair away. They moved to the fiddle hatch on the first deck and started sending water through it. Again smoke and heat prevented them from staying there, and they retreated to the barge where the other members of the crew were manning hoses spraying water on the superstructure to keep the rest of the vessel from catching fire. Crewmembers had rigged a hose from the washdown pumps on the barge to continue spraying water after losing power on the tug.

Harbor Tugs Respond

In the meantime, Crescent harbor tugs monitored the call for help and headed to the scene. "We could see smoke but no flame," Maggioni reported. "Our main concern when we got there was to keep everything cool."

While the *Virginia* and another Crescent tug—*Fall River*—shot water onto the strick-

en vessel, two other tugs secured the barge and pulled it away from the *Osprey*. Spoerle and his crew had boarded the *Virginia* to continue the fight against the flames.

Shortly after a Coast Guard rescue vessel arrived, the port authority cleared the Crescent vessels to push the *Osprey* to the dock where land-based firefighters were standing by with foam to extinguish the flames. The fire was out within 20 minutes of arriving at the dock.

Port Captain Jeff Parker of Allied Towing (which operates the *Osprey*) also had high praise for everyone involved in the incident. "They did a very good job in a difficult situation," he noted. "We were very fortunate."

Little Metal Fatigue

An initial inspection of the tug revealed minimal metal damage to the vessel. "The damage in the engineroom was confined mainly to the overhead," Parker stated. Smoke and fire damage was found in the galley and crew living quarters. The *Osprey* was towed to a Louisiana shipyard where it is being repaired.

Maggioni said he never had experienced a rescue before in his 16 years of sailing. "You never know what you're going to do until it happens. All of my crew, the *Osprey* crew, the *Fall River* crew and everyone else involved should get recognition for a job well done."

Spoerle added his crew responded immediately when the alarm was sounded. "We do a fire drill every trip (21 days)," he pointed out. "This top notch crew knew what to do without being told. We're all proud of them."



Land-based fire crews extinguish the fire on the *Osprey* (left) while a Coast Guard rescue boat and the *Virginia* stand by.



Crewmembers of the *Osprey* gather on the dock after inspecting the tug. From the left are AB Tom Horton, Cook Maxwell Carawan, Mate G.W. Urban and AB Don Autery.



The fire is out and (left to right) Mate G.W. Urban, Chief Engineer Ray Baxter and Captain Phil Spoerle prepare to examine the damage.

Seafarers Stand by ILA in Sugar Beef



Seafarers join with Longshoremen and other trade unionists urging consumers to boycott Domino sugar. With Atlantic Coast Vice President Jack Caffey (in front of gate) are SIU members Hugh Woods, Francisco Bosch, Louis Charlean, Sean Grace, Damon Lobel, Chester Trundy and Warren Mundy.

Seafarers are marching with their fellow trade unionists to urge shoppers to stop buying Domino sugar until a strike is settled between the Longshoremen's Union (ILA) and Domino's parent company, Tate and Lyle, Plc.

Approximately 25 SIU members hit the bricks in midtown Manhattan on January 6 in support of more than 300 members of ILA Local 1814 who have been on strike since October 3, 1992. Seafarers and other trade unionists participated in a rally and an informational picket line. They also distributed leaflets in front of Tate and Lyle's headquarters.

"The (ILA) local has been a longtime friend of ours," noted Jack Caffey, SIU Atlantic Coast vice president. "Seafarers wanted to lend a hand to our brother longshoremen in this beef."

While the ILA members have been out of work, the strike has affected the SIU crewed New York Cross Harbor Railroad whose barges deliver sugar to the Domino refinery in Brooklyn. The union is honoring the picket line and no barges have delivered sugar since the strike began. Caffey stated Cross Harbor SIU members have stayed busy with other towing jobs.

The ILA claims Tate and Lyle is trying to bust the local by not negotiating in good faith. Issues include the company's proposal to use temporary workers paid at lower wages with no fringe benefits and its push to eliminate employee assignment restrictions, minimum manning requirements and guaranteed overtime at the Brooklyn Domino plant.

During the shutdown of the waterfront refinery, Domino has been transporting sugar from facilities in Baltimore and New Orleans not affected by the strike to fill the company's northeastern United States orders.



Posing on the *Virginia* are its crewmembers who helped the *Osprey*. From the left are Deckhands Ron Gering and Keith Glass, Chief Engineer Richard Johnson and Captain Joe Maggioni.



The crew of the *Fall River* also assisted in the action. From the left are Deckhand Kelley Stanford, Chief Engineer George Morales and Captain Anthony Gober. Engineer Charlie Hart provided the *Seafarers LOG* with the photographs for this story.

Braer Tanker Spill Highlights Dangers Posed by Runaways

The *Braer's* oil spill has revived the issue of runaway-flag shipping and suggests this is an area for the public and coastal communities throughout the world to reexamine.

En route from Norway to Canada the morning of January 5, the *Braer*, a Liberian-flag tanker, lost power in the 22-mile channel between Scotland's Orkney Islands to the south and its Shetland Islands to the north.

Floundering and unable to be towed in the severe weather, the 17-year-old, 797-foot disabled ship grounded near the 75-foot cliffs on the southern Shetland coast and six days later snapped apart in towering 30-foot swells and 95-mile-an-hour winds.

For more than a week, the public around the world saw images of the stranded but twisting and turning tanker first spewing and then leaking her 26 million gallons of oil. (By comparison, the March 1989 *Exxon Valdez* spill in Alaska was 11 million gallons.)

The public witnessed the helplessness of officials and spill experts unable to reach the tanker because of hurricane-like storms. News reports carried accounts of a deep stench throughout the island, a sheen of oil coating fields, roads and fish farms; inhabitants donning respiratory masks; and wildlife coated in crude.

Public comment and news coverage during this time began to focus on factors which may have contributed to the *Braer* disaster. Cited quite often is the issue of flag-of-convenience registers, dubbed runaway registers by American maritime unions in the 1940s because of their use as a device for shipowners to pay a nominal

fee to an agency of a non-maritime nation seeking to raise revenue and thereby escape from a maritime nation's safety regulations, procedures and inspections, tax laws and higher wages.

Adding to the furor over the dangers posed by runaway-flag tankers was a January 21 collision in the Malacca Strait of two ships—one Danish-owned, the other Japanese-owned and both operating under the Singapore flag, another flag-of-convenience register. (See accompanying article on page 8.)

Hundreds of Ships Fail Safety Tests

It has been pointed out that hundreds of flag-of-convenience ships are unable to pass routine safety inspections instituted by marine insurance companies because of a spate of costly marine accidents. Despite disgruntlement about the independent surveys from shipowners and classification societies, the marine insurers intend to keep up the practice because of the astonishingly high number of ships which fail the inspection.

A marine insurers group in London reports of its most recent 133 inspections, only 21 ships passed the first time around. That means an 84 percent failure rate, or five out of every six. The majority of the ships which flunked the inspection survey were bulk carriers and tankers operating throughout the world.

The group further reports that 40 ships of the 133 eventually did pass the survey after owners made the recommended repairs and equipment modifications. Alarming, however, is the fact that 72 of the vessels that failed the first inspection have outstanding obligations.

Worldwide casualty data indicate ships that are totally lost in marine accidents are twice as likely to be runaway-flag ships instead of those vessels belonging to a national fleet.

Seafarers Bear Brunt Of Inferior Standards

Some 1,200 seamen died last year in ship accidents, the majority of them involving runaway shipping. Thousands of other seamen bore the brunt of a system which seeks to expend the least amount of funds.

These exploited seamen, often hailing from some of the most economically disadvantaged areas of the world, had to purchase their shipboard jobs from unscrupulous manning agents; signed contracts stating one rate of pay, only to be paid something much lower; and worked in unsafe conditions, fearful of reporting such to any outside authority.

According to records of the world organization of transport unions, the Interna-



Waves driven by gale force winds crash against the house of the runaway-flag tanker *Braer* after it ran aground last month on the southern coast of the Shetland Islands. The vessel split apart, spilling 26 million gallons of oil along the shore and into the North Sea.

tional Federation of Transport Workers (ITF), seamen aboard the *Braer* had their share of complaints. The *Braer's* management, it appears, did its best to chisel and chip away at the pay of its seamen.

For example, last January, the *Braer* crew contacted the ITF in an attempt to rectify unpaid standby wages, insufficient food allowances, unpaid excess overtime for officers, inadequate manning and inadequate pay for Sunday and holiday work.

Responsible Companies Fed Up with Sham Registers

A number of responsible shipping companies and charterers have called for a crackdown on substandard vessels, urging that old and dangerous tonnage be forced off the high seas. Among those calling for a revamping of world shipping is the marine arm of the giant oil company Shell.

Speaking as a charterer of 114 tankers,

Shell representatives said in their experience at least 20 percent of the world fleet is substandard.

A Shell statement noted the business consequences of a market riddled with inferior ships: "The ability of such substandard ships to evade the authorities and continue trading for less well-informed or less scrupulous charterers, instead of being forced into the scrapyard, is delaying the recovery of freight rates, one of the necessary precursors to shipowners being able to invest to improve safety standards."

Among Shell's recommendations for safer and cleaner seas is the strengthening of links between ship ownership and country of registry; improved accountability of ship registers; tightened training, manning and certification regulations; increased resources for government agencies responsible for ship safety; and more rigorous inspections.

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Who Is Responsible?

Because runaway-flag ships layer each segment of the responsibilities for vessel operation between scores of companies and agencies of different nationalities, it is not always easy to pin down where responsibility lies. Here is a breakdown of the country of origin for the following aspects of the *Braer*:

Owners	U.S./U.K.-based Norwegian
Register	Liberia (Headquarters is in Reston, Virginia in the U.S.)
Shipbuilder	Japan
Shares Listed	U.S.
Charterer	Canada
Accident Site	Great Britain
Manager	U.S.
Classification Society	Norway
Crewmembers	Greece, Philippines, Poland
Protection & Indemnity Club	Norway
Salvage Company	Netherlands

Hinders Safe Shipping Runaway-Flag Operators Promote Fast Bucks Scheme

The *Braer* disaster has put a spotlight on an often unseen side of runaway shipping—its use as a get-rich-quick scheme for those who want to dart in and out of the industry to make a quick killing without any regard to longterm profitability and the development of stable, established and integrated shipping companies.

This type of business scheme does little to encourage responsible shipping because it depends on inexpensive, older vessels and the low standards and costs afforded by runaway registries.

While it is recognized universally that making a profit is a positive thing and part and parcel of any business operation, the quick windfall approach of speculative business ventures makes a dangerous industry even more perilous and works against the interests of responsible and legitimate shipping companies.

In the *Braer* case, the vessel is immediately owned by the Braer Corp., and the stock of that company is in the hands of other companies to which the ultimate ownership is traced to Arvid Bergvall and Michael S. Hudner. The ship is managed by another Bergvall and Hudner company, B&H Ship Management based in Stamford, Connecticut.

Cheap Old Tankers Part of Business Plan

The *Braer's* owners are known in ship finance circles for their elaborate network of public and private companies with interest in more than 30 runaway-flag ships—all of them bulkers and tankers.

The Bergvall/Hudner formula for quick financial success appears to be as follows: Set up a self-liquidating company with a short life span; raise capital from speculative investors; buy cheap, old ships; employ them in the world tramp market; operate them in the most lax, unrestricted

and tax-free environment afforded by runaway registers; then watch the fluctuating used-ship market and sell the vessels off at the right time to other operators or to scrapyards.

Runaway Operator Points To Real Estate Model

Hudner, in a 1988 interview with an American shipping magazine reporter, talked about the B&H strategy. Hudner told the *American Shipper* that the shipping industry could learn something from the real estate industry, a business in which he had some experience. He said the "shipping business is 20 years behind the real estate business in terms of the depth of capital markets and lack of sophisticated financing techniques."

He noted one could "apply real estate financing techniques to shipping. A ship is like an office building—you rent out space."

It is ironic that in the case of the *Braer*, Bergvall and Hudner had to neither sell nor scrap the vessel to make money. The *Braer*, while estimated to be worth close to \$5 million in resale value, was insured at the time of the accident for \$19 million.

According to news reports, the *Braer* and another ship, the *Celtic*, were purchased at the same time for \$31.6 million. The \$19 million the company will collect will pay off all but \$2.8 million on the two ships' mortgage, significantly reducing their mortgage costs.

Interestingly, Bergvall and Hudner had another ship go down from which their operation experienced financial gain. In August 1990, B&H's runaway-flag product tanker, the *Livi*, sank in a typhoon off the coast of Taiwan. Insurance payments collected totaled \$15.3 million, of which \$7.7 million immediately was converted into shareholder dividends.



Recent accidents involving runaway-flag vessels have focused the world's attention on how these vessels operate outside of international norms for safety and crews. Above, waves batter the stack and bridge of Liberian-flag *Braer* days after vessel ran aground.

Safety Masks Require Clean Shaven Face On Tanker Seamen for Peak Effectiveness

Seafarers who wear beards and sail aboard tankers and tank vessels as designated by the U.S. Coast Guard benzene regulations must remove any facial hairs that impede the snug fit of any breathing apparatus required when working around the petroleum-based chemical.

The SIU contracts department is notifying members aboard these vessels that the Coast Guard is enforcing the portion of the benzene regulations regarding safety masks.

"The new Coast Guard benzene regulations state the breathing apparatus must fit securely and properly," noted Augie Tellez, SIU vice president for contracts and contract enforcement. "This is the latest condition associated with the benzene regulations that our members have to work with on a daily basis, and the regulations are quite clear on this matter of a tight-fitting mask."

Tests have determined that benzene can cause immediate and long-term health care problems. The chemical can be found in jet

fuel, kerosene, crude oil, gasoline and other products. It can be absorbed into the blood stream by breathing and/or skin contact.



Facial hair must not impede the snug fit of breathing apparatus required when working with benzene.

The regulations require tanker and tank vessel operators to carry on board the ships the necessary protective equipment—including masks—to minimize the amount of chemical exposure when the gear is worn.

The masks approved by the Coast Guard and the Occupational Safety and Health Administration are ones that have a snug fit. It has been found by these agencies that the masks cannot fit properly if impeded by facial hair.

Thus, for the safety of a crewmember, the Coast Guard is requiring any seaman who may be in a position to wear such a mask must not have a beard or other facial hair which prohibits a snug fit.

The Seafarers Appeals Board approved in November 1992 a change in the shipping rules that provides for any member being shipped to a contracted tanker, tank vessel or barge to have a Seafarers Welfare Plan benzene clearance on his or her clinic card and a current Seafarers Welfare Plan benzene certificate.

Members have to take two tests to receive the clearance. A blood test, known as a Complete Blood Count (CBC) is taken annually and reveals the make-up of an individual's blood. This test is given because benzene can affect the blood's chemistry.

The other test is called a Pulmonary Function Test (PFT) which measures a member's breathing capacity. Taken once every three years, the PFT determines the type of breathing apparatus a member needs to wear while working around benzene.

Members showing little or no pulmonary restriction after a PFT test can be fitted to wear a negative pressure respirator. The person wearing such a mask does all the work to breathe air through

carbon-filtered cartridges.

For those members displaying breathing impairments, positive pressure respirators are to be made available. These units supply fresh air or oxygen into the mask from an outside source.

Seafarers who sail only on container ships, dry bulkers or certain other types of vessels are not required to take the benzene clearance tests, nor are they required to be clean shaven. However, the tests are available to all members.

SIU Fishermen Score Victory with Dropping Of Back Tax Action



Senator Edward Kennedy (D-Mass.) and SIU fishermen met last summer to review legislative action to prevent a punitive IRS ruling from coming into full force.

Officials with the Justice Department and the Internal Revenue Service (IRS) have agreed to stop pursuing a trial to collect back taxes from New Bedford fishing boat owners as well as defer any collection action in order to give Congress a chance to resolve the dispute.

The SIU, working with the Massachusetts congressional delegation, has been seeking a remedy to a tax law that, if pursued by the IRS, would have levied New Bedford fishing boat owners with \$11 million in back taxes, penalties and interest.

The dispute stems from the IRS act of 1986 which stated that fishermen on boats with crews of fewer than 10 are self-employed and would have to file their own state and federal withholding taxes.

In 1988, the IRS issued a ruling stating that the agency would calculate crew size on a quarterly rather than annual average. The ruling was made retroactive to 1985.

Most New Bedford fishing boats hold crews of fewer than 10. However, there were times when more were needed. Under the 1988 ruling, boat owners who had more than 10 fishermen on their vessels during a majority of any quarterly period between 1985 and 1988 became liable for filing the taxes for those crewmembers. The federal agency went after the boat owners for the back taxes, going so far as to file a suit in federal court.

The IRS interpretation of the ruling has been a source of legislative action in Washington for four years. The most recent effort to amend the act began shortly after the November elections when U.S. Senator Edward Kennedy (D-Mass.) started contacting officials at Justice and IRS to

delay the trial, set to start in late January. The break came when Kennedy talked with the head of the Justice Department's tax division and explained the situation only days before the trial was to get under way.

Legislation calling on the IRS to use an annual average to determine crew size was filed in both branches of Congress on the first day of the session. Senator John Kerry (D-Mass.) joined Kennedy as a sponsor of the Senate's bill. Representatives Richard E. Neal (D-Mass.) and Barney Frank (D-Mass.), whose district includes New Bedford, have offered a similar bill in the House. The bills do not affect how much taxes the fishermen pay, but address the question of whether the fishermen are treated as self-employed.

"The whole fleet faced being taken over by the IRS," said Henri Francois, port agent in New Bedford. "The boat owners love what has been worked out. We have been afraid that the trial would occur before the change in the White House. Now we have faith that a bill will pass."

In 1990, U.S. Representative Gerry Studds (D-Mass.), whose district at the time included New Bedford, offered legislation to return the crew determination to an annual average. That bill passed the House but did not clear the full Senate.

Similar legislation to correct the problem passed both the Senate and House of Representatives twice last year. However, both times the legislation became part of larger tax bills that were vetoed by President Bush because of other considerations not associated with New Bedford, the nation's largest per catch fishing port.

New Cable Ship Begins Maiden Voyage

Continued from page 3

the few hours of shore time they would have in Honolulu.

The *Global Mariner* is expected to dock at its home-port of Baltimore later this month after leaving Honolulu. Seafarers flew to Singapore in December when *Transoceanic*, a wholly owned subsidiary of AT&T, assumed control of the vessel. The crewmembers worked for several weeks on the vessel to make it ready for the trans-Pacific voyage that began in mid-January.

Once its shakedown voyage is completed, the *Global Mariner* will join the *Global Sentinel*, *Global Link*, *Long Lines* and *Charles L. Brown* in the *Transoceanic* fleet of cable-laying and repair vessels. The SIU has crewed *Transoceanic* vessels for



From the left, Steward Assistants Hayward Pettway, Lee Ellis, Dennis Fitzgerald and Darryl Jackson are ready to see Honolulu.

nearly 30 years.

Like the *Global Link* and *Global Sentinel*, the *Global Mariner* features storage facilities that provide space for up to 4,100 miles of cable. The ship is capable of a cruising speed of 15 knots per hour. That drops to around 4 knots when towing a sea-plow and laying cable.



Chief Cook Olav Pederson and Cook/Baker Barbara Clucas are happy to be back in the U.S.



AB Thomas Spangler watches activity on the gangway.



Looking over a list of stores delivered to the cable ship is Chief Steward Brian W. Gross.



Bringing stores aboard ship is AB Kamin Haji.



