

Season's Greetings

OFFICIAL ORGAN OF THE SEAFARERS INTERNATIONAL UNION • ATLANTIC, GULF, LAKES AND INLAND WATERS DISTRICT • AFL-CIO

SEAFARERS LOG



Volume 57, Number 12

December 1995



President
Signs Bill

U.S. Tankers Will Carry Exported Alaskan Oil

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President's Report

Grassroots Effort Delivers

Last month, Seafarers received an early holiday present because of their persistent, strong, hard work.

On November 28, President Clinton signed legislation supported by the SIU that will allow the export of Alaskan North Slope crude oil only aboard U.S.-flag tankers.



Michael Sacco

What does this mean for Seafarers? Purely and simply, this measure will provide jobs into the next century.

In passing the legislation for the president's signature, Congress realized the importance of the U.S.-flag merchant marine to America's national and economic security. The elected officials of the House and Senate did not realize our industry's importance all by themselves. They had help.

That assistance came from the outpouring of letters and telephone calls in support of the legislation made by Seafarers—active and retired—and their families to senators and representatives. It came from those who took the time to meet with their elected officials, visits which mean a lot to elected officials.

The strong grassroots support demonstrated by Seafarers, pensioners and their families played a key role in the passage of this bill.

While we take time to reflect on this legislative victory, let us not forget that there are many other battles still to fight.

Seafarers must continue making phone calls and writing letters to Washington urging Congress to pass maritime revitalization legislation. Both the House and Senate have completed committee work, but neither bill has had a floor vote.

With the president announcing his intention to send 20,000 U.S. troops into Bosnia as peacekeepers, America again will discover why its merchant marine is vital. The men and women who crew the U.S.-flag merchant ships will be providing the soldiers with the food, armaments, supplies and other materiel they need to successfully complete their mission.

Seafarers answered their nation's call in the Persian Gulf, Haiti and Somalia earlier this decade. They are ready to serve again.

Members, pensioners and their families also need to continue informing their elected officials about the importance of the nation's cabotage laws. Simply put, the cabotage laws reserve the movement of cargo and passengers within the United States to U.S.-owned, crewed and built vessels.

The Jones Act, the best known of these cabotage laws, was adopted in 1920 and affects boatmen plying the rivers and inland waterways, crews on harbor tugs, members sailing the Great Lakes and mariners operating coastwise aboard deep sea vessels. The Passenger Services Act of 1886 stipulates that movement of passengers between American deep sea or inland ports be done only aboard U.S.-owned, crewed and built ships.

Despite the fact Congress—from its very first session in 1789—has sought ways to protect the movement of goods between American ports, there are those on Capitol Hill attempting to overturn the Jones Act. They would rather see foreign-flag, foreign-crewed, foreign-built vessels with their lower safety standards sailing in American waters than to keep U.S. citizens gainfully employed on boats and ships and in the yards.

Seafarers already have shown what they can do in making exports of Alaskan oil aboard U.S.-flag ships the law of the land. Our continued grassroots efforts in support of maritime revitalization and the Jones Act will ensure future successes.

Happy Holidays to One and All

Let me take this opportunity to wish all Seafarers, whether active or retired, and their families the best this holiday season has to offer as well as a healthy and happy New Year!

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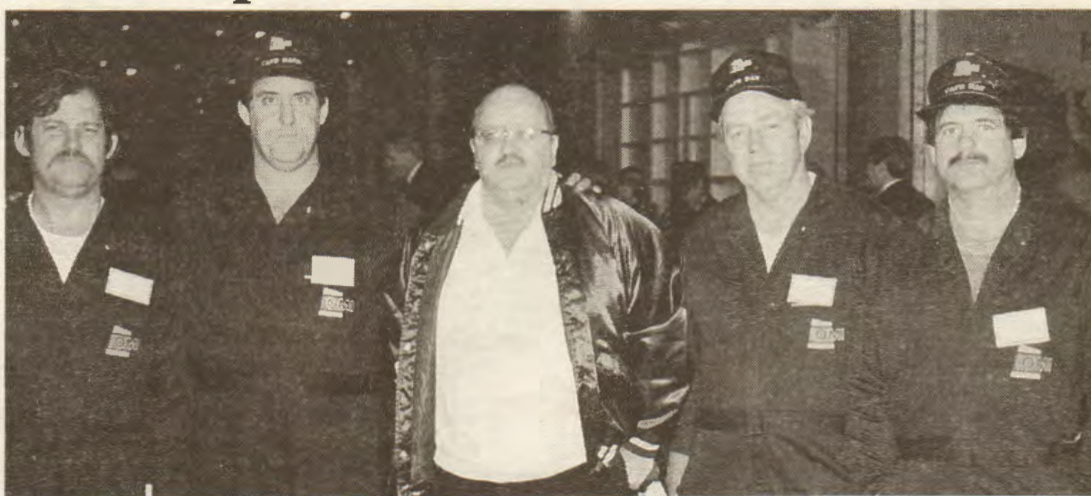
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MarAd Honors Cape Race Crew RRF Ship Delivered Materiel to Croatia



Cape Race crewmembers participate in a shipboard ceremony commending them for their efforts in readying the ship quickly for activation to the Bosnia area. From the left are QMEDs Joe Crute and Kevin Quinlan, SIU Port Agent Mike Paladino, AB Billy Farris and Bosun Joe Murphy.

The SIU-crewed *Cape Race* last month received the Professional Ship Award from the U.S. Maritime Administration (MarAd) at a shipboard ceremony conducted in Portsmouth, Va.

Seafarers and members of the American Maritime Officers were commended for their efforts in crewing and sailing the Ready Reserve Force (RRF) vessel for Operation Quick Lift.

The *Cape Race* was activated June 23 for the two-month mission to support the deployment of the North Atlantic Treaty Organization's (NATO) Rapid Reaction Force in the Bosnia conflict. (NATO was created after World War II as a support mechanism to maintain peace in Europe. Its members include nations of western Europe, Canada and the U.S.)

Crewmembers had the roll-on/roll-off (RO/RO) ship ready for sea trial 23 hours after its activation, and the vessel subsequently sailed for Europe. The *Cape Race* carried military vehicles, ammunition and support equipment from Emden, Germany, and Marchwood, England, to Ploce, Croatia. In two trips, the vessel transported 14,400 metric tons of materiel in support of Britain's 24th Air Mobile Brigade.

"We had to hustle," said Bosun Kenny Cooper. "It was hectic. They called us Friday morning, and we got under way Saturday evening."

At the October 30 ceremony, Secretary of Transportation Federico Peña presented the award to the *Cape Race* crew. U.S. Representatives Owen Pickett (D-Va.) and Robert Scott (D-Va.) also were on hand to honor the mariners.

Peña praised the crew for "exemplary and professional performance in support of NATO peacekeeping efforts in Bosnia, bringing honor and pride to all American merchant mariners."

The secretary briefly recounted the U.S. merchant marine's long history of service to the country and added, "We must be sure they will continue to be available to serve our nation's sealift needs. He then called on Congress to complete favorable action on the Clinton administration's proposed maritime revitalization program, which has been approved by key committees in the House and Senate.

Additionally, Vice Admiral Philip M. Quast, the head of the U.S. Navy's Military Sealift Command (MSC), which has operational control of the RRF ships when activated, sent a congratulatory message to the *Cape Race*. Quast noted the "professionalism of the officers and crew" and rated their

performance as "exceptional and commendable."

'Fascinating' Call-Up

When AB John Cartos, Jr. reported to work aboard the *Cape Race* on June 23, he and the other crewmembers had little foreshadowing of the call-up.

"It was fascinating, the way everything happened so quickly," said Cartos, 48, who has been a Seafarer for 30 years. "I thought the crew was pretty efficient. It was unbelievable how we got out of here so fast."

The deck crew worked 19 hours "securing this thing for sea," Cartos noted in an interview with a *LOG* reporter from aboard the *Cape Race*. "There was a lot of lashing gear that had to be taken care of. We didn't stop until we got the job done."

Formerly an inland boatman, Cartos, who has upgraded at the Paul Hall Center, added that the school's training obviously paid off during Operation Quick Lift. "We had a couple of [fairly recent] Piney Point graduates on here, but there were no greenhorns. They knew the terminology. We didn't have to waste time explaining things they already were supposed to know. We also had a number of people who have upgraded. I think it shows that SIU men can do the job."

Bosun Cooper observed, "The biggest thing was getting a list of supplies. We were down to the bone before the call-up."

Like the deck gang, the engine department "had a million and one things to do," stated Electrician Kevin Quinlan, 35. "We had to prep the engines, check oil levels, test all the gear, take the stack covers off, blow the engines down (a process that removes moisture). . . . But once we were sailing, it was like being on any other ship."

For Chief Cook Marjorie Mack and the rest of the galley gang, "it was round-the-clock work. We served midnight meals, we fed the British troops three meals per day. We had as many as 50 people on the ship at any one

time, plus extras, said Mack, who has three family members who also belong to the SIU, including her brother, Recertified Bosun Andrew Mack.

"But everything ran smoothly. We do our best to take care of the crew, especially because they're away from home."

War-Torn Country

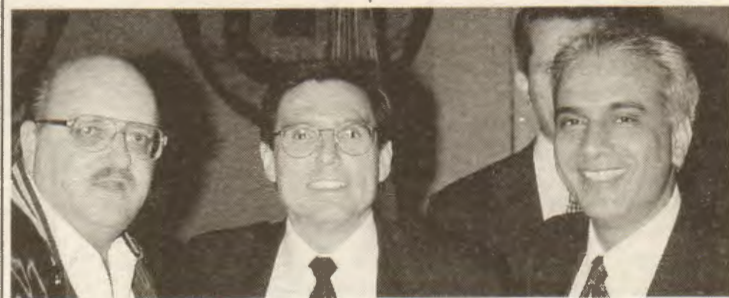
Quinlan and other crewmembers agreed that the voyage, including time spent ashore in Croatia, opened their eyes to the severity of the conflicts in Bosnia—a war-torn country located in southeastern Europe near the Adriatic Sea in the former Yugoslavia. Fighting has raged for years in the area between Bosnian Serbs, Croats and Muslims.

"We talked a lot about it. You read about the fighting in the paper, but maybe you don't pay close attention. When you go there, you want to know more. We learned a lot of history," said Quinlan, who joined the union 14 years ago.

SIU crewmembers who served aboard the *Cape Race* during Operation Quick Lift besides Cooper, Cartos, Quinlan and Mack were ABs John Holmes, James McCarthy, Rodolfo Orlanda, Omar Muhammad and David Hartman; OMUs Jeff Bull, Troy Fleming and David VanNatter; GUDs Michael McGlone and Curtis Nicholson; Steward/Baker Robert Allen and SAs Mark Hayes and Jarvis Belle.

Operated for MarAd by OMI Ship Management, the *Cape Race* is 648 feet long and 105 feet wide. Its home port is at Moon Engineering Co. in Portsmouth, where it is maintained by a reduced operating status crew of 10 mariners.

The RRF is a fleet of more than 90 vessels maintained by MarAd to provide prompt sealift support when needed for rapid deployment of military forces. The ships are crewed by U.S. merchant mariners and are kept in a state of readiness that typically enables them to be activated in anywhere from four to 20 days.



Transportation Secretary Federico Peña (center) praised the *Cape Race* crew upon its return to the U.S. for successfully delivering materiel to NATO forces in Bosnia. He is flanked at the Norfolk, Va. ceremony by SIU Port Agent Mike Paladino (left) and U.S. Department of Transportation official M. Nuns Jain.



Pausing during their monthly meeting in the St. Louis SIU hall to write letters to Congress about the need for maritime revitalization are members of the SS Samuel Parker Chapter of American Merchant Marine Veterans.

Key House Members Seek Swift Action For U.S. Maritime Bill Seafarers Press for Measure

The chairmen of three U.S. House of Representatives committees and panels as well as another member of Congress with a strong military background have called on the House majority leader to bring maritime revitalization legislation before the full body as soon as possible.

The action by the four elected officials comes at the same time Seafarers, pensioners and their families continue to contact members of Congress to enact the 10-year program designed to help fund approximately 50 U.S.-flag containerships.

Representatives Gerald Solomon (R-N.Y.), Rules Committee chairman; Herbert H. Bateman (R-Va.), Merchant Marine Oversight Panel chairman; Floyd Spence (R-S.C.), National Security Committee chairman; and Randy "Duke" Cunningham (R-Calif.), a highly decorated U.S. Navy airman during the Vietnam War, told Majority Leader Dick Arney (R-Texas) that H.R. 1350 (the Maritime Security Act of 1995) should be brought before the full House "for immediate consideration so that we can send a strong message to the president as to the importance of maintaining a strong United States-flag and crewed maritime fleet."

The representatives said in the November 13 letter that passage of H.R. 1350 "will ensure that American soldiers will never be at the mercy of foreign-flag vessels that refuse for political reasons to carry our military cargo overseas."

Jobs for Mariners

The measure has the support of the SIU. Union members, pensioners and their families have been writing, calling and talking with members of Congress to inform them that maritime revitalization is not only necessary for national security but also for America's economic well-being. Even at sea, SIU members, including those working aboard the *Maui*, *OOCL Inspiration* and *Sea-Land Integrity*, have written elected officials on the importance of the legislation.

In testimony before both the House and Senate, SIU President Michael Sacco said the legisla-

tion would provide jobs into the next century for American mariners.

Poll Reveals Support

The letter from the four congressmen was sent to Arney on the same day that the Journal of Commerce published a poll showing nationwide support for the 10-year, \$1 billion maritime revitalization program.

Conducted during the first week of November, the poll of 999 registered voters from all 50 states reported that 71 percent approved of some type of funding for the U.S.-flag merchant fleet.

Congressional Action

Both chambers of Congress have been working on both authorization and funding legislation dealing with the 10-year program since it was proposed by the Clinton administration in March.

So far, legislation which would create or authorize the program have completed the committee process. H.R. 1350 has cleared the House Merchant Marine Oversight Panel and National Security Committee. Its companion bill in the Senate, S. 1139, has made its way through the Surface Transportation and Merchant Marine Subcommittee and the Commerce, Science and Transportation Committee.

Both bills outline the program that would help fund approximately 50 U.S.-flag militarily useful containerships. The measures await a final vote by the full membership of each chamber. Neither bill actually appropriates any dollars for the program.

However, the Senate voted in September to provide \$46 million to fund the first year of the program. The money was part of a multi-billion-dollar appropriations bill for the Departments of Commerce, Justice and State and the U.S. Judiciary. That measure is before a House-Senate conference committee to iron out differences in the funding bills passed by the two chambers.

Under the rules of Congress, separate legislation outlining the new program and funding it must be passed before it can become law. President Clinton has said he would sign maritime revitalization legislation.

U.S. Tankers Will Carry Alaskan Oil Overseas

Legislation allowing the export of Alaskan North Slope crude oil as long as it is carried aboard U.S.-flag tankers became law November 28 when President Bill Clinton signed the measure. Both houses of Congress had passed compromise legislation earlier last month.

The measure, which was supported by the SIU, will provide jobs for Seafarers sailing aboard the U.S.-flag independent tanker fleet.

SIU President Michael Sacco praised the bipartisan effort of Congress and the administration in passing the legislation.

"The members of the House of Representatives and the Senate as well as the president recognize the need for America to have a strong and viable merchant fleet," Sacco stated.

"Passage of this measure and the president's signature ensure that the U.S.-flag independent tanker fleet will sail into the next century. These ships play a vital role in America's economic and national security," the SIU president added.

Sacco also noted the grassroots effort exhibited by members of the SIU, retirees and their families.

"All Seafarers are to be praised and thanked for writing, calling and visiting members of Congress on this issue," he said. "They played an important role in stressing to elected officials the need for this legislation for America's economic and national security."

Deliveries Next Year

Press reports following Clinton's signing of the bill noted the first export shipment may not take place until spring or summer of 1996. Companies involved in the drilling of Alaskan North Slope oil have said it will take approximately six months to find markets and arrange for the sale of the oil.

Even though Alaskan North Slope oil now can be sold overseas, most of the crude will continue to be delivered to refineries along the U.S. West Coast. This means U.S.-flag tankers involved in this trade will continue to handle the loads.

The oil companies that pump the Alaskan crude have said the excess oil drawn from the North Slope would be made available for export sale.

Prior to the bill reaching the White House, members of the

House and Senate crafted a compromise bill after each chamber passed separate legislation. The differences in the House version (H.R. 70) and the Senate bill (S. 395) did not concern either the export sale of the oil or the use of U.S.-flag tankers, both of which had received bipartisan support in committee hearings and floor debates.

In order to craft compromise legislation, the conference committee had to deal with such issues as the sale of the Alaska Power Administration, funding for West Coast shipyards and offshore oil drilling in the Gulf of Mexico.

The Senate had approved S. 395 by a 74-25 margin on May 16, while the House had cleared H.R. 70 with a 324-77 vote on July 24.

The House considered the legislation crafted by the conference committee first. On November 8, representatives voted to pass the legislation 289-134.

The Senate approved the compromise bill 69-29 on November 14. Congress then sent the measure to the president for his signature.

Bipartisan Effort

During the debate, Representative Don Young (R-Alaska), chairman of the House Resources Committee, stated, "There can be little doubt that Congress has a

compelling interest in preserving a fleet essential to our nation's military security, especially one vital to moving an important natural resource such as [Alaskan] oil."

Showing the Democrats' concern for the U.S.-flag merchant fleet was Representative Gerry Studds (D-Mass.).

'Vital' Legislation

"This legislation is important because it is vital to preserving the independent tanker fleet and the cadre of skilled men and women who proudly sail under our flag," he told his colleagues.

When the Senate debated the compromise bill, Senator Frank Murkowski (R-Alaska) said passage of the legislation would mean "more U.S. ships and more jobs."

The chairman of the Senate Energy and Natural Resources Committee added, "Working with small and integrated oil producers, with independent tanker operators and with maritime labor, we have demonstrated that it still is possible to get something good done for the country."

With the law going into effect, the 22-year ban on the export of Alaskan North Slope crude oil comes to an end. The ban originally was enacted by Congress in 1973 as a result of the Arab oil embargo.

Progress of Legislation For the Export of Alaskan Oil On U.S.-Flag Tankers

To Do: Completed:

- Senate Energy and Natural Resources Committee Hearing, March 1
- Senate Energy and Natural Resources Committee Mark-Up, March 15
- House Resources Committee Hearing, May 9
- Senate Approves Bill (S.395), 74-25, May 16
- House Resources Committee Mark-Up, May 17
- House Approves Bill (H.R. 70), 324-77, July 24
- Conference Committee Irons Out Differences in Bills, Fall
- House Passes Compromise Bill, 289-134, November 8
- Senate Passes Compromise Bill, 69-29, November 14
- President Signs Measure, November 28

ABs, Pumpmen Can Get Tankerman-Assistant Endorsement by Carrying Letter or Discharges

Unlicensed mariners who assist in tanker cargo operations may secure the soon-to-be-required, new rating of tankerman-assistant without renewing their merchant mariner's document (MMD, also known as a z-card) and without paying any fees.

After March 31, 1996, unlicensed personnel participating in deep-sea tanker cargo operations (ABs and pumpmen) must be certified as tankerman-assistant. Mariners may get that endorsement by keeping in their possession proof of having sailed at least 30 days aboard tankers in the past five years, between April 1, 1991 and March 31, 1996. This is considered a grandfather provision to the regulation requiring the endorsement. The verification may be in the form of either an explanatory letter or appropriate discharges (see separate story, "Getting the Tankerman-Assistant Endorsement").

Because of concerns raised by the SIU, the U.S. Coast Guard agreed not to require mariners to renew their z-cards solely in order to secure the new endorsement. Instead, the agency consented to the union's request that mariners be allowed to use either the letter or discharge until the z-card ex-

pires. Then, when renewing his or her z-card, a mariner who possesses the required letter or discharge will have the endorsement added to the document (see sidebar, "Renewing after March 1997").

Generally, the same proof-of-certification rules will apply for mariners who need any of the newly created tankerman ratings, all of which stem from an interim final rule issued in April by the Coast Guard. The others include tankerman-person in charge (PIC)(barge), restricted tankerman-PIC, restricted tankerman-PIC (barge) and tankerman-engineer. Each endorsement is valid for five years. (Inland mariners currently endorsed as tankermen automatically will become tankermen-PICs as of March 31, 1996.)

"A mariner who meets the 'grandfather' requirements for [the tankerman-assistant] endorsement may sail from March 31, 1996, until their MMD is endorsed if they provide evidence of qualifying service..." said Capt. J.E. Schrinner, who heads the Coast Guard's Compliance Division, in a November 29 letter to Bill Eglinton, director of vocational education at the Paul Hall

Center in Piney Point, Md.

