



LOG

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Cargo Preference Survives

Bitter Debate Precedes Vote, But SIU Musters Troops to Win First Round in Farm Bill Fight

The battleground was the floor of the House of Representatives. The weapon was the House version of the 1985 Farm Bill. The stakes were cargo preference. And when the debris of hours-long debate was finally cleared, all anti-cargo preference amendments were defeated.

The result means that Seafarers can count on their rightful share of government-impelled cargo and the jobs and job security that go along with it.

The floor fight over the cargo preference issues was the culmination of a year-long effort by anti-maritime, agribusiness interests to strip the U.S. merchant marine of a vital asset; government cargo, one of the few government support programs left to the U.S. merchant fleet.

But a concentrated educational and lobbying effort led by the SIU during the past several months stopped the anti-merchant marine forces dead in the water.

The lobbying effort hit its peak when more than 50 Union representatives and upgraders spent two days in personal lobbying efforts throughout the House offices and hallways (see story pages 16 and 17).

As a result of the efforts by the Union, its membership and its allies,

(Continued on Page 3.)



A group of Seattle Seafarers, led by Field Rep. Rich Berkowitz, were able to lobby first-term Rep. John Miller (R-Wash.) as Miller made his way to the House floor for a vote. Later in the week he threw his support to the SIU and voted against the anti-cargo preference amendments. The lobbying team included Greg Taylor, John Smith, Mike O'Connor, Larry Cline and Glen Christensen.

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Sonat Pickets Hit the Streets



For more than a year Sonat Marine has refused to bargain with the SIU over the status of captains, mates and barge captains. Seafarers around the East Coast have set up informational pickets at many places where Sonat does business. Here (left to right) OS Pat Walsh, Rep. Bob Hall and Philadelphia Port Agent Dave Heindel picket an ARCO refinery in Philadelphia.

President's Report

by Frank Drozak

The victory in the House cargo preference fight earlier this month gave me a lot of satisfaction. First it was good to see that a majority of the representatives did not buy the trash being peddled that cargo preference kills children and bankrupts farmers. That made me hot. We'll fight anybody, anytime; but baldfaced lies we can do without.

The aspect of the fight that gives me the most satisfaction is what you, the men and women of the SIU did. We had Seafarers from around the country trooping through the halls of Congress, lobbying representatives, passing out information and making their presence known. They made a difference.

But the people who didn't come to Washington made a difference, too. SPAD has made it possible for small unions like ours to be able to reach out and save this industry from disaster this time. Every \$.50 mounts up, and when that mounts up so can our troops.

SPAD is the best insurance you can buy because it offers you protection in Washington where so much of our future lies. It is here where decisions on such things as Alaskan oil, CDS buyouts, military work, the Jones Act and dozens of other issues are decided. The SIU is there, and you are there through your contributions to SPAD.

This farm bill victory is the result of all our work, it belongs to the complete membership.

* * *

I know some of you out there are trying to decide whether to throw in on our new military ships. The decision is yours to make; but keep in mind, those ships are the biggest game around. We have done our best to make them better. The new A-seniority program on some of the ships means a Seafarer can advance to A-seniority faster than normal. That should certainly be an incentive for a lot of B-book members. If you ship regular on those military vessels, you could



earn those 730 days in three or four years (see story page 5).

The new engineer's program on the T-AGOS vessels means a career as a licensed officer is available to those of you who want it, and want to work at it. This program is a fine opportunity for people who want to improve themselves.

"This farm bill victory is the result of all our work, it belongs to the complete membership."

As I'm sure you know, the SHLSS has been offering several upgrading courses to help you qualify for work on the military ships. The skills you can learn at the school are just the ticket you need to make sure you can fill those jobs and get your seetime, not to mention paying your bills.

These programs, I believe, typify how the SIU is trying to help you out. We are not just concerned that Seafarers get a job, we are concerned that Seafarers can advance themselves, pick up some education, learn new skills and turn seafaring into a career, not just a job.

I urge you to take advantage of what we have to offer you. It can only help.



The SIU's Finance Committee met this month at Headquarters. SIU Secretary Joe DiGiorgio and Controller Phil Burlant go over some items. The committee includes William Lovett, chief steward; John Gibbons, chief steward; David T. Manzanet, AB; Cal James, committee chairman; William "Flat-top" Koflowitch, QMED; Charlie Mann, AB and Lawrence Whitfield, chief cook.



SIU upgraders had a chance to visit Capitol Hill this month and see Congress in action. They are Tom Brooks, Brian Fountain, John O'Shaughnessy, Steve Yursha, Michael Harrell, John McLaurin, Daryl Nelson, Joni Dell'Olio, Mike Schmidt and SIU lobbyist Liz DeMato.



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Charles Svenson
Editor



Mike Hall
Managing Editor

Ray Bourdus
Assistant Editor

Max Hall
Assistant Editor

Lynnette Marshall
Assistant Editor/Photos

Deborah Greene
Assistant Editor

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Cargo Preference Survives Farm Bill Fight

(Continued From Page 1.)

the anti-merchant marine forces were defeated 245 to 179 and 269 to 151 on the two votes which covered the amendments to the farm bill.

Many of the amendments to the farm bill covered the same ground. Basically they would have exempted all of the government's food export programs, including P.L. 480 shipments, from any sort of cargo preference requirements. Others would have transferred the funding for cargo preference from the Agriculture Department to either the Department of Defense or the Maritime Administration.

"It was time to circle the wagons. These people who wanted to strip cargo preference from the nation's laws have been hard-headed and stubborn for the past year or more," said SIU President Frank Drozak.

Drozak noted that the U.S. maritime industry's claims to these export cargoes has been upheld legislatively and in the courts during the past three decades.

"Since this thing started, the merchant marine has been accused of starving African famine victims, of being a major culprit in the nation's budget deficit and of forcing farmers off their land and into the poorhouse. I'm glad we were able to convince a large majority of the House members that those charges just weren't true. These cargo preference laws are a small price to pay to keep U.S.-flag ships sailing," Drozak said.

Fiercest Fighting Ever

Disputes between maritime and the agricultural industry, including the Department of Agriculture (USDA), have been going on for years. But this past year marked some of the fiercest and most bitter fighting ever.

In February, a U.S. District Court judge ruled that cargo preference laws applied to a government program called Blended Credit. The program was a combination of federal loan guarantees and financing to help other countries purchase American grain. The USDA refused to use U.S.-flag ships for any of the sales.

The judge, June L. Green, read the Cargo Preference Act of 1954, which states that any time the government is financially involved in commodity sales, half of what is exported must sail U.S. She agreed, and the wheat hit the fan.

USDA Secretary John Block cancelled \$500 million in Blended Credit sales. Large agribusiness opened its pocketbooks, rolled its printing presses and unleashed its public relations people.

Here's a sample.

"Agriculture is currently under the threat of blackmail by the maritime industry," National Commission on Trade and Export Policy.

"This policy [cargo preference] has had the effect of putting the cost of supporting the merchant marine on the backs of American farmers," Rep. Virginia Smith (R-Neb.).

"Cargo preference makes a victim of the African child as surely as it does the farm producer," Rep. Jim Leach (R-Iowa)

"Cargo preference has in reality ripped off millions of dollars from the federal government [and] diverted food from the mouths of thousands of starving and malnourished people If this amendment is defeated, then Congress will have planted a knife in the backs of our farmers, hungry people in Africa and the American taxpayer," Rep. Douglas K. Bereuter (R-Neb.)

Those were the kinds of distortions the maritime lobby had to fight. Even in the middle of those unfounded attacks, the industry, led by the SIU, was able to forge a compromise with many farm groups (see August LOG). Those groups were made up of real live farmers, not big city agribusiness executives. Even the compromise was attacked.

AFL-CIO Gives Support

The time leading up to the debate on the farm bill gave the SIU a chance to muster its forces and line up its allies. AFL-CIO President Lane Kirkland jumped into the battle with a letter to each House member.

"The U.S. merchant fleet has long been a victim of tough foreign competition and uncertain governmental policy. Cargo preference is one of the few federal programs that supports the industry to the benefit of all America. In the interests of American jobs and national security, cargo preference and the U.S. fleet deserve America's continued support," he wrote.

Fact sheets and briefing papers from the SIU and other maritime groups found their way into the hands of representatives. The papers told the representatives that cargo preference applied to only 2 percent of America's farm exports. They told of the dramatic drop in the cost of U.S. ships, some 41 percent during the past three years.

The floor debate was the place, however, where maritime's allies and supporters finally got a chance to lambast some of the opponents, a chance to set the record straight.

Here's What They Said

"The Secretary of Agriculture has in effect deprived the farmers of \$450 million worth of sales of agricultural products so the maritime interests do not get the cargo preference which amounts to some \$40 to \$50 million. So I do not see how this is helping the farmer It seems to me he is shooting the farmer in the foot," said Rep. Norman Lent (R-N.Y.).

"The truth of the matter is that the restriction of cargo preference will have a devastating impact on every sector of the American maritime industry and on our defense capability, but will not provide any meaningful benefit to the American farmer," said Rep. Glenn Anderson (D-Calif.).

"Let's be honest about federal subsidies. Our agricultural sector receives an estimated \$18 to \$20 billion per year in direct federal subsidies. By comparison, our maritime sector receives roughly \$500 to \$600 million in government assistance, about 2 percent of the subsidies given to farmers," said Rep. Don Bonker (D-Wash.).

"The gentlewoman from Nebraska



Not every representative was swayed. Here Brian Folkerts, legislative assistant to Rep. Lynn Martin (R-Ill.) explains to a group of Seafarers that 60 percent of Martin's district is agricultural and that Martin was committed to support the anti-cargo preference amendments. The group includes Illinois Field Rep. Bonnie Heraty, and Seafarers Bryan Iversen, Bob Layko, and Osmond Raji.

was talking about how much more food could have been taken to the hungry in Ethiopia. Very true, but if we had bought the food in Argentina, we could have fed even that many more people," Rep. Helen Bentley (R-Md.).

"The same people who killed that compromise have about as much in common with the American farmer as Jane Fonda, Sissy Spacek and Jessica Lange. I have with me wire service stories about one of these multinational agribusinesses whose concern for the American farmer is so great that just a few short months ago, in January 1985, this booster of American agriculture proposed to buy 25,000 tons of

Argentine red wheat for import into the United States Who's kidding whom. Saying that these people represent the American farmer is like saying that Toyota represents the American autoworkers," said Gene Synder (R-Ky).

"Secretary Block has halted the entire program [blended credit], but that is his responsibility. Let him comply with the law and the program will be forthcoming. His action was arbitrary and capricious," said Rep. Mario Biaggi (D-N.Y.).

After the debate was extended several times, the vote was finally taken. The good guys won, handily.

More on Pension Buy Out

Here are some of the questions that have been asked about the new Seafarers Early Normal Lump Sum Buy Out Pension.

- When does a Seafarer's medical coverage terminate under the "Buy Out" Plan?

Medical coverage ceases on the date the application for the buy-out is approved.

- Will a wage-related calculation be made and taken into account when computing the lump sum figure?

No. The basic early normal calculations which include the increments and supplements, if the employee is eligible for them, will be used to compute the lump sum payment. The wage related calculation will not be made.

- What does a "Certificate of Good Health" mean?

All that is required is either a Clinic Card from a Seafarers Welfare Plan Clinic, or a letter from a private doctor stating that the employee is in good health for his or her age.

- How is the \$100 per month annuity affected by the joint and survivor benefit?

If the employee and his or her spouse do not choose to reject the joint and survivor benefit, the \$100 per month will be actuarially reduced in the

same manner that regular monthly pension benefits are handled, and a benefit in the amount of 50 percent of the reduced benefit will become payable to the spouse of the employee upon the death of the employee.

If the employee and spouse choose not to receive the monthly annuity in the form of a joint and survivor benefit, the full \$100 per month will be payable in addition to the Lump Sum Benefit. The procedure to be followed in making this election is spelled out on the application form.

- Can a current pensioner apply for a lump sum payment, thereby changing the current method of payment of his pension benefits?

No. The Lump Sum Benefit is only available for those employees who retire on or after Oct. 1, 1985.

- Is the buy out program available to pensioners?

No. The buy out program is restricted to active employees of the deepsea and Great Lakes employers.

If you have any questions about the Lump Sum Buy Out Pension, write to Carolyn Gentile, Special Counsel, 675 Fourth Ave., Brooklyn, N.Y. 11232, or call (718) 499-6600.

Ex-SIU Canadian Chief, Hal C. Banks, 76, Dies

Former SIU of Canada chieftain (1949-1964) Harold "Hal" Chamberlain Banks, 76, died of heart disease in St. Mary's Hospital, San Francisco on Sept. 24.

SUP officials in San Francisco said Brother Banks slipped into a coma that weekend after being hospitalized for two weeks. He had joined the SUP there in 1941 sailing as an AB and working as an organizer for them in the 1940s.

Seafarer Banks, a native of Waterloo, Iowa, was sent by the late SIU President Harry Lundberg to Montreal, Canada in January 1949 when Canadian steamship companies asked him to form a Canadian affiliate to counteract the strong, Communist-dominated Canadian Seaman's Union (CSU).

According to author John Gorley Bunker ("Liberty Ships: the Ugly Ducklings of World War II"), writing in the Seafarers LOG in 1981: "... When the contract between the Canadian Shipping Federation (CSF) which included most of the Canadian operators, and the CSU expired, the federation signed contracts with the new SIU.

"As the SIU began taking over the ships according to the agreement, the CSU called a strike in March 1949. About 80 ships were affected, for the Canadians at that time still had a sizable deepsea fleet. The strike spread as far as Great Britain, Europe, Australia and New Zealand as left-wing longshore unions were brought into the beef in support of the CSU.

"The famous 'Battle of Halifax' erupted on April 8, 1949, when some 300 SIU and CSU men came together in a head-busting confrontation on the waterfront there with a number being hurt by shotgun blasts, bricks, rocks, bottles and other missiles. There were waterfront battles in other ports, too, as the SIU boarded its ships and fulfilled its contract with the shipping federation.

"The SIU finally prevailed and the CSU faded away (in 1950) in what one writer called 'one of the worst defeats to be suffered by communism in North America.' "

Following the end of the honeymoon in the 1950s with the Canadian government, maritime labor unions and

shipowners, Ottawa set up a government-run trusteeship to run the maritime unions subsequently ousting Banks as president of the 15,000-member SIU of Canada in 1964.

He then returned to San Francisco to run a water taxi business until his death.

Surviving is his daughter, Sylvia Mary Almasri of San Francisco.

"He was a legend," declared SIU Secretary Joe DiGiorgio who added, "Probably few people today understand or know of the contribution made by Hal Banks to democratic unionism and to Canadian national security. He successfully led the bitter struggle to oust the Communist Party-controlled Canadian Seamen's Union from the Canadian waterfront. As director of the Seafarers International Union of Canada, Banks enabled Canadian shipping and Canadian seamen's jobs to be free from the dictates of the Canadian Seamen's Union which was part of the network controlled by the post-war international Communist Party apparatus."



Hal C. Banks

Gaughan Named MARAD Head

President Reagan nominated John Gaughan, 38, deputy assistant secretary for Governmental Affairs in the U.S. Department of Transportation (DOT) to be head of MARAD on Sept. 19.

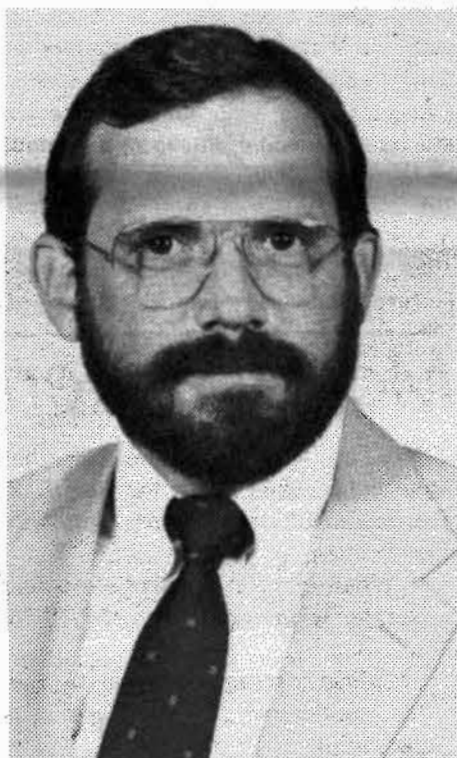
The post has been vacant since June 1 when retired Adm. Harold E. Shear resigned.

The U.S. Senate Commerce Committee will have to confirm the nomination expected next month.

Gaughan was also director of External Affairs for MARAD.

A Washington, D.C. native, Gaughan joined DOT in 1981 as a congressional relations officer for maritime and U.S. Coast Guard programs. Previously, he was an attorney for the Federal Maritime Commission.

He is a 1970 Coast Guard graduate serving nine years on active duty commanding the cutter *Point Martin*. He also has a Doctor of Laws degree from the University of Maryland.



John Gaughan

Greek Captain Gets 10 Years

A Greek freighter captain convicted of forcing 11 African stowaways overboard into shark-infested waters, was sentenced to 10 years in prison last month. (See September LOG.)

The captain and 10 other crewmen were charged with felonies which could have cost them 20 years each in jail. Shortly before the trial ended, however, they pleaded guilty to misdemeanor charges of endangering the lives of the 11 victims.

The incident happened off the coast of Somalia last year. The stowaways were forced overboard at gunpoint about four to eight miles off the coast. The area is notorious for its shark-infested waters.

One crewman was acquitted of the charges. The first mate was sentenced to 44 months in jail and the bosun to 31 months. In Greece the prosecution may appeal a sentence; the chief district attorney said he plans to appeal because the sentences are too lenient.

Koreans Agree to Use U.S.-Flag Ships

All military equipment purchased by the Korean government from the U.S. will be shipped on American vessels until a 50,000 ton deficit is made up.

The Koreans, under several agreements with the U.S., have obligations to

Calhoon Retires, DeFries Takes Over MEBA Post

C.E. (Gene) DeFries was elected president of Marine Engineers Beneficial Association early this month following the unexpected retirement of Jesse M. Calhoon.

DeFries took over the union's District 1-Pacific Coast District in January and prior to that held several offices within MEBA.

"I've known Gene for many years, and I believe we can work together. We're going to have to because the entire maritime industry, not just the SIU or MEBA or the NMU, but all of us face tremendous problems. It's time to solve them," said SIU President Frank Drozak.

Calhoon was elected to the National MEBA presidency in 1963, following five years as secretary-treasurer of the 11,000 member officers' union.



C.E. (Gene) DeFries

Along with Drozak, Calhoon had become a familiar figure on Capitol Hill in recent years. The two men were on different sides of various issues many times.

"Jesse and I disagreed in many areas. But I think we both have the same goal, a healthy merchant fleet. I wish Jesse luck in his retirement," Drozak said.

Calhoon is 62-years-old.



Jesse M. Calhoon

use American-flag ships for portions of their military purchases. During the past eight years, the shortfall grew and reached about 80,000 tons. The Maritime Administration was willing to settle for the 50,000 ton figure.

Rep. Helen Delich Bentley (R-Md.) brought the situation to light and requested that the Korean government use U.S.-flag ships to make up the deficit.

T-AGOS Opportunities for Seafarers With Licenses

A new job classification aboard the SIU's T-AGOS vessels could help Seafarers with third assistant engineer diesel unlimited licenses upgrade those licenses in a shorter than normal time and move into licensed positions on those vessels.

The new slot on those vessels will be third assistant engineer/QMED positions. Those positions can be filled by SIU members who also carry third assistant engineer diesel unlimited licenses currently.

Under the rules of the new program, which applies only to the T-AGOS vessels, a Seafarer with a third assistant engineer's license, but with no seetime on that license, could advance to T-AGOS chief engineer in three years. But that license would be limited to only the T-AGOS vessels. However, half of that seetime could be applied to the requirements for an

unlimited chief engineer's license. The appropriate Coast Guard examinations must be passed for an unlimited license also.

For example a third assistant/QMED who sails in that job for two years can move up to T-AGOS limited first assistant license. Then sailing for a year on the first's license, he or she may move up to a T-AGOS chief engineer's license. But the applicable portions of the second engineer's unlimited license exam must be taken.