While OMU Richard Tankersley catches up on news from home, Wiper Celina Butler and OMU Kelly McDonal wait patiently.

Somalia Is 'Bleak,' Reports Seaman Evans

Taking a tour of Mogadishu, Somalia via military convoy has provided Seafarer Cliff Evans and fellow crewmembers of the *USNS Pollux* the opportunity to see the people they are helping through the shipment of food and materiel to the East African nation.

In a letter to the *Seafarers LOG*, Evans wrote, "The people here in the city are, I am told by the Marines, hungry but not starving as they are in the interior [of Somalia]. The children wave and smile as we pass, but most of the older people give us sullen looks.

Let us hope for better times in Mogadishu."

The *Pollux* is one of 17 SIU crewed vessels involved in the U.S.-led, United Nations (U.N.) effort to end the civil war and feed the people of Somalia.

The ships—including other fast sealift vessels like the *Pollux*, military prepositioning vessels from Diego Garcia and roll on/roll off ships chartered by the Military Sealift Command—are assisting approximately 24,000 U.S. troops as well as almost 12,000 soldiers from 20 U.N.-member nations. U.S. vessels

have been docking at the Indian Ocean ports of Mogadishu (Somalia's capital city) and Kismaayo since forces started going ashore December 9.

Evans, who is sailing as a utility junior engineer, stated that he and several other crewmembers from the engine department caught a ride with a Marine patrol around the city when they were given shore time.

"The city—what I could see of it from the ship—looks pretty bleak," he wrote. "As night fell and no lights could be seen, not even from automobiles, one could almost feel the destitution and suffering of the city of Mogadishu.

"The port, airport and U.S. Embassy are guarded by U.S. troops, but if one goes even a small distance past the gates, gangs of kids and teenagers will swarm upon you and take anything they can, as two of my shipmates discovered the hard way."

Evans continued that the route used by the Marine patrol carried him "through areas where the most heavy fighting occurred as



Crewmembers from the *USNS Pollux* pose with a Marine patrol in front of closed shops in the business district of Mogadishu. The mariners include Chief Engineer Glen Richard Loeber, Third Asst. Engineer Cosby L. Anderson and Chief Electrician Dwayne Jones.

well as by the airport and U.S. and French embassies. Large portions of the city are deserted and what must have been a pretty city now is for the most part in ruins."

Original plans had called for American forces to begin withdrawing in mid-January in order to turn over command to the U.N. by February 1. However, the

U.N. sought and received an extension for the U.S. forces to remain for an unspecified time.

U.S. and U.N. troops are located throughout the country providing armed support for food convoys and attempting to return order to a country that has been in the midst of a civil war since 1991.



Children run out of battle-scarred building to view U.S. Marines driving through Mogadishu. Utility Junior Engineer Cliff Evans provided the *Seafarers LOG* with the photos for this story.



Vessels continually offload food and materiel in the port of Mogadishu.



Armed support helps provide security in Mogadishu for food convoys.

Washington Befriends 7th Grade Class

Suburban Pittsburgh is not a regular stop for the *Overseas Washington*, but crewmembers of the SIU-contracted tanker nevertheless have befriended a class of seventh-graders at a parochial school located outside the city.

For the second straight year, the *O/S Washington* is participating in the "Adopt a Ship Program" run by the Propeller Club of Washington, D.C. The program educates Americans about the merchant marine. Last year, the ship corresponded with a fifth-grade class from Irwin, Pa.'s Immaculate Conception School, which has since merged with another to form Queen of Angels in nearby Huntingdon, Pa.

This year, both the unlicensed and licensed crew are keeping in touch with a seventh-grade science class at the new school. The merchant mariners answer students' questions and also send items such as charts, photos and videotapes taken aboard ship. Recently, DEU Ali Saleh wrote a letter in Arabic to a student who speaks the language. (Saleh's letter was copied in the school newsletter.)

In return, the children send letters and cards. They also say a special prayer every day for crewmembers and are working on their own videotape.

"The crew enjoys corresponding with the students," Steward-Baker Eric Manley said in a letter to the *Seafarers LOG*. "It helps keep up the morale and gives us something to look forward to."

Audrey Quinlan, the teacher who four years ago got Immaculate Conception School involved in the program, said the seventh-graders "are managing it themselves. They jumped right in, and we all really love that ship. The crew has been terrific."

Quinlan added that the current sixth-graders who last year corresponded with the *O/S Washington* "already are talking about getting back with the ship next year."

The students' questions range



Aboard the *Overseas Washington*, (from left) Chief Cook Thurman Johnson, GSU Mike Bubaker and Steward Baker Eric T. Manley enjoy the correspondence program. Christmas cards from the seventh-grade class are in the background.

from basic to fairly complex to humorous (whether by intent or not). A sampling:

- What kind of music does most of the crew like?
- Do you ever get to swim off the ship?
- Are there any women on board?

• How did you get to vote in the presidential election?

• If you are on watch, what do you do if you have to use the bathroom?

The *O/S Washington* can hold more than 600,000 barrels of cargo oil and often sails on an Alaskan run.

Lundeberg School Honors Great Chefs



The culinary department of the Seafarers Harry Lundeberg School of Seamanship, which trains SIU members in the art of food preparation and presentation, draws course material from a premier chefs' association. As a way of saying thanks, Lundeberg School Corporate Chef Romeo Lupinacci, who himself is a member of the Golden Toque board of directors, presented a plaque for the Johnson and Wales University culinary school on behalf of the SIU. From the left are John Bander, Lupinacci, Robert Nograd, Stanley Nicas and James Bowden.

American Republic Fits Out To Begin '93 Lakes Season

The 1993 sailing season for SIU members on the Great Lakes starts this month when the *American Republic* fits out in Toledo, Ohio. The *American Republic* Steamship Company (ASC) vessel is scheduled to begin sailing during the middle of the month.

The February fitout by the ASC vessel is unusual, according to Byron Kelley, SIU vice president for the Great Lakes. None of the Great Lakes has iced over because of mild weather conditions

during the winter.

The *American Republic* will carry ore from Ashtabula, Ohio to the McLeod Steel plant in Trenton, Mich. The remainder of the ASC fleet will follow the usual fitout schedule of late March or early April, depending on weather and job orders, stated a company spokesman.

All Great Lakes members are reminded to stay in contact with the Algonac, Mich. or Duluth, Minn. halls for fitout information.

Runaway-flag Issue Brought to Fore by Braer's Massive Spill

Continued from page 5
Inquiry Under Way
On Braer Disaster

The British transport secretary announced on January 11 that his agency's Marine Accident Investigation Branch (MAIB) had begun a full investigation of the incident. According to a public statement distributed by the MAIB, the agency will address the cause of the accident, the action taken after the event, the seaworthiness of the vessel, the competence of the crew and the safety of navigation.

A wider public inquiry is being headed by a high official, Lord Donaldson, who was appointed by the British secretary of state. The panel headed by Lord Donaldson will establish whether further measures are appropriate and feasible to protect the United Kingdom coastline from oil spills.

What Happens in the Future?

There is a debate among those concerned with the condition of international shipping as to the best mechanisms available for policing ship safety standards and vessel conditions. Some governments and organizations believe the International Maritime Organization, a London-based

agency of the United Nations, is the proper vehicle to bring about effective and uniform implementation of safety regulations.

Others have argued for more control by the nations in which vessels call. This notion of port state control allows the authorities of the country in which a vessel is docked to check the ship's seaworthiness, equipment and other indicators of safety.

Some governments argue for unilateral action and the enactment of individual national laws governing ship safety practices and regulations governing their coastal waters.

At the heart of the discussion are the risks inherent in a system which promotes the use of substandard shipping through the proliferation of runaway-flag registers.

Obviously, the *Braer* incident and the hundreds of marine accidents involving runaway-flag ships which preceded it point to the fact that closer and closer examination must take place by the public and government groups around the world.

With the lives and limbs of seamen and individuals living in coastal communities at stake, as well as the condition of the marine environment, this matter is of pressing international concern.

German Union Wins Raise For Filipino Seamen



Filipino crewmembers aboard the German runaway-flag MV *Atlanta* show their solidarity during a three-day strike in which they gained a contract bringing their wages and working conditions to the same level as German seafarers.

The German Seafarers Union (OTV) scored its second victory since November against German-owned, runaway-flag vessels. On January 16, the union negotiated back wages and a five-fold pay increase for Filipino workers aboard the MV *Atlanta*, which is registered under the German off-shore ship registry, known as the German International Shipping Register (DISR).

Second registries like the DISR are mechanisms for traditional maritime countries to set up flag-of-convenience-like conditions under their national flags. The German government established a second registry so shipping companies could hire foreign crews and exempt them from national labor standards. The OTV is fighting this by getting contracts for the foreign nationals and raising their salaries and conditions to the standards set for German seafarers in order to keep the companies from undercutting German vessels with all-German crews.

The contract, which brought the Filipinos to the same status as the Germans sailing on board the *Atlanta*, is the latest effort by the OTV to organize foreign workers on DISR vessels.

Strike Called

The incident began January 14 in the port of Newark, N.J. when 13 Filipinos went on strike shortly before the fully loaded *Atlanta* was to set sail. Spiro Varras, who works for the Seafarers and serves

as an inspector for the International Transport Workers Union (ITF), was called to the scene.

Varras notified the captain and pilot, a member of the Masters, Mates and Pilots who already was on board, that a strike was taking place and conditions were not safe for the vessel to leave the dock. He also told the members of the Longshoremen's Union who were handling the lines from the docks about the strike. They immediately tied the ship back to the dock and honored the strike.

Sub-Par Wages

The Filipinos claimed they were being paid below both the level paid to German seamen for the same work and the ITF standard for crewmembers aboard runaway-flag vessels. They also stated they were forced to work overtime with no compensation, suffered from a lack of stores and winter work clothes and were being discriminated against.

The strike was settled after nearly round-the-clock negotiations when the owner of the German shipping company signed an OTV contract covering the Filipinos at the same level as the German seafarers. The contract raised the salaries of the Filipinos to nearly \$3,000 a month, more than three times the standard called for by the ITF.

The OTV gained a contract for a foreign crew on another German runaway-flag vessel that was docked in Sweden in November.



The Singapore-flagged, Danish-owned *Maersk Navigator* burns near the Strait of Malacca after colliding with another runaway-flag tanker in late January. The *Navigator* was on fire for five days and spilled 11 million gallons of oil, creating three major oil slicks.

Two Runaways Collide; Spew 11 Million Gallons

A fully loaded Danish-owned tanker and an empty Japanese-owned tanker — both registered under the runaway registry of Singapore — collided January 21 in open seas, 60 miles off the northern tip of the Indonesian island of Sumatra.

The Danish *Maersk Navigator*, owned by A.P. Moller, was carrying almost 78 million gallons of crude oil. The tanker burned for five days and drifted 20 miles while spilling much of its cargo into the sea. By the time firefighting tugboats extinguished the blaze and after the *Navigator* was fully patched, roughly 11 million gallons had been spilled.

35 Mile Slick

As a result, three major oil slicks exist, including one that stretches at least 35 miles long and several hundred yards wide. Another oil slick, 10 miles long, threatens a rich reserve of marine life in India. At press time, that slick was less than 10 miles from southernmost tip of the island chain, where there are 179 species of coral, and where

dolphins and whales abound.

There were no reports of serious injuries to the crewmembers on either tanker. The Singaporean, Indian, British, Malaysian and Burmese crewmembers from the *Navigator* were picked up by a passing German ship near the entrance to the congested Strait of Malacca, a shallow, busy and often dangerous channel separating Malaysia and Indonesia.

Immense Insurance Bill

Insurance claims for the 255,312-deadweight-ton *Navigator*, operated by Maersk Singapore Pte., are expected to exceed \$100 million. The Japanese vessel, the ill-fated, 96,545-deadweight-ton *Sanko Honour*, did not suffer serious damage. (In the past 11 years, the *Sanko Honour* has been grounded, stalled at sea and in a collision.)

Investigations by regional authorities are expected to last for several weeks. It still is not clear why the tankers collided or who was at fault.

Galley Gang Helps Wyman Celebrate 21 Years at Sea

SIU steward department members organized a special celebration in honor of the 21st anniversary of the USNS *Wyman*.

SA Tom Milovich wrote to the *Seafarers LOG* that the galley gang put together a birthday party including a barbecue on the deck. Cook/Baker Lorrin Rodrigues baked a unique cake which was carved and assembled into a model of the *Wyman*. When Captain Edward P. Wilisch cut the first piece of cake, he thanked the galley gang led by Chief

Steward David St. George for the delicious food and wonderful tribute to the ocean survey ship.

"All in all, the celebration was a success," stated Milovich. He noted the event took place while the crew was cleaning, painting and buffing the ship for its quarterly inspection. The steward assistant added the crew and ship passed the inspection with an excellent rating.

The *Wyman* is operated by MarShip Operators Inc. It was launched in 1969 and commissioned in 1971.



Cutting the 21st anniversary cake aboard the USNS *Wyman* is a team effort. From the left are Chief Steward David St. George, Cook/Baker Lorrin Rodrigues, Captain Edward P. Wilisch and scientist Mark Sands.

Parents of Victim in Runaway Ship Fire Urge Closing of Loopholes in World Safety Regs

Editor's note: The following article was written by Louis and Winifred Rome, whose daughter, Ruth, died in the Scandinavian Star ferry disaster in 1990. It was published in the December 18, 1992 issue of The Marine Fireman and is reprinted here with permission.

The *Scandinavian Star* was a runaway flag vessel which prior to use as a passenger ferry sailing between Norway and Denmark, had been a flag-of-convenience cruise ship operating out of Florida.

The vessel, while operating from the U.S., had been taken to task by the National Transportation Safety Board (NTSB); the government's safety agency which investigates transportation accidents and disasters. The NTSB investigated a March 1988 engineroom blaze, finding a lack of preventive maintenance, inadequate crew training, lack of written firefighting procedures and an inability of crewmembers to communicate in a common language.

The *Scandinavian Star* was sold to a Danish company not long after the NTSB issued its report. Shortly after it began operating in Scandinavia as a passenger ferry under the Bahamian flag, a fire raged through the vessel as it was sailing through the North Sea.

Crewmembers from the Philippines and Portugal were unable to understand the orders of the Scandinavian officers. The ship's master testified that safety equipment had not been checked nor had there been time to train crewmembers in safety operations—including fire and evacuation drills. As the fire burned, the vessel's officers abandoned the ship in a lifeboat while the passengers waited to be rescued. The death toll as a result of the fire was 159 passengers and crewmembers.

Last week in Copenhagen, the Sea and Trade Court of Denmark closed a chapter in the tragedy of the *Scandinavian Star* passenger ferry fire of April 7, 1990. The court, after trying the shipowner, his managing director and the ship captain on criminal violations of ship safety laws, found the defendants guilty and sentenced them to brief prison terms.

We lost our only child, our 27-year-old daughter, in that disaster. Ruth Rome, a singer and entertainer, joined the ship just eight days earlier, as had all the crew.

That Ruth and 158 other people lost their lives and their dreams because of the reprehensible disregard for human safety by shipowners and an arsonist is an unspeakable tragedy.

That courts in the United States and Denmark have had so much trouble attributing criminal and civil accountability to the shipowners borders on the bizarre.

That countries allow the shipping industry to evade its share of responsibility for maintaining safe passage, and that some nations earn revenue by perpetuating loopholes in ship-safety regulation, are causes for anguish.

The International Maritime

Organization is in the process of adopting new standards for passenger ship safety, including rules for emergency alarms, smoke detectors, fire doors, automatic sprinklers, flammability and the toxicity of wall and ceiling surfaces. Standards for crew safety training and management, fire drills and a common language for

emptor. The seller should have a duty to disclose fully to the buyer all present conditions, prior surveys and government reports that deal with safety issues.

• Governments should prevent ships from leaving their ports if they don't carry a certificate, issued to its current owner, that certifies it as seaworthy.

misfeasance, since they are a powerful stimulus to enforce safety standards.

• Nations with ship registries must ensure ship safety. Where these governments fail to organize, pay for and assure the services and protection they offer, their flag should not fly above the ship. The IMO should not permit

legitimately imposed by the shipowner's country of principal operation and/or domicile.

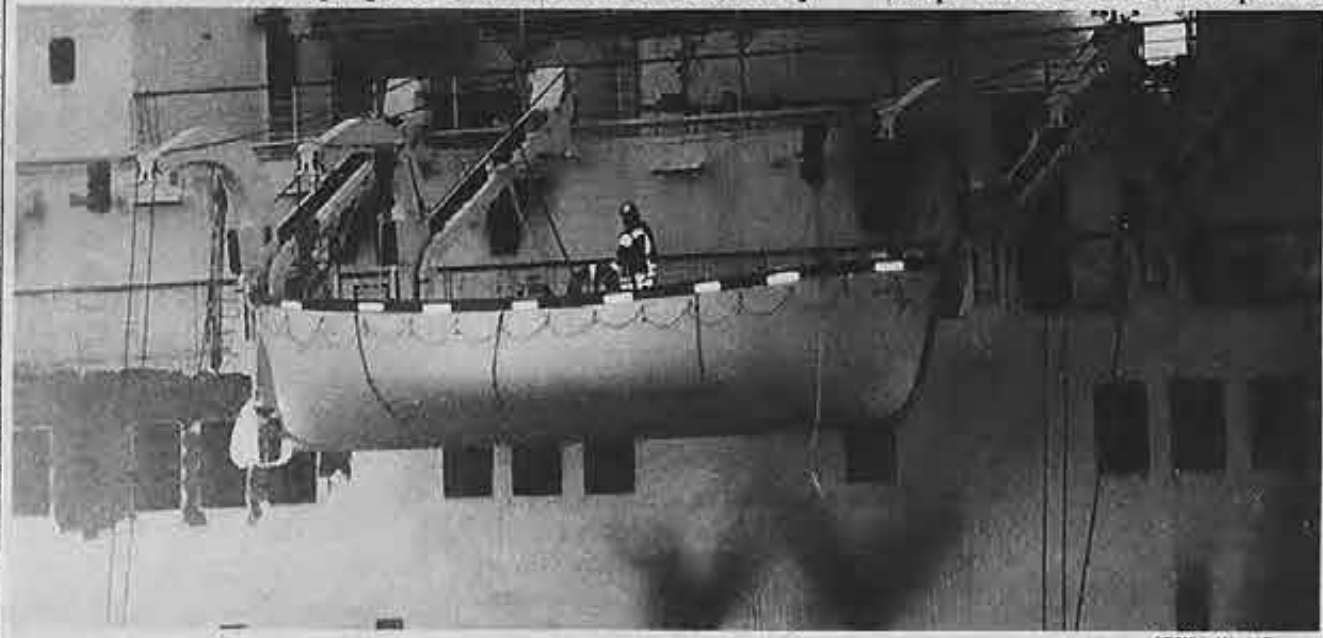
As to the *Scandinavian Star*, we ask:

- Do foreign "flags of convenience" protect sufficiently the interests of Denmark, Norway, the United States or other countries in today's international shipping environment?
- Did the Bahamas flag offer real protection to our daughter?
- Did it protect anything other than the shipowner's pocket and the Bahamas Treasury?

We believe these are truly international problems that should be addressed by the entire maritime community.

We believe the answers to these problems are found in prevention. But we recognize that human action often is tardy and remedial. Not all cures come from treaties, legislation and judicial decision. The best regulation is by the shipping industry itself, where there should be a constant and mutual commitment to safety, practiced with vigilance by everyone.