The final rule may not be published until December 1996. But, Schrinner added in the letter, "The Coast Guard will publish soon a Navigation and Vessel Inspection Circular concerning the implementation of the tankerman regulations. . . . [Meanwhile], please alert your members that they must be careful to meet the deadlines for 'grandfather' endorsements" (namely, that each mariner show proof of having sailed aboard tankers for at least 30 days during the past five years).

ABs and pumpmen who need to renew their z-cards between now and when the Coast Guard circular is issued (possibly by the end of this month), and who have a letter or discharge showing appropriate experience for the tankerman-assistant endorsement, should inquire at the time and place of renewal about receiving the endorsement on the MMD.

The rule establishing the new ratings stems from the Oil Pollution Act of 1990 (OPA '90), the 1978 Standards of Training, Certification and Watchkeeping (STCW), and the Port and Tanker Safety Act of 1978.

Getting the Tankerman-Assistant Endorsement: What Mariners Need

In order to be considered certified under the grandfather provision as a tankerman-assistant, mariners will need one of the following:

- a letter on company letterhead or
- discharges.
- The mariner must keep the letter or discharge in his or her possession while aboard ship.

The letter must be from the owner, operator, master or chief engineer of the vessel. It should state the applicant assisted in the transfer of liquefied gas (LG) or dangerous liquid (DL) or both on tankships before March 31, 1996, and did so within five years of the date of application. The letter also should indicate that the mariner served at least 30 days as an AB or pumpman on tankships certified to carry LG or DL or both (appropriate to the endorsement applied for) before March 31, 1996, and did so within five years of the date of application.

The other option is to use certificates of discharge proving at least 30 days of service as an AB or pumpman on tankships certified to carry DL or LG (or both) before March 31, 1996, with a discharge date within five years of the date of application.

Applicants for the tankerman-assistant endorsement who do not meet the grandfather provision requirements must do the following: pass a physical exam; be at least 18 years of age; complete a basic firefighting course (such as the one offered at the Paul Hall Center); speak and understand English; show proof of having completed a course in DL or LG; and present evidence of at least 90 days of deck service on tankships.

Renewing after March 1997

Mariners who secure any of the new tankerman endorsements via a grandfather provision initially will not have to have the endorsements listed on their z-cards.

However, when a mariner renews his or her document after March 31, 1997, the endorsement must be added. When renewing after that date, a mariner must show proof of having qualified for the endorsement under the grandfather provision.

Based on the interim final rule issued by the Coast Guard that requires the new tankermen endorsements of ABs, pumpmen and inland tankermen involved in tanker cargo operations, it also seems likely that when those mariners renew their z-cards after March 31, 1997, they will need to show proof of having completed a Coast Guard-approved course relative to the respective rating.

The SIU has requested that if the final rule requires passage of a course in order to secure any of the new endorsements after March 31, 1997, then the Paul Hall Center's four-week tanker operation/safety class should count toward getting the rating of tankerman-assistant. Additionally, passage of the Paul Hall Center's four-week tankerman course (a different class from tanker operation/safety) already would meet the requirement for the tankerman-person in charge (PIC)(barge) endorsement for boatmen.

The *Seafarers LOG* will continue to publish updates on this situation.

SIU's 'Buck' Stephens Dies at 78

Casper J. "Buck" Stephens, former longtime SIU port agent in the Gulf Coast region, died of natural causes November 14 at Mercy-Baptist Medical Center in New Orleans. He was 78.

Brother Stephens began his sailing career in the mid-1930s, before the SIU's founding. He became a charter member of the Seafarers and eventually held all engine department ratings. He sailed in the deep sea, inland and Great Lakes divisions.

The lifelong New Orleans area resident first came ashore in 1940 to work as a patrolman. He returned to sea during World War II and sailed in all combat zones.

After the war, Brother Stephens again came ashore to work for the Seafarers, in the Gulf Coast region. He served as a dispatcher and an engine room patrolman from 1947 until 1960, when he was elected port agent. He served in that capacity at the SIU's hall in New Orleans until he retired in December 1978.

"Buck was a great union man. He believed in the SIU and maritime workers," said SIU President Michael Sacco. "He participated in everything. He devoted his whole life to his union and his family, and he loved both. He will be sorely missed by all of us."

"He was a very dedicated and compassionate person. I worked with him for many years," recalled SIU Executive Vice President Joseph Sacco. "He understood seamen and their plight. Outside of his immediate family, the SIU was his home and his second family."

Brother Stephens was a veteran of many SIU organizing drives and strikes. He hit the bricks as early as the Bonus Strike of 1939, when Seafarers refused to sail without war risk insurance and bonus provisions. He also was active in the 1946 General Strike, when the SIU executed a complete

work-stoppage on all vessels to convince steamship companies to negotiate new contracts. (Among other things, the union sought establishment of a 40-hour work week.)

Additionally, he actively participated in the Isthmian organizing drive and strike from 1945-47. That effort culminated in the company signing a full SIU contract.

In addition to his activities with the SIU, he served as secretary-treasurer of the Greater New Orleans Port Council of the Maritime Trades Department. He held that same position in the Greater New Orleans AFL-CIO.

After he retired, he still attended port council meetings and the SIU's monthly membership meetings. He also did extensive volunteer work to help secure veterans' status for U.S. merchant mariners who sailed during World War II.

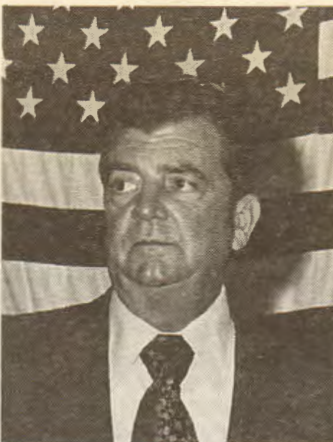
Active Seafarers and retired officials alike remember Stephens as a hard-working individual dedicated to the SIU and the U.S.-flag maritime industry.

"He brought me into this union in 1959. I knew him for a long time. He's good people," said OMU Rafael Duran.

Pumpman William Dunklin said he knew Stephens "for about 20 years. He was a good fellow. He treated everybody fair."

Several active and retired officials mentioned that Brother Stephens and Joe DiGiorgio, late secretary-treasurer of the SIU, were raised in the same orphanage (Hope Haven) near New Orleans. They also began their respective sailing careers at the same time.

"I knew Buck my whole life. He was an amazing person, one of the most efficient port agents I've ever known," said Jim Martin, retired SIU port agent who worked with Stephens in the Gulf Coast region for 10 years. "He had a knack for keeping records that you just wouldn't believe. . . . I spoke



Buck Stephens, pictured here at the New Orleans hall in 1972, was a charter member of the SIU and a longtime port agent.

with him two or three times a week until he passed away."

"He was a terrific official. He had a great rapport with the members, and he also had the respect of the steamship companies," said Angus "Red" Campbell, retired SIU vice president contracts. "When I was still sailing and the ships were running into New Orleans, he was always there when you needed him. No problem was too small to resolve."

"Buck was a man of his word," said Ed Mooney, retired SIU headquarters representative and assistant secretary-treasurer. "He was well-thought of by the members and the shipowners."

Brother Stephens is survived by his daughter, Carol Stephens Zanca; two brothers, Andrew H. and Ashton L. "Steve" Stephens, a retired seafarer; and two grandchildren.

Funeral services took place at Lamana-Panno-Fallo Funeral Home in Metairie, La. Burial occurred at Lake Lawn Mausoleum.

Brother Stephens' family requests that in lieu of flowers, contributions be made to the charity of one's choice.

USCG Asks for Input On Effect of Upcoming International Regs

In July, a two-year series of meetings culminated in the updating of an international agreement that sets minimum standards for certification, training and skills needed by mariners worldwide.

Now, the Coast Guard and other affected parties in the U.S. face the task of determining how much it will cost to comply with the new rules, known as the 1995 Amendments to the International Convention on Standards of Training, Certification and Watchkeeping (STCW).

The STCW is a 17-year-old pact that has 113 signatory countries (including the U.S.) whose fleets represent nearly 95 percent of the world's merchant-ship tonnage. The STCW amendments take effect in February 1997, and in part will be enforced by the International Maritime Organization (IMO).

Randall Crenwelge of the Coast Guard's Standards Evaluation and Development Division noted that assessing the various costs for different training, evaluation and certification of merchant mariners will enable the agency to issue a rulemaking that allows for cost-effective compliance.

"The U.S. must comply with the

STCW, but the more efficient we are in the rulemaking, the less money it should cost the government, the individual mariners, unions, training institutions, employers and other affected members of the maritime industry," said Crenwelge. "A key part of that process will be determining exactly what kinds of training are needed to meet the STCW requirements, and does such training already take place in the U.S.?"

Among the many measures that will be implemented on which the Coast Guard wants input as to the cost of putting them in place are:

- Requiring mariners to demonstrate their competence both through written tests and practical exams.

- Requiring all crewmembers of seagoing vessels to complete training in basic survival skills.

The SIU will be reviewing all aspects of the STCW and submitting comments to the Coast Guard in behalf of the union and its members. Seafarers who would like to provide input to the SIU's comments should contact Bill Eglinton, director of vocational education at the Paul Hall Center, at P.O. Box 75, Piney Point, MD 20674.

Task Force Forms to Retain Jones Act

Coalition of Labor, Industry and Others Launches Grassroots Effort

Representatives of Congress, American maritime labor, U.S.-flag carriers, domestic shipyards and pro-national defense coalitions reaffirmed their total support of the nation's cabotage laws when they introduced the formation of a group to keep the Jones Act and other cabotage laws in place.



Michael Sacco

"The basic need for enacting the Jones Act—namely, national and economic security—is as valid today as it was 75 years ago," SIU President Michael Sacco, who also is president of the AFL-CIO Maritime Trades Department (MTD), said at a meeting of the Washington Propeller Club on November 30. "Simply put, this law has worked!"

Joining Sacco in calling for the retention of the Jones Act were Rep. Herbert Bateman (R-Va.); C. Bradley Mulholland, president and CEO of the SIU-contracted Matson Navigation Co.; John Dane, president of Trinity Marine Group, which owns and operates 22 shipyards in the southern U.S.; and retired U.S. Navy Rear Ad-

miral Robert H. Spiro Jr., former under secretary of the Army and current vice president of the American Security Council Foundation, one of the country's preeminent pro-defense groups. They spoke to an audience of more than 250 people on Capitol Hill, including other congressmen and members of the maritime industry.

The meeting marked the announcement of the formation of the Maritime Cabotage Task Force, a coalition of more than 300 shipbuilding and repair yards, labor organizations (including the SIU), rail, trucking and airline groups, pro-defense coalitions, maritime vendors, equipment manufacturers and ship operators in every U.S. trade. The task force has been formed to combat efforts of organizations trying to overturn the Jones Act, a 1920 law that states cargo moved between domestic ports must be carried aboard U.S.-owned, crewed and built vessels.

Thousands of Jobs

Sacco noted that because of the Jones Act, "120,000 American citizens—employed on the domestic waterways of the United States, in domestic shipyards, and in related industries—are able to earn a decent living. With these earnings they pay taxes to all levels of

government, and they can purchase the goods and services offered by other sectors of the economy."



Herbert Bateman

He informed the group that the MTD and four other AFL-CIO trade and industrial departments have joined the task force "and are actively engaged in spreading the message to America's working people... The MTD also will utilize its network of port maritime councils to generate grassroots activity to urge Congress to reject this shortsighted repeal effort."

Bateman, whose district includes the Newport News (Va.) shipyards, stated, "I look upon the Jones Act as vitally important to the continued existence and, hopefully, the rebuilding of a greater merchant marine and shipbuilding industry."

He added that the threat by international conglomerates who are financing the campaign to ruin the Jones Act comes at "a critical juncture in the history of the American merchant marine. It alarms me that I've had to say this more than once, but we're not

dealing in this session of Congress with the revitalization of the American merchant marine. We're dealing with its survival, and it must survive. This is too vital to America's security to allow otherwise."

Mulholland, whose company operates ships sailing between the West Coast and Hawaii, pointed out that Matson and other Jones Act carriers pay U.S. taxes and "reinvest profits back into the U.S. economy. Over the last 10 years, Matson has invested \$360 million in new vessels and vessel reconstruction in the Hawaiian trades."

He noted that while American operators, U.S.-flag vessels and their crews must comply with a myriad of safety and environmental regulations, foreign-flag ships cannot be held similarly accountable.



Bradley Mulholland

"They're not subject to these laws, and they can pay Third World rates to their crews and make them work under unsafe conditions," Mulholland observed. "It would be grossly unfair to allow foreign-flag operators, who do not

have to abide by U.S. laws and regulations, to ply the domestic trades in competition with U.S. operators who play by the rules.

"This is a matter of fundamental fairness to American industry."

'Misinformation'

Trinity's Dane described the efforts of the enemies of the Jones Act as "a campaign of misinformation. There is no more vital piece of legislation to the maritime industry as a whole."

Dane explained that the Jones Act "doesn't cost the federal government anything." He also cautioned that repeal of the cabotage laws, which would allow subsidized foreign-flag vessels to sail between American ports, eventually would force the closings the majority of U.S. shipyards.

"Without the Jones Act, the federal government would be forced to shoulder the full cost of maintaining a national shipbuilding and repair base. So in fact, the Jones Act saves the government money."

Spiro stressed that any erosion of the domestic trades threatens America's security. "Cabotage is essential to U.S. national security. It lies at the root of maritime power," he said.

"Simply put, we believe that the United States must not allow foreign interests to dominate the waterborne side of our national transportation system—neither international, nor domestic. The American fleet is our lifeline of freedom."

Pledge to Fight

The Maritime Cabotage Task Force has pledged to provide elected officials and the public with information on the economic, national security, commercial, safety and environmental benefits of the nation's cabotage laws. Among the facts brought out by the group was the U.S.-flag domestic fleet, excluding fishing vessels, accounts for nearly \$15 billion in economic activity and moves one billion tons of cargo annually.

The task force plans to provide speakers around the country to show how America's transportation systems are interrelated.

Philip Grill, who heads the task force, noted, "Similar laws apply to America's domestic trucking, railroad and airline industries—indeed to virtually all work done in the country."

Grill, an official with Matson, pointed out that more than 40 of the world's maritime nations have cabotage laws in place.



John Dane



Robert Spiro

Seafarers March in Support Of Striking Boeing Machinists

Scores of Seafarers hit the bricks on November 12 with more than 2,000 other trade unionists to demonstrate their support for Seattle-based members of the International Association of Machinists (IAM) who are on strike against the Boeing Company.

In a fight over job security and the preservation of health care benefits, nearly 33,000 Machinists walked off the job against the world's largest commercial jet manufacturer on October 6.

Machinists are manning picket lines outside Boeing facilities in the Seattle area (where the company has its headquarters) as well



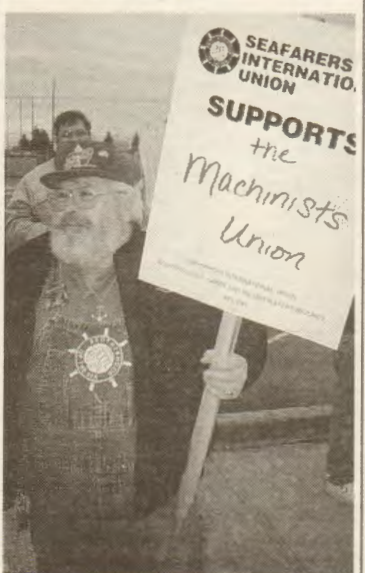
Ready to march with Boesing Machinists is AB Mitchell French.

as at factories in Wichita, Kan. and Portland, Ore. As of press time, the strike was entering its third month with no settlement in sight.

"Our members wanted to let the Machinists know we stand with them," noted SIU Assistant Vice President Bob Hall. "We had an excellent turnout of Seafarers along with the membership of many other unions based in Seattle."

Pledging their continued support at the unity rally for the striking workers was the newly elected president of the AFL-CIO.

"We're going to spend whatever it takes, work as hard as it takes and stick with it as long as it takes to help Boeing workers win the respect you have earned



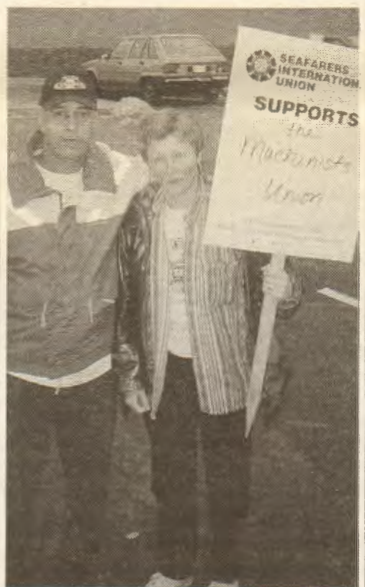
Bosun Vern Poulsen lets others know he is behind the Machinists.

and deserve," John J. Sweeney told the crowd of trade unionists at the rally.

"All we're looking for is a partnership with practical solutions to keep aerospace jobs and technologies here," added IAM President George J. Kourpias. "Not just because we are Americans, but because we've worked too long and too hard to build the Boeing Company."

The IAM has noted Boeing has been outsourcing manufacturing work to overseas and non-union U.S. companies for the last decade. The amount of components used in Boeing jets made by the company's workers has decreased from 75 percent in the late 1980s to 48 percent today. During this time, the company recorded profits of more than \$6 billion.

Machinists also object to health care ideas proposed by the company. Boeing has sought to



Showing the SIU colors at the rally are AB Jose Frometa and his wife, Kathleen.

discontinue health care coverage promised to pensioners who left the company under early retirement plans. For its present workforce, the aerospace giant has sought substantial increases in both the premiums and deductibles paid by the workers.



Moving to their position in the march are (from left) DEU Mark Mullen, Chief Cook Robert Shaw, OMU Joe Laguana, Bosun Ernie Duhon, OMU Tom Steinke and Patrolman Joe Mieluchowski.

Appeals Court Hears SIU Case Against Z-Card, License Fees

In a spirited exchange during a November 7 hearing before three federal district appeals court judges, the SIU's attorney insisted that the history of merchant mariner's licenses and documents proves that these items were developed for the benefit of shipping companies, cargo, passengers, communities, the national defense and the environment—and not for individual seamen and boatmen.

This point is critical to the SIU's position that a U.S. Coast Guard applied fee for the issuance of merchant mariner's documents and marine licenses is impermissible because no private benefit is accrued by the individual seaman or boatman.

The U.S. Coast Guard, on the other hand, which was authorized by the Omnibus Budget Reconciliation Act of 1990 to charge so-called user fees for merchant mariner's documents (z-cards) and licenses, argued before the United States Court of Appeals for the District of Columbia that the individual mariner enjoys a private gain by holding a z-card or a license and thus the agency can charge the seaman for his or her document or license.

Case First Filed in '93

The November 7 hearing is the most recent step in the SIU's court challenge of fees imposed on Coast Guard-issued z-cards and marine licenses. Labeling the fees a "work tax" on seamen and

boatmen, the SIU filed its original court challenge April 15, 1993 in the United States District Court for the District of Columbia shortly after the Coast Guard's regulations spelling out the fee structure went into effect.

On November 23, 1994, Federal District Court Judge Louis F. Oberdorfer ruled on the SIU's lawsuit. He found in favor of the union's position that the Coast Guard could not charge a mariner \$17 for the FBI background check necessary to obtain a z-card or license. Judge Oberdorfer noted that the seaman or boatman does not retain a private benefit from this check; the investigation is done in behalf of public safety.

The judge also ordered the Coast Guard to recalculate the fee schedule, agreeing with the SIU's contention that the charges imposed by the agency had been calculated in a flawed manner.

However, Judge Oberdorfer ruled in favor of the Coast Guard position that under the law, seamen and boatmen can be charged for z-cards and licenses. In his written opinion, Judge Oberdorfer stated that it "is not irrational" to assume that such documents confer "the benefit of professional employment." He added, "A professional license for a seaman is not materially different from a license for any number of professions."

It is this part of the federal district judge's decision that the SIU is challenging in the U.S.



The SIU is seeking to invalidate the U.S. Coast Guard's so-called user fees for merchant mariner's documents and licenses. That challenge was taken up by the U.S. Court of Appeals last month. Entering the federal courthouse in Washington, D.C. to attend the hearing are (from left) FOWT Larry Brown, Bosun Jack Davis, Chief Steward Colleen Mast, Chief Steward Malcolm Holmes, SIU Representative Edd Morris, Cook/Baker Jeannie Wilson, Chief Steward Deborah Koehn, SIU Executive VP Joseph Sacco and Chief Cook Carmelita Henry.

Court of Appeals. The Coast Guard, on the other hand, appealed Judge Oberdorfer's ruling that \$17 could not be charged for an FBI background check.

Appeals Court Review

The appeals of both parties were filed in the early part of 1995. Subsequently the SIU and the U.S. Department of Justice, which is representing the Coast Guard in this case, filed written briefs before the Appeals Court.