If a Seafarer sails aboard a T-AGOS vessel as third assistant/QMED, he or she will gain membership in MEBA-2 and will also sail as an officer with the privileges and responsibilities, including posting their license and wearing khakis.

For more information on this program contact your port agent or Headquarters' Frank Paladino.

New Program Can Speed A-Book

B-book Seafarers now have a chance to accelerate their climb to A-seniority by working aboard some of the military ships under SIU contracts.

The Seafarers Appeals Board (SAB) has granted special status to 15 military ships (see list below). If a B-book member earns 730 days seetime aboard such military vessels, he or she will be granted A-seniority.

Shipping rules still apply to all other ships: a B-book must sail a minimum of 90 days a year for eight years before A-seniority. The seetime earned by a B-book member prior to shipping aboard the selected vessels will not count toward the 730-day requirement established by

the SAB for the military ships. The 730-day seetime requirement may be earned without regard to a time standard, such as eight years. In other words if a Seafarer earns the 730 days in 3½ years, then A-seniority will be granted.

The ships which the new program applies to are: *The USNS Bellatrix, USNS Algol, USNS Capella, USNS Antares, SS Keystone State, SS Contender, MV Cormorant, SS Alaina, SS Chattahoochee, SS Nodaway, SS Southern Cross, MV Stalwart, MV Contender, USNS Regulus, USNS Denebulla.*

The ships eligible under the program will be revised from time-to-time by the Seafarers Appeal Board.

S.S. Titanic Memorial Sought

A bill which would declare the site of the *Titanic's* wreckage a maritime memorial and prevent tampering with the wreckage or the site until an international agreement is reached, was introduced in the House last month.

Rep. Walter Jones (D-N.C.), who introduced the bill, said, "The significance of the *Titanic* transcends national borders . . . and, at long last, survivors and the family and friends of those who perished on the *Titanic* can now perhaps put one final issue to rest."

2nd Seafarer Buried at Seafarers Haven

Seafarers from the Harry Lundeberg School at Piney Point bowed their heads in solemn prayer during a morning burial service at the SIU cemetery, Seafarers Haven, for Seafarer Bella Szupp last month. Though most had never met him, Seafarers placed flowers next to his casket.

Brother Szupp, 60, died Sept. 2, 1985. Before the clear running waters of the St. Georges Creek, he was honored among friends and honored too as the second seaman to be buried in Seafarers Haven.

As a young man, Szupp had endured a treacherous escape from his native Hungary to the United States. He sailed entry level in every department on ship from 1961 when he became a member of the Seafarers International Union.

"Bella's exuberant personality and his congenial attitude made him an

excellent shipmate, watch partner and friend," Ken Conklin, SHLSS commandant said in a eulogy.

In Baltimore retirees remembered Szupp. During his retirement on disability pension, from 1983, he lived in an apartment across the street from the hall. He frequently arrived at the hall for a game of cards with fellow pensioners. And days when he did not go to the hall, Szupp would sit outside on his porch and greet passersby, Port Agent Al Raymond said. Szupp also would care for stray dogs in the neighborhood around the hall.

The grass has filled in over the spot where Szupp is buried. Because Szupp has no surviving relatives, Seafarers passing through the Lundeberg School will be the ones to put flowers on his grave. A few feet away former SHLSS Vice President Frank Mongelli rests in peace.

T-AGOS Contender Pays Off



Here's more of the crew of the *Contender*; (l. to r.) AB Al Lautermilch, AB Bob Wassnik, OS George Apo, OS Rocky DelaMerced, (kneeling) QMED Donald Struthers and AB Gerald Durham.



After a long, slow voyage, crewmembers of the *USNS Contender*, a T-AGOS vessel, pay off in Honolulu. Above (l. to r.) are QMED Bob Wassnik, AB Ed Frizelle and standby AB Gerald Durham.



Standby Chief Cook Terry Magno and Chief Steward/Baker Maxine Peterson are caught in the sparkling galley of the *Contender*.



Seafarers and friends pay last respects to Bella Szupp who is the second Seafarer to be buried at the SIU cemetery.

Together, Inland Industry Can Solve Its Problems

THE nation's inland waterways "are vital transportation arteries and will stay in business despite the distress" the industry is suffering right now, Bill Creelman, Marad's chief deputy for inland and Great Lakes told the more than 70 people gathered for the annual Towboat Advisory Board meeting early this month.

The day-long gathering at SHLSS covered such areas as what the SIU and the SHLSS can offer to the inland waterways industry, some of the reasons for the decline in the industry, what the government plans to do, new work (including military contracts) and legislative issues.

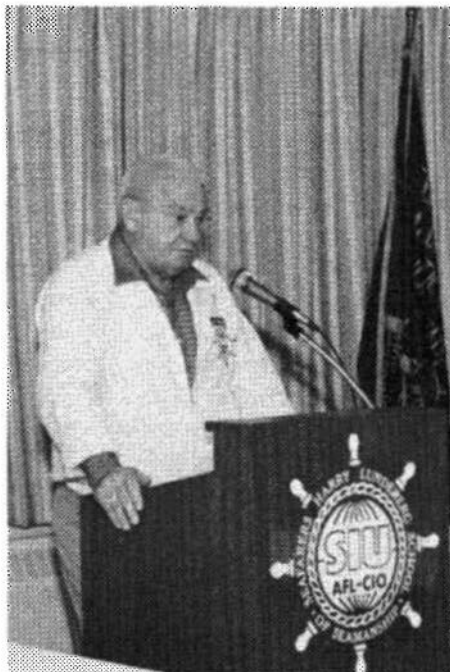
The Towboat Advisory Board is made up of industry, government and Union representatives. The meeting gives the group a forum in which to discuss the problems and needs of the industry. It allows for an exchange of ideas by both Union and management.

"We're here because we need your input. We are trying to give you the best we can and want you to be able to take advantage of what is here. We've just got to keep this industry alive," SIU President Frank Drozak said.

Creelman gave the day's major presentation as he discussed some of the reasons for the shrinking inland industry and what could be done to put it back on its feet. Before joining Marad, Creelman spent 34 years as an executive with National Marine.

He said that two of the major reasons for a depressed inland industry are overcapacity (too much equipment) and the decline of the nation's industrial and agricultural economy, two of the major users of inland transportation.

Representatives from the Army, Navy, Air Force and Coast Guard explained the various new programs



SHLSS Commandant Ken Conklin welcomes the 70 Towboat Advisory Board members to the annual meeting.

stressed that as the industry's needs change, the SHLSS must be kept informed so the school can continue to turn out students who fill the requirements.

"Our product is manpower, and it's meetings like these that help us learn what the industry needs," said John Mason, dean of education.

Mason said that one of the goals of the school is to turn out graduates of the various upgrading courses with practical as well as classroom experience. "You're not getting somebody from us who'll quote a test answer, but somebody who knows what to do," he said.

That is one of the reasons for the school's new ship simulator. The massive computer-controlled simulator can give a student a chance to control a deepsea or inland vessel. The impressive display can be used to create just about any situation a Seafarer or Boatman could run into on the water.

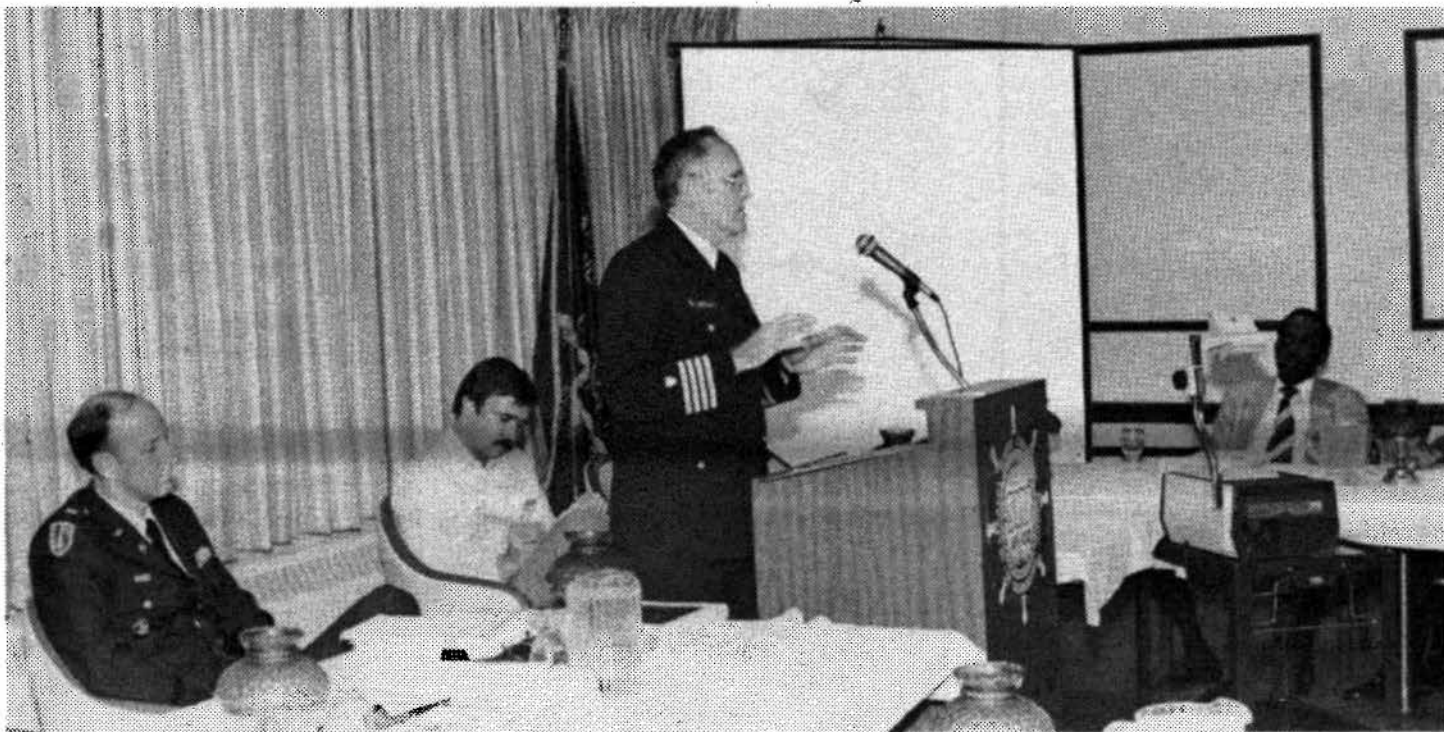
In addition to educating members for their particular jobs, the school also tries to help members with their non-working lives. That's why the SIU has begun a drug abuse rehabilitation program to go along with the successful Alcoholic Rehabilitation Center.

Rick Reisman, director of the substance abuse program, told the board that it was time for the industry and the Union to clamp down on drug abuse and to help the victims of such abuse.

"One out of 10 people is addicted to alcohol or drugs. How many people work for your company? Figure out how many have a problem," he said.

It's time for you to let it be known that drug or alcohol abuse on the boats won't be tolerated. Let it be known they have a choice. Either find new employment or get treatment, and we offer that treatment," Reisman said.

(Continued on Page 7.)



Coast Guard Capt. D. A. Naus explains plans the Coast Guard is studying to contract out some services to the civilian sector. Army Lt. Col. Roy Schaibel (left) was part of a panel discussion on military work for the inland industry. SIU Vice President Leon Hall (right) listens.



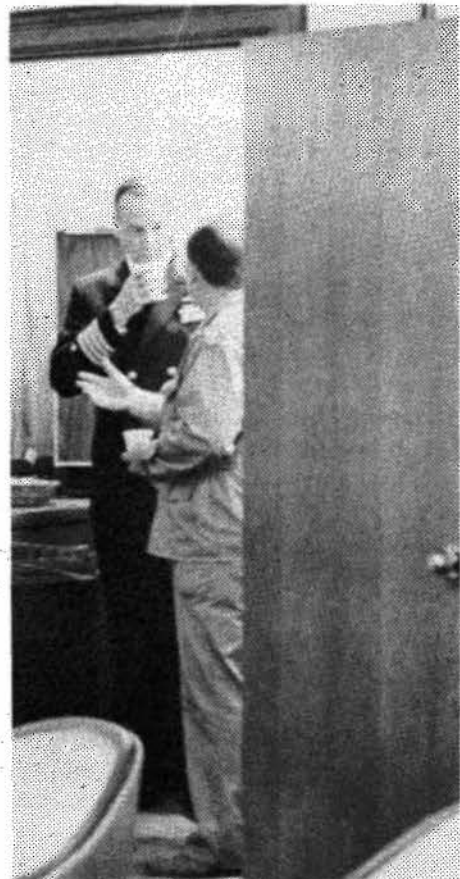
SHLSS Dean of Education John Mason tells the Board, "Our product is manpower, and it's meetings like these that help us learn what the industry needs."

which will call for the services to contract for tug and tow transportation. The military has discovered that civilian contract crews and ships can be counted on.

Even the Air Force is getting into the act. "I'm like the new kid on the block, the closest thing to an admiral in the Air Force," said Lt. Col. John Reidy. He explained that the Air Force does operate several types of ships and is looking into the possibility of civilian operation of those vessels.

The Transportation Institute's Tom Allegretti told the Advisory Board about several of the legislative and regulatory issues the industry faces and what has been done about them. Several of the issues include: Coast Guard and port user fees, weakening of the Jones Act, OSHA inspections of towing vessels, pilotage on tank barges and watchstanding requirements for uninspected vessels.

SHLSS officials spent the morning sessions explaining to the board the various programs the school has to offer which help make SIU Boatmen the most qualified on the Lakes and rivers. The instructors and officials



Navy Capt. Robert Kesteloot, of the Office of the Chief of Naval Operations, chats with SIU upgrader John Kearny during a break in the meeting.

Towboat

(Continued from Page 6.)

Other areas covered during the day included manpower requirements, adult education and various vocational courses.



Bill Creelman, deputy administrator for inland waterways and Great Lakes, explains some of the reasons for the decline in the inland industry, including economic hard-times for the agriculture and heavy industries, two big users of inland transportation.



The SHLSS' new ship simulator was one of the more popular parts of the day-long Board meeting. Here Steve Hargas of Ship Analytics, the company which designed and built the simulator, explains how it operates to group of Board members.

First Aid for Choking—It Can Save a Life—Yours

By Phillip L. Polakoff, M.D.
Director, Western Institute for Occupational/Environmental Sciences

Choking is a frightening experience, both for the victim and those observing it.

Let's say you're eating with a group of friends on your lunch break, or at a restaurant, even at home. One of the group tries to swallow a badly chewed lump of food. It gets caught in the throat, resulting in total obstruction.

Suddenly, the struggling victim is quite silent, unable to cough or speak. There is no whistling sound of any air moving in the windpipe.

Knowing what to do and doing it quickly in such a situation can save a life.

Your first response should be what is commonly called the Heimlich Maneuver—or abdominal thrust. Here's how to do it:

If the patient is standing or sitting, wrap your arms around his or her

waist from behind. Make a fist with one hand and put the thumb edge at the bottom of the rib cage somewhere between the navel and the lower ribs. Clutch the fist with your other hand, then thrust hard inward and upward.

The hard thrust on the upper abdomen may give a popgun result, forcing air out of the lungs up the windpipe to propel the obstruction up and out. One thrust may do the trick. If not, do it again. The maneuver can be done repeatedly, if necessary.

If the patient is lying down, the abdominal thrust can still be used. Don't waste time trying to get him seated or standing. Get him quickly on his back. Kneel astride his hips, facing him. With the heel of one hand placed below his breastbone and covered by the other hand, again press hard and thrust toward the throat.

If the patient vomits after this procedure, immediately turn him on one side and clear his mouth.

After the rescue, it's a good idea to

get medical advice to make sure there is no internal damage from the thrusting. This is rare, but it could happen. The risk can be minimized by the correct positioning of the hands.

The Heimlich Maneuver, named after its developer, Dr. Henry Heimlich, is becoming the single recommended treatment of choice for a choking victim.

For years, the American Red Cross and the American Heart Association have recommended and taught slaps on the back as the first step in emergency assistance for choking. Dr. Heimlich maintained that back blows were unsafe and may cause a piece of food or some foreign body to lodge more firmly in the throat.

The dispute, which grew bitter over the years, apparently has been resolved. An annual conference of the American Heart Association, held in Dallas, issued a preliminary recommendation which both the association and the Red Cross said was virtually

certain to be made final. It calls for the back blows to be dropped and the Heimlich Maneuver, which will be called by its generic name, the "abdominal thrust," to remain as the single recommended first aid for life-threatening choking.

Prevention is still the best means for lowering choking deaths. As the Life Extension Digest reported recently, here's how experts caution on choking:

Eat slowly. Chew thoroughly. If you wear dentures, be doubly careful. Solid pieces of meat are the biggest culprits in airway blockage, but people have been known to choke to death on a single unchewed peanut.

If you start to choke, *do not* leave the table. Hold your throat and indicate you need help. If you go off alone, the experts say, your chances of survival are slim.

And they have a final piece of advice: Heavy drinking of alcohol and eating is like drinking and driving.

Visiting New Orleans



During a visit to New Orleans, Recertified Bosun "Duke" Duet and Steward Bernie Guarino take some time in the hall to go over the Seafarers LOG.

The Atlantic Spirit



SIU Patrolman Nick Celona (left) poses with some of the crew of the *Atlantic Spirit* (Puerto Rico Marine) when she was berthed in New Orleans. With Celona are (l to r.) Bosun Steven Coker, OS Michael Warren and AB Randolph Archer.



Government Services
by V.P. Buck Mercer

We will be sending a business agent to Diego Garcia. Raleigh Minix, who has serviced the Subic Bay area so well, will be heading on towards the Indian Ocean sometime in November.

We are talking with the MSC about having them pick up transportation costs to such places as Diego Garcia. More on this in my upcoming columns.

The MSC has hired people to work on a temporary basis on those vessels affected by the recent decision to apply the Service Contract Act to some vessels that have been contracted out to the private sector. We are not sure if we can get these vessels on a full-time basis, but we are keeping our fingers crossed. This will be a good chance for us to pick up more jobs and better pay for our members.



Gulf Coast
by V.P. Joe Sacco

The big news down in the Gulf is National Marine, which has tried to lay off 150 of its workers.

National Marine has been taken over by Towboat Operations Department of Compass Marine Propulsion, Inc. We intend to bring the matter to court because as far as we are concerned it is not a legitimate sale.

For the past several years, the tug and barge industry has been in a turmoil. The latest move by National Marine is just the latest in a series of events which have upset the rules under which labor and management operated for many years.

The Union is trying to make sure that we can compete in this new environment. Last month at Piney Point, we held a Towboat Advisory Board meeting which was attended by representatives from the SIU, several towboat companies, the military and the government.

We discussed the issues that are changing the face of the tug and barge industry, and the things that this Union and its membership can do to make sure that we can continue to play an important part in this vital industry in the years to come.

We have continuously upgraded our

Area Vice Presidents' Report

training facilities at Piney Point, and have tried to work closely with the owners of companies to secure legislation that will help the industry. Occasionally a company like National Marine will come along that will break the trust that we have tried to develop.

While we have made the resolution of the National Marine impasse a top priority, we are still working to improve conditions for our other members. We recently wrapped up negotiations with Energy Ammonia Transportation Company.



West Coast
by V.P. George McCartney

We have been active in the local races in Seattle for city councilman and mayor. In addition, our good friend Thomas Bradley, mayor of Los Angeles, was unopposed in his bid to become the Democratic nominee for governor of California.

Bradley has been a strong supporter of the American-flag merchant marine, as well as the fishing and canning industries, both of which have experienced serious declines in recent years.

Many maritime related industries on the West Coast have not been doing well. The Tacoma Boat shipyard has filed for bankruptcy. Seven tankers have been laid up in Swann Island.

We crewed up the *Overseas Boston*, which had been laid up in Seattle for two weeks. The *Gem State*, a crane ship, was temporarily laid up in the Birmingham, Wash. Naval Shipyard.

We have been waiting for EPA approval for incinerator vessels that will help this country dispose of its toxic waste material. We have reason to believe that the EPA will approve those vessels.

We have been forging ties with other labor unions. We helped the Laborers Union man a picket line at the Disneyland Hotel. In this day and age, even Mickey Mouse can be a lousy employer.



