

1995 Lundeberg School Guide

Pages 15-18

LUNDEBERG SCHOOL 1995 UPGRADING COURSE SCHEDULE

Engine Upgrading Courses		Inland Courses	
Course	Date of Completion	Course	Date of Completion
1000	April 7	1000	April 7
1001	April 7	1001	April 7
1002	April 7	1002	April 7
1003	April 7	1003	April 7
1004	April 7	1004	April 7
1005	April 7	1005	April 7
1006	April 7	1006	April 7
1007	April 7	1007	April 7
1008	April 7	1008	April 7
1009	April 7	1009	April 7
1010	April 7	1010	April 7

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

SEAFARERS LOG



Volume 56, Number 12

December 1994

UNITED STATES DISTRICT COURT
FOR THE EASTERN DISTRICT OF VIRGINIA, NORFOLK DIVISION

**Lawsuit of SIU
Fish Groups
Brings Big Win
To Fishermen**

**Judge Orders Gov't Agency
To Up Quota of Flounder**

FISHERMEN'S DOCK COMPANY
OF POINT PLEASANT
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OF VIRGINIA, NORTH CAROLINA
AND MASSACHUSETTS
48 Water Street
Hampton, VA
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SEAFARERS INTERNATIONAL UNION
5201 Auth Way
Camp Springs, MD 20746
(301) 899-0675

Plaintiffs,

v.

RONALD H. BROWN,
Secretary of Commerce
14th & Constitution Avenue
Washington, D.C. 20530

Defendant.

CAROL CROSSAN
ACQUISITION SECT./NEWS PAPER
STATE HISTORICAL SOC. OF MD
816 STATE STREET
MADISON WI 53706-1482

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President's Report

Our Eye Is on the Ball

For some, a change in agendas may be in order after the results of last month's election in which the Democratic majority in Congress was replaced by a Republican majority in both the House and Senate. But for maritime, our goal is the same: legislation that will ensure the United States has sufficient shipping capacity under the American flag to meet the nation's sealift needs in times of conflict and maintain a strong presence in the world shipping trades in times of peace.



Michael Sacco

We have always worked with elected officials from both parties in our efforts to secure laws and government programs that increase America's merchant shipping. That will not change.

However, we recognize that our job is made more difficult by the fact that there are so many new members of Congress. Elected for the first time on November 8 were 86 representatives and 11 senators. This means the SIU and the maritime industry have a big education function to perform. The SIU looks forward to working with the new members of Congress and informing them of the nature of our industry and its importance to the national interest.

The union will be counting on all of its members, both active and retired, and their families, to continue to assist in the efforts to secure a maritime revitalization program next year. And, the union, through the *Seafarers LOG*, membership meetings and visits of union officials to SIU-contracted vessels, will keep Seafarers informed on the deliberations of the Congress on all issues which concern the livelihoods of American seamen.

A Competitive Advantage

As American-flag ships compete with foreign operations, it is vital that each and every Seafarer ensure he or she is a most productive, efficient, safety-conscience crewmember.

In this regard, I urge all Seafarers to take full advantage of the Paul Hall Center for Maritime Training and Education and its Lundeberg School. Throughout the year, the school offers Seafarers courses which lead to increased skills and detailed knowledge of new shipboard technology.

The Lundeberg School is doing its part to ensure that Seafarers are exposed to the changes within the industry. Next year, the school will offer a new power plant maintenance course for engine department Seafarers. All SIU members who sail on tankers will have an opportunity to take a tanker operation/safety class. There are eight new classes for inland boatmen. Many of the traditional courses have been expanded to include more hands-on training exercises.

On other pages of this *Seafarers LOG*, Seafarers can read about the new courses and go over the 1995 training schedule. All Seafarers should look over this material and make plans to upgrade their skills in 1995. When Seafarers become more skilled, not only does it benefit American shipping, but also it means increased earning potential for Seafarers who move up the career ladder in their respective shipboard departments.

Best Holiday Wishes to All

During this time of holidays, I offer my sincere good wishes to all our union brothers and sisters and their families, and our pensioners and their families as well. I hope you have a happy holiday season and a new year filled with good health.

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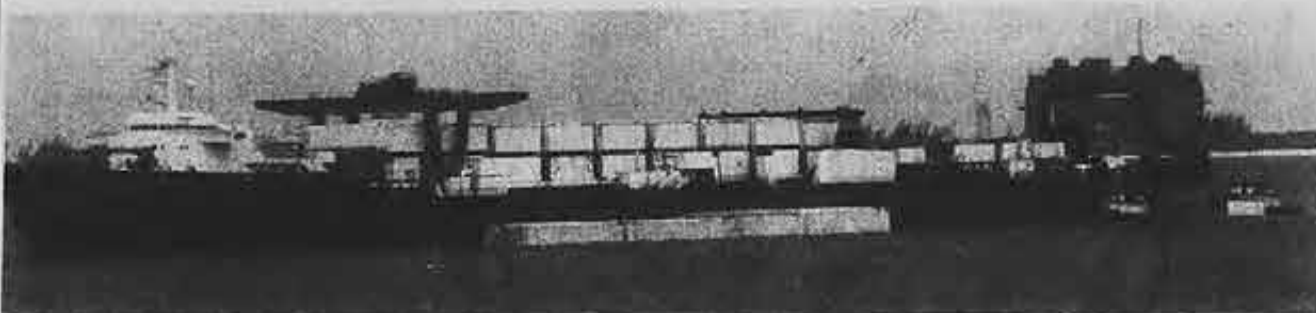
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Kestrel Crew Praised by Navy For Barge Transfer Operation



The *American Kestrel* is pictured during barge transfer operations which took place in Diego Garcia.

Seafarers aboard the prepositioning ship *American Kestrel* recently were commended by the U.S. Navy for their timely and efficient work during a barge transfer operation in Diego Garcia which took place in August and September.

Navy Captain R.B. Lanning praised Captain Christopher Bartlett and the entire crew in a letter to Osprey-Acomarit Ship Management, Inc., which operates the *Kestrel* for the Navy's Military Sealift Command (MSC). Lanning noted the "exceptional support" of *Kestrel* personnel during the operation, which "was conducted safely, without incident and completed ahead of schedule."

Lanning added that the *Kestrel's* hosting of a shipboard tour and luncheon for dignitaries from a Naval support facility "and other military and key civilian team members involved in this project was an added touch in enhancing cooperation and confidence between us and other commands. We wish to thank

Captain Bartlett and his officers, as well as Steward Chris Clanton and his assistants (Chief Cook Marco Maffiolo and Steward Assistant Fred Burton, Jr.), in the preparation of an outstanding, delicious lunch."

Christopher Nette, senior port captain for Osprey-Acomarit, offered similar praise in a letter to the *Seafarers LOG*.

"The crew was very cooperative while working alongside the government personnel. This was in spite of long hours of work



Chief Cook Marco Maffiolo helps prepare a special meal.

required in disconnecting and reconnecting the cargo care system, operating the ship's gear and handling barges in the water," Nette wrote.

"Additionally, the ship's crew went out of their way in hosting a luncheon for all involved in the operation."

The *Kestrel* is a barge-carrier (also known as a lighter-boarding or LASH vessel) operated by MSC and based in Diego Garcia. Like other prepositioning vessels, the *Kestrel* remains fully loaded so that it may sail in support of American troops immediately after activation.

Seafarers who crew prepositioning vessels and other sealift ships must have manpower skills that are keyed to operations unique to military ships. They receive specialized training in sealift operations at the Paul Hall Center's Harry Lundeberg School of Seamanship in Piney Point, Md. Lundeberg School instructors also periodically conduct shipboard training on the sealift vessels.

Texas Comes Home from Haiti



Seafarers aboard the *Cape Texas* recently returned to the port of Mobile, Ala., following their participation in support of U.S. military operations in Haiti. The *Texas* was one of eight SIU-crewed Ready Reserve Force (RRF) ships which were broken out for Operations Maintain Democracy/Uphold Democracy.

Pictured from left are GUDE Carl Turner and Bosun Millard Napier.



Recertified Steward Tobe Dansley grates cheese for a meal aboard the *Texas* (pictured in background).



At work in the engineroom are (from left) QMED Alvin Burroughs, GUDE Carl Turner and Chief Electrician Dan Manthei.

Lawsuit of SIU, Fishermen's Groups Results in 16% More Flounder Quota

Federal District Judge Orders Government to Increase 1994 Allotment

Fishermen, who have long felt that the government has been unnecessarily working to put them out of business, won a major victory last month when a federal district judge ordered an increase by 16 percent in the amount of summer flounder that can be caught in 1994. As a result fishermen working along the Atlantic coast will be able to land an additional 3 million pounds of summer flounder before the end of the year.

The quota established by the government earlier in 1994 allowed commercial fishermen to this year catch 16 million pounds of summer flounder, which also is called "fluke." In his decision, filed with the court on November 4, Judge Robert G. Doumar of the United States District Court for the Eastern District of Virginia ordered that the "1994 summer flounder commercial quota be invalidated to the extent that it is less than 19.05 million pounds."

Quota Is Reset

Judge Doumar ordered the Department of Commerce to reset the quota "in a manner consistent" with his opinion. The Department of Commerce is the parent agency of the National Marine Fisheries Service (NMFS), the arm of the government charged with managing the nation's fisheries resources. On November 25, the Department of Commerce published a notice in the *Federal Register* that the quota had been increased to 19.05 million pounds for 1994.

The judge's decision was a result of a lawsuit filed by the SIU, two fishermen's groups and a fishing company. The lawsuit, filed April 5, after the 1994 commercial fishing quota for fluke was announced, charged that the

government had arbitrarily established the quota at a level 16 percent below what the best data available indicated as appropriate.

'Worst Case' Assumptions

The SIU and the fishing groups, the lawsuit's plaintiffs, said the government had used unsubstantiated "worst case" assumptions about the amount of flounder stock and the species' ability to regenerate. They also argued that the setting of the quota in this way violated the Magnuson Fishery Conservation and Management Act, enacted in 1976, which establishes the criteria for managing American fisheries, among which is balancing conservation interests with the need to maintain an American fisheries industry.

The 1994 quota establishing how much fluke could be landed by fishermen along the Atlantic coast was determined in a NMFS management plan issued earlier in the year. The fluke management plan, which was largely coordinated by the Mid-Atlantic Fisheries Management Council, is known as Amendment 2.

Amendment 2 requires that a Summer Flounder Monitoring Committee, a group made up of representatives of different fisheries management bodies, make recommendations to the Mid-Atlantic Fisheries Management Council on the level of allowable catch of summer flounder. The monitoring committee relies on data from NMFS scientists and staff.

Under federal regulations, the Summer Flounder Monitoring Committee must determine a quota level likely to achieve a fishing mortality rate of 0.53 during

Federal Register / Vol. 59, No. 236 / Friday, November 25, 1994

DEPARTMENT OF COMMERCE
National Oceanic and Atmospheric Administration
50 CFR Part 625
Docket No. 94020-421; (L. 11994)

Summer Flounder Fishery
ACTION: National Marine Fisheries Service (NMFS), National Oceanic and Atmospheric Administration (NOAA), Commerce.
ACTION: Modification of commercial quota amount and commercial quota availability.

SUMMARY: NMFS issues this document to announce an increase in the commercial quota for the 1994 summer flounder fishery. The intent of this document is to comply with an Opinion and Order issued by District Court Judge Robert Doumar, directing NMFS to reset the quota equal to 19.05 million lb (8.6 million kg). This document advises the public that a quota adjustment has been made and informs the public of the criteria used to determine the quota. As a result of this action, vessels must submit a Federal Fisheries Report for the 1994 season.

comply with an Opinion and Order issued by District Court Judge Robert Doumar, directing NMFS to reset the quota equal to 19.05 million lb

Following the judge's order supporting the position of the SIU and three fishing groups, the government increased the amount of fluke that can be caught in 1994 by 3 million pounds.

the years 1993 through 1995. Fishing mortality rates (as opposed to natural mortality rates) are based on stock size, meaning the fish's population, and are used by fishery managers to judge whether harvest levels are too high or low. Stock size, in turn, is estimated by statistical methods since it is impossible to directly count fish. These rates are simply an index measuring the amount of fish removed by human beings from that fish's stock.

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House, Senate Shift to Republican Control To Date, Effect of November Elections on Maritime Is Uncertain

As a result of the ballots cast in the nation's November 8 general election, the Republican party took control of both chambers of the U.S. Congress for the first time in 40 years. When the 104th Congress convenes in January, Republicans will hold a 230-seat majority in the House (out of 435 positions) and a 53-seat majority in the 100-member Senate.

Around the country, 52 House seats switched from Democratic to Republican hands and the voting public elected 21 Republican Senators, bringing that party's total in the Senate to 52. That number was increased to 53 when Senator Richard C. Shelby (Ala.) switched his party affiliation.

Recognition of Maritime

The effect on U.S. shipping that will result from the change in Congress' majority party remains unclear. This largely stems from the fact that there are so many new members of Congress who are unfamiliar with the role of the American merchant marine in the nation's economic interests and national security. There are 86 new House members and 11 freshmen Senators.

Also key will be the stand of the House and Senate leadership on maritime matters.

Despite the uncertainties facing the maritime industry, it is clear that large numbers of congressmen and senators from both parties have understood the need for a strong U.S. shipping capability in times of war and the importance of having a vital presence in the nation's oceangoing commerce.

After the general election, speaking for the SIU, union president Michael Sacco noted,

"Maritime matters are a bipartisan issue. Nothing changes in our direction and objectives." He said the union has "always worked with elected officials in both parties" and that it will continue to do so.

Change of Chairmanships

In December, House members, divided into the caucuses of each party, will elect a speaker, majority and minority leaders, and majority and minority whips. Senators also will vote for majority and minority leaders and whips.

The positions of most committee chairmen in both chambers also technically are elected, but often those slots actually are determined by seniority.

In the House, Newt Gingrich (R-Ga.) is expected to take over as speaker, succeeding Thomas S. Foley (D-Wash.), who lost his bid for re-election. Richard A. Gephardt (D-Mo.) likely will be the new minority leader.

On the Senate side, Robert Dole (R-Kan.) will be the new majority leader.

House Panel on Block

It is likely that the new leadership of the House will seek to reorganize the way that legislative body works. Those in favor of reorganizing the House have proposed reducing the number of standing committees from 22 to either 17 or 18. Among the committees the Republican House members have suggested consolidating with other panels is that of Merchant Marine and Fisheries, which has existed for 107 years, since 1887.

The SIU has fought similar proposals in the past. In the early '70s, there was a move to abolish the House Merchant Marine and

Fisheries Committee, but the proposal did not succeed.

Any reorganization plans will not be finished until early January, but there is talk that Merchant Marine and Fisheries' oversight of U.S. Coast Guard, inland waterways and cargo preference issues will shift to the Public Works and Transportation Committee (which probably will be chaired by Pennsylvania Republican Bud Shuster).

Oversight of the Ready Reserve Force (RRF) and National Defense Reserve Fleet (NDRF) likely will be transferred to the Armed Services Committee. Rep. Floyd Spence (R-S.C.) probably

will chair that committee.

Meanwhile, fisheries issues, environmental responsibilities and oceanography issues appear headed for the Natural Resources Committee. Republican Don Young of Alaska is expected to chair that committee.

In the event that the House Merchant Marine and Fisheries Committee is not one of those consolidated, Rep. Herbert H. Bateman (R-Va.) probably will be its chairman.

On the Senate side, merchant marine already is a subcommittee of a committee with a larger mandate: the Commerce, Science and Transportation Committee. That

committee will be headed by Larry Pressler (R-S.D.), who would succeed Ernest Hollings (D-S.C.). The Merchant Marine Subcommittee likely will be chaired by Trent Lott (R-Miss.), who would succeed Louisiana Democrat John Breaux in that post.

A Priority: U.S. Ship Bill

President Clinton recently reaffirmed his commitment to work with the 104th Congress to get a maritime bill enacted. In a statement released on October 19, he insisted that "Congress still must act to ensure a maritime

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Union's School Announces Newly Fashioned Courses

The Seafarers Harry Lundeberg School of Seamanship, located at the Paul Hall Center for Maritime Training and Education in Piney Point, Md., has announced its vocational upgrading schedule for 1995.

The schedule features a number of new courses, including a tanker operation/safety class which is available to all Seafarers and a power plant maintenance course for members who sail in the engine department.

Additionally, eight new classes—including radar observer/inland—are open to members who sail in the inland division.

All of the new courses are structured to emphasize hands-on training, complemented by classroom instruction.

Similarly, the able-bodied seaman (AB) class, the

fireman/watertender and oiler class (FOWT) and the chief cook class have been expanded to include even more practical training.

"The new classes and the expanded courses, along with those which remain in place from previous years, are designed to give members the best possible preparation for the jobs they do on ships and on boats," said Jim Shaffer, vocational director of the Lundeberg School. "The improvements in the 1995 schedule are the result of changing needs within the industry, feedback from students and instructors, and input from SIU-contracted companies," he added.

The tanker operation/safety course was developed in response

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The Lundeberg School's new classes emphasize hands-on exercises such as the one pictured above in which a Seafarer practices using a breathing apparatus.

SIU Refutes Allegations On Qualifications of Sealift Tankers' Crews

The SIU charged that a report issued by the General Accounting Office (GAO) on the Military Sealift Command's privately operated sealift tankers gives the impression that the ships' seamen have peg legs, hooks for arms, eye patches and nefarious backgrounds.

"Nothing could be further from the truth. The seamen aboard these vessels are professional mariners who have been, and are, performing admirably, under difficult circumstances," states the SIU response to the GAO report, dated November 11, which was submitted to the Senate Subcommittee on Oversight of Government Management.

Poor Contract Administration

The GAO investigated the operation of the nine sealift tankers of the Military Sealift Command (MSC) for the Senate Oversight Subcommittee. An investigative unit of the Congress, the GAO issued a report in October stating that lax oversight by the Navy agency of its contract with a private shipping company to operate the ships had resulted in unsafe and poorly maintained ships.

On October 12, the subcommittee held a hearing on the GAO's report in which representatives from the GAO, U.S. Coast Guard, MSC and International Marine Carriers (IMC), the ships' current operating company, presented data on the vessels. Senator Carl Levin (D-Mich.), who chairs the subcommittee also provided a record of the ships' problems. The SIU's statement was submitted to the subcommittee as part of the hearing's record.

Insinuations Must Be Negated

In the SIU's document, the union acknowledges that the main thrust of the GAO investigation and report is the MSC's contract enforcement process.

But, as the union which represents the men and women who work aboard the sealift tankers in unlicensed positions, the SIU feels it is vitally important that the GAO's aspersions of crewmembers be refuted. The union believes that the agency's unsubstantiated misstatements and innuendos about American seamen must be corrected," states the SIU submission.

"By cobbling together whiffs of comments from unidentified sources, the agency alleges that crewmembers aboard the sealift tankers were 'unqualified,' 'inexperienced' and lacking in 'character,'" the SIU statement says.

Root of Problem: Turnover

The problems with the sealift tankers started at the inception of the IMC contract with MSC in 1990 when the vessels were turned over in decrepit condition, notes the SIU document. The situation continued with MSC's failure to provide adequate funding for the necessary upgrading.

"These problems largely have been surmounted by the skilled seamen aboard the vessels whose endeavors have kept the ships operating safely and productively in behalf of the military," the SIU statement points out.

Seafarers Eminently Qualified

The union refuted the GAO's claim of certain unqualified seamen by noting that Coast Guard regulations, union procedures and the training available to crewmembers ensure a shipowner a qualified individual for a shipboard job.

Additionally, the union submitted firsthand testimony of many crewmembers which demonstrates that the seamen aboard the tankships have employed extraordinary skills, smarts, ingenuity and knowledge to mitigate or eliminate potential problems. "If, in fact, the crews had really been unqualified, the vessels would not be operating today," notes the SIU report.

Entry-Level Seamen are Key

Like the GAO's unsubstantiated remarks about "unqualified" seamen, the agency's allegations about "inexperienced" crewmembers also fail to provide any specifics. Answering the following statement by the GAO investigators, "[T]wo crewmembers advised us that this was their first ship," the SIU report notes, "There is a first time for everybody and that in itself is not a disqualification."

Actually, "individuals who ship through the SIU, before ever boarding a vessel, complete an intensive orientation and hands-on

training session to prepare a person for the rigors of shipboard work and life," states the SIU response.

The SIU document charged that the GAO had confused "inexperienced" personnel with seamen in entry-level ratings. The union points out that entry-level seamen—such as wipers, ordinaries and steward assistants—have important shipboard functions and their work makes the higher rated seamen more productive and better able to turn their attention to the more complex shipboard tasks.

Agency Defames Seamen

The GAO report also sensationalistically states that it found a large pool of convicted felons working aboard the sealift tankers and that this shows a character deficiency among crewmembers. To arrive at this conclusion, the GAO did a criminal records check of 658 seamen on the tankships. The agency found that "about 178" had felony convictions in their backgrounds.

The SIU blasts the GAO report for maligning crewmembers, labeling the agency's remarks as "irresponsible" and "inhumane." The union's statement points out that the database most likely used by the GAO was known to be inaccurate, so inaccurate that its data is not admissible as evidence in a court of law.

The GAO also failed to take into consideration the fact that the Coast Guard, should it determine that a felony conviction makes an individual unsuited for a job as a mariner, can revoke, suspend or simply not issue a merchant mariner document or license to a seaman, thereby preventing that person from obtaining employment on a U.S.-flag ship.

Fixing the Process

The SIU document also states that the union's interest is not limited to crew performance. The SIU is concerned with the entire process by which the government awards contracts to private companies, many of which are employers of Seafarers, the union's submission reads.

With this in mind, the union's document puts forward a number of recommendations for enhancing the MSC's subcontracting process and avoiding the kinds of problems that have occurred with the sealift tankers. The SIU suggests that an MSC contract proposal can be designed to balance cost with performance in such a way as to yield the government the "best value" for its dollars.

MarAd Allows APL to Flag-Out Six New Ships

The Maritime Administration will allow American President Lines (APL) to operate the six container ships it is building under foreign flags, the agency announced on November 15.

APL had applied for a waiver of the Merchant Marine Act of 1936 which prohibits American shipping companies receiving government subsidies from operating foreign-flag ships in essential U.S.-flag service routes.

Unions Opposed Move

The SIU's Pacific District unions had registered their strong opposition to the granting of a waiver in numerous communications submitted to the Maritime Administration.

The Pacific District unions, which include the Sailors' Union of the Pacific, the Marine Firemen's Union and the SIU's Atlantic, Gulf, Lakes and Inland Waters District, are now reviewing all possible courses of action that the organizations might take in protest of APL's flagging out move.

APL Abandons U.S. Workers

Immediately after MarAd's announcement of the granting of the waiver, five presidents of unions representing sea-going labor issued a statement denouncing the decision. "American seafaring workers and their maritime unions have worked long and hard in support of legislation that would have been beneficial to American shipping companies and the nation's economic and security interests.

"In contrast, the profitable American President Lines has demonstrated a lack of faith in America's future by hauling down the American flag and replacing it with that of a runaway registry. Nevertheless, while abandoning American workers, APL executives will continue to enjoy all of the benefits the United States has to offer," said the communication of union presidents Joel Bem (District 1-Marine Engineers Beneficial Association), Timothy A. Brown (International Organization of Masters, Mates & Pilots), Louis Parise (District 4-NMU/MEBA), Michael McKay (American Maritime Officers) and Michael Sacco (SIU).

Noting that the move deprives

the United States of a dependable, skilled shipboard workforce that is available in times of crisis, the union presidents' statement said, "It is a sad day for the United States, indeed, when six new vessels of an American company are designated to sail under a foreign flag providing an escape from U.S. wages, taxes and safety standards."

The presidents of the five unions stated that maritime labor would "remain undeterred" in its "purpose of securing a national shipping bill in the coming session of Congress that will guarantee America a U.S.-flag fleet that befits the nation's status as the world's superpower."

Transfer to U.S. Registry

The waiver granted by the Maritime Administration imposed several conditions, chief among them that APL must apply to include the six ships in any new subsidy program that is enacted by Congress and signed into law by the president. MarAd also reserved the right to modify the waiver at any time.

Additionally, the ships can only operate where APL has existing service. APL's waiver application indicated that the ship's would operate in the transpacific trades between California ports and Japan, Taiwan and Hong Kong. None of the subsidy funding which APL receives can accrue to the benefit of its foreign-flag ships.

The agency of the Department of Transportation also stated that each vessel must be registered under a ship registry which is considered to be under "effective U.S. control" ("EUSC").

(This is a policy dating back to the days after World War II, when the U.S. government allowed much of the American tonnage built for the war effort to be transferred overseas. In 1948, after supporters of runaway-flag shipping prevailed upon the Department of Defense, the theory of effective U.S. control was developed. It supposedly means that ships registered under certain flags are somehow linked to America's national security interests. The registers with this mysterious tie are Panama, Liberia, Honduras, Bahamas and Marshall Islands.)

Continued on page 13

It's Sea Story Swapping Time for MCS Pensioners



Each September on the West Coast, a picnic is held for former members of the Marine Cooks and Stewards, SIU members and their friends and families. Anywhere from 125 to 150 people usually attend the festive outing, grateful for the chance to get reacquainted with one another and eager to swap old sea stories. Pictured above are some of this year's participants, including Peggy Arnold, Jimmie Terrell, Sam Boykin,

Henri Planu, Dave Lononecher, Vic Vicery, Tony Mercado, Nancy Cooper, Ann Hall, Josephine Maule, Margie Todd, Doreen Stranger, Estelle Deal, Ken Oshinaka, Bill Grimstead, Mar Lau, Edward Hirrita, Mary Jane Carpenter, Monica Lindsay, Inez Wood and Mildred Nishimura. The photo was sent to the *Seafarers LOG* by Virginia Martin and Betty Hollaway.

Rescue in the Pacific

Lopez Crew Aids Stranded Islanders



Seafarers aboard the *MV 1st Lt. Baldomero Lopez* last month came to the aid of 40 people whose small island in the Pacific was devastated by Typhoon Zelda.

In a letter to the *Seafarers LOG*, *Lopez* Captain Harry Bolton recounted how the crew helped perform a rescue in rough seas involving U.S. Navy helicopters at the island of Anatahan, 65 miles north of Guam in the Mariana Islands.

A number of children were among those taken from Anatahan to Saipan following the destructive storm. Amazingly, no one from Anatahan was hurt during the typhoon, which wiped out virtually all of the man-made structures and vegetation there.

The entire crew of the *Lopez*, which is under the direction of the U.S. Navy's Military Sealift Command (MSC) and operated by American Overseas Marine Corp. (Amsea), received praise from several MSC officials for its effort.

The *Lopez*, a prepositioning ship, was returning to Saipan on November 4, following evasive maneuvers to avoid the typhoon. Shortly after noon, MSC contacted the vessel and advised that the *Lopez* might be needed for a nearby rescue.

"The next call was from the U.S. Coast Guard emergency center, outlining the rescue mission," wrote Bolton, who also provided the photographs accompanying this article. "We learned there were 40 island natives without food, water or shelter."

The *Lopez* arrived at Anatahan a few hours later and began working in conjunction with two Navy helicopters which had arrived separately. The first helicopter landed on deck within a half-hour.

'Traumatized' Children

"We were surprised to see so many children come off the helo," noted the captain. "They looked haggard, typhoon-traumatized, and landing on a huge ship from a big, noisy helo wasn't helping matters."

"But once they got inside the bridge and saw the friendly faces of the crew, they relaxed. Chief Steward Bruce Barbeau and Steward Assistant Dan Idos took them to their berthing area to get them settled in and then guided them to the mess hall."

The second Navy helicopter landed 30 minutes after the first,

and Bolton commended the crew for its work during these operations. "They did their professional best during flight quarters, chocking and chaining the helo, offloading what little gear the islanders brought with them and guiding them to the bridge," he wrote.

"The steward department had a nice, hot meal waiting" for all the evacuees, the letter continued. "By the way they put the groceries away, you could tell they were hungry."

Chief Mate Robert Boes gave the islanders some preventive treatment for seasickness, since the conditions still were rough, and the exhausted group of storm refugees turned in early while the vessel headed for Saipan.

