

SEAFARERS LOG

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APL's Flag-Out Waiver Violates Law, SIU Charges



Unions Ask Court to Overturn Abuse of Subsidy Contract

A U.S. government agency ruling that APL can operate six new ships under foreign-flag registry is under challenge by an SIU lawsuit.

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Out of the Ice to Working With Ice



William Archie/Detroit Free Press

Ending an unusually long sailing season, Great Lakes vessels laid up last month, giving Seafarers such as Chief Cook Ray Calo a chance to compete in ice sculpture competitions. Great Lakes Seafarers reflect on the '94 shipping season and speculate on their winter vacation plans. Page 5.

President's Report

Congress in 1994—What's On Deck

Although the 104th Congress has been in session for only a month, many matters concerning U.S. shipping are already front and center.



Michael Sacco

For instance, right off the bat, the new Republican-majority Congress reorganized the committee structures, reducing the number of panels. Merchant marine issues have been transferred to defense, transportation and natural resources committees in the House. In the Senate, the merchant marine subcommittee has been merged with a ground transportation subcommittee of the Commerce Committee.

The reorganization poses a challenge for the SIU and other proponents of a vital U.S.-flag fleet in that many members of the committees with jurisdiction over shipping affairs have not been heavily exposed to maritime issues. Additionally, many legislators are new and, thus, have never voted on U.S. shipping policies.

All of this means we in the SIU and all American maritime elements have a big job to do educating recently elected representatives and senators and those with new maritime responsibilities on the need for a viable U.S. merchant marine to serve the nation's security and economic interests.

Despite the many new forces at work in the Congress this year, there are a number of backers of U.S. shipping in both the House and the Senate who hold key committee and subcommittee chairmanships. Among them are Senator Trent Lott (R-Miss.), who heads the Surface Transportation and Merchant Marine Subcommittee of the Senate Commerce Committee, and Representative Herbert H. Bateman (R-Va.), chairman of the Military Readiness Subcommittee of the House National Security Committee, which used to be known as the Armed Services Committee.

A top priority for Sen. Lott and Rep. Bateman and other elected officials concerned with America's seapower will be enactment of a maritime shipbuilding and ship operating revitalization program. Remember that the last Congress came within an inch of passing a bill that would have provided funding for 10 years for more than 50 U.S.-flag containerships in exchange for their availability in times of conflict and allocated monies to assist U.S. shipyards. The Senate did not get to vote on the legislation because a last-minute parliamentary maneuver by Senators Larry Pressler (R-S.D.), Charles E. Grassley (R-Iowa) and Hank Brown (R-Colo.) blocked the bill from going to a floor vote.

Pro-maritime legislators indicate that a bill similar to the one that came close to passing last year will be introduced in both chambers of Congress this year. To pass this legislation, the SIU and all groups that believe in the necessity of a U.S.-flag fleet must muster all their energies to use in an effort to secure backing from Congress for the bill. Once a maritime program passes the Congress, President Clinton has vowed to sign it into law.

A maritime issue that was introduced in both the House and the Senate on the first day of this year's session was the lifting of the ban on exporting Alaskan oil. A key part of this bill is the requirement that any exported Alaska oil must be shipped on U.S.-flag tankers.

In addition to new maritime policies that are being taken up by Congress, there are existing programs and governmental structures which serve as a foundation for the U.S. merchant marine that are being examined by both the administration and Congress in an effort to cut back on government costs and reduce the federal budget.

It will be up to the SIU and other American maritime groups to work with pro-maritime elected officials to ensure that such programs and agencies are not eliminated simply to save money in the short term, arguing that in the long run the nation could pay dearly for its lack of an American-flag shipping capability.

One item that faces possible elimination is the U.S. government's program to donate food aid to the citizens of poor nations. This program is known as P.L. 480. The American government purchases surplus grains, rice, flour and other food stuffs from U.S. agricultural interests and distributes the commodities through private, charitable organizations in underdeveloped countries. This program is subject to the nation's cargo preference laws which require that at least 75 percent of U.S.-government agricultural cargoes be carried on American-flag ships. Cargo preference laws also are being scrutinized by some in Congress who believe that government funds could be saved by allowing foreign-flag vessels to carry the U.S.-aid cargoes.

The SIU is not only working to ensure that the nation's cargo preference laws are maintained, but the union also is combining forces with a number of groups that hope to save the P.L. 480 program. A coalition of voluntary relief organizations, agriculture and transportation interests have combined their efforts to convince Congress and the administration that American food aid is an effective way to promote good will towards the United States at a very low cost.

Some of the government agencies that regulate shipping also are under fire. In the name of trimming government, some elected officials have proposed scratching the Federal Maritime Commission, which protects American consumers, shippers and ship operators from unscrupulous and unfair shipping practices by allowing rates to be set for ocean shipping. Another budget cutting target is the Interstate Commerce Commission, which establishes tariffs for shipping between two U.S. ports linked by an ocean or sea. (The ICC does not regulate inland waterway operations.)

As the 104th Congress takes up maritime-related issues, the SIU will be vigilant in ensuring that the needs and concerns of the men and women who earn their living working aboard U.S.-flag vessels are heard and considered. We in the SIU do not kid ourselves; the task ahead will not be easy. But with a lot of work on our part and that of other maritime groups and the help of the representatives and senators who understand that the world's greatest power must have a correspondingly powerful maritime capacity, the upcoming session of Congress should bring some gains for U.S. shipping.

SIU's Work-Tax Lawsuit Moves to Appeals Court

Gov't Disputes Judge's Order to Refund Part of Fees

A decision by a federal judge ordering the U.S. Coast Guard to cease charging seamen and boatmen \$17 for an FBI background check when applying for marine documents or licenses and refund what has been charged for this action was appealed by the government last month to the United States Court of Appeals for the District of Columbia Circuit.

The government's January 19 appeal seeks to overturn a ruling by Judge Louis F. Oberdorfer on the SIU's lawsuit filed in the United States District Court for the District of Columbia challenging the validity of so-called user fees attached to merchant mariner's documents (or z-cards) and licenses.

Protest New Fee-Setting

U.S. Justice Department attorneys, who represent the Coast Guard, also have appealed the lower court judge's order that the Coast Guard recalculate the costs currently charged to mariners for their agency-issued merchant mariner's documents and licenses. These charges range from \$35 for an entry-level merchant mariner's document to close to \$250 for an upper level license.

The union also has challenged a portion of Judge Oberdorfer's ruling. In a notice of appeal filed with the court on January 20, the SIU asked the court of appeals to overturn the portion of the judge's decision that "concluded that the Coast Guard could appropriately impose any license and document fees at all against merchant seamen and boatmen."

SIU Disputes 'Private Benefit'

The union's lawsuit has argued that user fees charged to mariners for government-required z-cards and licenses is essentially a work tax, and, as such, unconstitutional. In his memorandum accompanying the November 23, 1994 order, Judge Oberdorfer found that the Coast Guard did have the right to set the fees as it "is not irrational" to assume that seamen and boatmen derive some independent benefit from a license that "confers

the benefit of professional employment."

Thus, the judge did not accept the union's contention that fees for issuing z-cards and marine licenses and processing and evaluating data associated with those documents should be prohibited.

Judge Oberdorfer did concur with the union's position that the manner in which the fees had been calculated by the Coast Guard was flawed. He also sided with the union in determining that the FBI background check provides no independent benefit to the mariner and thus he or she cannot be charged for that process. (An FBI criminal records check is done when a document or license applicant first files his or her paperwork with the Coast Guard.)

Appeals May Delay Order

With both the Justice Department and the SIU challenging portions of Judge Oberdorfer's decision, the Coast Guard might wait to implement the recalculation of fees and prohibition and refund of the \$17 FBI criminal records check. The agency also can implement these orders as well while its appeal is being considered. As the *LOG* was going to press, it was unclear which action the Coast Guard would choose.

Joining the SIU in the lawsuit are five men who earn their living working on deep sea, Great Lakes or inland vessels and other maritime unions—Sailors' Union of the Pacific; Marine Firemen's Union; District 4-National Maritime Union/MEBA; American Maritime Officers; International Organization of Masters, Mates and Pilots; and District No. 1-Marine Engineers Beneficial Association.

The suit was filed in April 1993 when the Coast Guard began charging mariners fees for z-cards and marine licenses. The fee-collection process was established by the Omnibus Budget Reconciliation Act of 1990 in an attempt by Congress and the then Bush administration to raise funds to cut the federal deficit. Prior to this act, it was against the law to charge a fee for a seaman's license.

MSC Chief: Prepositioning Ships Key to Nation's Sealift Assets

America's future military sealift needs primarily will be met by prepositioning ships such as the civilian-crewed vessels used last year during a rapid buildup of U.S. armed forces in the Persian Gulf, said the head of the U.S. Military Sealift Command (MSC).

U.S. Navy Vice Admiral P.M. Quast told the Propeller Club in Washington, D.C. on November 30 that prepositioning vessels, aided by ships from the Ready Reserve Force (RRF), will be crucial in future conflicts.

"These pre-loaded ships are the key to getting the necessary military equipment and supplies married up with our military forces wherever and whenever needed," stated Quast, who is in charge of the agency within the U.S. Navy responsible for waterborne transport logistics. "The mobility of U.S. forces in times of crisis is one that sends a powerful, fast message to any aggressor."

Additionally, Quast noted that the deployment last year of RRF ships in support of U.S. armed forces in Haiti reminded the American military that "when operating in less developed ports, we depend heavily on the (maritime)

industry to provide a wide variety of infrastructure support equipment such as tugs and barges and crew boats to facilitate operations."

The most recent mobilization of U.S. troops to the Persian Gulf, known as Operation Southern Watch, commenced in October, in response to a buildup of Iraqi troops near Kuwait. MSC directed 19 prepositioning and RRF ships to sail in support of the mission. (SIU members crewed 11 of those vessels.)

"Without a doubt, having prepositioned ships stored with stocks of weapons, food and other essential equipment proved invaluable in the recent rapid buildup in the Persian Gulf," Quast said.

U.S.-flag prepositioning ships remain fully loaded to support American troops and are ready to set sail immediately after a military activation has been called. They are located in strategic ports around the world and crewed by civilian mariners. The RRF, meanwhile, is a fleet of former commercial ships that have been laid up and placed under U.S. government ownership for use in surge shipping during times of conflict.

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IN THE UNITED STATES DISTRICT COURT
FOR THE DISTRICT OF COLUMBIA

SEAFARERS INTERNATIONAL UNION OF NORTH AMERICA, PACIFIC DISTRICT 350 Fremont Street San Francisco, California 94105, Plaintiff, v. UNITED STATES OF AMERICA, c/o The U.S. Attorney General of the United States Washington, D.C. 20530, Defendant.	CASE NUMBER 1:95CV00062 JUDGE: Stanley S. Harris DECK TYPE: Civil General DATE STAMP: 01/12/95
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Venue is proper under 28 U.S.C. § 1391(a)(1).

Nature of the Case

2. This is an action for review of a decision of the Administrator (the "Administrator") of the Maritime Administration ("MarAd") in Docket S-902 (a) granting the request of American President Lines, Ltd. ("APL"), a subsidized U.S.-flag operator, to waive the provisions of Section 804(a) of the Merchant Marine Act of 1936, as amended (the "Act"), in order to permit APL to operate in its existing subsidized services six foreign-flag vessels that APL will own and operate, thereby allowing, for the first time in the history of the U.S. Merchant Marine, a subsidized U.S.-flag operator operating even one vessel, much less six, under foreign-flag in direct competition with subsidized U.S.-flag vessels in the same service; and (b) effecting a contractual change or modification to APL's Operating-Differential Subsidy Agreement No. MA/MSB-417 without legal capacity therefor.

SIU Pacific District unions have asked a federal court to overturn a government decision that permits APL to operate six new container ships under foreign-flag registries.

APL Flag-Out Waiver Violates U.S. Law, Charge SIU Unions

An exemption from U.S. laws that allows American President Lines (APL) to operate six new container ships under foreign flags in competition with the company's U.S.-flag ships has been challenged in federal district court by the Seafarers International Union Pacific District.

The three unions that make up the SIU's Pacific District—the Sailors' Union of the Pacific; Marine Firemen's Union and SIU Atlantic, Gulf, Lakes and Inland Waters District—have asked the U.S. District Court for the District of Columbia to overturn a decision by the Department of Transportation's Maritime Administration (MarAd) permitting APL to flag-out six C-11 ships which will be delivered to the company over the next two years. The lawsuit, filed January 12,

challenges MarAd's November 15, 1994 ruling granting APL a waiver from the nation's law that prohibits a shipping company receiving federal subsidy dollars from owning or operating a foreign-flag vessel in competition with U.S.-flag operators in trade routes deemed essential to America's interests. This prohibition is found in Section 804(a) of the Merchant Marine Act of 1936.

Subsidized on One Hand

APL requested the exemption from Section 804(a) in July 1993, shortly after it had placed its order with foreign shipyards for the six container ships. Last year, APL, a subsidiary of the Oakland, Calif.-based American President Companies, asked MarAd to expedite its waiver application, which

stated that the C-11s would be used on the transpacific routes between California ports and Japan, Taiwan and Hong Kong.

Under the Merchant Marine Act of 1936, the government is allowed to waive the provisions of Section 804(a) in certain special circumstances. The unions' court paper contends, however, that giving APL a waiver was not permissible as it constitutes a violation of the law that prevents American operators from entering foreign-registered vessels into head-to-head competition with ships subsidized by the U.S. government.

Foreign On the Other

APL, by its own admission, intends to operate the new cargo ships on the same routes currently

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Republican Reorganization of Congress

Senate Combines Maritime, Transport Bodies; Three House Committees Cover Marine Issues

Maritime issues will be taken up by a newly formed subcommittee in the Senate as a result of the consolidation of two subcommittees of the Commerce, Science and Transportation Committee. The Senate merchant marine subcommittee has been merged with the surface transportation group, announced the chairman of the Commerce Committee, Senator Larry Pressler (R-S.D.), on January 12 during an organizational meeting of the panel.

The new panel, named the Surface Transportation and Merchant Marine Subcommittee, will be made up of six Republicans—Senators Trent Lott (Miss.), Bob Packwood (Ore.), Ted Stevens (Alaska), Conrad Burns (Mont.), Kay Bailey Hutchison (Texas) and Olympia Snowe (Maine) and five Democrats—Senators Daniel K. Inouye (Hawaii), J. James Exon (Neb.), John Breaux (La.), Richard Bryan (Nev.) and Byron L. Dorgan (N.D.). Chaired by Sen. Lott, who serves as Senate Majority Whip, the second highest position in that body, the group also will have jurisdiction over trucking and rail matters.

U.S. Coast Guard issues and fisheries questions will be handled by a newly named subcommittee within the Commerce Committee. The Oceans and Fisheries Subcommittee, which replaced the National Ocean Policy Study Subcommittee, will be headed by Sen. Stevens.

Maritime's Military Role

While the Senate was fashioning its organizational structure for the 104th Congress, the House of Representatives adopted a rule that made official plans to reshape the chamber's committees and procedures that had been put forward by Speaker of the House Newt Gingrich (R-Ga.) in

consultation with the Republican majority's members.

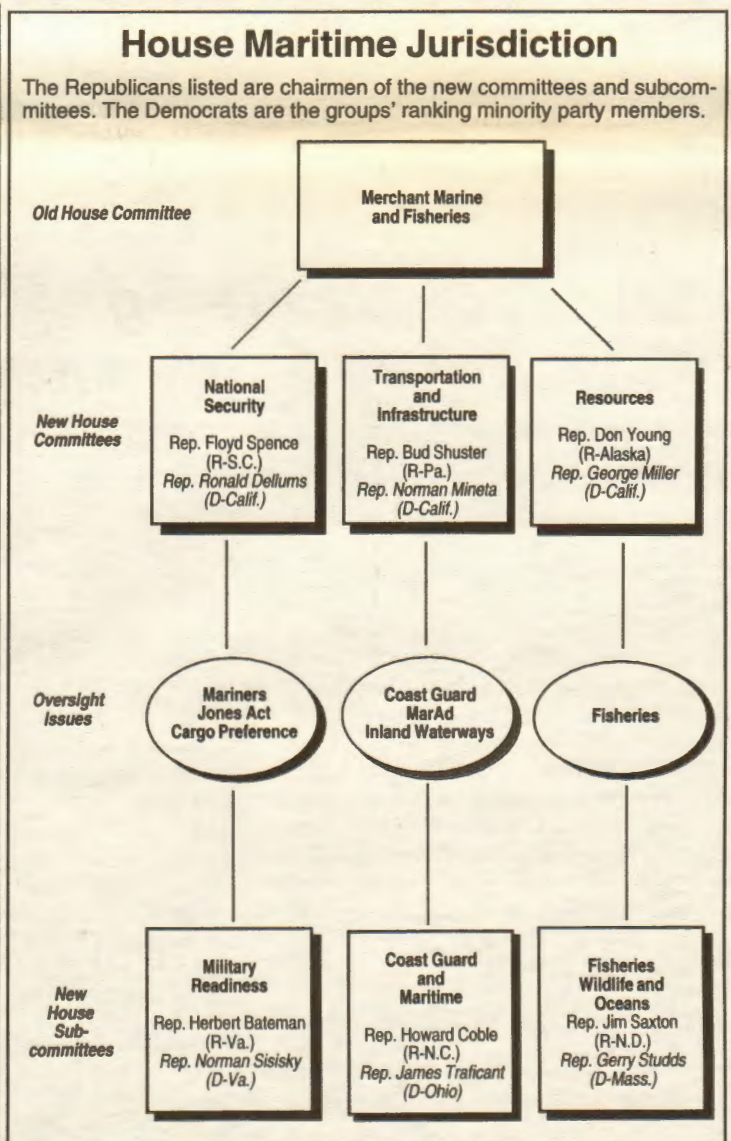
The rule, enacted January 4, reduced the number of House committees from 23 to 20, abolishing the Merchant Marine and Fisheries Committee and distributing its jurisdiction to three other groups—the National Security Committee, headed by Representative Floyd D. Spence (R-S.C.), the Transportation and Infrastructure Committee and the Public Lands and Resources Committee. Each of those committees in turn has designated a subcommittee to be its primary group to work on maritime matters.

The House's Military Readiness Subcommittee of the National Security Committee, previously known as the Armed Services Committee, will oversee merchant marine policy. Issues to be addressed by the Military Readiness Subcommittee, chaired by Rep. Herbert H. Bateman (R-Va.), are U.S.-flag ship construction and operation, cabotage requirements and cargo preference laws which dictate that certain percentages of government-impelled cargoes are carried on American-flag vessels.

Sealift Concerns Highlighted

The subcommittee also will be concerned with sealift matters, such as the status of the Ready Reserve Force (RRF), the government's fleet of laid-up ships that can be broken out in support of U.S. military operations. Another focus of the Military Readiness Subcommittee will be merchant vessel personnel.

Under the realm of the House Transportation and Infrastructure Committee, headed by Rep. Bud Shuster (R-Pa.), will be the Coast Guard and Maritime Transportation Subcommittee. The subcom-



mittee, chaired by Rep. Howard Coble (R-N.C.) will oversee the nation's inland waterways policies and governmental agencies associated with maritime affairs such as the Coast Guard, Maritime Administration and Federal Maritime Commission.

Another Transportation and Infrastructure Committee subcommittee will have jurisdiction over the nation's dredging opera-

tions, dams and locks. Called the Water Resources and Environment Subcommittee, it will be headed by Rep. Sherwood L. Boehlert (R-N.Y.).