Great Lakes And Inland Rivers
by V.P. Mike Sacco

We have been working hard to pass a right-to-know law in

Michigan.

Similar laws have been passed in 13 other states. Organized labor as a whole made state right-to-know laws a top priority when the Occupational Safety and Health Administration failed to carry out existing federal laws.

The safety of American workers is being threatened by cuts in the OSHA budget. There are one-third fewer inspectors available for field duty as a result of budget cuts made during the past four years.

This has had important consequences for workers employed on our Great Lakes vessels. For one thing, they must deal with detergents and other chemicals that may pose threats to their health.

Under the right-to-know law that is being promoted by organized labor, all potentially hazardous materials would have to be listed on a product. There is also the question of right of refusal. Do workers have the right to refuse to work if they believe that their safety is being threatened?

This grassroots political activity has an important side effect. In lobbying the Michigan state senate and house on these matters, we get to meet the people who may eventually serve in Congress.

A senator or representative who has dealt with a union on a local level will be more receptive to its arguments on national matters. A degree of trust will already have been established.

That is what happened in the debate over cargo preference. Many of the congressmen who supported the maritime industry were people who had dealings with the SIU on a local level.

In addition, we have been able to develop strong working relations with other unions. That will come in handy in the next presidential election.



East Coast
by V.P. Leon Hall

The dispute between the SIU and SONAT Marine has entered its second year.

Last July, the company informed the Union that it would not negotiate over the wages, benefits and working conditions of the captains, mates and barge captains employed in its various fleets. The matter is presently being argued in the courts.

The dispute between the SIU and SONAT is part of a larger trend that is affecting the inland industry as a whole. The most important thing to remember, however, is that the SIU has refused to give in and is working to protect the interests of its members.

All across the country, the Union has been putting up informational picket lines to publicize the shoddy

way that SONAT has treated its workers.

One of the most successful pickets occurred in Norfolk, where deepsea sailors and industrial workers supported their fellow workers in the inland industry. More than 20 workers manned an informational picket in front of Colonna Shipyard, which does a lot of business with SONAT Marine.

Colonna was singled out because it too is trying to deprive its workers of their economic and legal rights. The name of the game is money. Both Colonna and SONAT Marine are being run by a new brand of corporate manager who sees pension money as a source of company revenue.

Norfolk was a logical place for the SIU to confront SONAT Marine. It is one of the few ports on the East Coast that has not been hard hit by the present recession in world shipping markets.

Much of the work available to seamen shipping out of Norfolk has been generated by military work that is being contracted out to the private sector.

There was a lot of activity there last month. The *Keystone State* left to go to Pensacola. The *James B. Anderson Jr.* was in port, as well as the *ITB Mobile*.

Still, things would be a lot better in Norfolk and other eastern ports if the federal government would come up with a policy to stimulate merchant shipping.

The problem with the maritime industry is part of a larger crisis in the transportation industry as a whole. Deregulation has created a crisis in the airline and trucking industries. Safety is a serious problem.

Safety is also a problem for our brothers and sisters employed in the fishing industry.

Hundreds of fishermen are being forced out of the industry because private insurance companies are asking exorbitant prices for protection. Steve Edney, the national director of the UIW, which is affiliated with the SIU, submitted testimony to Congress on this matter.

One bright note: Frank Drozak, president of the SIU, has been awarded this year's Paul Hall Award, which is handed out by the New York Maritime Port Council.

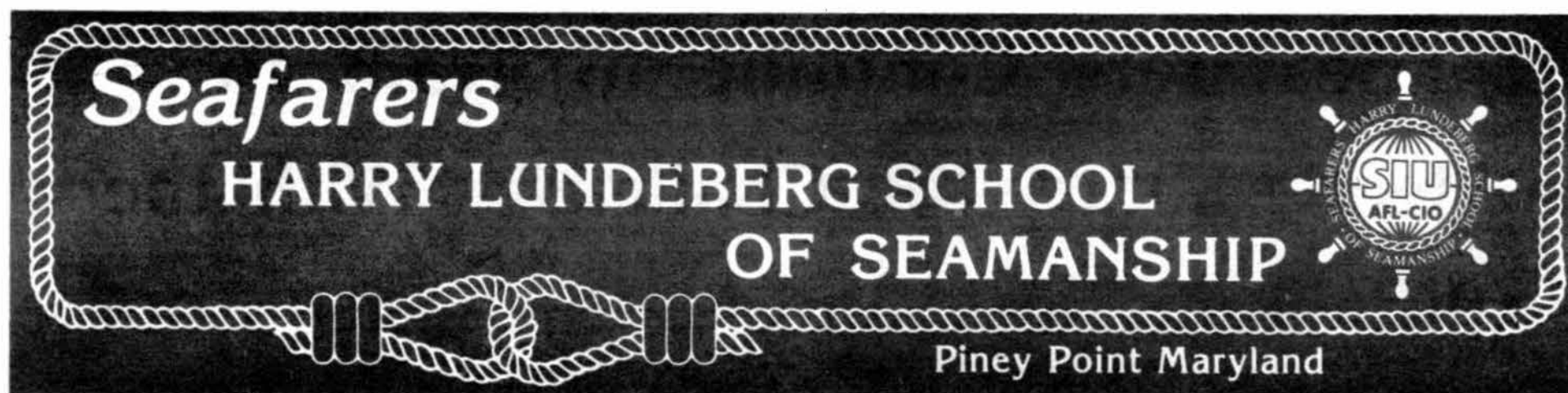
The award comes at an historic time in the maritime industry. It marks the one hundredth anniversary of the modern seamen's movement; the twenty-fifth anniversary of the New York Maritime Port Council, and the fifth anniversary of the Paul Hall Award.

DON'T BE TRICKED



Look for the Union Label for your Halloween Treat

Union Label and Service Trades Department, AFL-CIO



New Hydraulics Class Gets Under Way at SHLSS

The Hydraulics course is designed to give the Seafarer a working knowledge of hydraulic systems found aboard ship. Among the subjects covered are theory and terminology, symbols, circuits, pumps, motors, valves, fluids, cylinders and filters. After studying basic systems and components, specific systems are studied such as watertight doors,

winches, windlasses, steering gear and the Hagglund deck crane. The classroom time is supported by practical work on a hydraulic trainer and actual hydraulic components such as pumps, motors, valves and cylinders. The course is four weeks long.

The eligibility requirement is as follows: all applicants must hold a QMED-Any Rating Coast Guard Endorsement.



Instructor Bill Foley explains proper dismantling procedure of hydraulic cylinder to Bob Layko.



Hands-on experience is an important part of the Hydraulics course, as shown by Jeff McCranie disassembling a hydraulic pump.



A directional control valve being disassembled by Joseph Spell.



Instructor Bill Foley, (second from left), checking the mounting flange with class members (l. to r.) Bob Layko, Carl Merritt and Joseph Spell.

Seafarers Continue to Train to Meet Military Job Challenges With the Sealift Operations and Maintenance Course

Since January 21, 1985, seven Sealift classes have been conducted at the Seafarers Harry Lundeborg School of Seamanship.

To further meet this challenge, the enrollment of students has increased from 25 per class to 40.

We now have given our military contracted companies a nucleus of over 250 trained members to man these ships. This specialized training has resulted in the awarding of four more converted SL-7 class ships to Bay Tankers, Inc. as T-AKR's.

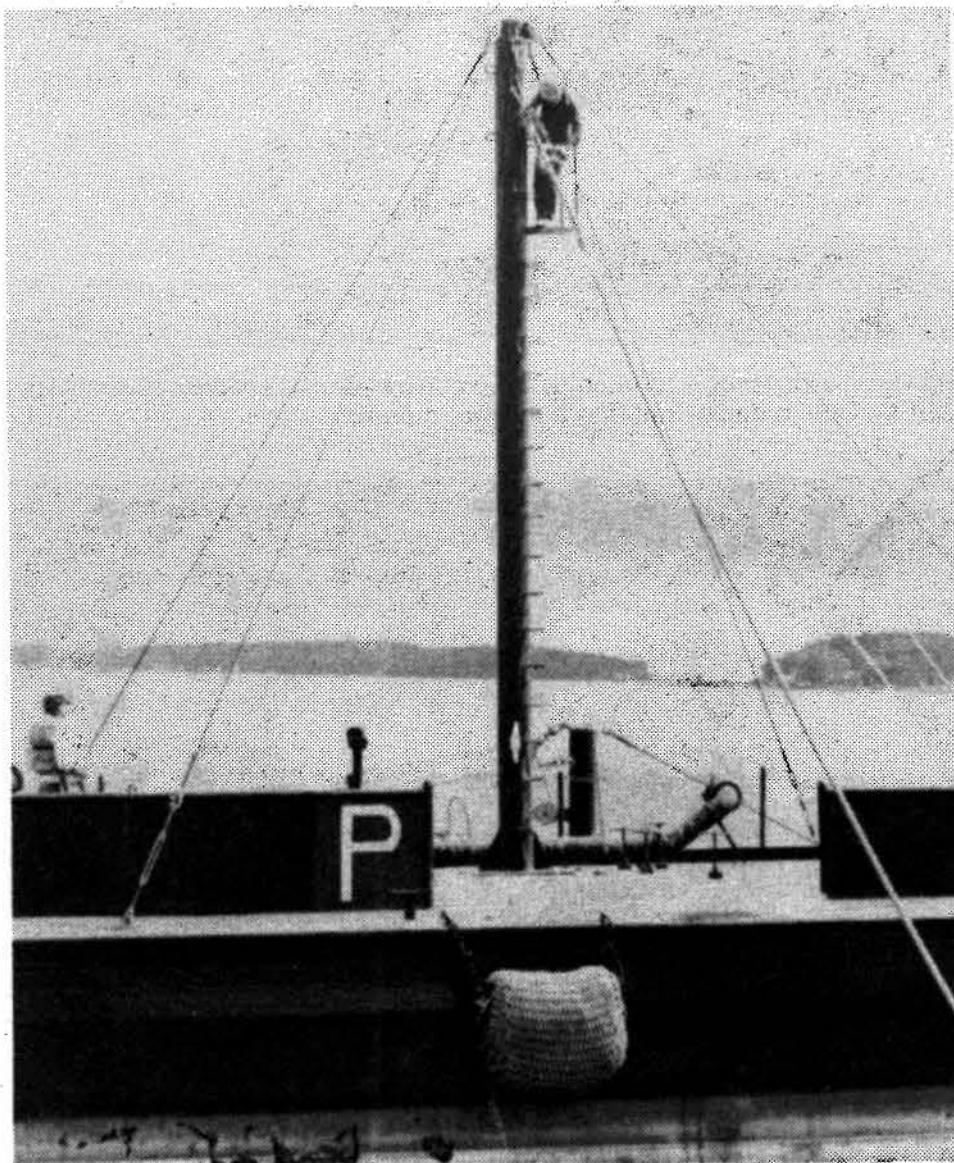
Training has been updated with the addition of small crane

operations and the loading and unloading of containerized cargo with a fork truck. This will ensure our members the job security they so richly deserve, now and into the future.

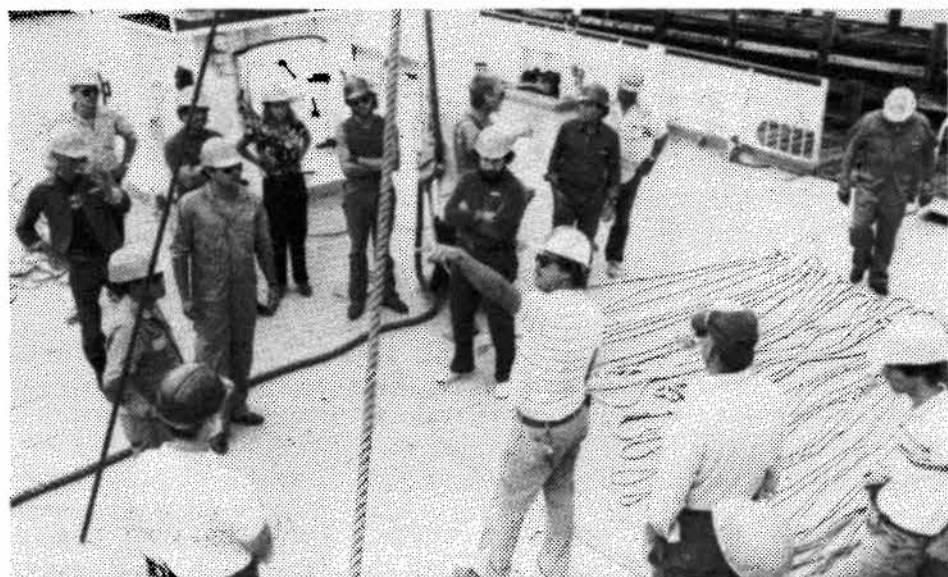
This training is required by all members who attend classes at SHLSS and is four weeks in length. The course covers UNREP (Underway Replenishment), VERTREP (Vertical Replenishment) Fork Truck Operations, Damage Control and Crane Operations.

A separate course in crane maintenance will be offered in the near future for electricians.

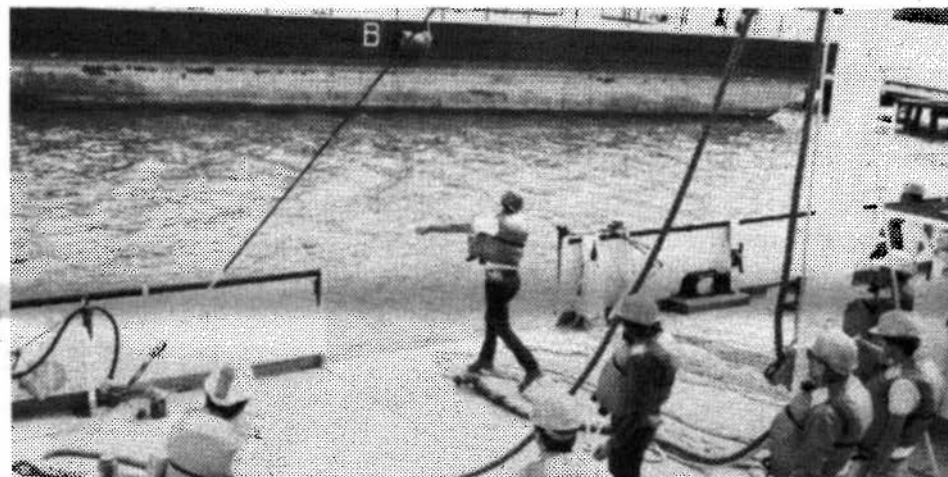
This will ensure our members the job security they so richly deserve, now and into the future.



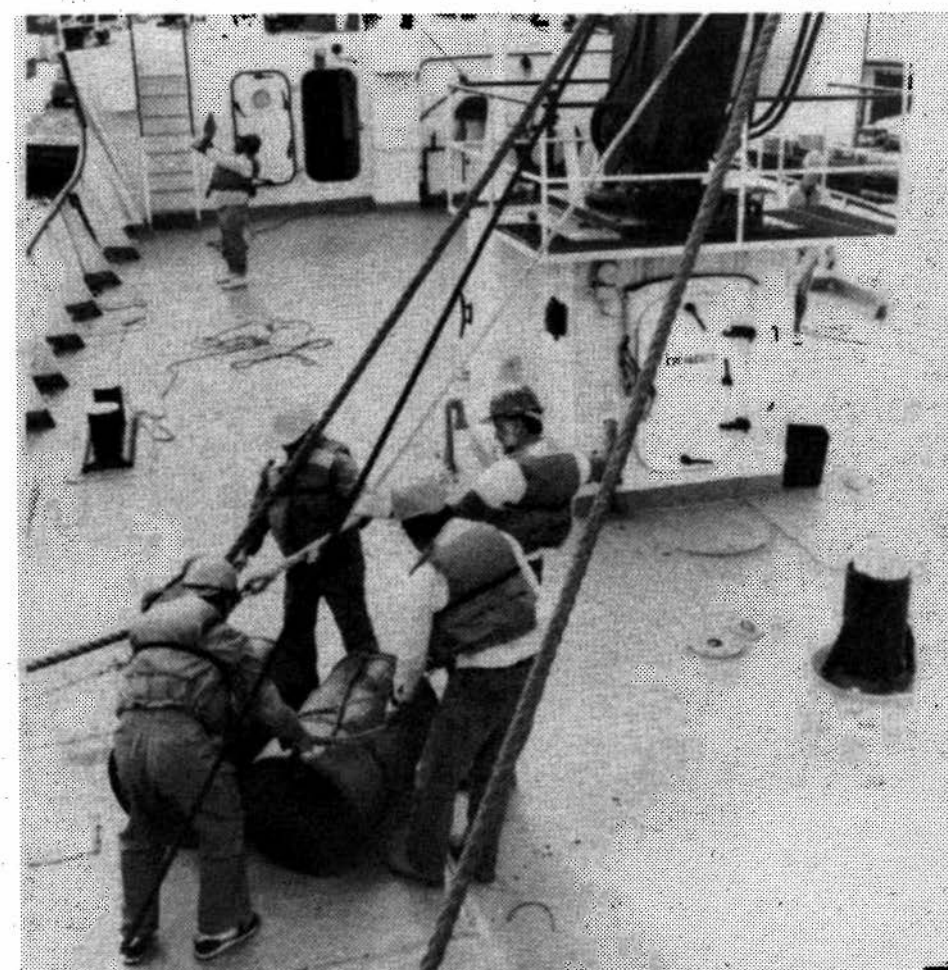
The high line is hauled across to the tank barge and attached to the king post.



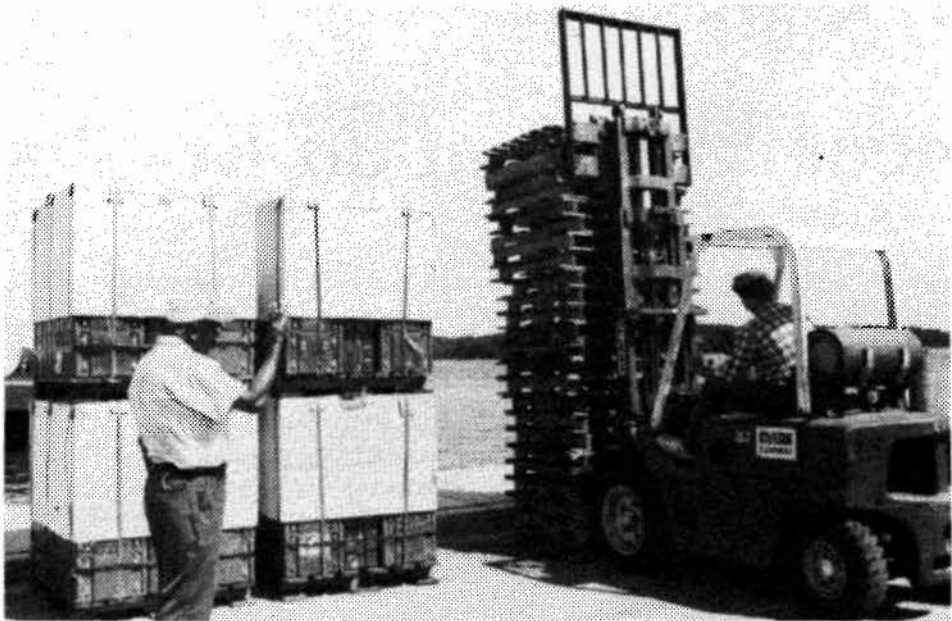
Director of Sealift Training Bill Helwege (c.) instructs in high line procedures prior to the UNREP training.



Bill Eckles, recertified bosun (c.) passes the shot line to the tank barge.