Finally, Calm Seas

"The next morning, the seas were calm, our new friends were well-rested and the steward department had a delicious breakfast waiting for them," Bolton recalled. "You've never seen so few eat so much."

Later that morning, the islanders were flown by helicopter to shore at Saipan. "After they left, Deck/Maintenance Jeff Moritz retold a story an islander told him the night before," said Bolton. "The islander said the wind was blowing very hard from the west, tearing down their huts and trees. Then it was perfectly clear for a couple of hours. Then they saw the massive, dark wall coming at them from the east."

"They huddled in the only remaining building as the typhoon blasted away at the island, destroying everything else that remained. . . . As luck would have it, no one got hurt. No one, including the islanders, could figure that out after seeing the devastation."

Bolton declared that the "entire crew performed brilliantly and opened their hearts to the islanders."

Praised by Navy

He was far from alone in his praise. Admiral Richard C. Macke, commander in chief/U.S. Navy Pacific Command, in a congratulatory communication sent to the *Lopez*, described the rescue as "a textbook example of how to execute an immediate response operation."

Admiral R.J. Zlatoper, commander in chief/U.S. Navy Pacific Fleet, also conveyed his congratulations to the crew. "There is no deed more worthy of



praise than the preservation of human life achieved through the selfless dedication and courageous actions of these professionals," he wrote.

Additionally, Rear Admiral David L. Brewer, commander U.S. Naval Forces/Marianas, told the crew that he noted "with extreme pride the timely, superb support you provided in the humanitarian evacuation Your unselfish and professional response to the call for assistance quickly brought the storm victims to safety while demonstrating the spirit of service to fellow citizens we share in the maritime service."

Seafarers aboard the *1st Lt. Baldomero Lopez* during these operations were Bosun Gerald Kelly, ABs Eugene Scandurra, Robert David, Christopher Kalinowski, Robert Borden, Ronald Zurek and Thomas Parisi, Moritz, Electrician William Arnost, Pumpman Robert Rudd, QMEDs George Henderson and Mark Freeman, GDEU

Carolyn Thifault, Barbeau, Chief Cook Kenneth Whitfield, Cook/Baker Guy Prescott, and SAs Idos, Rose McCants, Suzanne Van Schoor and Darin McCabe.

Prepositioning ships are stocked with all the necessary equipment and supplies to support an early rapid deployment of amphibious U.S. Marine expeditionary brigades. They operate in key strategic locations throughout the world.

Seafarers who crew the prepositioning ships receive special sealift training at the Paul Hall Center's Lundeberg School in Piney Point, Md., and occasionally on board the vessels themselves, due to the unique requirements of working aboard the vessels. The training covers helicopter operations, forklift maneuvers, crane operation, underway replenishment, damage control familiarization, search and rescue boat operations and more.

TOP LEFT: Crewmembers perform helo operations on the deck of the *Baldomero Lopez*.

MIDDLE: Deck/Maintenance Jeff Moritz (foreground, squatting) assists the island children with their protective safety gear.

BOTTOM: SA Suzanne Van Schoor (foreground, standing) helps feed the kids and other islanders who were rescued.



The helicopter landing team (from left) consisted of SA Dan Idos, AB Bob Borden, AB Tom Parisi, AB Gene Scandurra, Bosun Gerry Kelly, Deck/Maintenance Jeff Moritz, AB Ron Zurek and AB Chris Kalinowski.

Towboat Operators Need Radar Endorsement; Lundeberg School Courses Satisfy New Reg

The U.S. Coast Guard recently issued an interim final rule which requires towboat operators to possess a radar-observer endorsement.

The new regulation extends the endorsement requirement to licensed operators and all other pilots of radar-equipped, uninspected towboats which are 26 feet or more in length and which operate in U.S. waters.

According to the rule, which went into effect on November 25, mariners who test for original licenses, renewal licenses or upgraded licenses on or after February 15, 1995, must have the radar-observer endorsement. Mariners who already have a towboat operator's license but no radar endorsement, must take a

four-hour radar operation course by February 15, 1995. Passing the four-hour course will result in obtaining a radar certificate which is valid as an endorsement until the mariner's license expires or is renewed or upgraded. At that time, a mariner must seek a radar endorsement.

Three Types

As is the case with a towboat operator's license, a radar-observer endorsement expires after five years. However, because the expiration dates of a mariner's license and his or her radar endorsement may differ, license renewal does not terminate the radar endorsement, and radar endorsement may be renewed at any

time. (This differs from the procedures regarding radar certificates, which are terminated by license renewal, upgrading or expiration.)

The rule also establishes three types of radar endorsements and specifies which subject matter must be covered in radar observer courses. The categories of certification are radar observer/unlimited, radar observer/inland waters and radar observer/rivers. The latter two are new categories; in the past, only operators of vessels of at least 300 gross tons were required to hold a radar endorsement.

In anticipation of this rule, the Paul Hall Center for Maritime Training and Education and its

Harry Lundeberg School of Seamanship included three separate radar observer courses (unlimited, inland and rivers) in its 1995 vocational upgrading schedule. All are approved by the Coast Guard. (Course descriptions appear on pages 15 and 17.)

Additionally, Lundeberg School instructors last month conducted the four-hour radar operation course at the SIU hall in Houston. The four-hour class also will be available at other SIU halls in the next few months, and probably will be taught at the Lundeberg School as well. Check upcoming issues of the *Seafarers LOG* or contact the admissions office at Piney Point for the latest scheduling information.

Positive Reaction

Seafarers who took the radar operation course in Houston reacted positively both to the class and to the regulation.

"Everyone I work with thinks it's a good rule, because it promotes safety," said David Denning, 38, who sails as a master for G&H Towing.

He added that the course "updates us on the potential dangers of our jobs, and how to work safely. I think it's a good class. We had a good turnout, and it's great that the union came here and put it on before the deadline."

"I gained insight into exactly how radar works," noted AB Nickoli Payne, 23, who also sails with G&H Towing. "It's an interesting course with a good instructor, and I appreciate the fact that the course was brought here to the union hall."

Lundeberg School instructors formulated the four-hour class, as well as the inland and rivers radar courses, when the Coast Guard regulation was issued in late October.

Stems from Tragedy

The issuance of the new regulation stems directly from the derailment of the Amtrak passenger train *Sunset Limited* on September 22, 1993. In that tragic and infamous incident, 47 people were killed when the train went off track and plunged into the Big Bayou Canot near Mobile, Ala., just minutes after a barge pushed by the tugboat *MV Mauvilla*



The union's school offers several radar courses, such as the one taken by Seafarers in photos above and below. The classes help a boatman meet the newly required Coast Guard radar endorsement.



rammed into the Big Bayou Canot Bridge, thereby throwing the railroad tracks out of alignment by more than three feet.

In the aftermath of that disaster, Congress called for an extensive study of marine safety issues related to uninspected towing vessels. Conducted jointly by the Offices of Navigation Safety and Waterway Services and of Marine Safety, Security and Environmental Protection, the study gave Coast Guard officials a number of recommendations to improve safety in the towing industry—one of which called for operators of radar-equipped towing vessels of 26 feet or longer to hold radar endorsements.

The SIU and the Lundeberg School had input in the study, and the union also testified before Congress that stricter safety regulations governing the inland industry are needed.

New Lundeberg School Classes Increase Hands-On Training

Continued from page 3

to the Oil Pollution Act of 1990 (OPA 90). That legislation is intended to keep the nation's waters free of marine oil spills.

The SIU, as part of its ongoing commitment to comply with all U.S. Coast Guard procedures and practices, answered the OPA 90 mandate by including the issue of training in its three-year standard freightship and tanker contract (which went into effect June 16, 1993 and expires on June 15, 1996) and by establishing the tanker operation/safety course.

The power plant maintenance class was created after a thorough review by the school's vocational education department of the varied engine-department work being done by Seafarers. That review included determining which percentages of active QMEDs sail as dayworkers, pumpmen or electricians.

The course also was developed as a cornerstone of the new engine department career tracks, which will become mandatory in 1996

(see separate story below).

The new inland classes—deck-inland, radar observer/inland, radar observer/rivers, engine room familiarization, diesel engine maintenance, electrical, hydraulics and welding—were put together to comply with new federal regulations and to meet the increasing needs of the tug and barge industry, with consideration of members' work schedules.

Expanded Courses

Students who take the AB course will have the opportunity to reap the benefits of six weeks of new hands-on training. Formerly a six-week course, the AB class has been expanded to 12 weeks so that it may include practical training in sealift and oil/hazardous materials spill prevention and containment, as well as other hands-on instruction relevant to deck department personnel.

Along those same lines, the FOWT class has been lengthened from six weeks to 11 weeks. It

now includes hands-on training covering firefighting and first aid, oil spill prevention and containment, sealift, and two other weeks of specialized, practical training relevant to FOWTs.

Finally, the recently revised chief cook course, which lasts 12 weeks, will continue offering students the chance to hone their skills in the Lundeberg School's modern lecture/demonstration galley and the production galley. The course also includes the use of computers, textbooks and classroom lectures.

Specialty Courses

In addition to the courses listed in this month's issue of the *Seafarers LOG* (see pages 15-18), the Lundeberg School occasionally will offer specialty courses to meet the manpower needs of SIU-contracted companies. For the most up-to-date information, check the schedule in each issue of the *LOG* or contact the admissions office at Piney Point.

New Course Requirements Set for QMEDs

In conjunction with the publishing of its 1995 vocational upgrading schedule, the Paul Hall Center for Maritime Training and Education has announced revisions in course requirements for QMEDs.

The Paul Hall Center's Lundeberg School also has released new, suggested upgrading course career tracks for QMED/Dayworkers, QMED/Pumpmen and QMED/Electricians.

As of January 1, 1995, all QMEDs must pass the following courses in order to advance within the rating structure: power plant maintenance, marine electrical maintenance I (MEM I), and diesel engine technology. (Formerly, the courses required for advancement were MEM I, tanker/pumproom operations and refrigeration systems maintenance and operations.)

Seafarers who receive their QMED-Any Rating Class One certification prior to January 1, 1995, will remain QMED Class One. Members who passed one of the newly mandatory courses (power plant maintenance, MEM

I or diesel) prior to January 1, 1995, may use that mandatory class plus an elective to move up in classification, up to and including QMED Class Two. However, they will not be advanced to QMED Class One until they have passed all three of the new mandatory courses plus three electives.

The career tracks, which are expected to become mandatory in 1996, were developed "in order to better prepare the members for the jobs they're actually doing aboard vessels," said Lundeberg School Vocational Director Jim Shaffer.

The career tracks are as follows:

QMED/Dayworker

1. Power Plant Maintenance (6 weeks)
2. Diesel Engine Technology (4 weeks)
3. MEM I (6 weeks)
4. Machine Tool Operations (4 weeks)
5. Welding (4 weeks)
6. Refrigeration Systems Maintenance and Operations (4 weeks)
- OR Hydraulics (6 weeks)

QMED/Pumpman

1. Power Plant Maintenance (6 weeks)
2. Diesel Engine Technology (4 weeks)
3. MEM I (6 weeks)
4. Pumproom Maintenance and Operations (2 weeks)
5. Machine Tool Operations (5 weeks—course is being developed)
6. Welding (4 weeks)
7. Hydraulics (4 weeks)

QMED/Electrician

1. Power Plant Maintenance (6 weeks)
2. Diesel Engine Technology (4 weeks)
3. MEM I (6 weeks)
4. MEM II (6 weeks)
5. Hydraulics (4 weeks)
6. Refrigeration Systems Maintenance and Operations
7. Practical Electronics (4 weeks—course is being developed).

For course descriptions, see the special supplement in this issue of the *Seafarers LOG*, pages 15-18.

Tribute to Fraley's Bravery



On a frigid night last December, Bosun Mark Fraley (left) donned a survival suit and entered freezing waters to pull to safety a shipmate who had fallen and been struck by ice floes. The bosun, who sails on American Steamship Company's *Indiana Harbor*, is honored for his bravery at the annual Admiral of the Ocean Seas award ceremony of the United Seamen's Service. MarAd Administrator Albert J. Herberger makes the presentation.

Eight Bosuns Achieve Top Certification

Tommie Benton, Edmund Brand, Hugo Dermody, Tim Fitzgerald, Stanley Gurney, Philip Parisi, Mohamed Rawi and Archie Ware recently joined the ranks of the union's recertified bosuns after completing a rigorous five-week training course. Honored at the November membership meeting held in Piney Point, Md., the bosuns graduated with a certification recognized by the SIU as the highest designation in the deck department.

The bosun recertification program of the Lundeberg School at the Paul Hall Center for Maritime Training and Education is designed to update seafarers in the top post of a ship's unlicensed deck department crew on trends in the maritime industry, including changing shipboard technology and updated seamanship techniques. Additionally, the bosuns' curriculum prepares the seamen for their leadership roles among fellow crewmembers.

Mastering the New

Recognizing the importance of staying abreast with changes made in the industry, Brother Fitzgerald, a 19-year member of the SIU, said in remarks made to Seafarers at the Piney Point membership meeting last month during the bosuns' graduation ceremony, "If you are not upgrading your skills with new equipment and technology, you are going backwards."

Through a combination of drills, hands-on exercises and classroom work, the bosuns completed advanced classes in wire-splicing and navigation, making use of the Paul Hall Center's simulator, which reproduces sailing conditions at sea in ports around the world.

In-depth work was done in areas critical to the nation's military sealift operations, such as helicopter maneuvers, damage

control procedures, forklift handling and Hagglund crane operation. Underway and vertical replenishment procedures were thoroughly reviewed.

Advanced firefighting and emergency first aid classes also were on the bosuns' class schedule. Brother Rawi, 49, who joined the SIU in 1976 at the New York hall, found these sessions of great value. "They are very important skills to know and remember," he said.

In each topic, the bosuns had to complete the course work and pass either a written exam or a demonstration drill or both.

Enhancing the Job

As part of the recertification curriculum, the bosuns attended classes in communicating effectively with fellow shipmates—both unlicensed and licensed. The purpose of these sessions is to prepare bosuns to play a key role in maintaining a cohesive, productive team of crewmembers.

The bosuns also had an opportunity to expand their computer skills.

Maritime Laws

Given the critical condition of U.S. shipping, the bosuns took part in several discussions with SIU officials on the union's efforts to revitalize the American maritime industry and assure job security for all Seafarers. In a trip to the U.S. Capitol, the bosuns met with the union's legislative staff to review the SIU's political operation and its support for legislation that promotes U.S.-flag shipping.

The extent to which legislation can determine the future of the industry was noted by Bosun Dermody, who joined the SIU in 1976 in the port of New Orleans. In his remarks at the graduation ceremony, Dermody stressed the importance of the Seafarers Political Activities Donation



Graduates of the bosun recertification course are (from left, front row) Hugo Dermody, Mohamed Rawi, Tim Fitzgerald, Tommie Benton, (second row) Stanley Gurney, Edmund Brand, Archie Ware and Philip Parisi.

(SPAD), the voluntary contributions Seafarers can make to be used for contributing to the campaigns of individuals supportive of the U.S. maritime industry. "It is our security," he said.

The bosuns also met with representatives from every other department of the union. Effective contract enforcement was discussed with officials of the union's collective bargaining department. The need to protect benefits of Seafarers in the areas of health care, vacations, training and pensions was discussed with representatives of the Seafarers plans.

For Brother Brand, these sessions added to his understanding of the union and its operation. "It was very important to me to be able to meet the administration of the SIU and discuss the future of the union," said the graduate of the Lundeberg School's trainee class no. 123 (1973).

Passing the Torch

A small portion of the bosuns' time was dedicated to training the young men and women enrolled



During a practice session in the tankerman safety and rescue operations class, Hugo P. Dermody volunteers to be in the sling, while other class members practice moving him.

For Bosun Parisi, Seafaring Is a Family Affair

When Philip Parisi accepted his certificate last month for completing the bosun recertification course at the Paul Hall Center for Maritime Training and Education, the Massachusetts native said, "It is a great deal we have here in Piney Point. All the old-timers fought long and hard for what we have here, so we all should do a good job."

For Brother Parisi, the comment was more than a tribute to the Piney Point, Md. training complex, which encompasses the Lundeberg School. Parisi's remarks also acknowledged the role of Seafarers who, throughout the union's 56-year history, built the organization to its present strength.

Parisi knows some of these Seafarers personally. The 34-year-old bosun's father was a Seafarer active in the union's fishing membership, based in Gloucester, Mass.

The strong union that has accrued to today's SIU members also is a matter with which the Parisi family is deeply familiar. Philip Parisi's three brothers all sailed with the SIU. Pointing to his son, Conor, who was on

hand for his father's graduation from the Lundeberg School course, Parisi said, "And, we may not be the last Seafarers in this family."

Parisi first became interested in the seafaring life while working with his father aboard the family's fishing vessel during summers and after school.

"While our fishing boat was tossing about on a choppy day, I would watch in amazement as the tankers sailed smoothly by. I said to myself, I've got to sail aboard one of those," said Parisi.

In 1982, Parisi became the first member of his family to attend the Lundeberg School when he graduated from the trainee program. He soon began sailing aboard deep sea vessels as a member of the deck department.

Parisi has returned several times to the Lundeberg School to upgrade his seamanship skills. For the bosun recertification program, he returned with his wife and son, who stayed with him at the facilities while he attended the course.

In an interview with a reporter from the *Seafarers*



Conor Parisi gets a close look at the workings of the membership meeting. His father, Philip, is in background.

LOG, Parisi stated that while he hopes that his son, Conor, would someday sail with the Seafarers, he is leaving that decision up to him.

in the Paul Hall Center's entry level program. The bosuns worked side-by-side with the trainees in exercises covering knot-tying, wire splicing and deck maintenance, including use of a bosun's chair.

Some of the bosuns found this work extremely rewarding and directed their graduation remarks to the trainees.

Many of the graduating recertified bosuns took time in their speeches to state that upgrading is crucial to the success of any seafaring career. "Work hard for yourselves and the union," said Brother Gurney, 32, who joined the union in 1979 in the port of Seattle.

Brother Ware, 38, told the prospective Seafarers in the audience at the membership meeting, "To the young trainees I say, look at us [the graduating bosuns] for encouragement. . . . If we can do it, so can you."

Not Stopping Here

In their graduation remarks, the bosuns indicated that they have no intention of resting on their laurels. The SIU men talked of the importance of continued upgrading in order to remain cur-

rent on all facets of shipboard technology.

"I really enjoyed this class and I am very proud of this union. I've been a member for almost 17 years and I will keep coming back to Piney Point," said the 38-year-old Brother Benton.



Mohamed Rawi (left) and Stanley Gurney learn proper ways to splice wire.

Working the Busy Caribbean Run Keeps S-L Discovery Crew on Alert

From the busy port of Elizabeth, N.J. to the clear waters of Kingston, Jamaica, Seafarers who sail the Caribbean run aboard the *Sea-Land Discovery* work unrelentingly to get cargoes moved safely and efficiently.

New York Patrolman Jack Sheehan recently met the ship when it docked in Elizabeth, N.J. to update the crewmembers on union activities and answer any questions they might have. He noted that due to the 28-day schedule the vessel follows, the

700-foot containership is never in one port for very long.

"The *Sea-Land Discovery* is a very busy ship with a hard working crew," Sheehan told a reporter from the *Seafarers LOG*. "They are always on the go to keep the ship in top form."

The patrolman added that the deck department, headed by Bosun Nelson Sala, is superior. "Bosun Sala really keeps the ship in top-notch condition. Deck department members are always doing a lot of chipping and paint-

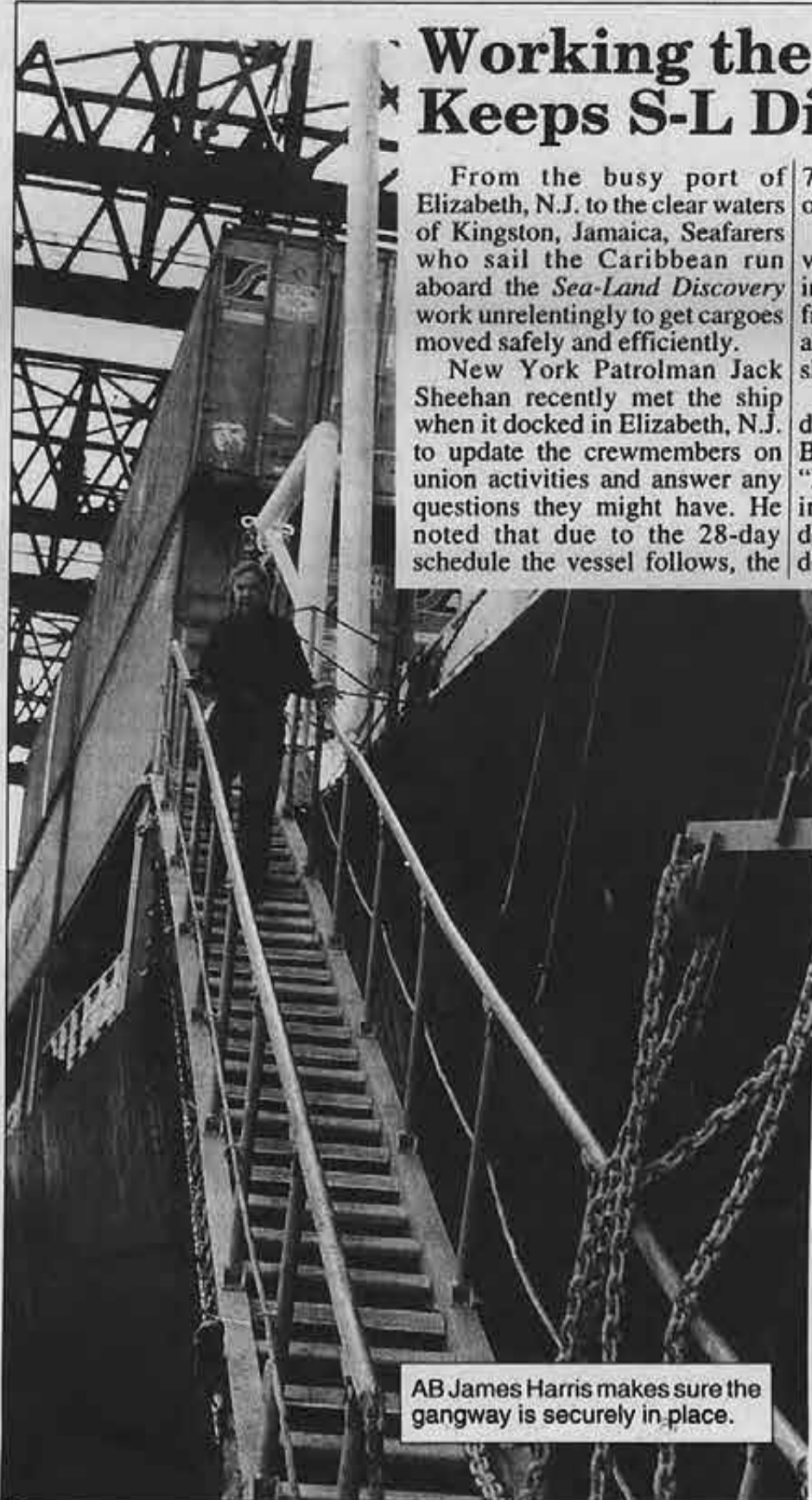
ing to keep the *Sea-Land Discovery* looking good," he said.

Because the *Sea-Land Discovery* maintains a very busy schedule, safety is of utmost importance. Many of the crewmembers who sail aboard the *Sea-Land Discovery* have attended various upgrading classes at the Lundeberg School and are very knowledgeable when it comes to safety, Sheehan said.

He added that excellent meals prepared by the galley gang, headed by Chief Cook Jorge

Salazar, help keep the crewmembers happy and full of energy. "Chief Cook Salazar is always preparing new and interesting menus for the crew," the patrolman concluded.

The *Sea-Land Discovery*, a vessel in the fleet of Sea-Land Service Inc., was built in 1968 and is capable of traveling speeds of up to 21 knots. The containership sails the Caribbean run which includes ports in Kingston, Jamaica; Rio Haina, Dominican Republic and San Juan, Puerto Rico. The Sea-Land Service vessel loads and unloads its cargo in Elizabeth, New Orleans and Jacksonville, Fla.



AB James Harris makes sure the gangway is securely in place.



Chief Cook Jorge Salazar (left) and Steward Baker Jose Colls check to be sure there are enough dry stores aboard the *Sea-Land Discovery* for the upcoming voyage.



SA David Valle takes a break on deck while the *Sea-Land Discovery* is docked in Elizabeth, N.J.



OMU Jorge Bermeo helps keep the ship's engine room in good working condition.



Taking time to catch up on union news are AB James Harris (left) and Bosun Nelson Sala.



AB Robert Bateman (left) presents Chief Mate Jim Ryan with a model of the *S-L Discovery*.

Crew Earns Praise for Work In Shipyard on Thompson Pass

The crew of the *Thompson Pass* recently was commended by Interocean Management officials following an extremely successful shipyard period in Portland, Ore. in which the vessel was drydocked and overhauled.

In a telegram sent to the ship by the head of marine personnel for the shipping company, crewmembers were thanked for "the excellent job done in the shipyard." In addition, a letter

sent to the captain from Interocean Management's marine superintendent extended thanks and appreciation to all hands for a job well done and complimented the crew on their "team efforts, dedication and hard work."

Teamwork and dedication by crewmembers aboard the *Thompson Pass* do help to keep the 874-foot tanker in top form, noted QMED Robert Hamil.

From transporting petroleum products between Valdez, Alaska and the West Coast, to the recent shipyard stay, *Thompson Pass* crewmembers have adopted an "all for one" attitude to get each job done.

In a letter to the *Seafarers LOG*, QMED Hamil praised the crewmembers. "This is a good and hard working crew, and it is a pleasure to sail with them aboard the *Thompson Pass*," he wrote.

Hamil, who also serves as the ship's chairman, noted that he joined together with the captain, chief engineer, chief mate and first engineer in thanking the crew for a job well done while in the shipyard. He also provided the photos accompanying this article, which were taken during the vessel's stay in the shipyard.

The *Thompson Pass* and its sister ship, the *Brooks Range*, were built in 1978. The 165,000 DWT tanker transports Valdez petroleum products between Valdez, Alaska and San Francisco and Los Angeles, Calif.



Hard at work in the engine room are QMEDs Jim Soto (left) and Bob Hamil.



Preparing healthy, hearty meals for the crew aboard the *Thompson Pass* are galley gang members (from left) SAs Larry Lopez and Ali Mohamed, Steward/Baker Crisanto Modellas and Chief Cook Ahmed Sharif.



AB Mike Smolen (left) and Pumpman Rick Cavender are joined by Cathy Cavender during some off-time while in the shipyard.



Stopping to pose for the camera before going to the mess hall for lunch are (from left) ABs Jeff Turkus, Ben Armandariz, SA Larry Lopez and OS Kasem Omar.



The *Thompson Pass* is anchored at El Segundo, Calif.

Seafarers Must Have MMDs Renewed by 1999

As Seafarers are aware, merchant seamen must renew their z-cards every five years, according to U.S. Coast Guard regulations published in the final rule format in the September 27, 1994 *Federal Register*. (Interim measures have been in effect since 1990 when the five-year renewal requirement became law as part of the Oil Pollution Act of 1990.) The federal agency is requiring that all merchant mariner's documents (MMDs), or z-cards, must be updated by 1999 and has issued an expiration schedule for existing z-cards.

The renewal requirements were effective as of October 27, and the expiration schedule becomes effective January 1, 1995.

Conditions for Renewal

Z-cards may be renewed up to one year before they expire, and can be renewed up to one year after they expire, but are not valid for shipping once they expire.

For example, if a Seafarer's z-card is due to expire in June 1995, he or she has until June 1996 to renew, although he or she will not be permitted to sail after June 1995 if it has not been renewed.

Renewal Schedule

To determine the date for

renewing z-cards and licenses, the Coast Guard will use the date the document was issued for those processed before 1991. (Since 1991, z-cards have been issued with expiration dates posted on both the front and back of the documents.)

The date of issuance is located on the back of a z-card, to the right of the thumb print.