At the November 7 hearing, which was attended by 12 Seafarers, the SIU and the government presented oral arguments where three judges had an opportunity to ask questions of each side. Hearing the case were Chief Judge Harry T. Edwards, Circuit Judge Karen LeCraft Henderson and Circuit Judge Judith W. Rogers.

Public vs. Private Benefit

In his opening statement, the SIU's attorney stated that "mariners represent a special class of workers against whom the occupational licensing fee cannot be charged" based on the legal criteria that exists for imposing user fees.

The SIU attorney told the panel of judges that prior legal cases prevented a fee from being assessed "when the identification of the ultimate beneficiary is obscure and the service can primarily be considered as benefitting broadly the general public."

He noted that laws calling for documenting and licensing seamen have been imposed since the 1800s. In every case, the purpose has been far different from the kinds of licensing that exist in a self-regulated sector such as those involving doctors and lawyers.

Chief Judge Edwards challenged the contention of the SIU's attorney noting that lawyers, doctors, even public broadcast stations, all of which pay a fee for their licenses, receive their licenses with some public interest in mind. "There is a public interest in knowing those people can do their job and do it correctly."

The SIU's lawyer observed that mariners, unlike those occupations, were federally regulated and licensed. Among the reasons Congress enacted laws establishing licensing regimes, the SIU's lawyer said, were

public safety, a draft system to be used in the event the nation's defense interests were mobilized and for the environment. He cited the most recent example of the Oil Pollution Act of 1990 which required that z-cards be renewed every five years.

How Far Can An Agency Go?

The Justice Department attorney argued that legal cases for over 20 years established a government agency's ability to set a fee. He also argued that "the Court has never asked whether public justification of a licensing requirement itself ultimately benefits the licensees."

He continued, "The court is looking to see does the agency require each individual to get a license. If it does, the individual, not the industry as a whole, the individual gets the primate benefit of permission to engage in the activity."

After this remark, Chief Judge Edwards interrupted, "The problem is you can go too far with that because you could throw things and say, well, this is just incident to our licensing process, when, in fact, if anyone looked carefully, you would say it is not necessary in order to make the inquiry that is reasonably related to what this license is about."

In response, the government's attorney argued that as long as the agency has authority to require the license, the government does not question the fees established.

Chief Judge Edwards asked the government's lawyer, "Doesn't it have to be reasonable fees that are reasonably related to, as it turns out, the public interest justifying the license requirement in the first place?"

The chief judge explained that this line of questioning was relevant to the case because the District Court had determined that the fee of \$17 passed on to a mariner for an FBI background check was not reasonably related to the public interest inquiry justifying the license.

Following up on his point, Chief Judge Edwards asked the Justice Department attorney to address a hypothetical situation. "So you think you can put the fee of testing the [boat's] equipment on the individual as a condition of licensing?"

The government's lawyer answered, "If there is substantive authority to do that, yes."

Chief Judge Edwards asked

incredulously, "The government says we have substantive authority to make sure these boats are safe, and that is going to be from — now, we decided it makes a lot of sense to make it part of the licensing requirement, so anyone who is going to work on the boat is going to pay for maintenance and inspection of the boats as well. That is another \$3,000 per person for your license."

The Justice Department attorney noted that theoretically this would be permissible if the limit was not "excessive."

Chief Judge Edwards noted that the U.S. Court of Appeals would have to take up the issue of under what conditions an agency could set a license fee once it had the authority to do so. The chief judge told the government attorney, "I am talking about how you draw the line between what is in and what is out" as found in the issue of whether the Coast Guard can charge \$17 for an FBI investigation.

Joining the Suit

Joining the SIU, which includes the SIU Atlantic, Gulf, Lakes and Inland Waters District; the Marine Firemen's Union and the Sailors Union of the Pacific, in the case against the z-card user fees are four other unions: District 4-National Maritime Union/MEBA, District No. 1-Marine Engineers Beneficial Association, American Maritime Officers and the International Organization of Masters, Mates & Pilots. Additionally five individual mariners serve as plaintiffs.

Meeting with the 12 Seafarers who attended the hearing, the SIU's attorneys said a decision from the Appeals Court would be made next year.

Because any decision of the court will establish case law that could impact have a widespread impact on the use of user fees by the government in many areas, the SIU attorneys believe the Appeals Court will carefully consider all aspects of the union's challenge.

Asked by the Seafarers present at the hearing to estimate a time in which the Appeal Court would act, SIU attorneys calculated somewhere between six months and a year. In the meantime, the Coast Guard will continue to charge between \$35 and \$300 for z-cards and licenses, depending on the ratings and levels involved.

485 Upgraders Complete Tanker Safety Class in '95

With the graduation this month of more than 50 upgraders from the Paul Hall Center's tanker operation/safety course, the total number of Seafarers who have completed the class this year in Piney Point, Md. will increase to 485.

Designed especially for all Seafarers who sail aboard tankers, the four-week course blends practical training with classroom instruction. (Steward department members who sign up for the class are required to take only the first two weeks of the course.) It is open to all SIU members.

Recently, the Paul Hall Center's Lundberg School announced that the course will be available to Seafarers throughout 1996. As has been the case this year, each class in '96 will be held in consecutive four-week blocks.

The 1996 schedule for the first seven courses is as follows:

For registration information and a schedule of upcoming courses, see page 23 of this issue of the *Seafarers LOG*. Next month's issue will include course dates for the entire year.

Earlier this year, the Seafarers Appeals Board (SAB) promulgated a change in the Shipping Rules as a result of agreements reached during negotiations in

1993 between the SIU and its contracted tanker companies. Effective January 1, 1996, SAB Action #376 gives priority (within each level of seniority) for jobs aboard tank vessels to Seafarers who have successfully completed the tanker operation/safety course, for as long as the course is being offered.

For example, if two A-book members each throw in for an AB job aboard a tanker, but only one has completed the tanker operation/safety course, then he or she would get the job.

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

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

Seafarers who take the course receive detailed instructions on how to prevent accidents, as well as what to do in case a mishap occurs.

Runaway's Scant Food, Bad H₂O Provokes Speedy ITF Operation

The 26-man Ukrainian crew of the runaway-flag ship *Inzhener Parkhonyuk* was expected to make an 18-day trans-Atlantic voyage on three dozen eggs, a few vegetables, a bag each of sugar and flour and contaminated drinking water. While in port, the crew was expected to subsist on fish caught by the steward in the Baltimore harbor.

This plan was brought to a halt by the quick intervention of the International Transport Workers Federation (ITF), the London-based organization comprised of more than 400 transport unions around the world, including the Seafarers International Union (SIU).

ITF Inspector Edd Morris, an SIU representative who assists the worldwide trade union group in its campaign to ensure that substandard ships are caught, visited the Liberian-flag bulk carrier on November 6 after a crewmember contacted the SIU hall in Baltimore complaining of the deplorable conditions aboard the 18-year-old vessel.

During an inspection of the vessel, Morris witnessed the ship's depleted stores and polluted water supply. The ITF inspector advised the U.S. Coast Guard of the situation and contacted the ship's agents in Baltimore. Additionally, he advised the Liberian ship registry's office, based in Reston, Va., of the dire problems aboard the *Inzhener Parkhonyuk*.

Pay Disappears

Morris also met with the crew to investigate grievances that no pay had been received for three months. Following up on the crew's wage complaints, Morris met with the captain of the *Inzhener Parkhonyuk*, who claimed that despite his requests none of the parties responsible for the ship had forwarded funds for salaries.

In this interview, Morris learned of the vessel's switch of ownership and registry, a tactic often employed by runaway-flag vessel owners to avoid costs and dodge legal actions.

(Runaway-flag vessels are

those registered in nations that operate ship registries with very lax conditions and requirements. Essentially, in exchange for paying a fee to register a vessel in that country, a shipowner is allowed to pay no taxes, meet only minimal safety requirements and hire crews from anywhere in the world. Runaway registries allow shipowners to avoid the more stringent regulations of traditional maritime nations.)

According to the *Inzhener Parkhonyuk* captain, over the summer, the vessel operated under the Ukrainian flag, sailing for the Black Sea Shipping Company of Odessa. In September, the captain received notice that the *Inzhener Parkhonyuk* had been sold to a company called Pacific Seafarers and the vessel would be transferred to Liberian registry. Additionally, crewing arrangements under the new operation were handled by Tor Shipping Limited of Limassol, Cyprus.

Adding to the confusion of who was providing what for the crew, the captain noted that the ship had been chartered by the East Asia Company of Copenhagen, Denmark and was time chartered from East Asia by Blue Deck Marine of Canada.

The captain advised Morris that he had contacted all the companies involved but had not received direction from any of them regarding the pay of the crew.

Morris also learned that the captain believed crewmembers

would be facing a reduction in pay because of the flag switch from Ukrainian to Liberian ship registry. Under the Ukrainian pay scale, the master was paid \$1,335 per month, the AB received between \$380 and \$445 per month, and the chief cook's salary was \$410 per month. (All salaries include overtime.)

To assist the crewmembers in tracking their three months of back wages, Morris contacted the ship's Baltimore agent, the various companies connected to the vessel and the Liberian ship registry office.



With paltry stores aboard, SIU's ITF inspector Edd Morris found crewmembers on the *Inzhener Parkhonyuk* subsisting on fish caught in the Baltimore harbor.



Switching registries is a device often used by runaway-flag shipowners to evade expenses. As the newly painted port of registry indicates, the ship swapped from the Ukrainian flag to that of Liberia. In the three months since the vessel has been operating under Liberia's ship registry, crewmembers have not received any pay.

The day after Morris inspected the *Inzhener Parkhonyuk*, the U.S. Coast Guard placed a hold on the ship's departure.

Authorities Arrest Ship

The agency found that not only was the ship's drinking water contaminated, but also the vessel lacked a financial responsibility certificate which is required of all ships entering U.S. waters. The certificate of financial responsibility (CFR) verifies the ship has insurance coverage in the event of an accident.

The agency also determined that insufficient stores were aboard for the ship to make its 18-day Baltimore-to-Alexandria, Egypt voyage.

The Coast Guard quickly held the vessel, preventing it from departing, until the *Inzhener Parkhonyuk* showed proof of insurance coverage, clean water and enough food for an 18-day trip.

On November 12, the Coast Guard released the vessel after verifying the ship's water purifier had been repaired so that clean drinking water was produced, adequate stores were aboard for an 18-day trip and a CFR had been obtained.

While the ship's Baltimore

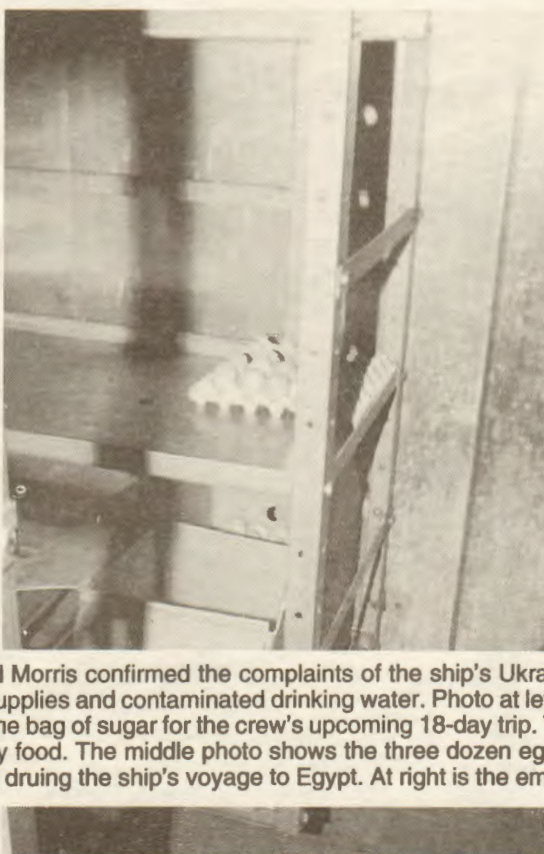
agent came up with a CFR, additional stores and funds to repair the water purifier, no monies appeared with which to pay the crewmembers. Morris contacted the ITF's London office which has pledged to use its global network of ship inspectors to continue to visit the ship whenever it comes into port. The ITF also is pursuing the back pay claim with the ship's owners.

Classic Case

Morris noted that the *Inzhener Parkhonyuk* case is a classic example of the kinds of abuse crewmembers on runaway-flag ships face. "Shipowners use runaway registries to layer responsibility between lots of different companies," said Morris in an interview with the *Seafarers LOG*. "That way they try to get away with cheating on wages, skimping on food and any other thing they can do to cut costs."

The ITF's campaign against runaway shipping is dedicated to catching these kind of abuses, added Morris.

The SIU participates actively in the ITF's campaign to improve working conditions and pay for seamen working on runaway-flag ships.



ITF Inspector Edd Morris confirmed the complaints of the ship's Ukrainian crew about insufficient food supplies and contaminated drinking water. Photo at left shows only one bag of flour and one bag of sugar for the crew's upcoming 18-day trip. The boxes above do not contain any food. The middle photo shows the three dozen eggs which were to keep the crew fed during the ship's voyage to Egypt. At right is the empty meat locker.

High Demand for Cargo Extends '95 Lakes Season

Even though the traditional end to the 1995 navigational season on the Great Lakes is December 20, many Seafarers who sail aboard SIU-contracted vessels on lakes Michigan, Huron, Ontario, Superior and Erie will continue sailing into the new year, possibly surpassing 1994's record-breaking cargo moving figures.

"There has been a gang-buster demand on the Lakes this season," said Glen Nekvasil of the Lake Carriers' Association, an organization of U.S.-flag shipping companies on the Great Lakes.

"Every serviceable vessel has been running strong all year long to meet the tremendously high demand for iron ore, coal, stone and other commodities in the Great Lakes region," he stated.

Should such a good shipping season continue into 1996, Nekvasil noted the 1995 navigational season will surpass last year's record total of 115 million tons of cargo transported.

Work into January

In order to meet the booming demand for commodities on the Lakes, several SIU-contracted companies have an-

nounced they will continue operations past the traditional layup date.

Operating on an "extended season," American Steamship Company (ASC) plans to keep several of their lakers in service until midnight on January 15, the date that the Soo Locks in Ste. St. Marie, Mich. close. (The closure of the Soo Locks brings an actual end to most shipping on the Great Lakes since the locks are the only entrance into Lake Superior from the lower four Lakes.)

According to Donald Pfohl, director of marine personnel for ASC, the SIU-crewed bulkers *American Republic*, *John J. Boland* and *Walter J. McCarthy* will run until the end of December. However, the *American Mariner*, *Buffalo*, *Indiana Harbor*, *Sam Laud*, *St. Clair*, *H. Lee White* and *Charles E. Wilson* will continue transporting iron ore, coal and stone until the Soo Locks close.

Meanwhile, SIU members sailing aboard the *S.T. Crapo*, *E.M. Ford* and *Paul H. Townsend* recently signed off for the winter after preparing the cement carriers for winter layup. Other Inland Lakes Management vessels, the *J.A.W. Iglehart*



Because of great demand for cargo and a mild autumn, the 1995 sailing season for Great Lakes vessels, like the SIU-crewed *Sam Laud*, has been extended into January.

and *Alpena*, will continue operating on the Lakes until the end of the month.

Because they never have to pass through the Soo Locks, several SIU-crewed Hannah Marine tugboats will continue transporting petroleum products along lakes Michigan, Huron and Erie. Five of the 12 Hannah tugs will continue to fill the demand for petroleum during the winter months. They are the *Susan W. Hannah*, *Mary Page Hannah*, *Mark Hannah*, *Donald C. Hannah* and the *Hannah D. Hannah*.

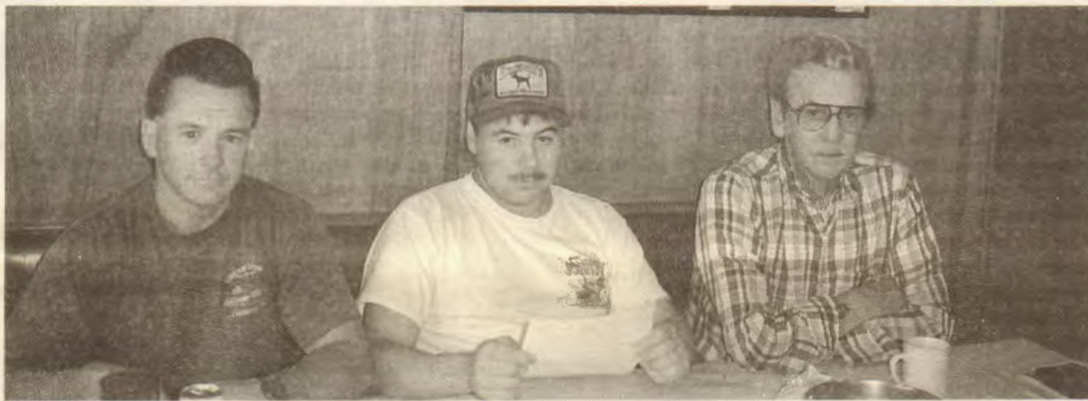
Other SIU-crewed Hannah tugs will run until the end of 1995 when they will go into their respective winter ports until the spring. They are the *James A. Hannah*, *Mary E. Hannah*, *Margaret M. Hannah*, *Kristin Lee*, *Peggy D. Hannah* and *Daryl C. Hannah*.

Erie Sand Steamship Co.'s *Richard Reiss* will enter the port of Erie, Pa. for the winter on December 18 while the small dredges *John R. Emery*, *Day Peckinpaugh* and *J.S. St. John* will be laid up at the beginning of this month.

Ralph W. Biggs Jr., vice president and general manager of Litton Great Lakes, noted that his company will keep the SIU-crewed *Presque Isle* in service "as late into the present shipping season as practical." The vessel will moor in the port of Sturgeon Bay, Wis.

The vast majority of SIU-crewed lakers have sailed without interruption throughout this season, which began in early March. Ships have been removed from service only for repairs or for hull inspection in drydock (required by federal regulations for U.S.-flag lakers once every five years).

SIU Boatmen's Skilled Care Results In 'Good as New' 57-Year-Old Tug



Seafarers who keep the 57-year-old *Contender* operating like a champion include, from left, Tankerman Billy Badgley, Deckhand Dougie Ambrose and Captain Allen Thomas Sr.

Navigating and maintaining the tug *Contender* is an acquired skill for Seafarers who sail aboard the 57-year-old boat. However, most SIU members working aboard the Piney Point Transportation Co. tug have been with the company for at least two decades and are accomplished in the intricate details of operating the diesel electric powered tugboat.

One such member is Captain **Allen Thomas Sr.**, who joined the SIU in 1969 in the port of Norfolk, Va. While he began his inland career aboard Allied Towing tugboats, many of his 26 years with the union have been spent sailing the waterways aboard Piney Point Transportation tugs.

"The *Contender* is very seaworthy for a boat her age," Boatman Thomas told a reporter for the *Seafarers LOG*. "I have personally sailed aboard the tug for more than 20 years. It takes experienced engineers and crewmembers to help keep her in excellent shape. We all know the *Contender* both inside and out," noted the captain.

Thomas added it is sometimes hard to get parts for the *Contender's* engines because it is rare to find such a tugboat still in operation. According to the captain, when it was built by the U.S. Army in 1938, the *Contender* was the most modern of tugs. Now many of her parts are practically obsolete.

"That is why it is important to have engineers who know how to keep the engines in top form," he said.

A typical day aboard the *Contender* takes crewmembers and their petroleum and asphalt-filled barges to ports located along the Chesapeake Bay and the banks of the Potomac River. Norfolk, Philadelphia, Baltimore, Quantico, Va. and Piney Point, Md. are common ports of call for the tugboat.

"I think that staying in the bay and river helps keep the *Contender* in good shape," said Thomas. "We used to run coastwise, but now we stick to the Chesapeake and Potomac. There is more than enough work to keep us busy," he recalled.

The *Contender* and sister tugs, the *Triumph* and *M. Jeanne Dudley*, push the company's seven barges to ports along the two bodies of water all year round. Thomas noted that in January and February

ice is mild and succumbs easily to the tugboat's 1,000 horsepower engines. "We just keep going, only much more carefully," he said.

Piney Point Transportation Company was owned by Stuart Transportation/Petroleum located in Piney Point, Md. until 1991. The three tugboats and seven barges were bought and are now owned by the Dudley family. The family maintained the Piney Point site until late 1992 when they decided to move the office to their Norfolk corporate headquarters. The tugboats still transport petroleum products for Stuart Petroleum of Piney Point.