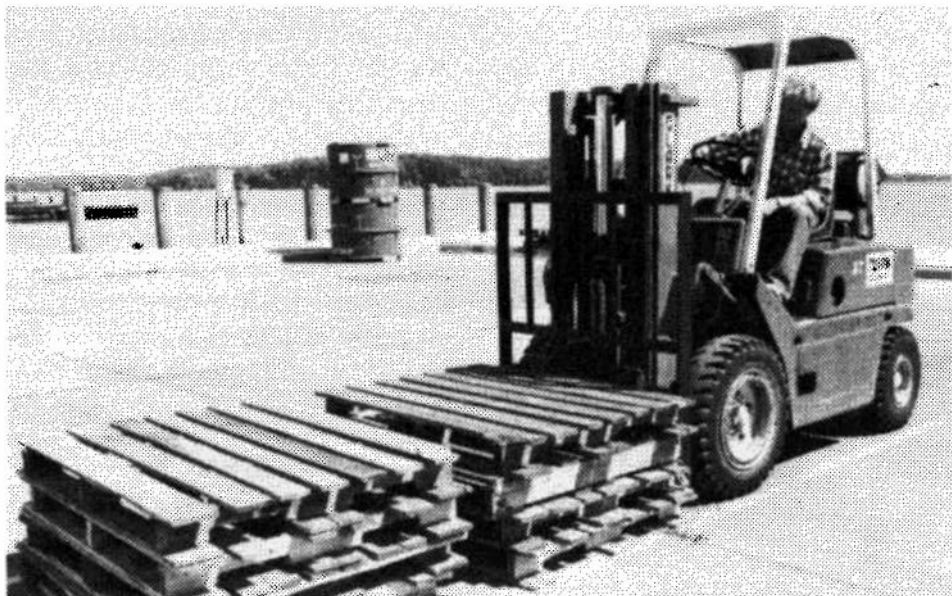
Ernie Duhone (rear) signals replenishment completed as the crew disconnects the barrels.



Deck Instructor Joe Marshall, (l.) instructs students in high stacking of pallets.



Sealift Operations and Maintenance student Bernie Hutching navigating the obstacle course with fork truck.



Student Mike O'Connor positions pallets during Sealift Operations and Maintenance drill.



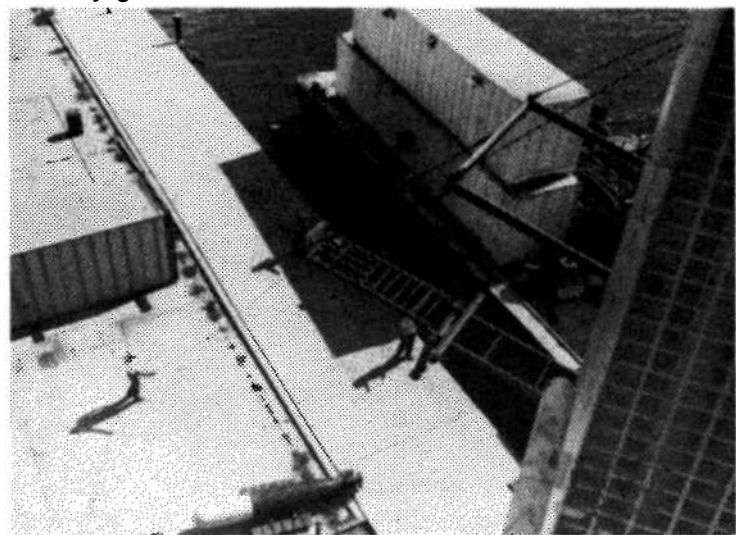
Ferdinand Gongora using a Clark forklift to transport containerized cargo into a forty foot container.



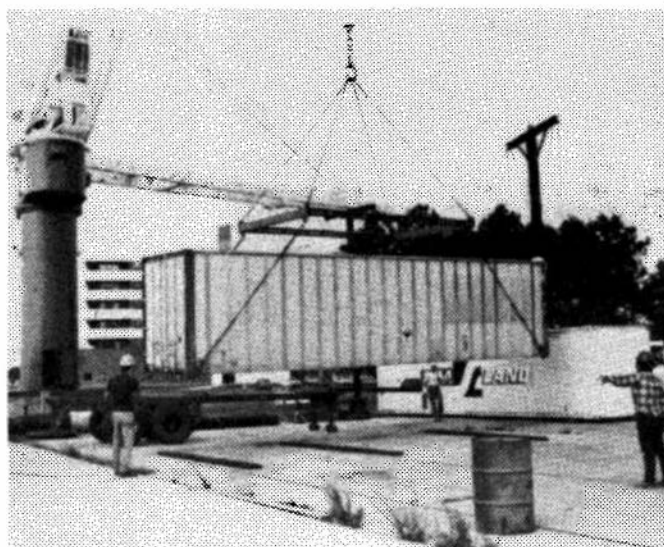
Jill Prescott learns proper signalman procedure from instructor Ed Boyer prior to lifting of a military grader.



SHLSS crane lifts military road grader onto a barge.



The container bed is positioned prior to hoisting.



Recertified Bosun Nick Nagy positions container.



Gene Spaulding preparing to operate the SHLSS crane.

SHLSS Instructor Sets High Standards

With Assistant Engineer Examination Results



Bill Eglinton
SHLSS Instructor

The Seafarers Harry Lundeberg School of Seamanship is very proud of its students' test results on the U. S. Coast Guard Assistant Engineer examination. Statistics on the last five classes show that 72 percent passed the examination on their first attempt

and the remainder of the students re-tested and also passed the exam, giving SHLSS students a 100 percent average. The national average for the same time period was 71 percent.

SHLSS instructor Bill Eglinton is especially proud of these results. Bill has taught at the school for 13 years and has taught the ten week Third and Second Original Unlimited License program since 1981. A graduate of Calhoun Engineering School and the University of Maryland, Bill has written two books in his spare time and is working on a third. He is the author of "Marine Engine Room Blue Book" and "Study Guide to the Multiple-Choice Examinations for Third and Second Assistant Engineers." Bill has applied his research and knowledge to the courses he teaches and the results speak for themselves.

There is a waiting list for

courses so you must apply early. Bill stressed the importance of following the correct procedures to qualify for the courses before arriving at SHLSS.

The first step Seafarers should take in obtaining a license for a Third or Second Original Unlimited License must be to submit a completed United States Coast Guard (U.S.C.G.) application at their nearest U.S.C.G. office in order to determine their eligibility to sit for the desired license. If deemed eligible by the U.S.C.G. office, have them verify this in writing. Do not accept a verbal, "Looks O.K. to me"

Previous articles in the LOG have addressed the problems some students face by reporting to SHLSS without the proper character reference on their U.S.C.G. application form. These signatures must be obtained by the Seafarer on board ship before

he submits his license application.

These signatures can be obtained at anytime and you do not have to wait until you have the full required seetime before beginning your application process.

If you choose to go for a license, you should obtain a U.S.C.G. application form after you have completed about two thirds of the required seetime. Also remember to obtain the necessary signatures: Master, Chief Engineer and one other Engineer on the next several boats or ships on which you sail.

The license course is tough and there is no time allotted for confusion as to your eligibility to sit. Any effort you make to properly apply and produce the seetime requirements will reward you with the maximum time for study.



QMED Update

It is extremely important to notify the SHLSS if there is any change in your rating. Verification is required; include copies front and back of seamen's documents or a copy of your license.

Fill out the coupon below and send to the Seafarers Harry Lundeberg School of Seamanship, Piney Point, Md. 20674.

**N
O
T
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C
E**

Mail To:
Seafarers Harry Lundeberg School of Seamanship
Director of Vocational Education
Piney Point, Maryland 20674

The following information is provided to update my records: I received my QMED rating on _____
Date

I have completed the following specialty course(s):

Marine Electrical Maintenance _____ Diesel Regular _____
Date Date

Refrigeration Systems, Maintenance & Operations _____
Date

Pumproom Maint & Operation _____ Hydraulic _____
Date Date

Marine Electronics _____ Welding _____ Automation _____
Date Date Date

I hold a valid 3rd/2nd Assistant
Engineer License issued on _____
Date

NAME _____

SS# _____

BOOK# _____

ADDRESS _____

TELEPHONE# _____

Note: Each member should provide a photocopy of evidence to substantiate changes in the above records.



Community involvement is an important aspect for SHLSS, as shown above at the St. Mary's County Fair.



UIW members prepare booth at St. Mary's County Fair.



New Steward Program

1. The mission of SHLSS is to provide well-trained personnel for our contracted companies. Periodically, we review our curriculums, analyze members' recommendations and send instructors to sail aboard ship to determine whether or not changes in the industry aboard new ships necessitate development of new programs to fulfill the requirements aboard these ships.

After carefully evaluating the many skills needed for the steward department, we have developed and will continue to develop a steward program which we feel will be second to none and provide the necessary skills for each rating.

Effective September 4, 1985 we will be starting Phase I of the updated program. Realizing ratings differ aboard freighters and cruise ships, we have listed in chart-form the courses needed to accommodate all ratings.

Descriptions of each upgrading phase for the steward department will appear in future articles in the LOG.

SPECIALTY COURSES		CRUISE SHIP
2. FREIGHTER/TANKER Recertified Steward	14 WEEKS	Chef Or Chief Pantryman Or Chief Butcher Or Chief Grade Manager Or Pastry Chef Or Second Baker
	14 WEEKS	Sous Chef And Chief Crew Cook Second Butcher And Line Cook And Second Cook
Chief Steward	14 WEEKS	
Chief Cook	14 WEEKS	
Cook and Baker	14 WEEKS 7 WEEKS COOK 7 WEEKS BAKER	Assistant Cook And Baker's Helper And Night Baker

3. ELIGIBILITY:

- 120 days as a steward assistant
- 180 days as a steward assistant for those who have not graduated from SHLSS training program
- Must speak, understand, read and write English
- High School diploma or GED Equivalency, or 2 years to complete GED (If not qualified in these areas refer to LOG for when these GED and English as a Second Language programs are offered at school.)
- Clinic card must be up-to-date
- To upgrade to each level member must have sailed 6 months in previous rating.

4. COOK and BAKER COURSE

Cook and Baker course will consist of 14 Weeks at SHLSS.

7 Weeks of cooking instruction, demonstration and on the job training.

7 Weeks of baking instruction, demonstration and on the job training.

NOTE: After the third week of each course, a three-man-board will review each student as to his/her demonstrated ability to continue in the program.

SHLSS Honors Retiree



Plaques of recognition for his many years of dedicated service to SHLSS and the SIU was presented to Joseph Zienda by Commandant Ken Conklin. Also present for the awards were Laymon Tucker, Director of Culinary Services, and Executive Chef Romeo Lupinacci.



SHLSS Graduates



Refrigeration

Front row l. to r.: Bill Lignos, Steve Walters, Robert Benson. Second row l. to r.: James McDaniel, Ed Smith, Tyler Womack, Edwin "Red" Harris, Spurgeon Simpson Jr.



Hydraulics

Front row l. to r.: Carl Merritt, Joe Spell, Dan Rose, Instructor Bill Foley. Second row l. to r.: Chromer Jefferson, Jeff McCranie, Rob Caldwell, Paul Hanley, Bob Layko.



Sealift Operations & Maintenance

First row l. to r.: John Zepeda, E. J. Rokicki, Ramil Mohamed, Claus Schunk, Eddie Kirkland, Sil T. Abzara Jr., David Mull, Bill Hellwege (Instructor). Second row l. to r.: Michael W. Crane, Jill Prescott, Willie Mitchell, Glenn Christlanson, Joe Marshall (Instructor), Ed Boyer (Instructor). Third row l. to r.: George Bradley, Bryan Iverson, Mike Hall, Peter Victor, Gene Spaulding, Charles Spence, Mike O'Connor. Fourth row l. to r.: Osmond Raji, Matthew Stevenson, Bernie Hutching, Mitchell Santana, Frank Arnett, Nick Nagy. Fifth row l. to r.: Julius Francum, Greg Taylor, Doug Craft, Ferdinand Gongora, Ernest Duhon, Robb Saylor.

Upgrading Course Schedule



November Thru December 1985

**Programs Geared to Improve Job Skills
And Promote U.S. Maritime Industry**

Following are the updated course schedules for November through December, at the Seafarers Harry Lundeborg School of Seamanship.

For convenience of the membership, the course schedule is separated into four categories: engine department courses; deck department courses; steward department courses; adult education courses.

The starting and completion dates for all courses are also listed.

Inland Boatmen and deep sea Seafarers who are preparing to upgrade are advised to enroll in the courses of their choice as early as possible. Although every effort will be made to help every member, classes will be limited in size— so sign up early.

Class schedules may be changed to reflect membership demands.

SIU Representatives in all ports will assist members in preparing applications.

NOTE: Re-register before leaving your home port for training at the Seafarers Harry Lundeborg School of Seamanship to avoid having an expired shipping registration card when leaving SHLSS.

Also bring proof of Seafarers Welfare Plan eligibility with you.

Deck Upgrading Courses

Course	Check-In Date	Completion Date
Radar Observer	November 1	November 14
Simulator	November 15 November 29 December 6	November 21 December 5 December 12
Able Seaman/Crane Operator	November 1	December 19

Engine Upgrading Courses

Course	Check-In Date	Completion Date
Marine Electronics	November 1	December 19
Diesel Engineer - Regular	November 7	December 13

Steward Upgrading Courses

Course	Check-In/Completion Date	Length of Course
Chief Cook	November 22	varies
Cook and Baker	December 11	March 20

Adult Education Courses

Course	Check-In Date	Completion Date
(ESL) English as a Second Language	November 15	December 13
(ABE) Adult Basic Education	November 15	December 13
(GED) High School Equivalency Program	November 1	December 13



Seafarers Harry Lundeborg School of Seamanship Upgrading Application



Name _____ (Last) _____ (first) _____ (Middle) Date of Birth _____ Mo./Day/Year

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

Deep Sea Member ☐

Inland Waters Member ☐

Lakes Member ☐

Pacific ☐

Social Security # _____ Book # _____ Seniority _____

Date Book Was Issued _____ Port Issued _____ Port Presently Registered In _____

Endorsement(s) or License(s) Now Held _____

Are you a graduate of the SHLSS Trainee Program: ☐ Yes ☐ No (if yes, fill in below)

Trainee Program: From _____ to _____ (dates attended)

Have you attended any SHLSS Upgrading Courses: ☐ Yes ☐ No (if yes, fill in below)

Course(s) Taken _____

Do you hold a letter of completion for Lifeboat: ☐ Yes ☐ No ☐ Firefighting: ☐ Yes ☐ No ☐ CPR: ☐ Yes ☐ No

Date Available for Training _____

RECORD OF EMPLOYMENT TIME—(Show only amount needed to upgrade in rating noted above or attach letter of service, whichever is applicable.)

VESSEL _____ RATING HELD _____ DATE SHIPPED _____ DATE OF DISCHARGE _____

SIGNATURE _____ DATE _____

No transportation will be paid unless you present original receipts and successfully complete the course.

RETURN COMPLETED APPLICATION TO:
Seafarers Harry Lundeborg Upgrading Center, Piney Point, MD. 20674

I am interested in the following course(s) checked below:

DECK DEPARTMENT

- ☐ Tankerman
- ☐ AB Unlimited
- ☐ AB Limited
- ☐ AB Special
- ☐ Towboat Operator Inland
- ☐ Towboat Operator (NMT 200 miles)
- ☐ Towboat Operator (Over 200 Miles)
- ☐ Master/Mate Inspected Towing Vessel
- ☐ Third Mate
- ☐ Radar Observer Unlimited
- ☐ Simulator Course
- ☐ Quartermaster
- ☐ Celestial Navigation
- ☐ 1st Class Pilot

ENGINE DEPARTMENT

- ☐ FOWT
- ☐ QMED—Any Rating
- ☐ Marine Electronics
- ☐ Marine Electrical Maintenance
- ☐ Pumproom Maintenance & Operation
- ☐ Refrigeration Systems Maintenance & Operations
- ☐ Chief Engineer/Assistant Engineer (Uninspected Motor Vessel)
- ☐ Second/Third Asst. Engineer (Inspected)
- ☐ Automation
- ☐ Diesel Engine

STEWARD DEPARTMENT

- ☐ Cook & Baker
- ☐ Towboat Inland Cook
- ☐ Chief Cook
- ☐ Chief Steward

ALL DEPARTMENTS

- ☐ Welding
- ☐ Sealfit Operations & Maintenance
- ☐ Lifeboatman

ADULT EDUCATION DEPARTMENT

- ☐ Adult Basic Education (ABE)
- ☐ High School Equivalency Program (GED)
- ☐ Developmental Studies (DVE)
- ☐ English as a Second Language (ESL)

COLLEGE PROGRAM

- ☐ Nautical Science Certificate Program
- ☐ Scholarship/Work Program
- ☐ Other _____

SPAD Is Power—Power Is Politics

What is power? For the Seafarers International Union power is SPAD—The Seafarers Political Action Donation. Let's break down what SPAD stands for.

SEAFARERS—That's you, your shipmates and your Union, whether you sail deepsea, inland or Great Lakes. To be a Seafarer you have to have a JOB and you need JOB security.

POLITICAL—Today politics plays one of the major roles in getting you a JOB and protecting JOB security. Politics is the Jones Act. Politics in Alaskan oil. Politics is cargo preference. Because what you do for a living is so closely related to politics and government, your JOB and JOB security depend on politics.

ACTION—If the SIU sat on its duff and didn't get involved in the action of politics, you wouldn't have a JOB or JOB security. Just look at the recent fight over cargo preference, a program that accounts for 37 percent of the cargo carried by the U.S. merchant marine, carried by you.

DONATION—If there are no donations, there is no SPAD. This is the most fundamental and direct role you play in protecting your JOB and JOB security. It finances all the political activity the SIU is involved in from Capitol Hill to City Hall. It educates the public and the lawmakers. It supports our friends and helps beat our foes.

Washington, D.C. is where almost every major merchant marine and SIU battle for JOBS and JOB security is fought today. These battles include bills and regulations ranging from things such as your safety, your job rights, new JOBS such as military work, JOBS carrying government-impelled cargo, protection of your JOBS from unfair foreign competition and a host of other areas.

SPAD makes the work of the SIU's lobbying team easier. To be frank, being a politician is expensive work, and SPAD helps us reward our friends by helping them get re-elected. We help with money, we help with manpower.

Politics can be a nasty business. Politics is certainly a hardball business. As long as our enemies, people who want to see the U.S. merchant marine dry up and wither away, are always out in force on Capitol Hill, in the executive offices and the agencies, the SIU has to be there too—to protect you—to protect your JOBS—to protect your JOB security.

Support SPAD. Let the Union support you. Here is just a partial list of the hundreds of pieces of legislation and regulations the SIU and its legislative team must deal with, in just one year. Read it; then you will see why the SIU must be in Washington and why it must be armed with a powerful tool—SPAD.

ALASKAN OIL EXPORTS

Some 40 SIU ships carry this vital resource. A major move to export the oil was defeated and your JOBS were saved.

*S.883
Export Administration Act (EAA)
Reauthorization

Extends Section 7d restrictions against the export of Alaska oil for 5 years until September 30, 1990, and corrects legislative veto provisions

CANADIAN CARGO DIVERSION

Helps protect American Seafaring JOBS.

S. 188
(Inouye)

Close loophole to require the filing of rates with the FMC for cargo moved over land to contiguous nation ports

CAPITAL CONSTRUCTION FUND

Will help to build more U.S. ships which means more JOBS.

H.R.2893
Qualified Operators/Vessels
(Biaggi)

Clarifies those vessels and operators which are eligible to utilize the CCF program

*H.R. 3164/S. 1522
Unqualified Withdrawals
(Biaggi/Simpson)

Imposes severe penalties for unqualified withdrawals of funds by predator corporations in the event of a hostile corporate takeover

CARGO PREFERENCE (Bills to Strengthen)

Cargo preference accounts for 37 percent of the merchant's marine's cargo and thousands of JOBS.

H.R. 1301
Dry Bulk Promotion
(Donnelly)

Requires 40% of dry-bulk cargoes to be transported on U.S.-built, U.S.-flag ships within 10 years

H.R. 2573
Dry Bulk Promotion
(Bateman/Boggs)

Requires 20% of dry-bulk cargoes to be transported on U.S.-built, U.S.-flag ships within 15 years

S. 185
Gov't-Impelled Cargoes
(Inouye)

Clarifies Gov't-impelled cargo laws; provides enforcement mechanism; increases SPR & strategic stockpile carriage to 100%

H.R. 1702/S. 186
Carriage of U.S. Mail
(Bentley/Inouye)

Requires that U.S. mail be carried on U.S. ships



During a lunch-time break, SIU members and lobbyists regroup for an afternoon assault on Capitol Hill. Here SIU Legislative Director Frank Pecquex and lobbyist Liz DeMato check schedules.