Documents issued in years ending in 5 or 0 must renew during 1995. For those cards issued in the years ending with a 1 or 6, renewal must take place in 1996. For years ending in 2 or 7, renewal must be done in 1997. For documents issued in years ending in 3 or 8, renewal must take place in 1998. Any documents issued in years ending in 4 or 9 must be renewed by 1999 to remain active. (See chart below.)

Renewal Requirements

The Department of Transportation agency has issued the following requirements for z-card renewal:

Entry level MMDs (OS, wiper and steward department [food handlers]):

- Coast Guard application for renewal of MMD
- Coast Guard National Driver Register check consent form

- Coast Guard photo/fingerprint form

Issuance fee of \$35
Rated MMDs (Any rated shipboard position):

- Coast Guard application for renewal of MMD
- Coast Guard National Driver Register check consent form
- Coast Guard photo/fingerprint form

Coast Guard physical (can be taken at an SIU clinic or with a family physician)

Drug test (can be taken at an SIU clinic)

Evaluation fee of \$45

Issuance fee of \$35

Must show proof of professional requirements including one of the following:

- One year seetime
- Three years related experience (to be evaluated by the Coast Guard)

Renewal exercise (\$40)

Lifeboat Endorsement:

- Coast Guard application for renewal of MMD
- Coast Guard National Driver Register consent form
- Coast Guard photo/fingerprint form

Issuance fee \$35

Evaluation fee \$45

Professional requirements (see above)

Inactive MMDs (continuity document):

- Cannot ship with this document
- Must renew every five years

Issuance fee \$35

MMDs held in conjunction with a merchant mariner's license will usually be renewed concurrently with the license.

As noted above, seamen have a one-year grace period to renew their document after it has expired. If on a vessel when the MMD expires, the Coast Guard will not pull a seaman off, but he or she is not permitted to re-ship with an expired document.

How To Renew

If a document is up for renewal, a Seafarer may go to any Coast Guard office and fill out the necessary forms as listed above. It should be noted, however, that he or she will also need to bring several other items into the Coast Guard office at the actual time of MMD renewal.

The Seafarer must be able to show proof of one year, out of the last five, sailing time or be able to meet one of the other professional requirements as noted above. If providing proof of seetime, it must be the original or certified copy of discharges or an original letter from a company stating seetime.

The Seafarer must have the actual MMD in order to receive a new one. If renewing by mail, two passport-size photos also should be included.

And finally, he or she must have the proper fee or fees as listed above in order to receive a new MMD. (These fees are the subject of a lawsuit by the SIU which has argued in federal district court that they constitute a

work tax, and as such are unconstitutional. The union also challenged the manner in which the fees were calculated. No decision has yet been issued on this case.)

New System

As part of the renewal system, the Coast Guard has begun issuing a new style of z-cards.

The new MMD is a plastic, credit card-size document which is similar in appearance to the current z-cards. The most notable change is the addition of a magnetic stripe such as the one on a credit card.

The new MMD stripe will contain the mariner's name and social security number.

Because of the z-card renewal schedule, both the old and new cards will be in circulation for the next five to six years, and either version is valid during that period. After the year 2000, all merchant mariners should have the new card.

The new card was designed in order to help reduce errors and increase record-keeping accuracy for the Coast Guard. To further reduce paperwork, the agency would like to expand the use of the magnetic stripe in the future to include ratings, sea time and other information.

The chart below shows the year that MMDs, in order to remain active, must be renewed based on issuance dates.

The exact date of expiration matches the month and day of issuance.

GOP Gains Majority In Senate and House

Continued from page 3

presence in the United States' vast international trade. It must act to ensure that a fleet of U.S.-flag merchant ships, crewed by skilled American seafarers, stands ready to serve our country's economic and military sealift needs."

During the 103rd Congress, the House overwhelmingly passed a 10-year, \$1.3 billion shipping bill, the funding for which would have come from a tonnage duty levied on all vessels calling on U.S. ports from foreign destinations.

But the Senate failed to act on the legislation, as three farm-state senators—Pressler, Charles E. Grassley (R-Iowa) and Hank Brown (R-Colo.) used a parliamentary gimmick to prevent the Senate from debating or voting on the bill.

Next year, the farm bill will be

due for a vote. This legislation is enacted every five years. Traditionally, during the farm bill debate, the laws which mandate transportation of U.S. government food aid cargoes on American-flag ships have come under attack from giant agricultural interests.

The union is prepared for such attacks in the event that they arise in the 1995 farm bill debate.

Maintaining cargo preference laws which require that 75 percent of government-donated food aid be shipped on U.S.-flag carriers, along with legislation to revitalize the nation's liner fleet will be among the top issues for the SIU's legislative staff. Additionally, the union will continue to seek measures that will increase the size of the U.S. tanker fleet and bring American-flag cruise ships to the high seas.

Seafarers Active in Elections

Around the country, during the weeks leading up to November 8, Seafarers took part in the grassroots activities that help get officials elected. By working on phone banks, going door-to-door with literature, attending rallies and campaign events, and putting up signs, Seafarers contributed their volunteer time to pro-maritime candidates seeking congressional, state and local offices.

Seafarers worked for, among others, incumbent Senators Kay Bailey Hutchison (R-Texas), Dianne Feinstein (D-Calif.), Chuck Robb (D-Va.) and Slade Gorton (R-Wash.), all of whom were re-elected.

On the House side, Seafarers backed incumbents Randy "Duke" Cunningham (R-Calif.), Richard Gephardt (D-Mo.), Gerald Solomon (R-N.Y.), Gerry Studds (D-Mass.), Jack Fields (R-

Texas) and Herb Bateman (R-Va.)—all winners in their respective bids for re-election—as well as other candidates.

In the U.S. Virgin Islands, members of the SIU's industrial division, the United Industrial Workers (UIW), threw their support behind eventual winner Dr. Roy Schneider in a hotly contested gubernatorial race. Schneider won a November 22 runoff election against the incumbent lieutenant governor.

Besides donating their time and efforts, Seafarers also contributed to the campaigns of candidates who support a strong U.S. merchant marine through the Seafarers Political Action Donation (SPAD). Contributions from this voluntary fund are made year-round, every year, to elected officials who back the American-flag fleet.

Renewal Year	1995	1996	1997	1998	1999
Issuance Year	1990	1991	1992	1993	1994
	1985	1986	1987	1988	1989
	1980	1981	1982	1983	1984
	1975	1976	1977	1978	1979
	1970	1971	1972	1973	1974
	1965	1966	1967	1968	1969
	1960	1961	1962	1963	1964
	1955	1956	1957	1958	1959
	1950	1951	1952	1953	1954
	1945	1946	1947	1948	1949
	1940	1941	1942	1943	1944
			1937	1938	1939

Source: Federal Register, September 27, 1994

Expedited MarAd Approval Sought By Sea-Land to Reflag Five Ships

Sea-Land Service Inc. asked the Maritime Administration to accelerate its consideration of its application to transfer five of its American-flag ships to foreign ship registries, the company announced on November 8. The New Jersey-based company cited the lack of a new maritime policy as the reason for the company's need to now reflag some of its ships.

Last Year's Application

In response to Sea-Land's request for expedited review of its reflagging application, SIU President Michael Sacco said, "There is nothing new about Sea-Land's application to reflag ships. The application was sub-

mitted last year and it has been pending ever since." At that time, the SIU, along with four other maritime labor organizations, filed comments in opposition of the flag transfer application.

Presented in July 1993, Sea-Land's petition initially asked for permission to reflag 13 ships.

The request to expedite consideration and approval of its reflagging application concerned five ships: *Sea-Land Pride*, *Sea-Land Value*, *Sea-Land Motivator*, *Sea-Land Freedom* and *Sea-Land Mariner*. The first three are SL-31's operating in the transpacific and transatlantic trades. The lat-

ter two are D9-Js which sail between Asia and Europe.

In its November 8 statement, Sea-Land indicated the company would place the five ships under the Marshall Islands flag.

SIU Presses for Ship Bill

Sacco noted that "Sea-Land's announcement that it is pressing the Maritime Administration for a response to its application does nothing to change or deter the SIU from its determination to get a maritime bill enacted by Congress and signed into law that will negate the need for U.S. companies to reflag any of their ships."

Sea-Land is a subsidiary of CSX Corp., a Richmond, Va.-based transportation company.

Houston Still Feels Flood's Aftereffects

Pumpman's Home Is Destroyed

As flood waters in Houston receded during late October, so too did the stories about the disaster fade from the national media spotlight.

But for thousands of people, the effects of the severe flooding which caused damage in 48 counties covering more than 250 miles will be felt for a long time to come.

At least 19 people died in flood-related incidents, and more than 12,000 had to evacuate their homes during the period from October 14-19. Adding to the chaos was a major pipeline explosion on October 20 which dumped about 200,000 gallons of gasoline, diesel fuel and crude oil into the San Jacinto River.

More than a dozen Seafarers are among those whose homes suffered varying degrees of damage from the flooding.

Pumpman Floyd Acord's

townhouse particularly was hard-hit. "It's a complete loss, and we were refused a building permit to go back in and rebuild the place because it's below the floodplain," said Acord, 38. "Our house was destroyed."

The respective homes of Recertified Steward Royce Bozeman and Electrician Jimmy Rogers also reportedly sustained major damage.

Dog Swam Away

Acord and his wife, Maria, were at their suburban Houston home on October 17. "The water started rolling in about 5 a.m. By 8 a.m. we had to leave. My dog swam out the front door," recalled Acord, a Lundeberg School graduate. "Nobody knew it was coming. The water just surged."

Acord said the three-bedroom home was paid for. Unfortunately, he did not have flood in-



These photos depict the total devastation of Floyd Acord's home following the severe flooding that hit the Houston area in late October.

Big Win Scored in U.S. Court For Atlantic Coast Fishermen

Continued from page 3

To set a quota level to meet the target mortality rate, in this case 0.53, NMFS biologists must guess the size of the summer flounder stock for the following year. Numbers of fish are estimated by age groups—newborns (or recruits), age one fish, age two and so on. The numbers of older fish in the population are fairly reliable because these year classes show up again and again in catches and surveys.

Past Experience a Factor

For newborns and future newborns, biologists can only guess both how many summer flounder will spawn in the following year and how many newborn fish will survive to age one.

In making these calculations for the summer flounder stock in 1994, the government—which by law must use the best scientific data available—incorporated many conservative assumptions and methods to compensate for this uncertainty, including using a geometric mean and standard deviation to estimate the number of new recruits in 1994. The major property of a geometric mean is that it always is lower than the simple arithmetic average or mean.

The lawsuit charged, and Judge Doumar agreed, that the government erred in subtracting a standard error from the calculation of 1994 age zero and age one fish. This alone had the effect of lowering the quota by 3 million pounds. A standard deviation, such as the one used by NMFS in setting the summer flounder quota is a range above and below an estimated number between which that number is very likely to fall.

The government justified the use of the standard deviation and lower number by claiming that this approach increased the chances of hitting the 0.53 fishing mortality rate.

For both the 1993 and 1995

fluke quotas, the government used a geometric mean to set a quota that would reach the 0.53 mortality rate. It is only for the 1994 quota that the NMFS used a standard error calculation to determine stock size.

It appeared to Judge Doumar that NMFS scientists and staff chose to use the one standard deviation below the mean "not because it was the best scientific information available, but solely because it increased the percentages of reaching not a balanced result but a result which protected the summer flounder stock to the detriment of the fishermen."

1993 Goal Exceeded

The judge found in 1993, when the geometric mean was used, the fishing mortality rate exceeded the target mortality rate of 0.53 by 9 percent. NMFS scientists were aware of this fact when the 1994 quota was established, the Judge noted. This should have been sufficient reason to employ that method of calculation again. There was no reason to switch from using the geometric mean to the ultraconservative calculation device of a standard error below the mean.

He noted that "Congress, in the Magnuson Act, expressed a desire to balance conservation with the rights of commercial and recreational fishermen. It is clear that the 'standard deviation'... was picked to place a scientific name on what was plainly an unbalanced decision."

Goal Is a 'Balance'

Judge Doumar's opinion and order continued, "Fishery management plans must balance the importance of conservation against support for commercial and recreational fishermen. Weighing the balance grossly in favor of conservation necessarily means harming fishermen, which was not Congress' expressed purpose when implementing the

Magnuson Act.

"The Court's decision that choosing one standard deviation below the mean is arbitrary and capricious is supported by the 1993 and the 1995 quotas, both of which were set using the geometric mean figure.

"The commercial catch quota which was contested herein should be reset using the figure derived from the best scientific information available—19.05 million pounds, the geometric mean, replacing the quota set at one standard deviation below the mean, or 16.005 million pounds," his statement concludes.

Fishermen Enthusiastic

The groups which filed the lawsuit, in addition to the SIU, are the Belford Seafood Cooperative in Belford, N.J., the Fishermen's Dock Cooperative in Pt. Pleasant, N.J. and Wanchese Fish Co. with operations in Hampton, Va., Wanchese, N.C. and New Bedford, Mass.

Joe Branin, an SIU fisherman from Belford, N.J. expressed deep satisfaction with the judge's decision. "This is great!" he said.

Angered by the fact that the information provided by fishermen had been ignored by NMFS staff and scientists as well as by the management council, Branin, as a result of Judge Doumar's decision, sees new opportunities. "We told them all along what was really happening in the ocean, but these bureaucrats never listen to a word we say. Maybe that will change now."

Pt. Pleasant fisherman Jim Lovgren, who testified before Judge Doumar, said the industry could learn a valuable lesson from this case. "We must be involved from the beginning of the management process—when the real decisions are made." This points to the "need for fishermen to organize nationally," he said.

sakes, but the flood claimed just about all of their other possessions. "We moved a lot of stuff upstairs, thinking it would be okay, but the water was 16 feet deep and made it to the second level," said Acord.

He added that Recertified Bosun Frank Lyle and AB Spencer Lyle greatly assisted him in the post-flood cleanup. "They helped me dig out the house, donated a week of their time, and I'm very grateful."

In fact, Acord is managing to look on the relative bright side of the flood and its aftermath. "My father also lives in the area and he's 78 years old, so I'm really grateful that no one in the family got hurt," said Acord. "We all spent three days in a shelter and now we're staying in an apartment (donated through the American Red Cross and the Federal Emergency Management Agency).

"We've already found another home," he added. "I'm just trying to get qualified for the financing, and hopefully I'll be back on a ship by Christmas."



Floyd Acord stands in front of what remains of his flood-damaged home.

Acord offered one final thought on his next house. "I can tell you this: I'll never buy another house that's in a floodplain."

Flu, Flu, Go Away



Taking advantage of the flu shots offered last month by the Virginia Mason Clinic in Seattle are QMED Clinton Anderson (top left) and DEU Antonio Gonzales (top right). Staff member Charlotte Edman from the clinic, which serves as the preferred provider organization (PPO) of the Seafarers Welfare Plan in the northwestern part of the U.S., came to the union hall to administer the shots. In bottom photo, Chief Cook Gary Correy (left) helps with the paperwork in signing in Chief Cook Jack Garton.



First Assistant Engineer Pat Pickard (left) and OMU Jose Rodriguez discuss safety precautions during a lifeboat drill.



Keeping the engines running smoothly are Second Engineer Gary Spell (seated) and OMU Ronnie Bond.

LNG Crew Bids Farewell To Retiring Bosun Waters



Bosun Waters (third from left) accepts a plaque from the crewmembers and officers aboard the *LNG Capricorn* during a shipboard retirement party. Pictured from left are QMED Thomas Harris, Steward/Baker John Gibbons, Waters, AB Floyd Hackman, AB J. Mayo and AB Robert O'Connell.

Striving for Excellence Aboard the Harriette



Posing for the camera following a union meeting aboard ship are (from left, standing) Bosun Daniel Laitinen, AB James Cunningham, OMU Ronnie Bond, AB Claude Hollier and DEU Daniel Vasquez. From the left (seated) are SA Henry Edwards, AB Tommy Lister, Recertified Steward George Quinn and OMU Charles Dallas.

From the superior quality of the food to the smoothly running engines, crewmembers in every department aboard the *Overseas Harriette* work hard to keep the vessel in top form.

Chief Cook **George Maranos** (who took the photographs accompanying this article) wrote in a letter to the *Seafarers LOG*, "This is really one of the best ships, I believe. All departments work well together, and everything is in top-notch condition."

The ship docked recently in the port of New Orleans following a busy schedule that included stops in Peru, Kenya, Lithuania and a one-month layover in a shipyard in Gdansk, Poland.

Always interested in news from home or about the maritime industry, "Crewmembers are always ready to get together for a shipboard meeting or just to enjoy one

another's company," the chief cook stated. "At our union meetings there is always a lot of praise for the quality and spirit of the entire crew," he said.

Transporting both bulk and bagged agricultural products such as wheat, corn and soybeans, the *Harriette* sails from Gulf ports to primarily Africa and Russia.

The 567-foot bulk carrier, operated by Maritime Overseas Corp., currently is on its way to Lithuania with 18,933 tons of soybean meal. The vessel will spend approximately 15 days at sea and three to six days in port discharging the cargo.

Capable of traveling at speeds of more than 14 knots loaded, the *Harriette* can carry up to 25,541 metric tons.



Recertified Steward George Quinn shreds cabbage for some of his special cole slaw.



Preparing the lifeboat during a drill at sea is Bosun Daniel Laitinen.

Seafarers aboard the *LNG Capricorn* bid a fond farewell to Recertified Bosun **Aubrey "Pete" Waters**, 66, who recently retired after a 42-year career with the SIU.

Capricorn crewmembers and officers gave a shipboard retirement party for Waters and presented him with a commemorative plaque.

AB **Michael McCarthy**, a Lundberg School graduate, was one of the SIU members who took part in the retirement festivities. "I started sailing 12 years ago, and Pete was my first bosun," he recalled. "I hadn't seen him since that first ship, the *LNG Aries*. But then five months ago I met him in an airport in Japan and found out we were joining the same ship and that it would be his last tour."

McCarthy described Waters as "a great guy, very diplomatic, and he cares about the crew. He means a lot to us."

In a letter to the *Seafarers LOG*, McCarthy and several other Seafarers wrote that Waters "leaves a legacy to be envied by any Seafarer—beginning as an entry-level seaman and ending his career as a bosun, last sailing aboard an Energy Transportation Corporation vessel."

"I'm going to miss it all," Waters states. "I met some guys who probably were closer than my real brothers, especially back in the years when we were gone 10, 11 months out of the year. . . . I'll just miss going to sea. The SIU has been family to me, and I've really enjoyed it."

Pete Waters joined the SIU in 1952 in Detroit and began his career in the union's Great Lakes division. From 1953-56, in addition to sailing, he assisted in organizing drives in that region. He eventually transferred to the deep sea division.

Waters' memories span from the days of cramped, basic shipboard quarters and equipment, such as manual "ringer" washing machines, to the modern conveniences and privacy enjoyed by today's mariners.

The Alabama native vividly recalls the times when freighters and cargo ships used booms for loading and unloading, and it would be "weeks in port instead of hours."

As for the crews themselves, Waters believes that today's seamen are better informed and educated about their industry than ever before.

Part of the credit for that trend goes to the Paul Hall Center for Maritime Training and Education, he says. "I recommend to all Seafarers that they upgrade as often as possible and get a higher education, too. Take advantage of what the school has to offer."

Among the highlights of his days as an active Seafarer, Waters quickly cites the two times he met the late Paul Hall, the union's president until his death in 1980. The first encounter happened in 1971 during an education conference at Piney Point, Md. The second took place four years later in New York, and Waters was surprised to learn that Hall remembered him. "The older men in the SIU, they had incredible memories and they never forgot who you were," he says.

Reflecting on his career, Brother Waters concludes that he "wouldn't trade my time going to sea for anything in the world."

He spent most of his time ashore in Seattle but has retired to Trussville, Ala., where he lives with his wife, Tammy. He has two grown children and four grandchildren.

As a retiree, Waters plans to do some light traveling with Tammy. He also expresses interest in enrolling in a wood-working class—a hobby that's always interested him but one that he has never had time to learn.

Waters' shipmates aboard the *Capricorn* describe him as "full of life and vigor. He's always looking out for his 'gang,' first and foremost. The men and women who have sailed with Pete have thought of him not only as a great bosun, but also as a good friend. He will be missed!"

Pennsylvania Has a New WWII Seaman's Group



Several retired SIU members recently helped found the Mon Valley (Pa.) chapter of the World War II Merchant Marine Veterans, and membership already has grown to nearly 100. The group meets in McKeesport, Pa., which is located near Pittsburgh. Pictured above (from the left) are retired Seafarers Pete Salvo, George Leidemann, Walter Sestrick, Mark Bryne, Bill Grace, Dick Dell and John Hurmy. Correspondence to the organization may be sent to P.O. Box 352, McKeesport, PA 15134.

EPA Certification Courses Scheduled for New Year

Seafarers who missed the November 14 deadline for obtaining certification as refrigeration technicians are asked by the union to secure such certification as soon as possible.

Anyone involved in repair and servicing of refrigeration equipment and air conditioning systems must be certified, according to Environmental Protection Agency (EPA) regulations issued earlier this year which stem from the Clean Air Act Amendments of 1990. This affects Seafarers who sail in the engine department.

Passing the EPA-approved refrigeration technician certification course conducted by the Lundeberg School of the Paul Hall Center for Maritime Training and Education will result in Seafarers earning the certification. The two-day class, which culminates with a four-part, 100-question exam, will be conducted at SIU halls from January through

July 1995 (see box at right) and also periodically will be available as a separate course at the Lundeberg School in Piney Point. The class already is part of all engine department upgrading courses.

Two-Day Course

Day one of the class starts 8 a.m. and lasts until 4 p.m. Among the topics covered are: refrigerants and compressor lubricating oils, refrigerant handling safety procedures, how refrigerants affect the environment and theories of refrigeration.

The second day also begins at 8 a.m. and lasts until 2 p.m., followed by the exam. Refrigeration servicing, handling small appliances and working with high- and low-pressure equipment are some of the topics covered.

Testing is conducted by the instructor

REFRIGERATION TECHNICIAN COURSE SCHEDULE

DATE	LOCATION	TELEPHONE #
Jan. 9-13	Jacksonville, Fla.	(904) 353-0987
Feb. 13-17	Wilmington, Calif.	(310) 549-4000
March 13-17	Brooklyn, N.Y.	(718) 499-6600
April 10-14	Houston	(713) 659-5152
June 5-9	Honolulu	(808) 845-5222
July 10-14	New Orleans	(504) 529-7546

Note: Five-day blocks of time have been set aside for these courses to accommodate all who apply and those who want to retest. Each course, however, will take place during a two-day period within those dates. Check with the port agent in each of these union halls to determine the exact date of the class.

following the second day of class, from 2 p.m. until 4 p.m.

The exam is divided into four parts, and there are corresponding certification types. Anyone may take the exam an unlimited number of times, so different certifications may be earned separately.

According to a recent action by the Seafarers Appeals Board (SAB), after November 14, 1994, Seafarers who are certified refrigeration technicians will be given priority within their respective seniority classes for all QMED, electrician, refrigeration and junior engineer jobs.

More Seafarers Complete Refrigeration Tech. Exam

Preparation and concentration paid off for Seafarers who took the Paul Hall Center's two-day refrigeration technician certification course last month at SIU halls in Algonac, Mich. and San Juan, P.R. and at the Lundeberg School in Piney Point, Md.

As has been the case with hundreds of other SIU members who took the course at various locations earlier this year, those who took it in Algonac, San Juan and Piney Point said that reviewing the course textbook in advance and maintaining sharp concentration during the classroom work are essential precursors to passing the 100-question exam which immediately follows the course.

"Studying the book is a must. Without it, I don't see how anyone could pass the exam," observed QMED/Pumpman Ray Prim, who

took the class in Puerto Rico and who described the course as interesting and informative.

"The book helped very much on rules and regulations," added QMED Kelly Mayo, who attended the course in Algonac. "The test was, as advertised in the *Seafarers LOG*, quite difficult. But as long as you paid attention in class and studied in advance, there's no problem."

Like Prim and Mayo, Pumpman/Electrician Brian Sengelaub praised the efforts of Lundeberg School instructor Eric Malzkun. "He's one of the best instructors I've ever run across," said Sengelaub, who took the class in Piney Point.

Regarding the course itself, Sengelaub stated, "You certainly have to stay alert at all times. I was prepared, but there's still a lot of



Instructor Eric Malzkun explains use of refrigerant recovery equipment during a recent refrigeration technician certification class at Piney Point, Md.

material to cover in two days."

Seafarers who want to buy the course textbook should indicate this to the port agent whom they contact when signing up for the class. They should then send a check for \$25, made payable to the "Paul Hall Center," to: EPA

Refrigeration Tech. Course, Paul Hall Center for Maritime Training and Education, P.O. Box 75, Piney Point, Md. 20674, Attn: J.C. Weigman. The book will be sent by first class mail. (Be sure to indicate an address where the book should be sent.)

The Lundeberg School also is trying to make the book available for purchase directly from the ports where the courses are scheduled. Check with the individual port agents to find out if the book is available in advance at a particular hall.

SIU: Foreign Ship Crew Standards Must Be Studied

The Oil Pollution Act of 1990 (OPA 90) mandated that the Secretary of Transportation or his designees "evaluate the manning, training, qualifications and watchkeeping standards of a foreign country that issues documentation for any vessel" on a periodic basis and when a ship is involved in an accident.

The law also requires the Secretary to determine if the licensing and certification standards for seamen of foreign nations which document vessels are "at least equivalent to United States law or international standards accepted by the United States."

The U.S. Coast Guard currently is considering how to implement this OPA 90 mandate. The agency asked for the thoughts of interested parties in a notice published in the *Federal Register* early this fall.

Comprehensive Initial Study

In a November 22 letter outlining the SIU's recommendations on this matter, the union's executive vice president, Joseph Sacco, said the SIU "believes that unless the agency conducts an extensive initial study, the effort to determine if a foreign country's standards in these areas are equivalent to those of the United States will prove meaningless."

Sacco asked that the Coast Guard do the following:

- Compile the legal and regulatory requirements for manning levels, crew training, crew qualifications and watchkeeping procedures of each foreign country

with ships calling on U.S. ports.

- Analyze each country's enforcement mechanisms in these areas. In particular, for foreign nations that allow shipowners to hire non-national crewmembers, the agency should find out how the nation of a vessel's registry determines if foreign seamen meet its qualifications.

- Make a comparison between the legal and regulatory requirements of the foreign countries and those of the United States.

- Make a comparison of the legal and regulatory requirements of the foreign countries with those of the International Convention on Standards of Training, Certification and Watchkeeping for Seafarers (1978) (STCW), a set of procedures established by the United Nations' International Maritime Organization, which have been adopted by the majority of nations with ship registries, including the United States.

- As part of the analysis of crew qualifications, the Coast Guard should determine the alcohol abuse testing, drug abuse testing and criminal record checks to which crewmembers on foreign-flag ships are subjected.

What is 'Acceptable?'

The union's letter noted that the Coast Guard "should not necessarily equate international conventions to acceptable U.S. standards." "The test for acceptability

should not be the ratification of the STCW by the United States. Rather, the test should be whether the United States has implemented the STCW's standards," Sacco said. "[T]he only acceptable standards should be those which are in effect for U.S. seamen," whether they are STCW regulations or Coast Guard requirements, noted the union's communication.

The SIU recognizes that the intent of OPA 90 is to ensure that U.S. waters are subjected to the least risk possible of a marine oil spill casualty. The law sought to diminish the role of human factors in causing accidents. That is why the law requires that merchant mariner documents be renewed, that American seamen be subject to stringent alcohol and drug abuse reviews and criminal record checks and that the number of continuous hours worked aboard a vessel be limited, Sacco noted.

Safety = Equal Standards

Since only a fraction—2.7 percent—of tanker export and import cargoes are carried on U.S.-flag ships, "it makes no sense for the vast majority of tank ships traversing U.S. waters to carry crewmembers who meet significantly lower standards than those carrying 2.7 percent" of the nation's oil, Sacco said.

"If the human factor contribution to marine casualties is to be kept at its lowest possible number, then the crew qualifications and

other crew-related standards of seamen on the ships that make up the other 97.3 percent of the tanker traffic in American waters must be subjected to similar requirements, enforcement mechanisms and public scrutiny applied to American seamen and American shipowners," he added.