The third committee to absorb part of the work of the former Merchant Marine and Fisheries Committee will be the new House Public Lands and Resources

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Rep. Herbert H. Bateman

House Creates New Panel to Study Maritime Revitalization

The House National Security Committee has approved the formation of a panel charged with developing legislation to revitalize the U.S.-flag merchant fleet.

In the prior session of Congress, this work was handled by the House Merchant Marine Subcommittee. However, that group was disbanded under rules adopted by the House on January 4.

A panel differs from a subcommittee in that it can create legislation but cannot have bills referred to it. Panels also are limited in length of service, generally lasting six months. Subcommittees are fully functioning parts of the whole committee. They can create bills, have legislation referred to them from other committees and have no time limit on their duration.

Named to head the group is Representative Herbert H. Bateman (R-Va.), who also serves as the chairman of the committee's Military Readiness Subcommittee.

In accepting the chairmanship, Bateman said the panel "will assess ways to reverse the alarming reductions in the number of U.S.-flag vessels, which are critical to

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Earthquake Shatters Kobe Port's Cranes

Ships Docking in Other Ports

A major earthquake that devastated the port city of Kobe, Japan has left shipping lines scurrying to find alternative ports.

Kobe, Japan's second largest city, had been that nation's largest container port until an earthquake registering 7.2 on the Richter scale rumbled through the area on the morning of January 16. The port handled, on average, 2.7 million containers annually.

SIU-contracted operators Sea-Land and American President Lines (APL) both had major operations in Kobe. Both companies' facilities suffered major damage.

The four container cranes located at the Sea-Land facility on Rokko Island derailed during the quake. One of the cranes also was bent in the tremor.

At the APL facility on Port Island, the company lost all three of its cranes to derailment. However, like Sea-Land, no APL ships were tied up at the dock when the quake occurred.

Major Repairs Needed

"It's a disaster over there," noted Frank Riley, vice president for labor relations at APL. He said engineers from the company's headquarters in Oakland, Calif. had arrived in Kobe on January 23 and were "speaking in terms of months for repairs" in their initial reports.

Both islands suffered major land damage when the landfill from which they were built buckled, cracked and rolled. This affected the container storage

areas as well as roads and bridges leading to and from the islands.

Sea-Land and APL are competing with other companies to use smaller dock and storage spaces available at various other ports in Japan, like Tokyo, Nagoya, Yokohama and nearby Osaka, which also suffered damage to its container facilities. Speculation in the press on the time it may take to rebuild the Kobe port facilities range from six months to three years.

LNG Operations Continue

Another SIU-contracted company, Energy Transportation Corp. (ETC), uses port facilities in Osaka, which is across the bay from Kobe. No ETC ships, which transport liquified natural gas from Indonesia to Japan, were in port at the time of the earthquake.

According to George Reilly, ETC's vice president for marine personnel, the company has been able to dock at the port and off-load with no trouble.

"The only problem we have encountered is getting fresh stores to the ship," Reilly relayed to the *Seafarers LOG*. "Because so many of the roads have been damaged, we are having difficulties getting fresh milk and other foods to the ships. But we are working on it."

The earthquake is being called the worst to affect Japan since World War II—in terms of loss of life and cost to the infrastructure. It was centered approximately 20 miles from Kobe and struck just before 6 a.m. local time.



AP Photo/Atsushi Tsukada

The port city of Kobe, Japan was devastated by a January 16 earthquake, powerful aftershocks and fires caused by ruptured pipes, leaving the city bereft of its vital transport arteries such as the Osaka-Kobe highway in photo inset. Damage to port facilities from the 7.2 Richter scale quake has forced ships to secure berths in Tokyo, Osaka and other Japanese cities.

AP Photo/Kyodo

European Shipping Survives Floods

Despite the worst flooding in the 20th century across northern Europe, deep sea vessel operations in port cities in Germany, Belgium and the Netherlands are not slowing down.

Deep Sea Shipping OK

"Our vessels have not been impacted," stated William Summers, a spokesman for SIU-contracted Sea-Land Service. "No ship operations have been affected. The flooding mainly affects inland and intermodal operations."

The flooding began in late January following several days of torrential rain. Also, winter temperatures in Europe have been

warmer than normal, causing earlier snows to melt.

While flood waters have reached port cities, no ocean-shipping companies are reporting any problems.

Barge traffic on the Rhine River in Germany as well as the Maas and Waal rivers were halted for a time. Barges carry many of the containers that are transported across Europe.

While some containers that were being sent to deep sea ports are stranded, most companies are

finding alternate routes. Many carriers have made provisions to move containers by truck and rail to keep their operations moving as smoothly as possible.

Rivers Out of Control

Flooding in northern Europe has forced nearly a half million residents to leave their homes as of February 1.

Besides Germany, Belgium and the Netherlands, rivers in France and Luxembourg also have left their banks.

Bill Allowing Export of Alaska Oil On U.S.-Flag Ships Before Congress

Efforts are under way in both bodies of Congress to lift the ban on the export of Alaska North Slope oil as long as the crude is carried aboard U.S.-flag vessels.

Bills introduced in both the House and the Senate on January 4, the first day that the 104th Congress met in Washington, D.C., seek to end the 22-year restriction on the export of Alaska North Slope oil. Presently, U.S.-flag vessels carry the oil from Alaska to domestic ports on the West Coast, as called for by the Jones Act.

Both the House and Senate versions of the legislation state that "the oil shall be transported by a vessel documented under the laws of the United States and owned by a citizen of the United States."

Known as H.R. 70 in the House, the bill has been referred to the House Resources Committee, headed by Rep. Don Young (R-Alaska). H.R. 70 is sponsored by Rep. Bill Thomas (R-Calif.) and has bipartisan support from 13 fellow legislators.

The counterpart bill in the Senate, S. 70, is before the Senate Banking Committee, whose chairman is Sen. Alfonse D'Amato (R-N.Y.). Sponsoring the bill is Sen. Frank Murkowski (R-Alaska). Co-sponsors include Senators Ted Stevens (R-Alaska), John Breaux (D-La.) and Howell Heflin (D-Ala.).

In letters sent last month urging members of Congress to support the legislation, the presidents of the SIU, District No. 1-MEBA and American Maritime Officers said removal of the Alaska North Slope oil export ban would help keep America's independent tanker fleet on the high seas, as well as "promote our military security by extending the life of our militarily useful tanker fleet."

Tankers Necessary for Defense

Energy Secretary Hazel O'Leary stated last month that she supports the lifting of the export ban and expects to urge Congress to enact such a measure, according to press reports. Last year, the Department of Energy released a report stating that lifting the ban would create new jobs both on land and at sea as well as raise revenues that could reduce America's export deficit.

The law banning the export of Alaskan oil was instituted in 1973 following the first Arab oil embargo. The legislation was designed to make the United States more energy independent.

The Export Administration Act, which includes the ban on the export of Alaskan oil, expired last year without a congressional extension. However, the Clinton administration issued an executive order keeping the Act in place.

Similar bills to repeal the ban using U.S.-flag tankers were introduced in both chambers of Congress last year. Neither the House nor the Senate completed work on the legislation before Congress adjourned.

Applicants Must Be Screened For Use of Illegal Substances

The U.S. Coast Guard last month issued a final rule that requires chemical testing for use of dangerous drugs of all applicants for issuance or renewal of merchant mariner's documents (also known as z-cards or MMDs), licenses or certificates of registry.

The new regulation, which implements provisions of the Oil Pollution Act of 1990 (OPA '90), becomes effective on March 24. It also requires applicants for a first endorsement as an AB, lifeboatman, QMED or tankerman to be chemically tested for drug use.

There are exceptions to the testing requirement. An applicant will not be required to undergo chemical testing if he or she provides evidence of having passed a chemical test for dangerous drugs within the previous six months, with no subsequent positive chemical tests during the remainder of the six-month period.

A test also is not necessary if

the applicant, during the previous 185 days, has been subject to a random testing program for at least 60 days and did not fail or refuse to participate in a chemical test for dangerous drugs.

Additionally, with regard to unlicensed personnel, because ABs, QMEDs and tankermen must take a physical (which includes a drug test) when sitting for those respective ratings, only entry ratings and prospective lifeboatmen who do not meet the exemption standards are affected by the new rule. "From a practical standpoint, it's almost the same as what's already going on," said Lt. Commander Ken McKinna of the U.S. Coast Guard's Merchant Vessel Personnel Division.

Moreover, because of random and pre-employment testing already in practice, along with the fact that the SIU requires drug tests of all entry ratings, the new testing rule creates little or no procedural change for most Seafarers.

Random Drug Test Pool Reduced by Federal Regs

New federal rules requiring alcohol testing programs and extension of drug testing programs impact the maritime industry by lowering the random rate for drug testing to 25 percent of employees, from the previous 50 percent. The testing program, which will affect more than 7.4 million employees who perform safety-sensitive functions in

transportation industries, went into effect on January 1.

In fact, each transportation industry where the positive, industrywide rate for random testing is less than 1.0 percent for two consecutive years, will have its random testing rate dropped to 25 percent, according to the new rules.

The regulations, issued by the U.S. Department of Transportation, do not apply to the maritime industry with respect to pre-employment, post-accident, random and probable-cause testing. This is because the Oil Pollution Act of 1990 (OPA '90) already requires the testing of mariners for drug and alcohol use. Additionally, other regulations requiring post-accident and probable-cause alcohol testing of mariners have been in effect since the mid-1980s.

Testing Pool Can Increase

Should the U.S. Coast Guard receive data that the reported positive random testing rate is equal to or greater than 1.0 percent, the minimum annual percentage rate for random drug testing will return to 50 percent of all covered crewmembers.

The new regulations now require random drug-testing of employees who have safety-sensitive transportation jobs (in rail, air, truck and other transport services) in the public and private sectors.

Lakes' Seafarers Reflect on '94 Season

Crews Anticipate Brief Layup And Early Fitout

The productive, non-stop '94 Great Lakes sailing season came on the heels of the most severe winter in 16 years, recalled several Lakes Seafarers in interviews with the *Seafarers LOG*.

Now signing off their vessels after working well into the new year, Lakes mariners looked back on an exceptionally mild winter in the last few months of '94 and this January.

"December and January were unusually mild and we never really had extremely cold weather. It was more like a chilly October," Watchman **Ronnie Dandrea** told a reporter for the *Seafarers LOG*. "The *St. Clair* usually lays up around Christmas, so it was a long season," added the watchman, who signed off the ship last month.

The *St. Clair* sailed until mid-January when it docked for the winter in Superior Harbor in Duluth, Minn. The 770-foot American Steamship vessel is a self-unloader which primarily carries coal from Superior, Wis. to St. Clair, Mich. for Detroit Edison, a local power company.

Commodities In Demand

It was not only mild weather that contributed to a banner year for U.S.-flag Great Lakes carriers; an unrelenting demand for the iron ore, stone, steel and grain cargoes also kept the Lakers traversing Lakes Michigan, Superior, Erie, Huron and Ontario and calling at such ports as Milwaukee; Marquette, Mich.; Cleveland; Alpena, Mich.; and Rochester, N.Y.

Conveyorman **Marvin Schmitz** also signed off the *St. Clair*. He noted that the season's high demand for commodities other than coal caused the American Steamship vessel to visit a number of ports and carry different cargoes from the usual.

"It was a very busy year, a good year. We went into a lot of different ports and had some cargo changes," said Schmitz.

Ronnie's twin brother, **Donnie Dandrea**, a wiper who also signed off the *St. Clair* after helping prepare it for the winter layup, said, "It was an exceptionally good season with lots of loads, and with the mild winter it really was incredible. Thank goodness for the weather. Last year was so horrible, and usually it [Lake Superior] is so frozen by now that you can't even move the boats," he added.

The Lake Carriers' Association, an organization of U.S.-flag shipping companies on the Lakes, reported that all movement of cargo on the Great Lakes had halted by the end of January. The 1994 navigational season marked a record year—a total of 116 million tons of cargo was moved on the Lakes.

Sailing Season Ends

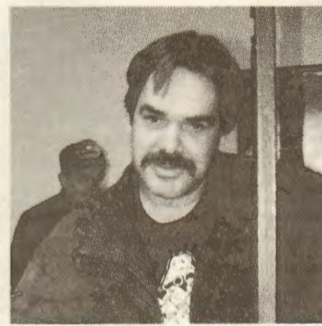
"To prepare the *St. Clair* for winter, we had to put the strings out, which is the process of securing the boat to the dock using cable wires and mooring lines. It



QMED William Coriel pumps the *St. Clair's* tanks while the vessel docks for the winter at Superior Harbor in Duluth, Minn.



Galley gang members Porter Saleh Aljabaly (left) and Second Cook Ahmed Nasser were among the last crewmembers to get off the *Indiana Harbor* after finishing their layup duties.



St. Clair Gateman Jae Bergstrom took the photos accompanying this story while the SIU crewmembers were preparing their ships for layup in Duluth, Minn.

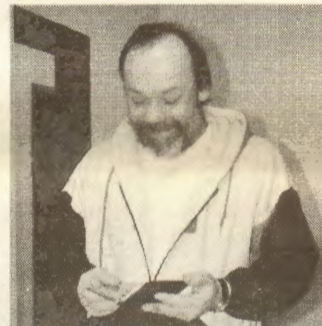


QMED Glen Lahti makes sure the *St. Clair's* generator is working properly before signing off for the winter.

Getting ready to clean the *St. Clair's* cargo holds one last time before winter layup is Gateman Tim Frankovich.



After signing off of the *St. Clair* for the winter, Conveyorman Marvin Schmitz (left) and Second Cook Raymond Maynard fill out vacation forms in the Duluth hall.



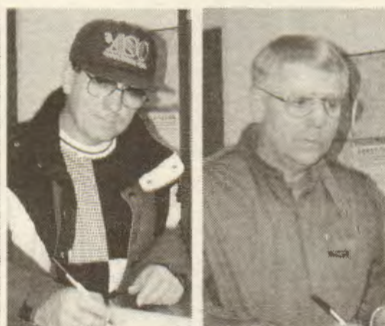
QMED Thomas Tucker, who helped prepare the *Sam Laud* for layup, notes the March 25 opening of the Soo Locks on his calendar before beginning his winter vacation.



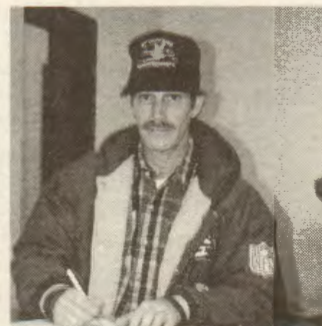
Checking in with the Duluth union hall after signing off the *Indiana Harbor* are Bosun Mark Fraley (left) and OS Brian Surhigh.



Filling out a change of address form in the Duluth hall after signing off the *American Mariner* is Porter Edward Ringsred.



Twin brothers AB Ronnie Dandrea (left) and Wiper Donnie Dandrea file for vacation pay at the SIU hall in Duluth, Minn.



AB Bill Padgett picks up a form for his annual physical after layup of the *Indiana Harbor* at Superior Harbor in Duluth, Minn.

secures the vessel in order to protect it from strong winds, solid ice and major storms," recalled Ronnie Dandrea. He added that deck department members also must store all safety gear until the spring inspection. At that time, Coast Guard officials come on board to check the quality of the equipment, including life rings, jackets, survival suits, rafts and lifeboat equipment.

QMED/Oiler **Ricky Couillard** recently signed off the *Sam Laud*, an American Steamship self-unloader that transports mostly stone to various ports in the Great Lakes region. To ready the ship for layup, Couillard and other engine department members aboard the *Sam Laud* performed general engine maintenance work such as re-bubbling the ballast pump, replacing power packs and clutch work.

Seafarers' Winter Plans

However short or long the winter break in sailing may be, Seafarers who sail on the Great Lakes intend to take full advantage of their time off. Many members cited spending time with their families as their first priority while others stated their winter days would be spent in solitude—relaxing and doing nothing at all.

"I plan to do as little as possible," noted Ronnie Dandrea. "I always look forward to my winter break, but after a few weeks I can't wait to get back to sailing," the watchman said.

Jae Bergstrom, a gateman from Superior, Wis., noted, "I look forward to the close of the season because it means I will get to spend time with my family." (Bergstrom also took the pictures accompanying this story of crewmembers on board the *St. Clair* and *Indiana Harbor* when they arrived for the winter layup in Duluth.)

Wheelsman Lowell Amundson, who recently signed off American Steamship's *H. Lee White*, stated he plans to visit his

grandchildren for the winter break. The *White* was the last vessel on the Lakes to sail through the Soo Locks before they closed for the season on January 15.

Fitout Predictions

Due to the continued high demand for cargoes on the Great Lakes, combined with the better-than-average winter conditions, many Seafarers as well as industry representatives predict fitout could begin with the reopening of the Soo Locks on March 25.

"This was a very good year, and it looks like the 1995 season will be off to a great start," stated Schmitz. "There is a big demand for ore on the Great Lakes now, and I think this will be a short winter for Seafarers on the Lakes. I think we will see fitout in a couple of months."

"I am looking forward to fitout in March. There is just more cargo than in years past, and we need to be there to deliver," said Second Cook **Raymond Maynard**, who was one of the last crewmembers to sign off the *St. Clair* after preparing the ship for layup.

"Everyone is talking about fitting out in March," said Amundson.

Glen Nekvasil of the Lake Carriers' Association said fitout could begin as soon as the locks re-open—which has not always been the case, especially with last year's buildup of ice.

"The weather has really been mild, and there have not been any major delays because of ice," Nekvasil told a reporter for the *Seafarers LOG*. "Because this winter season has been so busy, there is every indication that it will pick up again in March. That doesn't leave us much time for a layup. Even before the season was completely wrapped up, everyone was already looking toward spring—and that is a good sign," he added.

Dry-Cargo Ships, Tank Barges Need COFR

1,000-Plus Tankers Prove Ability to Pay Spill Damages

More than 1,000 self-propelled tankers now are in compliance with a federal regulation that requires shipowners and operators to guarantee their capacity to pay for costs and damages resulting from an oil spill or other hazardous materials spill.

Tank barges and dry-cargo ships are the next vessels which will need certificates of financial responsibility in order to comply with a U.S. Coast Guard rule that stems from both the Oil Pollution Act of 1990 (OPA '90) and the Comprehensive Environmental Response, Compensation and Liability Act (CERCLA), which was passed in 1980.

Tank barges must be in compliance by July 1. The date for dry-cargo ships depends on when a particular vessel's existing certificate of financial responsibility expires, but all vessels must be certified by the end of 1997.

According to newspaper reports, as many as 4,000 dry-cargo ships will need new certificates by the end of this year.

Rule Application

The financial responsibility requirements are applicable to all owners and operators of U.S. and foreign-flag vessels of more than 300 gross tons that use the waters

of the American exclusive economic zone (which extends 200 nautical miles off the U.S. coast) to tranship or lighter oil (whether delivering or receiving) destined for a place subject to the jurisdiction of the United States. They also apply to all other vessels using the navigable waters of the U.S. or any port subject to American jurisdiction (since they carry bunkers which may be spilled).

Exempt from the rule are public vessels, including ships owned by the military and private ships bareboat-chartered by the military; and non-self-propelled barges that do not carry oil as cargo or fuel and that

do not carry hazardous substances as cargo.

Establishing Responsibility

Methods for establishing financial responsibility include evidence of insurance, surety bond, qualification as a self-insurer, guarantee and other evidence. (Any one or combination of these means may be used by an operator to show proof of ability to pay for spills.) The cost of securing the certificates can be as much as \$200,000 per year for a large tanker.