S. 187
DOT Authority
(Inouye)

Clarifies and strengthens DOT authority over federal agency cargo preference compliance

H.R. 1939
Agric Imports
(Evans—IA)

Requires that 50% of all agric commodities & products imported into the U.S. be carried on U.S.-flag vessels

CARGO PREFERENCE (Bills to Weaken)

If cargo preference is gutted, thousands of JOBS are at stake.

Dispute Oversight Hearing
(H. Merchant Marine Subcmte)

Hearing to review cargo preference laws and the dispute between agriculture and maritime over application of CP to agricultural exports

H.R. 2100
1985 Farm Bill
(de la Garza)

Reauthorize and amend federal agric, food, and farm programs

H.R. 1612/S. 721
CP Exemption
(English/Boren)

Exempts all agric. export programs except PL-480 from CP requirements

H.R. 1760/S. 930
Total CP Exemption
(Bereuter/Nickles)

Exempts all agric. export programs administered by the CCC from CP requirements

H.R. 1517/S. 664
CP Exemptions
(Smith, NB/Nickles)

Exempts export PIK, blended credit, and commercial agric exports from CP requirements

H.R. 1466
Blended Credit Exemption
(Evans, IA)

Exempts the blended credit program from CP requirements

H.R. 2357
CP Exemption
(Brown, CO)

Exempts all govt-financed agric. exports from CP requirements

H.R. 2465
Agric Trade Cmte
(Smith, NB)

Establishes an Agric Trade Cmte to study int'l agric trade and recommend actions to expand U.S. agric exports

H.R. 1464
CP Expenses—DOD
(Evans, IA)

Transfers responsibility for funding CP to the Defense Department

H.R. 1465
CP Expenses—MarAd
(Evans, IA)

Transfers responsibility for funding CP to the Maritime Administration

(Continued on Page 18.)

Members Turn Lobbyists

Seafarers Hit the Hill for Massive Cargo

"I think that we all earned our money on this one," said a weary but satisfied Frank Pecquex after the House of Representatives voted to defeat 20 anti-cargo preference amendments that Rep. Virginia Smith (R.-Neb.) and others had tried to attach to a farm aid bill.

Pecquex, the head of the SIU's legislative department, noted that the issue was still far from resolved. "There will be some kind of anti-cargo preference measure up when the Senate gets around to debating its version of the Farm Bill," he said.

Still, the House vote marked an important victory for the members of this Union. As Rep. Barbara Boxer (D-Calif.) said on the floor of the House of Representatives, "The cargo preference law that currently exists is keeping our merchant fleet alive."

That assessment was echoed by many other supporters of cargo preference. "This (anti-cargo preference) amendment could mean as many as 6,000 more jobs lost," said Rep. Barbara Mikulski (D-Md.). "We cannot afford to lose this vote," said SIU President Frank Drozak shortly before the debate began.

The vote on the Smith amendment, the most serious of the anti-cargo preference amendments, was defeated by a lopsided margin of 269-151. "I attribute the size of our victory to the work that our members and field reps did on behalf of our position," said Pecquex. "No one was expecting a victory quite this big."

Given the importance of the issue, more than 60 SIU members and field reps volunteered to spend a week in the Washington area to help the legislative staff lobby the 435 members of Congress. They came from all across the country: Washington state, Indiana, New York, Alabama.

For a week, at least, Capitol Hill



Wilmington Field Rep. Scott Hanlon arranges an appointment with Rep. Matthew Martinez (D-Calif.) With Hanlon are Seafarers Dan Rose and Mike Schmidt.

was awash in white caps and SIU jackets. "Everywhere you turned," said Liz DeMato, one of the Union's lobbyists, "you could see SIU members fighting to protect the job security of their fellow Seafarers."

"Before they showed up," said DeMato, "people didn't know what a merchant seaman was. But our guys worked hard. They exhibited a lot of class. The results speak for themselves."

It was a hectic week. SIU members accompanied their field reps to various congressional offices from their state or region. They dropped off position papers, spoke to congressmen or their legislative assistants, and generally made their presence felt.

"It is one thing to read about the legislative process in high school or Union ed class," said Mike Hall, who ships out of Seattle. "It is another thing to be part of it."

For many of the members, it was a real eye-opener. "I can't believe how small those congressional staffs are," said Joseph Spell. "How can they

possibly keep on top of every issue? It's a good thing that we are here."

"How the hell can those lobbyists



Rep. Ed Feighan (D-Ohio), center, talks with SIU Field Rep. Martin Vittardi, right, and SIU member Mitchell Santana about his iron-clad support of the American-flag merchant marine.

walk so much every day?" said old-timer Willie Mitchell. "These halls just go on and on."

Some of the members were so moved by the issue that they made impassioned speeches.

"If things get much worse in the maritime industry," said Eugene Spaulding to Calvin Hill, the administrative assistant to Rep. Louis Stokes (D-Ohio), "I might not be able to find a job. As it is, I have to wait several months on the beach before I can ship out."

"Few people understand what the maritime industry has done," said SIU Field Rep. Martin Vittardi. "We have enabled thousands of inner city and Appalachian kids to make something of their lives. We have made a difference."

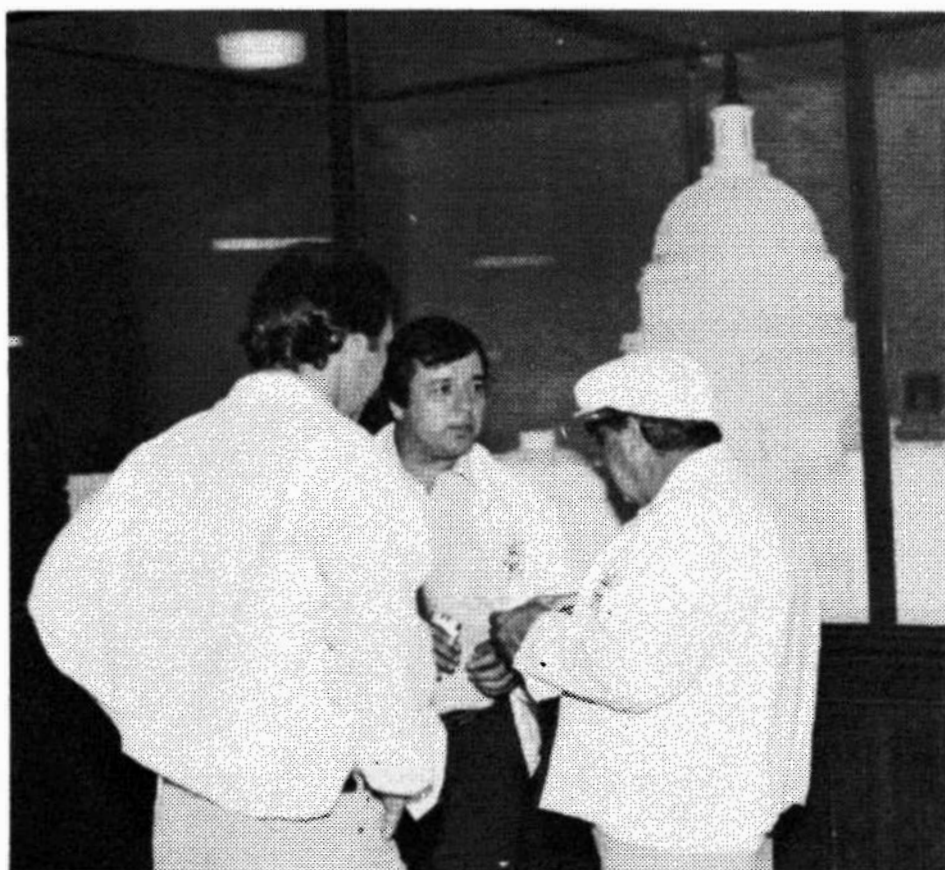
"In case of a war, it will be the people standing before you who will have to secure America's sealift capability. They will be risking their lives to save this country."

The cargo preference issue came up at a very busy time. A number of different farm groups were lobbying the House on the entire Farm Aid Bill (cargo preference accounted for 0.08 percent of that appropriation). In addition, the House Ways and Means Committee had scheduled hearings on the president's tax reform package.

Many of the field reps and members had to go back to their home ports



Rep. Dan Schaefer (R-Colo.) studies some of the Capitol Hill with Field Rep. John Ravnik (left) and bosuns George Bradley and Julis Francum.



Nicholas Nagy (center) takes a break during the long day on the Hill. With Nagy are Michael Moore (left) and Willie Mitchell.



Philadelphia Rep. Frank Spazziani (center) and Mark Ricci check to see which congressional

o Preference Campaign, Foes Beaten



With him, cargo preference information the SIU flooded San Francisco, points out some facts. With him

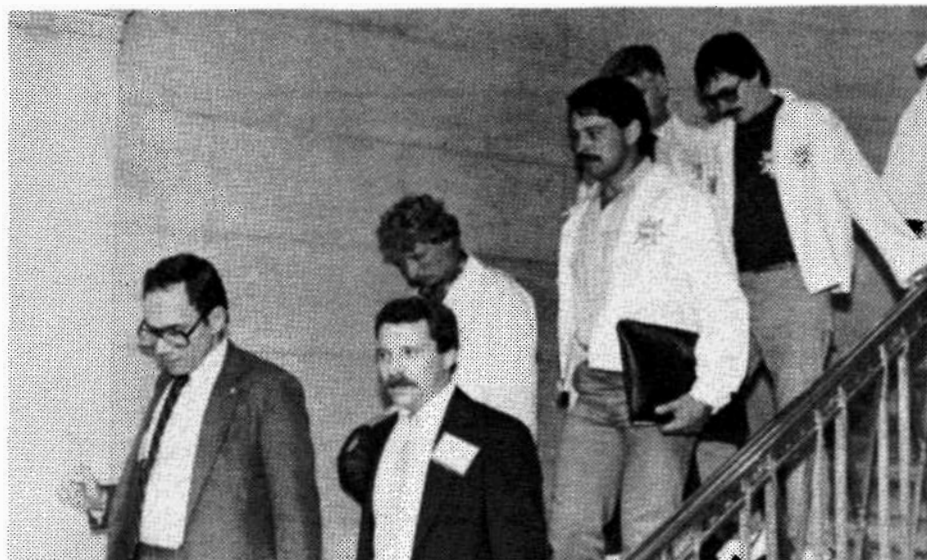
before the issue was finally resolved in a dramatic three-hour floor debate. But while they couldn't be there in person, they were there in spirit.

"Mike Nagy (recertified bosun) couldn't stop talking about his experience as an SIU lobbyist," said SIU Wilmington Port Agent Mike Worley. "He told everyone here that he chewed Tip O'Neill's ear off."

The SIU members obviously made a difference. Congressional supporters of the maritime industry, armed with the facts that the SIU members and field reps had given them, were able to clear up a number of misconceptions that had been raised by several farm groups.

"Both U.S. agriculture and the maritime industry are essential to our nation's security," said Rep. Robert Borski (D-Pa.). "I reject the notion that we must sacrifice the interests of one to help the other."

"I would like," said Rep. Mario



Rep. John Miller (R-Wash.) threw his support behind the SIU. Here on his way to the House floor, Miller is accompanied by a mobile lobbying team that includes Field Rep. Rich Berkowitz, Greg Taylor, John Smith, Mike O'Connor, Larry Cline and Glen Christensen.

Biaggi (D-N.Y.), "to . . . put things in perspective. If you objectively assess this issue, I think you will come

to several conclusions.

"First," he said, "the merchant marine is indispensable to our armed forces and national defense.

"Second, cargo preference is essential to the survival of the U.S. maritime industry.

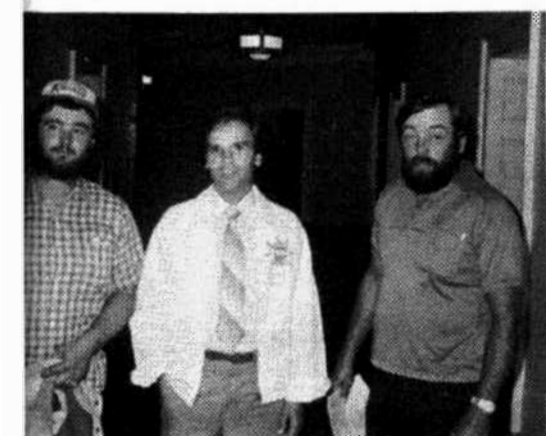
"Third, a vote for cargo preference is not a vote against the American farmer.

"These amendments will not help the farmers significantly, but it will kill the merchant marine."

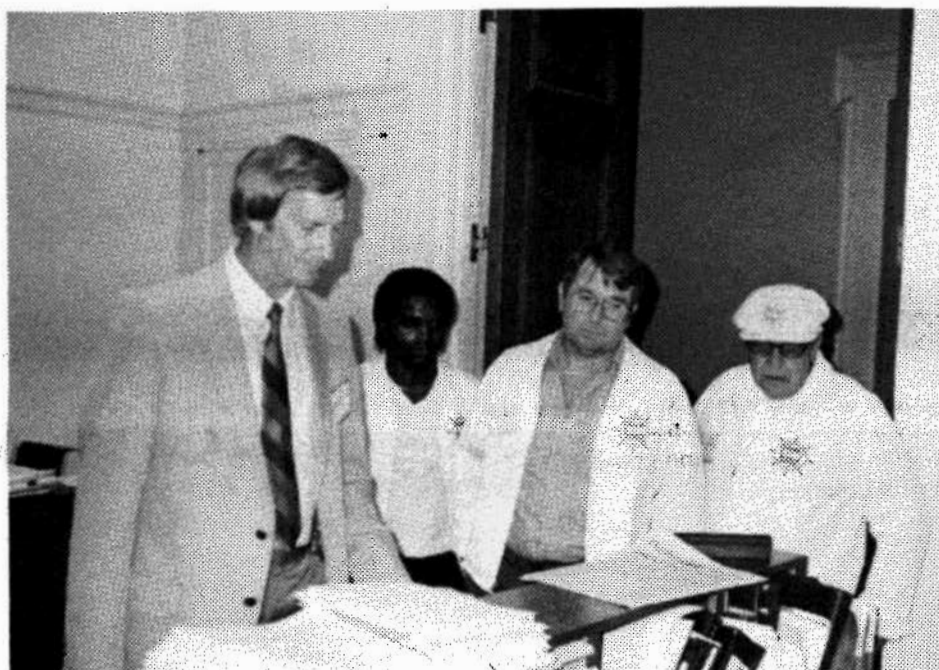
"Everyone is concerned about the American farmers," said Maryland's Mikulski. "We know that they are suffering, but the reason that they cannot export is because of the high value of the dollar, declining land values, low market prices and huge crop surpluses.

"In 1984," she continued, "of 145 million tons of U.S. agricultural products, only 2 percent was covered by cargo preference. . . .

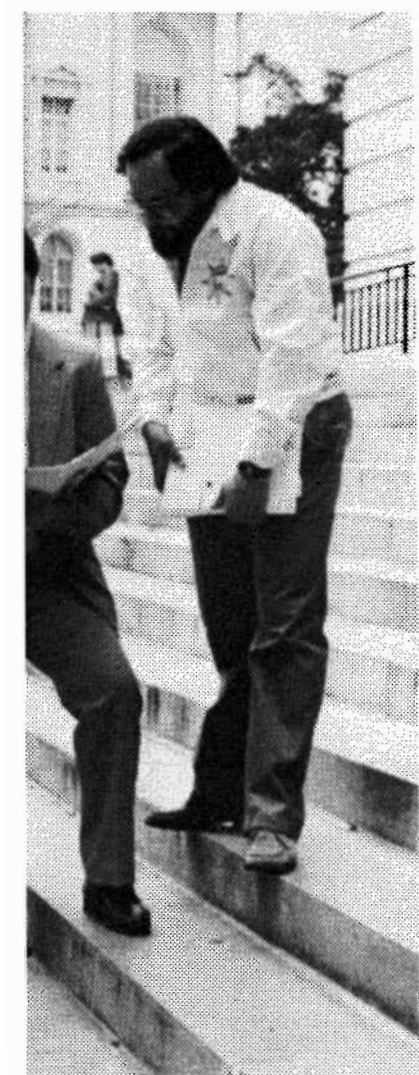
"I think it is a shame," she said, "when one group of American workers is pitted against another."



Rep. E.J. Rokicki, center, talks to two farmers about the important role that cargo preference plays in providing the American-flag merchant marine with a minimum amount of cargo to keep it afloat.



SIU Rep. Ed Kelly, right, makes an appointment to talk to a member of the Alabama congressional delegation. With him are SIU members Darryl Nelson, Joseph Spell and Willie Mitchell.



Seafarers Ferdinand Gongora (left) and a representative is next on their list.



Seafarer Dan Rose (left) shakes hands with legislative aide Erin Atwater from the office of Rep. Barbara Vucanovich (R-Nev.). Matt Stevenson is at the right.

SPAD Is Power—Power Is Politics

H.R. 2112/S. 616
1985 Farm Bill
(Daub/Helms)

H.R. 1965/S. 908
1985 Farm Bill (Am Farm Bur)
(Emerson/McConnell)

S. 1041/S. 1051
1985 Farm Bill
(Boschwitz/Zorinsky)

H.R. 1313
Food for Progress Act
(Huckaby)

H.R. 2407/S. 1049
Agric Export Enhancement
(Thomas, CA/Wilson)

CARGO PREFERENCE (CP)

Other possible vehicles for anti-cargo preference amendments

S. 1040
Agric Export PIK
(Cochran)

H.R. 2000/S. 843/S. 1083
1985 Farm Bill
(de la Garza/Cochran/Harkin)

S. 171
Agric Trade Enhancement Act
(Quayle/Boschwitz)

H.R. 999
CCC Subsidy
(English)

H.R. 2140
Agric Export Subsidies
(Watkins)

H.R. 2104
Agric Export PIK
(Skelton)

H.R. 1889/H.R. 2390
Food Assistance Programs
(Hall, OH)

H.R. 1776/S. 42
Barter Trade
(Dorgan/Nickles)

H.R. 1065/H.R. 2077
Wheat Incentives
(Marlenee/English)

H.R. 2359
Agric Export Reserve
(Evans, IA)

COAST GUARD

User fees could harm U.S. maritime companies and cost JOBS.

User Fees
(Admin FY '86 Budget)

H.R. 1936/S. 1318
User Fees
(Conte/Domenici—by request)

*H.R. 2466
Coast Guard Amendments
(Studds)

H.R. 1231
Int'l Training;
Maritime Skills
(Studds)

CDS REPAYMENT

Could harm Jones Act trade unless done properly.

*H.R. 2577
FY '85 Supplemental Approp

*S. 1160
FY '86 DOD Authorization

H.R. 2485
Limited Payback
(Biaggi)

H.R. 2550
Permanent Authority
(Jones)

Reauthorize and amend federal agric,
food, and farm programs

Am. Farm Bureau Federation proposal
to reauthorize and amend federal agric,
food, and farm programs

Reauthorize & amend federal agric,
food, and farm programs

Establish a 4-year program to provide
food assistance to countries wishing to
develop long-term commercial agric
policies

Expand agric exports thru programs
administered by the CCC & USDA,
including Export PIK, blended Credit
and Food for Peace

Establish a program to expand U.S.
agric exports by providing surplus CCC
stocks to offset foreign subsidization

Reauthorize and amend federal agric,
food, and farm programs

Establish a Presidential Agric Trade
Cmte to study unfair foreign trade prac-
tices; and expand U.S. Gov't support
of agric exports

Expand exports thru direct subsidiza-
tion by the Commodity Credit Corpo-
ration

Expand U.S. agric exports thru direct
subsidization to offset foreign subsidy

Expand U.S. agric exports by providing
surplus CCC stocks to offset foreign
subsidy

Strengthen U.S. food aid programs to
enhance and expand U.S. agric exports
to needy countries

Promote agric exports by facilitating
the use of barter in trading surplus
domestic agric commodities for strat-
egic minerals & materials

Establish a Wheat Export Incentive
Program to increase wheat exports

Establish an Export Reserve to be used
for Export PIK and barter for strategic
materials

Admin. proposal for FY '86 program
changes, user fees, etc.