He also noted that several provisions of OPA 90 apply equally to foreign-flag and American-flag tankships, including the requirement that tankers have double hulls after a certain date.

Evidence Points to Need

Additionally, there is much evidence that points to the need for a "careful, thoroughly researched study" of the standards of manning, crew training and qualifications and watchstanding procedures throughout the world's fleet, the SIU's letter stated.

"The industry press reports a lack of seafarer training worldwide, noting that any dip in freight rates can mean cuts in training funds. Shortages of seamen are projected in the world fleet, causing speculation that the pressure will be on for bodies, be they qualified or not. Seamen report that in many areas of the world, seaman's papers for any position—from able seamen to captain—are for sale. The qualification for such licenses and certificates is ability to pay, not navigational skills," Sacco added.

Concluding the SIU's comments, Sacco said, "These trends indicate the need for close scrutiny on the part of the U.S. Coast Guard.

The agency must know the answer to questions like: How can the American public be assured that U.S. waters will not be polluted through the act of a group of untrained, unqualified seamen on a foreign-flag ship? How can the American public be assured that an intoxicated seaman on a foreign-flag ship who commits one error will not be allowed to sail on another vessel entering U.S. waters?"

Final Rule Due in '96

The goal, Sacco said, should be nothing short of requiring all tankers operating in American waters to maintain the safest possible operations in the areas of manning, training, crew qualifications and watchkeeping standards.

The Coast Guard will take into consideration the comments it received from interested parties, including the SIU, on the agency's role in implementing the OPA 90 requirement that the manning, training, qualifications and watchkeeping standards of foreign nations with ships operating under their flag be evaluated periodically. The Coast Guard also will address OPA 90's additional mandate that calls for a determination if the crew licensing and certification processes of those countries are equivalent to those of the United States or meet U.S.-accepted international standards.

After publishing a notice of proposed rulemaking in June 1995, the agency hopes to have a final rule in place in 1996.

Union Urges Coast Guard to Enact Rules To Protect Oil Spill Vessel Mariners

Concerned that crewmembers of oil spill response vessels be properly protected from shipboard hazards such as fires and explosions, the SIU recommended that the U.S. Coast Guard require all mariners working on such ships to be trained in handling dangerous materials.

SIU Executive Vice President Joseph Sacco, in the letter outlining the union's position to the agency, also suggested that all oil spill response vessel mariners hold Coast Guard-approved firefighting and first aid (including cardio-pulmonary resuscitation) certificates.

Safe Working Environment

The SIU's proposals were raised in Sacco's November 3 letter to the Coast Guard in response to its notice of a proposed rulemaking on inspection and certification standards for oil spill vessels of less than 500 gross tons.

Noting that the SIU represents seamen currently employed on oil spill recovery vessels, Sacco called on the Coast Guard to ensure that all efforts are made to create the safest working environment possible in a situation in which the handling of flammable or combustible liquids can result in catastrophic fires or explosions and the exposure to toxic fumes can lead to severe respiratory problems.

Since human error accounts for a large portion of marine casualties, Sacco said it is imperative that shipboard personnel "receive thorough training to ensure that they can perform highly technical and complex operations safely."

Sacco noted that SIU members attend a hazardous material technician course, which is approved by the Occupational Safety and Health Administration (OSHA). He recommended that all mariners working aboard oil spill recovery vessels hold such a HAZWOPER certificate.

Safe Shipmates

The SIU recognizes that every crewmember would like to hold a high degree of confidence in the skills and abilities of his or her fellow shipmates. To this end, the SIU urges the Coast Guard to require all personnel on board oil spill recovery vessels to hold merchant mariner documents, irrespective of the tonnage of the vessel or the individual's particular job classification.

"Imposing this requirement on

all persons employed aboard these vessels will afford the Coast Guard the opportunity to maintain oversight over these mariners and the wherewithal to suspend or revoke documents for cause," Sacco said.

Rule In Late '95

After reviewing the comments received by the SIU and those received from other groups and individuals, the Coast Guard will issue a notice of proposed rulemaking in January 1995. An additional comment period will accompany that notice. A final rule will most likely be implemented in the latter part of '95. Not only will the rule cover the issues raised by the SIU concerning mariners working aboard oil spill response vessels, but it also will detail inspection and certification procedures for this kind of marine equipment.

APL Flags Out 6 New Ships

Continued from page 4

In a move that demonstrates the tenuousness of the EUSC theory, MarAd also insists that the six APL ships be enrolled in the agency's Voluntary Intermodal Sealift Agreement which can be activated in behalf of the Department of Defense in times of crisis.

Oakland, Calif.-based APL is prohibited from scrapping or reflagging any of its 19 U.S.-flag ships receiving government subsidies prior to October 1, 1995. To scrap or reflag after that date, APL must receive MarAd approval.

Delivery for the first of the six ships, known as C-11s, is scheduled for May 1995. The rest will be put into service before November of the same year.

The original APL application to MarAd for flagging out the six ships, each with a 4,800 TEU capacity, was filed in July 1993. The company asked for a waiver of Section 804(a) of the Merchant Marine Act of 1936 in order to operate vessels under a foreign ship registry in the U.S. trades despite being a government-subsidized American shipping company. This year, the company asked that the application be expedited.

Maritime Briefs

Coast Guard Seeks Input from Industry On Vessel Inspection Compliance Programs

What are the essential elements of a shipboard safety management system? That is one of the questions the U.S. Coast Guard would like answered by individuals, organizations and companies associated with shipping in the United States.

The agency, through a public meeting on November 7 and by soliciting public comments, is looking for recommendations from the industry on alternative inspection compliance programs as part of its effort to streamline and reform cumbersome and out-of-date regulations. The Coast Guard is developing programs by which American-flag ship operators can demonstrate that their ships meet certain design standards, construction requirements, equipment and operational regimes. The agency is considering allowing vessel owners, operators and authorized third parties to conduct checks and tests on these matters. But before allowing these groups to do this, the agency believes a vessel owner or operator must have a strong system of safety management in place. Thus, the Coast Guard is seeking comments on what should be the characteristics of a strong safety management system.

Also among the issues the Coast Guard has raised are: How does a company get its safety management system qualified or accepted? Should a company's safety system be certified by an independent group? Should the Coast Guard do spot checks such as random boardings? What constitutes satisfactory inspection and testing procedures? What qualifications are required for personnel performing tests and inspections?

Comments are due by December 7 and should be sent to Executive Secretary, Marine Safety Council (G-LRA); U.S. Coast Guard; 2100 Second Street, SW; Washington, D.C. 20593-0001. Note on the submission that it refers to docket number CGD 94-080.

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Sea-Land to Move Its Corporate HQ To Charlotte, North Carolina

Sea-Land Services Inc. announced this fall that it will move its corporate headquarters from New Jersey to Charlotte, N.C. The U.S.-flag shipping company will consolidate its top management operations in Charlotte, Sea-Land announced.

The company's top managers, currently located in Liberty Corner and Elizabeth, N.J., Seattle and Rotterdam, will be transferred to Charlotte as Sea-Land reorganizes its highest management structure in conjunction with the move.

By summer 1995, the switch of corporate headquarters is expected to be complete. The company said the move will not affect its sales, documentation and customer service staffs.

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16 Ships Fail Safety Tests Imposed by British Authorities

Often citing inadequate life-saving and firefighting equipment, the British government prevented 16 ships calling at United Kingdom ports from sailing in October, the nation's Department of Transport said last month.

As part of an intensified maritime safety program following the *Braer* disaster, the British government began publishing the names of standard ships which it had detained after inspections in that nation's ports. The British Department of Transport also reveals the names of the vessels' owners and operators, their flags and the classification society which inspects them.

Among the vessels detained in October were a Cypriot-flag fish factory ship with a broken radio transmitter, among other problems, a Russian general cargo ship with holes in the bulkhead and structural cracks and a Ukrainian tanker that did not have an oily water separator. Also stopped were a Honduran-flag general cargo ship, a Cypriot-flag bulk carrier, another Russian-flag cargo vessel, a Tunisian-flag general cargo ship, a Maltese-flag cargo ship and an Indian-flag bulk cargo ship. Two European vessels were halted in the inspection process—a Danish-flag roll-on/roll-off passenger ferry and a Netherlands-flag general cargo vessel.

The flag state with the most offenses was Bulgaria. Five Bulgarian-flag fish factory ships failed their safety inspection as a result of broken lifeboats, unusable firefighting equipment, poorly maintained engine rooms and cockroach infestation.

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Panel Finds that Estonian Ro/Ro Sank When Bow Door Was Ripped Off by Storm

The September 28 sinking of an Estonian-flag ferry in which close to 900 people lost their lives was attributed to a combination of faulty design and unusually forceful 33-foot waves by a panel investigating the accident. "It looks now like it was the force of the waves that tore the bow door off. It happened very quickly, perhaps in a minute," said Tuomo Karpinen a member of the investigating commission in a statement issued in Helsinki, Finland.

The 56-foot cargo door split from the ship in the "kind of waves that ... only happen one or two days in a year," said Karpinen. Transporting more than 1,000 people and dozens of cars and trucks, the German-built *Estonia* was on its way to Stockholm from Estonia's capital, Tallinn, when after 1:00 a.m. the roll-on/roll-off vessel went down in less than 30 minutes.

The "overloading of the waves could have been enough" to exacerbate the poor design of the vessel, said Karpinen. He also ruled out that the bow door had been left open. "The bow door was firmly shut when it was ripped off by the storm."

The commission's technical expert said the bow door had not exhibited any wear or damage. "In retrospect, it is easy to say that the *Estonia*'s speed was too high. But you cannot blame the captain or the shipping company, since there is no clear information about how much (pressure) this kind of ship can take," said Borje Stenstrom to the Swedish press. Stenstrom's comments also were reported in *The Journal of Commerce*.

Israeli Sea Officers Continue Job Actions

Several of Zim Israel Navigation Co.'s ships have been held up by job actions executed by members of the Israeli Sea Officers Union. Last month, the *Zim Canada* was delayed in the port of Yokohama, Japan. Another ship was prevented from loading for several hours in Barcelona, Spain. In Elizabeth, N.J., the *Zim Keelung* could not undock until the officers called off their job action.

The Israeli seamen were supported in their efforts by the Japanese and Spanish maritime unions. The Japanese Seamen's Union pledged full cooperation in advance and then supported the effort in Yokohama. In Elizabeth, Seafarers were on hand to demonstrate

solidarity with their brother seamen of Israel.

The Israeli Sea Officers Union (ISOU) is protesting the lack of a contract and Zim's intransigence at the bargaining table. The ISOU cites Zim's increased profits and reports that the company will soon be offering stock in its enterprise to the public. Yet, the company asks crewmembers to take cuts, notes the ISOU.

Also, the ISOU is opposed to moves by the company to flag-out its fleet. Noting that several of Zim's ships have been transferred from the Israeli-flag to foreign-flags, the ISOU is attempting to build support for a strong Israeli-flag fleet.



SIU Steward Tom Vanyi (left) and Bosun J. Marinello announce the union's support for the Israeli seamen conducting a job action against Zim.

In front of the *Zim Keelung*, docked in Elizabeth, N.J., SIU representatives Spiro Varras (left) and Sal Aquia show SIU solidarity with the ISOU.



Membership Meeting Dates Set for 1995

Many issues of importance to Seafarers are covered each year during the membership meetings.

Maritime revitalization programs before the U.S. Congress, union organizing campaigns and updates from the

Seafarers' plans are but a few of the topics brought up this year at the monthly meetings at SIU halls throughout the country.

Article XXIII of the SIU constitution sets out where and when meetings are conducted and who should run them. The

preamble also notes the importance, when ashore, of attending meetings to serve the union for those who are at sea and therefore unable to attend.

Members are asked to clip the schedule below and post it on their ships or keep

it for personal reference throughout the year.

Also, Seafarers can refer to each issue of the *Seafarers LOG* which lists the dates for the next two meetings scheduled in each port.

1995 Membership Meetings

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

* Piney Point changes created by New Year's Day and Labor Day holidays; New York change created by Independence Day holiday; Algonac change created by Veterans' Day holiday; Wilmington changes created by Martin Luther King's Birthday, Presidents' Day and Paul Hall's Birthday holidays.

Celebrate the Holidays: Apply for a Scholarship

The holiday season is upon us. We often get so wrapped up in buying or making gifts for others that we forget about ourselves.

What better way to celebrate the holidays than by giving ourselves the gift of knowledge by applying for one of seven scholarships to be awarded in 1995 by the Seafarers Welfare Plan.

The deadline for receiving the application is **April 15, 1995**, so four months still remain to get the process in full swing.

Of the seven scholarships that will be awarded in 1995, three are reserved for SIU members (one in the amount of \$15,000 for a four-year scholarship to a college or university, and two \$6,000, two-year scholarships for study at a vocational school or community college). The other four scholarships will be awarded to spouses and dependent children of Seafarers. Each of these four is a \$15,000 stipend for study at a four-year college or university.

Eligibility requirements for Seafarers and their spouses and unmarried dependents are spelled out in a booklet which contains an application form. To receive

a copy of the booklet, fill out the coupon below and mail it to the Seafarers Welfare Plan, 5201 Auth Way, Camp Springs, MD 20746.

Completing the application form is not very difficult; however, it will take some time to gather all the other necessary paperwork which must accompany the application form. This includes:

- an autobiographical statement,
- photograph,
- certified copy of birth certificate,
- high school transcript and certification of graduation or official copy of high school equivalency scores,
- college transcripts,
- letters of reference and
- SAT or ACT results.

Some schools can be slow in handling transcript requests, so applicants should ask for them as soon as possible.

Once all the paperwork has been completed and the application form is filled out, the entire package should be sent to the Seafarers Welfare Plan **on or before April 15, 1995**.



Mail in this coupon for more application details.

Please send me the 1995 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.

SEAFARERS LOG

Lundeberg School Supplement

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

1995 Lundeberg School Course Guide



Firefighting (top photo) and hydraulics are two of the Lundeberg School courses offered in 1995.

For today's Seafarer, upgrading at the Paul Hall Center for Maritime Training and Education in Piney Point, Md. is as essential as knowing how to climb a gangway or man a lifeboat.

By remaining up-to-date on constant technological and regulatory changes in the maritime field, the Paul Hall Center's Harry Lundeberg School of Seamanship provides Seafarers with opportunities to improve their knowledge and ratings and to hone their work skills—which consequently increases their earning power.

In 1995, the Paul Hall Center offers a schedule which includes several new courses and many others which have been updated or expanded to better prepare Seafarers for unlicensed shipboard jobs in the deck, engine and steward departments. Most courses lead to U.S. Coast Guard endorsements. Also available are classes which prepare students to test for licensed shipboard ratings. In the vast

majority of classes, Seafarers may note a special, increased emphasis in hands-on training.

In planning for '95, Seafarers may use this special supplement of the Seafarers LOG to review courses offered by the Lundeberg School. On page 18, the school's 1995 schedule is published. It should be noted that, on occasion, because of the manpower needs of SIU-contracted operators, course dates may change. Therefore, Seafarers should continue to consult each monthly edition of the LOG for the most up-to-date schedules.

Brief summaries of the courses follow. Eligibility requirements vary from course to course, so any member interested in upgrading should first check with the Lundeberg School's admissions office.

For more information, contact the Paul Hall Center, P.O. Box 75, Piney Point, MD 20674-0075; telephone (301) 994-0010.



Recertification programs for stewards (top photo) and bosons are included in the '95 curriculum.

DECK DEPARTMENT COURSES

Able Seaman

This 12-week course leads to endorsement as an able seaman (AB). It consists of hands-on training and classroom work covering deck seamanship, rules of the road, marlinespike seamanship, helmsmanship, cargo handling, safety, firefighting, emergency procedures, first aid, underway and vertical replenishment, and crane and forklift truck operations. The course also includes extensive sections on oil spill containment and cleanup, as well as sealift operations and maintenance. **Students must have a lifeboat ticket in order to take the AB course.**

Lifeboat/Water Survival

Students in this two-week course can earn lifeboatman certification by passing a U.S. Coast Guard exam at the end of the class. Featuring a mix of practical training and classroom instruction, the course covers emergency drills, lifeboat construction,

lifeboat launching and recovery, basic compass navigation, life raft construction, life raft launching and maintenance, and use of all lifeboat and life raft equipment.

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

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

Bridge Management

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

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

Special areas of skills development include general shiphandling and helmsmanship, river and channel transits, entering and

departing various ports, coastal navigation, U.S. Navy-related operations such as convoy and underway replenishment, hawser towing, pushboat towing and emergency shiphandling.

Radar Observer/Unlimited

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

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

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

waterway and river navigation and piloting.

Limited License/License Prep

Aimed at preparing students to test for any limited tonnage license, this six-week course consists of classroom instruction in all areas of terrestrial navigation, deck seamanship, rules of the

road, shipbuilding, ship stability, cargo handling, federal regulations, first aid, CPR and firefighting.

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

ADDITIONAL COURSES

Study Skills Program

Proficiency in one's occupation can come not only from courses covering the technical aspects of one's job, but also from advancing one's study skills and knowledge of the language. The Paul Hall Center offers an array of courses to assist Seafarers with basic study skills and basic learning procedures. (Please note that enrollment for courses in the study skills program no longer is open-ended.)

Among the courses and areas of study available are:

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

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

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

Deck and Engine Department College Courses

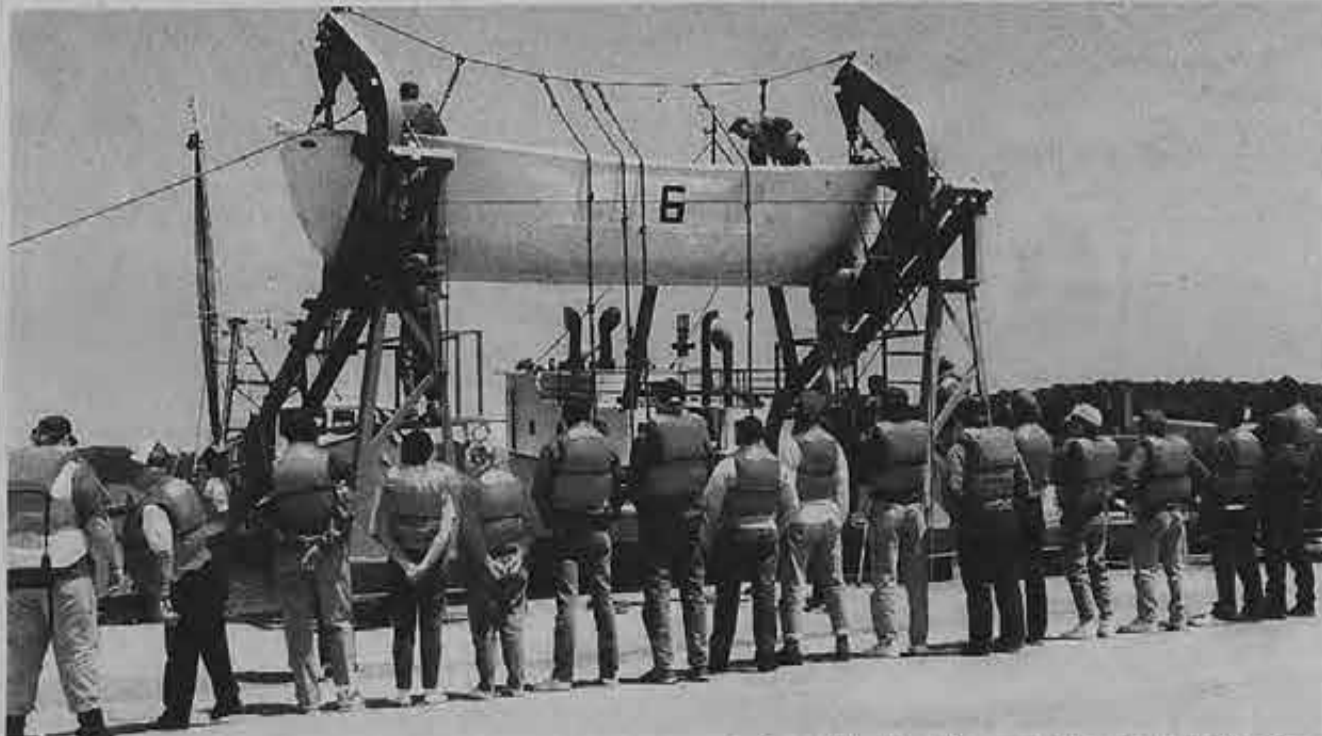
Deck and engine department Seafarers can augment their understanding of their work by a

more in-depth study of the science and technology of their field. The Paul Hall Center offers two Associates of Applied Science degrees: Marine Engineering Technology for engine department members and Nautical Science for deck department personnel. If you are in the deck or engine department, you already have earned credit toward a degree. Call the Paul Hall Center for more information.

In addition to vocational courses, students must complete a number of general education courses to earn one of these degrees. Day and evening courses are available. The class schedule depends on enrollment, but three eight-week sessions of college courses are planned for 1995. These sessions will correspond with dates of many vocational courses, so that students may enroll in an evening college class during the same time.

General education courses cover the following topics: developmental writing, analytical reading and reasoning, composition and rhetoric, composition and literature, developmental math, college math, principles of psychology, general physical science and physics.

Note: If current or former students want to obtain transcripts of credits earned at the Paul Hall Center, they should submit the request, in writing, to the Paul Hall Center in care of Chris Tennyson.



The two-week lifeboat/water survival course features a mix of practical training and classroom instruction.

ENGINE DEPARTMENT COURSES

QMED-Any Rating

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

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

Power Plant Maintenance

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



Certification in diesel engine technology comes after successful completion of a four-week course.

Fireman/Watertender and Oiler

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

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

Welding

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

Hydraulics

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

Also addressed are principles of electrical control of hydraulic systems, cargo winches, deck cranes, anchor windlasses, ships' steering systems, ramps, fire doors and a wide variety of other shipboard systems.

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

Diesel Engine Technology

This four-week course, leading to certification in diesel engine technology, consists of classroom instruction and hands-on training. Topics of instruction include diesel engine theory; two- and

four-stroke cycle operating principles; and the construction, operation, maintenance, repair and troubleshooting of low-, medium- and high-speed diesel engines.

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

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

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

Marine Electrical Maintenance I

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

Marine Electrical Maintenance II

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

Among the subjects covered are interpretation of the National Electrical Code, specialized electrical test equipment, advanced application of circuit protection and switching devices, relay logic, complex control circuits, DC and AC generators, voltage regulators, electrical distribution hardware, DC motors

and controllers, AC motors and controllers, deck machinery, motor generator sets, converters, inverters and rectifiers, electric propulsion systems and interior communications systems.

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

Refrigerated Containers Maintenance

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

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

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

Pumproom Maintenance and Operations

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

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

In order to take this class, students must already have taken the four-week Tanker Operations course (described on next page)

and be certified as a QMED-Any Rating or have equivalent inland experience, or hold endorsement as a pumpman.

Refrigeration Technician Certification

This one-week course leads to certification as a refrigeration technician. Practical training and classroom instruction are utilized to cover refrigerants and compressor lubricating oils, refrigerant handling safety, environmental impact of refrigerants, refrigeration theory, use of pressure-temperature charts, general provisions of laws governing use and handling of refrigerants, servicing considerations, conversion of CFC equipment and more.

Upon successful completion of this course, students will receive an Environmental Protection Agency (EPA)-approved refrigeration technician certification card.

Refrigeration System Maintenance and Operations

Now an elective, this six-week class blends practical and classroom instruction leading to certification in refrigeration system maintenance and operations. Among the topics covered are theory of mechanical refrigeration, major system components, accessories, cycle controls, refrigerants and oils, and applied electricity.

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

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

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

STEWARD DEPARTMENT COURSES

Assistant Cook/Cook and Baker

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

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

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

Chief Cook

Leading to certification as a chief cook, this 12-week class is

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

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

Chief Steward

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

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

New Eligibility Requirements In Place for Steward Upgrading

The Paul Hall Center for Maritime Training and Education recently announced the following new eligibility requirements for steward department courses:

• Assistant Cook/Cook Baker

Students must have eight months sailing in the steward department and hold a certificate of completion for the Paul Hall Center entry rating program

OR

Students must have 12 months sailing in the steward department.

• Chief Cook

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

OR

Students must have two years of seetime

sailing in the steward department

OR

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

• Chief Steward

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

OR

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

OR

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

ALL DEPARTMENTS: UPGRADING AND SPECIALTY COURSES

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

Additionally, the new Tanker Operation/Safety course is required for all personnel who work aboard tankers (see description below).

Tanker Operation/Safety

This four-week course is open to all ratings and departments and is required for all personnel going aboard tankers. Steward department personnel will attend the first two weeks of the course; deck and

engine personnel will attend all four weeks.

The class blends hands-on training with classroom instruction. Topics include tanker construction and safety, the chemical and physical properties of petroleum products, flammability characteristics, toxicity/asphyxiation characteristics and health hazards associated with exposure to petroleum products, how to correctly monitor tanks for oxygen deficiency and take other meter readings with atmospheric monitoring equipment, creating site-specific shipboard safety plans and reviewing final rules on benzene products. Students also will learn troubleshooting and basic maintenance of monitoring gear, extensive confined-space safety training and rescue operations, fit-tests using respirators and other breathing apparatuses

and emergency equipment, an introduction to fire chemistry and other aspects of firefighting (including fire hazard awareness and identification), fire prevention via vapor control and ignition source control, fire extinguishing equipment, firefighting techniques and fire/emergency duties.

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

Sealift Operations and Maintenance

Because of the unique requirements of the military ships that are operated by SIU-contracted

employers, this four-week course is mandatory for all upgraders.

The course of instruction leading to the sealift operations and maintenance endorsement consists of hands-on training and classroom work covering under-way replenishment, helicopter operation familiarization, crane operation, forklift maneuvers, damage control familiarization and search and rescue boat operations.

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

Oil Spill Prevention and Containment

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

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

Oil Spill Safety Recertification

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

First Aid and CPR

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

Basic Firefighting

The basic firefighting course provides students with general

knowledge of the chemistry of fire, firefighting equipment and materials and techniques for using them safely. Upgraders receive 16 hours of classroom training and eight hours of practical training.

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

Advanced Firefighting

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

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

Industrial Relations

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

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

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

General Physical Fitness

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

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

INLAND DEPARTMENT COURSES

Deck-Inland

This two-week course includes some staples of deck department work but may be adapted to feature task-specialized training depending upon the needs of a particular SIU-contracted company.

Navigation, general safety, wire-splicing, lifeboat training and rules of the road are among many topics which are available as part of the curriculum.

Radar Observer/Inland

Earning a radar observer endorsement in this five-day course fulfills the new U.S. Coast Guard regulation requiring towboat operators of 100- or 200-ton vessels to hold radar certification.

Developed mainly for mariners who work in the nation's inland and coastal waterways, the course includes practical and classroom work covering navigation and piloting, vessel traffic service procedures, a review of the rules of the road, communication between vessels, plotting techniques and other inland operations.

Radar Observer/Rivers

This three-day course is designed to give students a basic understanding of how radar works. It features sections on how to recognize moving contacts, communication between vessels and vessel traffic service procedures. Designed primarily for mariners who work on ferries and other boats which only operate in rivers, the class also includes practical training in radar observation and use.

Engineroom Familiarization

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

Diesel Engine Maintenance

A combination of hands-on training and classroom instruction

in this two-week course is aimed at equipping tugboat engineers with the basic skills associated with diesel engine troubleshooting, diagnosis and repair.

Specific topics include safety, tuneup procedures and associated adjustments, engine overhaul procedures (including cylinder heads, valve operating gear, piston assemblies and running gear, cylinders and structural framework, and various accessory drives) and the troubleshooting and maintenance of various supporting systems including intake, exhaust, cooling, lube oil, starting and fuel injection.

Skills in the use of precision measuring instruments, specialized tools and diagnostic equipment are emphasized.

Electrical

Designed for experienced tugboat engineers who have little or no formal electrical training, this two-week course is structured to equip the engineer with those skills associated with electrical plant troubleshooting, maintenance and repair.