Gulf Seafarers Tee Off in Texas



In September, Seafarers who work aboard G&H tugboats participated in the annual G&H golf tournament held in Galveston, Texas. The event allows Seafarers a time to relax and meet their fellow G&H boatmen. From the left are Quartermaster Craig Newkirk, who sails aboard the *Judge*; Quartermaster Bobby Sullivan, who sails aboard the *Mars*; Captain C.R. Branch, who sails aboard the *Judge*; and Quartermaster Larry Roth who sails aboard the *Gretchen*.

Virginia Pilots Ratify Three-Year Agreement



Meeting to discuss the new contract for the Virginia Pilots Association are (from left, kneeling) Deckhand Patrick Standing, Operator Randy Carlson, (standing) Operator A.J. Hudgins, Operator Dean Everton, SIU Port Agent Mike Paladino, Deckhand Alesia Lozito, Deckhand Jerry Jagger and Operator Lyman Lawrence.

Virginia Pilots Association operators and deckhands are sailing under a new three-year contract following their vote to ratify the pact last month.

The agreement, retroactive to October 1 and negotiated by Operators **Dean Everton** (who served as the fleet delegate) and **A.J. Hudgins**, Deckhand **Jerry Jagger** and Norfolk Port Agent **Mike Paladino**, calls for increased wages and improved benefits.

Seafarers working for the Lynnhaven, Va.-based company now have, through the new contract, dependent medical coverage for the first time. The pact also allows members to work toward an uncapped pension and changes the way in which sick leave is accumulated.

The operators and deckhands shuttle pilots to and from vessels in the Norfolk, Va. harbor and Chesapeake Bay area.

Seven Seafarers Step Up to Top of Deck Department

With more than 140 years of sailing time among them, seven newly recertified bosuns advised those attending the November membership meeting in Piney Point, Md. to advance as far as the union can take them by returning to upgrade their skills at the Paul Hall Center for Maritime Training and Education.

Calling himself "a true product of this school," **Teddy Bush**, a 1978 Lundeberg School graduate, urged others to "keep coming back. It is all we can do to keep up with an ever changing industry. Take my lead and go as far as you can with this union. We have to be prepared, educationally, to deal with the changes."

Bush, who has returned to Piney Point numerous times since his graduation from trainee class 298, called the Lundeberg School a "top priority" for Seafarers.

"Coming back to this school and upgrading constantly is vital to our industry. It is up to us to keep informed and well trained, and the only way to do that is to return to this fine facility," Bush added.

Gregory White, who also joined the union in 1978 in Piney Point, noted he has taken every course offered at the school for members of the deck department.

"This union has taken me from A through Z as far as education goes. I recommend all Seafarers take advantage of the excellent learning opportunities available to us here in Piney Point," the 43-year-old Maryland native stated.

"The first time I came through the school's gates, I was a college student looking for a part-time job," recalled White. "Since that first time, I have made it my number one priority to come through those same gates as many times as possible," the bosun told those attending the Piney Point membership meeting.

Well-Rounded Education

In graduating from the highest curriculum available to Seafarers sailing in the deck department, Bush, White and five fellow bosuns completed advanced classes in firefighting, safety and emergency first aid as well as deck skill courses in wire-splicing, knot-tying and navigation.

"I found the course to be a good refresher on many things I had not had formal training on in many years. It will really help me out," said **Mike Carrano**, who sails from the port of Jacksonville, Fla.

Addressing upgraders in the audience, Carrano, who joined the union in 1978, said, "To you all out there, I say support this union in any way you can. It is all up to us to support the SIU the



Following graduation ceremonies, members of the bosun recertification course pose for a photo with SIU officials. They are (from left, kneeling) John Michols, SIU Assistant Vice President Contracts Tony Sacco, (second row) Teddy Bush, SIU Vice President Contracts Augie Tellez, G. Israel Bonefont, SIU President Michael Sacco, Amado Abanieal, SIU Executive Vice President Joseph Sacco, Thomas Trehern, (back row) Gregory White and Mike Carrano.

same way the union supports us by allowing us to return as much as possible to upgrade here in Piney Point."

The five-week bosun recertification course also focused on training for military sealift operations such as helicopter landing and tanker underway replenishment exercises, damage control procedures, forklift handling and Hagglaud crane operation.

In addition, the bosuns received advanced shiphandling classes using the Paul Hall Center's simulator, which reproduces sailing conditions in ports around the world.

Following an extensive series of drills, exercises and classroom work in each area of study, the bosuns were tested on their proficiency and had to pass either a written exam or a demonstration drill, or both.

"The instructors were very informative and presented the material they taught well," said **John Mickols**, 40, who graduated from the Piney Point trainee program in 1977 as a member of class 238.

"I'm not done yet. I still plan to come back. This is the most up-to-date training equipment that I have ever seen," continued Michols, who resides in and sails from Jacksonville.

Adding his praise for the school's instructors was **G. Israel Bonefont**. "There was excellent communication between the instructors and our class. I learned much more about the union than I ever knew before," stated Bonefont, who sails from the port of New York.

Thomas Trehern, 61, noted

the many changes made to Piney Point since his first visit to the facility.

"I was here before there was anything here. I am very impressed with the facility and the progress that has been made over the years. I will encourage all my crewmembers to come to the Paul Hall Center now that I have seen and experienced it for myself. It really is worth it for all SIU members to come and upgrade," said Trehern, who joined the union in 1951.

The bosuns spent one day in Washington, D.C. to see the legislative process in action.

Amado Abanieal, 53, said he appreciated being updated on the political activities of the SIU and the AFL-CIO maritime Trades Department (MTD).

"I really learned a lot. I learned the importance of SPAD contributions. With SPAD, we have a voice in Washington, D.C. and our brotherhood is strong—we speak with one voice," said the bosun who joined the Seafarers in 1980.

In addition, the Seafarers had the opportunity to attend the 1995 biennial convention of the MTD held in New York on October 19

and 20. At this meeting they were able to listen to administration and military officials as well as members of Congress call for a maritime revitalization program.

Political Awareness

All the bosuns agreed that attending the MTD convention was a bonus to their Lundeberg School education.

"I was really impressed by the speakers at the MTD convention. It helped me a lot to listen to all the support that the merchant marine has," Carrano stated.

When the group visited SIU headquarters, they were briefed by representatives of each department within the SIU.

The bosuns discussed union organizing and contract enforcement with officials from the SIU's collective bargaining department. They were updated on the benefits of the welfare, vacation, training and pension funds. Additionally, they were instructed by communications department representatives on how to contribute photographs and information for use in the *Seafarers LOG*.

"We have a lot of seetime and a lot of SIU history among us," noted Bosun Bush. "We are all great friends, and I think I speak for each of us when I say that we became very close while here in Piney Point. We were great as a group. We all came in together, put our all into it and learned together. We will leave at the gates of the Paul Hall Center, but we will carry what we learned back out to sea," concluded Bush.

Upgrading Is a Family Affair for Bonefont

When **G. Israel Bonefont** walked across the stage at the November membership meeting in Piney Point to accept his graduation certificate from the bosun recertification course, he became the first of five generations of Bonefont's sailing with the SIU to achieve the highest curriculum available to Seafarers in the deck department. A 1964 graduate of the Andrew Furuseth Training School in New York, Bonefont has upgraded his skills at every available opportunity in his 31-year SIU career.

However, Israel was not the only family member to be attending classes at Piney Point last month.

Sitting in the audience as Israel gave his graduation remarks were his son **Jason**, who is upgrading to FOWT, and his nephew, **Edwin**, a member of the chief cook upgrading course. A fourth member of the family in the audience and the first woman in the Bonefont clan to become a Seafarer, was Israel's niece, **Johanny Gonzales**, a member of trainee class 543.

"I am proud of my dad and his ambition to continue upgrading," said Jason, 25. "With all of this education available to us we should take advantage of it. I am learning a lot and I plan to keep coming back until I have gone as far as I can go. I'm going for it all," said the fifth generation Seafarer.

"I am very proud of Jason and he has told me he is proud of me which makes it all worth



Gathered for a family portrait in front of the Harry Lundeberg bust at the Lundeberg School in Piney Point, Md. are (from left) Jason Bonefont, G. Israel Bonefont, Johanny Gonzales and Edwin Bonefont.

while," said Israel. "I want him to continue with his SIU education and go as far as I have as he possibly can—just as I have. I can't get any higher than this. My words to him are to keep on going and advancing as far with the SIU as possible," the elder Bonefont stated.

While the father and son have not sailed together, Israel hopes that someday they will have the opportunity to do so.

Bonefont men, and now

women, have passed through union halls and have sailed the world's oceans aboard SIU-contracted ships since the union began in 1938.

"We are a family of Seafarers," said Israel. "If you have been on any kind of SIU ship during the last 50 or more years, chances are you have either sailed with one of us or heard the family name. The SIU is in our blood," the newly recertified bosun stated.



Bosuns Amado Abanieal (right) and Gregory White (middle) practice knot-tying skills with Lundeberg School instructor Bill Hellwege.

Goals Come True for '92 Scholarship Winner

"Being an SIU member for the rest of my life and using all the opportunities to better myself through continuing my education" is what **Bill Collins Jr.**, now 42, wrote in his application for a Seafarers Welfare Plan scholarship back in 1992. And so far, he has been true to his goals.

Following high school graduation in Evansville, Ind., Collins joined the U.S. Navy in 1971 "to see the world" and was shipped off to Vietnam. Upon his return to the U.S. with an honorable discharge in 1973, he tried his luck in the music industry in Southern California and also in the food service industry, which he truly enjoyed.

Started on Riverboat

He joined the SIU in 1988, starting as a dishwasher aboard the *Mississippi Queen*. Collins continually upgraded at the Lundeberg School, and it was a steady rise up the culinary ladder—first to cook, then to porter, and eventually to chief steward on both deep sea and inland vessels.

In 1992, Collins applied for—and received—one of the seven annual scholarships given by the Seafarers Welfare Plan. His aim was to attend the prestigious Culinary Institute of America

(CIA) in Hyde Park, N.Y. and become an executive chef.

He began the Associate in Occupational Studies program at the culinary school in 1993. Upon graduation in September of the following year, Collins returned to the Lundeberg School to work as an instructor of baking, pastry and breakfast cookery. Following his stint at the Piney Point, Md. facility, he returned to New York and continued his studies at the CIA in December 1994 to start the Bachelor of Professional Studies program—a new 17-month curriculum focusing on food service management. He expects to graduate with a bachelor's degree in April 1996.

In addition to his studies, Collins is quite active in other campus activities, including being president of the CIA's cultural society.

"I must admit, none of this success would have been possible without the confidence, support and guidance that the SIU has given me," Collins wrote the Seafarers Welfare Plan recently. "The SIU has been very good to me, and my career has moved in a positive direction . . . and I will never forget the support the SIU has given me."



While working as an instructor of baking, pastry and breakfast cookery at the Lundeberg School in 1994, Bill Collins (right) met Maryland State Senator Roy Dyson, whose jurisdiction included Piney Point. Collins has since returned to his undergraduate studies at the Culinary Institute of America in Hyde Park, N.Y.

'Tis the Season to Apply for a Scholarship

As 1995 comes to a close, and a new year is about to begin, many people begin to take a closer look at themselves, at their lives, at their dreams, at their hopes for the future.

One regret some people may have is that they were not able in the past, for any number of reasons, to continue with their education. Well, in this season of hope, there is no excuse not to reach for the stars. What better way to celebrate the holiday season than by giving yourself the gift of knowledge by applying for one of seven scholarships to be awarded in 1996 by the Seafarers Welfare Plan.

The deadline for receiving the complete application package is **April 15, 1996**, so make your

New Year's resolution now, and get the process in motion.

As in past years, three of the 1996 scholarships are reserved for Seafarers. One of these awards is for \$15,000 for use at a four-year institution of higher learning. The other two stipends for Seafarers are in the amount of \$6,000 each and may be used for study at a community college or vocational school. The four remaining scholarships are earmarked for children and spouses of Seafarers. Each of these scholarships is for \$15,000 to be used at a four-year college or university.

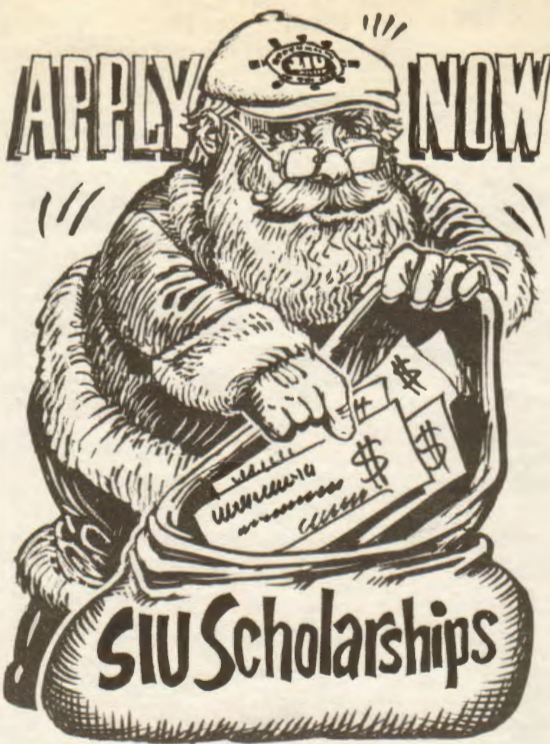
Eligibility requirements for Seafarers and their spouses and unmarried dependent children are spelled out in a booklet which contains an application form. It is available at any SIU hall or by filling out the coupon below and returning it to the Seafarers Welfare Plan.

But the application form is just one part of the entire application package. Other items that need to be included with the form are:

- * Autobiographical statement,
- * Photograph,
- * Certified copy of birth certificate,
- * High school transcript and certification of graduation or official copy of high school equivalency scores,
- * College transcript,
- * Letters of reference and
- * SAT or ACT results.

It will take a little time to gather all this information. While between ships or on holiday vacation, take the time to complete the application printed below to begin the process. Some schools are notoriously slow in handling transcript requests, so be sure to ask for the transcripts as soon as possible. Also, now is a good time to start thinking about who should be asked to write letters of recommendation.

Give yourself the gift of knowledge. 1996 could be the year dreams do come true.



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

Name _____

Book Number _____

Address _____

City, State, Zip Code _____

Telephone Number _____

This application is for: Self Dependent

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

12/95

LOG-A-RHYTHM

A Tugboatman's Christmas

by Harry T. Scholer

*Christmas on a tugboat
Can be kind of pretty,
Especially when anchored
Near the lights of the city.*

*The shoreline is twinkling,
The houses aglow,
Most everyone's celebrating
His birthday, I know.*

*The nights cold and clear,
The stars shining bright,
Makes you think how it was
On that Bethlehem night.*

*You step out on deck,
The wind makes you shiver,
The moonlight reflecting
The ice on the river.*

*A tugboat's a workboat
Throughout the whole year,
And though working we try
To find holiday cheer.*

*Some boats carry big wreaths,
Others bright colored lights,
As they steam 'cross the harbor
A most cheerful sight.*

*The sun's coming up,
Sail our barge on the tide,
The wind will be blowing,
We're set for the ride.*

*I think of my family
So far away,
I send them my love
On this good Christmas Day.*

(Harry T. Scholer of Orlando, Fla. sails as an AB/tankerman on Maritrans inland tugs. He joined the SIU in 1980. Brother Scholer dedicated this poem to his wife, Lila; his son, Christian; and his daughter, Alice; as well as to the crew of the tug *Honour/Ocean States*.)



Season's Greetings

The holiday greetings appearing on this page and the following three pages were written by Seafarers, pensioners, friends and family members. They are listed in alphabetical order by the name of the individual sending the message. The Seafarers LOG joins with those appearing below in extending season's greetings to all Seafarers and their families.



To Lito G. Acosta

Thank you for making my life so wonderful for the past 13 years. Happy holidays and happy anniversary. As we promised, we will grow old together. Love you always,
Minda (Luzviminda V. Acosta)

To Tar and Mohamed Ahmed

Happy holidays and a Happy New Year. God bless you all and good luck. I love you, my brother. Your brother,
Nasser (Ahmed)

To all my SIU brothers and sisters in Diego Garcia, Guam, Saipan, Hawaii and, of course, the Great Lakes

Fair winds and following seas this holiday season. Mele Kalikimaka and Hau'oli Makahiki Hou.
Mark E. Aiken

To Sea-Land Shoregang and their families

Merry Christmas, Happy New Year.
Mr. and Mrs. Eddie Almodovar

To Lydia and Gennifer Almodovar

Merry Christmas. I love you always. Love and kisses,
Daddy (Eddie Almodovar)

To Jose Guzman

Happy holidays to you and your family. You are special to me. See you soon.
Greg Alvarez

To all LNG Seafarers

My family—Sal, Lina, Antonio, Sal and Elisabetta—wish all our brothers and sisters on the LNGs the best of the holiday season and a prosperous New Year.
Sal Aquia

To Lisa and Vito

Happy holidays to you. I wish you happiness always.
Sal Aquia

To Nick Celona, Aniello and family

May you and your family have the best of the holiday season.
Sal Aquia



To Tony McQuay and Sal

May you have a Merry Christmas and Happy New Year.
Tom Benton and family

To all Seafarers and their families

May your homes be filled with happiness and good cheer during the holidays and all through the coming year. Merry Christmas!
Mr. and Mrs. Andelair Betties Sr.



Happy holidays from the Betties.

To Frank Adams

May God be with you and may you have a great year. Merry Xmas and Happy New Year.
Rex Bolin

To all members of the Bonafont family

Christmas greetings.
G. Israel Bonafont

To all Great Lakes members, port agents and LOG staff

Remembering the good old days of 1962 through 1982 when shipping out of Chicago hall was plentiful! Wishing you a joyous holiday with all your loved ones. Merry Christmas! Smooth sailin' in '96!
Gerry Borozan

To Anna

Happy holidays, happy 13th. To a good wife and my best friend. Thank you for the best years we've had and the ones ahead. Love ya,
Bones (Tim Brenno)

To Chuck and Josie Menard

Happy holidays to my wonderful parents in Ogdensburg, New York, who have had many heartaches in life but are always there whenever I need them. I love you,
Anna (Brenno)

To Tim Brenno

Happy holidays to my precious husband who has given me so much throughout our long separations and lonely nights. I love you. Your wife,
Anna (Brenno)

To Mrs. Roderick Bright and family

We wish you all the best, not only today, but all year long. Thank God for giving us the greatest gift of all: life and being together as a family. Peace unto you, and Happy New Year. Glad to be home with you, and I appreciate you all for being there for me. Love always,
Rod (Bright)

To Lanette and Jeremy Hohl

May all the joy and love of Christmas be yours. I wish you a Merry Christmas. Love,
Danny (Brown)

To the crew and families of the SS Robert E. Lee

Merry Christmas.
Steward Danny Brown

To Kenny Boffa

What's happening in Hawaii, brother? Don't forget where you came from. There are people here who need to hear from you. Happy holidays.
Lawrence R. Brown

To LUZ-E-Sons

May your holidays be filled with joy and laughter. May you always know I'm thinking of you. Remember, I love you all.
Lawrence R. Brown

To Caryee Bryant

Baby, thank you for a wonderful 35 years. And I wish you a very Happy Thanksgiving, a very Merry Christmas, and of course, sweetheart, I will be with you to bring in the New Year. I love you very much. Your husband,
George (Bryant Jr.)



To all our Seafarers

We wish you all Mele Kalikimaka Hau'oli Makahiki Hou and God's blessings.

Feliciano, Shawn, Linda and Betty S. Canon

To all brothers and sisters at sea and in port

Happy holidays to all and have a great '96!
Dorothy Carter

To Sergio Castellanos

Merry Xmas, honey! And happy birthday! Can't wait to see you. School's almost over. There is something special under the tree. Don't peek! Love you,
Jioia de Leon Castellanos

To Ed Cateil

We wish you a good holiday season, even though you're not home to celebrate with us. We all love you. Merry Christmas and a Happy New Year.
Your family (the Cateils)

To Debbie, Eric, Cory and Chelsea

I wish I was there or I wish you were here. Merry Christmas and a very Happy New Year.
Jack Chapin

To Capt. Murphy, Joe Jenkins and Mosshie Levey

Greetings to the crew of the USNS Kane. Hope you all have a good holiday.
Willard Chuggins

To all Seafarers

I wish you all the best year ever in health, wealth and happiness.
Willie Cichocke

To all employees of HLSS

Happy holidays from both of us to all of you. We miss you, and you will be in our hearts during the holiday season. Merry Christmas, Motor Pool!
Bob and Ruth Clinton

To Vanessa, Rodd and Nita

Love you all. Have a Merry Xmas. Wish I was there.
Roderick J. Coleman

To Bradford L. Mack and Richmond C. Collins

The Collins family would like to extend warm holiday wishes to the SIU family and friends. May God bless you and keep you. Love you always, Bradford Mack. In loving memory of our Dad, Richmond Charles Collins. Love,
Shannon and Shareta Collins

To Ellen L. Miller

Thanks very much for all the help you've given me throughout my life. I love you very much.
Philena Cosby

To Eranee Luster

I'm sorry I can't be there for Christmas, but I'll make it up to you when I get home with a very special surprise. I love you,
Philena Cosby

To Adam

To the most wonderful son on earth, I love you. God bless you now and always.
Paul (Coursey)



Greetings from Paul and Adam Coursey.