Our daughter lives on in us, and this is the way we honor her goodness, her talents and the love we had for each other.



Firemen try to put out the fire in the bridge of the *Scandinavian Star* hours after the crippled ferry was towed to the port of Lysekil, Sweden. Officials suspect arson as the cause.

communication between crew and ship command are also in the works.

Had any one of these safety measures been implemented on the *Scandinavian Star*, some lives would have been spared. Had more been in place, perhaps all 159 people would be alive today.

Perfecting ship construction and safety equipment, and the presence of well-trained crews, improves ship safety. Treaty protocols that require uniform standards worldwide are also important. Together, they are powerful catalysts for better ship safety. But the implementation of treaties and regulations depend in large part on the good faith and good will of people in the shipping industry. It is they who must give their personal commitment to safety at sea.

We suggest that everyone in the international maritime industry consider these important changes in ship safety rules, even if it is politically and financially difficult to do so:

• Establish an international ombudsman for ship safety within the IMO or as an independent entity funded by the entire industry. This office would receive hazard reports from seamen, officers or the public and report them to shipowners, the classification society and the ship's insurer so that corrective action would occur and subsequent reviews be made.

• Classification societies should have only one uncompromised master and one source of funding—either the nation of ship registry or perhaps the insurance industry, but certainly not the shipowner.

• The inspection and survey of passenger ships should be initiated by the inspecting agency at times of its choice, not just when the ship's master or owner extends an invitation.

• A risk-rating "seaworthiness" system with comparative ratings for each vessel, should be a matter of public record.

• Ship sales should not be governed by the rule of caveat

• Punitive damages should be levied more often against a shipowner for malfeasance or

shipowners to shop for registry and "flags" to escape the rigors of safety standards that are

Bahamian Government Authorities Fail To Conduct Proper Investigation In Officer's Disappearance, Charges ITF

A fatal accident aboard a Bahamian-flag ship off the coast of New York serves as yet another example of the dangerously loose regulations under which flag-of-convenience vessels operate, said an inspector for the International Transport Workers Federation (ITF).

On December 11, an Indian officer aboard the *Castillo de Ricote* apparently was swept overboard during a severe storm roughly 200 miles from the port of New York. Bahamian officials, at first reluctant to investigate the man's unexplained disappearance, did not board the ship until December 16—four days after it had docked. By then, many of the Spanish, Indian and Filipino crew had left the vessel, which in November had switched from a Spanish to a Bahamian flag.

"The flags-of-convenience, and even some national flags, don't investigate properly," said



The *Castillo de Ricote* unloads at Bayway, N.J., four days after the ship's officer was declared missing at sea.

SIU's ITF Inspector Spiro Varras, who interviewed *Castillo de Ricote* officers and crewmembers the day the ship docked in New Jersey. "Because of the mix of nationalities aboard the ships, they don't consider it their responsibility."

"In this case, the Bahamian consulate in New York thought U.S. authorities should investigate, even though the ship was beyond U.S. territorial waters when the crew realized the second mate was missing." (The Coast Guard had no jurisdiction to investigate the incident.)

The officer, Pinakin Mody, was relieved of his watch at about 4 a.m. by the chief mate, just as the ship was entering a storm. Mody never was seen again. When Mody did not report for his next assignment about eight hours later, he was discovered missing. A futile search of the vessel ensued.

According to written statements from various crewmembers, Mody's recent behavior and the condition of his cabin indicate that suicide is extremely unlikely.

Also, Mody had gotten married four months earlier.

Bahamian investigators have not made public their official listing of the cause of the officer's death. However, one possibility would seem to be that Mody—either following orders or on his own—was securing the deck as the storm hit and thereby was washed overboard.

Varras said the incident illustrates how easily fatal accidents aboard flag-of-convenience vessels can avoid legal scrutiny. "There should have been a professional investigation," he said. He also noted that representatives from the Protection and Indemnity Club, which represents the ship's underwriters, boarded the vessel as soon as it arrived in New York anchorage and proceeded to conduct an unsupervised investigation to protect the shipowners' interests.

Moreover, when Varras, at the request of an Indian seamen's union, went to the vessel, the officers and crew were reluctant to answer questions. Instead, they offered written statements.



ITF Inspector Spiro Varras (left) meets with Rupam Mody, brother of the missing officer.

Training Expands on Riverboats

Lundeberg School Enhances On-Site Safety Course

In 1990, when the Seafarers Harry Lundeberg School of Seamanship first brought its comprehensive safety training program to the SIU-crewed overnight passenger boats *Delta Queen* and *Mississippi Queen*, instructors John Smith and Byran Cummings spent most of their time meticulously covering the basics of CPR and first aid, firefighting and damage control.

In 1992, more than 300 Seafarers who have crewed the *Delta Queen* and *Mississippi Queen* received not only refresher courses, but also additional advanced training. And for this year, Cummings and Smith plan to continue furthering the training aboard America's two most famous riverboats.

Last year, Smith conducted his usual trio of week-long classes aboard the *Delta Queen* while Cummings did the same aboard the *Mississippi Queen*. The instructors will go again this year, beginning this month with Smith aboard the *Delta Queen*.

Seafarers will receive a total of anywhere from 15 to 120 hours of instruction, including hands-on training. (The emergency squads, comprised of the master, two pilots, chief mate, third mate and deck crew, receive about 40 hours of training per week. The rest of the hotel staff receives about five per week.)

"Both of these vessels are family-oriented, and sometimes they might be five or six hours from the nearest doctor," said

cover ruptures in various parts of the boats' hulls. During those exercises, Seafarers had to calculate how many gallons of water would be taken aboard, based on the size and location of the rupture or ruptures.

The first aid and CPR segment included certification or recertification of crewmembers.

As usual, Smith and Cummings provided training throughout the day and evening, interspersed between regular crew duties and various shifts. "You catch crewmembers around the clock," Cummings said. "We're taking time out of their schedules, so we have to be available whenever they are."

Even Better in '93

Cummings and Smith each year have been received warmly by the crewmembers aboard the *Delta Queen* and *Mississippi Queen*. "We're like family now," Cummings said. "They are appreciative, efficient and eager to learn more. They know that this training makes them better and better at their jobs."

David Kish, vice president for the *Delta Queen Steamboat Company*, reiterated Cummings' remarks. "The instructors have built a personal relationship with the crewmembers. [Cummings and Smith] also know more about the vessels each time they teach here," he noted.

"We have been very pleased with the classes taught. They get better every year because the school provides quality training and education that is up to date. Thanks to this program, we have been able to start new safety



Seafarers get plenty of hands-on training in CPR, first aid, damage control and firefighting, as this porter on the hotel staff demonstrates.



Part of firefighting training includes a day ashore so crewmembers have a chance to work with various hose lines.

"We have to expand each year so we're not redundant," explained Cummings who, like Smith, has years of experience as a firefighter and paramedic. "There's not that much turnover in the deck and engine departments on these boats, so we're stressing continuing education, building on programs."

Cummings. "So the crew has to be able to handle any situation."

'Man Overboard'

The training last year included a surprise "man overboard" drill (a dummy was used) on the *Mississippi Queen*. With the approval of the company and the boat's master, Cummings checked river traffic and then tossed the dummy into the water. He was pleased that the crew reacted very quickly from the time they were alerted to recover what they eventually realized was a stuffed uniform.

Other training on both boats included drills with a non-toxic smoke generator which simulates conditions of a shipboard fire. Also during firefighting training, Seafarers spent time ashore working with various hose lines and other equipment.

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

The members also practiced making patches which would



Lundeberg School Instructor Byran Cummings (left) explains proper use of breathing apparatus to Carl Koen (center), Robert Pou (right) and Greg Hawkins (with back to camera).



Crewmember emerges from smoke-filled hold with breathing apparatus in place.



Aboard the *Delta Queen*, Joseph Serpas, Mike Williams, Johnny Speed, Gerald Henderson, Michael Ward and Willie Allen construct a patch for the hull.



Rescue of the dummy in the man-overboard drill took little time.



From left, SIU members William Freitas, Marvin Joy and Rob McLemore practice adult, infant and child CPR. A dummy was used for the surprise man-overboard drill.





Gateman Scott Hill checks on what is for lunch in the galley.



Awaiting his next assignment is Conveyorman Marvin Schmitz.



Ready for another load of stores is Deckhand Mohammed Saadi.



AB Bob Hedine listens during a shipboard union meeting.



Guiding the stores basket is Deckhand Mike Church.

St. Clair, Others Complete Busy Year on the Lakes



QMED Edward Elder makes sure all operations are running smoothly in the engine room.

Watching loading operations on the deck is 23-year SIU member AB/Wheelsman John B. Church.

RIGHT AB/Watchman Con Gleason drives the hatch cover on the deck of the St. Clair.

When the SIU members aboard the *St. Clair* signed off for the last time in December, they had completed another busy sailing season on the Great Lakes.

The crew, led by Bosun John Sellers, carried nearly 2.2 million tons of cargo with most of it coming in the form of coal. The ship hauled almost 1.9 million tons of coal to Detroit Edison power plants along the eastern shore of Michigan.

Sellers, who has been sailing since 1960, stated the crew did another excellent job this year on the American Steamship Company self-unloader. One of the highlights of 1992 came when the 770-foot vessel successfully entered the dock at Calcite, Mich. to load stone. The *St. Clair* became one of the largest vessels to enter and load at that location.

Overall, the sailing season on the Lakes came to an end in the middle of January. Preliminary totals, as accumulated by the Lakes Carriers' Association, showed an increase in total cargo carried by U.S.-flag vessels on the Lakes of 1.7 percent above the 1991 totals. A total of 105.7 million tons of cargo were carried during 1992.

The breakdown includes 56.6 million tons of iron ore (an increase of 3.1 percent above 1991), 18.8 million tons of coal (almost even with the 1991 figure), 3.3 million tons of cement (up 7.1 percent) and 1.1 million tons of grain (up 5.7 percent). Among the cargo totals that decreased in 1992 were limestone, gypsum, sand and liquid bulk.

Fitout for the 1993 sailing season is expected to begin in late March and continue into April.

Operating the lift on the ship's bow is Bosun John Sellers.

Murmansk—'42: THE DIARY OF WILLIAM D. HENDERSON

With all the current recognition being given by the Russian republic to U.S. merchant mariners who sailed in the Murmansk Run during World War II, the Seafarers LOG is pleased to have received a copy of the diary of a Seafarer who was part of this vital supply run. Seafarer William D. Henderson chronicled his thoughts and experiences during the Murmansk Run.

Although he died in 1959, Henderson's sailing tradition lives on. Of his three sons, John, 38, the eldest, works in the field of computers; the other two, Ben, 33, and George, 35, are members of the SIU. Ben Henderson sails aboard the USNS Harkness as chief steward. George, who provided the LOG with this material, joined the SIU in 1989. He sails in the engine department and currently is attending the QMED upgrading course at Piney Point. He was only two years old when his father died. William Henderson's wife, Wymond, resides in Oregon.

What follows is Part I of Henderson's narrative of the SS Yaka's voyage to Murmansk, Russia in 1942. The remaining part of Brother Henderson's diary will appear in future issues of the LOG.

Part I

May 12. Ten minutes after the mate had ordered the men below into the lower hold, the thread-like white trails of planes flying at high altitudes were observed approaching. Our gun crew rushed to their stations. The planes circled, dived and attacked the Yaka, a tanker on one side, and a freighter on the other. No ships were struck, but three huge bombs fell so close to the Yaka that water drenched the decks and the ship jumped and shook 'til men were thrown off their feet. Minor damage was done to the ship by the concussion, including several broken lines in the engine room, and the galley stove was damaged. A huge screen from the engine room ventilator was hurled to the hatch below.

The huge four-motored bombers (there were several of them) then fled. Our machine guns ceased firing. The Russian fighter planes filled the air. All hands, in life preservers, stood about watching the planes.

May 15. Yaka struck in engine room by bomb today. The air raid alarm commenced about 5:15 p.m. A wave of about five four-motored Nazi bombers came over about 6:00 p.m. and dropped very large bombs that fell close off the starboard side; also near a British freighter lying after and starboard of us, and a British sloop to port.

No hits. Tremendous concussion. They came back about 7:10 p.m. dropping sticks of about nine small bombs. Most of them fell to starboard again, but one apparently entered our port side a little above the water line amidships, leaving a jagged hole about 18 inches across. It tore off a corner



Seafarer William Henderson met Wymond in Rotterdam, Holland on December 20, 1947, the day this photo was snapped. They were married four months later in Rotterdam. Two of their sons are now seafarers.

of a boiler and went out through the bottom of the ship, apparently without exploding, leaving a hole somewhat larger.

There was no one below at the time. The water came in rapidly. When the watertender went below, he found water up to the floor plates. He closed the watertight door into the shaft alley and came up.

The orders were called aft to make the lifeboats ready for lowering.

All hands threw a few items in their suitcases and streamed up to the boat deck.

The smooth water of the narrow inlet, carrying her proud but somewhat ineffectual flotilla of warships and armored merchant men, and the narrow, snow-molded hills, all looked good when one's ship was sinking.

I threw off the turns on the forward fall of #4 boat and waited, under the third mate's command, to lower away.

The captain called to the nearest British sloop to order a tug for us. She replied on her address system that she would do so.

The captain then ordered us forward to break out two manila hawser lines for towing, it being apparent that we would not go down immediately.

The deck engineer was already working on the pin in the anchor chain shackle, trying to loosen it for casting off (as there was, of course, no steam for raising the anchor).

Saving the Ship

Soon the British sloop Husser (J82) came along the port side, put lines aboard fore and aft, took a couple of manila lines aft, and made ready to give a side tow. At the same time, she inserted a hose into the hold above the waterline and commenced pumping water out of the engine room, which by then had filled to the level of the second grating down from the level of the after well deck.

An officer and a number of men came aboard and directed the cutting of the anchor chain which was finally sawed with hacksaws until nearly off, then broken with a wedge and hammer. It was cut

between the anchor paw and the anchor windlass.

Three Russian tugs came along the starboard side. One made fast there; one took a bow tow-line, and one went back.

We were moved up the Kola Inlet to a shallow spot several miles above town where several wrecks already were beached.

A salvage tug tied up on the port side after the sloop had cast off.

This was about 3:00 a.m., and the merged sunrise and sunset that had glowed crimson and lovely over the snow all night was still tinted with color though the daylight was getting stronger.

No orders were being given, and things seemed at a standstill, so I turned in.

May 17. Air raids at 6:00 and 10:00 a.m. No alarm on the last one. Was awakened by diving planes and the whistle of bombs. Bombs fell between us and the shore in two groups, but apparently were not aimed at us. There followed the sounds of shooting and zooming in the clouds above, where a dogfight was in progress. A Russian Hurricane plane came spinning down directly over us. It seemed that it would hit the poop deck, and many of us ran forward into the after well deck.

As it struck the water aft of us in a slow, flat spin, the pilot seemed to be standing up in his cockpit. Later, when his body was brought up, it was found that he had been shot between the eyes.

May 18. Air raid at 11:20 a.m. Shrapnel barrage put up around town. Many planes in air. Dogfights over town. No bombs dropped. Could see nothing decisive, but one Russian fighter went in low, smoking. Air raids at 12:30, 1:05, 2:50 and 4:10 p.m. Bombs dropped from considerable height without diving. They struck the edge of town, the other side of a long line of low hills that rise from the edge of the inlet here. Air raids at 7:20, 10:10 and 11:45 p.m.

May 19. 10:00 a.m. air raid. Shrapnel barrage put up. Enemy planes sighted. Plane shot down about 10:35 a.m., crashing into hill. 12:30 p.m. air raid. Enemy bombers came in high, leaving white trails and dropped bombs somewhere over hills in Finnish direction. 11:00 p.m. air raid.

May 25. Overcast 'til noon. Clear and warm all afternoon. Air raid 5:30 p.m. Dropped bombs at 8:00 p.m. in inlet about a quarter mile upstream from us. Apparently, two Germans let bombs go when attacked by Russians. Heavy shrapnel barrage sent up.

May 26. Clear and warm with low cumulus clouds occasionally clearing in overhead.

Air raids at 2:10 and 9:20 a.m. Siren did not go up town 'til after shooting had commenced up the inlet ahead of us.

Shrapnel barrage. Air raids at 1:00 and 5:15 p.m. Siren went up town. The little towboats could be

seen leaving the docks down at Murmansk as they always do when the alarm sounds, and head out into the stream.

I had carried my plate from the supper table aft to the poop deck when the guns ashore and on the Russian destroyer ahead of us opened up. Then our machine guns began to fire. The Germans came in across the hills above town, swooped a couple of hundred yards aft of us from the starboard side, and dropped load after load of bombs on the Empire Starlight lying about four ships' lengths upstream from us.

I can't remember what the German planes were (though some of the boys say there were eight or 10 in number and of both one- and two-motored types), but I remember the little seed-like black bombs as they left the planes and grew with awful rapidity, like a drop of water falling toward your face as they hurtled earthward. First they lay in a neat little line like peas when you pop open a pod. When they hit the water, they seemed very large and threw up a geyser of water. This time the loads of bombs each contained some small ones with one or two much larger. They fell all around the Empire Starlight, aft, forward and on each side.

How Can They Miss?

I just can't understand how, when the planes swooped so low, they could miss. It may be that some of them may have struck her, for I remember that when we were hit a week or more ago, we did not know it 'til the water started to rise in the engine room. It is strange that none were dropped at us, but now that they are singling out certain ships, our turn will undoub-



Although Ben Henderson was only four months old and George only two years old when their father, the author of the diary appearing on this page, died, both have followed in his footsteps by choosing a career in the SIU.

tedly come. Air raid at 6:25 p.m. **May 27.** Air raid at 1:30 p.m. No German planes observed, but shooting heard in distance. Raid lasted 'til 2:45 p.m. Clear weather all morning, but high clouds cover the sky now.

Air raid at 5:05 p.m. Bombers dove in about three minutes after the siren alarm was heard going up town. There were one- and two-motored (perhaps some four-motored, too) jobs. Probably about seven or eight of them came down from a high altitude.

They dropped tremendously large bombs. One group nearly struck a tug that happened to be passing. Another group fell on the starboard side pretty well forward. Two groups of bombs fell aft of us between us and the Empire Starlight. The ship jumped and shook, but not as violently as during the raid when we were struck at the other anchorage.

Shrapnel barrage was put up all around us. Guns shooting like mad. Our machine guns among them.

How can they miss so often?

I was in the shower when the alarm was sounded aboard ship. Washed off soap and was struggling into my pants when the bombs began to whistle. I threw myself down onto my bunk so that, should the ship be struck, the concussion and rebound would not be so apt to throw me about.

The Nazi's and Russians fought a long dogfight very high above us for half an hour.

Air raid at 6:20 p.m. Just one plane came over at a very high altitude—probably to take pictures. Heavy shrapnel barrage. I had grabbed a few bites of supper from the deserted table and was back finishing washing my socks when it came this time.

[Diary interrupted for two weeks while ashore—without leave—in Murmansk.]

June 8. Got aboard Russian tug to return to ship at 7:00 a.m. in company of White, Walker, Wallis, the chief engineer, the third mate, Tully. These last two had been instructed by Naval attaché to round up those of us ashore and tell us to go back aboard.

We got aboard at 10:00 a.m. The chief mate told the bosun we could turn to if we wanted to, but that he would log us for the entire day anyhow. We didn't turn to.