Authorize the establishment of user fees
to recover costs incurred by the U.S.
Coast Guard

Makes miscellaneous changes in nu-
merous laws affecting the U.S. Coast
Guard

Encourages Coast Guard to provide
education & training to foreign nations
in search & rescue, aids to navig., &
other general maritime skills

Provides supplemental funds for the
continuance of federal programs in FY
'85

Authorizes Defense programs for Fiscal
Year 1986

Permits CDS operators to repay subsidy
and enter the domestic trades one year
out of every two

Permits CDS operators to permanently
repay subsidy and enter the domestic
trade if can qualify for temporary 6-
month authority for 3 consecutive years

CONSTRUCTION PROGRAMS

S. 102
CDS Auth.
(Inouye)

H.R. 368
Build and Charter
(McKernan)

H.R. 2144
Build and Charter
"Ready Reserve-Sealift
Enhancement Fund"
(McKernan)

H.R. 1662/S. 535
West Coast Shipbuilding
(Hunter/Symms)

Authorizes \$300 million for CDS for
FY '86

Expand & revise federal build-and-
charter program under Title VII of the
Merchant Marine Act, 1936

Establishes a new federal fund to build
& charter militarily-useful merchant
vessels in U.S. shipyards

Reaffirms existing U.S. policy to main-
tain a West Coast shipbuilding capabil-
ity

CONSTRUCTION PROGRAMS—FOREIGN BUILD

*H. R. 3141/S. 1481
Foreign-Build Authority
(Lent/Stevens—by request)

*S. 1482
Reflagged Vessels—
Preference Cargoes
(Stevens—by request)

Grants permanent authority, through
the Secy DOT, for subsidized U.S.
operators to build or acquire vessels
overseas

Permits vessels built or acquired over-
seas and reflagged U.S. to immediately
carry preference cargoes

DREDGING

Hundreds of SIU members work aboard U.S. flag dredges.

H.R. 3016
Foreign Dredging
(Blaz)

H.R. 851
Dredge Waste Reclamation
(Yatron)

Permits the operation of foreign-regis-
tered dredges in the Territory of Guam

Exempts operators engaged in the proc-
essing or disposal of waste materials
recovered from certain dredging opera-
tions from the Fed. Mine Safety and
Health Act of 1977

ENERGY AND STRATEGIC MATERIALS

U.S.-flag ships must move government cargoes, including strategic material such
as the SPR oil and others. That means JOBS.

H.R. 1699
SPR Reauthorization & Coal
Imports Reporting Act

*S. 960
FY '86 Foreign Aid Auth &
Federal Coal Export Comm

H.R. 422
Import Coal Surcharge
(Rahall)

H.R. 892
Coal (Coke) Acquis.
(Rahall)

*S. Con. Res. 32
FY '86 Budget Resolution

*H.R. 2577
FY '85 Supplemental Approp

*H.R. 3011
FY '86 Interior Appropriations

H.R. 1699
SPR Reauthorization & Test
Drawdown & Distribution

H.R. 1803
SPR Regional Reserves
(Heftel)

H.R. 473
Defense Petrol. Reserve
(Thomas, CA)

S. 1412
Import Oil Surcharge
(Hart)

*H. Res. 12/H. Res. 244
Import Oil Surcharge
(Conte/Rinaldo)

*H. R. 2577
FY '85 Supplemental Approp

*S. 1160
FY '86 DOD Authorization

Reauthorize & extend Titles I & II of
the Energy Policy & Conservation Act
of 1974; and require a quarterly report-
ing/review of U.S. coal imports

Authorizes funding for U.S. foreign aid
programs and establishes a Federal Coal
Export Commission

Impose duty to offset competitive ad-
vantage of foreign coal

Require acquisition of 3-year supply of
domestic coke for the Nat'l Defense
Stockpile

Sets FY '86 budget guidelines, including
recommendations for the Strategic Pe-
troleum Reserve

Provides supplemental funds for the
continuance of federal programs in FY
'85, including the SPR

Provides FY '86 funds for the Dept of
Interior and related programs, including
the SPR

Reauthorize & extend Titles I & II of
the Energy Policy & Conservation Act
of 1974, and require a test drawdown
& distribution of the SPR

Requires the establishment of regional
SPR storage sites in New England and
California

Establishes a 100 million barrel reserve
for emergency national defense fuel
needs

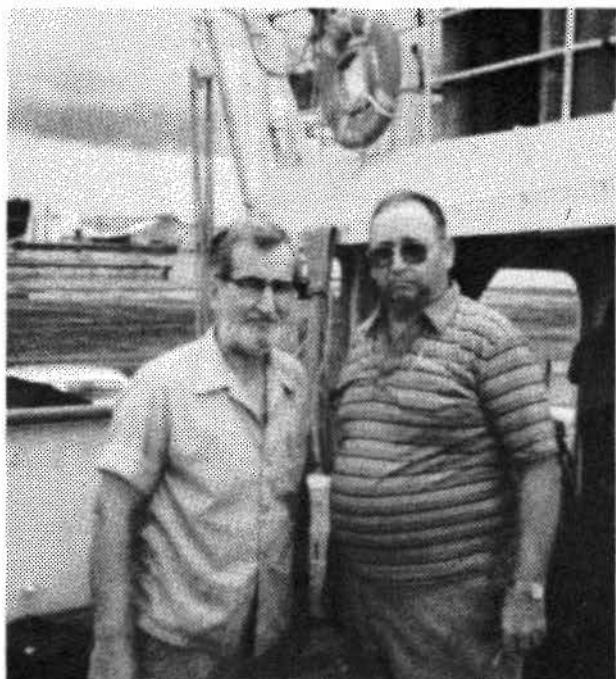
Imposes a \$10/barrel tariff on all imports
of crude oil and refined product

Express House opposition to the im-
position of any import fee on crude oil
or refined products

Provides supplemental funds for the
continuance of federal programs in FY
'85

Authorizes Defense programs for Fiscal
Year 1986

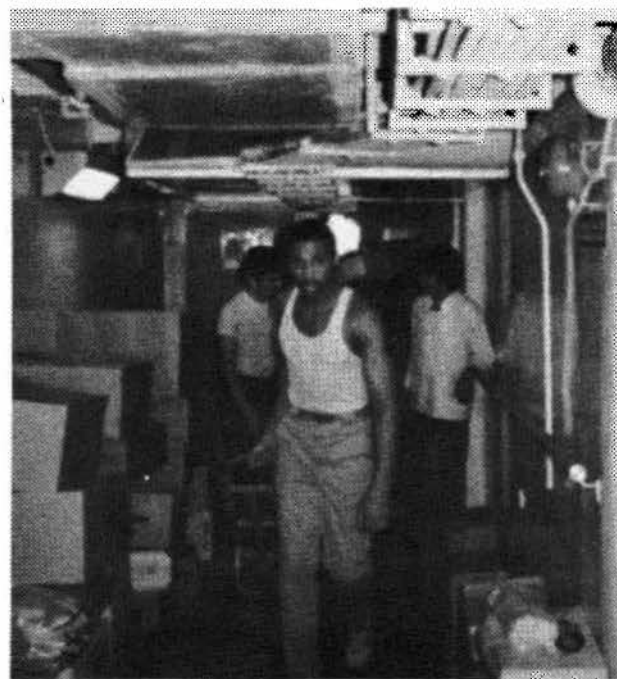
(Continued on Page 26.)



QMED/Electrician William Carroll (left) and Bosun Roy Theiss meet on the deck of the *C.S. Salernum* (Transoceanic Cable Ship Co.) for a photo.



Amid the gleaming stainless steel of the *Salernum's* galley are Chief Cook Ruben S. Galleguellos (left) and Chief Steward Viktor Romolo.



Loading stores are, from the left: Ali M. Shale, Kevin Daugherty and Alfonso Bombita, all steward assistants.

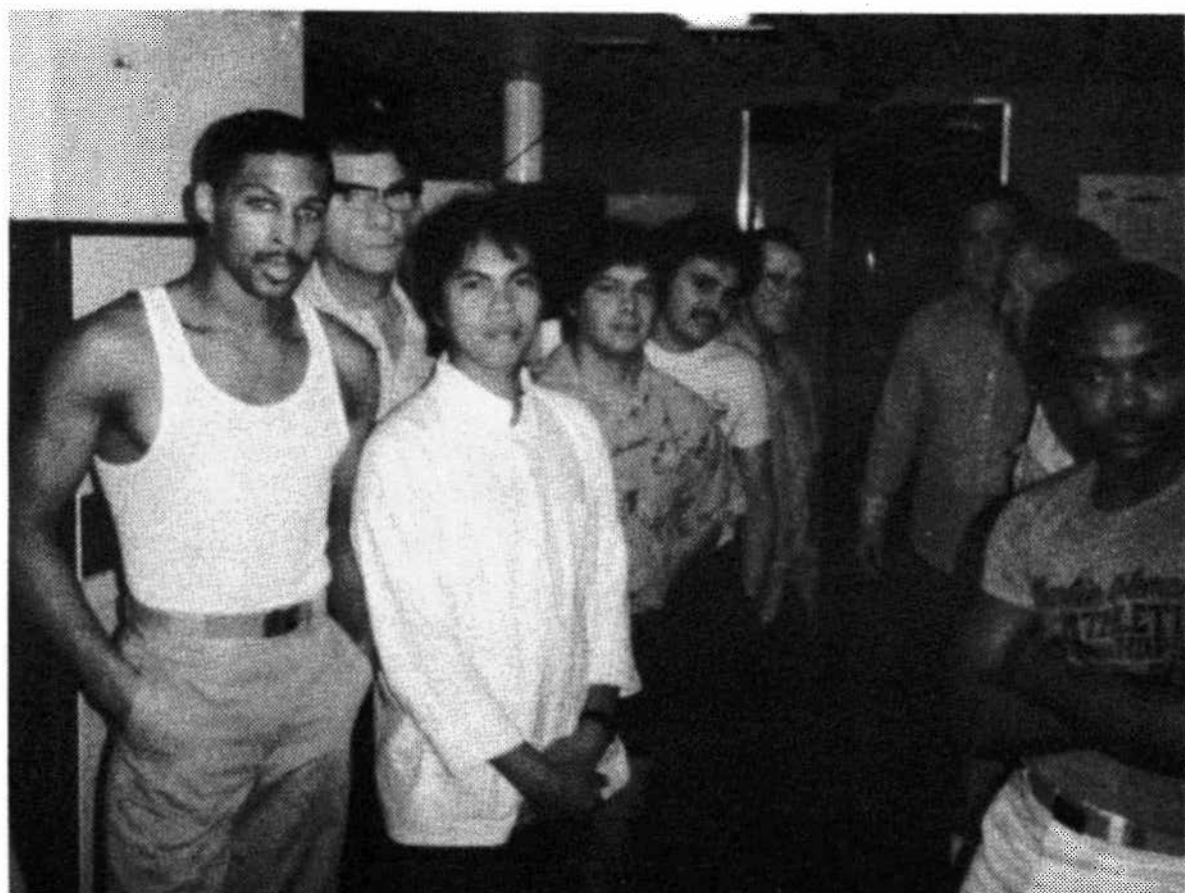
C.S. Salernum Pays Off in Hawaii



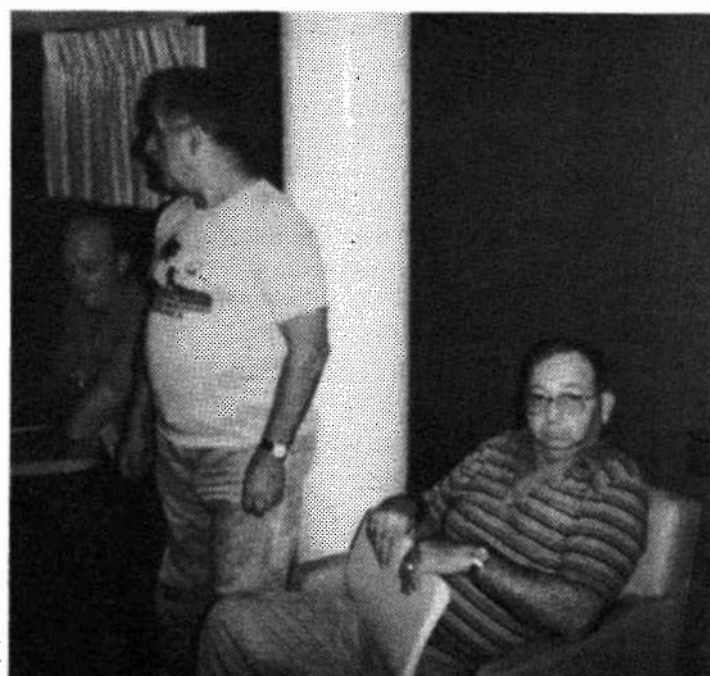
Waiting for the payoff are (l. to r.) Tony Evanovich, OS; Peter Christopher, watch AB, and C.L. Wilson, wiper.



On deck are OMUs (l. to r.) Salvador Zabala, Bruce Wright and Terry Mouton.

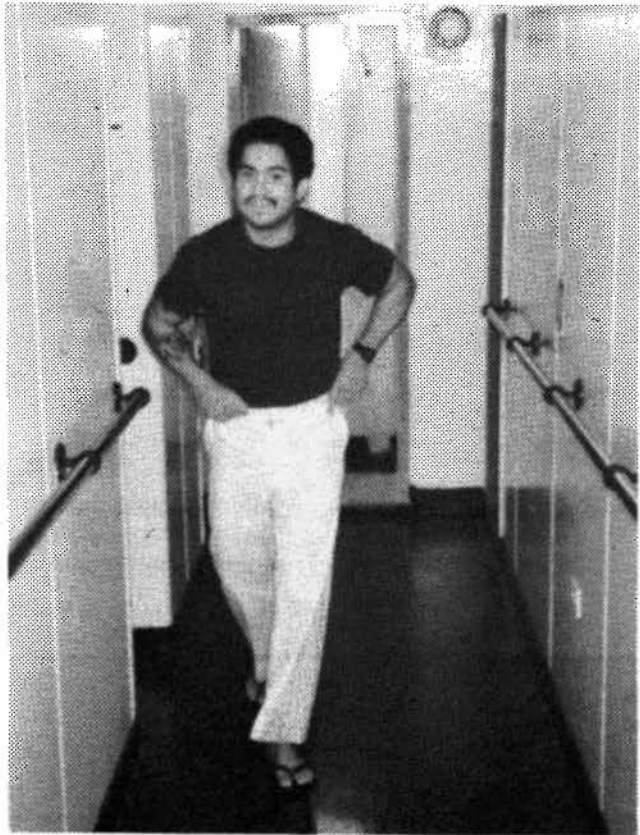


Posing for this picture at the *Salernum's* payoff are Kevin Daugherty, SA; Anthony Evanovich, OS; Alfonso Bombita, SA; C.L. Wilson, wiper; Ali Shaie, SA; Edward Collins, cable AB; L. Lawrence, watch AB; Bruce Wright, OMU; Ruben Galleguellos, chief cook, and Eddie Siplin, SA.



It looks like serious business aboard the *C.S. Salernum* at payoff. From the left are Richard Buchanan, deck delegate; Peter Christopher, watch AB, and Roy Theiss, bosun.

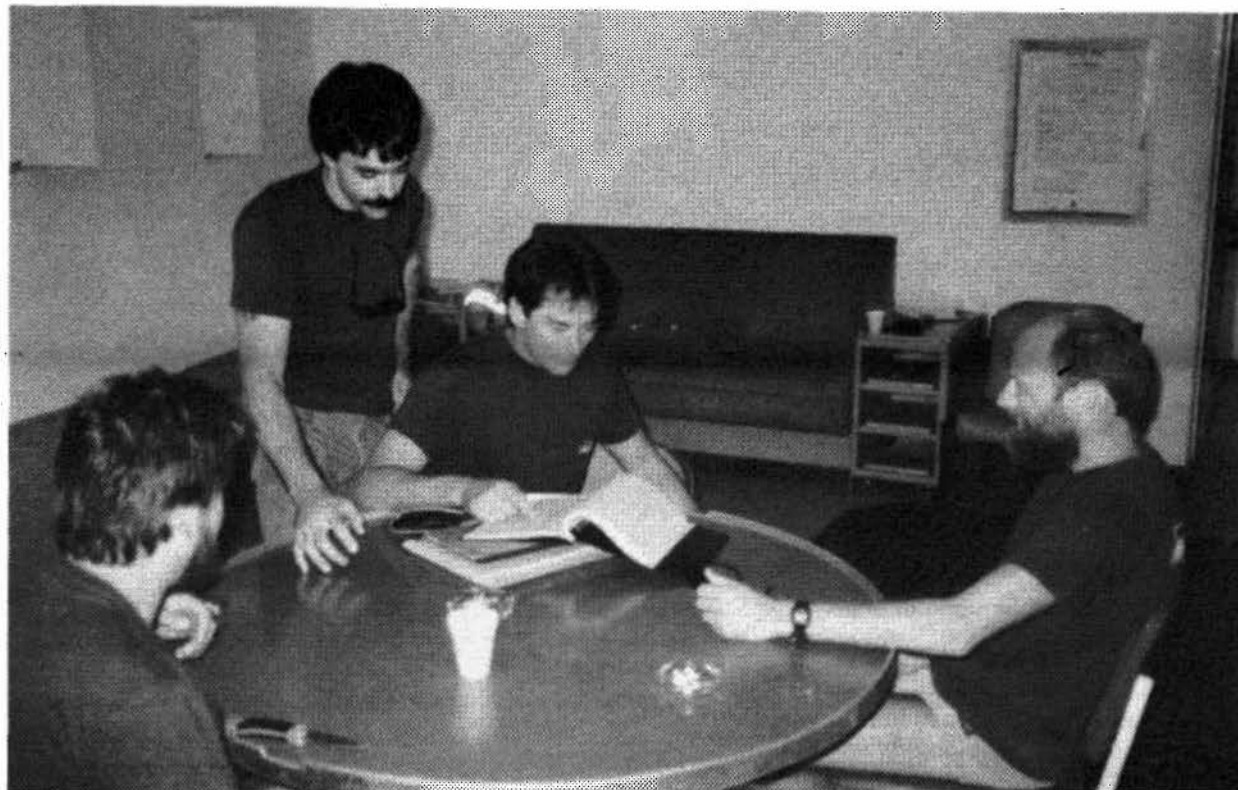
Cruising Aboard the S.S. Independence



Sauntering down a passageway of the S.S. Independence (American Hawaii Cruises) is Alan Perez, OS.



Aboard the S.S. Independence are SIU member and 2nd Mate Bill Pederson (left) and Bosun Tom Lasat



Going over some Union business are, from the left: Doug Hodges, AB; Chris Cursio, carpenter; Errol Pak, SIU patrolman, and Keith Douglas, AB.



Oiler Matt McGeehon

Labor Day in Mobile

More than 10,000 people turned out for a delayed Labor Day parade in Mobile, Ala. The parade was postponed when a hurricane disrupted the plans. The SIU and Maritime Trades

Department were represented by floats, a large turnout of members and their families and a Seafarer's daughter who rode as queen aboard the SIU float.



Here is the Maritime Trades Department entry in the Mobile Labor Day parade.



Felicia McCants (foreground), daughter of Seafarer Alvin McCants, was the queen of the SIU Labor Day float.

The SIU in Washington

Seafarers International Union of North America, AFL-CIO

October 1985

Legislative, Administrative and Regulatory Happenings

Washington Report

More than 6,000 seafaring jobs were saved when supporters of the maritime industry were able to defeat all anti-cargo preference amendments that were introduced on the floor of the House of Representatives.

It was a make or break issue for the American-flag merchant marine, which depends upon cargo generated under the 1954 Cargo Preference Act for a large portion of its business. The issue was so important that 60 members of the SIU volunteered to serve as part-time lobbyists (see story pages 16 and 17).

The normally fractious maritime industry put on a united front for the issue. Still, the matter is far from resolved. It is almost certain that someone will try to offer some kind of anti-cargo preference amendment when the Senate gets around to debating its version of the Farm Aid Bill later this year.

Alaskan Oil

The maritime industry barely had time to savor its victory on cargo preference when 98 House Republicans introduced trade legislation that could seriously threaten the continued existence of the American-flag merchant marine.