To Kim

Thank you for the many years of wonderful friendship. You're the best friend I've ever had. God bless you during these wonderful holidays.
Paul (Coursey)



To Charlie Darley

I hope you'll be home this Christmas, but whether you're home or at sea, I love you more with each year that passes. Forever yours,
Dee Darley

To my love, Tracy Crum

Hope our Christmas is as wonderful as our life together will be, because I love you oh so very much!!!! With much love,
Dana Darval

To Gomer

Hey babe. Merry Christmas!
Elsie David

To Jacquelyn MacLaurin

Happy holidays. Hope all is well for you. Will always remember you from school.
Bosun Billy Dean

To Anne Carlson

Happy belated Halloween. Please write with new address.
Sandra Deeter-McBride

To Mabel, Dee Dee and Jason

Hoping your Christmas will be a white one. Won't be long 'til we're celebrating in Honolulu!
Jioia de Leon

To Georgia and Brent

Merry Christmas. I hope this year brings you much deserved happiness! Love,
Jioia de Leon

To my family, friends and fellow Seafarers

Wishing you the happiest, healthiest and most prosperous of holidays throughout the new year and in the years to come. Merry Christmas!
Karen Denney

To Michael Eaton

Merry Christmas, bug! I wish we could be together, but know you're always in my thoughts and, most of all, in my heart. Love you,
Karen (Denney)

To all my shipmates

Happy holidays to all. May all your trips be smooth sailing. I'm still in Lake Charles, La.
Jimmie Dies

To all the ships that call on the port of Honolulu

Mele Kalikimaka from your friends in the port of Honolulu.
Neil Dietz

To John Holt Schlag

Merry Christmas from your son-in-law!
Neil Dietz

To Laurie Lee Cates

This winter the heat is working great! Stop by for a visit. Happiest of holidays!
Neil and Sally Dietz

To Kevin M. Dougherty

Merry Xmas, Kevin. We all wish you were in Minnesota to celebrate the holidays with us.
Mom, Dad, Pam and Brian (Dougherty)

To Matt Dunn
Merry Christmas, Matt! We would all love to hear from you soon. Call home.
Mom, Dad, Erica, Adam and Chris (Dunn)



To Dwayne Riles
Happy holidays, old bean. You'll be happy to know we're making progress with the U.S. Olympics regarding ocean photo. Hang in there. Best to Kelvin. I'll write.
Scott Edington

To Casey Byron Edwards
Merry Xmas, son. Hope you have a beautiful time. Sorry I can't be there with you. My love and prayers are with you always. Smooth sailing to you. I'll be standing on lookout for you, sailor.
Henry Edwards

To Ms. Ruby Warren and Mia Diamond
Hope you have an excellent Xmas. Sorry I couldn't be there this year. I love you all very much. Happy New Year.
Henry Edwards



To Patrick D'Alessandro
May the joy of the season be with you now and always. As in my heart, I will always be with you. Merry Christmas! Love,
Wendy (Fearing)

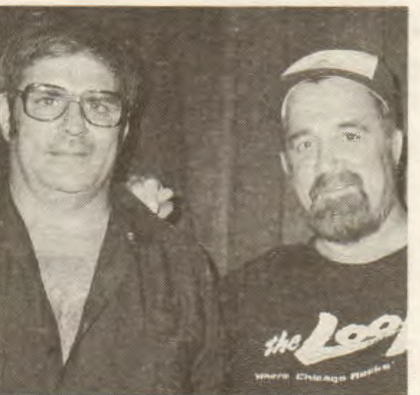
To Simeon "Sammy" Ureta
Good health and happiness, especially during the holidays. We miss you. Love,
Flaspoller family

To all of my seafaring brothers and sisters
I want to wish all of my seafaring brothers and sisters and all of our union officials a Merry Xmas and a Happy New Year. I really am enjoying my retirement. Thank you, SIU, very much.
John Forbes

To William Burke and family
Have a good holiday always, and please contact me at home. Everyone is fine. Phone (313) 282-2641, or write 170 Bondie St., Wyandotte, MI 48192. God bless,
Richard "Uncle Ben" Forgays

To Jeff A. Lalande
To my nephew, Jeff, and shipmates. Just a few lines to send the very best, and hope you all get home for the holidays. God bless,
Richard "Uncle Ben" Forgays

To Vic and Kate Weber, fellow seamen and friends on the John J. Boland
Hope you all have a good Xmas and New Year. God bless you all. Love,
"Uncle Ben" (Richard Forgays)



All the best from William Burke and Richard Forgays.



To Brian Fountain
Daddy is home, how can that be? We thought he would stay out at sea. We must have been good, Look at our present. Daddy is what Santa sent us!! Merry Christmas to all! Love,
Rachel, Justin, Cody and Emily Fountain



Merry Christmas and Happy New Year from the Fountain family.

To Rachel, Justin, Cody and Emily
Santa has given me the best gift of all, and that's spending the holidays with the ones I love the most in this world. Merry Christmas, kids. Love always,
Dad (Brian Fountain)

To Jeannette Fountain
Merry Christmas and a healthy New Year to the strongest woman I know. Happy New Year, babe. Love forever,
Your husband (Brian Fountain)

To the ITB Groton
Hope Santa brings good spirits to all, and a happy and safe New Year. See ya!
Brian Fountain

To beloved brothers and sisters of the SIU, SUP, MC&S and MFOW
Peace and greetings this holiday season. Blessings to all brother and sister Seafarers. May you sail with bountiful joy. Much love always,
Richard J. Fuller



To all Crowley Tugboatmen
Just a quick hello to you guys. Good luck in 1996. Visit me in Evansville. Cousin John, call me in Florida.
Thomas Gancel



Season's greetings from Sidney Garner.

To all Seafarers aboard ship and retired
I wish a happy holiday to you and your families. I am retired, but wish I was back aboard ship. But after 40 years, it's time for a rest. Keep up the good work.
Sidney Garner

To all members I sailed with
Wishing all a very Merry Xmas and a healthful, prosperous and happy New Year. The best to all.
Ernie Gibbons

To Billy Gigante
Merry Christmas. Happy New Year. We miss you, love you and want you home for the holidays in the future. Hugs and kisses from your family,
Ivy, Kathleen and Samantha

To all Seafarers and their families
Happy holidays to all. God bless those who help those in need.
Domingo Gordian and family



To my wife, Fabia
I love you, and these days I'm the happiest man alive because of you. Happy holidays.
Blair Greene



To Mom Haller
To mom, Merry Christmas and Happy New Year. You took good care of the SIU's four best Seafarers for 20-plus years! God bless you, mother, for you're the best mom a man could ever wish for.
Paula and Bob (Haller)

To Lee Hardman
To my wonderful husband: wishing you the best Christmas and New Year's ever. And hoping we will be together for the holidays. I love you.
Shari Hardman

To Mrs. Athalia Hickman and family
May God bless each of you in more ways than one. I'm especially happy to be home with you, because I love you all so much. You all are my favorite holiday, 365 days a year. With God in our lives, every day is Xmas. And to my son, Alton Jr., peace unto you, and I'll always wish you smooth sailings. Love always,
Alton Hickman Sr.

To the Hill family
May God bless you all this blessed season. I miss and love you all. See ya in the spring. Enjoy your gifts.
Bill Hill Sr.

To Billy G. Hill Sr.
Keep your faith and hope in the Lord and He will make your holiday be as full as you make them. We love you.
Alice Kay, Michael, Laura and Billy Hill Jr.

To all Seafarers
Best wishes for a great holiday season. You are my favorite people. God bless you.
Hubert "Red" House

To Peter Schuetz
Hi, it's me—your best buddy! Happy New Year!
Ken Huddleston

To Johnnie Williams and all Seafarers
We wish you a Merry Christmas and a Happy New Year.
Rose and Addie Hunt

To Mohamed Jobah
God bless the Islamic sheik of Jerusalem! Merry Christmas!
Jennifer Hussong



To Brian Isenstadt
Dear Brian, missing you and wishing you were here. Just keep sending those checks. Love,
Carole (Isenstadt)

To Brian Isenstadt
Dear Daddy, I hope you have a wonderful time at sea. I miss you. Come home soon. Love,
Marc (Isenstadt)

To Carole and Marc Isenstadt
Hope you have a wonderful holiday. Stay warm. Hope to see you before winter's end. All my love,
Daddy (Brian Isenstadt)



To Mike Jackson
Wanted to wish you a very Merry Xmas, and our thoughts and prayers are with you. You won't be home for Xmas because you're out at sea, but wanted you to know we are thinking about you always. Merry Xmas, love you,
Mom and Pop (Jackson)

To all SIU members, officials and to the finest brotherhood of them all
Back in 1942 we were small. We worked together, sailed together and grew. Holiday greetings to the finest bunch of men I ever knew!
F.H. "Johnny" Johnson



To Hector Guilbes
Season's greetings.
John G. Katsos

To Donald Irvine
Hi, honey. Remember that good fun we had? Merry Christmas!
Holly Kear

To Koon Lau
My dear friend, may this holiday be filled with happiness and good health and wishing this New Year will come with a lot of blessings for you and your family and friends. I will never forget you. You are a wise man, and I look forward to seeing you again some day. Love,
Veronika Kim

To Connie, Jessica, Amy and Heather
Even though we won't be together this Christmas, all my thoughts and love will be with all of you. Have a Merry Christmas. Love you all.
Phil/Dad Kleinebreil

To Capt. Dave Ling and family
Hope that you and your family have a very Merry Christmas and smooth sailing through the New Year.
Phil Kleinebreil

To the crew of the dredge Long Island
A Merry Christmas to all of you, and a very prosperous New Year!
Capt. Phil Kleinebreil

To Mike and Joe Sacco, all SIU vice presidents and port agents and their families
Happy holidays!
William "Flatop" Koflowitch

To Ken Conklin
Merry Christmas and Happy New Year to my good buddy. From your adopted son,
William "Flatop" Koflowitch





To all my old friends
 Holiday greetings and a healthy, safe and happy year to come.
Jean LaCorte

To Brett Lammers
 Whether you are home or away this holiday season, you are always in my heart. Merry Christmas, baby. Love you always,
Lynn Lammers

To all SIU members and officers
 Merry Christmas and Happy New Year. Hi to everybody.
Lee Roy Larent

To Lucien Landreville and all my friends on the H. Lee White
 Hope all of you have a safe and Merry Christmas and the very best of the New Year.
Shirley Latour

To Kasandra "Casey" Lechel
 Happy holidays, honey! It's great to be around home with you over the holidays. It seems like it just gets better. Things are really coming together for us! I love you. Merry Christmas.
Joel "Ole" Lechel

To Judy and Puppy Lewis and the kids
 Merry Christmas and Happy New Year. I miss y'all.
Richard L. Lewis

To officers and crew of cable ships, all friends and former shipmates
 Season's greetings to all of you and yours. I miss you but am happy and well in retirement. Keep up the good work.
Bosun Libby

To the Ling families
 We want to wish you all a Merry Christmas and a happy and safe New Year. Hope to see you over the holidays.
Dave Ling and family

To Phil Kleinebreil and family
 Merry Christmas and a Happy New Year to you and your family. Hope the New Year brings you joy and good health.
Dave Ling and family

To my mom, brother and sister in Oakland, my brother and family in New Zealand, my sister and brother's family in Manila and to all my family and friends in San Francisco, Wilmington and Seattle
 A blessed Christmas and a joyous New Year to all.
Randy Llanes



To Kathy Parent
 Merry Christmas and Happy New Year.
Tommy Mac

To Chris Mattair
 Although you're not with us, we will still be thinking about you. We'll miss you on Christmas. Merry Christmas from us all. Love ya,
Mom, Dad and Shelley (Mattair)

To Chris Mattair
 We love you. Have a wonderful Christmas. This year we get Christmas twice. Just think, you're half-way through, it won't be long now. Miss you.
Theresa, Ashley and Christina (Mattair)

To ex-crewmembers of the Mariposa
 Season's greetings. I would like to hear from anyone. Call me at (619) 363-6041.
Mac McDivitt

To Jim Miller
 Merry Christmas. Give me a call at (619) 363-6041 if you are ever down.
Mac McDivitt

To Clifford "Scratchy" Krefl
 This is wishing all of you on the American Republic a very Merry Xmas and a Happy New Year. Have a safe season.
Danny McInnes "Day Boy"

To Jim Miller, John G. Merlo
 Merry Xmas, Happy New Year!
Edward Merchant

To Rosario, Alicia, Chelita
 Wishing you a Merry Christmas and a Happy New Year.
Carlos Mojica

To all SIU members
 Merry Xmas and Happy New Year to all at the Plans offices and to Janice at the Houston hall.
Lester Moore

To my wife, Maria Morelra, and children
 I'll miss my family on Christmas and New Year's Day, but I take comfort from the knowledge of my joyous return.
Filiberto Moreira

To all Seafarers and their families
 Merry Xmas to all members and office personnel and especially to all tugboat workers in Baltimore.
Charlie Morris

To all Seafarers and all my shipmates
 I wish all of you a Merry Christmas and a healthy, happy and prosperous New Year.
Jimmy Moye



To SIU members and families
 Merry Xmas to you and to me too. On Christmas day I will be 93 years old. My wish is that you all live a thousand years. I love you.
C. "Nick" Nickerson



To Becky Hedge
 Hi, honey, Merry Christmas and Happy New Year!
Patrick Olin

To the captain, officers and crew of the Global Sentinel
 'Tis the season to be jolly: ho!ho!ho! Wishing everyone aboard a very Merry Christmas and a Happy New Year. Hope Santa is good to all of you!
Roxanne Olson

To Walter W. Oswald
 Best of holiday wishes to you. Hope we'll see you and Sandra for Christmas.
Mom and Mike (Oswald)

To George "Trey" Owen
 Christmas is here and we are blue because your baby and I sure miss you. Merry Christmas! We love you,
Deonna and Ivy Owen



To Navieras Puerto Rico officers and crew
 Merry Christmas, Happy New Year —with health and prosperity in the coming years.
Peter and Lee Patrick

To SIU members, officers and LOG staff
 Merry Christmas and Happy New Year to all. Thanks for an excellent year. Continued prosperity and success in the coming years.
Peter and Lee Patrick

To QMED/Electrician Dave Patterson
 Merry Christmas and Happy New Year to you and to all aboard the Cpl. Louis J. Hauge Jr.
Dick and Sara Patterson

To Dick Pascoe
 Thank you for the wonderful year and a special thanks for answering the phone. Looking forward to the new year. You're the best. Have a happy holiday season. Your pals,
Mike Peck and Dean Compter

To Sindi Ordenes
 Sindi, wherever I am, home or at sea, I love and miss you. If it's a boy, Joseph is a good name.
Joseph R. Perry

To the St. Louis union hall
 Season's greetings to the hard-working members of the St. Louis hall. Thank you for your great help. God bless you all.
Bernard L. Pogue

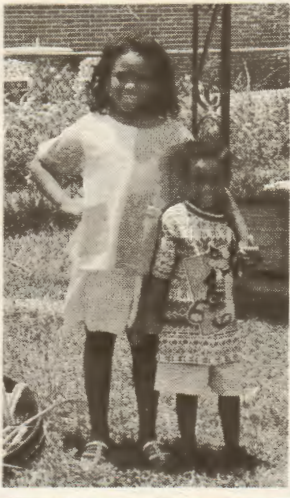


To Mom, Bruce, Bob, Marylee, Beverly and Aunt Florence
 Mabuhay from the Philippines! And from across the sea, we both wish all of you back in Bayonne a Merry Christmas and Happy New Year.
Bill and Vilma Rackley

To Charlotte Canlon
 We would like to wish you and your family a Merry Christmas and a great New Year from the Philippines. "Mahal Kita," I love you all.
Bill and Vilma Rackley

To Peter Schuetz
 Hi there, Mr. Handsome. Did you get your A-book yet? Well, Happy Thanksgiving!!!
Nikki Riborozo

To Ronald R. Rizzuto
 Dear Ron, may you and your shipmates have a safe and happy Christmas. Leo says to send a postcard when you can. Love,
Your mom (Mary Rizzuto)



Merry Christmas from Jessica and Kerry Roby Jr.

To our daddy, Kerry Roby Sr.
 Daddy, we miss you and want you to come home. We hope God gives you a very Merry Christmas and joyful New Year. Much love!
Your children, Kerry Jr. and Jessica (Roby)

To my beautiful husband, Kerry Roby Sr.
 For every minute that passes, my love for you grows stronger. Stay alive in Christ and this holiday and every day will be blessed. Happy holidays, baby!! Your forever love,
Mignonette (Roby)



Happy New Year from Mignonette and Kerry Roby Sr.

To Kerry T. Roby Sr.
 Happy holidays, son. You are loved and missed very much. Keep up the good work and keep God on your side. Merry Christmas and Happy New Year.
Mama and Daddy (Thomas & Juliette Roby)

To Tony and Sal
 Best wishes in the holidays, and a happy one with your families.
Edwin Rivera

To Billy Gigante
 Happiness and joy are my wish for you and your family. I hope we'll both be home for Christmas this year! Thanks for being a great friend and shipmate.
John Russell

To Ronnie Shulman, Joe Cornwell, Carlos Dominguez
 I hope we'll all be home with our families this year. Best regards to the world's best shipmates and friends.
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 Merry Christmas to a great friend who always has a smile for everyone. You will be a great chief steward.
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To active and retired Seafarers
 Happy holidays to all of you. A smooth sailing into the New Year. God bless you all.
Kassim "Sam" Samat

To all Seafarers
 One of the joys of this season is remembering those who sailed throughout the war years to bring freedom to the world. Happy holidays.
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 May your Christmas holidays be merry, cheerful and bright, and the New Year a happy and rewarding one. I love you, my little family.
Pop (H.T. Scholer)

To Mrs. Jackie L. Seim
 Mom, thanks for always being there for me. God bless you. Merry Christmas and a happy, healthy New Year. Your loving son,
Rob (Robert T. Seim)

To all Thigpen employees, Bld. #1610
 I want to wish the most wonderful holiday wishes for yourselves and your families. Merry Christmas. Love,
Bobby Shadowens



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Holiday greetings and a healthy, safe and happy year to come.
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To all Thigpen employees, Bld. #1610
I want to wish the most wonderful holiday wishes for yourselves and your families. Merry Christmas. Love,
Bobby Shadowens