June 9. Turned to for first time since Wednesday, May 27, when about 8:00 in the evening, Walker, White, Kostigan, Bill (the wiper), Sparks and I got aboard a Russian workboat and went ashore. On May 28 I went to the Maritime Commission representative here in Murmansk, Mr. (or Capt.) Pearsons, and complained that the crew of the Yaka was not being given reasonable consideration by the Master when, after remaining

aboard for one month while the ship lay at anchor in the harbor of Murmansk, he still refused to grant shore leave. I also requested that gas masks be provided the crew, if possible, as most other ships were so provided and as all Russian civilians were carrying them.

He replied that as to shore leave, tugs were very hard to get, so that it would be difficult to arrange for transportation to and from the boat while ship was at anchor (this, despite the fact that Russian workmen were commuting to and from the ship every day working on the boilers), but that he would endeavor to arrange for shore leave when the ship went into drydock, where he expected her to go shortly.

As to gas masks, he said it was impossible to obtain them here. I told him that I had understood from Russians with whom I had talked that they could be obtained. He said that if I found a supply, to let him know. I asked him if he would have the ship pay for any that I might buy myself. He said he thought that his office would pay.



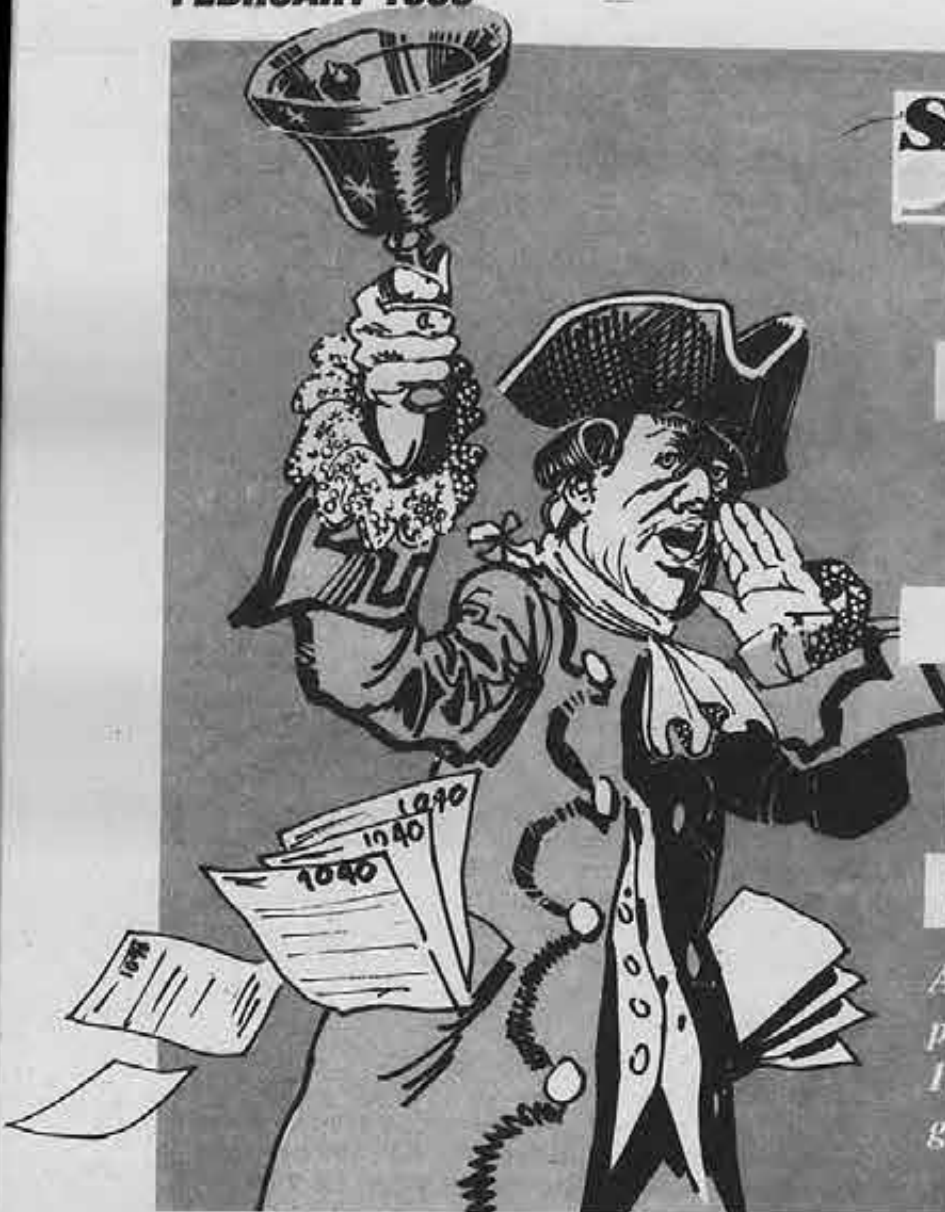
Just four months after this family picture was taken, Brother Henderson died in an automobile accident in Portland, Ore. From the left are William; his wife, Wymond; Ben, 3 days old; George, 2; and John, 3½.

SEAFARERS LOG

SPECIAL SUPPLEMENT

TAX TIPS FOR SEAMEN

A guide for Seafarers to refer to when preparing 1992 tax returns due to the Internal Revenue Service and state governments on April 15, 1993.



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

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

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

FOR MORE INFORMATION

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

Publications: 1-800-829-3676 operators will take orders for publications. "#553 Highlights of 1992 Tax Changes" and "#552 Record Keeping for Individuals" are two publications that many people find especially useful.

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

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

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



INFORMATION BY PHONE

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

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

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

16,000	19,000	22,000	25,000	28,000	31,000
17,000	20,000	23,000	26,000	29,000	32,000
18,000	21,000	24,000	27,000	30,000	33,000
19,000	22,000	25,000	28,000	31,000	34,000
20,000	23,000	26,000	29,000	32,000	35,000
21,000	24,000	27,000	30,000	33,000	36,000
22,000	25,000	28,000	31,000	34,000	37,000
23,000	26,000	29,000	32,000	35,000	38,000
24,000	27,000	30,000	33,000	36,000	39,000
25,000	28,000	31,000	34,000	37,000	40,000
26,000	29,000	32,000	35,000	38,000	41,000
27,000	30,000	33,000	36,000	39,000	42,000
28,000	31,000	34,000	37,000	40,000	43,000
29,000	32,000	35,000	38,000	41,000	44,000
30,000	33,000	36,000	39,000	42,000	45,000
31,000	34,000	37,000	40,000	43,000	46,000
32,000	35,000	38,000	41,000	44,000	47,000
33,000	36,000	39,000	42,000	45,000	48,000
34,000	37,000	40,000	43,000	46,000	49,000
35,000	38,000	41,000	44,000	47,000	50,000
36,000	39,000	42,000	45,000	48,000	51,000
37,000	40,000	43,000	46,000	49,000	52,000
38,000	41,000	44,000	47,000	50,000	53,000
39,000	42,000	45,000	48,000	51,000	54,000
40,000	43,000	46,000	49,000	52,000	55,000
41,000	44,000	47,000	50,000	53,000	56,000
42,000	45,000	48,000	51,000	54,000	57,000
43,000	46,000	49,000	52,000	55,000	58,000
44,000	47,000	50,000	53,000	56,000	59,000
45,000	48,000	51,000	54,000	57,000	60,000
46,000	49,000	52,000	55,000	58,000	61,000
47,000	50,000	53,000	56,000	59,000	62,000
48,000	51,000	54,000	57,000	60,000	63,000
49,000	52,000	55,000	58,000	61,000	64,000
50,000	53,000	56,000	59,000	62,000	65,000
51,000	54,000	57,000	60,000	63,000	66,000
52,000	55,000	58,000	61,000	64,000	67,000
53,000	56,000	59,000	62,000	65,000	68,000
54,000	57,000	60,000	63,000	66,000	69,000
55,000	58,000	61,000	64,000	67,000	70,000
56,000	59,000	62,000	65,000	68,000	71,000
57,000	60,000	63,000	66,000	69,000	72,000
58,000	61,000	64,000	67,000	70,000	73,000
59,000	62,000	65,000	68,000	71,000	74,000
60,000	63,000	66,000	69,000	72,000	75,000
61,000	64,000	67,000	70,000	73,000	76,000
62,000	65,000	68,000	71,000	74,000	77,000
63,000	66,000	69,000	72,000	75,000	78,000
64,000	67,000	70,000	73,000	76,000	79,000
65,000	68,000	71,000	74,000	77,000	80,000
66,000	69,000	72,000	75,000	78,000	81,000
67,000	70,000	73,000	76,000	79,000	82,000
68,000	71,000	74,000	77,000	80,000	83,000
69,000	72,000	75,000	78,000	81,000	84,000
70,000	73,000	76,000	79,000	82,000	85,000
71,000	74,000	77,000	80,000	83,000	86,000
72,000	75,000	78,000	81,000	84,000	87,000
73,000	76,000	79,000	82,000	85,000	88,000
74,000	77,000	80,000	83,000	86,000	89,000
75,000	78,000	81,000	84,000	87,000	90,000
76,000	79,000	82,000	85,000	88,000	91,000
77,000	80,000	83,000	86,000	89,000	92,000
78,000	81,000	84,000	87,000	90,000	93,000
79,000	82,000	85,000	88,000	91,000	94,000
80,000	83,000	86,000	89,000	92,000	95,000
81,000	84,000	87,000	90,000	93,000	96,000
82,000	85,000	88,000	91,000	94,000	97,000
83,000	86,000	89,000	92,000	95,000	98,000
84,000	87,000	90,000	93,000	96,000	99,000
85,000	88,000	91,000	94,000	97,000	100,000

PREPARING A RETURN

Step 1. Get all records together.

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

Step 2. Get any forms, schedules or publications necessary to assist in filing the return. IRS Publication 17 entitled "Your Federal Income Tax for Use in Preparing 1992 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.



STATE: TAXES NOT WITHHELD

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

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

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

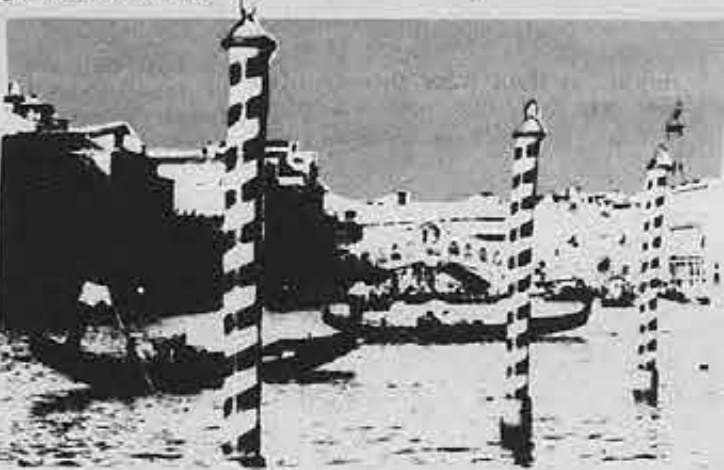
Each state has a set of criteria to determine whether an individual is a resident of that state. A seaman should check with a state tax office if he or she is unsure as to his residency status.

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

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

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

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



OVERSEAS?

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

STANDARD DEDUCTION

This is the standard deduction chart for most people. It should not be used if taxpayer is 65 or older or blind or if a dependent.

Filing Status	Standard Deduction
Single	\$3,600
Married filing joint return or Qualifying widow(er) with dependent children	\$6,000
Married filing separate return	\$3,000
Head of household	\$5,250

DEDUCTIONS, W-2'S AND OTHER INFORMATION

Employer W-2's: Employers are required to mail W-2 forms to employees by January 31. If an individual believes he or she is missing W-2's, contact the employer.

Seafarers Vacation Plan W-2's: If a Seafarer has received monies from the SIU Vacation Plan, he or she should receive a W-2 from that fund.

Increased Deductions: The deduction for each exemption—for the individual, his or her spouse and dependents has increased to \$2,300 per person.

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

Personal Interest Deductions: For 1992, personal interest cannot be deducted. Personal interest includes interest on car loans, credit cards and personal loans.

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

Union Dues Deduction: Union dues are only deductible if they exceed 2 percent of gross income. If they do, only the portion over the 2 percent is 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.

Deducting Work-Related Car Expenses: Use of a personally-owned automobile in work-related travel can result in deductible expenses. Two methods can be used

to compute automobile expenses—either listing a standard mileage rate or determining actual cost. On the tax return due April 15 of this year, the IRS is accepting a standard mileage rate of 28 cents per mile.

Deducting Work-Related Meals When Traveling: Workers in transportation are allowed a special rate on the meal allowance of \$30 per day. Otherwise the IRS standard meal allowance is generally \$26.

Limit on Itemized Deductions: Beginning in 1992, itemized deductions may be limited for an individual earning more than \$105,250 of federal adjusted gross income.

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

Fast Refund: If a tax refund is expected for 1992, instead of mailing the return to the Internal Revenue Service, it can be filed electronically. When filed electronically, a refund will be received in about 3 weeks, or in 2 weeks if it is deposited directly into a savings or checking account.

Dependent's Social Security Number: If an individual claims an exemption for a dependent who is at least 1 year old by December 31, 1992, he must list the dependent's social security number on Form 1040 or Form 1040A.

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

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

Death of a Taxpayer: If a taxpayer died before filing a required return for 1992, the taxpayer's personal representative (and spouse, in the case of a joint return) must file and sign the return for that person.

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.

Unemployment Compensation: Unemployment compensation (insurance) is fully taxable. By January 31, 1993, an individual who has received unemployment compensation should receive a Form 1099-G showing the total unemployment compensation paid during 1992.

Earned Income Credit: To qualify for the earned income credit, families must have an income of less than \$22,370 and have at least one child living with them.

Gift to Reduce the Public Debt: To do so, enclose a separate check with the income tax return. Make it payable to "Bureau of the Public Debt." Do not add it to any tax owed.

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REPORTED INCOME

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

- Jones Act settlements for lost wages.
• Amounts received in place of wages from accident and health plans (including sick pay and disability pensions) if employer paid for the policy.
• Life insurance proceeds from a policy cashed in if the proceeds are more than the premium paid.
• Profits from corporations, partnerships, estates and trusts.
• Endowments.
• Original Issue Discount.
• Distributions from SEPs and DECS.
• Bartering income (fair-market value of goods or services received in return for services).

NON-REPORTED INCOME

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

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

Deadline for filing taxes: April 15



DIRECTORY FOR ADDITIONAL STATE TAX INFORMATION

Table with columns: STATE, MAILING ADDRESS (address written inquiries to "Taxpayer Information"), LOCAL NUMBER, TOLL FREE NUMBER. Lists contact info for various states including Alabama, Alaska, Arizona, Arkansas, California, Colorado, Connecticut, Delaware, Washington, DC, Florida, Georgia, Hawaii, Idaho, Illinois, Indiana, Iowa, Kansas, Kentucky, Louisiana, Maine, Maryland, Massachusetts, Michigan, Minnesota, Mississippi, Missouri, Montana, Nebraska, Nevada, New Hampshire, New Jersey, New Mexico, New York, North Carolina, North Dakota, Ohio, Oklahoma, Oregon, Pennsylvania, Rhode Island, South Carolina, South Dakota, Tennessee, Texas, Utah, Vermont, Virginia, Washington, West Virginia, Wisconsin, Wyoming.

WHERE TO FILE

Tax returns should be mailed to the Internal Revenue Service Center designated for the area in which the taxpayer lives. These addresses are listed below. No street address is needed for the IRS.

Table with columns: For individuals living in the following states, Use this address. Lists IRS addresses for various states and territories including Florida, Georgia, South Carolina, New Jersey, New York, New Mexico, North Carolina, North Dakota, Ohio, Texas, Utah, Virginia, Wyoming, Alaska, Arizona, California, Colorado, Connecticut, Delaware, Hawaii, Idaho, Illinois, Indiana, Iowa, Kansas, Kentucky, Louisiana, Maine, Maryland, Massachusetts, Michigan, Minnesota, Missouri, Montana, Nebraska, Nevada, New Hampshire, New Jersey, New Mexico, New York, North Carolina, North Dakota, Ohio, Oklahoma, Oregon, Pennsylvania, Rhode Island, South Carolina, South Dakota, Tennessee, Texas, Utah, Vermont, Virginia, Washington, West Virginia, Wisconsin, Wyoming, American Samoa, Guam, Puerto Rico, Virgin Islands.



TAXABLE INCOME BY STATE

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

SOURCE: Department of Defense, Office of the Secretary of Defense, Federal Voting Assistance Program; Voting Assistance Guide 1992-1993; Appendix G. State Income Tax Liability; pp. 265-285.

Dispatchers' Report for Deep Sea

JANUARY 16 — FEBRUARY 15, 1993

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	30	34	16	24	21	9	13	62	43	27
Philadelphia	3	9	3	2	11	2	4	2	9	5
Baltimore	5	5	0	9	12	0	0	9	6	3
Norfolk	11	18	16	10	18	4	8	25	28	18
Mobile	13	12	5	10	10	2	2	19	30	5
New Orleans	16	24	10	14	17	8	5	38	36	17
Jacksonville	25	25	8	16	24	3	5	52	37	25
San Francisco	28	22	6	20	18	2	5	52	45	11
Wilmington	22	16	8	14	8	3	6	25	33	12
Seattle	28	26	7	15	21	1	9	46	35	14
Puerto Rico	12	5	3	5	3	1	2	20	9	3
Honolulu	7	15	7	5	8	9	8	9	24	10
Houston	24	37	9	19	26	1	4	47	49	18
St. Louis	1	0	0	0	1	0	0	2	3	0
Piney Point	1	6	1	0	4	0	0	2	6	1
Algonac	2	1	0	1	0	0	0	1	1	0
Totals	228	255	99	164	202	45	71	411	394	169
ENGINE DEPARTMENT										
New York	29	16	3	14	7	0	7	42	47	9
Philadelphia	3	4	1	2	4	0	1	4	7	7
Baltimore	6	7	2	1	12	2	1	12	7	3
Norfolk	7	6	3	2	8	4	0	10	13	5
Mobile	12	10	2	8	3	2	4	20	24	3
New Orleans	11	14	7	13	3	4	1	27	23	15
Jacksonville	20	14	8	14	10	1	7	24	35	16
San Francisco	14	17	11	8	4	1	1	37	42	12
Wilmington	10	11	3	4	7	1	3	17	23	8
Seattle	15	10	2	12	11	0	7	25	25	10
Puerto Rico	5	2	0	6	2	0	1	8	2	0
Honolulu	6	13	11	4	11	10	10	5	17	9
Houston	22	16	5	8	14	4	5	32	21	7
St. Louis	0	0	0	0	0	0	0	0	0	0
Piney Point	0	20	0	1	4	0	1	2	23	0
Algonac	0	0	0	0	1	0	0	0	3	0
Totals	160	160	58	97	101	29	49	265	312	104
STEWARD DEPARTMENT										
New York	25	11	3	13	8	0	6	33	19	6
Philadelphia	3	3	1	2	3	0	1	4	3	3
Baltimore	3	4	0	3	2	0	0	3	4	0
Norfolk	6	9	4	3	5	1	3	9	10	6
Mobile	12	7	1	3	2	0	1	17	13	2
New Orleans	10	7	0	6	10	0	0	18	12	2
Jacksonville	8	10	3	10	3	2	2	20	21	4
San Francisco	49	14	2	25	8	0	11	84	28	5
Wilmington	12	6	2	6	2	0	4	17	9	3
Seattle	12	6	4	15	4	1	7	26	11	4
Puerto Rico	6	1	1	4	0	0	0	9	3	3
Honolulu	13	15	12	8	9	10	37	20	30	19
Houston	13	8	0	8	6	0	3	18	5	3
St. Louis	0	0	0	0	1	0	0	0	0	0
Piney Point	5	13	3	3	8	0	0	2	23	6
Algonac	0	0	0	0	0	0	0	0	0	0
Totals	177	114	36	109	71	14	75	280	191	66
ENTRY DEPARTMENT										
New York	9	39	22	5	31	3	0	27	76	71
Philadelphia	1	6	2	1	2	3	0	1	9	8
Baltimore	2	9	0	1	15	0	0	2	10	0
Norfolk	3	16	3	1	16	2	0	6	27	15
Mobile	4	14	3	2	5	3	0	3	30	9
New Orleans	6	20	7	4	15	3	0	15	35	25
Jacksonville	3	15	11	1	12	3	0	5	30	21
San Francisco	26	30	20	14	13	2	0	46	64	49
Wilmington	9	17	6	7	5	4	0	8	20	11
Seattle	8	11	5	2	13	2	0	14	24	16
Puerto Rico	6	6	5	3	1	0	0	13	17	8
Honolulu	8	38	79	6	32	100	0	12	61	137
Houston	3	27	8	2	10	1	0	7	44	11
St. Louis	0	4	0	0	2	0	0	0	5	2
Piney Point	0	25	4	0	24	0	0	0	26	7
Algonac	0	4	0	0	1	1	0	0	3	0
Totals	88	281	175	49	197	127	0	159	481	390
Totals All	653	848	434	426	574	237	195	1,048	1,428	806

* "Total Registered" means the number of men who actually registered for shipping at the port last month.
 ** "Registered on the Beach" means the total number of men registered at the port at the end of last month.
 A total of 1,432 jobs were shipped on SIU-contracted deep sea vessels. Of the 1,432 jobs shipped, 426 jobs or about 30 percent were taken by "A" seniority members. The rest were filled by "B" and "C" seniority people. From December 16, 1992 to January 15, 1993, a total of 195 trip relief jobs were shipped. Since the trip relief program began on April 1, 1982, a total of 18,059 jobs have been shipped.