Included in the bill was a provision that would give the president of the United States the authority to instruct the Special Trade Representative to negotiate with the Japanese government over the export of Alaskan oil.

The premise behind the bill is this: by offering the oil-hungry Japanese the chance to buy Alaskan oil, they might be persuaded to open up their markets, especially in regards to computers, lumber and electronics.

"It is inconceivable that the House Republicans would single out the industry to serve as a sacrificial lamb," said SIU President Frank Drozak, "especially when that industry—maritime—is so central to this nation's defense."

Ironically, during the past 10 years the Japanese government has removed many of the official barriers to its markets. The real barriers to Japanese markets are in the way that the bureaucracy in that country interprets law and sets standards.

Before the House Republicans unveiled their trade proposal, unofficial reports from the White House stated that the administration did not favor the export of Alaskan oil. There still has been no official word on this, however.

"This has everyone in the maritime industry discouraged," said Frank Pecquex, head of the SIU's legislative department. "It used to be that when an issue was resolved, it was resolved. Lately, we've had to fight the same issues over and over again. It keeps us from being

able to deal in a meaningful way with the many other problems at hand."

Passenger Vessels

A move is under way in both the House and the Senate to revive this country's once vibrant passenger vessel industry.

In the House, Rep. Helen Bentley (R-Md.) has introduced a bill that would permit "hybrid" passenger vessels to be documented under the American registry. Sixty percent of the value of a passenger ship must be built in American shipyards for it to be eligible under this legislation.

In the Senate, Senators Daniel Inouye (D-Hawaii) and Ted Stevens (R-Alaska) have introduced a bill that would allow U.S.-built but currently foreign-registered passenger ships back into the domestic trade.

Pecquex has testified in favor of the Inouye-Stevens bill. He told the Senate Commerce Committee that the bill, S. 1461, would add passenger vessels to this nation's existing fleet "at no cost to the government."

The bill would open a two-year window for some 10 ships which were built in U.S. yards, most notably the *SS Liberte*, which is owned by American Global Lines, the parent company of American-Hawaii Cruises. If only one vessel is redocumented under this legislation, then the American-flag merchant marine stands to gain more than 500 seafaring jobs, plus additional jobs and benefits on shore.

Outer Continental Shelf

The House Merchant Marine and Fisheries Committee attached an amendment to the 1986 Budget Reconciliation bill which would require that offshore structures used in the production of oil and gas exploration be made in the United States. Fifty percent of the materials used in the construction of these rigs would be of American origin.

The amendment, which was introduced by Rep. Doug Bosco (D-Calif.), has aroused considerable support from labor and business groups. A short list of supporters includes the following: the Maritime and Building and Construction Trades departments of the AFL-CIO; Armco; Bethlehem Steel; Kaiser Steel; LTB Steel; the SIU; the Boilermakers; United Steelworkers; West Coast Fabricators.

The amendment was adopted in retaliation for unfair foreign trade practices, including below-cost pricing, subsidization of industries by foreign governments, and the dumping of Korean and Japanese goods onto the American market.

The issue has important national security implications. The capability to develop offshore oil and gas deposits is critical to U.S. energy independence. The Bosco amendment would see that the engineering skills, production techniques and

manufacturing capacities be provided by American interests.

In addition, there would be substantial domestic economic and employment benefits. One offshore oil platform can generate between 1,000 and 1,300 jobs resulting in as much as \$200 million in revenue for the domestic economy. One mobile drilling unit can mean 450 direct shipyard jobs, plus an additional 1,200 indirect steel and supply related jobs.

The amendment is also consistent with existing international trade agreements. Article XXI of the General Agreement on Tariffs and Trade (GATT) authorizes signatories to take action necessary for the protection of its essential security interests relating to trade in goods that directly or indirectly serve military needs. Other GATT signatories such as Britain and Norway have already imposed restrictions requiring local production.

Coal Shipments

Existing policy requiring coal used on U.S. bases in Western Europe to be purchased in the United States and shipped on American-flag vessels was reaffirmed by the House Defense Appropriations Subcommittee.

The legislation affects at least three SIU vessels and numerous shoreside jobs. The Senate counterpart to the House Defense Appropriations Subcommittee is expected to take up the issue sometime in the near future.

Tax Reform

The president's Tax Reform bill, which he claims is his most "pressing" domestic priority, was marked up in the House Ways and Means Committee. It contains several provisions that would have serious consequences for the maritime industry and American workers in general.

The legislation would do away with the Capital Construction Fund, which has spurred construction of many American vessels. This comes at a time when the U.S. shipyard industry has reached an all-time low.

The bill would also tax workers' fringe benefits, repeal tax credits that companies operating in Puerto Rico presently enjoy and make several changes in the status of shipboard conventions.

The SIU, along with the rest of organized labor, opposes any attempt to tax the fringe benefits of workers, especially when important health and safety programs have been scheduled for elimination.

In addition, the Union is working hard to make sure that tax credits offered under S. 936 of the Internal Revenue Code remain in their present form. This section recognizes the strategic importance of this

(Continued on Page 31.)

The Hog Islander:

By Dorothy Re

Building a Merchant Fleet

"The Emergency Fleet has been termed the greatest single industrial feat ever undertaken in history. It has been compared to the building of the Pyramids, or the Great Wall of China."

From The Tale of Our Merchant Ships

WHEN America finally entered World War I, it discovered that it had neglected one very important matter—the building of a merchant fleet.

Three thousand miles of ocean existed between the United States and Europe. The use of ships was imperative to span that distance. Ships of any and all kinds were needed. In addition, a German-tyranny was being fought overseas by our allies: France, Belgium, England and Italy. The United States felt compelled to join them in their defense of liberty—our liberty. The fact that U-boats boldly entered our waters and were sinking what little we had in the way of merchant ships, helped to fast-forward our decision.

America was called upon by a war-torn Europe to send food, mainly wheat and flour, clothing, railroad materials and munitions, coal and steel. The task of getting all of this to our allies seemed insurmountable.

It was General John "Black Jack" Pershing who coined the phrase, "We must build a bridge of ships across the Atlantic." And build a "bridge of ships" we did.

At first, many ships were converted from other trades for war use. Some were repaired; others were leased from foreign countries. But something more drastic was needed. The idea of wooden ships was eliminated for transoceanic use, and concrete ships were tried. But steel ships were what was desperately lacking.

Emergency Fleet Corp.

Early in 1917, the United States Shipping Board was created, and the Emergency Fleet Corporation (EFC) became a subdivision a few months later. The Shipping Board took over control of the many shipyards around the country (other than government Navy yards). By the end of August 1918, there were 203 such yards; 100 were newly built. All told, the Emer-

gency Fleet Corp. built a total of 2,318 vessels from 1918 to 1922.

The largest of all the new shipyards was the one at Hog Island, near Philadelphia, Pa. This yard, on a 900-acre area of marsh land, was built at an estimated cost of \$50 million. And it was this enormous yard, employing 28,000 men, that gave the ships of the Emergency Fleet the nickname "Hogs."

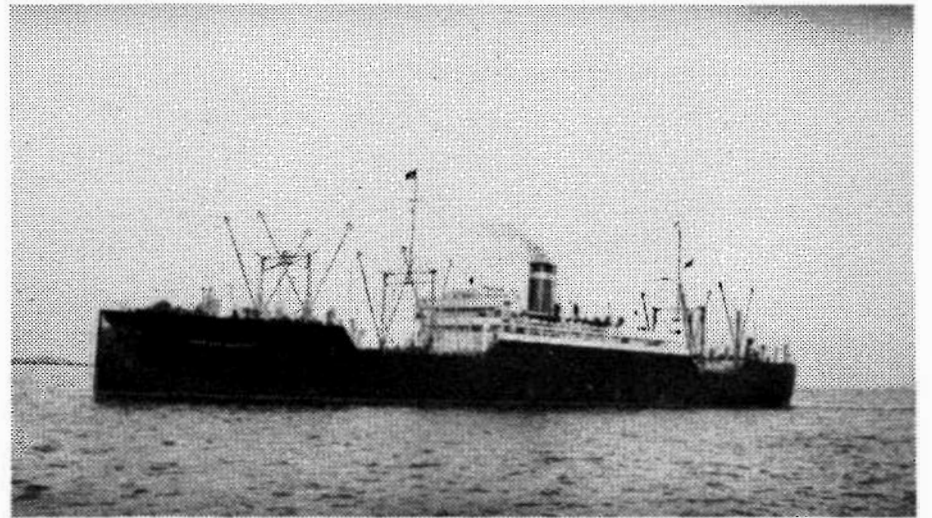
The Early Days

F. Huntington Clark of Roxbury, Conn. had the initial idea of building wooden ships to span the Atlantic. But it was Major General George W. Goethals who held out for steel ships. (Goethals was the builder of the Panama Canal and was called to Washington in April 1917 to become the first general manager of the Emergency Fleet Corp.) He broadened the base of the EFC and dreamed of a merchant fleet that would extend beyond the war.

From April 1917 until the Armistice in November 1918—one year and seven months—the incredible job was accomplished. Innocent looking merchant ships with concealed guns and highly-trained crews transported the necessary materials across the Atlantic to our allies. At the time of the Armistice, 384 centers of shipbuilding and 1,284 ways, twice as many as existed in all the rest of the world at that time, had built Pershing's "bridge of ships."

Hog Islander Design

The design of the "Hogs" was of vital importance, both because of the newly-devised Ford assembly line production techniques that were used, and for economical reasons. Literally stripped of all unnecessary additions, the result was a plain Jane among ships of those days. The result was a curving sheer from stem to stern. The crowns of the decks were omitted as was every other bit of non-essential marine equipment. On one special group, both the bow and stern were pointed, a protective device so that



Hog Islander: American Merchant

U-boat commanders couldn't tell whether the ship was coming or going.

The result, dull to many, was in many ways sleek and modern.

Mass Production

The idea of manufacturing ships on an assembly line, like the production techniques at Ford, was new to the marine construction business. Paddle-wheel hulls for use on Mississippi riverboats had been built in Shoustown, Pa. and had "their guts" added in Cincinnati. And mass production had been tried at the New York Construction Corp. But not until Hog Island, run by the contracted American International Shipbuilding Corp., was the wholesale plan to assemble a ship from material cut and fashioned entirely in the mills and nearby factories actually achieved.

War created the necessity for such an extravagant undertaking, and America met the challenge. From the men who set up the systems to the workmen who drove in the last rivets, there was a unity of purpose.

Once the design was set, dies, jigs, patterns, templates—everything that pertained to the parts of the ship—were put into construction at factories which were sometimes several hundred miles from one another and from the shipyard. Hull plates, engines, shafts, propellers—every last bolt was produced in large numbers and transported to its proper place in sequence and then coordinated at the yard.

Before Hog Island and other fabricating shipyards, it took a year to build a ship. That time was whittled down rapidly, and by the time of the Armistice, one per month was the rule.

Skilled Labor

This massive project required skilled men. Training centers were set up all over the country, some in shipyards, others nearby. Pratt Institute, Massachusetts Institute of Technology (MIT), Stevens Institute, Johns Hopkins, Tulane, the University of Washington at Seattle—these were among the many schools which offered free

courses for technical and navigational training.

There was an organization of spirit as well as of muscle and brain. War rallies brought the secretary of the Navy and other important people to the yards to talk to the workers. Slogans, contests, posters and projected goals were inspirational.

Likened to the building of the pyramids of Egypt and the Great Wall of China, this fabrication of steel ships was, nevertheless, carried out in a remarkably safe and sane fashion. Working conditions and pay were regulated by the newly-formed AFL. These agreements provided for union standards of wages, hours and conditions under which the men worked. A representative board was set up with district examiners in each area, and a safety engineering section of the EFC was created. One shipyard had 50 men checking to reduce safety hazards.

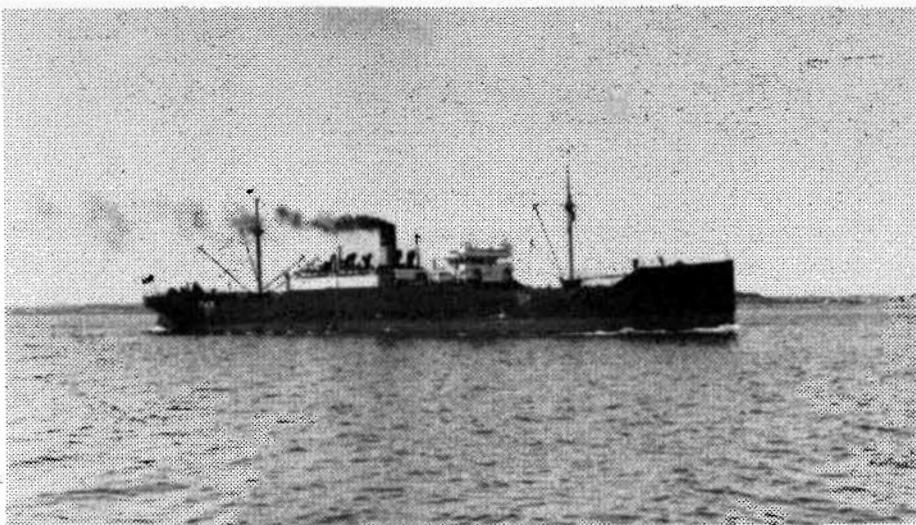
Hog Island

Admiral Francis T. Bowles was in charge of Hog Island, and Lt. Col. Philip S. Duane was head of health and sanitation at the shipyard. Hog Island was an entire city built on a marsh island in the Delaware River below Philadelphia. Of its 900 acres, 20 were covered with workshops, barracks, warehouses, a mess hall, a YMCA, a school for on-the-job training for shipbuilders, and a hospital.

Hog Island had its own band, its own publications, its own filter plant for pure water, its own sewage system, a gymnasium, a railroad, and a post office. Outside this "city," huge housing facilities were constructed for the families of the workmen. Women were employed by the shipyards, but only as office personnel.

The first Hog Islander launched was the *Quistconck*. President Woodrow Wilson and Mrs. Wilson attended christening ceremonies of this ship, which took only six months and 21 days to build. But it was the *Tuckahoe* which set the record about a year later of being built in 27 days. All told, 110 ships were built at Hog Island.

(Continued on Page 27.)



Hog Islander: Black Falcon



Inland News

tug/tow
barge/dredge

No Rest for SONAT Informational Pickets

In order to demonstrate their support for SIU members employed in SONAT companies, deepsea sailors and industrial workers have run informational picket lines at specified sites around the country.

For the past year, the SIU and SONAT Marine have been involved in a dispute that will help determine the fate of the inland maritime industry for years to come. SONAT Marine is trying to create a "union-free" atmosphere on the rivers and harbors of this country. The SIU is not willing to let that happen.

Few people outside the tug and barge industry know what is going on because most of the action so far has been confined to the courts. Yet the fight involves important principles, and is being waged in deadly earnest.

The SIU sees this fight as a matter of maintaining members' pension and welfare rights; ensuring their safety in the face of potentially hazardous reductions in manning scales, and protecting a grievance and arbitration system that has prevented tug and barge workers from being fired without good cause.

On September 26, an informational picket was set up at Colonna Shipyard, Norfolk which does business with SONAT Marine. Many of the industrial workers there braved dismissal in order to support the workers in SONAT.

Over the past year, the Union has not jeopardized the job security of our members, especially the captains, mates and barge captains who the company has unilaterally reclassified as "supervisors." For that reason, only the non-SONAT personnel who helped man the line are named below. All gave their time and some even risked their jobs so that the workers employed in the SONAT fleets could maintain decent benefits, safe working conditions and unthreatened job security.

The Union thanks the following people for manning the lines:

Floyd Payton	James T. Mann
Clifton Forbes	Howard Plybon
John Cooper	Pat Wright
L. Price	Stephen Argay
W. Kaulback	UIW Joe Jones
Larry Ambrous	UIW Mark Hall
Ivey Cox	Sam Davis



A police officer talks to picket line volunteers at the Colonna Shipyard in Norfolk. Though company officials called the law, there were no incidents and the pickets were allowed to march.



The SIU has been setting up picket lines around the East Coast to pressure SONAT Marine. The informational picket lines have been manned by SIU and MEBA members and officers. Here in Philadelphia at the Mobil Oil Paulsboro Refinery are (left to right) QMED Erik Plaksin, MEBA Rep Tom Bethel, Steward Assist. Douglas Moore and QMED Mike Goins.

A Dog and Its Boys

Along with the rest of its crew, the *Manhattan Island* (North American Trailing Co.) carries an extra crew-member, Manny the Dog. It appears from these pictures, shot by SIU third mate Marshall McGregor, that Manny is a member of the licensed crew. But unlike some officers, Manny is not rabid, and has the papers to prove it.

The eight-year-old dredge is a 281-foot long, 2,385 gross ton split-hull hopper dredge. She also is the first of her kind built in America.

The hopper has a capacity of 3,581 cubic yards. Material is pumped into the hopper from a pair of suction arms which trail alongside the ship on the sea floor. When the hopper is full, the *Manhattan Island* heads to the dump grounds, where the ship, which is hinged in the middle, splits apart and material is released.

The pictures were taken during a project in Cameron, La., and the dredge's next work was set for Freeport, Texas.



Here's part of the crew of the *Manhattan Island*: standing (left to right) Chief Cook and Steward Ed Vieira, AB Paul Wolfe, Dragtender Patrick Burke, Cadet Brad Brown, Mate Patrick Dollard, Wiper Phil Lyon, Engineer Jim O'Meara, AB Steve Wells, (kneeling) Steward Assistant Leo Kinney, Engineer Russell Jewett, Chief Engineer Bill Baumann, Mate Marshall McGregor and Manny.



Manny reaches the pinnacle of "dredgedom" as Steward Assistant Leo Kinney installs her upon the dragtender's "throne."

In Memoriam

Whitley Hudson Callis, 58, died on July 6. Brother Callis joined the Union in the port of Norfolk in 1983. He was a resident of Mathews, Va. Surviving is his widow, Hilda.

Tilton Jerome Grater, 65, died of heart failure in St. Joseph's Hospital, Highland, Ill. on Sept. 13, 1984. Brother Grater joined the Union in the port of St. Louis, Mo. in 1975 sailing as a cook for Inland Tugs from 1957 to 1975 and for ACBL from 1975 to 1980. He was a former member of the Brewers and Malsters Union, Local 6 and was a veteran of the U.S. Navy during World War II. Boatman Grater was born in East St. Louis, Ill. and was a resident of St. Jacob Twsp., Ill. Burial was in Lakeview Cemetery, Belleville, Ill. Surviving are a daughter, Patricia Ozburn of Belleville and a brother, Clarence of St. Jacob Twsp.

Pensioner **John A. Hassell**, 65, died on Sept. 4. Brother Hassell joined the Union in the port of Philadelphia in 1960 sailing as a deckhand for Curtis Bay Towing from 1947 to 1985. He was a veteran of the U.S. Army in World War II. Boatman Hassell was born in North Carolina and was a resident of Wenonah, N.J. Surviving are his widow, Marie; a son, David of Rocky Mount, N.C., and a brother, William of Thorofare, N.J.

Paul Joseph Mikluschak, 56, died in Mobile on Sept. 8. Brother Mikluschak joined the Union in the port of Norfolk in 1977 sailing for Allied Towing in 1977 and as an AB aboard the dredge *Sugar Islander* (North American Trailing) from 1981 to 1985. He was a veteran of the U.S. Navy during the Korean War. Boatman Mikluschak was born in Pittston, Pa. and was a resident of Norfolk. Surviving is his widow, Irene.

Timothy Keen Sosey, 22, died of injuries sustained in a boating accident in Bay Lake Twsp. (Minn.) Hospital on July 27. Brother Sosey joined the Union in the port of St. Louis in 1985 sailing as a deckhand on the paddle-wheeler *Delta Queen* (Delta Queen Steamboat Co.) He was born in St. Paul, Minn. and was a resident of Lake Havasu City, Ariz. Interment was in the Lake Havasu City Cemetery. Surviving are his parents, Walter and Martha Sosey of Lake Havasu City.

Pensioner **Abel Nolton Trosclair**, 70, passed away on Sept. 22. Brother Trosclair joined the Union in the port of New Orleans in 1956 sailing as a deckhand for Crescent Towing from 1946 to 1980. He was a veteran of the U.S. Army in World War II. Boatman Trosclair was born in Morgan City, La. and was a resident of New Orleans. Surviving is his widow, Stella.