Specific topics, covered both through practical and classroom instruction, include electrical safety, basic electrical theory, batteries, generators, electrical distribution systems and hardware, lighting, electric motors and motor controls, electric meters, wiring diagrams and electrical schematics, circuit faults and troubleshooting techniques, and rotating machinery maintenance and repair.

Hydraulics

This two-week course (otherwise relatively experienced tugboat engineers who have little or no formal training in hydraulics). A mixture of hands-on instruction and classroom lectures is aimed at equipping the engineer with those skills associated with hydraulic equipment troubleshooting, maintenance and repair.

Specific topics include safety, basic hydraulic theory, hydraulic oils, hydraulic pumps and motors, actuators, control valves, hydraulic system piping and accessories, and hydraulic systems and associated schematics. In-

cluded will be a functional description of the various tugboat hydraulic equipment applications, as well as a systems approach to troubleshooting.

Welding

The objective of this two-week class, designed for experienced tugboat engineers, is to provide the engineer with welding skills needed to accomplish temporary or emergency repairs while underway, as well as assist in planned boat or barge maintenance.

Topics covered via practical training and classroom instruction include welding safety; oxyacetylene operations of cutting, welding and brazing; and stick electrode welding (AC and DC). The various welding positions and weld types are covered, along with applications of steel welds and structural members, with an emphasis on typical tugboat or barge repairs.

DDE/Limited License Preparation

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

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

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

Additional instruction is offered in all aspects of engineering safety.



Students learn to use the proper protective equipment for handling hazardous materials.

LUNDEBERG SCHOOL 1995 UPGRADING COURSE SCHEDULE

The following is the course schedule for the entire new year—January through December 1995 of the Seafarers Harry Lundeberg School of Seamanship, located at the Paul Hall Center for Maritime Training and Education.

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

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

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

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

Engine Upgrading Courses

Course	Start Date	Date of Completion
QMED - Any Rating	January 16 August 14	April 7 November 3
Diesel Engine Technology	March 20 July 3 September 25	April 14 July 28 October 20
Refrigeration Technician Certification	(to be announced)	
Fireman/Watertender & Oiler	May 1 August 7	July 14 October 20
Hydraulics	February 20 June 5 October 9	March 24 July 7 November 10
Marine Electrical Maintenance I	January 9 May 22 July 31	February 17 June 30 September 8
Marine Electrical Maintenance II	March 13	April 21
Power Plant Maintenance	January 9 April 24 July 17	February 17 June 2 August 25
Pumproom Maintenance	March 27 September 11	April 7 September 22
Refrigeration Systems & Maintenance	August 28	October 6
Refrigerated Containers	April 24	May 19
Welding	February 20 April 24 October 23	March 17 May 19 November 17

Deck Department Upgrading Courses

Course	Start Date	Date of Completion
Able Seaman	January 16 July 31	April 7 October 20
Bridge Management (Shiphandling)	February 6 April 24 July 17 October 9	February 17 May 5 July 28 October 20
Lifeboatman	January 2 July 17	January 13 July 28
Limited License/License Prep.	July 3 September 25	August 11 November 3
Radar Observer/Unlimited	January 23 February 27 April 10 May 22 July 3 August 14 September 25	February 3 March 10 April 21 June 2 July 14 August 25 October 6

Safety Specialty Courses

Course	Start Date	Date of Completion
Advanced Firefighting	March 6 September 11	March 17 September 22
Oil Spill Safety Recertification	January 26 February 23	January 26 February 23

	March 30 April 27 May 25 June 22 July 20 September 21 October 19	March 30 April 27 May 25 June 22 July 20 September 21 October 19
Oil Spill Prevention and Containment	August 7	August 11
Sealift Operations and Maintenance	June 5 October 9	June 30 November 3
Tanker Operations	January 2 January 30 February 27 March 27 April 24 May 22 June 19 July 17 August 14 September 11 October 9 November 6	January 27 February 24 March 24 April 21 May 19 June 16 July 14 August 11 September 8 October 6 November 3 December 1

Inland Courses

Course	Start Date	Date of Completion
Deck Inland	March 27 May 29 August 14 October 23	April 7 June 9 August 25 November 3
Diesel	February 27	March 10
DDE/Limited License Prep.	March 27 June 19 October 30	April 7 June 30 November 10
Engineroom Familiarization	January 30 August 14	February 10 August 25
Radar (Inland)	May 8 November 6	May 12 November 10
Radar (Rivers)	(to be announced)	
Welding	May 22	June 2
Electronics	July 17	July 28
Hydraulics	September 25	October 6

Recertification Programs

Course	Start Date	Date of Completion
Bosun Recertification	May 1 October 2	June 5 November 6
Steward Recertification	January 30 July 3	March 6 August 7

Steward Upgrading Courses

Course	Start Date	Date of Completion
Assistant Cook/ Cook and Baker	(to be announced)	
Chief Cook, Chief Steward	(to be announced)	

Additional Courses

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

Course	Start Date	Date of Completion
Study Skills Course		
GED Preparation	January 30 May 1 August 22	April 21 July 21 November 10
Adult Basic Education (ABE) and English as a Second Language (ESL)	January 30 April 3 June 5 September 5	March 24 May 26 July 28 October 27

Deck and Engine Department College Courses

Session I	January 30	March 24
Session II	June 5	July 28
Session III	September 5	October 27

SEASON'S GREETINGS

FROM FELLOW SEAFARERS, PENSIONERS FRIENDS AND FAMILY MEMBERS

The holiday greetings appearing on this page and the following three pages 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.
Happy Holidays!



A

To my loving husband, Lito
Mahal, love is everything we share together because to me, love is and always will be you. I miss you so much, and even though we are miles apart, you are always thought of this holiday and always. Enjoy your Christmas and I will see you next year. Happy 12th anniversary, Mahal. And thank you for the best 12 years of my life. Always,
Minda (Luzviminda V. Acosta)

To my family, in-laws and friends
It's going to be so nice to spend the holidays with the people I care about most. Wishing you all the best and God bless. Love,
Sonny R. Acosta

To my wife Lydia
Merry Christmas. I'll be coming home soon. I miss you. Hugs and kisses.
Sonny R. Acosta

To Jennifer Hussong
Hi, cutie pie. Happy Holidays!!!
Roy Aldanese

To all SIU brothers and sisters
Happy holidays and best wishes to everyone. May 1995 be a prosperous and eventful year for all. Remember, support the union and upgrade as soon as possible.
Nat Allin

To all active and retired mariners
Merry Christmas and a very prosperous New Year. Wishing you and your families the best happy holidays.
Pete M. Amper

To all my brothers and sisters
May you have the best of the holidays with unity, love and compassion, culminating in a prosperous New Year.
Sal Aquia

To all LNGs
My family and I wish you and your family a Merry Christmas and a Happy New Year.
Sal, Lina, Tony, Sal and Elizabeth Aquia

To Peter Bean
Happy New Year! Are you still on this planet? Call and leave a message and your address. I'm in the book in Asheville, N.C.
Stephen Argay

To all my Seafaring brothers and sisters
I wish everyone a very Merry Christmas and a very prosperous New Year in '95. Fair weather to you all and good seas as well. Cheers!!
Jacki, Bobbi and Ronald Aubuchon

B

To Keith Bennett
We are thinking of you this holiday season. We'll have you home for Christmas next year. Merry Christmas. Love you,
Karen, Bobbie, Leslie and Emery Bennett

To Cheryl Campbell and family
Merry Christmas and Happy New Year to the whole household in Byrdstown, Tenn.
Kenneth "Sweetiepea" Biddle

To the Boleware Boys
Our prayers and love are with you always. Be careful and return home safe.
The Boleware family

To everyone
Sending holiday cheer to all of our friends! We wish you a Merry Christmas and a 1995 filled with health, happiness and smooth sailing. God bless you all.
Frank and Cynthia Bolton

To Alfonso D. Bombita Jr.
To my loving husband, Al, and brother Jessie. We all wish you both a Merry Christmas and a prosperous New Year. Love and Kisses,
Claire (Clarita U. Bombita)

To all retired GLD members and port agents
Reminiscing about the good old days from 1961 through 1981! Wishing you the quiet beauty of a peaceful, joyous holiday with the ones you love. Merry Christmas!
Gerry Borozan

To Steamboat Annie
I hope to make the coming years as special for you as you have made the past years for me. Happy Anniversary and Happy New Year!
Tugboat Tim (Brenno)

To Tugboat Tim
Merry Xmas and happy twelfth anniversary to the man who has captured my heart and given me a beautiful home. Happy New Year, Timbo. Love you!
Steamboat Ann (Brenno)

To Chuck and Josie Menard
Merry Xmas and Happy New Year to my wonderful parents in Ogdensburg, New York. Hope to see you soon. Take care and we love you!
Anna Brenno

To Peter Wilmoth
Thanks for the good time I had with you at Turtle Bay and the merry memories.
Philip Brockman

To the ARC
Thanks for my sobriety, just for today! Happy New Year! It works, if you work it. So work it, you are worth it!
Danny A. Brown

To brothers and sisters of the sea, especially Kurt Bruer
Happy holidays and good sailing. May the wind be always at your back.
George Bruer

To John K. Parker
I'll be thinking of you over every day of the holiday season. You're my one and only lacrosse player, so don't worry. Love and miss you.
Cathy (Burns)

To the family of 3rd asst. engineer (in memory)
I shipped out on the Liberty ship *SS Edward H. Crockett* on 7/20/44 for Murmansk, Russia. We arrived OK. When we left Russia, after two days at sea we were hit by a torpedo in the #4 hatch aft. The ship sank. Our only casualty was the 3rd asst. engineer. He was trapped in the engineroom and went down with the ship. He was getting married on our return to New York. He had raised a fiery red beard for the occasion. My heart goes out to his family for their great loss. That was 50 years ago but something I'll never forget. I would like to wish his family a very happy holiday season. Sincerely,
George E. Bush

C

To Tom Casey
We love you and miss you. Wish you were here for the holidays in Fieldon, Ill. Merry Christmas.
Mary, J.R., Charles Jr., Angela and Laura (Casey)

To Donna DeCesare, Tommy, Mikey, Dana, Kris, Eddie and the Gemini crew
Have a wild and crazy Christmas wherever you all are! Donna, I've been trying to reach you. Call me at (412) 869-9321 in December. Hope you all get what you want this year! Merry Christmas. Love,
Judi Chester

To Dana, Patti, Dominique and George
Here's wishing all of you a warm and wonderful Christmas and great New Year's celebration! With love,
Judi Chester

To my wife, Mrs. Jo Christensen; friends Joe Robbie & Red, Theresa & Charlie and Jo Ann & Stan
Wishing y'all a very Merry Christmas and a Happy New Year. Miss you and love you, your husband and friend,
Chris (Robert A. Christensen)

To all Seafarers
I wish you all the best holiday season ever and a happy, prosperous New Year.
Willie Cichocke

To all Seafarers
Merry Christmas and Happy New Year to the LOG office and all brother Seafarers from one old seaman who began going to sea at age 14. I'm presently retired and gardening at age 86. My best wishes to you all.
Domenic Cito and family



Happy New Year from Domenic Cito.

To Mike Ortiz
Happy holidays, Mike. Haven't seen you in a very long time. Hope you and your wife are doing fine. Always thinking of you guys. Best wishes. Your friend,
Fred Collins

To Pernell Cook Sr.
Merry Christmas, dad. We miss having you here to catch our balls. And catching our bikes before we fall. You are the greatest dad of all. To us you will always stand ten feet tall. Love you with all our hearts, your triplets,
Pernell, Racquell and Lovell (Cook)

To Dawn and Carley Cooper
Merry Christmas. I love you both very much!!
Jason Cooper

To Loren Dekett
Merry Christmas and Happy New Year. We miss you!!!
Jason, Dawn and Carley Cooper

To Bobby Selzer, Maryann, Jack, Jack and Kermet
The crew of the *Overseas Philadelphia* wishes you the best holiday season to you and your families. Happy holidays to all!
Fred Collins and Patrick Coppola

To all Seafarers in the SIU
May Christmas bring the biggest gift—the Brotherhood of the Sea. Merry Christmas and Happy New Year. May 1995 bring more ships and jobs.
Gerald Corelli and family

To Patrick Olin
Pat, remember that party we had with Peter and Philip? Those encounters will give us memories of our lifetimes!!
Jack Curtis

D

To John "Dutch" De Bos
Wishing you a Merry Christmas and Happy New Year. Thinking of you. With love, your wife,
Jeanne (De Bos)

To Tony DeCicco
Have a good holiday at work. I'll be thinking of you. Your brother,
Joey (Joseph M. DeCicco)

To mom, Dee Dee and Jason
Yokosuka is a lot different from Honolulu, isn't it? May all your wishes come true this, your first Xmas in Japan. Miss and love you.
Jioia (deLeon)

To Miss Betty
I asked Santa to bring you something very special because you are very special. We love you.
Jioia (deLeon) and Sergio Castellanos

To Georgia and Brent Nelson
Merry Xmas to you both. I hope '95 brings you all the love and happiness '94 brought me. Love,
Jioia (deLeon)

To Gloria Melliush
Merry Xmas, girlfriend. Where are you and what are you doing? Can't wait to see you! Love,
Jioia (deLeon)

To Kevin Wray
Hope you have a great holiday—just the way you like it. Well, we will miss you anyway.
Brenda Delia

To the oldtimers
Season's greetings to Johnny Muyco, John Mitté, George Sing and all my friends—Jake Dusich, Juan Laguana, Dave Nunn, Cecil Gates and to those oldtimers who made the SIU what it is today.
Lee de Parlier

To John Holtschlag
Happy holidays from your family on Bainbridge. XXX from your mother-in-law.
Neil Dietz

To Noel Lau
Best wishes. We really miss you—from all the guys at Mama's.
Neil Dietz

E

To Brian Hulstrom (class #527)
Good job with the *Manitou*. See you on the high seas. Merry Xmas.
Chris Edwean (class #501)

To Trainee Class #501
Merry Christmas, guys! Write me at 1012 LaBlonde Lane, Apt. 102, Hurley, WI 54534.
Chris Edwean

To Joyce Ellis
A warm and happy holiday greeting to the woman who fills my life with so much joy and happiness. Season's greetings with love!!
Albert Ellis

To all my friends
If you ever wish for a friend's advice, take this one: Upgrade at Pnney Point.
Luis A. Escobar

To my beautiful daughters
Although I may be thousands of miles away from you on Christmas, you will be on my mind with love. And I'm sending Santa with toys for you to play with. Love,
Dad (Luis Escobar)

To all my family in Colombia
Today I love you all more than yesterday but less than tomorrow. Sorry this is the 15th Christmas without you. Love,
Luis A. Escobar

To Paula Evans
I would give you the world if I could; you have given so much love and support, our future will be wonderful. Merry Christmas.
Lonnie Evans

To Niko, Tricia, Lukas and Daniel
Merry Christmas, my special children. I love you all with my whole heart. Happy, happy holidays! Love,
Daddy (Lonnie Evans)

To Donald Oates
Merry Christmas, brother! Drop me a line! I hope you're happy and have discovered there's a future full of happiness and opportunity. God bless, brother.
Lonnie Evans

To Anthony Evans
Merry Christmas, Happy Birthday and Happy New Year! Love,
Mom and Dad, Donna and Mike (Evans)

F

To Mr. and Mrs. William J. Fitzgerald
May you have a very Merry Christmas and a Happy New Year. I'll be thinking of you although I won't be there.
John F. Fitzgerald

To Simeon F. Ureta
Happy and healthy holiday greetings. All our love. God bless.
The Flaspoller family

To Jeff LaLonde

Best wishes and greetings to my favorite nephew, Jeff, and his family and friends. God bless you always.

Richard W. Forgays

To Brian Fountain

Merry Christmas, Happy New Year. We're glad you're home, we're glad you're near. Christmas makes us happy as you can see. When daddy's home and not at sea.

Rachel, Justin, Cody and Emily (Fountain)

To the ITB Grotton

Happy holidays and a safe New Year to the captain and crew.

The Fountain family

G**To all Seafaring members and their families**

May the holidays be joyous and happy times and the New Year be prosperous and healthy. God bless. Merry Christmas.

Bobby Garcia

To Mary Lou Lopez

Merry Christmas and Happy New Year, Mary Lou. Looking forward to seeing you during the holidays.

R.A. Garcia

To all crews—aboard ship and ashore

I am retired and miss the ships of 40 years ago. To all seamen. I hope you and yours have a happy holiday. And to all my old seamen friends who are retired, don't put off writing in for the vote for H.R. 4003. It's so important.

Sidney Garner

To Brande, Dockery and Weegie

Best of wishes to you and your families. See all of you in Reno. I love you all. Merry Christmas.

Rebecca Gaytan

To Ray, Sylvia and mom

Best of holiday wishes to my beautiful family. Thank you for all of your support and love. I love you all. Hello, daddy, we love you.

Rebecca Gaytan

To Rebecca Gayton

To my precious sister, congratulations on becoming a merchant mariner and SIU member. I am so proud of you. I love you.

Ray Gayton

To Antoinette Strauch

To my confidante and my sister. Thank you for your friendship, love and support.

Ray Gayton

To Antonia Gayton, my mom and friend

Thank you for supporting me in my decision to become a merchant mariner. And thanks for the care packages. I love you.

Ray Gayton

To Scott, Samuel McIntyre, Richard Larsen and Maney Wedell

Merry Christmas, Scott. I hope you are enjoying life as a QMED. Samuel, thank you so much for introducing me to the SIU and to this world of travel. Richard, Merry Christmas. I love and miss you. Maney, thank you for keeping in touch and for your friendship.

Ray Gayton

To Kimberly Clark

Merry Christmas. We love you and we miss you.

Ray Gayton and Denise Akenson

To Chris Mosley, Luis Gonzales, Romeo Qungua

Merry Xmas and Happy New Year.

Clodualdo Eddie Gomez

To Sixto Rodriguez and family, Monserrate and Luz Maria Saliva, and Mariano Gonzalez and family

Merry Xmas and Happy New Year to my friends.

William Gonzalez

To friends and shipmates

I wanted to take this chance to say how much I enjoyed sailing around this huge planet with all of you. The friends I made in the few years I was in the union will be remembered and missed. I am attending college in California and will be transferring to a university soon (unbelievable!). I also wanted to thank the SIU for guiding me in the right direction and turning my life around. Wishing you all a very Merry Christmas and a Happy New Year. (p.s. Always remember the Sea-Land Shining Star!)

Bill Gordon

To John Russell

Here I am over in England with a pint of ale. Don't you wish you had one right now! Have fun sailing over the holidays.

Claude (Flash) Gordon

To all Seafarers and their families

Keep Christmas in your heart always. God bless you all. Love,

The Gordian family

To our wonderful children who are the special gifts from God

Wishing God's greatest blessings throughout this season and your lives.

Eula and Earl Gray Sr.



Earl N. and Eula L. Gray wish everyone a Merry Christmas and Happy New Year.

To Mrs. Eula L. Gray

Wishing you eternal joy because you're God's gift to humanity who has given joy to others during your life. From your husband with love.

Earl Nelson Gray Sr.

To Earl N. Gray Jr.

Have a Merry Christmas and a Happy New Year.

Eula Lee Gray

To Earl N. Gray Sr., Captain Moore and Captain Gillespie

The Gray family wishes you, and all workers on the *Overseas Ohio*, a happy holiday season.

Eula L. Gray

To Mr. and Mrs. Ben Gutierrez, Mr. and Mrs. Duseck Sr., Mr. and Mrs. Romy Lumancan, Spranza Brods, Cardel Dunn, Pat Lynch, Jim Anderson, Marcos and David Denizac

Merry Xmas and Happy New Year. Hang on for more years to come.

Eddie Gomez

To Tom Grosskurth

So how is your Christmas out at sea? I am home drinking a few brews in the local pub. I'll have one for you. Have a Merry Christmas. Your bro,

John Grosskurth

To SIU passengership Atlantic crewmembers

Holiday greetings to all former steward department members.

Walter Grosvenor

H**To Bill Eckles**

Christmas to me is the birthday of the one who died so I could live. Jesus, thank you for loving me that much. And in the prayer, God let me just thank you again for putting a man like Bill Eckles in my life, because it's the heart of this kind of man that could only come from above. This man has given me tools to walk the kind of life that men walk that have dignity, rigorous honesty, peace, love and a sound mind. I can never thank you enough for helping me gain a new set of values. I love you, Bill. Your brother for eternity.

Chuck Haller

To Kenneth E. Hallman

My Christmas Wish for You:
I wish you joy,
I wish you peace,
I wish you happiness,
But most of all
I wish you love.

*Always, your wife,
Sue (Hallman)*

To the officials in Wilmington, New York, headquarters, everyone in Piney Point and Brother and Sister Seafarers

Season's best to you and yours! Hope your year was as good as mine while sailing on board the *Thompson Pass*, a good crew and a good ship. Happy New Year to you all, and may it be a good one!

Bob Hamil

To the Hanshe family

Greetings my friends—the beast will return!! Happy holidays. I wish I could join the family gathering. Hope all is well. From aboard the *LNG Capricorn*,

Chris Hanshe

To Shari

It's been another wonderful year with you. Hope to be with you New Year's and for another great year. I love you.

Lee (Hardman)

To Kevin Harris

Daddy, this is our second Christmas apart. But you're always in my heart. Love,

Emily Joy Harris

To Michael Keith Sr.

Sorry that you couldn't be with us. Never forgotten. We'll have ours when you get back. Have a safe trip. We love you.

Norma Higginbotham

To the Hill family of Texas

May God bless you all and let's remember our Savior's birth. Merry Christmas, all. I love y'all dearly.

Billy Hill

To Rhadele H. Dusich

Merry Christmas and Happy New Year.

Love,

Mommy (Darlene Hill)

To Mike and Rosario Campbell, Mr. and Mrs. Dionisio Muyo and Leonard Ching and family

Merry Christmas and a Happy New Year!!

Darlene Hill and Jake Dusich

To the crew of the President Eisenhower

Merry Christmas and a Happy New Year!!

Darlene Hill

To Keith Hoffer

Merry Christmas. I love you around the world and back again forever and ever. Wishing you lots of pleasant thoughts for the holidays and always. I miss you and can't wait for you to get home and celebrate. Love always,

"Sunshine" (Dawn Hoffer)

To Keith Hoffer

Happy holidays. We wish we could be with you for the holidays and always. We love you.

Sal and Pugs Hoffer

To Keith Hoffer

Daddy, I love you and miss you. Have safe, happy holidays. Love, your first born,

Little Hoffer

To Uncle Matt

Merry Christmas, Uncle Matt. We miss you. We love you.

Jess, Jake and Joe (Holley)

To Matthew K. Holley

Wishing you a safe and happy holiday wherever you are. Miss you!

Mom and Dad (Fred and Leita Holley), Ruth and kids

To Eddy Brown

Happy holidays to my dear friend, Mr. Ed, on the *Innovator*. Love,

Charlie Howell

To friends and enemies alike

"What a long, strange trip this has been." From a rise to power and a fall from grace, I'm still kicking and keeping the faith.

B.D. Humes

To all seamen

Happy holiday greetings, and have the best of health.

Rosie and Addie Hunt

To the membership and retired shipmates

Happy holidays!

Harry Huston

I**To Holly Kear**

Hi, honey bunny. Happy Thanksgiving and a Merry Christmas.

Donald Irvine

To Holly Kear

Hi, Holly Dolly. Merry Christmas.

Vicky Irvine

J**To Rodney J. Pence**

Loads of wishes for holiday cheer and plenty of happiness all through the year. Merry Christmas and Happy New Year.

Sandra, Bill and Jackson family

To Terry Jacobsen

Have a very Merry Christmas, daddy. We love you! From you "li'l' buddies,"

Travis and Trent Jacobsen

To SIU members worldwide

Season's greetings to all my friends and acquaintances this holiday season.

Joseph A. Jauregui

To Fred J. Jensen

All our love is with you this Christmas and we miss you very much. Take care and "Merry Christmas." We love you.

Sandra and Charles Jensen

To Dan Duncan

The very best to you, Dan.

Stephen Judd

K**To Da Perry Ohana family**

Merry Xmas and all that good stuff to all of you. I'll be in after the New Year. Love and Aloha, your sista,

Jonelle Kealoha (Perry)

To Gloria Keith, James Keith III, Bubba, Pat Smith and Mike Keith

I wish all my family a happy holiday, and I send love to you all, and may we all have a Happy New Year.

James C. Keith Jr.

To Terri

I know you're used to Loosy-Goosy, but you better shape up or ship out!!! Ha Ha Ha. Merry Christmas!!

Hugo Kenyon

To all Seafarers, union officials and office workers

Wishing all of you a very Merry Christmas and Happy New Year. Also smooth sailing into the New Year. P.S., also, all the best to my retired friends and buddies.

Stanislaw Kolasa

To Mr. G at Piney Point

A very special hello. May God bless you always for your kindness and understanding of life. Once again, thank you,

Theresa Krause

To all of the past and present friends of Joseph L. Krause Sr.

We wish to all a very happy holiday and a better 1995. May God grant peace to a wonderful husband and father, Joseph L. Krause Sr., who passed away March 19, 1993.

Theresa, Joseph Jr., Joann, Elizabeth and Leonard Krause and family

To Babe, Kay and families

I will try to make it, or make it up. I love you all! Have a merry and happy year! Y.F.S./Y.F.N.

Ralph Kurpeski

To Petra, Melanie, Kurtis and Natalie

I miss you all and love you with all my heart! Have a Merry Xmas, happy birthdays and happy, safe New Year! Love you more with each day!

Ralph Kurpeski

L**To Stephanie Torres**

Here's wishing you a happy holiday season. We will miss the good food and holiday meals.

Gary Lackey

To a lot of good men

Holiday greetings to all my old seafaring friends. Would be great to hear from you. Call (704) 568-3542.

Jean LaCorte

To Eric Lamont Campbell

Happy holidays, sweetheart! I miss you today and every day... and I can't wait to see you again. Forever yours, XXOO. I love you always,

Cherie (Laurence)



To all Seafarers and employees of the union and the LOG

Warm season's greetings, in memory of Frank Lebda.
Elizabeth Lebda and son, David

To Joel

When I look at the water and pray to God at night, I wish in my heart you were holding me tight.

Thinking about the times we share, Looking at pictures, holding you dear.

And even though there's a possibility of you not being home on Christmas day, I'll look up at the stars and substitute the snowflakes kissing my cheeks.

Looking forward to each day, Nearer and closer to you again.
Kassandra Lechel

To friends

Christmas and New Year greetings to all my friends from the former New York, New Haven, Hartford RR.

Henry L. Lee

To Mrs. Josephine Leo

To my dear wife, thank you for the 26 best holiday seasons a man could ask for. Looking forward to many more. Merry Christmas and Happy New Year. Love,
Tony Leo

To my daughter Francesca

The last eight Christmases since you were born have been the best. Merry Xmas. Love, your daddy,
Tony Leo

To Judy and Puppy Lewis and the kids

Merry Christmas and Happy New Year. I miss y'all.
Richard L. Lewis

To Jill A. Kennedy

Sorry I can't be home for Christmas again. I hope you have a good Christmas in Ohio. Love,
Lindsay (Robert B.F. Lindsay Jr.)

To Jaclyn Danielle Lindsay

Some day I'll be home for Christmas. Sorry I missed another one. Merry Christmas. Love from your dad.
Robert B.F. Lindsay Jr.

M

To all Seafarers

May God bless you and your family during this holiday season. And may your seas always be calm.
Kermett Mangram and family

To Shella Newell and Darrayl Marshall Jr.

Merry Christmas and Happy New Year to my loved ones.
Darrayl Marshall Sr.