March & April 1993 Membership Meetings Deep Sea, Lakes, Inland Waters

- Piney Point**
Monday: March 8, April 5
- New York**
Tuesday: March 9, April 6
- Philadelphia**
Wednesday: March 10, April 7
- Baltimore**
Thursday: March 11, April 8
- Norfolk**
Thursday: March 11, April 8
- Jacksonville**
Thursday: March 11, April 8
- Algonac**
Friday: March 12, April 9
- Houston**
Monday: March 15, April 12
- New Orleans**
Tuesday: March 16, April 13
- Mobile**
Wednesday: March 17, April 14
- San Francisco**
Thursday: March 18, April 15
- Wilmington**
Monday: March 22, April 19
- Seattle**
Friday: March 26, April 23
- San Juan**
Thursday: March 11, April 8
- St. Louis**
Friday: March 19, April 16
- Honolulu**
Friday: March 19, April 16
- Duluth**
Wednesday: March 17, April 14
- Jersey City**
Wednesday: March 24, April 21
- New Bedford**
Tuesday: March 23, April 20

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

Personals

WALTER H. SIBLEY

Please contact Roger Warren at 4 West 12th Avenue, Baltimore, MD 21225; telephone (410) 636-4377.

LEONARD DOWER

Richard Blomquist is looking for Leonard Dower who was deck maintenance aboard the *Steel Navigator* in 1956 on a round-the-world trip. His inquiry is in regard to photos taken on that voyage. Please contact Richard Blomquist, 4002 77th Ave., Brooklyn, NY 11232; (718) 854-4529.

PAT FOX

Please get in touch with Jimmie Tucker at P.O. Box 374, Kenansville, NC 28349 or phone (collect) at (919) 293-7955.

Anyone Who Knew SHELBOUN W. HUDGINS

Shelbroun W. Hudgins sailed aboard Murmansk Run vessels *Alomar* and *Massmar*. Anyone who knew him, please contact Mrs. Maxine Hudgins Seinfeld at 11800 NE 11th Avenue, Biscayne Park, FL 33161.

JOSE ANTONIO LOPEZ

Please contact the LOG office for a message: (301) 899-0675.

Correction

The December 1992 edition of the *Seafarers LOG* (page 13) incorrectly stated the length of time **Christopher R. Chubb** has been a member of the SIU. He sailed from December 1978 until January 1981, spent 10 years in other ventures and then returned in December 1990. He will be putting his book into retirement soon, however, due to medical problems.

Seafarers International Union Directory

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

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

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

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

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

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

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

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

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

MOBILE
1640 Dauphin Island Pkwy.
Mobile, AL 36605
(205) 478-0916

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

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

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

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

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

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

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

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

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

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

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

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

Dispatchers' Report for Great Lakes

DECEMBER 16, 1992 — JANUARY 15, 1993

Port	CL—Company/Lakes			L—Lakes			NP—Non Priority		
	*TOTAL REGISTERED			TOTAL SHIPPED			**REGISTERED ON BEACH		
	Class CL	Class L	Class NP	Class CL	Class L	Class NP	Class CL	Class L	Class NP
DECK DEPARTMENT									
Algonac	0	27	0	0	5	0	0	32	1
ENGINE DEPARTMENT									
Algonac	0	12	1	0	4	2	0	12	4
STEWARD DEPARTMENT									
Algonac	0	6	1	0	4	1	0	7	1
ENTRY DEPARTMENT									
Algonac	0	16	4	0	0	0	0	22	7
Totals All Departments									
	0	61	6	0	13	3	0	73	13

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

Dispatchers' Report for Inland Waters

DECEMBER 16, 1992 — JANUARY 15, 1993

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	5	0	0	3	0	0	55	4	0
Gulf Coast	4	8	9	1	0	2	12	11	20
Lakes & Inland Waters	26	0	0	0	0	0	46	0	0
West Coast	3	0	5	46	0	4	23	0	16
Totals	38	8	14	50	0	6	136	15	36
ENGINE DEPARTMENT									
Atlantic Coast	2	0	0	0	0	0	10	1	0
Gulf Coast	0	1	2	0	0	0	0	0	6
Lakes & Inland Waters	20	0	0	0	0	0	30	0	0
West Coast	0	0	0	0	0	0	0	0	0
Totals	22	1	2	0	0	0	40	1	6
STEWARD DEPARTMENT									
Atlantic Coast	1	0	0	0	0	0	10	0	0
Gulf Coast	1	0	10	0	0	6	1	0	8
Lakes & Inland Waters	8	0	0	0	0	0	12	0	0
West Coast	1	0	0	0	0	0	2	1	0
Totals	11	0	10	0	0	2	25	1	8
Totals All Departments									
	71	9	26	50	0	8	201	17	50

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

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

SIU BULLETIN BOARD

SOUTH STREET SEAPORT MUSEUM SEEKS VOLUNTEERS

The South Street Seaport Museum in New York is seeking men and women who are able to volunteer four hours per week of their time to help the complex. The volunteers would work with visitors who are viewing the museum's ships and galleries. Free special training classes for all interested volunteers will begin Sunday, March 7 at the museum. For more information, call Patricia Sands or Catrin Perih at (212) 669-9400 weekdays between 9 a.m. and 5 p.m. Eastern time. The South Street Seaport Museum is located at 207 Front Street in Manhattan.

ATTENTION: GREAT LAKES MEMBERS

Several vessels are having an early fitout this year because of the mild winter in the Great Lakes region. Please stay in touch with the Algonac, Mich. (313-794-4988) or Duluth, Minn. (218-722-4110) hiring halls to get the latest information on when vessels will return to the Lakes.

QMED CLASSES AVAILABLE FOR UPGRADING

The Seafarers Harry Lundeberg School of Seamanship at the Paul Hall Center for Maritime Training and Education in Piney Point, Md., has engine department upgrading classes available throughout the year. The shipping rules state that QMEDs must upgrade their classifications each year until they reach QMED1.

To find out more about classes like Marine Electrical Maintenance, Diesel Engine Technology, Welding, Hydraulics and others, talk with a union representative at any hall, a boarding patrolman at payoff—or contact the Seafarers Harry Lundeberg Upgrading Center at P.O. Box 75, Piney Point, MD 20674.

ATTENTION: PORT ARTHUR, TEXAS INLAND MEMBERS

A meeting for all inland members in the Port Arthur area will be held on Wednesday, April 7, 1993 at 2:00 p.m. It will take place at the Ramada Inn on Highway 87 in Port Arthur.

PENSIONER SEEKS INFORMATION ON POEM

Maxwell Wadlington, an SIU pensioner, writes: "Long ago, shipping out of New Orleans on the passenger ships *Del Sud* and *Del Norte*, some crewmembers were a bit literarily inclined. We sat in the crew's lounge and recited poetry. One such poem concerned a seaman of long ago.

"I have tried librarians and have run ads offering a reward to anyone who can furnish the title and author of the poem that contains the following verse, all that I can remember:

*Tell me sailor and tell me true
Is my little boy, my Elihu
Asailing with your ship?
The sailors eyes grew dim with
dew
What little boy, what ship?
Why it was just the other day
The white swan sailed away..."*

Anyone who can help Pensioner Wadlington find the title and author of the above poem may write him at 15404 Chisholm Trail, Eustis, Fla. 32726.

Shipboard Dining Room Members Provide Personal Touch on SIU-Crewed Constitution



Between-meal preparations are handled by Waiter Jeff Gerow.

The call of duty for SIU members working in the Hibiscus Dining Room aboard the *SS Constitution* includes several items outside of the usual taking orders and serving meals. The members' singing skills are called upon almost every evening.

"Many of the passengers travelling with us are celebrating a special occasion, like an anniversary or birthday," noted Head Waiter Alex Borgogno. "We try to make dinner on that evening a special event for them."

Keeping up with who is celebrating what is no small task. With two seatings nightly for dinner, Borgogno works with Maitre d' Hôtel Bob McCloskey and As-

sistant Head Waiter Shawn Canon to match who is celebrating what with their table and seating priorities.

Passengers Seek Changes

McCloskey works on the seating assignments each day because people make friends on the seven-day trip and want to visit with them during dinner. In other cases, when the American Hawaii Cruises vessel still is in port, passengers may wish to stay ashore to enjoy dinner and nightlife on one of the islands before returning to the ship.

"It's a challenge, but we try to work out something for those passengers seeking a change from

what they were assigned," McCloskey said.

Before the Hibiscus doors open to passengers for the evening meal, McCloskey, Borgogno and Canon meet with the waiters and assistant waiters to advise them if anything is planned for their sections. But, sometimes it works in reverse.

"There have been times when we've been told while serving dinner that someone is celebrating a birthday," Waiter Tom Bean recalled. "The people at the table didn't know to tell the company or someone on ship in advance, and they want to know

Continued on page 24



Ready to take a drink order is Deck/Lounge Steward Christina Alo.



Removing trays from a poolside lunch is Deck/Lounge Steward Gino D. Freedom.



Assistant Waiter Steve Kuklis brings freshly cut lemons to the tea stand.



Singing "Happy Anniversary" to a couple are (left to right) Waiter Marek Narzekalski, Head Waiter Alex Borgogno, Wine Steward Evaristo Russo, Waiter Craig Naugle and Waiter Tom Bean.



Waiter Tara Bartolome verifies meals with her order sheet.



Keeping soup from splashing on a moving ship is no small chore for Waiter James Hunt.



Asking passengers if the staff can do anything more for them to make their dinner more enjoyable is Assistant Head Waiter Shawn Canon.



Ready to take a dinner order is Waiter Tim Walsh.



Marching with baked Alaska are Assistant Waiters Verna Narzekalski and Joe Reid.



Offering a slice of pie during a poolside lunch is Waiter Debra McRight.



Congratulating Waiter Fale Samuelu (center) on the birth of twin sons are fellow Waiters Kitty Vandaal and Tom Bean.



Heading to his station with dinners is Waiter Ed Cateil.



Waiter Noel Nazareno has everything under control.

Roundtrip to India Takes 83 Days Frances Hammer Crew Heads for Home After Completion of Long Journey

The port of Mobile, Ala. was a welcome site to the crew of the tug/barge *Frances Hammer* as they returned home from an 83-day voyage to India that included very little shore time.

"This is a good, hard-working crew," Bosun Rick Wilson, who sails from the port of Jacksonville, Fla., told a reporter for the *Seafarers LOG* shortly after the vessel cleared U.S. Customs. "But we are ready for some time off."

The Ocean Shipholding-operated vessel was shutting down for a brief layup for minor

repairs once its tanks were cleaned. The crew had their gear packed and airplane tickets for home in hand, but still had memories of India to share.

Chief Cook Toyo Gonzales took advantage of his few hours off the ship in the port of Paradip, India (on the west coast) to sightsee. "I took a horse-and-buggy ride into town and had delicious garlic shrimp at the hotel," said the 12-year SIU member who sails from Seattle. "I also got to look at wood carvings before heading back to the ship."

The voyage allowed AB Kevin Hare of Houston to recall being in India 20 years earlier. "The people and sites appeared the same as I remembered," he stated.

The vessel departed Jacksonville loaded with merchant grade phosphoric acid. It delivered half of the cargo to Paradip. The remainder was offloaded at the east coast town of Madras.

The *Frances Hammer*, like its sister tug-barge, the *Julius Hammer*, can hold up to 40,000 tons of phosphoric acid, a concentrated liquid fertilizer feedstock.



The galley gang of Chief Cook Toyo Gonzales and Steward/Baker Janet Price discuss travel plans.



Mobile Patrolman Ed Kelly (right) answers a question for Engine Utility John Kasbarian.



Heading for his New York home is AB Joseph Humphrey.



Ready to go ashore is AB Kevin Hare, an eight-year member.



Bosun Rick Wilson inspects deck lines before signing off the ship.



Checking out the galley a final time is OS William Powell.



AB George Roth catches up with the news in the *Seafarers LOG*.



Pumpman William Dooling keeps an eye on the ballast tank gauges.

SEAFARERS SCHOLARSHIPS Members and Dependents Should Apply NOW

All Seafarers and their spouses and children who plan to attend college are encouraged to apply for one of seven scholarships being given out in 1993. Three will go to SIU members; the other four will go to the spouses or dependent children of eligible Seafarers or SIU pensioners.

April 15, 1993 is the last day in which applications are being accepted for the Seafarers Scholarship Program. (The application package includes not only the application form; it also includes an autobiographical statement, photograph, copy of



birth certificate, high school or college transcripts, letters of reference and SAT or ACT results.)

For most scholarship winners, receiving the cash grant can greatly ease the financial burden associated with attending college. Don't let the April 15 deadline pass you by. **Apply NOW!**

Please send me the 1993 SIU Scholarship Program booklet which contains eligibility information, procedures for applying and the application form.

Name _____

Book Number _____

Address _____

City, State, Zip Code _____

Telephone Number _____

This application is for: _____ Self _____ Dependent

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

Digest of Ships Meetings

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

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

ULTRAMAX (Sealift Inc.), Sept. 13 — Chairman Glen James, Secretary Tamara Hanson, Educational Director R. Gebbi, Deck Delegate Michael Johnson, Engine Delegate Harry Roch, Steward Delegate Fred Lindsey. Chairman reported ship had problems with boiler and evaporator. Secretary said repair list items still need to be addressed. Educational director asked contracts department for clarification on pumpman's duties. He urged members to upgrade at Lundeberg School. Deck delegate reported disputed OT. No beefs or disputed OT reported by engine or steward delegates. Crew gave vote of thanks to steward department.

ILE DE FRANCE (Sea-Land Service), Oct. 25 — Chairman J.R. Wilson, Secretary E. Doffoh, Educational Director W. Dooling, Deck Delegate D. Christie, Engine Delegate C. Zubowicz, Steward Delegate A. Algazalli. Chairman discussed importance of voting and procedures for filing absentee ballots. Educational director encouraged members to upgrade at Lundeberg School. Engine delegate reported disputed OT. No beefs or disputed OT reported by deck or steward delegates. Crew discussed need for caution when locking work spaces. Crew expressed genuine thanks to galley gang for outstanding job. Next port: Boston.

SEA-LAND INDEPENDENCE (Sea-Land Service), Oct. 23 — Chairman Francis Adams, Secretary Nancy Heyden, Educational Director Mike Devonish, Deck Delegate Peter Bean, Engine Delegate S. Ali, Steward Delegate C. Gubisch. Chairman thanked all departments for job well done. He noted importance of donating to SPAD and MDL. Educational director urged members to upgrade at Lundeberg School and read *Seafarers LOG*. Deck delegate asked contracts department for clarification on sanitary. Engine delegate reported beef. No beefs or disputed OT reported by steward delegate. Crew reported beef about draws. Crew still needs new VCR. Crew thanked steward department for job well done.

ULTRAMAX (Sealift Inc.), Oct. 18 — Chairman Glen James, Secretary Tamara Hanson, Educational Director R. Herian, Deck Delegate Michael Johnson, Engine Delegate James White, Steward Delegate Fred Lindsey. Chairman announced payoff. Secretary suggested pumpkin-carving contest between departments. Educational director discussed shipping rules and permanent jobs. He advised members to upgrade at Lundeberg School and thereby keep up with industry's rising standards and requirements. Deck and steward delegates reported beefs. Engine delegate reported disputed OT. Next port: Houston.

CHARLES L. BROWN (Transoceanic Cable), Nov. 28 — Chairman J. Harrington, Secretary Dennis Prescott, Deck Delegate Richard Morris, Engine Delegate J. Canada, Steward Delegate William E. Smith. Two of ship's three ice machines are out of order. Chairman announced payoff and upcoming cable operation. No beefs or disputed OT reported. Engine delegate asked contracts department for clarification on working dues. Scenes for TV series "Raven" were shot aboard the *Charles L. Brown*, with episode to air sometime in January. Next port: Honolulu.

NEDLOYD HOLLAND (Sea-Land Service), Nov. 15 — Chairman F. Goethe, Secretary V. Harper, Educational Director D. Bush, Deck Delegate S. Luna, Engine Delegate B. Hutching, Steward Delegate R.

Tarantino. Chairman reminded members to vote in SIU election. Engine delegate reported disputed OT. No beefs or disputed OT reported by deck or steward delegates. Next port: Boston.

ILE DE FRANCE (Sea-Land Service), Nov. 29 — Chairman J. Wilson, Secretary E. Doffoh, Educational Director W. Dooling, Deck Delegate D. Christie, Engine Delegate B. Davis, Steward Delegate A. Algazalli. Chairman thanked crew for fine work. Educational director advised members to upgrade at Lundeberg School. No beefs or disputed OT reported. Crew thanked QMED C. Zubowicz for generosity in purchasing new movies for crew.

LNG ARIES (ETC), Nov. 15 — Chairman Robert Schwartz, Secretary Dana Paradise, Educational Director Curtis Jackson, Deck Delegate R. Mohamed, Engine Delegate D. Panko, Steward Delegate A. Fretta. Chairman reminded crew to use proper technique when lifting objects or pulling lines. He congratulated AB Ramil Mohamed, who is going to *LNG Gemini* as bosun. Educational director noted upgrading schedule is posted. No beefs or disputed OT reported. Crew asked contracts department to have magazine subscriptions included in next contract. Crew thanked galley gang for good eats and menus.