Due to the costs and complexities involved in obtaining the certificates, there was concern that tanker owners might not be able to

comply with the Coast Guard's deadline of December 28, 1994. The requirement of showing ability to pay huge sums particularly is tough for independent operators, because they are not affiliated with parent companies that have vast financial resources.

It Was Touch and Go

Additionally, because the rule states that insurers and other providers of financial responsibility will be subject to direct action from claimants, the traditional marine liability insurers balked at offering the new coverage.

But late last year, two competing companies (Shoreline Mutual and First Line) were formed which offered the coverage to vessel owners. In a last-minute rush, hundreds of tanker owners secured the certificates before the deadline.

First Line and Shoreline also are offering coverage for dry-cargo vessels.

Martime Briefs

Coast Guard Rule Would Permit Single-Hull Tanker Lightering

The U.S. Coast Guard has proposed a rule that would designate lightering zones in the Gulf of Mexico in order to allow single-hull tankers to off-load oil in that area.

If established, the three lightering zones each would be more than 60 miles from the baseline from which the United States' territorial sea is measured. Single-hull tankers could lighter within the zones until January 1, 2015.

The operations of double-hull tankers and single-hull tankers conforming to standards set by the Oil Pollution Act of 1990 (OPA '90) essentially would be unaffected by the proposed rule, since those vessels could continue lightering in traditional areas. Vessels that previously were not allowed to operate within the waters of the U.S. exclusive economic zone (which extends 200 nautical miles off the U.S. coast) would be permitted to lighter only in the three designated zones—off the coasts of Texas, Louisiana and Mississippi.



Bill Introduced to Recognize World War II Merchant Mariners

One of the first bills introduced this year in the House is one that would extend World War II veterans status to merchant mariners who began sailing between August 15, 1945 and December 31, 1946.

Sponsored by Rep. Jack Fields (R-Texas), the Merchant Mariners Fairness Bill (H.R. 44)—which is supported by the SIU—would give veterans status to more than 2,000 retired merchant mariners. The bill, which has 16 co-sponsors, has been referred to the House Committee on Veterans' Affairs.

H.R. 44 is intended to correct what its backers believe is an obvious mistake by the U.S. Department of Defense. In 1988, that department named August 15, 1945 (the day the Japanese surrendered) as the cutoff date for awarding veterans status to merchant seamen who sailed during World War II. This date was selected despite the facts that former President Harry Truman declared December 31, 1946 as the official end of World War II hostilities and that military personnel who began serving between August 15, 1945 and December 31, 1946 received war veterans status.

Luedtke President Dies at 64

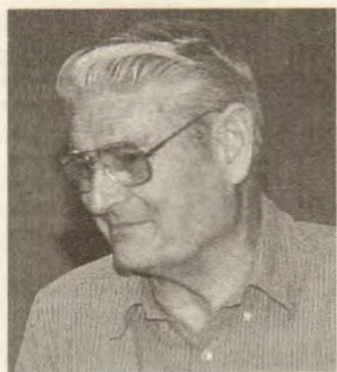
Karl Luedtke, president of SIU-contracted Luedtke Engineering Company, which is based in Frankfort, Mich., passed away December 23 due to heart failure. He was 64.

Luedtke Engineering was founded in 1930 by Karl Luedtke's father. Karl joined the business in 1955, and in 1967 he became president.

He was a past president of the Northern Chapter of the Michigan Society of Professional Engineers, past director of the River and Harbor Improvement Association and past president of the American Association of Small Dredging and Marine Construction Companies. He also was a member of the Society of American Military Engineers and the Permanent International Association of Navigation Congresses.

Additionally, Luedtke served on the Frankfort School Board of Education for 20 years (including several years as president) and was co-founder and chairman of the board of West Michigan National Bank in Frankfort.

He is survived by his wife, four children, his mother, brother,



Karl Luedtke

sister and six grand-children.

Luedtke maintained an excellent working relationship with the SIU, recalled Byron Kelley, vice president of the union's Lakes and Inland Waters District. "I worked with him for 25 years. He always treated his employees as equals and he was very down-to-earth," said Kelley.

Approximately 60 Seafarers are employed by Luedtke Engineering, a full-service marine construction company that operates throughout the Great Lakes Basin and the upper Mississippi River.

Gov't Task Force Plan Balances Vital Port Dredging, Environment

Creating regional dredged material planning groups and identifying the characteristics of successful federal, state and local partnerships for use in planning efforts are among 18 separate recommendations for improving the dredging process of U.S. ports. They were issued in late December as part of an interagency working group, convened by Secretary of Transportation Federico Peña in 1993, to investigate and suggest methods to ensure that the nation can maintain and develop needed port capacity while protecting and conserving important environmental resources.

The report, entitled "The Dredging Process in the United States: An Action Plan for Improvement," has two major objectives: to promote greater certainty in the dredging project review process and to facilitate effective long-term strategies for addressing dredging and disposal needs at the national and local levels.

Adopted by six federal agencies, the action plan focuses on four problem areas: strengthening the existing planning mechanism, enhancing coordination and communication in the dredging approval process, addressing scientific uncertainties about dredged material and identifying consistent and efficient ways to fund dredging projects.

MTD Commends 'First Step'

The report was welcomed by the AFL-CIO Maritime Trades Department (MTD), representing 42 affiliated unions whose members earn their living in marine-related work.

"It is our sincere hope that this National Dredging Action Plan will prevent future regulatory review logjams," said MTD President Michael Sacco, who also serves as president of the SIU.

William F. Zenga, National Vice President of the MTD, applauded the interagency working group for preparing a report "that will serve as a basis to improve the regulations and planning procedures that now govern dredging and dredged material disposal projects in the U.S."

"This report responds to President Clinton's request last year that federal agencies double their

efforts, without compromising environmental protection, to resolve the navigational and environmental concerns that have long stymied the dredging of our nation's ports," Peña stated in a press conference announcing release of the report.

"Because 95 percent of America's foreign commerce is carried by ships, and foreign trade accounts for 20 percent of our Gross Domestic Product, our ports are vital to our national security and economy," the Secretary of Transportation continued. "Yet many ports are located in or near some of our nation's most environmentally sensitive areas such as wetlands, estuaries and associated fisheries, all of which have economic, recreational and aesthetic value. Coordinated action to resolve conflicting interests is important to our national interest."

Six Agencies Comprise Group

Chaired by Deputy Maritime Administrator Joan Yim, the interagency group included participants from the Maritime Administration, Army Corps of Engineers, Environmental Protection Agency, Fish and Wildlife Service, National Marine Fisheries Service and Office of Ocean and Coastal Resource Management.

Additional representatives to the group came from the White House Office on Environmental Policy, the Office on Management and Budget, the Navy, the Department of Transportation, the Office of the Secretary and the Coast Guard.

Other recommendations listed in the report include developing public outreach and education programs, providing guidance to relevant agencies on opportunities for using dredged material, updating guidance on disposal site monitoring requirements, ensuring that dredged material management planners work with pollution control agencies, reviewing federal studies to determine whether changes are needed to better integrate economic and environmental objectives and revising legislation to ensure better planning of dredging projects.

The list of recommendations

also includes establishing national and regional dredging issues teams, scheduling meetings among interested agencies for potentially controversial dredging projects, developing and distributing a permit application checklist which identifies information required from applicants, developing or revising procedures for coordinating interagency review, establishing a national agreement to clarify roles and coordination mechanisms between agencies and clarifying and improving the guidance used to evaluate contaminants from dredged materials.

The action plan additionally suggests looking at ways to identify the practical barriers to managing contaminated sediments and identify a means to reduce the volume of material which must be dredged. The last two recommendations deal with funding: revising the Water Resources Development Act to establish consistent federal and local sponsor cost sharing of dredged material disposal methods and determining the feasibility of a fee for open-water disposal for non-federal dredging projects.

In concluding the dredging report, the interagency group stated its belief that the 18 recommendations (which are not listed in any specific order of importance) represent an approach to the dredging process which recognizes the economic benefits of improving and maintaining U.S. ports and channels and addresses environmental concerns associated with dredging and dredged material disposal. It anticipates that most of the recommendations can be initiated immediately. Others may require a bit more time due to needed legislative or regulatory modifications.

National and regional dredging teams are expected to replace the current interagency working group and have been given the responsibility for implementing the action plan. Co-chaired by the Army Corps of Engineers and the Environmental Protection Agency, with representatives from the departments of Transportation, Interior and Commerce, the teams are expected to convene early this year.

Boat Operators Need Radar Endorsement

February 15 marks the deadline for mariners to comply with a new federal regulation which requires towboat operators to hold a radar-observer endorsement.

Issued last November by the U.S. Coast Guard, the rule 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 on U.S. waterways.

Deadline This Month

As of February 15, such mariners must have the radar endorsement before testing for original licenses, renewal licenses or upgraded licenses.

A provision of the regulation stipulates that mariners who already have a towboat operator's license but no radar endorsement may take a four-hour radar operation course, by February 15, which will result in obtaining a radar certificate that is valid as an endorsement until the mariner's license expires or is renewed or upgraded. (This is a potential time-saver for boatmen, as courses which lead to earning a radar endorsement take anywhere from several days to weeks to complete.)

But licensed operators who do not obtain a radar certificate by February 15 must secure a radar endorsement in order to maintain the validity of their respective licenses. In other words, after February 15, operators' licenses will not be valid without the radar endorsement.

Three Categories

Towboat operators licenses and radar-observer endorsements expire after five years. Since the expiration dates of a mariner's license and his or her radar endorsement may differ, license renewal does not terminate the radar endorsement, which may be renewed at any time.

Formerly, only operators of vessels of at least 300 gross tons were required to hold a radar endorsement (known as radar observer/unlimited). But the new

regulation added two types of radar endorsements—radar observer/inland and radar observer/rivers—as well as specifying which subject matter must be covered in radar observer courses.

Lundeberg School Classes

Anticipating the rule and the new categories, the Paul Hall Center for Maritime Training and Education included three separate radar observer courses (unlimited, inland and rivers) in its vocational upgrading schedule this year. All are approved by the Coast Guard, as is the four-hour radar operation course which the Paul Hall Center's Lundeberg School has been conducting since November at SIU halls throughout the country (see accompanying article).

In fact, the SIU, the Lundeberg School and SIU-contracted companies had a hand in developing the new rule. They participated last year in meetings of the Towing Safety Advisory Committee (TSAC), which is a congressionally mandated group consulted by the Coast Guard on safety matters. The SIU also has testified before Congress that stricter safety regulations governing the inland industry are needed.

Rule Stems from Disaster

The rule requiring a radar endorsement for towboat operators was spawned by the fatal derailment of Amtrak's *Sunset Limited* passenger train in September 1993 near Mobile, Ala. Forty-seven people were killed in that disaster, as the train derailed and plunged into the Big Bayou Canot just minutes after a barge pushed by the tugboat *MV Mauvilla* rammed into a railroad bridge over the bayou, knocking the railroad tracks severely out of alignment.

In the wake of the accident, Congress ordered a thorough study of marine safety issues related to uninspected towing vessels. One of the ensuing recommendations called for operators of radar-equipped towing vessels of 26 feet or longer to hold radar endorsements.



In classes held at union halls, the Paul Hall Center is assisting SIU tugboatmen, such as the Norfolk-based Seafarers above, to obtain a radar-observer certification that will run concurrently with their present towboat operator's license.

Port Courses Enable SIU Boatmen To Meet Feb. 15 Radar Deadline

In response to new federal rules which require towboat operators to possess a radar-observer endorsement, the Paul Hall Center for Maritime Training and Education last month continued its series of port-to-port radar operation courses.

The four-hour class, conducted by the Paul Hall Center's Lundeberg School, was held at SIU halls in Norfolk, Va.; Philadelphia; Mobile, Ala.; New Orleans (twice); Wilmington, Calif.; Algonac, Mich.; Jacksonville, Fla.; and at the Paul Hall Center in Piney Point, Md. The course also was taught at the SIU hall in Houston late last year.

Additional classes are scheduled to take place this month at the SIU hall in San Juan, P.R. (Feb. 2 and 6) and at Piney Point (dates to be determined).

Upon completing the four-hour course, Seafarers receive a radar certificate which is valid as an endorsement until his or her operator's license expires or is renewed or upgraded. However, in accordance with the new regulation, the four-hour course will not be available after February 15.

Informative and Convenient

Seafarers who recently took the class at various SIU halls said that it is informative and that they appreciated the course being available at their local halls.

The class includes a basic review of how radar works and how to recognize malfunctions, background on the new regulations, information about changes in accident reporting and new requirements for safety equipment on boats.

"It was really nice to have this taken care of until my license is renewed," said **Dean Everton**, a pilot boat operator who sails with the Virginia Pilots Association and who took the class in Norfolk. He added that taking the course in Norfolk "made life easier for me."

Mate **Lance Riggs**, who is employed by C.G. Willis, also attended the class in Norfolk. "It helped increase my knowledge about radar. It was a good course, and it was convenient to have it here," said Riggs, who, since graduating from the Lundeberg School's entry level program in 1974, has upgraded his navigational skills.

Similarly, **Jerry Stillman**, a pilot boat operator who sails with the Maryland Pilots Association, said that the classroom-style course in Norfolk helped build on his knowledge. "We already do a lot of the (radar) work in our heads, but it's nice to actually see it on a board," he stated. "It brought to life what a lot of guys had taken for granted."

Also taking the class in Norfolk was Captain **Raymond Charnock**, an employee of Piney Point Transportation. "I enjoyed all of it. Even with 25 years of experience, you learn something new every day, and this helped me," said Charnock.

Course Well-Received

Seafarers who took the course in Mobile also praised its content. "It was really, really helpful and everyone got something out of it," said Captain **Joe Tucker**, who sails with Crescent Towing. "The

presentation was done so that everyone could understand all the information, and I appreciate the union bringing (the class) to us."

Said **Doug McClure**, a boat operator with Pilot Service Corporation, "It was very educational, and everyone from Pilot Service got to attend. The information is something we will use each time we look at a radar screen."

To the north, Deckhand **Larry Potts**, who attended the class at the Philadelphia hall, said the instructors were thorough and accurate. "They went over everything and it was very clear. It was geared toward practical aspects of when you're looking at the screen, rather than plotting, blind spots, etc.," said Potts, who works for Turecamo Coast/Harbor Towing Corp.

He added that the course content is extremely important: "You might only need to use that knowledge once or twice, but you'll need it badly."



SIU towboat operators in Norfolk (photo above) and Philadelphia (photo below) prepare for a Coast Guard-required radar-observer endorsement by taking a Lundeberg School course taught by Jim Brown (standing).



Up the HAWSEPIPE

With Training at the Lundeberg School

SIU Asks Court to Void APL Flag-Out Waiver

Continued from page 3

serviced by its subsidized U.S. containerships. The lawsuit of the unions, which represent unlicensed crewmembers working aboard APL vessels, points out that APL's submission to MarAd requesting the waiver admits that the new C-11 cargo vessels will be used as "replacements for the over-age or inadequate vessels in our present fleet."

APL currently receives operating differential subsidy (ODS) from the government for its 19 U.S.-flag containerships. These funds, which will expire in 1997, allow the company's vessels to compete with foreign-flag ships that are crewed by seamen paid substantially less than American mariners and that do not have to meet U.S. government-mandated safety, construction, tax and environmental standards. Additionally, the foreign-flag liner companies generally are subsidized by their governments or are under government control.

'An Anathema' to the Act

The effect of the waiver granted by MarAd "is to permit...the driving out of subsidized U.S.-flag vessels" on two essential trade routes, states the SIU suit. "The waiver provision of Section 804 was not intended to allow APL foreign-flag vessels to compete directly with APL U.S.-flag vessels on taxpayer subsidized routes," the lawsuit notes.

"It is an anathema to the entire premise of the Act that a subsidized U.S.-flag operator would be given permission to operate

foreign-flag vessels on an essential service not only in direct competition with its subsidized U.S.-flag fleet, but also to replace those taxpayer subsidized vessels, and crews, with foreign vessels and foreign crews," the unions contend in their court-filed document.

MarAd Had Other Options

The unions' lawsuit points out that MarAd had other options than to grant APL a waiver to operate the new cargo carriers under foreign ship registries. For example, MarAd could have included the six containerships under APL's current ODS contract and eliminate the subsidies of certain older vessels in its fleet, the lawsuit states.

Another aspect of the decision to allow the flag-out came under attack in the unions' lawsuit. As part of its rationale for allowing the exemption, MarAd stated that unless the waiver was granted promptly, "the new vessels would likely be sold to a foreign owner upon delivery beginning in May 1995 with the result that the United States would have no ready access to the vessels in time of national emergency."

What Really Happens

In strong language, the unions' lawsuit counters that "it should be self-evident that the way to ensure the availability of vessels in national emergencies is for those vessels to be U.S.-flag vessels manned by U.S. crews, not foreign-flag vessels manned by foreign crews, particularly when the governments of those foreign-flag vessels may prohibit their use

in an actual national emergency, and foreign crews have no allegiance to the United States that would suggest their willingness to put themselves in harm's way in defense of, to them, a foreign country."

For example, the unions point to APL's recent announcement that the company had contracted with a Cypriot ship management group to operate and crew the new C-11s. Such an arrangement suggests that in the event of an American military conflict, APL will not have direct control of its vessels or have available a pool of seafarers responsible to the company and the United States to operate the ships in dangerous zones.

The unions' lawsuit asks the court to overturn MarAd's decision because the agency erred in allowing APL to operate foreign-flag ships that would compete against its government-subsidized U.S.-flag vessels; a decision that was contrary to U.S. law and regulations. The court filing argues that MarAd made its decision with insufficient findings and without due process. It also states that the MarAd's granting of the waiver exceeded the agency's powers. The lawsuit seeks a court order declaring the waiver granted to APL to be null and void.

The lawsuit has been assigned to Judge Stanley S. Harris. The next move in the court case is APL's. The company must answer the SIU's lawsuit charges and file those responses with the U.S. District Court for the District of Columbia.

Budget-Driven Congress Looks at Food Aid Cuts

Ship Groups Join Coalition to Keep U.S. Foreign Assistance Programs

Surplus American commodities that in the past have been purchased by the U.S. government, donated to impoverished citizens in underdeveloped nations and, for the most part, shipped on U.S.-flag vessels, may no longer find their way across the seas if budget-cutting legislators succeed in slashing funds for these food aid programs.

Joining together to fight cuts to foreign food assistance programs are volunteer relief agencies such as CARE and Catholic Relief Services, U.S. agricultural interests and American maritime organizations, including the SIU. Under the banner "Alliance for Food Aid," the groups are urging congressmen and senators to maintain funding for the surplus commodities foreign assistance programs, which are known as P.L. 480, section 416 and Food for Progress.

Developing Nations Benefit

P.L. 480, also known as the Agricultural Trade Development and Assistance Act of 1954, consists of three programs. The first, title I, extends grants to lesser developed nations that are in turn used to buy American-grown or produced food. Title II, the second program under P.L. 480, donates U.S. commodities to developing countries. These food products are then distributed through voluntary relief agencies. Title III calls for funds to governments of underdeveloped nations that are used to promote advances in those countries agricultural systems.

Section 416 is a part of the

Agricultural Act of 1949. Under this provision of the law, bulk food stuffs, such as grain, are given to needy countries. The Food for Progress program stems from the Food for Progress Act of 1985. It donates food commodities in exchange for pledges from the recipient governments that steps will be undertaken to advance their countries' agricultural markets and entrepreneurs.