To Brett Chandler Newsome

Merry Christmas to a wonderful man and Seafarer in my life. Merry Christmas to you, Brett, and to all seafarers. With all my love,
Melissa Martin

To Faisal Mawari

I miss you, my cousin, and I hope we meet again after the holidays. Take care of yourself. Your cousin,
Munir Mawari

To the English teacher at the Lundberg School

Your student, Munir Mawari, says hi to you and happy holidays. I am going to see you again at school very soon.
Munir Mawari

To all my former shipmates on Sea-Land, Waterman SS Co. ships and the SS Atlantic

I send best wishes for the New Year. I now live in a small town in Delaware, five miles from Marcus Hook, with my wife of 37 years. The SIU was very good to me and my children and when I see an SIU ship going up river to Philly, it brings back many fond memories of my seafaring days. If Bill Burke should see this greeting, please write me at 3113 W. Brandywine Ave., Claymont, Del. 19703.
Carl "Mac" McDaniel

To Floyd Felix, George Pino and Oakland Sea-Land shoregang

Merry Christmas and Happy New Year to all and their families. May God bless.
Gerald McEwen

To Timothy W. McGee

Merry Christmas, Timothy "Bo" McGee. We have coiled up our ropes and anchored out waiting on your return home! A lighthouse shines as a steadfast beacon on a wintry night, showing the way home over the stormy sea! John 1:15 "And the light shineth in darkness."
Mom and dad and family (McGee)

To all who know me

I would like to say hello to all my old co-workers around the Houston and Galveston area. I would also like to say hello to Jerry and Norma McGee and Mary McGee. A Merry Christmas and Happy New Year to all.
Timothy McGee



Tim McGee and his dad send their holiday greetings to all Seafarers.

To Steve Judd

Thanks, Steve, for all your help when I was in the hospital, when I needed your help the most. Merry Xmas, Happy New Year.
Ronald and Virginia McGraffey

To passenger ship Puerto Rico shipmates 1951-1952, Ed Mooney, George McCartney, Martin, and three who made chief: Murphy, Wingate and Frank

Best wishes always.
Kenneth Alexander McLeod

To Kathy Parent

Merry Christmas and Happy New Year. Love,
Mac (Tom McNellis)

To Jim Miller and Buck Mercer

Merry Christmas and Happy New Year.
Edward Merchant

To all my salty buddies, especially Paul Russell, Danny Marcus, Frank Adams, Coy Herrington, Allen Garfinkel and Mike Dunn.

Best wishes and season's greetings. Peace.
Danny Miller

To Tony Leo and PRMMI shoregang, Elizabeth, N.J.

Greetings to Anthony Leo and members of the PRMMI shoregang. Happy holidays to all the gang. God bless you all. Happy New Year.
Anthony Minors

To my Indian Giver (Skip)

May you have the strength of eagles' wings, faith and courage to fly to new heights and the wisdom of the universe to carry you there. Merry Christmas.
Lynda Morgan

To all members

Merry Xmas and Happy New Year to all, especially former Baker Whiteley and Curtis Bay Towing crews in Baltimore.
Charles W. Morris

To Jason Parker

Somehow the imagination is more exciting than real life. Also, a person's imperfections make them special.
David Mullenberg

N

To Dakota Neff

Merry Christmas! May God watch over you and keep you safe, healthy and happy while I am away. I love you heart and soul.
Mommy (Cheryl Neff)

To mom, dad and Melissa

On this holiday, I wish you all the best. You are all in my thoughts and I love you. God bless you all.
Brett Newsome

To SIU staff and members

Happy holidays to members all over the world. Thanks for your fight to maintain the slogan of our union: unity makes strength. To my retired brothers of the 1940s, our fight was not in vain. God bless you. I love you all.
Nick the Greek (C. Nick Nickerson)

O

To Cal Barber

Hey sista, where are you? I'll be home for the holidays. Call me from wherever you may be. Miss you lots!! When's the wedding?
Lynny O'Brien

To Jiola

You crazy bag lady! Thanks for the laughs. You made life a lot easier. Have a great holiday. See you in January, hopefully. Keep on singin'.
Linda O'Brien

To Sergio

Can you tell me how to get, how to get to Sesame Street? (repeat) What can I say but thanks. You're the best. Happy holidays.
Marshmallow - L. O'Brien

To Jocelyn C. Octaviano

Merry Christmas and a prosperous Happy New Year to my lovely Jocelyn and adorable daughters, Veena and Steffi. Wish to be home this Christmas. Lots of love,
Pop Pop (G.A. Octaviano)

To Mr. and Mrs. Deogracias Cusi and Family

Greetings from Alaska to everybody in 46th and 43rd Ave., Tatay, Inay, Beth, Boy, Rose, Kuya, Emon, Ati Mercy, Nene Michelle, Veena, Steffi and Mamsy. Love,
Pop Pop. (G.A. Octaviano)

To Tom Kilbride

I'm sorry you're away for the holidays this year. I wish you were here or I was there. Let's just remember last Christmas and pray that next year we will be together. I miss you very, very much. Please have the best Christmas you can have (and a happy birthday, too) and know how much I love and miss you. Everyone sends their love.
Eyleen OKelly

To the captain, officers and crew on the Global Sentinel

Ho! Ho! Ho! Wishing you all a very Merry Christmas and a Happy New Year! Hoping the project went according to schedule, and you are back in port for the holidays! And "Yes" there is a Santa Claus — *Global Sentinel!*
Roxanne Olson

To all SIU members

Happy holidays to my son Joseph and family. And also to all active and retired Seafarers. Season's greetings to Jim Foti and Steve Carr.
M "Olie" Olson

To Howard M. Deeter and family

Merry Xmas. More t-shirts on the way.
Sandra (Oswald)

To Ann and Mike Oswald

Merry Xmas, mom and Mike. Love,
Walt and Sandra (Oswald)

P

To my wife, Teresa Paradise, and family

Wish I could be home with you for the holidays. Love and miss you very much. Merry Xmas and Happy New Year! Love always,
Dana Paradise

To Mary Claire and Shirley

Let me say Merry Christmas and Happy Peaceful New Year. Please take care because I really care and love you both. Love and misses,
Mom (Helen Parel)

To Tony Leo

Merry Christmas, Happy New Year. Holiday greetings to all the shore gang.
Peter and Lee Patrick

To Shelton Mathews

You're the best. We both wish you a very Merry Christmas and a Happy New Year.
Mike Peck and Dean Compton

To my wife, Christina, son, friends and mates

Happy holidays. To my son, best of luck in school at Dean College. Merry Christmas and Happy New Year to you all!!!
Spiridon Perdiks

To Dawn Pinkham

Merry Christmas, honey. I'm looking forward to being home this year with you. I love you very much. (P.S., Merry Christmas to all my fellow Seafarers.) Love,
Mark Pinkham

R

To mom, Marylee, Bruce, Bobby, Beverly and Aunt Florence

Mabuhay from the Philippines, and from the land of smiles, I would like to wish my family a Merry Christmas and a Happy New Year.
William George Rackley

To Vincent F. Coss

Season's greetings from the Philippines and may I wish you, your wife and children a Merry Christmas and Happy New Year in 1995.
William G. Rackley

To Nelson (Chico) Rodriguez and Brian Sandlin

Chico, Mabuhay to my old friend, and from Angeles City, P.I., may I wish my partner in crime a Merry Christmas and Happy New Year. Brian, Mabuhay, my good SIU brother.
William (P.I.) Rackley

To Ed Desoucey and Michell Santana

Ed, to my Seafarer brother who was a blessing this year. Merry Christmas and a great and Happy New Year from the Philippines. Michell, I'd like to wish my good friend and classmate of class 367 Merry Xmas and a Happy New Year from the Philippines.
William (Red) Rackley

To Florence M. Rudnicki

Season's greetings from the Philippines. And I would like to wish my dear aunt a Merry Christmas and a Happy New Year.
Bill Rackley

To William Lee "Red" Rackley

I'd like to wish my father, who sails with me on every ocean, a Merry Christmas and a Happy New Year.
Bill (Red) Rackley

To Mrs. Newton Rader

Merry Christmas and a Happy New Year to you. Love,
Evan Rader

To Mr. and Mrs. John L. Gibbons

Happy holiday greetings to you and your new bride. I wish you both all the happiness in your newly marital bliss, and everlasting love.
Terrance Reed

To all my brothers at sea

May the seas be calm and the wind behind you. May the stars be bright to guide you on this Xmas night. Wishing you and your families a Merry Xmas and a Happy New Year. Miss you all. Am now living in the Catskill Mts., N.Y.
Billy Reid

To Bobby Gene McMichael

Wish you would contact me this Christmas. We have lost Charles and Vernon since we last corresponded. Your sister,
June Renfrow

To Carlton D. Richardson

Hopefully, I'll be meeting you under the mistletoe this Christmas but, if not, remember I love you! I'll keep the lights burning 'til you come home. Merry Christmas, babe. Your "lady in waiting,"
Tina (Richardson)

To Randy Beacham

Merry Christmas "old" friend.
Carlton, Tina, Teresa and Amber Richardson

To Northerly Island and NATCO

Merry Christmas!
Tina Richardson and family

To Harry Jones and Andre Gee and Sal

May you and your families have a Merry Christmas and the best of New Years.
Frank Ridrigs

To Kerry T. Roby Sr.

Your job takes you away from us a lot, but I know you do it all for us. We just want you to know we appreciate you and all your hard work. We wish you the best possible holiday season ever. May God bless you, my love, and keep you always safe. Merry Christmas and Happy New Year. We love you. I love you more and more every second. Jessica and Kerry send their greetings and love too. Your wife,
Mignonette, Jessica and Kerry Roby Jr.



Greetings from the Roby family: Mignonette, Kerry Sr., Jessica and Kerry Jr.

To the Serrano family

Our holiday wish to you is for each and every one of you to have a very blessed and Merry Christmas. We miss you and look forward to holidays our families can share together.
The Ruiz family

S

To Seafarers near and far

Season's greetings to all ashore and at sea. May the New Year bring fair winds and following seas, prosperity and good health and a strong future for the U.S. merchant marine. May God bless all.
Henry Salles

To Claudia Saltz

Here's hoping my new wife and her family have a very Merry Christmas and a Happy New Year. I love you and miss you lots. Hope to be home soon. Love,
George (Saltz)

To John Baker

Boy, have a Merry Xmas. How was Piney Point?
George Saltz

To Great Lakes tugmen

It's been a good year for us all. I hope you and all your family members are blessed the coming year. Thanks for being a brother in this union.
Juan Motown Sanchez

To John Bumgarner

Thinking about all the wonderful Christmases we have spent together and wishing you could be with us now. May you have calm seas and fair winds.
Ellen Sanders and Sarah, Jer and Tommy

To my wife, Cindy M. Sandven, and kids
A special day for God. And may He look over my family and Seafarers at Christmas. We do our part by going to sea to stand up at war or at peace. At the end, God will understand, but others will not remember the Seafarers.
Samson O. Sandven

To Mr. and Mrs. Frank Sanfilippo and my wife, Robin
Merry Christmas and a Happy New Year. Love and peace and health.
Dominic Sanfilippo

To Grace and Alyssa Sardone
To Grace and Alyssa, the most important people in the world to me. Hope you have a special Xmas and New Year. Love always,
Michael Sardone

To Nikki Riborozo
Happy holidays, Nikki. How's life on the Hawaii cruise ships? Sweetheart, when you get your "A" book, come to San Francisco. Merry Christmas.
Peter Scheutz

To retirees, union officials, shipmates, friends
All the best in '95.
Pat Seager

To Uncle Steve, Aunt Dominga and Steven
We all miss you a lot! Hope we go down there soon. I had a lot of fun when Aunt Dominga and Steven were here. Aunt Dominga, thanks for being there for me. It seems we got closer than we ever were! I love you a lot! We all love and miss you. Love always,
The Serrano family

To my brother, Abdul Arhman, and my son, Yasser Shaibi
Happy holidays to you and all friends. And a happy holiday to the SIU.
Moses M. Shaibi

To my loving family: Pat, Kendel and Erin
Although we will be apart this Xmas, know that you are always in my thoughts and in my heart. You're always my reason to smile. Love,
B (Bradford H. Shelly)

To SIU personnel, active and retired Seafarers
Compliments of the season and a salute to the best union in America.
Ricardo Siddons

To Mrs. Espanola Jackson
Happy holidays to you and yours from a faithful friend and your heartbeat. May this day be very special, just for you. With love,
Ray F. Sims

To all headquarters staff, Piney Point staff, union hall employees and dear SIU friends
Wishing once again each and everyone a very Merry Christmas and a Happy and Prosperous New Year. I'll be thinking of y'all.
Betty Smith

To Gary Smith and family
Wishing you and your family a very Merry Christmas and a Happy and Prosperous New Year to come! Wish you and family could be with me, but since you can't, I want you to know that you will always have a place in my heart. Love,
Mom (Betty Smith)

To all former "Erie-Lack" RR tugboat crews
Wishing you all a very Merry Christmas and a healthy and Happy New Year.
Orrin D. Smith and family

To Spencer, Tausha and Terra Smith
Merry Christmas and Happy New Year. Hope Santa is good to you. Don't forget Uncle Doug.
Clyde Smith

To Jackie, Lenora and Jonathan
Wishing you a Merry Christmas and a Happy New Year. May God bless us.
Doug Smith

To Chris and Brein Collins
Wishing you a Merry Christmas and a Happy New Year. Keep in touch. May God bless you through the holidays.
Doug Smith

To Spencer Smith
We love you, daddy. Thank you for taking such good care of us. May God continue to bless us, especially on the building of our new dream home. Love you always,
Tausha and Terra Smith

To Veronica
We wish you a very Merry Christmas and a happy and healthy New Year.
The Smiths

To all our friends at the Houston hall
We hope all your holiday wishes come true. And we wish you a very Happy New Year.
The Smiths

To all the stars from Featherwind
In port or at sea, Grandad will find your star over the holidays. Merry Christmas, Aldeberon, Shula, Cappella, Sirrus and Shedar. Merry Christmas, Kathi, Jennifer, Michael, Jason and Ashley.
Jim Souci

To Mike Stein
We miss and love you very, very much. Hope to see you at Christmas. Have a safe trip. We'll be thinking of you always.
Crissy and your beautiful daughter, Jessica Lynn Stein

To Mary, Russell and Eileen
Merry Christmas to you and the kittens. I'll see you shortly.
T. Stevens

To all my friends and family near and far
Happy holidays to my family and friends and all SIU people I have been blessed to have sailed with. May you all have beautiful holidays. If you're at home or at sea, be safe.
Harry Stockman

To Kevin Struzik
Happy holidays to my husband. I love you so very much! You make my life worth living. Have a happy birthday, January 27. Love,
Brenda (Struzik)

To Mrs. Nancy Thomas, Claudio Thomas, Gunther Thomas and William Thomas
Merry Christmas and a very Happy New Year. May all my family and friends and their families enjoy a wonderful holiday season.
G.F. (Willie) Thomas

To union officials, everyone at Piney Point and the Brooklyn hall
All you great guys, have a healthy Xmas.
Tom Tobias

To all those who know me
Peace and love always to my brothers and sisters everywhere. Merry Xmas and Happy New Year. God bless!!
James Tolan

To Ed Porter
Merry Christmas from all SIU members on the *Sea-Land Performance*. The good food and special things that you do will be missed this holiday season.
Stephanie Torres

To Alida Turko
To my dear wife, I wish you a Merry Xmas and a Happy New Year. I miss you and love you. Wish I was there. Love always,
Alek Turko

To my wife, Aurea, BJ and newborn child
Wishing you all a Merry Xmas and a prosperous New Year '95. May you have a good day, good luck and good health. I miss you all a lot.
Dad (Jessie Ulibas)

To Florencio P. Umali
Without you, Christmas will never be the same. But in port or at sea, wherever your ship will be, we wish you the best.
The Umali sisters (Veronica, Lei and Ophel)

To my loving daughters, Lei, Ophel and Veronica
Hope this 1994 holiday season is the year we all expect it to be. Just always remember, I always love you wherever I am.
Florencio P. Umali

To my sons-in-law, Marcus and Jeremy
Hoping you two will always love my two daughters as you love them now and throughout the holiday seasons of years to come.
F.P. Umali

To Simeon F. Ureta
We all send our love, especially during the holiday season. Stay happy and healthy.
The Ureta family

To all my shipmates
Many blessings. With love and respect, Suzanne van Schoor, P.O. Box 8817, Honolulu, Hawaii 96830-0817.
Suzanne van Schoor

To Vazquez-Hernandez family
Feliz navidad y prospero año nuevo.
Vélez-Vazquez family

To Ralph A. Fann
My holiday message goes out to a shipmate who has gone through thick and thin with me while over in Saudi Arabia (Dommond), short tempered at times. But we must remember, there was a war going on. I wish you well, Ralph, and if you're ever in Washington (Mt. Vernon), look me up and we'll have a few laughs and call Charlie. It was both a pleasure and a nightmare working with you.
Joe Waldron

To Kim, Ray, Darrin and Toni
Merry, Merry y'all...and Happy New Year. Love,
Manny Wedell

To Ellie, Frank and Sarah Wilcox
Thanks for being such a wonderful wife, son and daughter. Happy holidays to my family and all union members.
Robert Wilcox

To Geraldine M. Travers
Merry Christmas, honey, and many more to come. Love you,
Glenn Williams

To Hugo Kenyon
Hi, honey. I miss you very much. Hope to see you soon. Happy holidays!
Becky Woodruff

To all my shipmates in the Seattle area and Red Stolen and his family
Happy holidays.
Jim Woods

To Miss Tawana W. Deman
Hi, darling. I wish you a Happy Christmas and New Year's Day. I miss you so much. 1995 is our year. Happy New Year, Shanika, Aliquan and Troy.
Robert Andrew Wright Jr.

To Peggy Young
Merry Christmas to the Southern Yankee.
Thor Young

To Sonny "Larry Bird" Pinkham
Merry Christmas and may the Celtics prosper.
Thor "Rusty Wallace" Young

To Herb Libby
Merry Christmas to the Dunkin Donut King from your flatlander neighbor to the south. I now can yell at the ordinary for messing up the coffee.
Bosun Thor Young

Misc
To all Seafarers
Special greetings to all Seafarers around the nation! We here, in New York, wish you and your loved ones the best Christmas ever! Take care of yourselves and I will see you guys around!!! Peace to all,
Irene and N.Y. SIU Clinic

To Peter Patrick and family
Greetings to Pete and the Mrs. and family from all of us at PRMMI. The best for '95 and years to come. Merry Xmas and Happy New Year. Good luck.
Tony, Minors, Vazquez and the gang

To Ms. Merle Wescott
Have a very Happy Xmas and a healthy New Year. Good luck for '95.
Anstey

To Jim Shinnors, R. Evans and Joe Hannay at PRMMI in Edison, N.J.
Greetings for the holiday season. Merry Xmas and Happy New Year to all from all of us at the Elizabeth shoregang.
Anthony Leo, Minors and the gang

To Sedonia Sparks, Tanya and Mom
Season's greetings to you and your family. Have a happy, happy holiday and a prosperous New Year. God bless you.
Member M. PRMMI

To John Grosskurth
Our very best wishes this holiday season.
Tom and Dee

To Charles Neal Mispagel
Amor, you gave me feelings I never knew. You were heaven sent to me. What we share surpasses paradise. Christmas is looking in your eyes!
Hilda

To the crew of the Tug Cougar
Merry Xmas and Happy New Year!
Wolfe

To Kathleen
Happy Birthday and Merry Christmas from the *LNG Aquarius*. Your brother,
Dave

To Brother Tillman and Brother Steve
Here's to two of the finest ABs this side of the rainbow and to the best crew ever—aboard the *OMI Columbia*. You guys are the best!
Sister Jen

To George
Thanks for a wonderful year, and yes! Many more to come! You are truly a miracle of kindness in this world today. I love you, honey. Always,
Jen

To William G. Rackley
Wishing you a Merry Xmas and a Happy New Year with all good things. Love you with all our hearts.
Mom and family

To Celia and Gabrielle
I love you both very much. Merry Christmas and Happy New Year.
Charlie and Dada

To Vázquez family
Wishing you the best. Merry Christmas and Happy New Year.
Santia, Abby D. and Wilfredo

To Steve Ruiz and family
Seeing Dominga, Steven and Natalie was great! I only wish you could have come home too. May this Christmas bring both our families the spirit of love, happiness and health. Merry Christmas, little brother. I love and miss you very much! Your sister,
Christine and family

To all Seafarers
Merry Christmas and Happy New Year! Keep up the good work.
The port of Philadelphia

To Lee Hardman
Wishing you a magical Christmas and a great New Year full of happiness and wonderful surprises. I love you, baby. Yours forever,
Shari

To Darrien Vessell
I love you DJ. Thanks for being the best father, lover and friend with all my love.
Lee Ann

To Michael Kozak
Wishing we could be together for my favorite season. Merry Christmas, darling. Happy New Year, too. Every day's a holiday when I'm with you! Much love,
Your girlie

To my wife, family and friends
Merry Xmas and Happy New Year. Ho, ho, ho!
AB Dave

To Kevin
I'm sorry you're going to miss another holiday season. Just remember, I love you and I can't wait for you to get home. Love,
Kerri

To Rodney Pontiflet
Being that miles will separate us, we couldn't think of a better way to reach you. Our thoughts will be with you, and we hope that we will also cross your mind. Hopefully, you'll be enjoying the holiday fest somewhere. We love you, we miss you. Have a great holiday. See you soon. Love,
Your family



Dispatchers' Report for Deep Sea

OCTOBER 16 — NOVEMBER 15, 1994

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	15	29	5	24	28	0	8	41	55	11
Philadelphia	7	6	2	1	2	2	0	8	10	5
Baltimore	10	8	1	5	3	0	1	12	18	2
Norfolk	11	14	13	5	13	12	6	22	22	21
Mobile	8	13	2	8	17	0	2	10	22	4
New Orleans	18	28	0	17	15	0	8	24	54	7
Jacksonville	19	22	11	16	12	7	8	38	39	23
San Francisco	19	18	4	16	15	4	8	35	33	9
Wilmington	15	19	7	14	11	7	5	27	36	14
Seattle	22	26	1	19	25	1	8	49	38	5
Puerto Rico	6	4	3	4	3	2	0	14	5	6
Honolulu	6	25	8	6	15	2	3	6	33	12
Houston	24	22	9	23	18	2	11	36	52	22
St. Louis	1	3	0	0	0	0	1	1	4	1
Piney Point	2	5	0	2	7	0	1	1	9	0
Algonac	0	1	0	0	1	0	0	0	0	0
Totals	183	243	66	160	185	39	70	324	430	142
ENGINE DEPARTMENT										
New York	22	28	1	18	11	1	3	33	55	4
Philadelphia	0	3	1	1	1	1	0	3	6	0
Baltimore	2	7	1	3	5	0	1	5	12	3
Norfolk	5	13	3	3	11	3	2	11	13	8
Mobile	3	17	1	5	5	1	1	10	17	2
New Orleans	7	17	3	10	18	0	2	10	19	4
Jacksonville	13	25	2	11	7	2	7	23	35	9
San Francisco	13	17	6	8	11	0	8	26	29	8
Wilmington	11	13	6	5	11	1	5	16	18	9
Seattle	12	15	1	9	12	2	1	24	22	4
Puerto Rico	4	3	1	2	2	0	1	10	4	2
Honolulu	5	17	9	3	9	7	6	6	17	7
Houston	18	15	3	13	13	4	4	26	22	5
St. Louis	0	2	0	0	1	0	0	0	3	0
Piney Point	1	7	1	3	7	1	0	2	15	0
Algonac	0	0	0	0	0	0	0	0	0	0
Totals	116	199	39	94	124	23	41	205	287	65
STEWARD DEPARTMENT										
New York	12	11	0	11	11	0	8	29	30	0
Philadelphia	0	2	0	0	0	0	0	1	4	1
Baltimore	3	1	1	2	3	0	1	5	1	1
Norfolk	4	12	0	5	4	4	4	8	16	1
Mobile	9	6	2	8	5	0	0	9	14	5
New Orleans	11	11	3	7	8	1	2	11	13	4
Jacksonville	14	5	3	4	5	2	5	19	9	5
San Francisco	26	8	1	14	4	1	6	62	20	8
Wilmington	11	8	3	6	5	1	5	17	13	6
Seattle	18	4	0	10	5	0	6	37	12	2
Puerto Rico	3	3	1	1	2	2	3	4	1	2
Honolulu	8	10	11	4	6	2	3	11	16	13
Houston	7	6	2	6	2	0	5	19	10	6
St. Louis	2	0	0	1	0	0	0	1	0	0
Piney Point	3	6	0	0	2	0	0	6	9	0
Algonac	0	0	0	0	0	0	0	0	0	0
Totals	131	93	27	79	62	13	48	239	168	54
ENTRY DEPARTMENT										
New York	5	42	20	4	19	4	0	14	88	41
Philadelphia	0	3	4	0	0	1	0	1	4	4
Baltimore	2	4	4	0	5	0	0	2	5	11
Norfolk	1	15	16	2	11	13	0	5	26	27
Mobile	3	17	1	0	9	0	0	4	29	4
New Orleans	9	21	10	3	15	0	0	13	30	25
Jacksonville	4	15	15	2	10	2	0	7	27	27
San Francisco	9	23	18	5	6	4	0	18	52	37
Wilmington	2	16	4	4	15	3	0	8	25	22
Seattle	8	15	6	5	18	0	0	12	33	16
Puerto Rico	4	10	4	1	3	1	0	7	8	15
Honolulu	2	39	60	5	8	6	0	5	65	135
Houston	6	20	7	3	10	1	0	9	36	14
St. Louis	0	3	0	0	1	0	0	0	3	0
Piney Point	0	17	2	0	16	0	0	0	23	3
Algonac	0	1	0	0	0	0	0	0	1	0
Totals	55	261	171	34	146	35	0	105	455	381
Totals All Departments	485	796	303	367	517	110	159	873	1,340	642

* "Total Registered" means the number of men who actually registered for shipping at the port last month.
 ** "Registered on the Beach" means the total number of men registered at the port at the end of last month.
 A total of 1,153 jobs were shipped on SIU-contracted deep sea vessels. Of the 1,153 jobs shipped, 367 jobs or about 32 percent were taken by "A" seniority members. The rest were filled by "B" and "C" seniority people. From October 16 to November 15, 1994, a total of 159 trip relief jobs were shipped. Since the trip relief program began on April 1, 1982, a total of 21,935 jobs have been shipped.

January & February 1995 Membership Meetings Deep Sea, Lakes, Inland Waters

Piney Point
 Tuesday, January 3*; Monday, February 6
**changed by New Year's Day*

New York
 Tuesday: January 3, February 7

Philadelphia
 Wednesday: January 4, February 8

Baltimore
 Thursday: January 5, February 9

Norfolk
 Thursday: January 5, February 9

Jacksonville
 Thursday: January 5, February 9

Algonac
 Friday: January 6, February 10

Houston
 Monday: January 9, February 13

New Orleans
 Tuesday: January 10, February 14

Mobile
 Wednesday: January 11, February 15

San Francisco
 Thursday: January 12, February 16

Wilmington
 Tuesday: January 17*; Tuesday, February 21**
**changed by Martin Luther King's Birthday
 **changed by Presidents' Day*

Seattle
 Friday: January 20, February 24

San Juan
 Thursday: January 5, February 9

St. Louis
 Friday: January 13, February 17

Honolulu
 Friday: January 13, February 17

Duluth
 Wednesday: January 11, February 15

Jersey City
 Wednesday: January 18, February 22

New Bedford
 Tuesday: January 17, February 21

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

Personals

MAJOR SMITH JR.

Please contact Dale at MFC in Mobile, Ala. (205) 343-9005.

JUAN GILBERTO GONZALES TORRES

Please contact your sister, Gloria Rivera, at 280 H Street, #65, Chula Vista, Calif. 91910-4607; or telephone (619) 422-8165.

ART AND DUTCH

D.C. Bodden is trying to contact Art from Puyallup, Wash. and Dutch. Both sailed with him as A/Bs on the *SS Billy Mitchell* on a voyage from Seattle, Wash. to Korea, February 7 - April 21, 1947 and back to Portland Ore. He may be reached at 3166 Fellswood Lane, Port Neches, Texas 77651; or telephone (409) 727-5519.

ALONZO "DUDE" CURTIS WHITE AND FRIENDS OF MR. WHITE

The niece of Alonzo "Dude" Curtis White would like to get in touch with her uncle. She would like Mr. White, or any friends who know him, to call or write Lisa Ensminger at 2053 Young Avenue, Memphis, Texas 38104; or telephone (901) 278-6641.