Dispatchers' Report for Deep Sea

OCTOBER 16 — NOVEMBER 15, 1995

Port	*TOTAL REGISTERED All Groups			TOTAL SHIPPED All Groups			Trip Reliefs	**REGISTERED ON BEACH All Groups		
	Class A	Class B	Class C	Class A	Class B	Class C		Class A	Class B	Class C
DECK DEPARTMENT										
New York	31	37	7	26	21	4	15	64	57	12
Philadelphia	6	8	0	4	11	0	3	5	5	0
Baltimore	4	7	0	7	9	0	4	4	3	0
Norfolk	16	19	5	13	19	2	1	18	26	8
Mobile	8	17	0	6	8	0	6	16	25	1
New Orleans	25	24	2	9	20	2	6	42	37	2
Jacksonville	26	22	3	19	11	2	15	48	39	4
San Francisco	18	27	2	9	17	0	14	38	40	6
Wilmington	20	24	3	13	7	3	3	29	42	4
Seattle	17	24	2	22	21	1	6	46	40	3
Puerto Rico	6	3	2	9	8	1	4	13	5	4
Honolulu	11	11	3	9	9	2	9	11	17	8
Houston	28	25	4	30	28	4	23	43	43	13
St. Louis	2	1	0	3	1	0	1	2	3	0
Piney Point	3	12	0	1	5	1	2	3	19	1
Algonac	0	2	0	0	0	1	0	1	6	0
Totals	221	263	33	176	195	23	112	382	407	66
ENGINE DEPARTMENT										
New York	17	18	0	11	17	0	10	34	20	5
Philadelphia	2	4	1	2	3	0	2	6	3	2
Baltimore	6	3	0	2	13	0	3	5	2	0
Norfolk	8	9	2	10	8	5	5	6	16	3
Mobile	9	8	0	8	4	0	2	14	12	0
New Orleans	12	20	0	10	12	4	4	17	22	3
Jacksonville	19	22	2	9	15	0	11	27	22	3
San Francisco	17	11	1	8	9	0	7	29	18	2
Wilmington	5	8	3	3	7	1	3	10	15	7
Seattle	13	18	0	11	14	0	6	24	18	2
Puerto Rico	8	6	4	4	3	0	0	8	4	4
Honolulu	4	13	9	4	9	4	13	4	17	11
Houston	16	16	3	12	7	0	7	25	24	4
St. Louis	1	5	0	1	4	0	3	0	3	1
Piney Point	1	3	0	1	4	0	0	3	8	0
Algonac	0	0	0	0	0	0	0	0	1	0
Totals	138	164	25	96	129	14	76	212	205	47
STEWARD DEPARTMENT										
New York	16	9	0	9	5	0	8	30	21	0
Philadelphia	1	3	1	1	2	0	1	0	3	3
Baltimore	1	1	0	5	0	0	0	3	2	0
Norfolk	5	7	2	7	6	1	0	8	11	5
Mobile	9	2	0	2	1	0	0	11	4	0
New Orleans	11	7	2	8	9	0	4	15	11	3
Jacksonville	15	5	2	5	6	0	7	19	12	3
San Francisco	32	9	1	20	6	0	7	53	17	3
Wilmington	16	5	2	10	2	2	4	23	10	3
Seattle	21	1	2	18	2	1	7	28	5	3
Puerto Rico	4	3	0	3	3	0	2	4	2	0
Honolulu	7	9	12	6	6	9	82	10	17	16
Houston	13	11	2	10	4	0	6	20	16	2
St. Louis	2	1	0	0	1	0	1	3	1	0
Piney Point	2	2	0	3	2	0	0	8	6	0
Algonac	0	0	0	0	0	0	0	0	0	0
Totals	155	75	26	107	55	13	129	235	138	41
ENTRY DEPARTMENT										
New York	10	31	3	5	20	4	0	16	64	20
Philadelphia	0	2	0	1	1	0	0	1	1	3
Baltimore	1	4	3	0	6	0	0	1	7	5
Norfolk	0	13	9	0	12	11	0	1	19	17
Mobile	3	16	0	2	10	0	0	3	21	2
New Orleans	9	16	11	8	8	5	0	10	33	20
Jacksonville	5	21	12	1	15	4	0	5	29	17
San Francisco	10	12	4	3	12	0	0	18	39	14
Wilmington	7	18	7	1	7	2	0	11	34	18
Seattle	10	21	3	6	17	1	0	13	32	9
Puerto Rico	3	8	4	1	6	2	0	6	13	7
Honolulu	3	33	93	7	22	70	0	5	60	81
Houston	1	15	5	1	10	2	0	2	28	11
St. Louis	0	0	0	0	1	0	0	0	4	0
Piney Point	0	11	0	0	8	0	0	0	25	1
Algonac	1	1	0	1	0	1	0	0	2	0
Totals	63	222	154	37	155	102	0	92	411	225
Totals All Departments	577	724	238	416	534	152	317	921	1,161	379

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

- Piney Point**
Monday: January 8, February 5
- New York**
Tuesday: January 9, February 6
- Philadelphia**
Wednesday: January 10, February 7
- Baltimore**
Thursday: January 11, February 8
- Norfolk**
Thursday: January 11, February 8
- Jacksonville**
Thursday: January 11, February 8
- Algonac**
Friday: January 12, February 9
- Houston**
Tuesday: January 16*; Monday: February 12
**change created by Martin Luther King birthday*
- New Orleans**
Tuesday: January 16, February 13
- Mobile**
Wednesday: January 17, February 14
- San Francisco**
Thursday: January 18, February 15
- Wilmington**
Monday, January 22; Tuesday, February 20*
**change created by Presidents' Day holiday*
- Seattle**
Friday: January 26, February 23
- San Juan**
Thursday: January 11, February 8
- St. Louis**
Friday: January 19, February 16
- Honolulu**
Friday: January 19, February 16
- Duluth**
Wednesday: January 17, February 14
- Jersey City**
Wednesday: January 24, February 21
- New Bedford**
Tuesday: January 23, February 20

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

Personals

WILLIAM BURKE

Please contact your friend, Richard W. Forgays, at 170 Bondie Street, Wyandotte, MI 48192; telephone (313) 282-2641.

ROBERT GORBEA

Please contact Charles Martin at 1 Susquehanna Ave., Cooperstown, NY 13326.

MICHAEL ANTHONY JOHNSON

Please call Judy Johnson at (304) 457-0732.

KENNETH L. THORPE

Anyone knowing the whereabouts of Kenneth L. Thorpe, please contact Bob Woods at P.O. Box 1331, Hedgesville, WV 25427.

Correction



The Seafarers LOG incorrectly identified a photograph on page 12 of the November 1995 issue as being Michael Goodwin, president of the Office and Professional Employees International Union. Pictured at left is Goodwin attending the 1995 AFL-CIO Maritime Trades Department convention.

Notice

REGISTRATION REMINDER

In order to maintain your seniority, when registering at SIU halls, bring proof of 90 days seetime. This proof may be in the form of vacation pay stubs or vessel discharges.

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

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

**Seafarers International
Union Directory**

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

HEADQUARTERS

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

ALGONAC

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

BALTIMORE

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

DULUTH

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

HONOLULU

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

HOUSTON

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

JACKSONVILLE

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

JERSEY CITY

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

MOBILE

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

NEW BEDFORD

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

NEW ORLEANS

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

NEW YORK

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

NORFOLK

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

PHILADELPHIA

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

PINEY POINT

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

PORT EVERGLADES

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

SAN FRANCISCO

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

SANTURCE

1057 Fernandez Juncos Ave., Stop 16½
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

OCTOBER 16 — NOVEMBER 15, 1995

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

Port	*TOTAL REGISTERED			TOTAL SHIPPED			**REGISTERED ON BEACH		
	Class CL	Class L	Class NP	Class CL	Class L	Class NP	Class CL	Class L	Class NP
DECK DEPARTMENT									
Algonac	0	11	6	0	43	5	0	42	13
ENGINE DEPARTMENT									
Algonac	0	10	3	0	17	4	0	20	4
STEWARD DEPARTMENT									
Algonac	0	2	1	0	6	0	0	7	5
ENTRY DEPARTMENT									
Algonac	0	11	17	0	0	0	0	32	41
Totals All Departments	0	34	27	0	66	9	0	94	63

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

Dispatchers' Report for Inland Waters

SEPTEMBER 16 — OCTOBER 15, 1995

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

Region	*TOTAL REGISTERED			TOTAL SHIPPED			**REGISTERED ON BEACH		
	Class A	Class B	Class C	Class A	Class B	Class C	Class A	Class B	Class C
DECK DEPARTMENT									
Atlantic Coast	3	0	0	2	0	0	15	2	0
Gulf Coast	6	4	10	2	1	2	4	3	14
Lakes & Inland Waters	47	7	0	16	0	0	30	17	0
West Coast	4	1	15	32	2	2	9	4	33
Totals	60	12	25	52	3	4	58	26	47
ENGINE DEPARTMENT									
Atlantic Coast	3	0	0	1	0	0	2	1	1
Gulf Coast	0	0	0	0	0	0	0	0	2
Lakes & Inland Waters	11	0	0	2	0	0	9	0	0
West Coast	0	0	1	4	0	0	0	0	1
Totals	14	0	1	7	0	0	11	1	4
STEWARD DEPARTMENT									
Atlantic Coast	1	0	0	0	0	0	2	0	0
Gulf Coast	0	0	2	0	0	0	1	0	6
Lakes & Inland Waters	6	0	0	0	0	0	6	4	0
West Coast	0	0	6	0	0	6	0	0	16
Totals	7	0	8	0	0	6	9	4	22
Totals All Departments	81	12	34	59	3	10	78	31	73

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

Are You Missing Important Mail?

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

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

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

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

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

HOME ADDRESS FORM

(PLEASE PRINT)

12/95

Name _____

Phone No. () _____

Address _____

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

- Active SIU Pensioner
 Other _____

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

The SIU Wishes Our New Pensioners The Wind to Their Backs and Harbor from Storms

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 thank them for jobs well done and wish them happiness and health in the days ahead.

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

Four of those signing off sailed in the deep sea division while the remaining members navigated the inland waterways.

Three of the retiring merchant mariners served in the U.S. military—two in the Navy and one in the Army.

Among those joining the ranks of retirees is **Royce D. Bozeman**, who graduated in 1984 from the steward recertification course at the Lundeberg School in Piney Point, Md. This course offers the highest level of training for steward department members at the Lundeberg School.

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

DEEP SEA



MIGUEL A. AGUILAR, 66, began sailing with the Seafarers in 1972 from the port of

New Orleans. Brother Aguilar sailed in the steward department and upgraded at the Lundeberg School in Piney Point, Md. Born in Honduras, he became a naturalized U.S. citizen and presently resides in Louisiana.

BILLY JOE BALL, 65, started his career with the SIU in 1965 in the port of Houston. Sailing in the engine department, the Texas native shipped in both the deep sea and inland divisions. Brother Ball upgraded at the Lundeberg School and advanced through the ranks from oiler to chief electrician. From 1947 to 1949, he served in the U.S. Navy. Brother Ball continues to live in his native Texas.



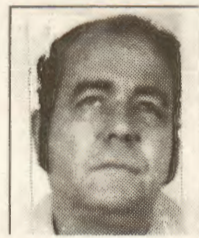
ROYCE D. BOZEMAN, 61, graduated from the Andrew Furuseth Training School in 1958 and joined the Seafarers in the port of Mobile, Ala.



ALBERT M. REEVES, 69, began sailing with the SIU in 1966 from the port of Houston.

The Alabama native shipped in the steward department, last

Brother Bozeman sailed in all three departments: steward, deck and engine. The Alabama na-



sailing as a chief steward. During World War II, he served in the U.S. Navy from 1942 until he retired in 1963. Brother Reeves presently resides in Texas.

INLAND



ALLEN SEGREST, 62, started his career with the Seafarers in 1968 in the port of New Orleans.

Sailing in the steward department, Boatman Segrest shipped primarily on Delta Queen Steamboat Co. vessels. The Tennessee native served in the U.S. Army from 1954 to 1956. Boatman Segrest still calls Tennessee home.

Membership Meeting Dates Set for 1996

The year 1996 will be very important for Seafarers and their families. Business to be handled during the next 12 months ranges from contract talks and union elections to maritime legislation and national politics.

Therefore, it is vital that SIU members stay up to date on what is happening within the union and the maritime industry. A good way to do that is by attending the monthly membership meetings held in SIU halls around the country.

The meetings will provide Seafarers with

the opportunity to discuss issues they believe to be important as the union negotiates new standard freightship and standard tanker agreements during 1996. As the talks take place, members will be advised on the latest developments in the negotiations.

Also slated for 1996 are the election of officers for the SIU. The balloting will take place late in the year, but members will be made aware of the voting procedures through the membership meetings and the *Seafarers LOG*.

Of course, maritime issues will continue to be addressed by the members of Congress. Through the monthly membership meetings, Seafarers will be kept abreast of the latest happenings on Capitol Hill and what they and their families can do to help pass measures favorable to the industry.

Finally, national elections will take place on November 5, 1996. Scheduled to be on the ballot will be the U.S. presidency, one-third of the U.S. Senate and all of the U.S. House of Representatives. Voters also will

determine their choices in numerous state and local races. Seafarers may ask questions and learn more about the candidates supporting maritime by attending the monthly meetings.

Members are asked to clip the schedule below and post it on their ships' bulletin boards or keep it for personal reference. Also, Seafarers may refer to each issue of the *Seafarers LOG* which lists the dates of the next two meetings scheduled for each port.

1996 Membership Meetings

Port	Traditional Date	January	February	March	April	May	June	July	August	September	October	November	December
Piney Point	Monday after first Sunday	8	5	4	8	6	3	8	5	3*	7	4	2
New York	Tuesday after first Sunday	9	6	5	9	7	4	9	6	3	8	5	3
Philadelphia	Wednesday after first Sunday	10	7	6	10	8	5	10	7	4	9	6	4
Baltimore	Thursday after first Sunday	11	8	7	11	9	6	11	8	5	10	7	5
Norfolk	Thursday after first Sunday	11	8	7	11	9	6	11	8	5	10	7	5
Jacksonville	Thursday after first Sunday	11	8	7	11	9	6	11	8	5	10	7	5
San Juan	Thursday after first Sunday	11	8	7	11	9	6	11	8	5	10	7	5
Algonac	Friday after first Sunday	12	9	8	12	10	7	12	9	6	11	8	6
Houston	Monday after second Sunday	16*	12	11	15	13	10	15	12	9	14	12*	9
New Orleans	Tuesday after second Sunday	16	13	12	16	14	11	16	13	10	15	12	10
Mobile	Wednesday after second Sunday	17	14	13	17	15	12	17	14	11	16	13	11
Duluth	Wednesday after second Sunday	17	14	13	17	15	12	17	14	11	16	13	11
San Francisco	Thursday after second Sunday	18	15	14	18	16	13	18	15	12	17	14	12
St. Louis	Friday after second Sunday	19	16	15	19	17	14	19	16	13	18	15	13
Honolulu	Friday after second Sunday	19	16	15	19	17	14	19	16	13	18	15	13
Wilmington	Monday after third Sunday	22	20*	18	22	20	17	22	19	16	21	18	16
New Bedford	Tuesday after third Sunday	23	20	19	23	21	18	23	21*	17	22	19	17
Jersey City	Wednesday after third Sunday	24	21	20	24	22	19	24	21	18	23	20	18
Seattle	Friday after third Sunday	26	23	22	26	24	21	26	23	20	25	22	20

* Piney Point change created by Labor Day holiday; Houston change created by Martin Luther King's birthday and Veterans Day holidays; Wilmington change created by Presidents' Day holiday; New Bedford change created by Paul Hall's birthday holiday.

Seafarers Keep American Queen in Top Form

As the *American Queen* steams up the Mississippi, Ohio and Tennessee Rivers, the Seafarers who sail aboard the vessel combine hard work and a spirit of camaraderie to keep the world's most luxurious steamboat in peak condition.

"The crew of the *American Queen* is what makes it great to work here. It is a lot of hard work, but it is worth it when crewmembers work as well with one another as we all do," said Bartender **Sharon Geoffroy**.

"We are like one big happy family," Cocktail Waitress **Rhonda Mayon** added.

With regular departures from cities such as New Orleans, St. Louis and Pittsburgh, SIU members work in the engine room, on the decks and in the stately dining areas aboard the Delta Queen Steamboat Co.'s 418-foot steamboat.

Members of the engine department keep the vessel in top

form—operating boilers, monitoring oil pressure and working on generators. Cabin attendants and food-service personnel ensure that the passengers' needs are met; and deck department members keep the steamboat in excellent physical shape—working the lines as well as performing general maintenance.

The paddlewheeler is six decks high and accommodates 436 overnight passengers and 170 crewmembers—making it the largest overnight passenger vessel built in a U.S. shipyard since the 1950s.

The *American Queen* joined her sister steamboats, the *Delta Queen* and *Mississippi Queen*, on June 2 when the U.S.-flag passenger vessel was christened in New Orleans and began service later in the month.

The three vessels are the only authentic overnight paddlewheel steamboats operating in the United States.



Working for Delta Queen Steamboat Co. is a family tradition for Porter Steven McCullough. His sister, uncle, mother-in-law and brother-in-law also work for the New Orleans-based company. In the port of St. Louis, above, McCullough brings passengers' luggage up the gangway of the *American Queen*.



In the Engine Room Bar, Bartender Kerri Curtin explains the mural of riverboats steaming up the Mississippi River.



Cabin Attendant Paula Hays tidies up one of the steamboat's cabins.



Assisting a passenger with luggage is Cabin Attendant Jeff Wallace.



Cabin Attendant Tracy Owens keeps the hallway well-vacuumed.



Assisting passengers to their cabins is Attendant Christy True.



Cocktail Servers Jalayna Hills (left) and Robin Miller fill popcorn bowls for happy hour in one of the lounges.



Porter Calvin Doyle returns a cart to the galley.



Deckhand David Hurdesty stands ready for another cruise up the Mississippi River.



Bartender Sharon Geoffroy serves drinks in one of the paddlewheeler's lounges.

Reporting for the breakfast shift in the dining room are wait staff members Leah Horne (left) and Martin Rodriguez.



Cocktail Waitress Rhonda Mayon starts a new shift.



Deckhand Mark Anthony enjoys working on the *American Queen*.



Clearing the dining room after a meal is Waitress Jamie Pitman.



First Cook James Muirhead gets to work in his gleaming galley to prepare another gourmet meal for the passengers.

First Cook James Harris removes the bones from a smoked salmon.

Making seating arrangements in the main eating area is Dining Room Attendant Leah Horne.



Creating a smoked trout platter for one group of guests is First Cook Kelly St. Clair.



The galley is a busy place aboard the *American Queen* as First Cooks (from left) Aron Markham, James Harris, Kelly St. Clair and Phil Sunde constantly prepare special dishes for passengers.



Utility/Galley workers Karl Brooks (left) and Raymond Gibson carefully take a hot pan to the sink.

Digest of Shipboard Union Meetings

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

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

AMERICAN MERLIN (Osprey Shipping), August 6—Chairman **James Keenan**, Secretary **W. Wilson**. Crew asked contracts department for clarification of pay rates for high pressure water blasting. Educational director reminded crewmembers to attend tanker operations course at Lundeberg School. Deck and engine delegates reported beef and disputed OT. No beefs or disputed OT reported by steward delegate. Steward delegate requested new microwave for galley. Chairman announced letter from contracts department posted in crew mess area. Letter concerns day workers in engine room.

SEA-LAND CHALLENGER (Sea-Land Service), September 17—Chairman **Roy Williams**, Secretary **Herbert Scypes**, Educational Director **Angel Hernandez**, Deck Delegate **Francisco Caceres**, Steward Delegate **Pedro Rodriguez**. Chairman reported payoff upon arrival in port of Long Beach, Calif. and discussed matters to be taken up with boarding patrolman. Secretary requested help in loading stores in Long Beach. Educational director advised crewmembers signing off to attend upgrading courses at Piney Point to keep skills updated. Deck delegate reported disputed OT. No beefs or disputed OT reported. Next port: Oakland, Calif.

USNS ALGOL (Bay Ship Management), September 12—Chairman **Robert Walker**, Secretary **Calvin Hazzard**, Educational Director **David Claypool**, Deck Delegate **Clinton Resh**, Steward Delegate **Aristide Langlois**. Chairman advised crew keep pay vouchers. Educational director stressed importance of upgrading at Paul Hall Center. Treasurer reported \$602 in ship's fund and discussed purchase of new videotapes and books for crew lounge. No beefs or disputed OT reported. Next port: Alexandria, Egypt.

GUAYAMA (NPR, Inc.), October 16—Chairman **G.R. Kidd**, Secretary **J.P. Speller**, Deck Delegate **Arnold Mott**, Engine Delegate **Gary Doyen**, Steward

Delegate **A.H. Azez**. Chairman announced payoff and commended crew for job well done on separating plastics from other recyclables and garbage. No beefs or disputed OT reported. Crew thanked galley gang for job well done.

LEADER (Kirby Tankships), October 1—Chairman **Patrick Rankin**, Secretary **Norman Duhe**, Educational Director **Richard Gracey**, Steward Delegate **Arthur Aguinado**. Chairman advised crewmembers who have not yet attended tanker operations course at Lundeberg School to do so. Engine delegate reported disputed OT. No beefs or disputed OT reported by deck or steward delegates. Crew gave vote of thanks to steward department.

LIBERTY SUN (Liberty Maritime), October 8—Chairman **Calvin Miles**, Secretary **F.L. Washington Sr.**, Deck Delegate **Anthony Douglas**, Engine Delegate **Chormer Jefferson**, Steward Delegate **Rudolf Xatruch**. Chairman noted payoff in port of Portland, Ore. Secretary reminded crewmembers to clean rooms and refrigerators when leaving ship and turn in keys. He asked crew to clean shoes before entering mess halls. No beefs or disputed OT reported. Chairman announced lounge and laundry room will be locked while ship is in port.

MAUI (Matson Navigation), October 4—Secretary **Don Dwyer**, Steward Delegate **Nasar Alfaqih**. Secretary advised crew to write members of Congress and urge them to support maritime revitalization program. He also reminded crew to apply for tanker operations course at Paul Hall Center. No beefs or disputed OT reported. Secretary encouraged members to read *Seafarers LOG* for union and industry news. Crew extended special vote of thanks to galley gang for great barbecue. Next port: Los Angeles.

NUEVO SAN JUAN (NPR, Inc.), October 23—Chairman **William Card**, Secretary **Kevin Marchand**, Deck Delegate **A. Machado**, Steward Delegate

Joseph Brooks. Chairman reminded crewmembers to separate plastic items from regular garbage. No beefs or disputed OT reported. Crew requested new movies. Steward delegate announced doors to mess halls will be locked while in port. Crew thanked galley gang for job well done. Next port: San Juan, P.R.