Other laws govern how the government-donated food aid is transported to the receiving party. These are cargo preference laws, which require that a certain percentage of U.S. government cargoes be carried on American-flag vessels. The Cargo Preference Act of 1954 (which amended the Merchant Marine Act of 1936) established that at a minimum, 50 percent of American government cargoes must be shipped by privately-operated U.S. carriers, with the exemption of Department of Defense supplies, 100 percent of which must be transported on American-flag ships.

Shipped on U.S. Carriers

In 1985, during Congress' debate on the comprehensive package of agricultural initiatives known as the farm bill, that is taken up by the elected officials every five years, the Merchant Marine Act of 1936 again was amended, this time upping the minimum percentage of agricultural foreign aid cargoes to be transported on U.S.-flag ships to 75.

The total amount of funds allocated to P.L. 480 and section 416 programs was \$1.6 billion in fiscal year 1994. For fiscal year 1995, \$1.3 billion is slated. The Alliance for Food Aid has noted that the amount of funds allocated for these programs has decreased substantially in the past few years. The Alliance points to fiscal year 1993 funding which stood at \$2.3 billion.

Food Aid: Double Benefits

The coalition group, in its communications to representatives and senators, notes that the food assistance programs not only increase good will towards the United States and its citizens among the poor of lesser developed countries, but also serve American interests as well. The funds allocated to P.L. 480, section 416 and Food for Progress programs are, in effect, recycled in the American economy, the Alliance argues.

By purchasing surplus American agricultural commodities, such as seed oils, grains, and other foods, U.S. farmers and related industries benefit. By shipping the goods on American-flag vessels, the nation's merchant marine is strengthened, which contributes to U.S. sealift capacity, supports U.S.-owned companies and keeps seafaring jobs for American citizens.

The Alliance for Food Aid's efforts to halt cuts in the nation's foreign food assistance programs are presently directed to members of the House Budget Committee, which is considering ways in which to reduce federal spending.

Maritime Jurisdiction Distributed in House; Senate Merges Marine, Transport Subcommittees

Continued from page 3

Committee, chaired by Rep. Don Young (R-Alaska). Its Fisheries, Wildlife and Oceans Subcommittee, operating under Rep. Jim Saxton's (R-N.J.) hand, will take up fisheries legislation.

House Changes: One More Step

The maritime-related jurisdic-

tions assigned to the National Security Committee, Transportation and Infrastructure Committee and Public Lands and Resources Committee, as outlined in this article, have one more formal step to take in the House. The chamber's parliamentarian will make a final determination on the specific

matters handled by each committee and subcommittee. A ruling from the parliamentarian is expected shortly.

Noting that maritime issues will be handled by committees that will be concerned with many other subjects, SIU President Michael Sacco noted that the union has a big job to do educating the congressmen and senators who have new responsibilities overseeing the nation's shipping

policies.

He also stated that while the SIU opposed the dismantling of the House Merchant Marine and Fisheries Committee, the union views the transfer of maritime issues to the National Security Committee as a positive development. "The new Congress' action demonstrates a strong understanding of the essential role of the merchant marine in the nation's defense strategy," Sacco said.

National Security Committee To Propose U.S. Ship Plan

Continued from page 3

sustaining the country's military sealift capabilities."

National Security Committee Chairman Floyd D. Spence (R-S.C.) announced the creation of the panel during the first public meeting of the National Security Committee on January 10. The panel also will look at ways to help the U.S. shipbuilding program. Bateman, a longtime friend of maritime, represents the congressional district that includes the port of Norfolk, Va. and the Newport News Shipbuilding facility.

Joining Bateman on the panel is Rep. Randy "Duke" Cunningham (R-Calif.), who has been named as its vice chairman. Other members of the bipartisan panel are expected to be announced later this month. An organizational meeting will be held shortly after the panel is named.

The National Security Committee has jurisdiction over legislation dealing with the national security aspects of the U.S. merchant marine, including financial assistance for the construction and operation of vessels, as well as the maintenance of U.S. shipbuilding and ship repair industry.

Senate Commerce, Science and Transportation Committee

The Senate Commerce Committee has jurisdiction over maritime-oriented legislation. The Committee's subcommittee on surface transportation and merchant marine is charged with the responsibility of first working with a maritime-related bill, before it goes before the full Commerce Committee. Listed below are the 104th Congress' members of the Commerce Committee and its Merchant Marine and Surface Transportation Subcommittee (in bold):

REPUBLICANS

Larry Pressler (S.D.), Chmn.

Trent Lott (Miss.)

Subcommittee Chmn.

Bob Packwood (Ore.)

Ted Stevens (Alaska)

John McCain (Ariz.)

Conrad Burns (Mont.)

Slade Gorton (Wash.)

Kay Bailey Hutchison (Texas)

Olympia Snowe (Maine)

John Ashcroft (Mo.)

DEMOCRATS

Ernest F. Hollings (S.C.), Ranking Member

Daniel K. Inouye (Hawaii), Subcommittee Ranking Member

Wendell H. Ford (Ky.)

J. James Exon (Neb.)

John D. "Jay" Rockefeller (W.Va.)

John F. Kerry (Mass.)

John Breaux (La.)

Richard Bryan (Nev.)

Byron L. Dorgan (N.D.)

Marmo Dies, Was Head of Vacation Plan

Andy Marmo, vacation and records supervisor for the SIU, died December 20, 1994 due to complications involving his illness with cancer. He was 44 years old.

Born in Brooklyn, N.Y., he began his career with the Seafarers in June 1981 as a claims processor when SIU headquarters was located at 675 4th Avenue in his native city.

When the union moved its headquarters from New York to Camp Springs, Md. in 1982, Marmo moved to Alexandria, Va. to be near the new location.

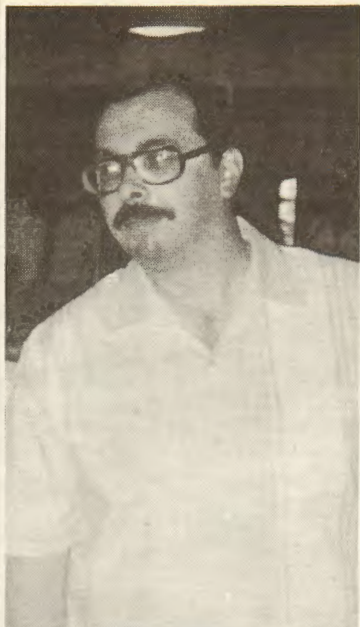
Marmo continued working with the claims department until he became assistant coordinator of the Seafarers Vacation Plan late in 1982.

In January 1991, Marmo took over the position of supervisor of vacations and records, a position in which he served until the time of his death.

"Andy Marmo will be sorely missed," said SIU President Michael Sacco. "He stuck with the union, moving when he had to. He was hardworking and conscientious, and he cared about the Seafarers he was serving."

He was known simply as "Andy" to the many Seafarers who called headquarters about filing their vacation claims.

"Andy was always there when you needed help. He was always there and never asked for anything in return. He always treated



Andy Marmo

the members with respect," QMED **Charlie Clausen** of New York told a reporter for the *Seafarers LOG*.

Although Marmo never married nor had children of his own, he held a special love for children. In considering this, his family has set up a memorial at the Children's Hospital in Washington, D.C.

Donations in memory of Andy Marmo may be sent to Joyce Buck, Children's Hospital Foundation, P.O. Box 91896, Washington, D.C. 20090.

Following a funeral service, burial took place in St. Mary's cemetery in Alexandria.

Marmo is survived by his father, Anthony, sisters Catherine and Betty and brothers Tony and Martin Marmo.

Louisiana-Based WWII Mariners Eligible for State Bonus of \$250

As a result of legislation enacted by the Louisiana legislature and signed into law by the state's governor, World War II merchant mariners who sailed at any time from September 16, 1940 through July 25, 1947 and who resided in the state when they began their war service are eligible for a one-time bonus of \$250.

Surviving spouses of Louisiana-based WWII seamen also can receive the payment if their husband or wife died between September 16, 1940 and July 25, 1947 due to war-related causes.

A Matter of Fairness

The law which made the bonus possible was introduced by Louisiana House representatives Ken Odinet (D-Arabi), John Siracusa (D-Morgan City) and Frank Patti (D-Belle Chasse). The bill got its start when a "constituent who had been a merchant mariner came by and asked why the state didn't recognize seamen's World War II service now that the federal government did," said Representative Odinet.

Odinet quickly moved to rectify the situation, introducing a bill in the House calling for a veterans benefit of \$250 for Louisiana WWII seamen. The Louisiana House held hearings on the legislation in April 1993; the Senate did the same in May. Each branch of the legislature quickly passed the bill, and Governor Edwin Edwards approved the measure on May 26, 1993.

Advancing the interests of WWII seamen strikes a cord for Odinet. "I had an uncle who was a mariner on an Esso tanker. . . . He was the vessel's master." His ship, the *SS Benjamin Brewster*, was sunk by the Germans at the mouth of the river outside New Orleans. The high octane cargo caught fire and everyone aboard died, Odinet recalled.

After the bonus bill was enacted, the Louisiana Department of Veterans Affairs established the procedures for making a bonus application. The agency began receiving applications for the one-time payment on July 1, 1994. It will continue to accept bonus requests until July 1, 1999.

To apply for the \$250 bonus, a mariner who

believes he or she is qualified, or a surviving spouse of a Louisiana-based seaman who died in WWII merchant marine-related activities, should obtain an application form from the Louisiana Department of Veterans Affairs. The form is available by writing the department at Bonus Division; P.O. Box 94095; Capitol Station; Baton Rouge, LA 70804-9095; or calling (504) 922-0500 or sending a facsimile transmission to (504) 922-0511.

The application form asks, among other questions, if the merchant mariner was "a citizen of Louisiana at time of entry into the merchant marine." It asks if the seaman sailed between September 16, 1940 and July 25, 1947. When the application is sent to the Louisiana Department of Veterans Affairs, it should be accompanied by proof of state residency at the time the seaman began first started shipping and a copy of a discharge document (such as DD 214, copy 4 or 6, or the equivalent).

A spouse who has survived his or her merchant seaman husband or wife must include proof that the mariner died of a war-connected incident between September 16, 1940 and July 25, 1947. A surviving spouse also can attach proof that the seaman was disabled due to merchant marine service (DD 1300 or the equivalent).

Louisiana WWII Mariners' Bonus

- Eligibility:** A seaman who resided in Louisiana when he began shipping and who sailed between September 16, 1940 and July 25, 1947.
A surviving spouse of a seaman who meets the above-listed qualifications and who died or was disabled in war-related experience.
- Application:** Obtain an application form from the Louisiana Department of Veterans Affairs; Bonus Division; P.O. Box 94095; Capitol Station; Baton Rouge, LA 70804-9095; or call (504) 922-0500 or fax (504) 922-0511 and request the material.
- Deadline:** Applications must be submitted by July 1, 1999.

Retired Bosun Dawson, Veteran of 4 Wars, Maintains Push for Strong U.S.-Flag Fleet

Bill Dawson may have retired from sailing in 1991, but he isn't about to stop taking part in union activities.

A career merchant mariner who sailed during four wars, Dawson remains a vocal, active supporter of the SIU and of the U.S.-flag merchant fleet. The 64-year-old resident of Norfolk, Va. is particularly interested in politics, because, he says, he believes the future of the American merchant marine

directly is tied to lawmakers' decisions on Capitol Hill.

"If we get the right politicians in office, we can save the U.S.-flag fleet," says Dawson, who last year volunteered his time to campaign for pro-maritime candidates Senator Chuck Robb (D-Va.) and Rep. Herbert Bateman (R-Va.). "It's obvious we need to keep jobs in this country, and by now it should be obvious that we need (an American) merchant marine

during wars. As the saying goes, we deliver the goods. . . . Maybe one day the politicians will wake up and realize that they do need an American merchant marine."

Indeed, Dawson knows firsthand the active roles played by the U.S. merchant marine in support of U.S. armed forces during World War II, the Korean conflict, the Vietnam War and the Persian Gulf War. He and his fellow crewmembers aboard the *Cape Ann* (his final ship) were

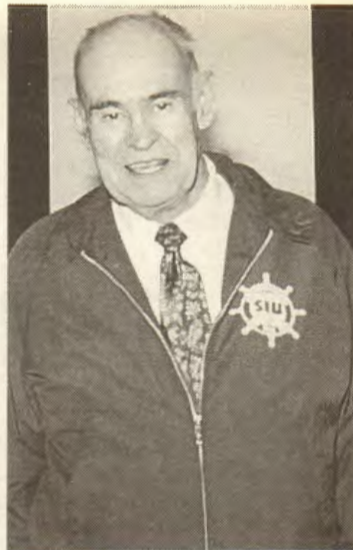
commended by the U.S. Navy for their performance during Operations Desert Shield/Desert Storm. As a charter member of the U.S. Merchant Marine Veterans of World War II, Dawson espouses the belief that the Allied war effort would not have succeeded without the U.S. merchant marine.

Of course, behind the wartime medals and commendations are grim tales of sacrifice. "I remember a time in Inchon (Korea), a landing barge took a direct hit," Dawson recalls. "I was sailing on the *Duke Victory*, a Bull Lines ship, and we lowered a lifeboat and saved five men. I'm glad we saved them, but that was an experience I never want to go through again."

Early Start

But neither the dangers of war nor the date on his birth certificate could stop Dawson from shipping out in 1944—at age 14. "My whole family was either ship pilots or merchant mariners, so I knew what I wanted to do. When I was 14, I was big for my age. I could easily pass for 18, and I didn't have any trouble," he remembers.

Dawson describes his career as satisfying and says one of the highlights was completing the bosun recertification course at the Paul Hall Center in 1987. "Sailing was the only thing I knew," he adds. "It was born in me. It was



Brother Dawson attends the monthly membership meetings in Piney Point, Md. and Norfolk, Va.

my profession and I was proud of it, and if I had to do it all again, I'd be sailing."

Worldwide travel is one of the things Dawson says he misses, but he has not had an abundance of idle time since retiring. He attends virtually all of the monthly membership meetings at the SIU hall in Norfolk and at the Lundberg School in Piney Point, Md. He also walks the half-block from his home to the Norfolk hall almost every day, where he visits former shipmates and stays abreast of union news. In addition, Dawson is active in the Greater Tidewater Central Labor Council.

"Being a Seafarer doesn't end when you stop sailing," Dawson concludes. "I look at this as a lifetime commitment, and I'm proud to be part of the union."

After 'Dynamic Impact' — A Photo



The *Sgt. Matej Kocak* was one of three Waterman Steamship vessels to participate in 'Dynamic Impact,' a recent U.S. military exercise in Turkey. The ship then sailed to Crete, where this photo of the deck department was taken. From the left are AB Reeves Homby (who sent this photo to the *LOG*), 3rd Mate Michael Dougherty, AB Otto Borden, Chief Mate Robert Ford, AB John Thomas, AB Gary Vargas, AB Steve Sylvia, 2nd Mate William Frappier, AB Frank Hedge, Military Liaison Gail M. Becker and Bosun Angelo Urli.

Seafarers Praise New Tanker Safety Course

Paul Hall Center's Four-Week Class Is Rigorous but 'Worth the Time'

Ten Seafarers last month became the first group to complete the full-length tanker operation/safety course at the Paul Hall Center for Maritime Training and Education in Piney Point, Md.

The four-week class, which blends hands-on training and classroom instruction, is open to all Seafarers and is required of all SIU members who sail on tankers.

SIU members who took the course described it as valuable, informative and challenging.

"There's a lot of material to cover. I expanded my knowledge of OPA '90, proper safety equipment and IG (inert gas) systems (which are used to lower the explosive limits in tanks)," said OMU **Tom Steinke**, who most recently sailed on the *Overseas Alaska*.

Steinke, 37, also stated that the confined-space safety practical training was "very, very good" and that he gained valuable knowledge about deck operations. "I've got a much better idea of what's going on above the engineroom, and that can only help."

Bosun **Mike Galbraith**, 39, who graduated from the Lundeberg School in 1977, said he was "surprised at the volume of material. Learning how to use the Chemical Data Guide and the Emergency Response Guidebook was particularly helpful. The course as a whole will help me when I go back on the tankers." (The Chemical Data Guide for Bulk Shipment by Water and the Emergency Response Guidebook both are published by the U.S. Department of Transportation and in part were created as aids for mariners.)

Full Curriculum

Galbraith, Steinke and their classmates were introduced to the chemical and physical properties of petroleum products, along with flammability traits, toxicity/asphyxiation characteristics and health hazards associated with exposure to petroleum products.

They reviewed how to correctly monitor tanks for oxygen deficiency and take other meter readings with atmospheric monitoring equipment.

Other topics and exercises included:

- Creating site-specific shipboard safety plans.
- Reviewing final rules on benzene products.
- Troubleshooting and basic maintenance of monitoring gear.
- Extensive confined-space safety training and rescue operations aboard the *Empress II*, the Lundeberg School's modern training barge.
- Fit-tests using respirators and other breathing apparatus and emergency equipment.
- An introduction to fire chemistry and other aspects of firefighting, including fire hazard awareness and iden-



The class includes practical training in the use of monitoring gear, as well as exercises in meter reading, as shown in photo above.



Part of the four-week course teaches students how to use the proper protective gear for a specific job.



A course highlight for a number of students was the confined-space safety training (shown in photo above), involving simulated rescues of incapacitated crewmembers.

tification; fire prevention via vapor control; fire prevention by ignition source control; fire extinguishing equipment; firefighting techniques and fire/emergency duties.

- Tanker construction and safety.

Additional areas of study included different types of oils, medical surveillance, vessel oil pollution prevention, national pollution contingency plans, water pollution, water program requirements and removal of oil and other hazardous substances.

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

Everyone Benefits

Chief Steward **Dorothy Barnes** said she believes her fellow galley gang members will benefit from the new course. "It's an excellent opportunity for members of the steward department. It makes you aware of different hazards and what you're really dealing with on tankers," said Barnes, who has upgraded several times at Piney Point.

A 13-year member of the SIU, Barnes added that the class "was more than worth my time and effort, you better believe it. The hazmat and oil spill training taught me a lot, I learned how to check for gases, and the rescue simulation on the *Empress* was valuable."

Electrician/Oiler **Tom Snead** said that the hands-on training proved particularly useful and also commended the Lundeberg School instructors. "Testing spaces for combustibility and toxicity was one of the best parts of the course," said the 27-year-old Seafarer. "I got a lot out of the practical work, and overall I learned quite a bit."

Second Pumpman/OMU **Jose Martin Ramirez**, 39, stated that the bottom line on the tanker operation/safety class is that "it will help us do our jobs better, increase our knowledge about safety and operations. In the long run, it's better for us and for the companies."

"I encourage all of my fellow members to take the course."

Response to OPA '90

Establishment of the course was agreed upon during negotiations between the union and SIU-contracted tanker companies. Developed in response to the Oil Pollution Act of 1990 (OPA '90) by Lundeberg School instructors, the class represents "an ongoing effort to promote safety and efficiency aboard SIU-contracted tank vessels," noted Augie Tellez, SIU vice president for collective bargaining.

Six Seafarers and four members of the American Maritime Officers (AMO) completed a

two-week pilot course in October, and their input was utilized to help refine the curriculum.