CARL ROBERT PARDY

The mother and cousin of Carl Robert Pardy are trying to get in touch with him. Anyone knowing his whereabouts should contact Ed Kramer at 74-11 58th Avenue, Elmhurst, N.Y. 11373; or telephone (718) 651-0880.

Seafarers International Union Directory

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

HEADQUARTERS

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

ALGONAC

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

BALTIMORE

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

DULUTH

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

HONOLULU

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

HOUSTON

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

JACKSONVILLE

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

JERSEY CITY

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

MOBILE

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

NEW BEDFORD

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

NEW ORLEANS

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

NEW YORK

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

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

SAN FRANCISCO

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

Government Services Division

(415) 861-3400

SANTURCE

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

SEATTLE

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

ST. LOUIS

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

WILMINGTON

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

Dispatchers' Report for Great Lakes

OCTOBER 16 — NOVEMBER 15, 1994

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

Port	DECK DEPARTMENT								
	CL	L	NP	CL	L	NP	CL	L	NP
Algonac	0	24	10	0	36	7	0	41	20
Port	ENGINE DEPARTMENT								
	CL	L	NP	CL	L	NP	CL	L	NP
Algonac	0	19	3	0	20	6	0	27	8
Port	STEWARD DEPARTMENT								
	CL	L	NP	CL	L	NP	CL	L	NP
Algonac	0	7	2	0	12	2	0	9	3
Port	ENTRY DEPARTMENT								
	CL	L	NP	CL	L	NP	CL	L	NP
Algonac	0	13	22	0	0	0	0	31	37
Totals All Departments	0	63	37	0	68	15	0	108	68

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

Dispatchers' Report for Inland Waters

OCTOBER 16 — NOVEMBER 15, 1994

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

Region	DECK DEPARTMENT								
	A	B	C	A	B	C	A	B	C
Atlantic Coast	1	0	0	2	0	0	22	2	0
Gulf Coast	0	6	14	0	0	2	4	7	19
Lakes & Inland Waters	44	0	0	27	0	0	51	0	0
West Coast	0	5	13	38	6	40	3	10	53
Totals	45	11	27	67	6	42	80	19	72
Region	ENGINE DEPARTMENT								
	A	B	C	A	B	C	A	B	C
Atlantic Coast	1	0	0	0	0	0	3	1	0
Gulf Coast	1	1	3	1	0	0	1	1	4
Lakes & Inland Waters	22	0	0	16	0	0	29	0	0
West Coast	0	0	0	0	0	0	0	0	0
Totals	24	1	3	17	0	0	33	2	4
Region	STEWARD DEPARTMENT								
	A	B	C	A	B	C	A	B	C
Atlantic Coast	2	0	0	1	0	0	2	0	0
Gulf Coast	1	1	0	0	1	0	3	1	2
Lakes & Inland Waters	2	0	0	4	0	0	12	0	0
West Coast	0	1	1	1	0	2	0	1	14
Totals	5	2	1	6	1	2	17	2	16
Totals All Departments	74	14	31	90	7	44	130	23	92

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

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 welfare 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)

12/94

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.

(Signed) _____

Joining the growing number of SIU pensioners this month are 24 Seafarers who have retired to the beach after many years of sailing.

Twenty of those signing off sailed in the deep sea division and four sailed in the inland waterways.

Among those joining the ranks of the retirees are Brothers **LeRoy C. Cope, Gerald M. Lopez** and **Robert Y. Wood**, who have completed the bosun recertification course at the Lundeberg School in Piney Point, Md.

Of all the Seafarers signing off this month, Brother **John F. McCollom** sailed over the longest period of time, having joined the union in 1942 in the port of Baltimore.

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

DEEP SEA

JOHN B. ABRAMS, 56, joined the Seafarers in 1964 the port of New York. He sailed in the engine department. Brother Abrams was employed on the Isthmian shoregang in 1973 and became a member of the Sea-Land shoregang in 1976. He upgraded frequently at the Lundeberg School. Born in New York, Brother Abrams still calls New York home.



GEORGE D. ARRLEDGE JR., 65, joined the SIU in 1956 in the port of New York. He sailed in

the deck department. Brother Arrledge served in the U.S. Air Force from 1951 to 1955. Born in Ohio, Brother Arrledge now resides in Virginia.

MANUEL BEATA, 65, joined the union in 1968 in the port of New York. He sailed in the engine department. Brother Beata upgraded frequently at the Lundeberg School. A native of Honduras, Brother Beata currently lives in New York.



HERMAN R. BYRD, 57, joined the Seafarers in 1966 in the port of Houston. He sailed in the deck department. A native of Alabama, Brother Byrd now resides in Texas.

WILLIAM "HOPPY" R. CARROLL, 70, joined the SIU in 1944 in the port of Baltimore. He sailed in the engine department. Born in Cleveland, Brother Carroll has retired to Hawaii.



LEROY C. COPE, 64, joined the union in 1967 in the port of San Francisco. He sailed in the

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

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

deck department. Brother Cope frequently upgraded at the Lundeberg School and completed the bosun recertification program there in 1984. He served in the U.S. Navy from 1947 to 1951. A native of Kansas, Brother Cope now resides in California.



HOWARD B. DAVIS, 72, joined the Seafarers in 1951 in the port of Mobile, Ala. He sailed in the engine

department. Brother Davis last worked aboard the *USNS Belatrix*, owned by Bay Ship Management, in October 1993. He has retired to Alabama.

GUNTER O. FROESCHER, 65,

joined the SIU in 1978 in the port of New York. He sailed in the steward department. Brother Froescher, a former member of the Marine Cooks and Stewards Union, graduated from the steward's training school (Pacific) in 1966. Born in Germany, Brother Froescher currently resides in California.



JOSE HIPOLITO, 71, joined the Seafarers in 1971 in the port of New Orleans. He sailed in the engine department. Brother Hipolito upgraded at the Lundeberg School. A native of the Philippines, Brother Hipolito is a naturalized U.S. citizen and resides in Louisiana.



DANTE VALBUENA JANOLO, 65,

joined the SIU in 1968 in the port of Wilmington, Calif. He sailed in the deck department. Born in the Philippines, Brother Janolo has retired to Minnesota.



GERALD M. LOPEZ, 57, joined the union in 1965 in the port of San Francisco. He sailed in the deck department. Brother Lopez upgraded at the Lundeberg School and completed the bosun recertification program there in 1986. Born in Indonesia, Brother Lopez is a naturalized U.S. citizen and currently resides in New York.



EDWARD GONTHA, 65, joined the union in 1961 in the port of New York. He sailed in both the steward and deck departments. Brother Gontha upgraded frequently at the Lundeberg School. Born in Indonesia, Brother Gontha is a naturalized U.S. citizen and has retired to New York.

CANOVA FLOYD MITCHELL JR., 64,

joined the union in 1947 in the port of Mobile, Ala. He sailed in the steward department. Brother Mitchell last worked aboard Apex Marine's *Cape Taylor*. A native of Alabama, he still calls Alabama home.



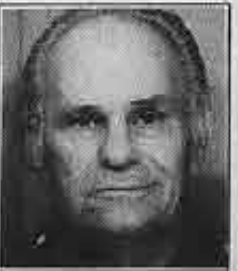
JOHN F. MCCOLLOM, 68, joined the Seafarers in 1942 in the port of Baltimore. He sailed in the deck department. Brother McCollom still calls his native Massachusetts home.



THOMAS C. McNELLIS, 50, joined the SIU in 1964 in the port of New York. He sailed in the deck department. Brother McNellis sailed aboard the *SS Steel Worker* for three years during the Vietnam conflict. Born in New York, Brother McNellis continues to live in his native state.

CHARLES C. PICKREN, 61,

began sailing with the union in 1959 in the port of Jacksonville, Fla.



He sailed in the engine department. Brother Pickren served in the U.S. Navy from 1950 to 1953. Born in Georgia, he now resides in Texas.



LORENZO F. RAZO, 66, joined the Seafarers in 1968 in the port of San Francisco. He sailed in the

steward department and upgraded at the Lundeberg School. Born in California, Brother Razo served in the U.S. Army from 1952 to 1954. Razo still lives in California.

WALTER C. STEVENS, 67,

joined the union in 1961 in the port of New York. The Maryland native sailed in the engine department. Brother Stevens upgraded at the Lundeberg School and attended the Educational Conference there at Piney Point, Md. in 1970. He served in the U.S. Navy from 1943 to 1945. Brother Stevens makes his home in Maryland.



BERT M. WINFIELD, 63, joined the Seafarers in 1958 in the port of New York. He sailed in the steward department and upgraded at the Lundeberg School to chief cook. Brother Winfield served in the U.S. Army from 1953 to 1955. Born in Virginia, Brother Winfield still calls Virginia home.

ROBERT Y. WOOD, 70, joined the union in 1967 in the port of San Francisco. He sailed in the deck



department. Brother Wood upgraded frequently at the Lundeberg School and completed the bosun recertification program there in 1986. A native of Colorado, Brother Wood now resides in Washington.

INLAND

JOHN M. CUDWORTH, 62, joined the Seafarers in 1960 in the port of Norfolk, Va. Boatman Cudworth last sailed as mate. He served in the U.S. Coast Guard from 1949 to 1952. Born in North Carolina, Boatman Cudworth still calls North Carolina home.



RAYMOND E. DANLEY, 66, joined the SIU in 1977 in the port of Mobile, Ala. Boatman Danley

sailed in the deck department. Among the jobs he held were that of a mate, and later a captain. He served in the U.S. Army from 1945 to 1947. Born in Florida, Brother Danley has retired in that state.

RONALD LEE NEIBERT, 57,

joined the union in 1956 in the port of Baltimore. He sailed in the deck department. Boatman Neibert was born in Maryland and continues to live there.



JOHN D. PAYNE, 63, joined the Seafarers in 1975 in the port of Jacksonville, Fla. He last sailed as a captain. Boatman Payne upgraded at the Lundeberg School in 1988. A native of Kansas, Boatman Payne has retired to Florida.

Labor on the March



Seafarers join with carpenters, longshoremen, garment workers, teamsters, grocery store clerks and others in a Jersey City, N.J. parade celebrating the cooperation between various religious groups and unions. SIU Vice President Ed Pulver (fourth from left) helped organize the march. Senator Frank R. Lautenberg (D-N.J.) (third from left) joined the parade.

Digest of Ships Meetings

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

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

OVERSEAS HARRIETTE

(Maritime Overseas), July 31—Chairman Daniel Laitinen, Secretary George Quinn, Educational Director William Marino, Deck Delegate James Cunningham, Engine Delegate Daniel Vasquez, Steward Delegate Henry Edwards. Chairman announced vessel going into shipyard in Gdansk, Poland for three to four weeks. Educational director encouraged members to take advantage of upgrading opportunities at Paul Hall Center in Piney Point, Md. No beefs or disputed OT reported by delegates. Crew reported Seafarers LOGs received. Galley gang thanked for good job.

USNS WILKES (Bay Ship Management), July 17—Chairman Joseph Lisenby, Secretary E. Driza, Deck Delegate Ricky Grant, Engine Delegate Phillip Saveline, Steward Delegate W. Lockett. Chairman noted all chairs in crew messhall refurbished. Crew asked contracts department for information concerning seatime, contract clarification on chipping and painting and work rules for weekends and holidays. Chairman reminded crewmembers not to slam doors. Educational director discussed safety tips with crewmembers. Treasurer reported \$369 in ship's fund. No beefs or disputed OT reported by deck, engine or steward delegates. Next port: Pusan, South Korea.

CAROLINA (P.R.M.M.I.), August 8—Chairman Tom Harding, Secretary William Winters, Educational Director David Able, Engine Delegate Joseph Arch, Steward Delegate Fernando Vega. No beefs or disputed OT reported. Crewmembers discussed making donations to the Children's Hospital of San Juan, P.R. Steward delegate advised members to upgrade at Lundeberg School to improve skills. Chairman reminded members to donate to SPAD in order to keep union's voice heard in Washington. He urged members to maintain union solidarity because strength lies in unity. Next port: Baltimore.

AMERICAN CORMORANT (Osprey Shipping), September 25—Chairman Vernon Huelett, Secretary Darryl K. Goggins, Educational Director L. Rose, Deck Delegate M. Plante, Steward Delegate Robert Wright Jr. Educational director discussed advantages of upgrading at Piney Point. No beefs or disputed OT reported. Crewmembers noted Seafarers LOGs received. Crew gave vote of thanks to Goggins, Wright and SA Bert Macany for good meals and keeping house clean. Next port: Singapore.

ITB PHILADELPHIA (Sheridan Transportation), September 26—Chairman J.F. Caballero, Secretary Joseph P. Emidy, Educational Director John Bennifield, Deck Delegate Walter Harris, Engine Delegate Dennis Danforth Jr., Steward Delegate Jack Hart. Chairman noted ship's antenna and crew VCR need repair. He added that repair list will be posted and encouraged everyone's cooperation. Secretary reported minutes and crew list will be given to patrolman at payoff. Educational director stressed importance of upgrading skills at Piney Point. No beefs or disputed OT reported. Seafarers LOGs received. Crew asked contracts department to clarify day and watch pay. Ship heading to New Jersey.

LEADER (Kirby Tankships), September 23—Chairman Patrick Rankin, Secretary Henry Manning, Educational Director Richard Gracey, Deck Delegate Rodney Pence, Engine Delegate George Vitello, Steward Delegate Arthur Aguinardo. Chairman announced payoff every 30 days on the 15th of the month. He noted next payoff in

Corpus Christi, Texas. Educational director reminded members to take time to upgrade at Paul Hall Center. No beefs or disputed OT reported. Crewmembers asked contracts department to look into improving dental benefits. Wiper reminded engine department members not to put greasy hands on bulkhead and to wash bucket and mop when finished. Crewmembers thanked galley gang for job well done. Crew reported clothes dryer in need of repair and requested new ice machine. Chairman reminded members not to use steward deck door at any time.

MAYGUEZ (P.R.M.M.I.), September 26—Chairman Terry Thomas, Secretary Richard Ward, Steward Delegate A. Serrano. No beefs or disputed OT reported. Crew reported combination lock to crew mess needs repair, and windows on look-out station on bow need changing. Vote of thanks given to steward department for job well done. Next port: San Juan, P.R.

NEWARK BAY (Sea-Land Service), September 19—Chairman Pedro Sanchez, Secretary Felipe Orlandia, Educational Director Mark Ruhl, Deck Delegate Russell Barack, Engine Delegate William Parker. Chairman announced radio fixed and microwave not repairable. Secretary noted payoff in Elizabeth, N.J. No beefs or disputed OT reported. Crewmembers asked contracts department to lower retirement age for members with required seatime.

OMI DYNACHEM (OMI), September 11—Chairman Larry Kunc, Secretary Steven Wagner, Educational Director Wayne Roberson, Deck Delegate Mike Tannehill, Engine Delegate Nester Martinez, Steward Delegate Tom Kreis. Chairman reminded crewmembers to lock up movies while in port and limit number of movies in crew lounge. Treasurer reported \$60 in movie fund. No beefs or disputed OT reported. Crew extended vote of thanks to galley gang with special thanks for fresh red snapper, crabs and shrimp obtained while in Houston. Next port: Los Angeles.

OVERSEAS HARRIETTE (Maritime Overseas), September 18—Chairman Daniel Laitinen, Secretary George Quinn, Educational Director Jose Rodriguez, Deck Delegate James Cunningham, Engine Delegate Daniel Vasquez, Steward Delegate Henry Edwards. Chairman thanked crew for job well done and announced ship returning from shipyard in Gdansk, Poland. He said ship will dock in New Orleans around September 23. Educational director urged members to upgrade at Piney Point. No beefs or disputed OT reported. Crew reported receipt of Seafarers LOGs.

OVERSEAS JOYCE (Maritime Overseas), September 30—Chairman R. Bradford, Secretary Pablo Alvarez. No beefs or disputed OT reported. Crew requested new furniture for crew lounge and thanked galley gang for good food and well maintained ship. Crewmembers requested patrolman meet ship in next port.

OVERSEAS MARILYN (Maritime Overseas), September 25—Chairman Marco Galliano, Secretary J. Rivera, Deck Delegate M.L. Jackson, Steward Delegate Juan Gonzales. Chairman announced new VCR, washing machine and dryer waiting in shipyard in Texas. He reminded crewmembers: no smoking allowed in messhall. He thanked all departments for good trip with no problems. No beefs or disputed OT reported. Crewmembers extended special thanks to galley gang for job well done.

OVERSEAS PHILADELPHIA (Maritime Overseas), September 20—

Chairman Timothy J. Olvany, Secretary Larry Ewing, Educational Director Patrick Coppola. Chairman announced captain signing off in Port Everglades, Fla. He advised members that U.S. Coast Guard requires seamen to have benzene card to stay on tankers. Educational director encouraged members to upgrade at Lundeberg School. He thanked crewmembers for not smoking in messhall and TV room. No beefs or disputed OT reported. Steward reminded crewmembers to separate plastics from trash and keep TV room clean. Chairman requested crewmembers not slam doors. Steward department thanked for job well done.

SEA-LAND NAVIGATOR (Sea-Land Service), September 18—Chairman Werner Becher, Secretary J.S. Smith, Educational Director Walter Stevens, Deck Delegate George B. Khan, Engine Delegate Chris Davis, Steward Delegate Jasper Jackson. Chairman reminded crew to keep doors locked in all ports and noted medical forms and vacation forms are in crew lounge. Educational director urged members to take advantage of upgrading opportunities available at Paul Hall Center. No beefs or disputed OT reported. Entire crew gave vote of thanks to steward department for good food and service. Crew requested new toaster. Next port: Tacoma, Wash.

SEA-LAND PACER (Sea-Land Service), September 11—Chairman William F. Murphy, Secretary Michael L. Baker, Educational Director Evaristo Ginez, Deck Delegate Jeffrey D. Mateer, Engine Delegate M. Abdullah, Steward Delegate Lito G. Acosta. Chairman asked contracts department to look into shuttle service from ship. Educational director noted all members should take advantage of Piney Point and upgrade. No beefs or disputed OT reported. Vote of thanks given to galley gang for excellent job. Next port: Pusan, South Korea.

SEA-LAND TRADER (Sea-Land Service), September 25—Chairman L.E. Watson, Secretary Jack Utz, Educational Director Milton Sabin. Chairman advised crewmembers signing off ship to turn in keys and leave room clean. No beefs or disputed OT reported by department delegates.

SEA-LAND VOYAGER (Sea-Land Service), September 18—Chairman Daniel W. Seagle, Secretary Michael Douroudous, Educational Director R. W. Dehlfow. Educational director discussed importance of taking advantage of educational facilities at Paul Hall Center. No beefs or disputed OT reported. Crewmembers received package of holiday greeting forms with Seafarers LOGs. Crew noted smooth sailing and gave special vote of thanks to steward department.

SEALIFT CARIBBEAN (IMC), September 18—Chairman M. Galbraith, Secretary Dorothy Barnes. Deck delegate reminded members to upgrade at Lundeberg School and pay union dues on time. Engine delegate reported disputed OT. No beefs or disputed OT reported by steward or deck delegates. Steward encouraged crewmembers to bring dishes to galley. Crew thanked galley gang for job well done. Next port: Beaufort, N.C.

ULTRASEA (Sealift Inc.), September 25—Chairman Calvin Miles, Secretary Norman Evans, Educational Director J. Williams, Deck Delegate D. MacGraw, Engine Delegate I. Manley, Steward Delegate P. Mena. Chairman announced new mail procedures. He asked everyone to help keep noise down in passageways and noted everything running smoothly. Educational director reminded crew to rewind movies before returning to video locker. Treasurer reported \$79 in ship's fund. No beefs or disputed OT reported. Crew extended vote of thanks to steward department for great meals. Steward asked crew to keep messhall clean.

CHAMPION (Kirby Tankships), October 2—Chairman Alvie Rushing, Secretary Darrell Touchstone. Chairman reported all running smoothly. He is awaiting information on ship's itinerary. Educational director encouraged all members to upgrade at Paul Hall Center. No beefs or disputed OT reported. Crew gave vote of thanks to galley gang for outstanding job.

GOLDEN MONARCH (Apex Marine), October 8—Chairman B. Benedict, Secretary Timothy Dowd. Chairman noted rooms under repair. New shower decks, curtains, vents and bunk lights are being added. Secretary stated new entertainment system to be purchased in New Orleans and crew lounge to be remodeled. Educational director urged members to upgrade at Piney Point and read union contract. Treasurer reported \$1,100 in ship's fund. No beefs or disputed OT reported. Crew discussed limiting plastic utensils on ship. Bosun asked crewmembers not to put oily waste in cans on deck. Crew requested refrigerators for rooms. Chairman asked crew to be considerate and not slam doors.

OMI PLATTE (OMI), October 2—Chairman Doyle W. Ellette, Secretary Claude C. Hollings III, Deck Delegate Lee DuBany, Engine Delegate Alejandro Martinez, Steward Delegate Anthony St. Clair. Chairman reported ship will

politically active. Secretary thanked crew for separating plastic and garbage. Educational director reminded members to upgrade at Paul Hall Center. He stressed importance of refrigeration courses for engine department members. No beefs or disputed OT reported. Special thanks given to steward department. Next port: Long Beach, Calif.

OVERSEAS OHIO (Maritime Overseas), October 13—Chairman Walter Weaver, Secretary Earl N. Gray Sr., Educational Director Scott E. Wilkinson, Deck Delegate Mathew J. Bevak, Engine Delegate Gregory Johns, Steward Delegate Musa Ahmed. Chairman reported good voyage. VCR in need of repair. Secretary explained ship policy of separating plastic from garbage to new crewmembers and reported new toasters in messhall. Educational director reminded members of importance of upgrading skills at Lundeberg School for job security. No beefs or disputed OT reported. Bosun encouraged members to read "President's Report" in

Celebrating a New Year at Sea



Helping Kathy Chester, storekeeper on the Long Lines, celebrate her birthday are fellow crewmembers (from left) AB Luis Balatbat, AB Jamie Dallsay, AB Sam Tumala, Engine/Utility Ramon Lirag, 3rd Cook Francis Clark, Steward Storekeeper Richard Riley, Bosun Helary Dombrowski (sitting), Chief Cook Vainu'u Sili, Engine/Utility Mario Cruzat, OS Silvester Bongolan, Bosun's Mate Victor Gil Mariano, Splicer/Joiner Eddie Morre, Chester and Chief Electrician Juanito Dansalan.

pay off in New Orleans. He advised members not to go ashore alone. Repair list posted. Chairman encouraged crewmembers to write congressmen urging support for maritime. Secretary announced ship stocked with 90-day supply of stores. Educational director reminded members to go back to Harry Lundeberg School to upgrade skills. Deck and steward delegates reported disputed OT. No beefs or disputed OT reported by engine delegate. Crew thanked galley gang for job well done.

OVERSEAS ALASKA (Maritime Overseas), October 13—Chairman Roger Pinkham, Secretary L. Pinn, Educational Director Cary Pratts, Deck Delegate Sandy Killian, Engine Delegate Thomas Carl Steinke, Steward Delegate Jeanette Marquis. Chairman noted payoff in Tacoma, Wash. on October 14 and reminded crew to renew z-cards. Educational director advised crew of importance of upgrading at Paul Hall Center and donating to SPAD. No beefs or disputed OT reported.

OVERSEAS NEW ORLEANS (Maritime Overseas), October 14—Chairman Maurilio Zepeda, Secretary Jonathan White, Educational Director Nelson Patterson, Steward Delegate Louins C. Johnson. Chairman announced payoff in Boston on October 16, then ship sails to Texas to begin intercostal run. He encouraged all members who sail aboard tankers to upgrade at Lundeberg School. Educational director also urged members to upgrade at Piney Point to improve future. No beefs or disputed OT reported. Crew asked contracts department to consider improvements in optical and dental parts of health plan.

OVERSEAS OHIO (Maritime Overseas), October 5—Chairman Greg Hamilton, Secretary Earl N. Gray Sr., Educational Director Scott E. Wilkinson, Deck Delegate Mathew J. Bevak, Engine Delegate Gregory Johns, Steward Delegate Duane Bergeson. Chairman reported smooth sailing and asked members to stay

Seafarers LOG. Crew gave vote of thanks to galley gang for job well done. Next port: Valdez, Alaska.

MV PAUL BUCK (Ocean Shipholding), October 9—Chairman John Konetes, Secretary Dwight Wuerth, Educational Director James Robbins, Deck Delegate Jack Cochran, Engine Delegate John Newhouse, Steward Delegate Al Young. Chairman urged crew to become more involved in union activities and aware of SIU lobbying efforts on Capitol Hill. Secretary announced forms for vacation and medical benefits available, and advised members of required TB testing before returning to ship. Educational director urged members to attend upgrading classes at Paul Hall Center to receive all education benefits of the union. Engine delegate reported disputed OT. No beefs or disputed OT reported by deck or steward delegates. Chairman read guidelines for medical benefits and outpatient care to crewmembers. Next Port: St. Theo, Greece.

SEA-LAND DEVELOPER (Sea-Land Service), October 6—Chairman Dana Cella, Secretary Michael Gramer, Educational Director Cliff McCoy, Deck Delegate J.R. McDaniel, Engine Delegate Samuel Addo, Steward Delegate Ed Rue. Chairman announced new washing machine received and thanked Addo and DEU Edward J. Dandy for hooking it up. Crew noted Seafarers LOGs received while in Japan. Bosun urged members to read LOG and write congressmen and senators, asking them to support maritime reform. Chairman stated all is well on ship and asked everyone to contribute to SPAD to protect jobs and future. Secretary thanked crew for keeping messhall and lounge in order. No beefs or disputed OT reported. Crew asked that the Sea-Land terminal shuttle van operate around the clock for personal safety of crew. Crewmembers asked that phone records detailing arrival and departure of vessel be updated as soon as it becomes available. Vote of thanks given to entire steward department for good food and clean ship. Crew requested payoff upon arrival in next port, Tacoma, Wash.



Deck Engineer Sam Negrón (left) and Bosun Norberto Prats take a break while docked in Elizabeth, N.J. during a union meeting.

On the S-L Expedition Crew Meets Fast Turnaround Pace

Just back from a union meeting aboard the *Sea-Land Expedition*, SIU Patrolman Jack Sheehan reported that work for the crew is fast-paced. Given the tight schedule of the 670-foot containership, which calls at several East Coast, Gulf Coast and Puerto Rico ports in a 28-day voyage, the work must get done quickly and safely.

Operated by Sea-Land Service Inc., the *Sea-Land Expedition* sails from Elizabeth, N.J. to San Juan, P.R.; then to ports in the

Dominican Republic; Jacksonville, Fla.; New Orleans; Kingston, Jamaica; and back to Elizabeth, which concludes the 28-day voyage.

"Because this ship is always on the go, it is imperative that the engines are in excellent shape to keep up with the busy sailing schedule. The engine department works really hard to make sure everything is in proper working order," Sheehan told a reporter for the *Seafarers LOG*.

Steward department members Chief Steward **Edgardo Vazquez** and Chief Cook **Leopoldo Ruiz** prepare different soups, vegetables and meats along with a wide assortment of salad bar items on a daily basis for crewmembers.

"Bosun **Norbert Prats** is a hard worker who expects a lot from his [deck department] crew. They are always busy making improvements and keeping the deck up to par, which is sometimes difficult with the schedule that the ship keeps," recalled Sheehan.

He added that while in port, it takes the vessel between 10 and 24 hours to load or offload cargo.

"They really are a good crew on the *Sea-Land Expedition*. It is a demanding and a very busy ship and everyone works really well together to get the job done," said the New York patrolman.

The *Sea-Land Expedition* was built in 1973 and can carry 723 40-foot containers or FEUs (Forty-foot Equivalent Units). The vessel was upgraded in 1981 and currently has a capacity of 35,250 metric tons.



Chief Steward Edgardo Vazquez (left) and Chief Cook Leopoldo Ruiz help keep the *Expedition's* crewmembers well fed while at sea.



Standing gangway watch aboard the *Sea-Land Expedition* is AB Joseph Osorio.