OMI COLUMBIA (OMI), October 28—Chairman **Joseph Lisenby**, Secretary **Julianne Abernathy**, Educational Director **George Lockett**, Deck Delegate **Richard Barnes**, Engine Delegate **Richard Groening**, Steward Delegate **Ernesto Avila**. Chairman advised crew to do its best to keep vessel sailing with minimum of problems. He noted this is a good opportunity for Seafarers since this vessel is coming out of layup. No beefs or disputed OT reported. Crew advised of telex from headquarters concerning contract changes posted in mess hall. Next port: El Segundo, Calif.

OOCL INSPIRATION (Sea-Land Service), October 29—Chairman **Mark Trepp**, Secretary **Ekow Dofoh**, Educational Director **Doug Greiner**, Deck Delegate **Douglas Hodges**, Engine Delegate **Todd Smith**. Educational director discussed importance of upgrading at Piney Point, donating to SPAD and writing members of Congress to support maritime revitalization bill. No beefs or disputed OT reported. Crewmembers thanked galley gang for job well done. Next port: Elizabeth, N.J.

OVERSEAS ALICE (Maritime Overseas), October 10—Chairman **Samuel Reed**, Secretary **Daniel Payne**, Educational Director **Alex Resendez**, Deck Delegate **Randall Shearer**, Engine Delegate **J. William Jr.**, Steward Delegate **Randell Porter**. Chairman informed crew that tanker operations course at Paul Hall Center has been extended into 1996. Educational director urged all members to upgrade at Lundeberg School. No beefs or disputed OT reported. Crew thanked galley gang for good food. Next port: Beaufort, N.C.

OVERSEAS HARRIETTE (Maritime Overseas), October 22—Chairman **Jerry Borucki**, Secretary **D. Touchstone**, Educational Director **Stephen Treece**, Deck Delegate **Raymond Leak**, Steward Delegate **P.R. Mena**. Chairman thanked crew for safe and pleasant voyage. Secretary announced payoff upon arrival in port of New Orleans. Educational director urged all crewmembers to attend tanker operations course at Lundeberg School. No beefs or disputed OT reported. Crew thanked steward department for job well done. Crew reported **OMU Jose Rodriguez** was taken ashore in Cape Verde for heart problems and, two days later, passed away. Crewmembers report ship's flag being flown at half mast in memory of their friend and shipmate. "Brother Rodriguez will be missed by all. He was a true SIU brother."

OVERSEAS VALDEZ (Maritime Overseas), October 22—Chairman **Roberto Zepeda**, Secretary **Tyler Laffitte**, Educational Director **Earl Macom**, Deck Delegate **John Elias**, Engine Delegate **Kenneth Biddle**, Steward Delegate **Juan Gonzalez**. Chairman told crew ship scheduled to pay off upon arrival in next port. Educational director discussed importance of going to Paul Hall Center and taking tanker operations course. No beefs or disputed OT. Crew thanked steward department for job well done.

ROBERT E. LEE (Waterman Steamship), October 16—Chairman **Sherman Hudson**, Secretary **D.A. Brown**, Educational Director **Joe Burkett**, Deck Delegate **Michael Stein**, Engine Delegate

Michael S. Novak, Steward Delegate **Jimmie Hill**. Chairman announced payoff scheduled for port of New Orleans. Secretary urged members to donate to SPAD. Educational director stressed importance of upgrading at Paul Hall Center. Deck delegate reported crew unable to contact union without going through captain. He also disputed OT. No beefs or disputed OT reported by engine or steward delegates. Crew sought clarification for transportation needs of crewmembers paying off in Morehead City, N.C. and returning to port of Norfolk, Va. Bosun thanked all departments for great

man **Enrique Velez**, Secretary **R.L. Scott Sr.**, Educational Director **Dann Manthei**, Engine Delegate **G.T. Johnson**, Steward Delegate **Keith Riddick**, Steward Delegate **Gina Lightfoot**. No beefs or disputed OT reported. Crew requested second washing machine and new chairs for crew mess hall. Steward reminded crewmembers of no-smoking rule in mess hall and crew lounge.

SEA-LAND RELIANCE (Sea-Land Service), October 5—Chairman **Dennis Brown**, Secretary **Gene Sivley**, Educational Director **Steve Bigelow**, Engine Delegate **P.**

Pless Rates as Good Feeder



AB George Dean Sr. recently sailed aboard the *Stephen W. Pless* and snapped this photo of some of the steward department members. He notes that the galley gang aboard the Waterman vessel, headed by Chief Steward Susan Sanderson, provides excellent food and great service to the crew. From the left are Chief Cook Albert L. "Big Al" Hendricks, SA Eric V. Mose and 3rd Cook Lee F. Russell.

voyage. Crew extended special thanks to galley gang for great food and excellent service. Next port: Morehead, N.C.

SEA-LAND DISCOVERY (Sea-Land Service), October 22—Chairman **Nelson Sala**, Secretary **J.R. Colls**, Educational Director **Robert Martinez**, Deck Delegate **Monte Grimes**, Engine Delegate **Julio Reyes**, Steward Delegate **Camilo Camarena**. Chairman commended crew for smooth voyage. No beefs or disputed OT reported. Crew asked contracts department for update on upcoming contract negotiations. Crew gave vote of thanks to galley gang for good food and job well done. Next port: Oakland, Calif.

SEA-LAND INTEGRITY (Sea-Land Service), October 29—Chairman **Leon Jekot**, Secretary **Pedro Laboy**, Educational Director **Dennis Baker**, Engine Delegate **Antonio Santos**, Steward Delegate **Stephanie Torres**. Chairman reported *Integrity* crew sent 38 letters to members of Congress, reminding them of the importance of U.S.-flag shipping. Secretary urged members to upgrade at Piney Point. Deck and engine delegates reported disputed OT. No beefs or disputed OT reported by steward delegate. Crew thanked steward department for job well done. Steward thanked crewmembers for help in keeping recreation room in good order.

SEA-LAND PACER (Sea-Land Service), October 22—Chairman **Rafael Clemente**, Secretary **W. Wroten**, Educational Director **Raymond Machaj**, Deck Delegate **George Holland**, Steward Delegate **Donald Irvine**. Captain commended crew for professional manner displayed in responding to and containing recent fire in engine room. No beefs or disputed OT reported. Chairman reported ship payoff in Yokohama on November 3. Crew observed moment of silence in memory of Bosun **Frank Hansen** who died while ship was in the port of Pusan, Korea.

SEA-LAND QUALITY (Sea-Land Service), October 15—Chair-

man **Dien Short**. Chairman noted payoff in port of Tacoma, Wash. and requested all crewmembers clean quarters before signing off. No beefs or disputed OT reported. Crew thanked members of steward department for job well done.

SEA-LAND SPIRIT (Sea-Land Service), October 15—Chairman **Donald Morrison**, Secretary **Steve Apodaca**, Educational Director **David Bautista**, Deck Delegate **Gary Smith**, Engine Delegate **A. Bombita**, Steward Delegate **Mario Firme Jr.** Chairman thanked all departments for hard work during voyage. Secretary advised crewmembers to upgrade at Lundeberg School and donate to SPAD. Educational director reminded crewmembers to attend tanker operations course at Paul Hall Center as soon as possible. No beefs or disputed OT reported. Crew thanked galley gang for job well done. Next port: Long Beach, Calif.

SEA-LAND TRADER (Sea-Land Service), October 17—Chairman **M. Willis**, Secretary **Vainuu Sili**, Educational Director **Angelito Francisco**, Deck Delegate **Russell Caruthers**, Engine Delegate **Jorge Bonelli**, Steward Delegate **Ken Clark**. Chairman reported smooth sailing. Steward delegate reported disputed OT. No beefs or disputed OT reported by deck or engine delegates. Entire crew extended special vote of thanks to galley gang for excellent food and job very well done.

USNS BELLATRIX (Bay Ship Management), October 19—Chairman **Joseph Sauzek**, Secretary **Michael Kozak**, Deck Delegate **Gerald Beuk**, Engine Delegate **Greg Jones**. Chairman reported shortage of paper cups, paper towels and laundry soap. He congratulated OS **Arturo Rodriguez** for applying to Lundeberg School for upgrading and encouraged others to do same. No beefs or disputed OT reported.

Tribute to Brother Willis



Cape Rise crewmembers paid their last respects to pensioner Earl D. Willis on October 1, 1995 as his remains were committed to the deep. Capt. C.T. Shaw conducted the service aboard the OMI vessel. It was held on a beautiful morning in the Caribbean Sea just off Honduras. Brother Willis died September 16, 1995 at the age of 70. He joined the SIU in 1956 in the port of Baltimore and began receiving his pension in 1988.

Final Departures

DEEP SEA

GEORGE A. ALLEGADO

Pensioner George A. Allegado, 91, passed away August 28. Brother Allegado began sailing with the Marine Cooks and Stewards in 1948 from the port of San Francisco, before that union merged with the SIU's Atlantic, Gulf, Lakes and Inland Waters District (AGLIWD). Born in the Philippine Islands, he began receiving his pension in February 1973.

KAU CHAN



Pensioner Kau Chan, 83, died August 28. He graduated from the Marine Cooks and Stewards (MCS) training school in 1965 in Santa Rosa, Calif., and joined the MCS before that union merged with the SIU's AGLIWD. Born in China, Brother Chan lived in North Carolina and retired in September 1980.

JAMES F. DEWITTY



Pensioner James F. DeWitty, 80, passed away September 4. Brother DeWitty began his sailing career with the Marine Cooks and Stewards in 1945, before that union merged with the SIU's AGLIWD. Brother DeWitty upgraded at the MCS training school in Santa Rosa, Calif. Born in Texas, he made his home in California and began receiving his pension in July 1973.

MERLE S. DUCKWORTH

Merle S. Duckworth, 60, died August 25. A native of Maryland, he completed his entry level training at the Andrew Furuseth Training School in 1965 and started his career with the SIU in the port of Baltimore. Brother Duckworth sailed in the engine department and upgraded his skills at the Lundeberg School. From 1952 to 1954, he served in the U.S. Navy.

HAROLD P. DUCLOUX SR.



Pensioner Harold P. Ducloux Sr., 79, passed away September 29. Brother Ducloux joined the Seafarers as a charter member in 1938 in the port of Mobile, Ala. He participated in a number of union organizing drives. The Alabama native sailed in the steward department and advanced from messman to chief steward. Brother Ducloux began receiving his pension in September 1973.

NATHAN C. EDWARDS

Pensioner Nathan C. Edwards, 83, died May 24. Born in Florida, he began sailing with the Marine Cooks and Stewards in 1948 from the port of San Francisco, before that union merged with the SIU's AGLIWD. Brother Edwards resided in Alabama and retired in June 1971.

JAMES D. EVANS

James D. Evans, 43, passed away March 5. Brother Evans started his career with the SIU in 1991 in the port of Honolulu. The deck department member lived in Hawaii and sailed primarily aboard American Hawaii Cruises' vessels.

JAMES E. GIBSON



James E. Gibson, 43, passed away June 23. He joined the SIU in 1991 in the port of Wilmington, Calif. The Arizona native was a member of the engine department, last sailing as a QMED.

ROBERT W. GOWER

Pensioner Robert W. Gower, 77, died June 1. Born in Texas, he joined the Marine Cooks and Stewards in 1945, before that union merged with the SIU's AGLIWD. Brother Gower lived in Texas and retired in April 1979.

JOSEPH B. HAWKINS JR.



Pensioner Joseph B. Hawkins Jr., 78, passed away September 6. He began his career with the Marine Cooks and Stewards in 1944, before that union merged with the SIU's AGLIWD. Brother Hawkins resided in Texas and began receiving his pension in March 1969.

EUGENE V. HAYDEN



Pensioner Eugene V. Hayden, 74, died September 22. A native of Mississippi, he began sailing with the Seafarers in 1947 from the port of New Orleans. Brother Hayden shipped in the steward department and retired in December 1985.

GEORGE A. JACKSON JR.



George A. Jackson Jr., 49, died August 27. He graduated from the Andrew Furuseth Training School in 1964 and joined the Seafarers in the port of New York. Born in Louisiana, Brother Jackson sailed in both the engine and steward departments. He also upgraded in both departments at the Lundeberg School.

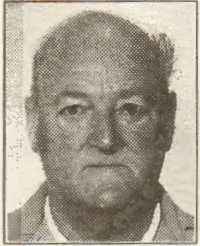
LIONEL JACKSON



Lionel Jackson, 47, died March 25. Brother Jackson graduated from the Lundeberg School in 1968 and joined the SIU in the port of New York. The Louisiana native shipped in the en-

gine department and upgraded to QMED at the Lundeberg School.

JOHN J. KAVANAGH



Pensioner John J. Kavanagh, 79, passed away August 16. A native of Massachusetts, he began sailing with the SIU in 1947 from the port of Boston. Brother Kavanagh shipped in the steward department and was active in union organizing activities. He retired in October 1980.

RICHARD E. KEEFE



Pensioner Richard E. Keefe, 70, died recently. Brother Keefe started his career with the Seafarers in 1963 in the port of Wilmington, Calif. The New Hampshire native was a 16-year veteran of the U.S. Navy prior to joining the union. Brother Keefe sailed as a member of the steward department and began receiving his pension in August 1989.

LUIS MARIN SR.

Luis Marin Sr., 61, passed away August 1. Brother Marin started his career with the SIU in 1965 in the port of New York. Born in Puerto Rico, he shipped as a member of the engine department.

PAUL L. MCBRIDE

Pensioner Paul L. McBride, 82, passed away May 20. Brother McBride joined the Marine Cooks and Stewards, before that union merged with the SIU's AGLIWD. From 1941 to 1945, he served in the U.S. military. Brother McBride was a resident of California and retired in May 1978.

CHARLES MCCLEARY

Pensioner Charles McCleary, 75, died April 22. Born in Maryland, he began sailing with the Marine Cooks and Stewards in 1948, before that union merged with the SIU's AGLIWD. Brother McCleary resided in Nevada and began receiving his pension in December 1970.

RORY A. MCLEOD

Pensioner Rory A. McLeod, 76, passed away September 25. He began his career with the Seafarers in 1962 in the port of New Orleans. Born in Minnesota, Brother McLeod sailed as a member of the deck department. He retired in May 1990.

FRED MEDINAS



Pensioner Fred Medinas, 74, died September 20. A native of Hawaii, he joined the Marine Cooks and Stewards in 1965 in the port of San Francisco, before that union merged with the SIU's AGLIWD. Brother Medinas upgraded at the Lundeberg School and began receiving his pension in April 1986.

DELOACHE O'NEIL



Pensioner DeLoache O'Neil, 83, passed away May 12. Born in Texas, he began sailing with the Marine Cooks and Stewards in 1950, before that union merged with the SIU's AGLIWD. Brother O'Neil upgraded at the MCS steward training school in Santa Rosa, Calif., and retired in September 1975. He was a resident of California.

BEN F. PARKER

Pensioner Ben F. Parker, 87, passed away July 31. A native of Georgia, he began sailing with the Marine Cooks and Stewards in 1945 from the port of San Francisco, before that union merged with the SIU's AGLIWD. Brother Parker was a resident of New York and began receiving his pension in January 1978.

FRANK RODRIGUEZ



Pensioner Frank Rodriguez, 62, died August 13. Brother Rodriguez started his career with the Seafarers in 1964 in the port of New York. The New York native sailed in the deck department and upgraded at the Lundeberg School where he completed the bosun recertification course in 1975. During his union career, Brother Rodriguez participated in many union organizing drives and beefs. He lived in New York and retired in February 1990.

MANUEL G. SANCHEZ

Pensioner Manuel G. Sanchez, 82, died May 27. Born in Hawaii, he joined the Marine Cooks and Stewards in 1939, before that union merged with the SIU's AGLIWD. Brother Sanchez lived in California and began receiving his pension in August 1968.

EDGAR D. SCHROCK



Pensioner Edgar D. Schrock, 67, passed away September 29. Brother Schrock started his career with the SIU in 1966 in the port of San Francisco. The steward department member upgraded to chief cook at the Lundeberg School. From 1946 to 1947, he served in the U.S. Army. Brother Schrock retired in October 1993.

CARLOS SY



Pensioner Carlos Sy, 87, passed away September 19. He joined the Seafarers in 1955 in the port of New York. Sailing in the steward department, Brother Sy advanced from messman to chief cook. Born in the Philippine Islands, he retired in August 1980.

WILLIAM SHAW

Pensioner William Shaw, 83, died December 22, 1994. He started his career with the Marine Cooks and Stewards in 1936, before that union merged with the SIU's AGLIWD. Brother Shaw was a resident of California and retired in August 1975.

JOSEPH TAYLOR

Pensioner Joseph Taylor, 75, died March 28. A native of Maryland, he started his career with the Marine Cooks and Stewards in 1946, before that union merged with the SIU's AGLIWD. Brother Taylor was a resident of Maryland and retired in August 1974.

JUAN V. VILLAFANE



Pensioner Juan V. Villafane, 82, passed away March 20. Born in Puerto Rico, he began sailing with the Marine Cooks and Stewards in 1951, before that union merged with the SIU's AGLIWD. Brother Villafane began receiving his pension in July 1974 and resided in Puerto Rico.

HELEN V. URSIN WINETEER

Pensioner Helen V. Ursin Wineteer, 82, passed away September 23. Born in West Virginia, she started her career with the Marine Cooks and Stewards, before that union merged with the SIU's AGLIWD. Sister Wineteer began receiving her pension in June 1972.

HARRY H.Q. WONG

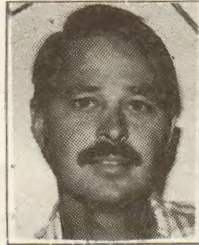
Pensioner Harry H.Q. Wong, 78, passed away April 10. Brother Wong joined the Marine Cooks and Stewards in 1948, before that union merged with the SIU's AGLIWD. He began receiving his pension in November 1970.

BEN YEE

Pensioner Ben Yee, 93, died July 20. Born in China, Brother Yee started his career with the Marine Cooks and Stewards in 1945 in the port of San Francisco, before that union merged with the SIU's AGLIWD. Brother Yee lived in California and retired in September 1967.

INLAND

KENNETH S. BELYEW



Kenneth S. Belyew, 34, died September 4. Boatman Belyew graduated from the entry training program in 1979 at the Lundeberg School and joined the SIU in the port of Piney Point, Md. Born in California, he shipped in the deck department. Boatman Belyew lived in California.

HOMER J. "MOOSE" DYMOCK

Homer J. "Moose" Dymock, 54, passed away July 31. Born in Ohio, Boatman Dymock graduated from the Lundeberg School's entry level program for seamen in 1974 and started his career with the SIU in the port of Piney Point, Md.

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 to 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 boat-

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

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

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

Final Departures

Continued from page 20

Boatman Dymock sailed in the deck department and upgraded at the Lundeberg School. He shipped primarily with Crowley Marine Services on the West Coast. From 1959 to 1963 he served in the U.S. Navy. Boatman Dymock lived in California.

JOHN A. EVANS

Pensioner John A. Evans, 68, died June 30. He joined the Seafarers in 1957 in the port of Baltimore. Boatman Evans upgraded at the Lundeberg School. He most recently sailed as a captain and pilot. From 1944 to 1946, he served in the U.S. Navy. Boatman Evans began receiving his pension in August 1989.

RICHARD K. FEAGUE

Richard K. Feague, 39, passed away August 31 as a result of a motorcycle accident. Born in Texas, he started his career with the SIU in 1990. Boatman Feague sailed in the deck department and resided in Delaware.

JULIUS D. GELPI

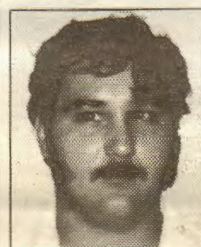


Julius D. Gelpi, 49, died July 12. A native of Louisiana, he began his career with the union in 1977 in the port of New Orleans. Boatman Gelpi sailed in both the engine and deck departments.

AUSTIN T. HAAS

Pensioner Austin T. Haas, 67, passed away August 6. He began sailing with the Seafarers in 1967 from the port of New Orleans. Boatman Haas upgraded at the Lundeberg School. He last sailed as a captain. From 1944 to 1946, he served in the U.S. Army Air Force. Boatman Haas retired in November 1989.

MICHAEL J. JAGER



Michael J. Jager, 50, died August 2. Boatman Jager joined the SIU in 1972 in the port of Philadelphia. He sailed in

the deck department and upgraded at the Lundeberg School. Born in Maryland, he served in the U.S. Army from 1962 to 1965.

LEONARD O. KENNEDY



Pensioner Leonard O. Kennedy, 79, passed away September 29. A native of Alabama, he joined the Seafarers in 1971 in the

port of Mobile, Ala. Boatman Kennedy sailed in the deck department in both the inland and deep sea divisions. He served in the U.S. Army from 1942 to 1945. Boatman Kennedy retired in November 1979.