The SIU members who in January took the four-week course also offered critiques, as will members of future classes. "Later this year, we'll probably meet again with representatives of the (SIU-contracted) tanker companies to further hone the course content," noted Lundeberg School instructor Jim Shaffer, who teaches a segment of the tanker operation/safety course. "Students' input also will be an important consideration as we continue fine-tuning the curriculum."



Seafarers who completed the tanker operation/safety course are (from left) Ben Cusic (instructor), Larry Watson, Thomas Steinke, George Dehlmair, Tom Stead, Michael Galbraith, Dorothy Barnes, William Foley, Edward Rynberg, Jose Martin Ramirez, Nester Valentin Martinez and Jake Karaczynski (instructor).

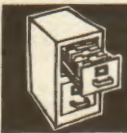
TAX TIPS FOR SEAMEN

Preparing a tax return for the U.S. Internal Revenue Service can be a difficult job, particularly if you are a seaman away from home in the months leading up to the filing deadline—April 17, 1995. Presented on this page and the following three are handy tax tips that have been prepared especially for seamen. Mariners will find information on filing for extensions, which overseas U.S. embassies have tax information, state tax requirements and much more. The LOG welcomes comments from Seafarers on this guide so that future tax tips for seamen can continue to provide helpful information.

SPECIAL SUPPLEMENT SEAFARERS



WHICH RECORDS TO KEEP



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

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

Death of a Taxpayer: If a taxpayer died before filing a required return for 1994, the taxpayer's personal representative (and spouse, in the case of a joint return) must file and sign the return for that person. A personal representative can be an executor, administrator or anyone who is in charge of the taxpayer's property.

WHAT TO DO WHEN OVERSEAS AT TAX TIME



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

WHERE TO GET INFORMATION



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

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

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

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

The federal Tele-Tax system has recorded tax information covering more than 18 major topics. 1-800-829-4477 is the IRS's automated Tele-Tax system. When calling from a touch tone phone, the letter "R" or number "7" will repeat the topic and the letter "C" or number "2" will cancel the message. To listen to a directory of topics after the introductory message finishes, dial 123.

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

Send IRS Written Questions: Written questions regarding the tax returns can be sent directly to an IRS District Director (see page 12 for the addresses of IRS regional offices). Include a social security number with the letter.

WHAT ARE CONSIDERED DEDUCTIONS AND CREDITS



Personal Exemption Amount: The deduction for each exemption—for the individual, his or her spouse and dependents has increased to \$2,450 per person. In 1994, the exemption deduction for high income taxpayers may be reduced or eliminated if their adjusted gross income exceeds certain threshold amounts.

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

Personal Interest Deductions: For 1994, personal interest cannot be deducted. Personal interest includes interest on car loans, credit cards and personal loans.

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

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

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

Deducting Work-Related Car Expenses: Use of a personally-owned automobile in work-related travel can result in deductible expenses. Two methods can be used to compute automobile expenses—either listing a standard mileage rate or determining actual cost. On the tax return due April 15 of this year, the IRS is accepting a standard mileage rate of 29 cents per mile. Parking fees and tolls can be added when using the standard mileage rate. If using actual expenses, information must be available on all operating-related costs for the vehicle, including inter-

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

Deducting Work-Related Meals When Traveling: Workers in transportation are allowed a special rate on the meal allowance of \$32 per day in the continental U.S. and \$36 per day outside the continental U.S. Otherwise the IRS standard meal allowance is generally \$28. In some locations it is \$36, and in Hawaii and Alaska it is computed differently. Travel expenses, including meals, can only be deducted if directly related to one's work and if they have not been reimbursed from any other source.

Limit on Itemized Deductions: In 1994, itemized deductions may be limited for individuals earning more than \$111,800 of federal adjusted gross income (or \$55,900 if married and filing separately).

Earned Income Credit: A refundable earned income credit (EIC) is available to certain low income individuals who have earned income and meet certain adjusted gross income thresholds. Effective for tax year 1994, an individual does not have to have a qualifying child to be eligible for this credit if certain conditions are met. Different credit percentages and phase-out percentages are provided based on the taxpayer's income level and the number of qualifying children eligible, if any. The maximum credit allowed is as follows: Taxpayers with income less than \$9,000 and no qualifying children - \$306 maximum credit; taxpayers with income less than \$23,750 and with 1 qualifying child - \$2,038 maximum credit; taxpayers with income less than \$25,296 and with 2 or more qualifying children - \$2,528 maximum credit. If the earned income credit reduces the income tax liability below zero, a refund will be granted by the IRS. Taxpayers should use form 1040, schedule EIC to see if they are eligible for the credit.

Dependent's Social Security Number: If an individual claims an exemption for a dependent who is at least 1 year old by December 31, 1994, he must list the dependent's social security number on Form 1040 or Form 1040A. A social security number requirement applies to all dependents (not just children) claimed on the tax return who are at least 1 year old.

STANDARD DEDUCTIONS



This is the standard deduction chart for most people. If a taxpayer is 65 or older or blind, there are additional standard deductions. (Note that the personal exemption deduction is \$2,450.)

Filing Status	Standard Deduction
Single	\$3,800
Married filing joint return or Qualifying widow(er)	\$6,350
Married filing separate return	\$3,175
Head of household	\$5,600



NOTICES OF INCOME RECEIVED

Employer W-2's: Employers are required to mail W-2 forms to employees by January 31, 1995. If an individual believes he or she is missing W-2's, contact the employer. For seamen who have used a union hall as a return address, check with the SIU port agent to determine if a W-2 has been sent to that address.

Seafarers Vacation Plan W-2's: If a Seafarer has received monies from the SIU Vacation Plan (SVP), he or she should receive a W-2 from that fund. Seafarers who have received SVP monies but who have not received a W-2 from the plan should contact their union hall or call Ms. Peggy Page at the SVP office in Camp Springs, Md.: (301) 899-0675, ext. 4353.

Unemployment Compensation—1099-G: Unemployment compensation (insurance) is fully taxable. By January 31, 1995, an individual who has received unemployment compensation should receive a Form 1099-G showing the total unemployment compensation paid during 1994. Use line 20 on the tax return to report unemployment compensation.



WHICH INCOME NEED NOT BE REPORTED

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

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



WHICH INCOME TO REPORT

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

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



HOW TO PREPARE A TAX RETURN

Step 1. Get all records together.

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

Step 2. Get any forms, schedules or publications necessary to assist in filing the return. IRS Publication 17 entitled "Your Federal Income Tax for Use in Preparing 1994 Returns" is the most comprehensive guide the agency has issued this year. Most IRS offices and many local banks, post offices and libraries have publications designed to provide individuals with information on correctly filing tax returns.

Step 3. Fill in the return.

Step 4. Check the return to make sure it is correct.

Step 5. Sign and date the return. Form 1040 is not considered a valid return unless signed. A spouse must also sign if it is a joint return.

Step 6. Attach all required forms and schedules. Attach the first copy of Copy B of Forms W-2, W-2G and 1099R to the front of the Form 1040. Attach all other schedules and forms behind Form 1040 in order of the attachment sequence number. If tax is owed, attach the payment to the front of Form 1040 along with Form 1040-V (original only). Write name, address, phone number, social security number and form number on your check or money order.

Rounding Off to Whole Dollars:

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

Fast Refund:

If a tax refund is expected for 1994, instead of mailing the return to the Internal Revenue Service, it can be filed electronically. When filed electronically, a refund will be received in about 3 weeks, or in 2 weeks if it is deposited directly into a savings or checking account. For a charge, many professional tax return preparers offer electronic filing in addition to their return preparation services. If an individual prepared his or her own return, a preparer or transmitter in their area can file the return electronically. For a list of who can file a tax return electronically in any given area, call the IRS toll-free number, 1-800-829-1040, and ask for the Electronic Filing Office.



WHERE TO REPORT CERTAIN KINDS OF INCOME WHEN USING THE STANDARD 1040 FORM

The most common form to use when filing one's income tax is the 1040. But income may come from many sources, not just wages and salaries. Listed below are some of the different kinds of income an individual may receive, on which form that income is received by the individual, and where that income should be reported on Form 1040. If the individual itemizes deductions, any state or local income tax withheld from these forms should be reported on Schedule A, line 5.

Source of Income Received	Form Received from Income Source*	Where to Report Income on Form 1040, Page in IRS Instruction Book
Wages, salaries, tips, etc.	W-2	Form 1040, line 7
Allocated tips (box 8)	W-2	See Tip Income on page 15
Dependent care benefits (box 10)	W-2	Form 2441, line 11
Gambling winnings (box 1)	W-2G	Form 1040, line 21
Mortgage interest	1098	Schedule A, line 10**
Points paid on a mortgage (box 2)	1098	Schedule A, line 10**
Stocks, bonds, etc. (box 2)	1099-B	Schedule D
Canceled debt (box 2)	1099-C	Form 1040, line 21
Ordinary dividends (box 1b)	1099-DIV	Form 1040, line 9
Capital gain distributions (box 1c)	1099-DIV	See instructions for Form 1040, line 13, page 16
Investment expenses	1099-DIV	Form 1040, line 9, and Schedule A, line 22
Unemployment compensation (box 1)	1099-G	Form 1040, line 19
State or local income tax refund (box 2)	1099-G	See instructions for Form 1040, line 10, page 16**
Interest income (box 1)	1099-INT	Form 1040, line 8a
Early withdrawal penalty (box 2)	1099-INT	Form 1040, line 28
Interest on U.S. savings bonds and Treasury obligations (box 3)	1099-INT	See instructions for Form 1040, line 8a, page 15
Other income	1099-MISC	Form 1040, line 21**
Distributions from IRAs	1099-R	See instructions for Form 1040, lines 15a and 15b, page 17
Distributions from pensions, annuities, etc.	1099-R	See instructions for Form 1040, lines 16a and 16b, page 17
Capital gain (box 3)	1099-R	See instructions for Form 1099-R
Gross proceeds from real estate transactions (box 2)	1099-S	Form 2119 (or Form 4797 or Schedule D if the property was not your home)
Buyer's part of real estate tax	1099-S	See instructions for Schedule A, line 6, page A-2**

* NOTE: If you have not received this form, please contact the source of the income (e.g., employer, bank, etc.)

**If the item relates to an activity for which you are required to file Schedule C, C-EZ, E or F, or Form 4835, report the taxable or deductible amount allocable to the



WHERE TO FILE

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

For individuals living in the following states	Use this address
Florida, Georgia, South Carolina	IRS Atlanta, GA 39901
New Jersey, New York (New York City and counties of Nassau, Rockland, Suffolk and Westchester)	IRS Holtsville, NY 00501
New York (all other counties), Connecticut, Maine, Massachusetts, New Hampshire, Rhode Island, Vermont	IRS Andover, MA 05501
Illinois, Iowa, Minnesota, Missouri, Wisconsin	IRS Kansas City, MO 64999
Delaware, District of Columbia, Maryland, Pennsylvania, Virginia	IRS Philadelphia, PA 19255
Indiana, Kentucky, Michigan, Ohio, West Virginia	IRS Cincinnati, OH 45999
Kansas, New Mexico, Oklahoma, Texas	IRS Austin, TX 73301
Alaska, Arizona, California (counties of Alpine, Amador, Butte, Calaveras, Colusa, Contra Costa, Del Norte, El Dorado, Glenn, Humboldt, Lake, Lassen, Marin, Mendocino, Modoc, Napa, Nevada, Placer, Plumas, Sacramento, San Joaquin, Shasta, Sierra, Siskiyou, Tehama, Trinity, Yolo and Yuba), Colorado, Idaho, Montana, Nevada, North Dakota, Oregon, South Dakota, Utah, Washington, Wyoming	IRS Ogden, UT 84201
California (all other counties) Hawaii	IRS Fresno, CA 93888
Alabama, Arkansas, Louisiana, Mississippi, North Carolina, Tennessee	IRS Memphis, TN 37501
American Samoa	IRS Philadelphia, PA 19255
Guam (permanent residents)	Department of Revenue and Taxation 378 Chalan San Antonio Tamuning, GU 96911
Puerto Rico (or if excluding income under section 933) nonpermanent residents of Virgin Islands, nonpermanent residents of Guam	IRS Philadelphia, PA 19255
Virgin Islands (permanent residents)	V.I. Bureau of Internal Revenue Lockhart Gardens No. 1-A Charlotte Amalie St. Thomas, VI 00802
All A.P.O. or F.P.O. addresses	IRS Philadelphia, PA 19255

DEADLINE for filing TAXES: APRIL 17, 1995



HOW TO FILE AN EXTENSION

IRS Form 4868 can be used to ask for a four-month extension to file IRS Form 1040A or Form 1040. An individual requesting an extension is under no obligation to explain why the additional time is needed. Filing of the form gives an individual until August 15, 1995 to file his or her 1994 federal tax return. The IRS will contact the individual directly only if the request for an extension is denied.

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

If the filing of Form 4868 and the subsequent four-month extension to file does not provide the individual with enough time, he or she can then file Form 2688, known as "Application for Additional Extension of Time to File U.S. Individual Income Tax Return." Another option open to the person seeking more time in which to file is to write a letter to the IRS stating the reason the extension is necessary and mail it to the correct IRS location (see "Where to File" on page 12 in this supplement).

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

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

It is important to bear in mind that the filing of Form 4868 requesting an extension does not get one off the hook from having to pay any taxes due. Form 4868, when sent in, must be accompanied by all tax monies due the U.S. government from the individual filing the extension. The deadline for filing the form and the taxes due is April 17.

Please Type or Print	Form 4868		Application for Automatic Extension of Time To File U.S. Individual Income Tax Return		OMB No. 1545-0188
	Department of the Treasury Internal Revenue Service				1994
	Your first name and initial	Last name	Your social security number		
	If a joint return, spouse's first name and initial	Last name	Spouse's social security number		
Home address (number, street, and apt. no. or rural route). If you have a P.O. box, see the instructions.					
City, town or post office, state, and ZIP code					

I request an automatic 4-month extension of time to August 15, 1995, to file Form 1040EZ, Form 1040A, or Form 1040 for the calendar year 1994 or to _____, 19____, for the fiscal tax year ending _____, 19____.

Part I Individual Income Tax—You must complete this part.

<p>1 Total tax liability for 1994. This is the amount you expect to enter on Form 1040EZ, line 9; Form 1040A, line 27; or Form 1040, line 53. If you expect this amount to be zero, enter -0-.</p> <p>Caution: You MUST enter an amount on line 1 or your extension will be denied. You can estimate this amount, but be as exact as you can with the information you have. If we later find that your estimate was not reasonable, the extension will be null and void.</p>	1	
<p>2 Total payments for 1994. This is the amount you expect to enter on Form 1040EZ, line 8; Form 1040A, line 28d; or Form 1040, line 60 (excluding line 57)</p>	2	
<p>3 BALANCE DUE. Subtract line 2 from line 1. If line 2 is more than line 1, enter -0-. If you are making a payment, you must use the Form 4868-V at the bottom of page 3. For details on how to pay, including what to write on your payment, see the instructions</p>	3	

Part II Gift or Generation-Skipping Transfer (GST) Tax—Complete this part if you expect to owe either tax.

Caution: Do not include income tax on lines 5a and 5b. See the instructions.

<p>4 If you or your spouse plan to file a gift tax return (Form 709 or 709-A) for 1994, generally due by April 17, 1995, see the instructions and check here</p> <p style="text-align: right;">} Yourself <input type="checkbox"/> } Spouse <input type="checkbox"/></p>		
<p>5a Enter the amount of gift or GST tax you are paying with this form. Also, you must use the Form 4868-V at the bottom of page 3</p>	5a	
<p>b Enter the amount of gift or GST tax your spouse is paying with this form. Also, you must use the Form 4868-V at the bottom of page 3</p>	5b	

Signature and Verification

Under penalties of perjury, I declare that I have examined this form, including accompanying schedules and statements, and to the best of my knowledge and belief, it is true, correct, and complete; and, if prepared by someone other than the taxpayer, that I am authorized to prepare this form.

Your signature	Date	Spouse's signature, if filing jointly	Date
Preparer's signature (other than taxpayer)		Date	

If you want correspondence regarding this extension to be sent to you at an address other than that shown above or to an agent acting for you, please enter the name of the agent and/or the address where it should be sent.

Please Type or Print	Name
	Number and street (include suite, room, or apt. no.) or P.O. box number if mail is not delivered to street address
	City, town or post office, state, and ZIP code

For Paperwork Reduction Act Notice, see page 3.

Cat. No. 13141W

Form **4868** (1994)

Seafarers are welcome to use the above form in case they need to file for an extension for income tax returns. The form is an exact duplication and will be honored by the Internal Revenue Service. Filing an extension does not exempt a Seafarer from paying any taxes owed the IRS.



SEAFARERS AND STATE TAXES

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

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

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

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

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

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

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

On page 14 in this issue of the *Seafarers LOG* is a chart for seamen to use if questions arise on residency and state tax issues. It includes a list of phone numbers of state tax boards and offices to call for more information. It also provides information on what each state considers to be taxable income for residents. The chart indicates that seven states do not require state taxes to be paid of its residents, and three states limit state taxes to profits earned from investments but do not consider wages subject to taxation.