LNG LEO (ETC), Nov. 22 — Chairman Albert Pickford, Secretary Henry Jones Jr., Educational Director John Wong, Deck Delegate Stephen Hill, Engine Delegate Hose Quinones, Steward Delegate Rick Juzang. Chairman spoke about U.S. seamen being unofficial ambassadors of their country. He noted deadline for SIU scholarships. He discussed importance of upgrading at Lundeberg School. Educational director noted new books and movies are available. Crew asked contracts department to seek increases in dental and optical benefits. Crew gave vote of thanks to steward department for good food and pool parties.

MV PATRIOT (Vulcan Carriers), Nov. 25 — Chairman Ralph Gibbs, Secretary Joseph Williams, Educational Director M. Pryor, Deck Delegate R. Desmarteau, Engine Delegate Thad Hyatt, Steward Delegate L. Jenkins. Chairman reported ship will lay up for repairs. Educational director urged members to apply for SIU scholarship. Deck delegate reported disputed OT. Steward delegate reported minor beef. No beefs or disputed OT reported by engine delegate. Crew observed one minute of silence in memory of departed members.

OMI MISSOURI (Vulcan Carriers), Nov. 30 — Chairman Marvin Zimbro, Secretary Clyde Kreiss, Deck Delegate C. Merida, Engine Delegate R. Bunch, Steward Delegate Jorge Bernardez. Chairman announced payoff. He asked those who are signing off to strip bunks and turn in dirty linen. No beefs or disputed OT reported. Crew will see patrolman about company refusing to send money home. Crew thanked galley gang for job well done.

OMI WILLAMETTE (OMI Corp.), Nov. 22 — Chairman M. McDuffie, Secretary Robert Scott, Educational Director J. Badgett, Deck Delegate I. Desaville, Engine Delegate Robert Pritchard, Steward Delegate A. Groode. Chairman encouraged all members to attend union meetings. Crew asked contracts department to return to rotary shipping. Next port: Long Beach, Calif.

OVERSEAS MARILYN (Maritime Overseas), Nov. 29 — Chairman M. Galliano, Secretary O. Castagnino,

Deck Delegate Arthur Sjaastad, Engine Delegate A. Jones, Steward Delegate Lucas Martinez. No beefs or disputed OT reported. Crew asked contracts department to seek reduction from 120 days to 60 for members to be eligible for vacation check.

SEA-LAND ATLANTIC (Sea-Land Service), Nov. 22 — Chairman W. Byrd, Secretary F. Costango, Educational Director Miguel Rivera, Deck Delegate Ernesto Guarin, Engine Delegate D. Walker, Steward Delegate Eugene Perez. Chairman announced payoff. Educational director urged members to upgrade at Lundeberg School. Deck and steward delegates reported disputed OT. No beefs or disputed OT reported by engine delegate. New chairs are needed for crew lounge. Next port: Boston.

SEA-LAND CHALLENGER (Sea-Land Service), Nov. 15 — Chairman Roy Williams, Secretary H. Scyces, Educational Director Dann Manthei, Engine Delegate S. Padilla, Steward Delegate Rivera Genaro. Chairman reminded members to vote in SIU election. Educational director advised members to upgrade at Lundeberg School. No beefs or disputed OT reported. Crew thanked steward department for cookout and other good meals. Crew observed one minute of silence in memory of departed brothers. Next port: Elizabeth, N.J.

for use in tank cleaning. Crew encountered four days of rough weather en route to Tacoma, Wash. On third night, heavy seas pushed in a dining room window. Main deck was awash, but entire unlicensed crew was instrumental in securing gangway, mopping sea water and providing damage control at open window.

SEA-LAND PRODUCER (Sea-Land Service), Nov. 29 — Chairman L. Cope, Secretary L. Hoffman, Deck Delegate Raymond Vicari, Engine Delegate Teddie Carter, Steward Delegate Y. Isril. Chairman announced annual Coast Guard inspection scheduled for Dec. 3 in Long Beach, Calif. He reported ship's gym is complete thanks to recent additions of rowing machine, stair-climber and universal weight set. All equipment was paid for by individual crewmember donations. No beefs or disputed OT reported. Crew asked contracts department to review possible amendment to shipping rules to again limit A-books to 180 days, B-books to 120 days and C-books to 60 days. Crew also suggested reducing vacation pay requirement from 120 days to 90 days of sailing time. Next port: Oakland, Calif.

SEA-LAND QUALITY (Sea-Land Service), Nov. 29 — Chairman Carmine Bova, Secretary T. Smith, Educational Director Harold Mes-

cussed alcohol and drug testing. Educational director encouraged members to upgrade at Lundeberg School. No beefs or disputed OT reported. Steward delegate gave special thanks to Chief Steward Whitfield. Crew asked contracts department to forward new copy of contract. Repair list has been posted. Galley gang thanked other crewmembers for helping keep ship clean.

SGT. MATEJ KOCAK (Waterman Steamship), Dec. 13 — Chairman B. Hutcherson, Secretary Anthony Piazza, Educational Director S. Wilkinson, Deck Delegate E. Gerena, Steward Delegate Albert Hendricks. Chairman thanked steward department for good food and good service. Secretary thanked deck and engine crews for cooperation. No beefs or disputed OT reported. Crew would like to see posted in messhall at all times a union contract for military vessels.

LNG AQUARIUS (ETC), Dec. 20 — Chairman J. Garner, Secretary F. Robertson, Deck Delegate P. Jagger. Chairman discussed need for all SIU brothers and sisters to look out for each other not only while aboard a vessel but also when ashore. Secretary advised members to start new year right by upgrading at Lundeberg School. No beefs or disputed OT reported.

LNG ARIES (ETC), Dec. 13 — Chairman Robert Schwartz, Secretary Dana Paradise, Educational Director Curtis Jackson, Deck Delegate R. Vargas, Engine Delegate D. Panko, Steward Delegate Al Fretta. Chairman reported all going well. He reminded eligible members to upgrade at Lundeberg School. Educational director discussed importance of working safely. No beefs or disputed OT. Chief Steward Paradise praised Chief Cook Fretta and SAs Chad Rodriguez, Kenneth Epps and Andre Graham for job well done. Crew suggested contracts department consider having pensions based on a percentage of base pay, thereby encouraging all active members to upgrade frequently. Crew gave vote of thanks to galley gang for pool parties and being a good feeder.

LNG CAPRICORN (ETC), Dec. 13 — Chairman C. Kahl, Secretary N. Duhe, Educational Director Bruce Smith, Steward Delegate Benedict Opaon. Chairman thanked crew for smooth work. Educational director noted information about SIU scholarships has been posted. No beefs or disputed OT reported. Crew extended vote of thanks to galley gang for very good food.

LNG LIBRA (ETC), Dec. 2 — Chairman Bill Darley, Secretary R. Frazier, Educational Director Otis Sessions, Deck Delegate George Kebris, Engine Delegate David Terry Jr., Steward Delegate Henry Daniels. Chairman reminded crew to be considerate of fellow crewmembers by reducing noise. Educational director reminded members to upgrade at Lundeberg School and apply for SIU scholarship. He urged members to keep lounge clean. Steward delegate reported one hour of disputed OT. No beefs or disputed OT reported by deck or engine delegates. Washing machine has been ordered. Basketball court will be painted as soon as weather permits. Crew thanked steward department for Thanksgiving dinner. Crew observed one minute of silence in memory of departed brothers.

MV GROTON (Sheridan Transportation), Dec. 3 — Chairman Keith Matthey, Secretary Marvin Deloutch, Educational Director Andreas Alexakis, Deck Delegate Brian Fountain, Engine Delegate James Perez, Steward Delegate Michael Hammock. Chairman announced payoff. He encouraged members to donate to SPAD. Secretary thanked crew for keeping mess room clean. Educational director stressed importance of upgrading at Lundeberg School. No beefs or disputed OT reported. Crew thanked Chief Steward Deloutch and Chief Cook Hammock for good meals, including Hammock's fresh-baked pastries. Next port: Stapleton, N.Y.

Celebrating Christmas at Sea



The entire crew aboard the *LNG Taurus* thanks the steward department for a delicious holiday feast on Christmas Day. Steward department members are, from left, Steward Assistants Ronald Adriani and Vicky Echeverio, Chief Cook Mark Kalmus, Chief Steward David Pappas and Steward Assistant Ralph McKee.

SEA-LAND DEVELOPER (Sea-Land Service), Nov. 29 — Chairman Pat Gallagher, Secretary L. Pinn, Educational Director Robert Dehlbon, Deck Delegate Tillman Churchman, Steward Delegate Michael Baker. Chairman announced payoff and good work by deck crew. Secretary thanked crew for keeping ship clean. Educational director reminded members to upgrade at Lundeberg School and urged members to donate to SPAD. No beefs or disputed OT reported. Crew asked contracts department to seek addition of refrigeration maintenance man to crew. Crew thanked steward department for job well done. Next port: Tacoma, Wash.

SEA-LAND DISCOVERY (Sea-Land Service), Nov. 29 — Chairman N. Sala, Secretary J. Salazar, Educational Director J. Shuler, Deck Delegate Ramon Castro, Steward Delegate Osvaldo Rios. No beefs or disputed OT reported. Crew recommended reduction in minimum requirement for annual seetime for full books. Next port: San Juan, P.R.

SEA-LAND EXPEDITION (Sea-Land Service), Nov. 22 — Chairman Paulino Flores, Secretary E. Vazquez, Educational Director D. Beeman. Chairman reported everything running smoothly. Educational director conveyed thanks to galley gang. No beefs or disputed OT reported.

SEA-LAND PACIFIC (Sea-Land Service), Nov. 26 — Chairman William Lough, Secretary John Hanrahan, Deck Delegate Greg Johnson, Engine Delegate Mike Viegler, Steward Delegate John Bennett. Chairman reminded members that SIU elections are in progress. He wished everyone a happy Thanksgiving. Engine delegate reported disputed OT. No beefs or disputed OT reported by deck or steward delegates. Crew reported need for oxygen tester and other equipment

sick, Deck Delegate Jose Soto, Engine Delegate Ali Monsin, Steward Delegate Thomas McNellis. Chairman noted hospitable seamen's club in La Porte, Texas. Educational director advised members to upgrade at Lundeberg School. No beefs or disputed OT reported. Crew requested fans for each room. Crew gave vote of thanks to steward department. Next port: Boston.

SEA-LAND RELIANCE (Sea-Land Service), Nov. 19 — Chairman R. McGonagle, Secretary G. Sivley, Educational Director A. Jaramillo, Deck Delegate Thomas Schroeder, Engine Delegate C. Aragon, Steward Delegate J. McCree. Chairman thanked crew for smooth trip. He reminded crew to help keep laundry room and rec room clean. No beefs or disputed OT reported. New thermostats have been ordered for all crewmembers' rooms. Crew thanked galley gang for job well done.

SEA-LAND TRADER (Sea-Land Service), Nov. 29 — Chairman L. Watson, Secretary J. Johnson, Educational Director M. Phillips. Educational director urged members to upgrade at Lundeberg School. No beefs or disputed OT reported. Crew thanked steward department for good job and particularly for fine Thanksgiving dinner.

SUGAR ISLANDER (Pacific Gulf Marine), Nov. 30 — Chairman Pete Loik. Chairman thanked all departments for cooperation. Deck and steward delegates reported disputed OT. No beefs or disputed OT reported by engine delegate.

PFC DEWAYNE T. WILLIAMS (Ansea), Nov. 8 — Chairman Alvin McCants, Secretary Kenneth Whitfield, Deck Delegate Frank Hedge, Engine Delegate Steve Johnson, Steward Delegate Deborah Koen. Chairman discussed U.S. elections. He thanked all crewmembers for excellent job keeping ship clean. He dis-

The Seafarers Pension Plan this month announces the retirements of 18 members. Eleven of those signing off sailed in the deep sea division, while five sailed in the inland division and one each sailed in the Great Lakes and Railroad Marine divisions.

Recertified Bosun **James Mann** is one of 11 new pensioners who served in the U.S. armed forces. Brother Mann served in the Army from 1954 to 1955, and he received the National Defense Service Medal and the Army Occupation Medal.

Brief biographical sketches of Brother Mann and the other new pensioners follow.

DEEP SEA



PAUL EVANS JR., 65, joined the SIU in 1971 in the port of Baltimore. A native of Halifax

County, N.C., he sailed in the deck department. Brother Evans served in the U.S. Navy from 1943 to 1946. He sailed in the union's inland division before converting his book to the deep sea division in 1979. Brother Evans has retired to Roanoke Rapids, N.C.

JUAN GARCIA, 61, joined the Seafarers in 1970 in the port of San Francisco. Born in Puerto Rico, he sailed in the engine department. Brother Garcia's first SIU ship was Sea-Land Service's *SS Ponce*. Brother Garcia resides in Stockton, Calif.

EDWIN HARRIS, 65, joined the union in 1956 in the port of New York. He was born in Georgia and sailed in the engine department. Brother Harris upgraded frequently at the Lundeberg School. He lives in Washington, Ga.

WILBURT HYDER, 65, joined the SIU in 1971 in the port of San Francisco. The native of Missouri



sailed in the engine department. Brother Hyder upgraded frequently at the Lundeberg School. He served in the U.S. Army from 1946 to 1947 and from 1951 to 1954. Brother Hyder has retired to Reno, Nev.



LEWIS LAMPHERE, 58, joined the Seafarers in 1964 in his native New York. He completed

the steward recertification course at the Lundeberg School in 1982. Brother Lamphere also served in the U.S. Navy from 1953 to 1961. He resides in Seattle.

HORACE LEDWELL, 64, joined the SIU in 1955 in the port of New Orleans. A native of Johnson



City, Tenn., he sailed in the engine department. Brother Led-

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

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

well upgraded frequently at the Lundeberg School. He lives in Bristol, Tenn.



JAMES MANN, 65, joined the Seafarers in 1947 in his native Savannah, Ga. He interrupted his maritime

career to serve in the Army from 1954 to 1955, then returned to sailing in the deck department. Brother Mann completed the bosun recertification course at the Lundeberg School in 1982. He has retired to Houston.

PETER MAZZITELLI, 65, joined the union in 1951 in his native New York. He



sailed in the steward department. Brother Mazzitelli has retired to Jacksonville, Fla.



RUPERTO RIVERA, 59, joined the SIU in 1977 in the port of New York. Born in Puerto Rico, he

sailed in the steward department. Brother Rivera resides in Carolina, P.R.

JOHN SAMUELS, 62, joined the Seafarers in 1957 in the port of Baltimore. The native of Mobile, Ala. completed the steward recertification course at the Lundeberg School in 1982. Brother Samuels served in the U.S. Army from 1951 to 1953. He still calls Mobile home.

SALVATORE SBRIGLIO, 63, joined the SIU in 1959 in the port of Houston. He was



born in Massachusetts and in 1976 completed the bosun recertification course at the Lundeberg School. Brother Sbriglio has retired to Henderson, Nev.

INLAND



CHARLES CHISHOLM, 64, joined the union in 1963 in the port of Port Arthur, Texas. He was born in

the British West Indies and sailed in the deck department. Boatman Chisholm served in the U.S. Army from 1948 to 1954. He lives in Port Arthur.

CLEMENT DUHON, 65, joined the union in 1964 in the

port of Port Arthur, Texas. Born in East Broussard, La., he sailed in the deck department. Boatman Duhon spent nearly 20 years of his maritime career working as a captain for Higman Towing and for Western Towing. He also served in the U.S. Navy from 1945 to 1950 and in the Army from 1950 to 1953. Boatman Duhon lives in Kaplan, La.

VICTOR SCHERER, 62, joined the union in 1970 in his native Baltimore. He



sailed in the engine department. Boatman Scherer served in the U.S. Navy from 1949 to 1952. He has retired to Glen Burnie, Md.

EDWIN CARTER, 64, joined the union in 1961 in the port of Norfolk, Va. The North Carolina native sailed in the deck department. Boatman Carter served in the U.S. Army from 1952 to 1954. He has retired to Portsmouth, Va.



ALAN WRIGHT, 66, joined the union in 1978 in the port of Wilmington, Calif. A native of

Washington, he sailed in the deck department. Boatman Wright upgraded at the Lundeberg School in 1981. He served in the U.S. Army from 1945 to 1976. Boatman Wright lives in San Diego.

RAILROAD MARINE

WILLIAM CALLIS, 62, joined the union in 1959 in the port of Norfolk, Va. The Virginia native sailed in the deck department. Brother Callis has retired to Hudgins, Va.

GREAT LAKES



JAMES BURNS, 60, joined the Seafarers in 1961 in his native New York. He sailed in the deck department.

Brother Burns served in the U.S. Army from 1949 to 1952. He has retired to Lorain, Ohio.

Correction

The December 1992 issue of the *Seafarers LOG* contained incorrect information about new pensioner **William Hawkins**. Brother Hawkins joined the Marine Cooks and Stewards in 1944, not 1963. In '63 he sailed with Weyerhaeuser Lines for the first time. Brother Hawkins, 69, lives in San Francisco.

Pensioner Skillman's Career Highlighted by Rescues

Editor's note: SIU pensioner Anthony Skillman, 72, was an active Seafarer for 34 years (1944-78). Last month his niece, Yvette Paris, a freelance writer, wrote and submitted the following feature story about Brother Skillman, who most recently sailed as a bosun.

Even before he became a merchant mariner, Anthony Skillman—affectionately known as Uncle Tony or Sea Dog to me and the rest of his family—somehow seemed drawn to water.

But it wasn't always pleasant. At age 14, dressed in a new blue suit that his parents really couldn't afford, Tony headed for his confirmation at a local Catholic church in Brooklyn, N.Y. Halfway to the church, he heard screams for help coming from the East River.

A young boy was drowning. Tony, new suit and all, jumped into the water and saved the boy. He then continued on to the church, after wiping off as much of the river mud as he could.

Ten years later, in 1944, Tony joined the SIU in the port of Baltimore. He soon took part in another rescue, this one aboard the *Bull Steamship Beatrice*.

On unstable seas, the chief mate went to check the anchor chains when a huge wave washed over the side of the ship. Tony was looking out of a porthole when the chief mate washed past him.

Tony ran out on the slippery deck and carried the unconscious man to safety.

Amazingly, Tony's involvement in rescues continued on its "schedule" of one every 10 years or so, although the next one took place on land. In 1955, while back on the beach in Brooklyn, Tony was passing a tenement when he noticed black smoke billowing from a window of one of the first-floor apartments.

With fire trucks en route, Tony shifted through the flames and helped a mother and her three children to safety. Not until they were back on the street did Tony understand the mother's hysterical plea to save her newborn, who was still in his crib inside the building.

The firemen would arrive at any moment, but Tony refused to wait. He re-entered the apartment and grabbed the baby, but by then the thick smoke virtually had eliminated all visibility.

Still holding the infant, Tony finally got back outside. He was rushed to the hospital and received treatment for smoke inhalation and minor burns. He also received recognition for his heroic acts when the *New York Daily News* put him on the front page.

Five years ago, Tony met one of the children he helped save from that fire. Now grown and with a family of his own, the erstwhile fire victim expressed his most sincere thanks.

A Natural Seafarer

One might say that Tony had sailing in his blood. His father sailed in the Austrian navy and, after immigrating to the United States, worked as a chief mate.



SIU Pensioner Anthony Skillman recounts exciting stories about his career at sea. With him is the family pet, Red Bear.

After his initial stint as a merchant mariner, Tony served in the U.S. Army. He advanced to sergeant and served during World War II, but decided to return to the sea. (He also sailed during the war.)