JAMES A. LEE

Pensioner James A. Lee, 70, died August 4. He started his career with the Seafarers in 1972 in the port of Houston. Boatman Lee upgraded at the Lundeberg School and last sailed as a captain. Born in Florida, he began receiving his pension in April 1992.

NORRIS C. MANN

Pensioner Norris C. Mann, 68, passed away June 18. A native of North Carolina, he joined the SIU in 1960 in the port of Norfolk, Va. Boatman Mann, an engine department member, last sailed as an engineer. From 1944 to 1946 he served in the U.S. Army. Boatman Mann resided in North Carolina and retired in December 1993.

CECIL G. NELSON

Pensioner Cecil G. Nelson, 73, died September 18. A native of Virginia, he became a member of the Seafarers in 1975 in the port of

Norfolk, Va. Sailing in the engine department, Boatman Nelson upgraded at the Lundeberg School. He began receiving his pension in December 1990.

WILLIAM F. QUINN

Pensioner William F. Quinn, 63, passed away September 18. Born in Pennsylvania, he started his career with the SIU in 1977 in the port of Norfolk, Va. Boatman Quinn sailed as a member of the steward department and retired in November 1993. From 1951 to 1955 he served in the U.S. Navy.

HOMER SALTER



Homer Salter, 61, passed away May 7. Boatman Salter began sailing with the SIU in 1960 from the port of Mobile, Ala. The

Alabama native last shipped in February 1974.

STANLEY J. STEFANSKI

Pensioner Stanley J. Stefanski, 72, died June 21. A native of Pennsylvania, he joined the Seafarers in 1963 in the port of Philadelphia. Boatman Stefanski resided in Pennsylvania and began receiving his pension in April 1985.

GREAT LAKES

WILLIAM K. HUGHES



Pensioner William K. Hughes, 73, passed away August 7. Brother Hughes started his career with the union in

1964 in the port of Duluth, Minn., sailing as a member of the deck department. A World War II veteran, he served in the U.S. Navy from 1943 to 1945. Brother Hughes retired in October 1987.

SUMMARY ANNUAL REPORT FOR GREAT LAKES TUG AND DREDGE PENSION PLAN

This is a summary of the annual report of Great Lakes Tug and Dredge Pension Plan, EIN 13-1953878, for the year ended December 31, 1994. The annual report has been filed with the Internal Revenue Service, as required under the Employee Retirement Income Security Act of 1974 (ERISA).

Basic Financial Statement

Benefits under the plan are provided by the trust. Plan expenses were \$1,037,249. These expenses included administrative expenses of \$171,221 and benefits paid to participants and beneficiaries of \$866,028. A total of 572 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 the plan assets, after subtracting liabilities of the plan, was \$17,817,324 as of December 31, 1994, compared to \$18,914,665 as of January 1, 1994.

During the plan year, the plan experienced a decrease in its net assets of \$1,097,341. This decrease included unrealized appreciation or depreciation in the value of plan assets; that is, the difference between the value of the plan's assets at the end of the year and the value of the assets at the beginning of the year or the cost of the assets acquired during the year. The plan had a total net loss of \$60,092. This included employer contributions of \$245,546, employee contributions of \$110,725, loss of \$251,780 from the sale of assets, earnings from investments of \$1,018,697, unrealized depreciation in assets of \$1,187,368 and miscellaneous income of \$4,088.

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 a 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:

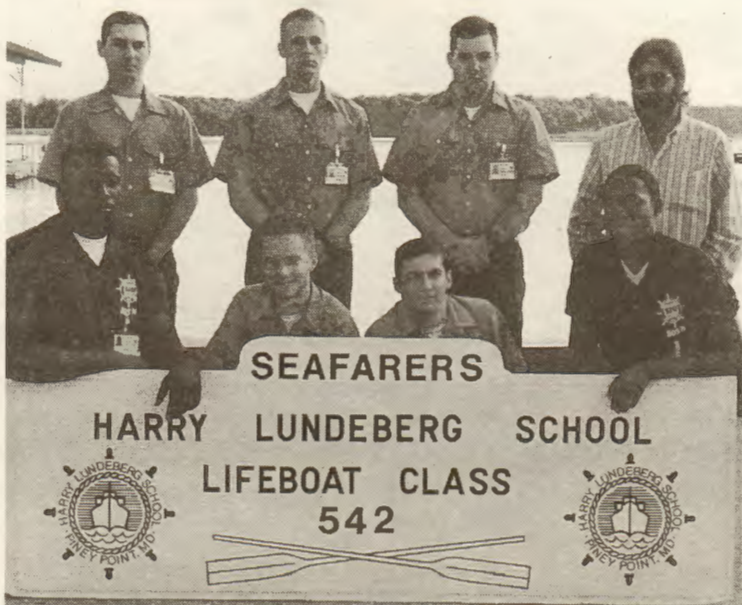
1. an accountant's report,
2. assets held for investment,
3. actuarial information regarding the funding of the plan and
4. transactions in excess of 5 percent of plan assets.

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

You also have the right to receive from the plan administrator, on request and at no charge, a statement of the assets and liabilities of the plan, or a statement of income and expenses of the plan, or both. If you request a copy of the full annual report from the plan administrator, these two statements will be included as part of that report. The charge to cover copying costs given above does not include a charge for copying 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, 5201 Auth Way, Camp Springs, MD 20746, and at the Department of Labor in Washington, D.C. 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, N5507, Pension and Welfare Programs, U.S. Department of Labor, 200 Constitution Avenue, NW, Washington, DC 20210.

Lundeberg School Graduating Classes



Trainee Lifeboat Class 542—Graduating from trainee lifeboat class 542 are (from left, kneeling) Steven Johnson, David Wakeman, Louis Rapisarda, Philena Cosby, (second row) Bruce Burroughs, Eric Gerstmann, Charles Chambers III and Bob Boyle (instructor).



Celestial Navigation—Upgrading members graduating from the celestial navigation course on October 19 are (from left, kneeling) Jake Karaczynski (instructor), Charles Booher, Mark Blom, Gavin Octaviano, Scott Kreger, (second row) Richard Gordon, Christopher Conlin, Oliver Babajko, Donald McGraw, Scott Costello and Royce Kauffman.



Upgraders Lifeboat—Receiving their lifeboat endorsement on October 19 are (from left) Esther Wilkes, Lambert Brown, Nathalie Norie and Troy Wood.



Welding—Completing the welding course on October 6 are (from left) Herbert H. Thrower, Eddie Almodovar, Vincent Carrao and Patrick Lavin Sr.



Able Bodied Seaman—Receiving their certificates of completion on October 5 are (from left, kneeling) Warren Smith, Tom Gilliland (instructor), Wilbert Patterson, (second row) Robert Daniels, Ray Wood and Theo Niang.



Able Bodied Seaman—Certificates of completion were awarded to the October 20 class of upgraders. They are (from left, kneeling) Eric Lund, Mariann Harris, John Dawson, Willie Pettway, Tom Gilliland (instructor), Chad Cuningham, Kissinfor Taylor, Salvador Abreu, (second row) Chris Edyvean, Robert Couvillon, Abdul Karim Ahmed, Eric Gogue, Oliver Bohannon, Steven Westfall, Don Stringer, (third row) Justin Cook, Cyrus Brewster, William Stringer, Spencer Kreger, Joseph Latham and Jerome V. Williams.



Tankerman Operations—SIU members completing the tankerman operations course on September 1 are (from left, front row, seated) Bryan Iverson, Shawn Clark, Dale Sierra, Ervin Bronstein, Mario Romero, Mark Stewart, Inocencio Desaville, Harold Caldeira, Jake Karaczynski (instructor), (second row, kneeling) Kenneth McLamb, Napoleon San Martin, Jeff Turkus, Paul Szalus, Joseph Carrillo, William DeLoach, (third row, standing) Davon McMillan, Reginald Williams, Rafael Atehortua, Carlos M. Soto, Angelo Persica Jr., James Cunningham, Spiridon Perdakis, Ferdinand Gongora, Ralph Broadway, Clay Brown, Hilario Martinez, Melvin Layner, Davis Garoutte, (fourth row) Paul Honeycutt, Earl Macom, Patrick Rankin, James Long, James Martin, Floyd Acord, Roy Blankenship and Fortan Martinez.



Tankerman Operations—On October 17, another group of Seafarers graduated from the tankerman operations course. They are (from left, kneeling) Mark Flores, Stanley Williams, Ann Cabasag, Terry Allen, Stanley Golden, Bob Carle (instructor), Cindy Winter, Mitchell French, Matilde Zuniga, Conrado Martinez, Carlos Boiser, (second row) James Barrett, Bennie Hobbs, Wilfredo De Leon, William Burke, Ahmed Salim, Abdul Gharama, Kevin Wray, (third row) William Begendorf, Todd Homer, Reginald Abrams, Grover Dillman, Thomas Beathard, Steven Tebbe, Jose Loureiro, Mark Lawrence, Steve Copeland, George Saltz, Joel Lechel, David West, Bob Hamil, (third row) Kirk Kolar, Harry Lively, Dan Fleehearty, Rick Burgess, John Trent and Angel Correa.

LUNDEBERG SCHOOL 1996 UPGRADING COURSE SCHEDULE

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

The next issue of the *LOG* will carry a complete listing of all upgrading classes scheduled for 1996 as well as a brief description of each course. Please note that this schedule may change to reflect the needs of the membership, the maritime industry and—in times of conflict—the nation's security.

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

Deck Upgrading Courses

Course	Start Date	Date of Completion
Bridge Management	February 26	March 8
	May 6	May 17
Able Seaman	April 29	June 28
Radar	February 19	February 23
	March 18	March 22
	April 29	May 3
	June 24	June 28
Third Mate	January 29	May 17
Lifeboatman	March 25	April 5

Safety Specialty Courses

Course	Start Date	Date of Completion
Tanker Safety & Operations	January 8	February 2
	February 5	March 1
	March 4	March 29
	April 1	April 26
	April 29	May 24
	May 27	June 21
Advanced Firefighting	February 12	February 23
	April 29	May 10

Steward Upgrading Courses

	Start Date	Date of Completion
Cook and Baker, Chief Cook, Chief Steward	January 15	April 5
	March 25	June 14

Engine Upgrading Courses

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

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

Inland Courses

Course	Start Date	Date of Completion
Engineroom Familiarization	January 8	January 19
Engineroom Operations	February 5	February 16
Engineroom Troubleshooting	March 4	March 15
DDE/License Prep	April 22	May 31

Recertification Programs

Course	Start Date	Date of Completion
Bosun Recertification	March 4	April 5
Steward Recertification	January 29	March 3

UPGRADING APPLICATION

Name _____
(Last) (First) (Middle)

Address _____
(Street)

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

Deep Sea Member Lakes Member Inland Waters Member

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

Social Security # _____ Book # _____

Seniority _____ Department _____

U.S. Citizen: Yes No Home Port _____

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

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

If yes, class # _____

Have you attended any SHLSS upgrading courses? Yes No

If yes, course(s) taken _____

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

Yes No Firefighting: Yes No CPR: Yes No

Primary language spoken _____

With this application, COPIES of your discharges must be submitted showing sufficient time to qualify yourself for the course(s) requested. You also must submit a COPY of each of the following: the first page of your union book indicating your department and seniority, your clinic card and the front and back of your z-card as well as your Lundeberg School identification card listing the course(s) you have taken and completed. The admissions office WILL NOT schedule you until all of the above are received.

COURSE	BEGIN DATE	END DATE

LAST VESSEL: _____ Rating: _____

Date On: _____ Date Off: _____

SIGNATURE _____ DATE _____

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

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

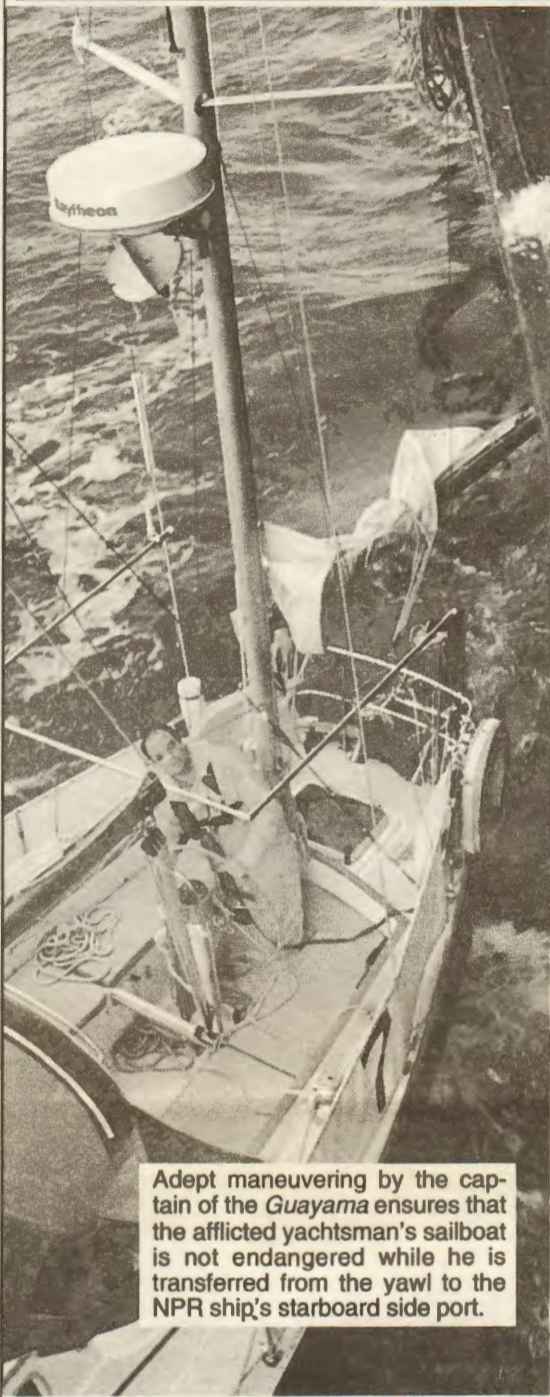


SUMMARY ANNUAL REPORT

The summary of the annual report for the Great Lakes Tug and Dredge Pension Plan may be found on page 21 in this issue of the LOG.

Volume 57, Number 12

December 1995



Adept maneuvering by the captain of the *Guayama* ensures that the afflicted yachtman's sailboat is not endangered while he is transferred from the yawl to the NPR ship's starboard side port.



Once a Coast Guard helicopter reaches the *Guayama*, the ill yachtman is placed in the chopper's basket to be hoisted up to the craft. Assisting are (left to right) AB Angel Camacho, GUDE Mohsin A. Yafai, Bosun Richard Kidd, AB Terry Thomas, Chief Mate William Prip, AB Mott Arnold and Third Mate Carl Rode.

Guayama Recovers Ailing Sailor

With U.S. Coast Guard cutters and helicopters out of range, the SIU-crewed *Guayama* speedily stepped in to assist in the rescue of a yachtman with a medical emergency.

Diverting from its route to Puerto Rico from Elizabeth, N.J. on October 31, the NPR Inc. ship sailed next to the 40-foot *Spindrift* sailboat, allowing the yachtman to board the *Guayama* through the starboard side port at approximately 7:25 a.m. "The captain (Egon K. Stage) maneuvered the *Guayama* so that the pickup was very smooth," explained Tony Mohammed, the chief electrician aboard the ship.

"Everyone was worried about the mast of the sailboat getting banged up on the ship because it had to come so close," added Mohammed, who supplied the photos of the rescue operation to the *LOG*. "But there wasn't a scratch because of the way the captain positioned the ship. He did an excellent job."

To prepare for the transfer of the yachtman, Bill Hoblitzelle, from the sailboat to the ship, and then from the ship to a Coast Guard helicopter, Bosun Richard Kidd and the deck gang made all the necessary preparations. "The bosun knew exactly what had to be done so there were no problems," Mohammed said. After Hoblitzelle was hauled across the space between the yawl and the *Guayama* through the starboard side port while his son and wife handled the

sailboat, he was made welcome aboard the NPR ship. Although his medical condition prevented Hoblitzelle from eating, he was presented with a menu signed by all crewmembers as a gesture of their best wishes.

Around 1:30 p.m., a Coast Guard helicopter reached the *Guayama*, hovered overhead and lowered a basket. *Guayama* deck officers and crewmembers packed Hoblitzelle in the basket, and the yachtman was lifted to the helicopter. The Coast Guard chopper immediately transported Hoblitzelle to a hospital in Puerto Rico.

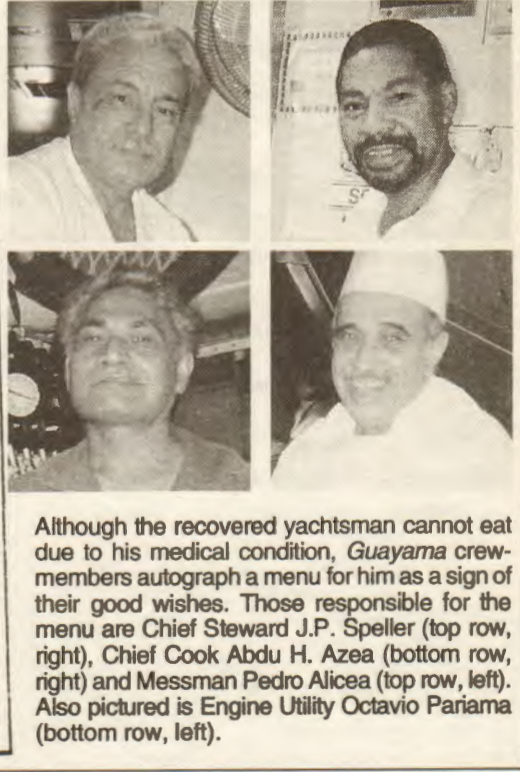
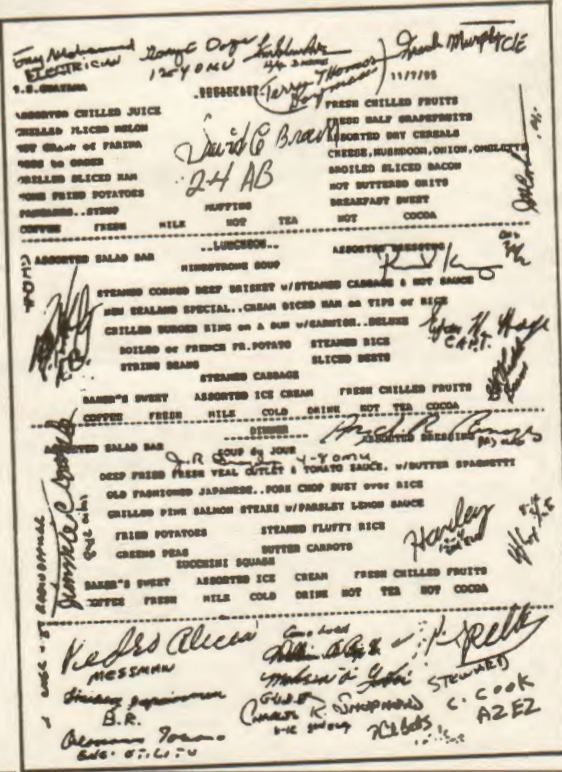
Hoblitzelle, his wife and son were participating in a sailing event known as the Caribbean 1500 Cruising Rally, which departed from Hampton, Va., heading for Tortola in the British Virgin Islands. Developing lower abdominal pains, the yachtman communicated with Johns Hopkins University Hospital in Baltimore, Md. for advice. Medical experts there determined that Hoblitzelle's condition would become life threatening if not attended to within 24 hours.

The Coast Guard was contacted, but the agency's marine equipment was not close enough to immediately reach Hoblitzelle. The Coast Guard radioed the *Guayama* to serve as the interim rescue party.

T.E. Bernard, captain of the U.S. Greater Antilles Section of the U.S. Coast Guard, recognized the *Guayama* and its crew for participating in the rescue mission. The Puerto Rico-based Coast Guard official thanked the seamen for "diverting from your transit to render assistance to a fellow mariner."



After an emergency communication from the U.S. Coast Guard, the *Guayama* diverts from its course to aid a sailor with a potential life threatening medical condition. Participating in the rescue are (top row, left to right) GUDE Mohsin A. Yafai, Chief Electrician Tony Mohammed, AB David Brown, (second row, left to right) AB Angel Camacho, Bosun Richard Kidd, AB Terry Thomas and (third row) AB Mott Arnold.



Although the recovered yachtman cannot eat due to his medical condition, *Guayama* crewmembers autograph a menu for him as a sign of their good wishes. Those responsible for the menu are Chief Steward J.P. Speller (top row, right), Chief Cook Abdu H. Azea (bottom row, right) and Messman Pedro Alicea (top row, left). Also pictured is Engine Utility Octavio Pariana (bottom row, left).