ADDITIONAL STATE TAX INFORMATION ON NEXT PAGE



STATE TAX LIABILITY AND WHERE TO GET ADDITIONAL INFORMATION

STATE	RESIDENT'S TAXABLE INCOME	STATE OFFICE ADDRESS	LOCAL / TOLL-FREE NO.
Alabama	Subject to state income tax on all income.	Dept. of Revenue, Income Tax Division, 1021 Madison Ave., P.O. Box 327490, Montgomery, AL 36132-7490	(205) 242-2677
Alaska	No state tax.	Dept. of Revenue, P.O. Box 110420, Juneau, AK 99811-0420	(907) 465-2320
Arizona	Subject to tax on entire net income. A credit is only allowed for taxes paid to the other state on income derived from sources within that state which are taxable under that state's laws without regard to the residence or domicile of the recipient. No credit is allowed if the other state allows residents of Arizona a credit against taxes imposed by that state for taxes paid to Arizona.	Dept. of Revenue, P.O. Box 29086, Phoenix, AZ 85038-9086	(602) 255-3381 *(800) 352-4090 Phoenix (602) 628-6421 Tucson
Arkansas	Subject to state income tax on all income.	Tax Administrator, P.O. Box 3628, Little Rock, AR 72203-3628	(501) 682-1100 *(800) 882-9275
California	Subject to state income tax on all taxable income.	Taxpayer Information, P.O. Box 942840, Sacramento, CA 94240-0000	(916) 854-6500 (800) 852-5711
Colorado	Subject to state income taxation on federal adjusted gross income with certain modifications.	Taxpayer's Assistance, 1375 Sherman St., Denver, CO 80261	(303) 534-1209
Connecticut	Subject to state income taxation based on federal adjusted gross income with certain modifications.	Taxpayer's Assistance, 25 Sigourney St., Hartford, CT 06105	(203) 566-8520 *(800) 382-9463
Delaware	Subject to state income taxation on federal adjusted gross income with certain modifications.	Division of Revenue, State Office Bldg., Ninth & French Streets, Wilmington, DE 19801	(302) 577-3300 *(800) 292-7826
District of Columbia	Subject to DC income tax on net income.	Taxpayer Assistance Office, 1 Judiciary Square, 441 Fourth St., NW, Suite 550 North, Washington, DC 20001	(202) 727-6103 (202) 727-6104
Florida	No state tax.	Taxpayer Assistance Section, 5050 W. Tennessee St., Bldg. I, Tallahassee, FL 32399-0100	(904) 488-6800 (800) 352-3671
Georgia	Subject to tax on federal adjusted gross income less certain items.	Dept. of Revenue, 322 Plaza Level, West Tower, Floyd Bldg., Atlanta, GA 30334	(404) 656-4071 *(800) 338-2389
Hawaii	Subject to tax on entire income; credit is allowed for taxes paid to another state which is paid on income derived from sources outside the state.	First Taxation District, Oahu District Office, P.O. Box 3559, Honolulu, HI 96811-3559	(808) 587-6515 (800) 222-3229
Idaho	Subject to tax on federal taxable income with a credit for income taxes paid to another state or territory.	Tax Commission, P.O. Box 56, Boise, ID 83756-0201	(208) 334-7660 (800) 972-7660
Illinois	Subject to tax on federal adjusted gross income with certain modifications.	Taxpayer Information Division, The Willard Ice Bldg., 101 West Jefferson, P.O. Box 19044, Springfield, IL 62794-9044	(217) 782-3336
Indiana	Subject to tax on federal adjusted gross income with certain modifications and with the possibility of a credit for state taxes paid to another state.	Taxpayer Information, 100 N. Senate Ave., Room N105, Indianapolis, IN 46204-2253	(317) 232-2240
Iowa	Subject to tax on federal adjusted gross income with modifications and with the possibility of a credit against Iowa tax for taxes paid to another state on income subject to tax in Iowa.	Taxpayer Service Section, Iowa Dept. of Revenue and Finance, P.O. Box 10457, Des Moines, IA 50306	(515) 281-3114 *(800) 367-3388
Kansas	Subject to tax on federal adjusted gross income with certain modifications.	Taxpayer Assistance Bureau, Docking State Office Bldg., 915 Harrison, 3rd floor, Topeka, KS 66612-1588	(913) 296-0222
Kentucky	Subject to tax on federal adjusted gross income with certain modifications.	Revenue Cabinet, 200 Fair Oaks Lane, Frankfort, KY 40620-0001	(502) 564-4580
Louisiana	Subject to tax on all income reportable for federal purposes with certain exceptions.	Taxpayer Information, P.O. Box 3440, Baton Rouge, LA 70823-0001	(504) 925-4611
Maine	Subject to tax on taxable income with the possibility of a reduction of taxes for taxes paid to another jurisdiction.	Bureau of Taxation, P.O. Box 1067, Augusta, ME 04332-1067	(207) 626-8475 *(800) 773-7895
Maryland	Subject to tax on federal adjusted gross income with certain modifications.	Comptroller of the Treasury, Revenue Administration, Annapolis, MD 21411-0001	(410) 974-3981 (800) 638-2937
Massachusetts	Subject to a tax on federal adjusted gross income. A credit for taxes paid to other states is allowed.	Massachusetts Dept. of Revenue, 100 Cambridge St., Boston, MA 02204	(617) 727-4545 *(800) 392-6089
Michigan	Subject to tax on federal adjusted gross income allocable to sources within Michigan.	Taxpayer Information, Treasury Bldg., 430 W. Allegan St., Lansing, MI 48922	(517) 373-2873 *(800) 487-7000
Minnesota	Subject to tax on federal adjusted gross income with certain modifications.	Dept. of Revenue, Taxpayer Information, 10 River Park Plaza, St. Paul, MN 55146-4450	(612) 296-3781 (800) 652-9094
Mississippi	Subject to tax on entire net income.	Tax Commission, P.O. Box 23050, Jackson, MS 39225-3050	(601) 359-1141
Missouri	Subject to tax on Missouri taxable income with certain modifications.	Dept. of Revenue, Truman State Office Bldg., Room 330, Jefferson City, MO 65101	(314) 751-7191
Montana	Subject to tax on federal adjusted gross income with certain modifications. Credit for taxes paid to other states is allowed.	Dept. of Revenue, P.O. Box 5805, Helena, MT 59604	(406) 444-2837
Nebraska	Subject to tax on federal adjusted gross income with certain modifications.	Taxpayer's Assistance, 301 Centennial Mall South, P.O. Box 94818, Lincoln, NE 68509-4818	(402) 471-5729 (800) 742-7474
Nevada	No state tax.	Dept. of Taxation, Capital Complex, Carson City, NV 89710-0003	(702) 687-4892
New Hampshire	Subject to tax on interest and dividends over \$1,200.	Taxpayers Assistance Office, P.O. Box 637, Concord, NH 03302-0637	(603) 271-2186
New Jersey	Subject to tax on entire New Jersey gross income; credit is allowed for tax paid to another state on income subject to New Jersey income tax.	Taxpayer Information, 50 Barrack St., CN 269, Trenton, NJ 08646-0269	(609) 588-2200 *(800) 323-4400
New Mexico	Subject to tax on federal taxable income with certain modification and with the possibility of a credit for taxes paid to another state.	Tax & Revenue Dept., P.O. Box 360, Santa Fe, NM 87509-0630	(505) 827-0700
New York	Subject to tax on federal adjusted gross income with certain modifications.	Taxpayer's Assistance, W.A. Harriman State Campus, Bldg. 8, Albany, NY 12227	(518) 438-8581 *(800) 225-5829
North Carolina	Subject to tax on net income with the possibility of a tax credit for taxes paid to another state.	Dept. of Revenue, Revenue Bldg., 501 N. Wilmington St., Raleigh, NC 27640	(919) 733-4682
North Dakota	Subject to tax on federal taxable income with certain modifications.	Taxpayer Information, State Capitol, Bismarck, ND 58505-0599	(701) 328-3450 *(800) 638-2901
Ohio	Subject to tax on federal adjusted gross income with certain modifications.	Ohio Dept. of Taxation - Taxpayer Service, P.O. Box 2476, Columbus, OH 43266-0076	(614) 846-6712 *(800) 282-1780
Oklahoma	Subject to tax on the federal adjusted gross income with certain modifications.	Taxpayer Information, Connors Bldg., 2501 Lincoln Blvd., Oklahoma City, OK 73194	(405) 521-3146 *(800) 522-8165
Oregon	Subject to tax on federal taxable income with certain modifications; credit against Oregon income taxes for taxes imposed by another state is allowed.	Revenue Bldg., 955 Center St., NE, First floor, Room 135, Salem, OR 97310	(503) 378-4988 *(800) 356-4222
Pennsylvania	Subject to tax on income with a credit for taxes paid to another state on income also subject to tax in Pennsylvania.	PA Dept. of Revenue, Strawberry Square, Harrisburg, PA 17128-0101	(717) 783-1405
Rhode Island	Subject to tax on federal adjusted gross income with certain modifications.	Division of Taxation, One Capitol Hill, Providence, RI 02908-5801	(401) 277-2905
South Carolina	Subject to tax on entire net income.	Dept. of Revenue, Columbia Mill Bldg., 301 Gervais St., P.O. Box 125, Columbia, SC 29214	(800) 763-1295
South Dakota	No state tax.	Dept. of Revenue, 700 Governors Dr., Pierre, SD 57501-2291	(605) 773-5141
Tennessee	Subject to tax on dividends from stock and interest on bonds.	Dept. of Revenue, Andrew Jackson State Office Bldg., Nashville, TN 37242-0482	(615) 741-3665 *(800) 342-1003
Texas	No state tax.	Taxpayer Assistance, Capital Station, Austin, TX 78774	*(800) 252-5555
Utah	Subject to tax on federal taxable income with certain modifications.	Utah State Tax Commission, 210 North 1950 West, Salt Lake City, UT 84134	(801) 297-2200 *(800) 662-4335
Vermont	Subject to tax on federal adjusted gross income with a credit for income taxes paid to another state or territory upon income derived from sources within that state or territory.	Dept. of Taxes, 109 State St., Montpelier, VT 05609-1401	(802) 828-2865
Virginia	Subject to tax on federal adjusted gross income with certain modifications.	Taxpayer Information, P.O. Box 1115, Richmond, VA 23208-1115	(804) 367-8031
Washington	No state tax	Dept. of Revenue, 415 General Admin. Bldg., P.O. Box 47454, Olympia, WA 98504-7454	(206) 753-5540
West Virginia	Subject to taxable income as defined in terms of federal adjusted gross income with modifications.	Taxpayer Services, P.O. Box 3784, Charleston, WV 25337-3784	(304) 558-3333 *(800) 982-8297
Wisconsin	Subject to tax on federal adjusted gross income with certain modifications.	Dept. of Revenue, 4638 University Ave., Madison, WI 53705	(608) 266-2486
Wyoming	No state tax.	Dept. of Revenue, 122 West 25th St., Cheyenne, WY 82002	(307) 777-7962

* within state only

SOURCE: Department of Defense, Office of the Secretary of Defense, Federal Voting Assistance Program; Voting Assistance Guide 1994-95; Appendix I. Probable State Income Tax Liability.

**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
(334) 478-0916

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

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

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

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

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

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

PORT EVERGLADES
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 16½
Santurce, PR 00907
(809) 721-4033

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

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

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

Dispatchers' Report for Great Lakes

DECEMBER 16, 1994—JANUARY 15, 1995

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

Port	DECK DEPARTMENT								
	CL	L	NP	CL	L	NP	CL	L	NP
Algonac	0	35	6	0	15	11	0	42	14
Port	ENGINE DEPARTMENT								
	CL	L	NP	CL	L	NP	CL	L	NP
Algonac	0	15	3	0	16	7	0	17	7
Port	STEWARD DEPARTMENT								
	CL	L	NP	CL	L	NP	CL	L	NP
Algonac	0	7	0	0	5	9	0	10	2
Port	ENTRY DEPARTMENT								
	CL	L	NP	CL	L	NP	CL	L	NP
Algonac	0	12	9	0	0	0	0	36	27
Totals All Departments	0	69	18	0	36	27	0	105	50

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

Dispatchers' Report for Inland Waters

DECEMBER 16, 1994 — JANUARY 15, 1995

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

Region	DECK DEPARTMENT								
	A	B	C	A	B	C	A	B	C
Atlantic Coast	3	0	0	2	0	0	20	2	0
Gulf Coast	2	3	5	1	4	1	1	2	13
Lakes & Inland Waters	36	0	0	17	0	0	44	0	0
West Coast	1	0	12	29	2	33	5	9	51
Totals	42	3	17	49	6	34	70	13	64
Region	ENGINE DEPARTMENT								
	A	B	C	A	B	C	A	B	C
Atlantic Coast	2	0	0	1	0	0	2	1	0
Gulf Coast	1	0	0	1	0	0	1	1	1
Lakes & Inland Waters	14	0	0	9	0	0	22	0	0
West Coast	1	0	1	0	0	0	1	0	1
Totals	18	0	1	11	0	0	26	2	2
Region	STEWARD DEPARTMENT								
	A	B	C	A	B	C	A	B	C
Atlantic Coast	1	0	0	1	0	0	2	0	0
Gulf Coast	1	1	0	1	0	1	3	1	0
Lakes & Inland Waters	1	0	0	1	0	0	7	0	0
West Coast	0	0	2	0	2	2	1	1	6
Totals	3	1	2	3	2	3	13	2	6
Totals All Departments	63	4	20	63	8	37	109	17	72

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

SIU BULLETIN BOARD

**UPCOMING
PORT ARTHUR, TEXAS
MEMBERSHIP MEETINGS**

A general informational Seafarers membership meeting will be held on Wednesday, February 1, 1995 at 2:00 p.m. It will take place at the Ramada Inn on Highway 87 in Port Arthur. Future meetings will be held March 1, April 5 and May 3 at the same time and same location. Contact the Houston SIU hall for further information.

**NEW YORK CLINIC
CHANGES AFFILIATION**

Dr. Berlin is now affiliated with Occupational Health Services, which serves as the clinic for Seafarers in the New York area. The address remains 794 Union Street, Brooklyn, NY 11215; telephone (718) 783-6578. Hours of operation are: Monday - 9 a.m. - 7 p.m.; Tuesday and Thursday - 9 a.m. - 5 p.m.; Wednesday - 9 a.m. - 6 p.m.; Friday - 9 a.m. - 3 p.m.

UPDATE YOUR ADDRESS

In order to ensure that active SIU members and pensioners receive 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. If you have moved recently and have not yet notified the union, go to your nearest union hall and fill out a change of address form or send your new address (along with your name, book number and social security number) to: Address Control, Seafarers International Union, 5201 Auth Way, Camp Springs, MD 20746.

**NEW AREA CODE
FOR SOUTHERN ALABAMA**

Effective January 15, 1995, Alabama has a new area code, 334, which will apply to the southern parts of the state. The telephone number for the SIU Mobile hall is now (334) 478-0916; the FAX number is (334) 478-4658.

**THINK WARM:
PLAN YOUR VACATION
AT PINEY POINT**

Each summer, a number of rooms at the Paul Hall Center for Maritime Training and Education in Piney Point, Md. are set aside for Seafarers and their families to vacation for up to two weeks. Piney Point vacationers can enjoy the school's comfortable accommodations, use of the recreational facilities and three good meals a day. And the location is ideal for traveling to many of the area's educational and historical sites. Seafarers should start thinking about how Piney Point could be a part of their vacation plans. Watch for additional information in upcoming issues of the *Seafarers LOG* or contact the Paul Hall Center at (301) 994-0010.

Joining the growing number of SIU pensioners this month are 13 Seafarers who have retired after many years of sailing the world's waterways.

Eleven of those signing off their ships for the last time sailed in the deep sea division, one navigated the inland waterways and one worked on Great Lakes' vessels.

Seven of the retiring Seafarers served in the U.S. military—two in the Navy, two in the Army, two in the Air Force and one in the Coast Guard.

Two of the new pension enrollees have been SIU members since the 1940s: **Alfred Tampol** who signed on in Norfolk, Va. and **William Holland** who joined the union in New Orleans.

Among this month's retirees is **Claude J. Dockery**, who completed the bosun recertification course in 1988 at the Lundeberg School in Piney Point, Md.

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

DEEP SEA



BILL A. ABULENCIA, 65, signed on with the Seafarers in 1969 in the port of New York.

Brother Abulencia sailed in the deck department and upgraded his skills at the Lundeberg School in Piney Point, Md. Born in the Philippines, Brother Abulencia has retired to California.

RICHARD BRUMAGE, 66, signed on with the SIU in the port of Honolulu. He sailed in the steward department and upgraded to chief cook at the Lundeberg School. Prior to joining the SIU, Brother Brumage was a member of the Marine Cooks and Stewards union and graduated from their training school in Santa Rosa, Calif. He served in the U.S. Army from 1950 to 1953. A native of Pennsylvania, Brother Brumage currently resides in Nevada.



CHARLES J. DOCKERY, 66, was born in Oklahoma. He joined the union in 1966 in the port of Wilmington, Calif., sailing as a member of the deck department.

Brother Dockery upgraded at the Lundeberg School and completed the bosun recertification program there in 1988. Brother Dockery has retired to his native Oklahoma.

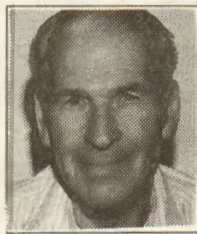
RICHARD GARCIA, 65, began sailing with the Seafarers in 1951 in the port of Savannah, Ga. He sailed



**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.

in the steward department and upgraded at the Lundeberg School. He served in the U.S. Air Force from 1951 to 1955. Born and raised in Tampa, Fla., Brother Garcia has retired to his home state.



LUCIEN GUMM, 59, a native of Washington, joined the SIU in 1968 in the port of Seattle. Brother

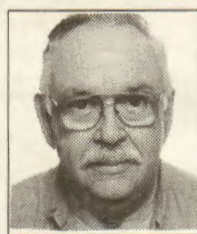
Gumm sailed in the deck department. He served 20 years in the U.S. Navy. Brother Gumm continues to reside in Washington.

WILLIAM L. HOLLAND, 65, signed on with the union in 1948 in the port of New Orleans. He sailed in the engine department, starting out as an FOWT and working his way up to QMED. He also sailed as a second assistant engineer. Born in Paris, Texas, Brother Holland now resides in California.



JOSEPH J. MCGILL, 59, born in Brooklyn, N.Y., joined the Seafarers in 1958 in the port of Jacksonville, Fla. Brother McGill sailed in both the engine and deck departments. He served in the U.S. Army from 1959 to 1961. Brother McGill makes his home in Florida.

WILLIAM N. SLUSSER, 68, was born in Roanoke, Va. He began sailing with the Seafarers in



1956 from the port of Savannah, Ga. Brother Slusser sailed in the engine department and upgraded at the Lundeberg School to QMED. He served in the U.S. Coast Guard from 1943 to 1946 and again from 1948 to 1951. Brother Slusser presently lives in the state of Washington.



ALFRED TAMPOL, 66, signed on with the union in 1945 in the port of Norfolk, Va. Born in the

Philippine Islands, Brother Tampol became a naturalized U.S. citizen. He sailed in the engine department, starting out as an oiler and later upgrading at the Lundeberg School to electrician.

Brother Tampol has retired to New York.

TEODORO VALERIO, 58, joined the Seafarers in 1968 in the port of New Orleans. He sailed as a member of the deck department. Born in Honduras, Brother Valerio became a naturalized U.S. citizen and currently resides in Louisiana.



DUANE K. WITT, 55, signed on with the union in 1965 in the port of Duluth, Minn. The

Wisconsin native started sailing in the union's Great Lakes district and later transferred to the deep sea division as a member of the deck department. Brother Witt presently lives in Wisconsin.

INLAND

MANUEL "JOE" SIGLER, 67, signed on with the SIU in 1952 in the port of Chicago. He sailed aboard deep sea, inland and Great Lakes vessels in the deck department. Eighteen years ago, Brother Sigler became an official for the



Brother Sigler currently resides in Missouri.

GREAT LAKES



TED MILLIGAN, 62, joined the Seafarers in 1961 in the port of Buffalo, N.Y. Brother Milligan, a tug

fireman, sailed in both the deck and engine departments. Brother Milligan also sailed on inland vessels. He served in the U.S. Air Force from 1952 through 1956. Brother Milligan has retired to his native state of Michigan.

**Social Security Payments
To Go Up 2.8% in 1995**

The start of any new year brings many changes in local, state and federal laws. With regard to Social Security and its benefits, 1995 is no different.

Perhaps the most anticipated and noticed change is the announcement that benefits for those persons receiving Social Security will go up. The federal government has announced that Social Security recipients should have received a 2.8 percent increase in their benefits with their January check. The increase is based on the annual rise in the Consumer Price Index.

As determined by the Social Security Administration, the average monthly benefit for a retired worker will go up in 1995 to \$698 from last year's average of \$679. For a husband and wife who both receive benefits, the average monthly benefit will be \$1,178. This is only an average—many people receive more while others get less.

Also increasing in 1995 is the maximum amount of money that Social Security recipients between the ages of 65 and 69 can earn without losing any of their benefits. The new limit is \$11,280 of taxable income in a year. After that amount is reached, \$1 is withheld from benefits for every \$3 over the limit.

For those persons receiving Social Security who are under the age of 65, the new maximum annual earning limit is \$8,160. When this amount is reached, \$1 is withheld for every \$2 over the limit.

The maximum earning amount still does not apply to anyone 70 years of age or older.

Finally, the Social Security Administration announced there would be no changes in the percentage of withholding tax taken from paychecks for Social Security or Medicare.