Tony has been all over the world, seemingly visiting each port several times. He sailed to Egypt, down the Amazon River and through the Bermuda Triangle as often as a landlubber might stroll down Main Street.

Uncle Tony now is covered by faded blue tattoos, but he still is in "shipshape." And when he occasionally recounts the exciting and funny stories about his long career, there is no doubt that his heart still belongs to the SIU and to the sea.

SEND US YOUR NEWS, PHOTOS AND STORIES

Summary Annual Report Great Lakes Tug and Dredge Pension Plan

This is a summary of the annual report of the Great Lakes Tug and Dredge Pension Fund EIN 13-1953878 for the year ended December 31, 1991. The annual report has been filed with the Internal Revenue Service, as required under the Employee Retirement Income Security Act of 1974 (ERISA).

Basic Financial Statement

Benefits under the plan are provided by the Trust.

Plan expenses were \$836,142. These expenses included \$155,221 in administrative expenses and \$680,921 in benefits paid to participants and beneficiaries. A total of 546 persons were participants in or beneficiaries of the plan at the end of the plan year, although not all of these persons had yet earned the right to receive benefits.

The value of plan assets, after subtracting liabilities of the plan, was \$17,097,845 as of December 31, 1991 compared to \$14,571,440 as of January 1, 1991.

During the plan year, the plan experienced an increase in its net assets of \$2,526,405. This increase included unrealized appreciation (depreciation) in the value of plan assets; that is, the difference between the current value of assets at the beginning of the year plus the cost of any assets acquired during the year less the current value of assets at the end of the year. The plan had total income of \$3,362,547 including employer contributions of \$212,284, employee contributions of \$90,120, gain of \$536,112 from the sale of assets, and earnings from investments of \$2,524,031.

Minimum Funding Standards

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

Your Rights to Additional Information

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

1. An accountant's report.
2. Assets held for investment.
3. Actuarial information regarding the funding of the plan.
4. Service provider and trustee information.

To obtain a copy of the full annual report, or any part thereof, write or call the office of Mr. Nick Marrone, who is the plan administrator, 5201 Auth Way, Camp Springs, MD 20746; (301) 899-0675.

The charge to cover copying costs will be \$2.10 for the full annual report, or \$.10 per page for any part thereof.

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

You also have the legally protected right to examine the annual report at the main office of the plan at 5201 Auth Way, Camp Springs, MD 20746 and at the U.S. Department of Labor in Washington, DC, or to obtain a copy from the U.S. Department of Labor upon payment of copying costs. Requests to the Department should be addressed to: Public Disclosure, Room N4677, Pension and Welfare Benefit Programs, Department of Labor, 200 Constitution Avenue, N.W., Washington, DC 20216.

Supplementary Information

In accordance with Department of Labor Regulations, the net realized gain of \$536,112, as shown above, is computed on the "market-to-market basis"—the difference between the sale price and market value of an asset as of January 1, 1991, or if the asset was both acquired and disposed of within the plan year, it is the difference between the purchase and sale price.

Included in the net appreciation (depreciation) in fair value of investments of \$2,030,822, as shown on the financial statements, is \$739,951 of net realized gain which is the difference between the sales price and the original cost of the assets.

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.

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.**

Letters to the Editor

Thirty-five Years And No Regrets

Once again the *John W. Brown* appears from the past as a reminder of the type of living conditions in which she sailed in serving our country during WWII.

Being built in the early '40s by American men and women with American steel and know-how, she served well in carrying men and supplies to wherever needed, putting countless sea miles astern of her.

It seems she was destined for fame from the moment she was launched, hitting the water with a big splash, no doubt. She served well in wartime, otherwise she wouldn't be a sight to see in the present day of seamanship as a museum piece for the seamen and seamen of today and the future.

Today's seafarers should com-

pare the living conditions of her with the vessels of today. Unbelievable is the only word to describe the difference.

These conditions didn't come easy aboard the ships of today and will improve even more for future seafarers.

The union fought very, very hard to get my conditions when I started sailing in 1951, which were just great. Two men to a room, a sink, a locker per man and, at times, a desk, and shower in passageway. As my years of sailing continued, I had a room to myself, 2 big lockers, bunk bed with drawers under it, sink, shower, writing desk and even piped-in music. There weren't any portholes, instead there were windows, even a swimming pool (since it was a former passenger ship besides carrying a regular load of cargo).

It was paradise, and getting a

good salary to go with it—along with the food.

As I've said, my conditions and yours didn't come easy, so whatever is asked of you by the union, do it, 'cause the leadership has your interest in mind.

Whenever the *John W. Brown* appears in the *LOG*, I look very closely at the forward gun tub, thinking I can see the spot that I was assigned to, not as a gunner of the Navy but as a high school student of Metropolitan Vocational High School in 1948. The spot I look for was my first assigned job aboard a real ship and it was a CSR (chipping, scraping, redleading) job which I was proud to do.

I honestly feel to this date that I did the best CSR of the entire class, which encouraged me to a sailing career that ended in 1986.

Thirty-five big years with the SIU without regretting one year of it, even when asked by MSTs per-

sonnel to sail with them.

**Walter Karlak
35-20 62nd Street
Woodside Queens, NY 11377**

Editor's Note: Brother Karlak collects stamps and has many duplicates from around the world. Any stamp collectors who are interested in his free duplicates should write him at the above address.

↓ ↓ ↓

Steward Assistant on Charger A Credit to the SIU

In today's world of finger pointing and blame spreading, I ask for your attention in a different perspective. I bring to you not a letter of malice, accusation or defense; but a letter of respect and ovation. I seek to deservedly turn your attention to a member of your union, **Donald Meder**.

Having the pleasure of sailing

with Don for the last four months, I can attest to his ability, conviction and enthusiasm. Don is a man who knows his job and goes beyond the call of duty. He is always there, always polite and always busy. He is overwhelmingly the best steward assistant I have ever sailed with. Don always has a first-day-on-the-job enthusiasm. I was surprised to learn he has been going to sea for more than 42 years.

A credit to his ship, his union and the American merchant marine: Donald Meder deserves noteworthy acclaim.

**Second Mate Robert Lee
OMI Charger**



Dining Room Members Do More than Serve

Continued from page 19

then if we can do anything special."

The something special—whether known in advance or at the spur of the moment—usually means a visit from the maitre d', a head waiter and as many of the waiters and assistant waiters as are available to sing around the table. Leis are presented and dessert is served.

"We try to make it something they'll remember," added Waiter Kitty Vandaal.

Final Evening Parade

On the last evening of the cruise, the dining room staff presents its famous baked Alaska

parade. Immediately after the dinner plates have been cleared, the house lights go out. Then all the waiters and assistant waiters march in single file from the galley carrying trays of flaming baked Alaska while the ship's orchestra plays "When the Saints Go Marching In." They parade throughout the dining room before the house lights go back on and the dessert is served.

Finally, the sound of a conchshell horn sounds throughout the room. That call rallies the waiters and assistant waiters to the stairs in the front of the dining room where, led by McCloskey, they sing "Aloha" to bid farewell to the passengers departing the ship in the morning.



Maitre d'Hôtel Bob McCloskey (left) leads the *Constitution* dining room staff in singing "Aloha."



Discussing the next day's tours with a passenger is Assistant Waiter Tony Evans.



With his tray loaded with dirty glasses and silverware is Assistant Waiter Roger Jackson.



Dessert is always a treat aboard the *Constitution*, as Waiter Rasa Clark well knows.



The job is not over until the plates are clean, as Assistant Waiter Ally Baldomero conveys.



Bartender David Lee stands ready to answer a passenger's call.



Serving a passenger in the dining room is Deck/Lounge Steward Cheryl Heflin.



Assistant Waiter Alex Garrett Jr. serves butter to guests at the captain's table.



"Hanging loose" aboard the *Constitution* is Waiter Glenn Dennehy.



Waiter John Mark helps a passenger make his dinner selection.



Waiter Kevin Cushing presents dinner to a passenger.



Deck/Lounge Steward Mike Pownall heads back to the bar with a drink request.

Stewards . . . Upgrade Your Skills

Make the most of your union benefits by increasing your learning as well as your earning potential!

A number of courses have been scheduled this year at the Lundeborg School for training assistant cooks, cooks and bakers, chief cooks and chief stewards.

See page 27 of this month's *Seafarers LOG* for an application form to apply for one of these upgrading programs.

Final Departures

DEEP SEA

DAVID CRAWFORD



David Crawford, 38, passed away November 18. A native of South Carolina, he graduated from the Lundeberg School in 1972.

Brother Crawford sailed in the steward department.

JAMES CURRAN

Pensioner James Curran, 69, died December 9. Born in Oxnard, Calif., he joined the SIU in 1969 in the port of Seattle. Brother Curran sailed in the deck department. He served in the U.S. Navy from 1941 until 1961. Brother Curran began receiving his SIU pension in January 1988.

JOHN DEHRING

Pensioner John Dehring, 68, passed away December 16. The native of New Orleans joined the Seafarers in 1955 in the port of New York. Brother Dehring sailed in the deck department. He served in the U.S. Navy from 1943 to 1945. Brother Dehring retired in July 1985.

ALFRED DEREPIENTIGNY

Pensioner Alfred Derepientigny, 90, died October 26. He was born in Manchester, N.H. and in 1954 joined the Marine Cooks and Steward in the port of San Francisco, before that union merged with the AGLIWD. Brother Derepientigny began receiving his pension in February 1980.

ROBERT DILLON

Robert Dillon, 66, passed away October 30. Born in Danville, Va., he joined the SIU in 1945 in the port of Galveston, Texas. Brother Dillon completed the bosun recertification course at the Lundeberg School in 1981. He served in the U.S. Navy from 1940 to 1944. Brother Dillon was an active member at the time of his death.

PETER GEBBIA

Pensioner Peter Gebbia, 63, died November 20. He joined the

Seafarers in 1958 in his native New Orleans. Brother Gebbia completed the steward recertification course at the Lundeberg School in 1981. He retired in October 1986.

ERIC HAYES



Pensioner Eric Hayes, 88, passed away December 14. A native of British Guiana, he joined the union in 1944 in the port of New York.

Brother Hayes sailed in the engine department. He began receiving his pension in January 1971.

ALVIN JOHNSON



Alvin Johnson, 53, died November 15. Born in St. Louis, he joined the SIU in 1962 in the port of San Francisco. Brother Johnson completed the steward recertification course at the Lundeberg School in 1991. He served in the U.S. Army from 1951 to 1953. Brother Johnson was an active member at the time of his death.

Brother Johnson completed the steward recertification course at the Lundeberg School in 1991. He served in the U.S. Army from 1951 to 1953. Brother Johnson was an active member at the time of his death.

FRANK KING



Pensioner Frank King, 76, passed away December 11. He was born in Georgia and in 1965 joined the Seafarers in the port of New York.

Brother King sailed in the engine department. He served in the U.S. Navy from 1942 to 1945. Brother King retired in December 1983.

WILLIAM MEEHAN

Pensioner William Meehan, 75, died October 31. He joined the SIU in 1958 in his native New Orleans.

Brother Meehan sailed in the steward department. He served in the U.S. Army from 1941 to 1945. Brother Meehan began receiving his pension in September 1982.

JOSEPH MICHAEL



Pensioner Joseph Michael, 73, passed away November 8. He joined the Seafarers in 1951 in his native Baltimore. Brother

Michael completed the bosun recertification course at the Lundeberg School in 1974. He retired in August 1985.

WILLIAM MILLET



Pensioner William Millet, 70, died of a heart attack December 3. A native of Lovell, Wyo., he joined the union in 1968 in the port of New York.

Brother Millet sailed in the deck department. He retired in February 1987.

KENNETH SANFORD

Pensioner Kenneth Sanford, 67, passed away December 9. Born in Texas, he joined the SIU in 1955 in the port of Lake Charles, La. Brother Sanford sailed in the engine department. He served in the U.S. Navy from 1943 to 1946. Brother Sanford retired in December 1990.

WILLIAM SMITH



Pensioner William Smith, 75, died November 14. He joined the Seafarers in 1955 in his native New York. Brother Smith sailed in the engine

department. He began receiving his pension in March 1982.

DENNIS SMITH

Pensioner Dennis Smith, 91, passed away December 9. The native of Florida joined the SIU in 1949 in the port of Tampa, Fla. Brother Smith sailed in the engine department. He retired in October 1968.

GERVACIO VINLUAN



Pensioner Gervacio Vinluan, 85, died December 9. He was born in Binalonan, Philippines, and in 1947 joined the Seafarers in the port of

New York. Brother Vinluan sailed in the steward department. He served in the U.S. Navy from 1942 to 1945. Brother Vinluan spent most of his SIU career sailing with American President Lines. He retired in August 1972.

INLAND

EMMETT BERTRAND



Pensioner Emmett Bertrand, 55, passed away October 20. A native of Oberline, La., he joined the union in 1961 in the port of Port Arthur, Texas.

Boatman Bertrand sailed in the deck department. He began receiving his pension in June 1989.

GEORGE DAVIS



Pensioner George Davis, 68, died December 4. Born in Paulsboro, N.J., he joined the union in 1973 in the port of Philadelphia.

Boatman Davis sailed in the steward department. He served in the U.S. Air Force from 1943 to 1949. He retired in December 1987.

ROLAND WRIGHT



Pensioner Roland Wright, 67, passed away November 24. He joined the Seafarers International Union in 1950 in his native Galveston,

Texas. Boatman Wright sailed in the engine department. He began receiving his pension in October 1985.

GREAT LAKES

VIRGIL APPLETON



Pensioner Virgil Appleton, 79, died November 20. The Michigan native joined the Seafarers International Union in 1953 in the port of Frankfort,

Mich. Brother Appleton sailed in the deck department. He retired in August 1975.

GAYLORD DRAGOO



Pensioner Gaylord Dragoo, 84, passed away December 12. Born in Michigan, he joined the Seafarers International Union in 1956

in the port of Elberta, Mich. Brother Dragoo sailed in the deck department. He began receiving his pension in November 1973.

Ships Digest

Continued from page 21

MV RANGER (Vulcan Carriers), Dec. 27 — Chairman H. Johnson, Deck Delegate Casey Downing, Engine Delegate Michael Johnson, Steward Delegate Karriem Allah. Crew asked contracts department for clarification on conversion to standard tanker agreement. Educational director informed members about SIU scholarships. Deck and engine delegates reported disputed OT. No beefs or disputed OT reported by steward delegate. Crew thanked galley gang for good job and great holiday meals. Next port: Providence, R.I.

NEWARK BAY (Sea-Land Service), Dec. 14 — Chairman Pedro Sanchez, Educational Director Richard Johnson, Deck Delegate Fred Collins, Engine Delegate P. Pardovich. Chairman announced payoff and thanked deck crew for job well done. No beefs or disputed OT reported. New TV and VCR for lounge are on order. Crew thanked steward department for job well done. Next port: Elizabeth, N.J.

NUEVO SAN JUAN (Puerto Rico Marine), Dec. 1 — Chairman W. Card, Secretary G. Prescott, Educational Director C. Gallagher, Steward Delegate Brian McEleney. Chairman stressed importance of safety. No beefs or disputed OT reported. Crew was reminded to separate plastics from trash.

NUEVO SAN JUAN (Puerto Rico Marine), Dec. 22 — Chairman W. Card, Secretary G. Prescott, Educational Director C. Gallagher, Deck Delegate R. Davis, Engine Delegate John Letter, Steward Delegate

Brian McEleney. Educational director urged members to upgrade at Lundeberg School. No beefs or disputed OT reported.

PFC EUGENE OBREGON (Waterman Steamship), Dec. 13 — Chairman Henry Bouganim, Secretary Patrick Helton, Deck Delegate Reeves Hornby, Engine Delegate John McCabe, Steward Delegate Mariano Martinez. Chairman announced payoff. Educational director urged members to upgrade at Lundeberg School to help ensure themselves of future employment. No beefs or disputed OT reported. Crew thanked galley gang for great trip, especially Thanksgiving.

OMI DYNACHEM (OMI Corp.), Dec. 13 — Chairman Lawrence Kunc, Secretary Steven Wagner, Educational Director Randy Snay, Deck Delegate M. De La Cerda, Engine Delegate Michael Harmanson, Steward Delegate Beverly Harris. Chairman reported beef about relief. Educational director urged members to upgrade at Lundeberg School. No beefs or disputed OT reported by department delegates. Crew gave vote of thanks to steward department. Next port: Lake Charles, La.

OMI HUDSON (OMI Corp.), Dec. 30 — Chairman David Smolen, Secretary F. King, Educational Director James Raible. Steward delegate reported beef. No beefs or disputed OT reported by deck or engine delegates. Crew reported no launch service in Mexico. Next port: Houston.

OMI STAR (OMI Corp.), Dec. 12 — Chairman Eugene Grantham, Secretary K. Jones, Educational Director J. Anderson, Deck Delegate John Wolfe, Engine Delegate Terrance Reed, Steward Delegate Coy Hendricks. Chairman

announced payoff. He noted request has been submitted for new washing machine and dryer. Secretary urged members to upgrade at Lundeberg School and support SPAD. Engine delegate reported disputed OT. No beefs or disputed OT reported by deck or steward delegates. Crew requested antenna for lounge. Crew thanked steward department for Thanksgiving dinner and job well done.

OVERSEAS ALICE (Maritime Overseas), Dec. 30 — Chairman Cesar Gutierrez, Secretary Paul Stubblefield, Educational Director Dennis Riley, Deck Delegate T. Thomas, Engine Delegate F. Bolton, Steward Delegate S. Deanda. Steward delegate reported beef. No beefs or disputed OT reported by deck or engine delegates. Crew rec room needs new sofa and chairs. TV and radio antennas also need repair or replacement. Crew gave vote of thanks to galley gang.

OVERSEAS PHILADELPHIA (Maritime Overseas), Dec. 27 — Chairman E. Steward, Secretary Jose Rivera, Educational Director Ross Hardy, Deck Delegate Robert Pacheco, Engine Delegate D. Vasquez, Steward Delegate Billy Mitchell. Chairman reported smooth trip. Secretary wished a Merry Christmas and Happy New Year to all SIU brothers. He thanked deck and engine departments for keeping ship clean. No beefs or disputed OT reported. Crew thanked steward department for good food and job well done, especially Christmas dinner. Next port: Providence, R.I.

OMI WABASH (OMI Corp.), Dec. 2 — Chairman H. Jones, Secretary R. Jones, Educational Director J. Trent, Engine Delegate William Beatty, Steward Delegate Anderson

Jordan Jr. No beefs or disputed OT reported, but steward delegate will speak with patrolmen about voucher for OT not paid due to mistake on OT sheet. Chairman reminded crew about alcohol testing.

RALEIGH BAY (Sea-Land Service), Dec. 20 — Chairman Howard Knox, Secretary J. Speller, Educational Director David Dukehart. Educational director reminded members to upgrade at Lundeberg School. No beefs or disputed OT reported. Crew thanked steward department for job well done.

SEA-LAND CHALLENGER (Sea-Land Service), Dec. 13 — Chairman R. Williams, Secretary H. Scypes, Educational Director Ronald Smith, Deck Delegate Juan Ayala, Steward Delegate Genaro Rivera. No beefs or disputed OT reported. Crew thanked galley gang. Crew observed one minute of silence in memory of departed brothers. Next port: Elizabeth, N.J.

SEA-LAND CONSUMER (Sea-Land Service), Dec. 12 — Chairman William Mortier, Secretary G. Boop, Educational Director Olie Webber, Deck Delegate R. Funk. No beefs or disputed OT reported.