SIU Crews New Sulfur Carrier

Seafarers in New Orleans recently began crewing a newly christened vessel, the *MV Sulphur Enterprise*. Operated by Sulphur Carriers, Inc., an affiliate of International Shipholding Corporation, the 524-foot vessel is under charter to Freeport-McMoRan Resource Partners Inc., a principle producer of phosphate fertilizer in the U.S.

It was built at McDermott

shipyards at a cost of \$58 million dollars and has the latest technological shipboard and navigational innovations, including a state-of-the-art engine room. The cargo operation has been fully automated as well.

Powered by a 9,840 hp diesel engine, the *Sulphur Enterprise* was built specifically for the dedicated sulfur trade and will operate primarily in the Gulf between Port Sulphur, La. and Tampa, Fla. with stops in other ports as required, carrying cargoes of up to

24,000 metric tons of molten sulfur.

It replaces the *Louisiana Brimstone*, a sulfur tanker that was wrecked in Mexico in 1991.



Chief Cook Gregorick Gordon begins preparations for lunch aboard the sulfur carrier.



Overseeing operations of the deck department is Bosun Mauro De la Cerda.



Steward/Baker Mike Davalie checks the location of stores he will need for the next voyage.



QMED Troy Robin looks over the computer monitors in the state-of-the-art engine room aboard the *Sulphur Enterprise*.

Devouring Portland's Finest



Before sailing for the Mediterranean, crewmembers aboard the *Sgt. Matej Kocak* get a chance to sample some of Portland, Maine's famous cuisine—steamed lobster. Handling the delectable crustaceans are Chief Cook Audrey Brown (left) and Chief Steward Lonnie Gamble.

Students Get a Look at Today's Navigators



A group of St. Louis children, ages 2 to 13, who are studying famous explorers and navigators of the world, visited the SIU hall in St. Louis recently to learn about modern-day seafarers and navigators. Port Agent Joe Sigler (back row, left) shared with them bits of SIU history and tales of his own sailing days as an AB.

SUMMARY ANNUAL REPORT 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, 1993. 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 \$1,050,614. These expenses included administrative expenses of \$169,107 and benefits paid to participants and beneficiaries of \$881,507. A total of 545 persons were participants in, or beneficiaries of, the plan at the end of the plan year, although not all of these persons had yet earned the right to receive benefits.

The value of plan assets, after subtracting liabilities of the plan, was \$18,914,665 as of December 31, 1993, compared to \$17,565,141 as of January 1, 1993.

During the plan year the plan experienced an increase in its net assets of \$1,349,524. This increase 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 income of \$2,400,138, including employer contributions of \$104,674, employee contributions of \$242,614, a gain of \$713,278 from the sale of assets, earnings from investments of \$1,338,966 and miscellaneous income of \$606.

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% of plan assets.

To obtain a copy of the full annual report, or any part thereof, write or call the office of Mr. Nicholas J. Marrone, the plan administrator, 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 the copying of these portions of the report because these portions are furnished without charge.

You also have the legally protected right to examine the annual report at the main office of the plan at 5201 Auth Way, Camp Springs, MD 20746, and at the U.S. Department of Labor in Washington, DC, or to obtain a copy from the U.S. Department of Labor upon payment of copying costs. Requests to the Department should be addressed to: Public Disclosure Room, N5507, Pension and Welfare Programs, Department of Labor, 200 Constitution Avenue, NW, Washington, DC 20210.

SUPPLEMENTARY INFORMATION

In accordance with the Department of Labor Regulations, the net realized gain of \$713,278, as shown above, is computed on the "market-to-market basis" — the difference between the sale price and the market value of an asset as of January 1, 1993; or if the asset was both acquired and disposed of within the plan year, it is the difference between the purchase and sale price.

Included in the net appreciation (depreciation) in fair market value of investments of \$1,002,967, as shown on the financial statements, is \$713,278 of net realized gain — which is the difference between the sales price and the original cost of the assets.

LOG-A-RHYTHMS

by Teddy Doi

Sailor's Delight

*On a calm, serene and peaceful morn,
A brilliant, phosphorous light was born.
With a cool, gentle breeze flowing along,
O'er the glassy surface of which we belong.
Patches of white strewn across the sky,
With flying feathered friends gliding by.*

*Porpoises splashing with playful jest,
Much wonder we see, heading out West.
At times we catch sight of a mighty whale,
Water spout, a leap and a splash with its tail.*

*The sun disappears with a flash of green,
Memories of light, with beauty just seen.
What makes a voyage ever so right,
Fine weather like this—a sailor's delight.
A place to be, is out at sea,
Enjoying this fine day, and just being me.*

(Teddy Doi most recently sailed as an AB aboard the *Sea-Land Spirit*. He wrote "Sailor's Delight" in June 1994 while aboard that vessel. Brother Doi sails out of the port of Honolulu.)

Know Your Rights

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

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

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

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

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

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

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

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

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

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

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

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

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

Final Departures

DEEP SEA

ANTONIO ALFONSO

Pensioner Antonio Alfonso, 86, passed away September 28. Born in Cuba, he joined the Seafarers in 1960 in the port of New York. Brother Alfonso retired as a chief steward. He completed the Class A-Seniority upgrading program at the Lundeberg School in 1964. Brother Alfonso retired in October 1976.

ROQUE ASENCIO



Pensioner Roque Asencio, 87, died September 19. A native of Puerto Rico, he began sailing with the SIU in 1955 in the port of San Francisco. He sailed in the deck department. Brother Asencio began receiving his pension in November 1972.

EDWARD P. AVRARD

Pensioner Edward P. Avrard, 89, passed away September 11. Born in New Orleans, he joined the union in 1952 in the port of New York. He sailed in both the deck and engine departments. Brother Avrard retired in April 1970.

CHARLES W. BLACK



Pensioner Charles W. Black, 79, died September 19. He joined the Marine Cooks and Stewards in 1953 in the port of San Francisco, before that union merged with the SIU's Atlantic, Gulf, Lakes and Inland Waters District (AGLIWD). Brother Black began receiving his pension in July 1978.

RAY H. CASANOVA



Pensioner Ray H. Casanova, 72, passed away October 4. A native of Mississippi, he joined the Seafarers in 1946 in the port of New Orleans. He sailed in the steward department and upgraded to chief steward. Brother Casanova retired in August 1982.

PETER L. CHRISTOPHER

Pensioner Peter L. Christopher, 68, died September 4. A native of Massachusetts, he started his sailing career with the SIU in 1947 in the port of Norfolk, Va. He sailed in the deck department. Brother Christopher began receiving his pension in August 1987.

JAMES E. CRANE



James E. Crane, 38, died October 21. A native of California, he joined the Seafarers in 1978 in the port of New York.

Brother Crane sailed in both the deck and engine departments.

CHARLIE C. CONNER

Charlie C. Conner, 64, passed away October 30. Born in Georgia, he began sailing with the union in 1955 in the port of Savannah, Ga. He sailed in the engine department. Brother Conner served in the U.S. Marine Corps from 1946 to 1948.

nah, Ga. He sailed in the engine department. Brother Conner served in the U.S. Marine Corps from 1946 to 1948.

EDWARD E. DAVIDSON



Pensioner Edward E. Davidson, 72, passed away October 8. Born in Texas, he joined the union in 1956 in the port of Baltimore. He sailed in the steward department and upgraded to chief cook. Brother Davidson served in the U.S. Navy from 1940 to 1945. He retired in January 1987.

PATRICK G. FOX

Pensioner Patrick G. Fox, 85, died October 25. A native of New York, he joined the Seafarers in 1943 in the port of Baltimore, sailing as a member of the engine department. Brother Fox served in the U.S. Navy from 1929 to 1934. He began receiving his pension in February 1980.

ARMANDO FRISSORA



Pensioner Armando Frissora, 67, passed away September 9. Born in New York, he joined the SIU in 1946 in the port of New York. He sailed in the steward department. Brother Frissora retired in January 1992.

CRISANTO GARFIN



Pensioner Crisanto Garfin, 97, died September 7. A native of the Philippine Islands, he joined the union in 1947 in the port of New Orleans. He sailed in the steward department. Brother Garfin began receiving his pension in September 1969.

ANTONIO GARZA

Pensioner Antonio Garza, 66, passed away October 27. Born in Texas, he joined the Seafarers in 1955 in the port of New York. He sailed in the engine department and upgraded to QMED at the Lundeberg School in 1974. Brother Garza served in the U.S. Marine Corps from 1945 to 1946. He retired in April 1986.

JOSEPH N. GEORGE



Pensioner Joseph N. George, 84, died October 6. Born in Lebanon, he joined the SIU in 1960 in the port of Detroit. He began sailing on the Great Lakes. Later he transferred to the union's deep sea division. Brother George sailed in the engine department. He began receiving his pension in January 1975.

JAMES M. GLENN JR.

Pensioner James M. Glenn Jr., 72, passed away October 6. A native of Atlanta, Ga., he joined the union in 1944 in the port of New York. He sailed in the engine department. Brother Glenn retired in July 1983.

HENRY GOCK



Pensioner Henry Gock, 88, died June 16. Born in Milwaukee, Wis., he joined the Seafarers in 1943 in the port of New York. He sailed in the deck department. Brother Gock began receiving his pension in May 1971.

DONALD M. HOLLINGSWORTH



Donald M. Hollingsworth, 48, passed away September 18. A native of Washington, he joined the SIU in 1965 in the port of Seattle. He sailed in the steward department. Brother Hollingsworth graduated from the Marine Cooks and Stewards' training school in 1973 and upgraded at the Lundeberg School in 1985.

JOHN E. JORDAN



Pensioner John E. Jordan, 60, died September 1. Born in Alabama, he began sailing with the union in 1958 in the port of Mobile, Ala. He sailed in the engine department. Brother Jordan retired in June 1991.

JOE ISAAC JUSTUS



Pensioner Joe Isaac Justus, 68, passed away October 18. A native of South Carolina, he joined the Seafarers in 1947 in the port of Norfolk, Va. He sailed in the deck department. Brother Justus completed the bosun recertification program at the Lundeberg School in 1975. He began receiving his pension in March 1988. He leaves his wife, Edith, who resides in Edneyville, N.C.

ROBERT LAMAESTRA



Robert Lamaestra, 46, died September 27. Born in Pennsylvania, he joined the SIU in 1991 in the port of Philadelphia. Brother Lamaestra sailed as a member of the steward department.

SVERRE LEKNES



Pensioner Sverre Lekness, 64, passed away September 27. Born in Norway, he joined the union in 1956 in the port of Philadelphia. He sailed in the deck department. Brother Lekness retired in July 1979.

CHARLES L. LONG

Charles L. Long, 67, died October 21. A native of Alabama, he joined the Seafarers in 1945 in the port of

Mobile, Ala. He sailed in the engine department, most recently as chief electrician.

JAMES MARTIN

Pensioner James Martin, 76, passed away September 10. Born in Scotland, he joined the SIU in 1951 in the port of New York. He sailed in the engine department. Brother Martin served in the U.S. Army from 1947 to 1951. He began receiving his pension in December 1985.

GERALD J. MCCARTHY

Pensioner Gerald J. McCarthy, 70, died September 6. A native of Newfoundland, Canada, he joined the union in 1951 in the port of New York. He sailed in the deck department and upgraded to chief mate. Brother McCarthy retired in November 1990.

EDUARDO MELENDEZ



Pensioner Eduardo Melendez, 68, passed away October 5. Born in Puerto Rico, he joined the Marine Cooks and Stewards in 1959 in the port of San Francisco, before that union merged with the AGLIWD. Brother Melendez began receiving his pension in September 1986.

RALPH R. NAY



Pensioner Ralph R. Nay, 71, died October 1. A native of West Virginia, he began sailing with the Seafarers in 1952 in the port of Baltimore. Brother Nay sailed in the steward department. He retired in March 1988.

JOSEPH SCARAMUTZ

Pensioner Joseph Scaramutz, 74, passed away October 15. Born in New York, he joined the SIU in 1950 in the port of Savannah, Ga. He sailed in the engine department. Brother Scaramutz began receiving his pension in February 1976.

FRIDTJOF STEELREATH



Pensioner Fridtjof Steelreath, 66, died October 26. Born in Charlottesville, Va., he joined the union in 1971 in the port of Mobile. He sailed in the deck department and upgraded his skills at the Lundeberg School. Brother Steelreath served 20 years in the U.S. military: from 1947 to 1950 in the Navy, and from 1952 to 1969 in the Air Force. He retired in September 1993.

CHARLES E. TAYLOR

Pensioner Charles E. Taylor, 68, passed away October 9. A native of North Carolina, he began sailing with the Seafarers in 1951 in the port of Norfolk, Va. He sailed in the engine department. Brother Taylor served in the U.S. Navy from 1943 to 1946. He began receiving his pension in February 1988.

WILLIAM VELAZQUEZ

Pensioner William Velazquez, 65, died October 23. Born in New York, he joined the union in 1945

in the port of Mobile, Ala. He sailed in the deck department. Brother Velazquez upgraded at the Lundeberg School and completed the bosun recertification program there in 1975. He served in the U.S. Navy from 1943 to 1944. Brother Velazquez retired in December 1993.

JOHN WADE JR.



Pensioner John Wade Jr., 65, passed away October 21. Born in Michigan, he began sailing with the union in 1946 in the port of New York. He sailed in the engine department. Brother Wade upgraded to QMED at the Lundeberg School in 1975. He retired in March 1986.

LEONARD A. WILCOX III



Leonard A. Wilcox III, 35, died October 16. Born in Philadelphia, he began sailing with the SIU in 1978 in the port of Piney Point, Md. after completing the Lundeberg School's training course for entry level seamen. Brother Wilcox sailed in the deck department and returned to the school for upgrading in 1989.

INLAND

GERALD L. ALGERNON



Pensioner Gerald L. Algernon, 71, passed away October 21. Born in Trinidad in the British West Indies, he joined the union in 1956 in the port of Mobile, Ala. He sailed in the engine department. Boatman Algernon began receiving his pension in May 1973.

THOMAS J. ANTONCIC



Pensioner Thomas J. Antoncic, 72, died October 7. A native of Pennsylvania, he joined the Seafarers in 1965 in the port of Philadelphia. He sailed in the deck department—including as a mate. He obtained his master-first class pilot license. Boatman Antoncic retired in April 1986.

ALFRED A. FORTES



Alfred A. Fortes, 76, died September 29. Born in East Providence, R.I., he joined the SIU in the port of New York in 1979. He sailed in the steward department as chief steward.

ARTHUR A. MILLER

Pensioner Arthur A. Miller, 72, passed away October 17. Born in Brooklyn, he joined the Seafarers in 1973 in the port of Philadelphia. Boatman Miller achieved a mate

Lundeberg School Graduating Classes



Trainee Lifeboat Class 530— Graduating from trainee lifeboat class 530 are (from left, kneeling) Martin Jimenez Jr., Carlos Teixeira, Craig Perry, Jamil Shaibi, (second row) Jason Peters, Andrew Herbert III, Jason Bengiat, Elton Caine Craddock, Frederick Waters and Jake Karaczynski (instructor).



Celestial Navigation—Upgrading SIU members completing the celestial navigation course on October 19 are (from left, first row) John Gilliam, Christopher Kavanagh, John Fawley, Michael H. Hulme, (second row) Scott Kreger, James Sullivan, John Baker and Jim Brown (instructor).



QMED—Upgrading members of the engine department completing the QMED course are (from left, kneeling) David Vega, James Perez, Steven Sanchez, Ronnie Micklos, Mohamed Alsinai, (second row) Charles Wharton, Jason Fields, Leonard Viles, Sean Fournier, Kenneth Spivey, Paul Pagano, Patrick Scott, Tina Smith, (third row) John Thompson, William Marshall, Ronald Pheneuf, Daniel Blackwell, Charles Donley, Bernard Pogue, Howard Schoenly, Daniel Hoskins, William Summers and John Miller Jr.



Able Bodied Seaman—Certificates of completion were received by the October 17 class of upgraders. They are (from left, kneeling) Paul Szaluz, Dan Del Buono, Larry A. Gross, Miles S. Copeland, Dale L. Rice Jr., (second row) Kurt Mayer, Andre Skevnick, Christopher Sykes, Brian Gaffigan, Ronald Gibbs, Anthony Lozupone, Melvin Leguillow, Matthew Knudsen and Tom Gilliland (instructor).



Radar—Renewing their radar endorsements on October 21 are (from left, kneeling) Andrew Smith, Steven Tepper, Virgilio Penales, Jared Blavat, (second row) David Kittorton, Constantin Iordache, Chris Conway, Jim Brown (instructor), Thomas Keenan Jr. and Ken Frederick.

SUMMARY ANNUAL REPORT FOR SEAFARERS PENSION TRUST

This is a summary of the annual report of the Seafarers Pension Trust EIN 13-6100329 for the year ended December 31, 1993. 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 \$29,449,258. These expenses included \$3,491,487 in administrative expenses and \$2,595,777 in benefits paid to participants and beneficiaries. A total of 23,331 persons were participants in, or beneficiaries of, the plan at the end of the plan year, although not all of these persons had yet earned the right to receive benefits. The value of plan assets, after subtracting liabilities of the plan, was \$507,295,192 as of December 31, 1993, compared to \$493,711,389 as of January 1, 1993.

During the plan year, the plan experienced an increase in its net assets of \$15,507,205. This increase included unrealized appreciation in the value of plan assets; that is, the difference between the current value of assets at the beginning of the year plus the cost of any assets acquired during the year less the current value of assets at the end of the year. The plan had a total income of \$44,956,463, including employer contributions of \$3,065,057, a gain of \$7,095,820 from the sale of assets, earnings from investments of \$34,961,497 and other income (loss) of (\$165,913).

Minimum Funding Standards

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

Your Rights to Additional Information

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

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

To obtain a copy of the full annual report, or any part thereof, write or call the office of Mr. Nick Marrone, the plan administrator, 5201 Auth Way, Camp Springs, MD 20746, telephone (301) 899-0675. The charge to cover copying costs will be \$3.50 for the full annual report, or \$.10 per page for any part thereof. You also have the right to receive from the plan administrator, on request and at no charge, a statement of the assets and liabilities of the plan and accompanying notes, or a statement of income and expenses of the plan and accompanying notes or both. If you request a copy of the full annual report from the plan administrator, these two statements and accompanying notes will be included as part of that report. The charge to cover copying costs given above does not include a charge for the copying of these portions of the report because these portions are furnished without charge. You also have the legally protected right to examine the annual report at the main office of the plan at 5201 Auth Way, Camp Springs, MD 20746 and at the U.S. Department of Labor in Washington, DC, or to obtain a copy from the U.S. Department of Labor upon payment of copying costs. Requests to the Department should be addressed to: Public Disclosure Room N4677, Pension and Welfare Benefit Programs, U.S. Department of Labor, 200 Constitution Avenue, NW, Washington, DC 20216.

Supplemental Information

In accordance with Department of Labor Regulations, the net realized gain of \$3,659,232, as shown above, is computed on the "market-to-market basis" — the difference between the sales price and the market value of an asset as of January 1, 1992; or if the asset was both acquired and disposed of within the plan year, it is the difference between the purchase and sales price.

The net appreciation in fair value of investments of \$5,803,137, as shown on the financial statements, includes a net realized gain of \$13,507,985, the difference between the sales price and the original cost of the asset.

Final Departures

Continued from page 29

position, then upgraded to inland master. He completed the Mate and Master Freight and Towing course at the Lundeberg School in May 1983. He retired in December 1987.



JOSEPH B. JARVIS

Pensioner Joseph B. Jarvis, 73, died October 14. A native of North Carolina, he joined the SIU in 1960 in the port of Norfolk, Va. Boatman Jarvis started sailing as a deckhand, advanced to mate, and went on to get his inland captain's license. He began receiving his pension in May 1984.



JOHN POPA

Pensioner John Popa, 78, died October 2. A native of Cleveland, he joined the inland division of the SIU in 1961 in the port of Philadelphia, having previously sailed in the deep sea division from 1941 to

1960. He was a member of the deck department. Boatman Popa began receiving his pension in June 1976.

GREAT LAKES



ROBERT E. BOWDITCH

Pensioner Robert E. Bowditch, 81, passed away September 26. Born in Ohio, he joined the union in 1961 in the port of Lorain, Ohio. Brother Bowditch sailed as a deckhand, then lead deckhand. He retired in January 1978.

EARLE F. BURDICK

Pensioner Earle F. Burdick, 69, died September 8. A native of New York, he joined the Seafarers in 1961 in the port of Buffalo, N.Y. Brother Burdick sailed in both the Great Lakes and inland divisions as a deckhand. He began receiving his pension in February 1987.

JOSEPH L. COOKSEY

Pensioner Joseph L. Cooksey, 70, passed away October 25. Born in Indiana, he joined the SIU in 1963 in the port of Chicago. He sailed as a deckhand. Brother Cooksey retired in June 1986.

LUNDEBERG SCHOOL 1995 UPGRADING COURSE SCHEDULE

The following is the course schedule for classes beginning between January and April 1995 at the Seafarers Harry Lundeberg School of Seamanship located at the Paul Hall Center for Maritime Training and Education in Piney Point, Md. All programs are geared to improve job skills of Seafarers and to promote the American maritime industry.

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

On pages 15-18 in this month's *Seafarers LOG*, in a Lundeberg School supplement, is a description of the facility's courses and a schedule of classes for the entire year.

Deck Upgrading Courses

Course	Start Date	Date of Completion
Able Seaman	January 16	April 7
Bridge Management (Shiphandling)	February 6 April 24	February 17 May 5
Lifeboatman	January 2	January 13
Radar Observer/Unlimited	January 23 February 27 April 10	February 3 March 10 April 21

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

Safety Specialty Courses

Course	Start Date	Date of Completion
Advanced Firefighting	March 6	March 17
Oil Spill Safety Recertification	January 26 February 23 March 30 April 27	January 26 February 23 March 30 April 27
Tanker Operations	January 2 January 30 February 27 March 27 April 24	January 27 February 24 March 24 April 21 May 19

Recertification Programs

Course	Start Date	Date of Completion
Bosun Recertification	May 1	June 5
Steward Recertification	January 30	March 6

Steward Upgrading Courses

Course	Start Date	Date of Completion
Assistant Cook/Cook and Baker	(to be announced)	
Chief Cook, Chief Steward	(to be announced)	

Engine Upgrading Courses

Course	Start Date	Date of Completion
QMED - Any Rating	January 16	April 7
Diesel Engine Technology	March 20	April 14
Refrigeration Technician Certification	(to be announced)	
Hydraulics	February 20	March 24
Marine Electrical Maint. I	January 9	February 17
Marine Electrical Maint. II	March 13	April 21
Power Plant Maintenance	January 9 April 24	February 17 June 2
Pumproom Maintenance	March 27	April 7
Refrigerated Containers	April 24	May 19
Welding	February 20	March 17

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

Inland Courses

Course	Start Date	Date of Completion
Deck Inland	March 27	April 7
Diesel	February 27	March 10
DDE/Limited License Prep.	March 27	April 7
Engineroom Familiarization	January 30	February 10
Radar Observer (Rivers)	(to be announced)	
Radar Observer (Inland)	May 8	May 12

Additional Courses

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

Course	Date of Enrollment	Date of Completion
GED Preparation	January 30	April 21
Adult Basic Education (ABE) and English as a Second Language (ESL)	January 30 April 3	March 24 May 26

Deck and Engine Department College Courses

Session I	January 30	March 24
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UPGRADING APPLICATION

Name _____ (Last) _____ (First) _____ (Middle)
 Address _____ (Street) _____ (City) _____ (State) _____ (Zip Code)
 Telephone _____ (Area 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 Upgrading Center, P.O. Box 75, Piney Point, MD 20674.



SUMMARY ANNUAL REPORTS

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Historic Baltimore Tug Sails Again Retired Seafarers Honored for Role in Restoration

Three retired Seafarers from Baltimore recently were on hand to celebrate a part of local history which they helped revive.

Herb Groh, Jasper Mamoliti and Hal Thompson, who sailed as tugboat captains, were recognized for their volunteer efforts during a pier-side event marking the declaration of the steam tugboat *Baltimore* as a National Historic Landmark.

"Between the three of us, we have 150 years of experience handling tugs of this type. There aren't many people around with that kind of experience," noted Groh, a charter member of the Seafarers who laughingly described his age as "over 70."

He, Mamoliti and Thompson pilot the tug around the Baltimore Harbor two weekends per year as part of a regularly scheduled tour of the Baltimore Museum of Industry, which is the vessel's permanent home. A dozen passengers are permitted on each trip, and the boat is full for each voyage.

The former SIU inland division mariners, who also occasionally pilot the boat for charters, joined dozens of other volunteers who helped restore and maintain the *Baltimore*, which sank in 1979 and did not operate again until 1990.

A Part of Baltimore History

Built in 1906 at a cost of less than \$30,000, the 89-foot boat operated for decades as a city-owned icebreaker. The *Baltimore*, with its wrought-iron hull and Georgia pine wheelhouse, also moved barges and pile drivers and sometimes was used for passenger tours.

It was sold in 1963 and subsequently operated as a pleasure boat on the Eastern Shore. But it sank at a dock during the severe winter of 1979.

Two years later, the tug was raised by a local contractor and was donated to the non-profit museum. From there, retired tugboatmen like Groh, Mamoliti and Thompson, as well as local residents, busi-



Pictured from left are retired Seafarers Herb Groh, Jasper Mamoliti and Hal Thompson, who voluntarily pilot the historic tug *Baltimore* on behalf of the Baltimore Museum of Industry. Inset: Invited guests and passers-by observe the pier-side ceremony celebrating the boat's certification as a National Historic Landmark.

nesses and civic organizations donated time, expertise and money for the task of restoring the *Baltimore*.

Not until 1985 was the boat's boiler lit for the first time since the sinking; it took five more years before the *Baltimore* would leave the dock under its own power.

Although the *Baltimore* again has been operational for several years, the October 21 ceremony marked the culmination of all the volunteers' work. A plaque was unveiled noting the *Baltimore's* certification as a National Historic Landmark, and retiring Rep. Helen Delich Bentley (D-Md.)—longtime supporter of U.S. shipping—

rechristened the tug amidst loud applause.

Speakers at the recent

ceremony, including Bentley and maritime historian Kevin Foster, recalled the *Baltimore's*

maritime community and to the museum, instead of sitting on a bar stool or chasing a golf ball."

Help Locate This Missing Child

The National Center for Missing and Exploited Children has asked the Seafarers International Union to assist them in locating Ian Scott Summers, who was abducted in Greenbelt, Md. by his non-custodial mother, Rebekah Summers, when he was 3 years old. A felony warrant for kidnapping has been issued in her name. (She also goes by the name Rebekah Lynn Woods.) Now 4 years old, Ian Scott

Summers was 3 feet tall when he was abducted. The blonde-haired, blue-eyed boy weighed 35 pounds and has a cleft lip and a repaired cleft palate.

Anyone having information on the whereabouts of Ian Scott Summers should contact the National Center for Missing and Exploited Children at (800) 843-5678 or the Missing Persons Unit of the Greenbelt (Md.) Police Department at (301) 474-7200.



Ian Scott Summers

long history.

"I thought the ceremony was great. It was a feather in the cap of the Port of Baltimore," said Mamoliti, 71, who sailed in the SIU's inland division from 1957 until 1984.

Volunteers Felt Rewarded

"The volunteers have worked very hard, so it was nice to see this occasion," stated Thompson, 68, who like Mamoliti spent most of his career working aboard Curtis Bay Towing vessels. "I thought the whole thing was appropriate."

Groh added that, while they enjoy being involved with the tug and the museum, he and the other volunteers maintain a serious and professional attitude when it comes to upkeep and operation of the *Baltimore*. "With the passengers, we explain all aspects of the Coast Guard regulations that govern the boat. We have a boundary, and we're also mindful of any adverse weather conditions," he said.

Still, the retirees all agreed that they enjoy having an outlet for their vast seafaring knowledge. "It's a great feeling to be able to demonstrate everything you've learned and to still be using your skills," concluded Groh, who used to work as a ship-docking pilot.

"When I retired (in 1982), the most troubling thought was, 'What will I do with all this knowledge?' The *Baltimore* gives all of us an opportunity to volunteer that experience to the