LOG-A-RHYTHMS

By Michael J. Cushman

Life at Sea

*I see the ships anchored out
in the harbor,
I see them unloading in the ports.
I wonder if I could be a sailor
of the seas.
Exotic lands await me,
Tropical islands chart my way.
I would spend my time
Carving scrimshaws,
Mending the sails,
Batting down the hatches,
Seeing what's on the poop deck,
among other things.
Ah, the sailor's life it's for me.*

Seafarer

*I am a seafarer,
A sailor of the seas.
I bring to you the cargo and supplies
you need
From around the world and across
the seas.
I am a citizen of the world and a sailor
of the seas.
Ships have been my mistresses.
The sea has been my bride.
I am happy with the life I lead.
A seafarer until I die.*

(An SIU member since 1980, Michael J. Cushman has attended a number of courses at the Lundeberg School and upgraded to chief cook in 1987. Brother Cushman has contributed many of his poems to the *Seafarers LOG* in the past. "Alexander Kane Cushman," published in the March 1994 issue, was from a book of poems he wrote for his son. The poems above are two of his most recent.)

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.

RANGER (Vulcan Carriers), September 25—Chairman **Larry McCants**, Secretary **Chih-hua Chang**, Engine Delegate **Alex Resendez III**, Steward Delegate **Tookie Davalie**. Chairman noted refrigerator fixed, new VCR received and new couch put in crew lounge. He announced receipt of *Seafarers LOGs*. Educational director advised crew of selected upgrading courses offered at union halls and encouraged all members to take advantage of regular upgrading opportunities at Lundeberg School at the Paul Hall Center in Piney Point, Md. No beefs or disputed OT reported. Chairman reminded crewmembers to check z-cards for renewal dates. Chairman urged crewmembers to send pictures to *Seafarers LOG*.

RANGER (Vulcan Carriers), October 2—Chairman **Larry McCants**, Secretary **Chih-hua Chang**, Educational Director **Hanable Smith**, Engine Delegate **Alex Resendez III**, Steward Delegate **Tookie Davalie**. Chairman reported crewmembers will have picture and thumb print taken for shore passes. He asked crew to record serial numbers from ship's equipment. Educational director emphasized importance of upgrading at Paul Hall Center. Crew discussed setting up movie fund for purchase of new films. No beefs or disputed OT reported. Crew requested floor mats be placed at entrances and exits of house. Chairman asked crewmembers to return videotapes after use and reminded them to separate plastics from normal waste. He reminded crew to lock all rooms while in port. Ship heading to Argentina.

SEA-LAND DISCOVERY (Sea-Land Service), October 16—Chairman **Nelson Sala**, Secretary **José Colls**, Educational Director **Joseph Shuler**, Deck Delegate **Efstratios Zoubantis**, Engine Delegate **R. Col-lazo**, Steward Delegate **Jorge Salazar**. Chairman announced payoff and sailing time. Secretary expressed good wishes for Captains **G.K. Pappas** and **Richard Sandifer** on their recent retirements. Deck delegate reported disputed OT. No beefs or disputed OT reported by engine or steward delegates. New washing machine requested by crew. Steward department thanked for keeping up good work. Next port: Elizabeth, N.J.

SEA-LAND ENTERPRISE (Sea-Land Service), October 9—Chairman **Elex Cary Jr.**, Deck Delegate **Brian Bassett**, Engine Delegate **Prentiss Smith**, Steward Delegate **Donald Garrison**. Crew extended special vote of thanks to Chief Cook **Garrison** for fine meals and excellent barbecue on deck. Crew asked contracts department for clarification of overtime worked. Galley gang thanked crew for helping keep mess hall and lounge clean. Next port: Tacoma, Wash.

SEA-LAND NAVIGATOR (Sea-Land Service), October 30—Chairman **Werner Becher**, Secretary **Joseph Smith**, Deck Delegate **George Khan**, Engine Delegate **Chris Davis**, Steward Delegate **Jasper Jackson**. Crew requested new washing machine and dryer. Chairman announced new lock installed in lounge and asked crewmembers to deep doors locked while in port. He reported payoff in Tacoma, Wash. on October 28. Engine delegate reported disputed OT. No beefs or disputed OT reported by deck or steward department delegates. Next port: Oakland, Calif.

SEA-LAND SPIRIT (Sea-Land Service), October 16—Chairman **David Williams**, Secretary **Steve Apodaca**, Educational Director **Charles Henley**, Deck Delegate **Michael Soren-**

son, Engine Delegate **Donnie Hester**, Steward Delegate **Arthur Medieros**. Secretary urged crewmembers to upgrade at Lundeberg School. Educational director stressed importance of donating to SPAD. Treasurer reported \$203 in ship's fund and \$97 in movie fund. No beefs or disputed OT reported by all three departments. Chairman asked crewmembers to notify bridge before going on deck in bad weather. Crew thanked galley gang for great barbecue. Chairman reminded crew to keep noise to a minimum while in house so those off duty may sleep. Next port: Honolulu.

USNS SEALIFT ARABIAN SEA (IMC), October 24—Chairman **Tom Prather**, Deck Delegate **Kimberly Clark**. Secretary asked all crewmembers to cooperate in keeping mess decks and laundry spaces clean. Crew discussed safety course offered at Piney Point. Crewmembers requested new movies and VCR. Ship heading to port in England.

CHARLES L. BROWN (Transoceanic Cable), November 28—Chairman **Francisco Sousa**, Secretary **Brenda Kamiya**, Educational Director **Joe Stores**, Deck Delegate **Clive Steward**. Chairman said rules for meal hours are posted in mess hall. He announced payoff and discussed upcoming cable training exercise. Treasurer reported \$200 in ship's fund. No beefs or disputed OT reported. Chairman reminded crew to clean up crew mess area and TV lounge at night.

HUMACAO (PRMMI), November 7—Chairman **Roberto Diaz**, Steward Delegate **German Rios**, Educational Director **Eddie Johnson**, Deck Delegate **Manuel Sabater**, Engine Delegate **Lucas Martinez**, Steward Delegate **Troy Brown**. Chairman noted payoff in Elizabeth, N.J. and asked those crewmembers signing off to clean room and turn in dirty linen. Disputed OT reported by engine delegate. No beefs or disputed OT reported by deck or steward department delegates. Crew thanked galley gang for job well done. Next port: San Juan, P.R.

LNG ARIES (ETC), November 27—Chairman **John P. Davis**, Secretary **Doyle E. Cornelius**, Educational Director **Jose A. Quinones**, Deck Delegate **George M. Silalahi**, Engine Delegate **Dasril Panko**, Steward Delegate **Arlene Ringler**. Chairman reminded crewmembers of no smoking policy in crew lounge. Educational director asked crewmembers to think about importance of upgrading at Piney Point. Treasurer reported \$437 in ship's fund. No beefs or disputed OT reported. Crew thanked steward department for job well done, especially delicious Thanksgiving Day dinner.

LONG LINES (Transoceanic Cable), November 18—Chairman **Perfecto Amper**, Secretary **Michael Bonsignore**, Educational Director **Juanito Danslan**, Engine Delegate **Anthony Powers**, Steward Delegate **William Smith**. Crew requested new washer and dryer. Chairman and secretary stressed importance of upgrading at Paul Hall Center. No beefs or disputed OT reported. Treasurer reported \$1,800 in ship's fund. Crew thanked galley gang for job well done. Next port: Hueneme, Calif.

OMI SACRAMENTO (Vulcan Carriers), November 6—Chairman **Ray Gorju**, Secretary **Dante Slack**, Educational Director **Robert Caldwell**, Deck Delegate **George Giraud**, Steward Delegate **Earl Mathews**. Chairman reported ship arriving in Lake Charles, La. on November 9 and asked crewmembers signing off to leave keys. He thanked crew for good trip. Chairman added

ship would next sail to Abijan, Ivory Coast. Educational director joined with chairman to urge members to attend upgrading classes at Paul Hall Center. No beefs or disputed OT reported by all three departments. Chairman noted holiday messages received from union headquarters and posted. Crew asked contracts department to look into changing time needed for vacation. Discussion held regarding smoking rules for crew lounge.

OVERSEAS HARRIETTE (Maritime Overseas), November 27—Chairman **Daniel Laitinen**, Secretary **George Quinn**, Educational Director **David Dunklin**, Deck Delegate **Donnie R. McCawley**, Engine Delegate **Donald G. Volluz**, Steward Delegate **Miguel Aguilar**. Chairman thanked crewmembers for smooth trip to Guatemala. He announced ship returning to New Orleans to load before sailing for Mozambique. Secretary thanked crewmembers for help separating plastics for disposal. Educational director encouraged members to upgrade at Lundeberg School. No beefs or disputed OT reported. Crew extended special thanks to steward department for great Thanksgiving dinner.

OVERSEAS OHIO (Maritime Overseas), November 28—Chairman **Walter O. Weaver**, Secretary **Earl Gray Sr.**, Educational Director **Glenn Henderson**, Deck Delegate **Paul Adams**, Engine Delegate **Karl Benes**, Steward Delegate **Musa Ahmed**. Chairman thanked crewmembers for job well done in Valdez, Alaska when cold weather and snow made working conditions difficult. He gave belated Thanksgiving wishes to all union members.

Secretary extended special vote of thanks to crewmembers for helping keep plastics separated from regular refuse. He urged all members to attend upgrading courses at Piney Point. Educational director updated members on classes offered at Paul Hall Center. He said all crewmembers will be required to take certain courses if sailing aboard tankers. Engine delegate reported beef. No beefs or disputed OT reported by deck or steward department delegates. Crew thanked Captain **Moore** for acquiring lobsters for Thanksgiving meal and gave special vote of thanks to galley gang for excellent job done preparing great holiday meal. Minute of silence observed in memory of deceased SIU brothers and sisters.

OVERSEAS WASHINGTON (Maritime Overseas), November 29—Chairman **Tim Koebel**, Secretary **Robert Miller**, Educational Director **Kevin Wray**, Steward Delegate **Charles Atkins**. Chairman advised crewmembers signing off to leave room clean and deposit key with department head. He reminded crew to observe no smoking rule in lounge. No beefs or disputed OT reported. Next port: St. James, La.

RICHARD G. MATTHIENEN (Ocean Shipholding), November 13—Chairman **James T. Martin**, Secretary **Lovell McElroy**, Educational Director **Ronnie Day**, Deck Delegate **Dana Naze**, Engine Delegate **Gilbert Tedder**, Steward Delegate **Mohamed R. Quarish**. Treasurer reported \$940 in ship's fund. No beefs or disputed OT reported. Chairman reminded crewmembers that all tanker workers must take safety course at Piney Point. Ship heading to port in France.

SEA-LAND CHALLENGER (Sea-Land Service), November 20—Chairman **Roy Williams**, Secretary **Herbert Scypes**, Educational Director **Gary Morrison**, Steward Delegate **Oswaldo Rios**. Chairman noted payoff in next port, Elizabeth, N.J. New TV and VCR requested for crew lounge. Secretary asked for new refrigerator and garbage disposal in galley. No beefs or disputed OT reported. Crew thanked steward department for job well done.

SEA-LAND CRUSADER (Sea-Land Service), November 7—Chairman **Harold Berggren**, Secretary **Nick Andrews**, Educational Director **Oswald Bermeo**, Deck Delegate **Mark Fleming**, Engine Delegate **Lawrence Craig**. Chairman noted payoff in Elizabeth, N.J. and reminded crew to separate plastic from regular refuse. Educational director recommended all members

upgrade at Paul Hall Center to enhance job skills. No beefs or disputed OT reported by all three department delegates.

SEA-LAND DISCOVERY (Sea-Land Service), November 13—Chairman **Nelson Sala**, Secretary **José Colls**, Educational Director **Joseph Shuler**, Deck Delegate **Efstratios Zoubantis**, Engine Delegate **R. Col-lazo**, Steward Delegate **Jorge Salazar**. Chairman announced payoff at next port when patrolman boards ship. No beefs or disputed OT reported. Chairman told crew new captain signing on in Elizabeth, N.J. Crew gave vote of thanks to galley gang for good job done. Steward department thanked crewmembers for keeping mess room and lounge area clean.

SEA-LAND EXPRESS (Sea-Land Service), November 27—Chairman **Ernest Duhon**, Secretary **Joe Johnson**, Educational Director

also extended special vote of thanks to engine department for job well done. No beefs or disputed OT reported. Educational director urged members to upgrade at Lundeberg School. Next port: Long Beach, Calif.

SEA-LAND PACIFIC (Sea-Land Service), November 7—Chairman **Lothar Reck**, Secretary **George Bronson**, Educational Director **Raymond Clock**, Deck Delegate **Robert Smith**, Engine Delegate **Bryan Chan**, Steward Delegate **Dien Short**. Chairman reminded members to attend ship's union meetings, read *Seafarers LOG* and know union contract. He reminded crew to keep personal quarters and laundry room clean. Importance of SPAD donations discussed. Secretary thanked crewmembers for keeping mess hall and crew lounge clean. Educational director advised members to upgrade at Piney Point and renew z-card by date posted on bulletin board in crew

Aries Crew Readies for Holiday Meal



Steward department crewmembers aboard the LNG Aries pose for a picture in the midst of their preparations for the Thanksgiving Day dinner aboard ship. From the left are SA Cindy Winter, SA Anthony Jacobson, Chief Cook Arlene Ringler, SA Shawn Fujiwara and (back) Steward Doyle Cornelius.

Michael Powell, Deck Delegate **Den-nis Brown**, Engine Delegate **Richard Surrick**, Steward Delegate **Mike Bubaker**. Chairman thanked steward department for wonderful Thanksgiving Day dinner. Educational director advised members to upgrade at Paul Hall Center. Deck delegate reported disputed OT. No beefs or disputed OT reported by engine or steward department delegates. Entire crew extended special vote of thanks to galley gang for great holiday dinner.

SEA-LAND INDEPENDENCE (Sea-Land Service), November 7—Chairman **Kenneth McGregor**, Secretary **James Prado**, Educational Director **Angelo Dunklin**, Deck Delegate **George Kriess**, Engine Delegate **Ronald Adriani**, Steward Delegate **Amanda Suncin**. Chairman discussed z-card renewal information received from union headquarters. He noted ship a day late due to severe storm and high seas. Crewmembers thanked for helping recover gangway and lifeboat which were dislodged during storm. He added that no injuries were sustained under very dangerous conditions. Deck delegate reported disputed OT. No beefs or disputed OT reported by other two departments. Next port: Long Beach, Calif.

SEA-LAND INNOVATOR (Sea-Land Service), November 20—Chairman **John Stout**, Secretary **Jose Bayani**, Educational Director **David Bautista**, Deck Delegate **R. Rollins**, Engine Delegate **Charles Howell**, Steward Delegate **Gumpoy Wong**. Chairman reported tiles on second level need changing. Crew discussed Sea-Land's re-flagging efforts and what U.S. government must do to keep strong U.S.-flag fleet. Chairman advised crewmembers signing off to return keys and clean rooms. He asked crew to avoid slamming doors while others are asleep. Crew thanked steward department for good food and barbecue. Secretary thanked chairman and deck department for clean and freshly painted ship. He

lounge. Treasurer announced \$340 in ship's fund and recent purchase of 15 new movies. No beefs or disputed OT reported. Crew thanked galley gang for job well done. Bosun asked crew to separate aluminum cans from plastic and regular garbage. Next port: Tacoma, Wash.

SEA-LAND SPIRIT (Sea-Land Service), November 13—Chairman **David Williams**, Secretary **Steve Apodaca**, Educational Director **Charles Henley**, Deck Delegate **Michael Sorenson**, Engine Delegate **Donnie Hester**, Steward Delegate **Arthur Medieros**. Chairman reminded crewmembers to turn in extra linens. Secretary advised those crewmembers wishing to upgrade skills to visit Paul Hall Center. Educational director stressed importance of donating to SPAD. Treasurer announced \$61 in movie fund and \$200 in ship's fund. No beefs or disputed OT reported. Thanks given to steward department for job well done. Crew also thanked engine department for excellent job done in paint locker. Next port: Honolulu.

SEA-LAND TRADER (Sea-Land Service), November 6—Chairman **Larry Watson**, Secretary **Ronald Fluker**, Educational Director **Milton Sabin**, Deck Delegate **Rick Patek**, Engine Delegate **Joe Graves**, Steward Delegate **Clarence Page**. Chairman advised crew that ship arriving in Tacoma, Wash. three days late due to rough seas. He urged members to read *Seafarers LOG* and get involved in union activities. He encouraged crewmembers to bring families to Lundeberg School while upgrading. Crew extended special vote of thanks to galley gang for special culinary efforts. Educational director reminded members to send holiday greetings through the *Seafarers LOG*. Treasurer reported \$200 in ship's fund. No beefs or disputed OT reported by department delegates. Chairman announced letter of thanks received from wife of Oiler **Lee Stantinos** who suffered a ruptured gall bladder and was air-lifted from ship. Next port: Oakland, Calif.

A Holiday Treat for Children of Mobile Seafarers



More than 50 children of Seafarers and their guests gather around Santa at the Mobile hall's holiday party to listen to him read a Christmas story and let them know he's ready to visit each of them on his midnight sleigh ride.



Alexander Lassic Walker is the nephew of Alicia Lorge, secretary at the Mobile hall.



DEU Cleveland West's son, Corey, sits on Santa's knee to whisper his Christmas wish list.



Alicia Watkins, daughter of Bosun Reginald Watkins, tells Santa she's been a good girl.



Justin Tew, Alicia Lorge's guest, hopes Santa will bring him lots of toys this Christmas.

Holiday festivities got off to an early start in the SIU hall in Mobile, Ala. when active and retired Seafarers, with their families and friends, came together on December 17 for an afternoon of food, fun, fraternization . . . and Santa Claus.

A great holiday buffet was provided for the more than 200 persons who packed the hall. Retired Bosun Albert "Tony" Bourgot and his wife, Beverly, and Retired Chief Steward Esau Wright volunteered to do all the food preparation, cooking and serving. In addition, Delia Carter, wife of Port Agent Dave Carter,

roasted some turkeys for the event. And what a spread it was! There were hams and turkeys with all the usual holiday trimmings. And desserts galore!

But the highlight, at least for the more than 50 children in attendance, was the appearance of Santa Claus, who read "The Night Before Christmas" to the kids and let them know he was prepared for his upcoming midnight sleigh ride. Each child had the opportunity to sit on Santa's knee to whisper his or her Christmas wish list to him, and each received a Christmas stocking filled with candy, including a large peppermint stick.



SIU members, retirees, families and friends fill the Mobile hall with lots of great food and good cheer.



Carrying food from the buffet to his seat is SA Kenneth Seals.



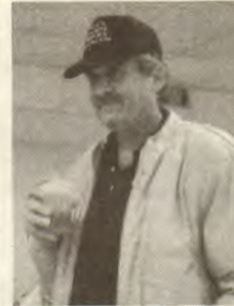
FOWT Cornelius Cade and his wife pose for the roving photographer at the Mobile hall's Christmas party.



Retiree Fred "Bull" Lindsey used to sail as a steward/baker.



OMU Joe Previto's nephews, Corey and Blake, are two of more than 50 children who came to the union hall to see Santa.



Pumpman William Dunklin socializes with fellow Seafarers.



Olivia Nicole Lorge, Alicia Lorge's daughter, has a great time.



OMU Percy Payton is surrounded by other members of his family at the afternoon holiday party in the Mobile hall.



Amos and Ernestine Myers join in on the festivities. Amos sails as an FOWT from the Mobile hall.



Bosun James Blanchard is accompanied by his wife and son for a delicious holiday meal.



From left, Retiree Albert "Tony" Bourgot, Beverly Bourgot, Retiree Esau Wright and Delia Carter can take the credit for all the delicious food.