SEA-LAND ENDURANCE (Sea-Land Service), Dec. 6 — Chairman E. Sierra, Secretary M. Kohs, Educational Director G. Evosevich. Educational director discussed importance of upgrading at Lundeberg School. He noted scholarships available to SIU members and their dependents. No beefs or disputed OT reported. Crew gave special thanks to steward department for Thanksgiving feast. Crew extended sincere best wishes to Chief Cook Roland Francisco, who is retiring after 47 years with SIU.

They will be sorry to see him hang up his apron for good! Next port: Long Beach, Calif.

SEA-LAND EXPLORER (Sea-Land Service), Dec. 27 — Chairman Jack Kingsley, Secretary W. Burdette, Educational Director Guy Pollard-Lowsley, Deck Delegate D. Rothman, Engine Delegate B. Tapia, Steward Delegate George Lee. No beefs or disputed OT reported.

SEA-LAND HAWAII (Sea-Land Service), Dec. 20 — Chairman J. Carter, Secretary J. Jones, Educational Director D. Gordis, Steward Delegate J. Laureta. Secretary reported malfunction of freezer boxes which resulted in lost stores. No beefs or disputed OT reported.

SEA-LAND INTEGRITY (Sea-Land Service), Dec. 27 — Chairman Stephen Argay, Secretary Pedro Laboy, Steward Delegate William Muniz. Chairman reminded members who wish to sail on tankers that mandatory benzene testing is now under way. He discussed importance of working safely. No beefs or disputed OT reported. Crew gave vote of thanks to galley gang.

SEA-LAND NAVIGATOR (Sea-Land Service), Dec. 13 — Chairman Werner Becher, Secretary R. Spingat, Educational Director W. Stevens, Deck Delegate Bill Rackley, Engine Delegate R. Zurfluh, Steward Delegate Raymond Garcia. Chairman reported good trip. Educational director discussed upgrading opportunities available at Lundeberg School. No beefs or disputed OT reported. Crew thanked steward department for excellent Thanksgiving dinner and in general the fine food served on board. Crew lounge needs new coffee machine. Next port: Tacoma, Wash.

Lundeberg School Graduating Classes



Trainee Lifeboat Class 506—Graduating from trainee lifeboat class 506 are (from left, kneeling) Raul Hernandez III, Adele George, Steven Roquemore, Kevin Bowden, Casey Sutton, Adam Talucci, Lloyd Bates, Ben Cusic (instructor), (second row) Sean Adkins, Darren Watson, Carol MacDonald, Cindy Winter, James Cedeno, Cameron Brintley, Donas Armstrong, Ryan Reedy, (third row) Brett Hopson, Brian Sargen, Steve Stepanski, Justin Collins, Herbert Anderson Jr., (fourth row) Scott Brietzke, Keith White, Troy Arrowood, Robert Sweat III and Matthew Booth.



Able Bodied Seaman—Completing the AB course on December 7, 1992 are (from left, kneeling) Casey Taylor (instructor), Kamin Raji, P. Paul Staib Jr., Carl Nelson Jr., James Keevan, James Speer, Marius Louw, Enrique Crespo, (second row) Joseph J. Arnold, Martin Knezevich, Paul J. Fehling, David Elston, Joe Mieluchowski, Wayne Powers, Dwyen Ringbauer, Andrew Eastman, (third row) Benjamin Shupp, John Wills, Russell Williams, Greyson Brantley, Timothy Johnston, Thomas Zemiamek and Carlos Bonilla.



Upgraders Lifeboat—Members of the December 16, 1992 graduating class receiving their lifeboat endorsements are (from left, front row) Gabriel Williams, Tom Priscu, John Brooks, Nick Reyes Jr., (second row) Larry Rose, Justin Golub, Walt Filleman Jr., George Demetropoulos and Jake Karaczynski (instructor).



Third Mate—Graduating from the third mate course on December 3, 1992 are (from left, front row) Ron Raykowski (instructor), Tracy Reed, Anna Buyvid, John Baker, (second row) Henry Scott III, Kevin Combs, Jim Burt, George Davig, (third row) Patrick R. Hanning, Mark Holman and Ray Snow. Not pictured is William Payne.



Hydraulics—Completing the hydraulics class on December 15, 1992 are (from left) Bill Foley (instructor), Eric Bain, Jon Beard, Bruce Zenon, Richard Natoli, Troy Robin, Darren Henderson, Daniel Johnson, Monroe Monseur.

Silas Bent 7 Have Unplanned 'Reunion' at Piney Point

Seafarer Darryl Smith signed off the *USNS Silas Bent* in October, but when he recently arrived at the Lundeberg School to upgrade to AB, for a moment he must have thought he was back aboard the oceanographic survey ship.

Six of Smith's shipmates from the *Silas Bent* already were upgrading at the school when he arrived in Piney Point, Md. "It felt like a family reunion when I saw all of them," he said. "Maybe it's just a coincidence we're all here, but I think more and more people are getting the message that upgrading is the only way to go."

Like Smith, Clay Swidas is upgrading to AB. Faustino Pereira is taking the QMED course, while galley gang members Daniel Idos, Gary Mooney and Jeanette Ball each are taking cook and baker. Additionally, Mooney is taking lifeboat training and the GED course, while Ball is taking firefighting and sealift.

Dick Higgins was enrolled in celestial navigation, but in late January he rejoined the crew of the *Mar Ship Operators* vessel.

Higgins and Ball in late 1991 were part of another unplanned *Silas Bent* 'reunion' at the school. They and three other shipmates upgraded at the same time. In fact, one of those five is Darryl Smith's father, Donald, who sails in the engine department and



From left, Clay Swidas, Daniel Idos, Gary Mooney, Faustino Pereira, Darryl Smith and Jeanette Ball recently sailed together and now are upgrading at the Lundeberg School. Not pictured is Dick Higgins.

joined the SIU four years ago, after a 20-year career in the Navy.

Encouraged to Upgrade

For Idos, attending shipboard union meetings helped him realize the benefits of upgrading. "In every meeting, we always were encouraged to upgrade," said the 30-year-old Seafarer, who joined the union in August 1991. "That definitely helped our awareness."

Idos, who often writes to crewmembers still on board the *Silas Bent*, said he is impressed by the quality and breadth of the school at the Paul Hall Center for Maritime Training and Education, but he also appreciates the one-on-

one contact with instructors.

In the cook and baker course, he is enjoying learning "how to prepare breakfast on the grill and how to make biscuits."

Idos added that upgrading is more important than ever, largely because of competition for jobs.

Ball, who joined the SIU two years ago in Wilmington, Calif., said she has a simple reason for upgrading frequently. "I'll be very honest. I need to make more money, and the way to do that is to increase your skills and knowledge—get better at your job."

The native of Georgia said the best part about the Lundeberg

School "is the instructors. They are informative and friendly."

Ball, 48, signed off the *Silas Bent* in November, following voyages to Japan and Hong Kong. "I love the travel that goes with my job, and I don't mind the shopping in places like Hong Kong, either," she said with a laugh.

Similarly, Mooney chuckles "when I go home and see ads on TV offering trips to Hawaii for \$400 or whatever amount. I've sailed there and gotten paid for it."

Like most of his fellow upgraders from the *Silas Bent*, Mooney, 27, is fairly new to the SIU. He joined in San Francisco in June 1991.

But again like the others, he headed for the Lundeberg School as soon as he had enough sea time to be eligible to upgrade. "I like the variety of classes that are available," he said. "Upgrading will help me in my career and help me get a better-paying job."

Moreover, Mooney and the others all praised the captain of the *Silas Bent*, Ernest Queck, for his professionalism and leadership. "He was like a father figure," Mooney said. "Really, he and all the other officers are terrific to work with."

School Rewards Effort

The six Seafarers interviewed for this story agree that the Lundeberg School rewards the am-

bitious. Opportunities abound at Piney Point, they said, but it is up to each individual to maximize his or her chances to learn, improve and hone skills.

"This school is fabulous, and it definitely makes people more efficient at their jobs when they return to the ships," said Pereira, 66. "This is an opportune time for me to upgrade, and I'm enjoying it."

Swidas, a 25-year member of the union, said he likes the down-to-earth nature of the Lundeberg School instructors. "They're like your shipmates," said the native of Cleveland.

Swidas added that he was pleasantly surprised when he met his old *Silas Bent* shipmates at the school. "It's nice to know a few people right off the bat."

For Smith, the school has been everything his seafaring father said it is. "He always kept telling me, 'Go to that school. The facilities are great.' Well, he was 100 percent right," said the deck department member. "Not many organizations have something like this school—not only the facilities but the staff."

Smith has been with the SIU since August 1991. He already has a long-range goal: to continue upgrading in order to become a third mate.

"The opportunities certainly are here," he said. "I plan to continue advancing, and I hope that makes my father proud."

LUNDEBERG SCHOOL 1993 UPGRADING COURSE SCHEDULE

The following is the current course schedule for classes beginning between March and July 1993 at the Seafarers Harry Lundeberg School of Seamanship located at the Paul Hall Center for Maritime Training and Education in Piney Point, Md. All programs are geared to improve job skills of Seafarers and to promote the American maritime industry.

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

Deck Upgrading Courses

Course	Check-In Date	Completion Date
Able Seaman	March 29	May 7
	May 24	July 2
	July 19	August 27

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

Shiphandling	April 26	May 7
	June 21	July 2
Radar Observer - Unlimited	March 1	March 5
	April 19	April 23
	May 17	May 21
	July 12	July 16
Celestial Navigation	March 15	April 9
	May 24	June 18
	July 19	August 13
Third Mate	May 3	August 13

Safety Specialty Courses

Course	Check-In Date	Completion Date
Oil Spill Prevention and Containment	March 15	March 19
	May 24	May 29
Lifeboatman	March 1	March 12
	March 29	April 9
	April 26	May 7
	May 24	June 4
	June 21	July 2
Tankerman	July 19	July 30
	April 26	May 21
Basic/Advanced Fire Fighting	March 16	March 26
	May 11	May 21
	July 13	July 23
Sealift Operations & Maintenance	March 22	April 16
	May 10	June 4
	July 5	July 30

UPGRADING APPLICATION

Name _____ Date of Birth _____
(Last) (First) (Middle) Month/Day/Year

Address _____
(Street) (City) (State) (Zip Code) Telephone () (Area Code)

Deep Sea Member Lakes Member Inland Waters Member Pacific

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, which program: from _____ to _____

Last grade of school completed _____

Have you attended any SHLSS upgrading courses? Yes No

If yes, course(s) taken _____

Have you taken any SHLSS Sealift Operations courses? Yes No

If yes, how many weeks have you completed? _____

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

Yes No Firefighting: Yes No CPR: Yes No

Date available for training _____

Primary language spoken _____

Recertification Programs

Course	Check-In Date	Completion Date
Bosun Recertification	March 29	May 3
Steward Recertification	June 28	August 2

Steward Upgrading Courses

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

Engine Upgrading Courses

Course	Check-In Date	Completion Date
QMED-Any Rating	April 12	July 2
	July 19	October 8
Fireman/Watertender and Oiler	April 12	May 21
	June 7	July 16
All students must take the Oil Spill Prevention and Containment class.		
Pumproom Maint. & Operations	June 21	July 30
Refrigeration Maint. & Operations	March 29	May 7
	July 6	August 13
Marine Electronics—Technician II	March 15	April 23
Hydraulics	June 7	July 2
Welding	March 29	April 23
Diesel Engine Technology	March 1	March 26
Refrigerated Containers Advanced Maintenance	May 10	June 18

1992-93 Adult Education Schedule

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

Course	Check-In Date	Completion Date
High School Equivalency (GED)	All open-ended (contact admissions office for starting dates)	
Adult Basic Education (ABE)	All open-ended (contact admissions office for starting dates)	
English as a Second Language (ESL)	All open-ended (contact admissions office for starting dates)	

College Program Schedule for 1993

FULL 8-week sessions April 17 June 4

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 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.

VESSEL	RATING HELD	DATE SHIPPED	DATE OF DISCHARGE

SIGNATURE _____ DATE _____

I am interested in the following course(s) checked below or indicated here if not listed

- | | | |
|--|--|--|
| <input type="checkbox"/> DECK
<input type="checkbox"/> AB/Sealift
<input type="checkbox"/> 1st Class Pilot
<input type="checkbox"/> Third Mate
<input type="checkbox"/> Radar Observer Unlimited
<input type="checkbox"/> Master Inspected Towing Vessel
<input type="checkbox"/> Towboat Operator Inland
<input type="checkbox"/> Celestial Navigation
<input type="checkbox"/> Simulator Course

<input type="checkbox"/> ENGINE
<input type="checkbox"/> FOWT
<input type="checkbox"/> QMED—Any Rating
<input type="checkbox"/> Variable Speed DC Drive Systems (Marine Electronics) | <input type="checkbox"/> Marine Electrical Maintenance
<input type="checkbox"/> Pumproom Maintenance & Operation
<input type="checkbox"/> Refrigeration Systems Maintenance & Operation
<input type="checkbox"/> Diesel Engine Technology
<input type="checkbox"/> Assistant Engineer/Chief Engineer Motor Vessel
<input type="checkbox"/> Original 3rd Engineer Steam or Motor
<input type="checkbox"/> Refrigerated Containers Advanced Maintenance
<input type="checkbox"/> Electro-Hydraulic Systems
<input type="checkbox"/> Automation
<input type="checkbox"/> Hydraulics
<input type="checkbox"/> Marine Electronics Technician

<input type="checkbox"/> STEWARD
<input type="checkbox"/> Assistant Cook Utility
<input type="checkbox"/> Cook and Baker
<input type="checkbox"/> Chief Cook
<input type="checkbox"/> Chief Steward
<input type="checkbox"/> Towboat Inland Cook | <input type="checkbox"/> ALL DEPARTMENTS
<input type="checkbox"/> Welding
<input type="checkbox"/> Lifeboatman (must be taken with another course)
<input type="checkbox"/> Oil Spill Prevention & Containment
<input type="checkbox"/> Basic/Advanced Fire Fighting

<input type="checkbox"/> ADULT EDUCATION DEPARTMENT
<input type="checkbox"/> Adult Basic Education (ABE)
<input type="checkbox"/> High School Equivalency Program (GED)
<input type="checkbox"/> Developmental Studies (DVS)
<input type="checkbox"/> English as a Second Language (ESL)
<input type="checkbox"/> ABE/ESL Lifeboat Preparation

<input type="checkbox"/> COLLEGE PROGRAM
<input type="checkbox"/> Associate in Arts Degree |
|--|--|--|

Transportation will be paid in accordance with the scheduling letter only if you present original receipts and successfully complete the course. If you have any questions, contact your port agent before departing for Piney Point.
 RETURN COMPLETED APPLICATION TO: Lundeberg Upgrading Center, P.O. Box 75, Piney Point, MD 20674.



New OS Learns Meaning of Trust from LNG Crew

For any crewmember boarding a vessel for the first time, the meaning of one word is learned very quickly in order to have any chance of success. That word is "trust."



OS Debbie Textor learns about trust on her first time at sea.

To a graduate of the Seafarers Harry Lundeberg School of Seamanship working on her first vessel since leaving Piney Point, the meaning of that word was driven home from the first day.

"When you spend every day with the same people working and relaxing, you learn you have to depend on them and be honest

with them," OS Debbie Textor told the *Seafarers LOG* shortly after she signed off the *LNG Capricorn*. "You cannot lie to your shipmates because they are depending on you as much as you depend on them. What else do you have to build trust with your fellow crewmembers?"

Textor boarded the 946-foot vessel in August 1992 after successfully completing the trainee and LNG programs at the Lundeberg School. "At first I was scared and shy. Then, when you are working with and seeing the same people, you get chummy and friendly."

Airlift Preparations

She witnessed firsthand how trust worked when a crewmember went into an epileptic seizure. "Everyone pulled together. No questions were asked. Each member accepted his or her assignment to make sure the member could be airlifted safely. We knew it had to be done."

The *Capricorn* was a day out of Japan when the attack started after dark. The captain radioed the U.S. military base at Okinawa for help. The air ambulance could not arrive until dawn, so crewmembers took turns watching over their friend between their own shifts as the liquified natural gas vessel changed course until the helicopter arrived.

When crewmembers went ashore, trust once again played an important role. Textor stated each new member was advised as to which places were safe and welcomed Americans, especially in Indonesia where the LNG vessels operated by ETC have two ports of call.

"Indonesia is an Islamic nation. Women there can be completely covered except for their eyes and hands, even when the temperature reaches 110 degrees. The guys on the ship showed us the ropes so we knew what we could do."

Crew 'Very Helpful'

The member of Lundeberg class 499 had nothing but praise for the crew headed by Bosun Charlie Kahl. "They are fantastic. Being new, I had a lot of questions. Everyone took the time to show me or teach me the right way to do what was needed on ship."

Textor was one of two females aboard the *Capricorn*. Although the years of experience among the crew varied from decades to newcomers, the only place where Textor encountered any superstitions about women on board a ship took place on land in Japan.

"In Japan, they believe any woman on a ship is bad luck," she noted. "And if there is a woman on the ship, it's automatic that they are in the galley washing dishes or making beds. When [Japanese men and women] heard I worked on the deck, it was unreal to them."

Boats Chased by Devil

Another superstition that Textor heard about and had to react to was the one held by Japanese fishermen that the devil chases their boats at sea.

"When we would enter a Japanese port, extra watches were posted to make sure none of the fishing boats were cutting too close across our bow. These boats are like our pleasure boats—14 to



Barbecues are special occasions on the LNG vessel. Crewmembers enjoy the food and fellowship while storm clouds gather behind them.



The "bow gang" waits for the tug in Himeji, Japan. They are, from left: OS John Gillespie, 3rd Mate Jim Seliskar, Bosun Charlie Kahl, AB Ken Steiner and AB Zain Basir.

30 feet in length. They try to cut across our bow as close as possible in the belief that if any large ship gets between them and the devil, they can sail on to their fishing grounds and have good luck fishing because the devil will not find them.

"At any one time, there could be five or six boats trying to cut across our bow. We repeatedly had to change course to keep from hitting them."

Textor plans to upgrade in the engine department as soon as she has the time. She praised the Lundeberg School especially for the LNG course which she said "helped me to know what I would be doing when I arrived." She enjoyed seeing Indonesia, Japan and the Philippines while working on the LNG vessel and looks forward to visiting more of the world in her travels.



OS Kevin Young chips a fire monitor on the vessel's bow.



OS Terrence "T-Bone" Boney heads for his quarters.



The galley gang of (from left) SA Henry Freeman, SA Larry Anderson and Chief Steward Norman Duhe watch over the grill.



Standing in front of the *LNG Capricorn* tied up at a pier in Bontang, Indonesia is SA Henry Freeman. OS Textor provided the *Seafarers LOG* with the photos on this page.

Help Find This Missing Child

The National Center for Missing and Exploited Children has asked the Seafarers International Union to assist them in locating Leigh Marine Occhi, a 13-year-old from Tupelo, Miss. Missing since August 27, 1992, the child was last seen at her home. Foul play is suspected.

At the time of her disappearance, the blonde-haired, hazel-eyed girl was 5 ft. 2 in. tall and weighed 95 pounds. She wears glasses.

Anyone having information on the disappearance of Leigh Marine Occhi should contact the National Center for Missing and Exploited Children at (800) 843-5678 or the Tupelo (Miss.)

Police Department's Missing Persons Unit at (604) 841-6490.



Leigh Marine Occhi