Enjoying the holiday event are QMED Charles Kennedy with his wife, Brenda, and daughter, Tameka.



SIU Scholarships: Windows to the Future

Snow, ice, flooding—these are all familiar visions of winter in various regions of the United States—often leading to the “winter blues.” But one way to combat the winter blues is to think about the future—your future. Think about continuing your education.

Some 38 years ago, the Seafarers International Union's Atlantic and Gulf District became the first maritime union in America to establish a scholarship program to help qualified members, their spouses and dependent children finance college and vocational education.

In 1995, the union will offer seven scholarships. As in past years, four are set aside for the children and spouses of Seafarers. Each of these four scholarships is for \$15,000 to be used at a four-year college or university. The other three are for Seafarers themselves. One of the awards is for \$15,000 for use at a four-year institution of higher learning. The other two scholarships amount to \$6,000 each and may be used for study at a community college or vocational school.

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

DEADLINES

Completed applications with all necessary information included must be mailed and

postmarked on or before April 15, 1995.

Since SAT or ACT exam results are part of the application package, and since they are given only at certain times of the year, applicants should plan ahead to take the exam required by the college or trade school they plan to attend. (Tests must be taken by February 1995—this month—to ensure the results will be available for inclusion in the scholarship application package.)

CHECKLIST

Apart from the scholarship application itself, other necessary items and paperwork form part of the application package and must be received by the Scholarship Committee, a panel of professional educators, by April 15. They include:

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

For most scholarship winners, receiving a cash grant can greatly ease the financial burden associated with attending college. And while there are only two months left to collect all the necessary material to apply for the scholarship, that should be enough time for anyone interested in advancing their skills, their careers, their dreams.

Send for Your Application Form Today!

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

2/95

Galleys Provide Cheer Over Holidays at Sea

Holiday times—often filled with warm memories of family comfort, good food and close friends—can be lonely times aboard ship. But reports to the *Seafarers LOG* from SIU members who have spent their holidays at sea indicate that the steward department members aboard ship work hard to provide that homey, holiday feeling.

Grateful crewmembers from three ships recently contacted the *Seafarers LOG* to tell about the efforts put forth over the holidays by the galley gang members on their vessels.

Aboard the SS Carolina

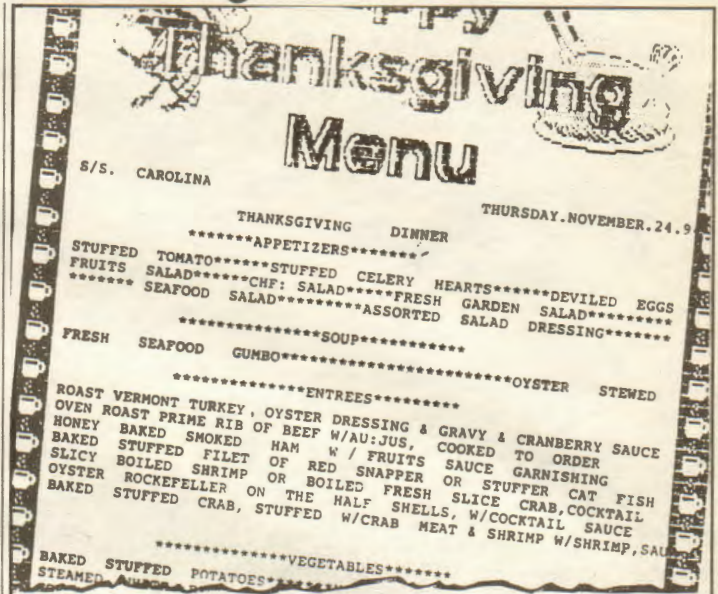
Crewmembers aboard Puerto Rico Marine's *SS Carolina* sent the *LOG* a letter of praise for their steward department, along with a copy of their Thanksgiving Day menu.

“The steward, Albert Coale, worked for days and nights preparing the best Thanksgiving meal I've ever had on a ship in 30 years of going to sea,” wrote Phillip Ammann, third assistant engineer, in behalf of his shipmates. “The chief cook, Ali Hydbra, and the pantryman, James O'Reilly, and the BR Michael Anzalone, all did more than anyone could ask for.”

Aboard the Global Link

In another letter to the *LOG*, Chief Steward Brandon Dwight Maeda expressed the pride of the *Global Link's* crew in two of their galley gang members—Cook/Baker Dan Wehr and Chief Cook Mark Kotajarvi.

“Mark is a culinary school graduate and has established



A specially printed Thanksgiving Day menu aboard the *SS Carolina* includes everything “from soup to nuts.”

himself in the hotel-food industry,” Maeda wrote. “Dan is a graduate of the trainee program at the Lundeberg School of Seamanship (Class #502). Both gentlemen have done extensive and repeated upgrading at the Paul Hall Center and credit the superb culinary instructors and facility there for their food preparation techniques” aboard the vessel, operated by Transoceanic Cable Ship Co.

Aboard the Overseas Ohio

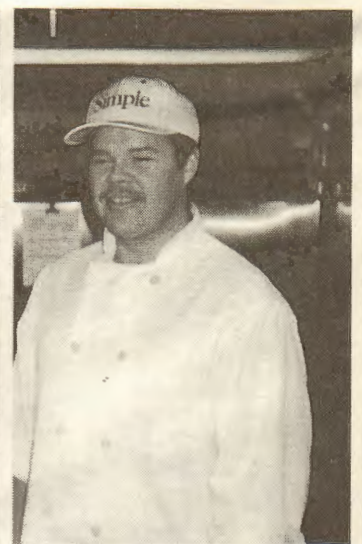
AB Benedicto Miranda sent the *LOG* two photos “of four very fine men of the Seafarers International Union's steward department aboard the *Overseas Ohio*.” Chief Cook Eugene P. Diego, GSU Musa Ahmed, DEU Qasem Saeed and Recer-

tified Steward Earl Nelson Gray Sr. are known as the ‘Fantastic Four’ because “that's just what they are. The preparation of the menus and cooking of the food is just superb. The cleanliness of the ship just can't be beat; it simply sparkles, thanks to brothers Ahmed and Saeed. The attitudes of these four brothers cannot be put in words. They will do anything for anyone within their power to keep the ship a good ship.”

Brother Miranda also enclosed a copy of the Christmas Day menu from aboard the Maritime Overseas Corp. vessel, which included such treats as deviled eggs, prime rib of beef, turkey (and all the trimmings) and lobster, in addition to assorted soups, vegetables and desserts.



Cook/Baker Dan Wehr enters the officer's saloon, holding two large baskets of assorted breads he designed and baked for the holiday table centerpieces aboard the *Global Link*.



Standing in the spotless galley of the cable ship is Chief Cook Mark Kotajarvi.



The “Fantastic Four” aboard the *Overseas Ohio* are, from left, Chief Cook Eugene Diego, GSU Musa Ahmed, DEU Qasem Saeed and Recertified Steward Earl N. Gray Sr.

Lundeberg School Graduating Classes



Trainee Lifeboat Class 532— Graduating from trainee lifeboat class 532 are (from left, kneeling) Adnan K. Nasser, Edward Siu, Victor Smith, Marcos Rivera, Christopher Madore, (second row) Bob Boyle (instructor), Keith Neathery, Mariano Lopez, Jorge E. Soler, Louis Pauole, Samuel Zaso, Scott L. Sumners, Michael Thompson, Christopher Duffy Jr., Stanley E. Howard and Martiz D. Summerville.



Upgraders Lifeboat— Certificates of training were received by the graduating class of upgraders on January 10. They are (from left) Bob Boyle (instructor), Robert M. Amon, Victor Frazier, James Johnson, Rodney Roberston Sr. and Andre Holmes.

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.

SUMMARY ANNUAL REPORT FOR SEAFARERS VACATION FUND

This is a summary of the annual report of the Seafarers Vacation Fund, EIN 13-5602047, Plan No. 503, for the period January 1, 1993 through 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). The trust has committed itself to pay claims incurred under the terms of the plan.

BASIC FINANCIAL STATEMENT

The value of plan assets, after subtracting liabilities of the plan, was \$7,914,933 as of December 31, 1993, compared to \$4,880,007 as of January 1, 1993. During the plan year, the plan experienced an increase in its net assets of \$3,034,926. This increase includes unrealized appreciation and depreciation in the value of plan assets; that is, the difference between the value of the plan's assets at the end of the year and the value of the assets at the beginning of the year or the cost of assets acquired during the year. During the plan year, the plan had a total income of \$40,107,938, including employer contributions of \$39,616,716, realized losses of \$46,816 from the sale of assets, and earnings from investments of \$538,038.

Plan expenses were \$37,073,012. These expenses included \$4,712,989 in administrative expenses, \$30,061,066 in benefits paid to participants and beneficiaries and \$2,298,957 in other expenses (payroll taxes on vacation benefits).

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. Transactions in excess of 5% of plan assets and
4. Service provider and trustee information.

To obtain a copy of the full annual report, or any part thereof, write or call the office of Mr. Nicholas J. Marrone, plan administrator of the Seafarers Vacation Fund, 5201 Auth Way, Camp Springs, MD 20746; telephone (301) 899-0675. The charge to cover copying costs will be \$1.80 for the full annual report, or 10 cents per page for any part thereof.

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

You also have the legally protected right to examine the annual report at the main office of the plan (Board of Trustees, Seafarers Vacation Fund, 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, N-5507, Pension and Welfare Benefits Administration, U.S. Department of Labor, 200 Constitution Avenue, N.W., Washington, DC 20210.

LUNDEBERG SCHOOL 1995 UPGRADING COURSE SCHEDULE

The following is the course schedule for classes beginning between February and July 1995 at the Seafarers Harry Lundeborg School of Seamanship located at the Paul Hall Center for Maritime Training and Education in Piney Point, Md. All programs are geared to improve 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.

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.

Deck Upgrading Courses

Course	Start Date	Date of Completion
Able Seaman	July 31	October 20
Bridge Management (Shiphandling)	April 24	May 5
	July 17	July 28
Lifeboatman	July 17	July 28
Limited License/License Prep.	July 3	August 11
Radar Observer/Unlimited	February 27	March 10
	April 17	April 21
	May 22	May 26
	July 10	July 14

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	February 23	February 23
	March 30	March 30
	April 27	April 27
	May 25	May 25
	June 22	June 22
	July 20	July 20
Sealift Operations and Maintenance	June 5	June 30
Tanker Operations	February 27	March 24
	March 27	April 21
	April 24	May 19
	May 22	June 16
	June 19	July 14
July 17	August 11	

Recertification Programs

Course	Start Date	Date of Completion
Bosun Recertification	May 1	June 5
Steward Recertification	July 3	August 7

UPGRADING APPLICATION

Name _____
(Last) (First) (Middle)

Address _____
(Street)

(City) (State) (Zip Code)

Telephone _____
(Area Code) (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

Steward Upgrading Courses

Course	Start Date	Date of Completion
Assistant Cook/Cook and Baker	March 27	June 16
Chief Cook, Chief Steward	June 5	August 25

Engine Upgrading Courses

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

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
	May 29	June 9
Diesel	February 27	March 10
DDE/Limited License Prep.	April 10	April 21
	July 24	August 4
Engineroom Familiarization	April 10	April 21
Radar Observer (Inland)	May 8	May 12
Welding	May 22	June 2
Electronics	July 17	July 28

Additional Courses

Course	Start Date	Date of Completion
GED Preparation	May 1	July 21
Adult Basic Education (ABE) and English as a Second Language (ESL)	April 3	May 26
	June 5	July 28

Deck and Engine Department College Courses

Course	Start Date	Date of Completion
Session II	June 5	July 28

Primary language spoken _____

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

COURSE	BEGIN DATE	END DATE
_____	_____	_____
_____	_____	_____
_____	_____	_____

LAST VESSEL: _____ Rating: _____

Date On: _____ Date Off: _____

SIGNATURE _____ DATE _____

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

RETURN COMPLETED APPLICATION TO: Lundeborg Upgrading Center, P.O. Box 75, Piney Point, MD 20674.



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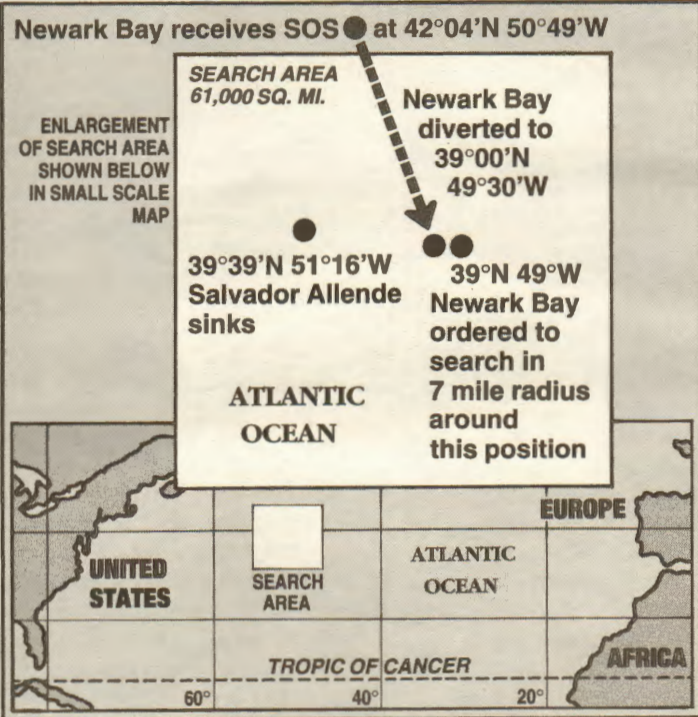
Newark Bay and Scores of Ships Converge To Aid in Rescue of Ukrainian Seamen

The SIU-crewed *Newark Bay* was one of 32 ships from 18 different nations which abandoned its regular operations to aid in a rigorous search and rescue effort aimed at finding 31 Ukrainian seamen after their vessel sank in a brutal storm in the North Atlantic.

The *Newark Bay*, a Sea-Land Service containership, received an all-points bulletin from the U.S. Coast Guard notifying the captain and crew that a Ukrainian merchant vessel, the *Salvador Allende*, had gone down in the pre-dawn hours of Friday, December 9, 1994 about 1,200 miles east of New York and 750 miles southeast of Nova Scotia. The 450-foot Ukrainian-flagged vessel was sailing from Texas to Helsinki, Finland with a load of rice when it was caught in a storm with 40-foot waves and 50-mph winds. According to Associated Press news reports, the Ukrainian cargo ship began taking on water and listing badly to its port side before sinking, forcing all 31 crewmembers to abandon ship.

The Coast Guard requested that all vessels within a 500-mile radius report to the area where the *Allende* sank in the violent storm. The *Newark Bay* was on its way back to Elizabeth, N.J. after completing a 28-day run to northern Europe when the captain received the emergency radio call.

"When we were contacted, I was on wheel watch, and the captain began looking at the charts to plot out our course," AB George Perry told a reporter for the *Seafarers LOG*. "We turned the ship about 180 degrees and headed south. It took us about 12 hours to get to the area in which the vessel had sunk and a bit more



The search for *Allende* survivors concentrated in an area 1,200 miles east of New York and 750 miles southeast of Nova Scotia.

time to reach the site that the Coast Guard designated for us," recalled the AB.

While the *Newark Bay* was en route, two tankers were the first to arrive at the scene shortly after midnight, more than 17 hours after the ship sank. Battling the waves, foreign-flagged *Torungen* and *Benny Queen* took directions from U.S. Coast Guard planes flying above. The *Torungen* was able to pull to safety a Ukrainian crewmember from a lifeboat caught in the squall. Apart from pure exhaustion, the seaman survived the disaster without injury.

A second survivor was plucked from the sea by a U.S. Air National Guard helicopter after having drifted for more than 24 hours with little more than his life

jacket to keep him afloat in the stormy seas. The military helicopter spotted the Ukrainian seaman 70 miles outside the search area. He also was not injured.

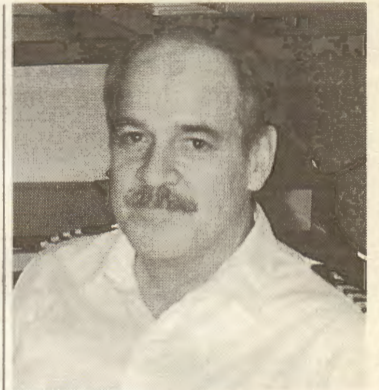
Early press reports said all but three of the 31 *Allende* crewmembers had been spotted by aircraft, drifting amid the 60-mile-long patch of debris marking the sunken ship. However, the combination of high waves, fierce winds and onset of night hampered rescue efforts and caused all attempts to save the Ukrainian seamen to be put off until daylight. U.S. Coast Guard aircraft dropped radios, food, water and emergency supplies to some of the *Allende* crewmembers to help them endure the rough seas and improve their

chances for survival.

The *Newark Bay* and dozens of other merchant ships arrived during the night to the area of the sunken cargo ship ready to search for the Ukrainian seamen.

Despite the drops of supplies and the ship reinforcements, when rescue efforts resumed the next morning, no survivors could be found. News reports stated none of the ships was able to spot any of the *Allende* crew in the search for survivors that spanned six days and 61,000 square miles of sea.

The *Newark Bay* scanned 154 square miles for two days for survivors before the Coast Guard called off the search. AB Perry, who was the helmsman throughout most of the containership's search efforts, noted that bridge wing lookouts were posted on the *Newark Bay* around the clock during the search and rescue operation. Perry also stated that he heard over the radio that some emergency equipment had been recovered



Captain Robert Haagenson plotted a course for the *Newark Bay* when the U.S. Coast Guard notified him of a sunken Ukrainian vessel.

but no survivors had been found.

"Of the 31 Ukrainian crewmembers, 29 are presumed deceased and their bodies remain unrecovered," stated Rich Perry, a Coast Guard representative from the Atlantic Area Command center in New York, which spearheaded the rescue efforts. "Their bodies are now in the hands of mother nature. We did everything we could."

"We searched long and hard but we never found anything. It was pretty sad knowing so many seamen had just perished," added AB Perry.



AB Craig Amison stood as a lookout aboard the *Newark Bay* during the search for survivors of the sunken *Salvador Allende*, a Ukrainian cargo ship.



David Frantz prepared special sandwiches and refreshments around the clock for *Newark Bay* crewmembers during the search and rescue mission.

Help Locate Missing Child

The National Center for Missing and Exploited Children has asked the Seafarers International Union to assist them in locating Savanna Catherine Todd. She was abducted from Isle of Palms, S.C. by her non-custodial mother, Dorothy Lee Barnett, when she was 11 months old. A felony warrant for kidnapping has been issued in her name. (She also goes by the name Lee Barnett Todd or Lee Barnett.)

Now 20 months old, Savanna Catherine Todd, who also may be known as Savanna Lee Barnett, was 2 ft. 6 in. tall when she was abducted. The light brown-haired, hazel-eyed child has a small birthmark near her navel. Anyone having information on the whereabouts of Savanna

Catherine Todd should contact the National Center for Missing and Exploited Children at (800) 843-5678 or the Missing Persons Unit of the Federal Bureau of Investigation (South Carolina) at (803) 722-0135.



Savanna Catherine Todd



AB George Perry (center) was on watch when the Coast Guard requested the vessel's aid in a search for 31 Ukrainian seamen. Also among the Sea-Land *Newark Bay's* crewmembers who participated in the rescue effort were Chief Steward Alphonso Holland (left) and AB Richard Houghton. After the scouting mission, the ship returned to the U.S., docking in Elizabeth, N.J., where above photo was taken.