Dispatchers Report for Inland Waters

SEPT. 1-30, 1985

Port	*TOTAL REGISTERED All Groups			TOTAL SHIPPED All Groups			**REGISTERED ON BEACH All Groups		
	Class A	Class B	Class C	Class A	Class B	Class C	Class A	Class B	Class C
DECK DEPARTMENT									
Gloucester	0	0	0	0	0	0	0	0	0
New York	0	0	0	0	0	0	0	0	0
Philadelphia	2	2	3	2	2	2	6	3	10
Baltimore	4	0	0	7	0	0	4	1	0
Norfolk	49	12	0	52	10	0	65	16	0
Mobile	1	0	0	2	0	0	0	0	0
New Orleans	2	4	0	2	0	0	5	6	10
Jacksonville	5	0	15	0	1	3	7	1	42
San Francisco	0	0	0	0	0	0	0	0	0
Wilmington	3	1	18	0	0	0	3	7	8
Seattle	0	0	0	0	0	0	0	0	0
Puerto Rico	0	0	0	0	0	0	0	0	0
Houston	0	0	0	1	0	0	1	0	0
Algonac	15	2	0	8	2	0	24	10	0
St. Louis	2	1	18	0	0	15	4	2	28
Piney Point	0	0	0	0	0	0	0	0	1
Totals	83	22	54	74	15	20	119	46	99
ENGINE DEPARTMENT									
Gloucester	0	0	0	0	0	0	0	0	0
New York	0	0	0	0	0	0	0	0	0
Philadelphia	0	0	1	0	0	0	0	0	3
Baltimore	1	0	0	0	0	0	1	0	0
Norfolk	8	0	0	6	0	0	7	0	0
Mobile	0	0	0	0	0	0	0	0	0
New Orleans	0	0	0	0	0	0	0	1	1
Jacksonville	0	0	7	0	0	0	1	0	4
San Francisco	0	0	0	0	0	0	0	0	0
Wilmington	0	0	2	0	0	0	0	1	2
Seattle	0	0	0	0	0	0	0	0	0
Puerto Rico	0	0	0	0	0	0	0	0	0
Houston	2	0	0	0	1	0	0	1	0
Algonac	2	2	0	4	2	0	13	2	0
St. Louis	1	0	0	0	0	1	0	0	0
Piney Point	0	0	0	0	0	0	0	0	0
Totals	14	2	3	10	3	1	22	5	10
STEWARD DEPARTMENT									
Gloucester	0	0	0	0	0	0	0	0	0
New York	0	0	0	0	0	0	0	0	0
Philadelphia	0	0	0	0	0	0	0	0	2
Baltimore	0	0	0	0	0	0	0	0	0
Norfolk	7	0	0	5	0	0	5	0	0
Mobile	0	0	0	0	1	0	0	0	0
New Orleans	2	1	1	0	1	0	2	7	3
Jacksonville	0	0	0	0	0	3	1	0	7
San Francisco	0	0	0	0	0	0	0	0	0
Wilmington	0	0	0	0	0	0	1	0	5
Seattle	0	0	0	0	0	0	0	0	0
Puerto Rico	0	0	0	0	0	0	0	0	0
Houston	1	0	0	0	0	0	1	0	0
Algonac	1	1	0	0	0	0	1	1	0
St. Louis	1	0	0	0	0	4	0	1	3
Piney Point	0	0	0	0	0	0	0	0	0
Totals	12	2	1	5	2	7	11	9	15
Totals All Departments	109	26	58	89	20	28	152	60	125

* "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.

New Pensioners



Willie Credeur, 61, joined the Union in the port of Houston, sailing last as a captain for Higman Towing from 1945 to 1985. Brother Credeur was born in Rayne, La. and is a resident of Orange, Texas.



John Russell Haines, 62, joined the Union in the port of Baltimore in 1968 sailing as a chief engineer. Brother Haines was born in Burlington, N.J. and is a resident of Joppa, Md.



Richard J. Ludlam, 58, joined the Union in the port of Houston in 1957 sailing as an oiler for G & H Towing. Brother Ludlam was born in Raymondville, Texas and is a resident of Freeport, Texas.



William Edward Diggs Sr., 63, joined the Union in the port of Norfolk in 1966 sailing as a chief engineer for the Virginia Pilots Assn. from 1952 to 1985. Brother Diggs was a former member of MEBA. He also worked as a machinist. Boatman Diggs was born in Laban, Va. and is a resident of Onemo, Va.



Benjamin Harrison Hayman, 70, joined the Union in the port of Baltimore in 1972 sailing last as a captain for Harbor Towing. Brother Hayman was born in Elizabeth City, N.C. and is a resident of Baltimore.

Personals

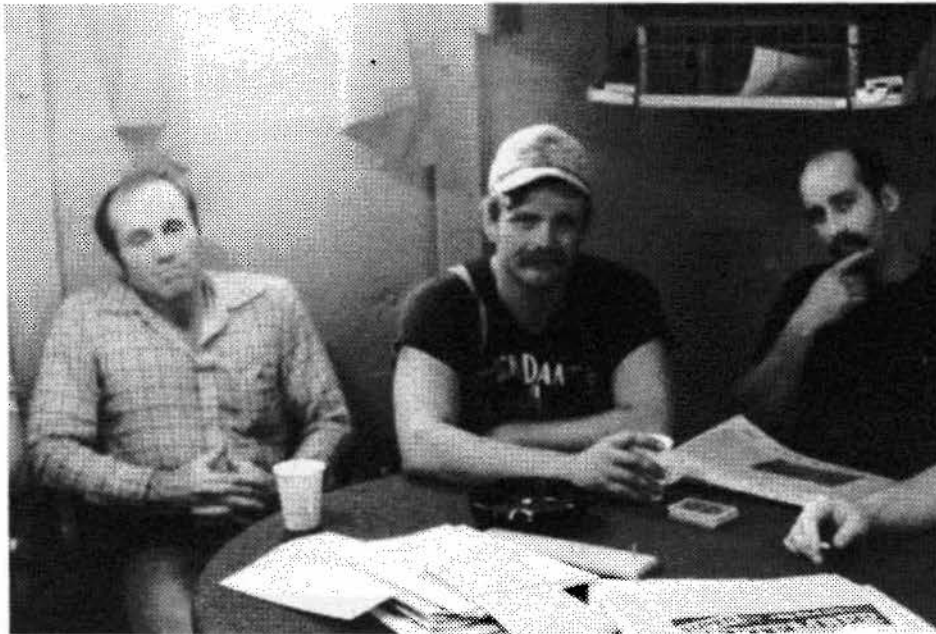
Hugo or Max Brewster

Please contact Pete Waters, LNG Gemini, c/o Energy Transportation Corp., 540 Madison Ave., New York, N.Y. 10002.

SIU Around the Great Lakes



Here SIU Vice President Mike Sacco steps carefully back aboard the Union boat after spending time on the *M/V William Roesch* (Pringle).



Onboard the *William Roesch*, crewmembers (l. to r.) AB Danny Bensoni, Bosun Brett Fischbach and Deckhand Leonard Scott listen to Sacco and Great Lakes Rep. Byron Kelley.



Here's Wheelsman John Litersky on the *M/V Belle River* (American Steamship Co.) enjoying a meal.



Conveyorman Darrel Overby on the *St. Clair* (American Steamship Co.)



He claims it's a bank, but then Seafarer Andy Goulet has always thought "big" thoughts. He brought in his new "coin bank" to show his brothers and sisters at the Algonac hall. "When it's full of Susan B. Anthony dollars, I'll retire," he said.



Deckhand William Mulcahy and Bosun Larry Smith on the *Belle River*.

On the National Crescent



While docked in Mobile, Ala., part of the crew of the tug *National Crescent* took time for a cup of coffee. Shown here are (l. to r.) relief Capt. Howard Trey, Tankerman Stanley James and Capt. Roy Benoit.



Part of the steward department on the *Belle River* includes Ahmed Nassar and Ray Buzwah.

New Harbor Dedicated in Hawaii

A 92-acre, \$47 million new harbor facility at Barbors Point near Honolulu was dedicated last month. It is designed to supplement Honolulu Harbor's capacity. The new facility is 38 feet deep with 450-foot wide entrance channel some 38-42 feet deep. A 1,000-foot long pier and a storage yard will be added by 1987.

SPAD Is Power—Politics Is Power

(Continued from Page 18.)

ENVIRONMENTAL ISSUES

These issues could help create new JOBS, such as ocean incineration

H.R. 967
Clean Air Act Amends;
Vessel Air Emissions
(Florio)

Reauthorizes and amends the Clean Air Act

H.R. 1295/S. 1039
Ocean Incineration
(Boxer/Cranston)

Requires a comprehensive study to be conducted on the health & environmental effects of ocean incineration of hazardous & toxic wastes

*H.R. 1232
Oilspill Liability
(Studds)

Establishes a single nat'l liability system to replace the four separate existing single-purpose oil cleanup programs

*H.R. 1957/S. 824/S. 1502
Ocean Dumping
(Mikulski/Lautenberg/
Chafee, by request)

Reauthorize for 2 years Title I of the Marine Protection, Research, & Sanctuaries Act, which authorizes Gov't selection, monitoring, & enforcement of ocean dumping cites

GREAT LAKES

Several hundred SIU members depend on the Lakes for their JOBS.

*S. 1518
Gov't-Impelled Cargoes—
Lowest Landed Cost
(Glenn)

Establishes the principle of lowest-landed cost in shipping Government cargoes, and directs federal agencies to follow this practice in shipping agency goods

*H.R. 3196
Pilotage Liability
(Oberstar)

Limits the liability for negligence of U.S. registered pilots navigating vessels on the Great Lakes so as to provide reciprocal and equitable participation by U.S. and Canadian citizens in piloting Great Lakes vessels

JONES ACT

The Jones Act protects thousands of SIU JOBS.

*Coastwise Trade
Oversight Hearing
U.S. Customs Svc. Activities
(MM&F Subcmte on Investigations & Oversight)

Hearing to review U.S. Customs Service regulation of certain activities involving the U.S. coastwise trades

MARITIME DEFENSE COMMISSION

This commission could lead to more SIU JOBS.

*S. 1160
FY '86 DD Authorization

Authorizes Defense programs for Fiscal Year 1986

*H.R. 2577
FY '85 Supplemental Approp
(House Approp Cmte)

Provides supplemental funds for the continuance of federal programs in FY '85

H.R. 2197
Commission Extension
& Funding
(Bennett)

Authorize the use of funds appropriated to Navy for the expenses of the Commission on Merchant Marine & Defense; extends the date by which reports and recommendations from the Commission are due

MARITIME LIABILITY REFORM

H.R. 277
(Biaggi)

Revises existing laws pertaining to limitation of liability for maritime claims

*H.R. 3156
(Jones)

Revises, consolidates, and enacts certain laws related to admiralty and maritime liability as subtitles I and II of Title 46, U.S. Code, "Shipping"

*H.R. 3157
(Jones)

Revises laws related to maritime liability for personal property and goods as Chapters 307 and 309 of Title 46

*H.R. 3158
(Jones)

Revises laws related to maritime commercial instruments and liens and public vessels and goods as Chapters 313 and 315 of Title 46

PASSENGER VESSELS

Each new passenger ship could employ as many as 1,000 people.

Revitalization Efforts
(H.MM&F Cmte)

Discuss initiatives to expand & revitalize the U.S.-flag passenger cruise ship industry

*S. 1641
Vessel Redocumentation
(Inouye)

Permits any U.S.-built passenger cruise vessel subsequently sold foreign to re-flag U.S. with Jones Act coastwise privileges

PORT DEVELOPMENT AND INLAND WATERWAYS

Improvement on the inland waterways could lead to thousands of SIU JOBS on the rivers.

*H.R. 2577
FY '85 Supplemental Approp

Provides supplemental funds for the continuance of federal programs in FY '85; including funds for water projects

*H.R. 2959
FY '86 Water Devel Approp

Provides FY '86 funds for energy and water development programs.

Administration/Senate
Republican Cost-Sharing
Agreement

Negotiated to remove veto threat from H.R. 2577, the FY '85 Supplemental Approp. bill (See Above)

*H.R. 6
Water Resources Development
(Roe/Howard)

Omnibus bill authorizes \$18 billion in water projects & establishes cost sharing formula which substantially increases the costs borne by local beneficiaries

TRADE AGREEMENTS

Fair trade means U.S. ships with U.S. crews could compete.

S. 189
Bilateral Agreements
(Inouye)

Establish guidelines for the negotiation of bilateral maritime agreements

H.R. 2268
Israel Free Trade

Implements a two-way free trade agreement between Israel and the U.S.

*U.S.-Japan Services Trade
Oversight Hearing

Hearing to review the status of services trade between the U.S. and Japan

TRADE REMEDIES

S. 609
Unfair Trade Act
(Byrd)

Facilitates the consideration & implementation of reciprocal trade measures against countries employing unfair trade policies

TRADE REORGANIZATION

H.R. 320/H.R. 1679/H.R. 1928/
S. 21/S. 923/S. 1365
U.S. Dept of Trade
(Endreich/Regula/Watkins/
Moynihan/Riegle/Roth)

Reorganize trade bureaucracy, and establish a U.S. Dept. of Trade

S. 450
U.S. Trade Commission
(Bingaman)

Establish a Presidential bipartisan Int'l Trade and Export Policy Commission

(List compiled by the Transportation Institute)

Gas—Culprit in Tanker Blast

Hydrogen gas, not sabotage or foul play, caused the explosion which ripped apart the oil tanker *Puerto Rico* last year off the coast of northern California, the Coast Guard reported this month.

The explosion, which killed one crewman, apparently was caused by the hydrogen which "could have been produced by caustic soda cargo leaking into a void space and reacting with . . . zinc coating," the report said. It also laid some contributing blame on the ship's captain for "failure to determine that the caustic soda had leaked into the void space."

Fish Gain Vote

Years ago Navy submarine pioneer Adm. Hyman G. Rickover changed Navy tradition and stopped naming submarines after fish. He substituted prominent people, cities and states. His reason, "Fish don't vote."

Tradition will return during the next several years thanks to Navy Secretary John Lehman who has revived the practice of naming submarines after such fish as tigersharks, barracuda and even the lowly perch.

TMT Starts New Service

Trailer Marine Transport Corp. will use the *Caribe Trader* to begin new RO/RO service to the Leeward and Windward Islands. The 385-foot *Caribe Trader* will sail from San Juan, P.R. to Barbados, St. Vincent, St. Lucia, Martinique, Dominica, Antigua and St. Kitts. TMT is a Crowley Marine Corp. subsidiary.



The SIU and other community organizations in Baltimore got together to make a wish come true for a young cancer patient, a trip to Florida's Disney World. More than \$5,000 was raised at various benefits and functions so Teddy Roser and his parents can visit Disney World and meet Mickey Mouse, one of Teddy's fondest wishes. Pictured above are (l. to r.) Bob Ardnt, Lou Karpouzie (chairman of the fundraising drive), Rep. Helen Bentley (R-Md.), Teddy with his parents Susan and Ted Roser, Kathy Hoff and SIU Rep Bob Pomerlane.

Pensioner's Corner

Deep Sea



Willie Albert Sr., 59, joined the SIU in the port of Baltimore in 1955 sailing as a chief cook. Brother Albert began sailing in 1946. He was born in North Carolina and is a resident of Baltimore.



John H. Dehring, 60, joined the SIU in the port of New Orleans in 1961 sailing as an AB. Brother Dehring was born in New Orleans and is a resident there.



Hector M. De Jesus, 61, joined the SIU in the port of New York in 1955 sailing as a chief cook. Brother De Jesus began sailing in 1947. He was born in Utuado, P.R. and is a resident of Brooklyn, N.Y.



Henry Boyden Donnelly, 65, joined the SIU in 1947 in the port of New York sailing as a recertified chief steward. Brother Donnelly graduated from the Union's Recertified Chief Stewards Program in 1980. He also sailed during the Vietnam War. His son, William, was a 1969 SIU scholarship winner alternate. Born in New York City, he is a resident of Lacombe, La.



Stylianos Goumas, 60, joined the SIU in the port of New York in 1964 sailing as an oiler. Brother Goumas was born in Greece and is a resident of Fort Lee, N.J.



Norman Lawrence Hargrave, 59, joined the SIU in the port of Philadelphia in 1955 sailing as a chief pumpman. Brother Hargrave hit the bricks in both the 1961 Greater N.Y. Harbor beef and the 1962 Robin Line strike. He is a veteran of the U.S. Navy in World War II. Seafarer Hargrave was born in Baltimore and is a resident of Houston.



Frank A. Keller, 60, joined the SIU in 1944 in the port of New York sailing as a QMED and 2nd assistant engineer. Brother Keller was born in Newark, N.J. and is a resident of Union, N.J.



Reginald Beeson "R.B." Kelly Jr., 65, joined the SIU in the port of Houston in 1960 sailing as a cook. Brother Kelly hit the bricks in the 1946 General Maritime beef. He was born in Remlig, Texas and is a resident of Kountze, Texas.



Morris Junior Maultsby, 59, joined the SIU in the port of Baltimore in 1959 sailing as a steward-baker. Brother Maultsby was born in Bladenboro, N.C. and is a resident of Baltimore.



Thomas Richard Reading, 66, joined the SIU in the port of Seattle in 1970 sailing as a recertified bosun. Brother Reading was born in California and is a resident of Central, Utah.



Harold Dean Smith, 65, joined the SIU in the port of Wilmington, Calif. sailing as an oiler-FOWT. Brother Smith is a veteran of the U.S. Navy during World War II, sailing last as a WT3C aboard the *USS Columbus*. He was born in Springdale, Iowa and is a resident of Payson, Ariz.



Walker Eugene Ward, 69, joined the SIU in 1946 in the port of Mobile sailing as a chief electrician. Brother Ward also sailed during World War II. He is a deep sea diver, too. A native of Alabama, he is a resident of Wilmer, Ala.

Great Lakes



Charles Anthony Welch Sr., 65, joined the SIU in 1945 in the port of New York sailing as an oiler and 3rd and 2nd assistant engineer for MEBA, District 2. Brother Welch helped organize the *SS Edmund B. Alexander* (U.S. Army Transportation Service) during World War II. He was born in Queens, N.Y. and is a resident of Norristown, Pa.

The Hog Islander: Building a Merchant Fleet

(Continued from Page 22.)

A few special transports were made at Hog Island that were larger, but for the most part, Hogs were 380 ft. with a 54 ft. beam and a 27 ft. draft. They were propelled by a 2,500 h.p. turbine engine. (The *Wantagan* and the *Westmoreland* were larger by several tons and deeper by three feet.) These fabricated ships were the prototypes for the Liberty and Victory ships of World War II.

The greatest single moment for this gigantic enterprise came on July 4, 1918 when 100 ships were launched at one time from various shipyards around the country. Pershing sent his congratulations to the "patriotic brothers in the shipyards at home. No more defiant answer could be given to the enemy challenge," he wrote. "With such backing we cannot fail to win. All hail, American shipbuilders."

One month before the Armistice, peak production was reached. Shipbuilders, however, continued to complete the ships until 1921, and America had her merchant fleet, just as Goethals had envisioned.

Following WWI

The Hogs served in World War II as well, but 58 were sunk. According

to an article in the Seafarers LOG of November 1949, "The 'Hog'—The Seaman's Favorite Ship," by John Bunker (former seaman and former director of the SIU's Historical Research Department), "56 survived the war" and "37 were transferred to foreign flags." Bunker also said that the Hogs saw plenty of action carrying cargo to the fronts. "Few ships have ever been drier at sea in a heavy blow," he said in asserting that the Hogs were more seaworthy than the Liberty ships, the Victory ships or even the C-3s.

It is a sad reflection on the nation they served so well in two wars, however, that no Hog Islanders are left today.

Editor's Note: The massive government, labor and industry effort to provide the U.S. with a merchant fleet in World War I was really America's first shipbuilding program. The story of the Hog Islanders and the World War II Liberty and Victory ships program shows the national security needs that a merchant marine fleet fills. Yet in both wars it took an outbreak of hostilities before this country acted. Are we in the same position today?

Monthly Membership Meetings

Port	Date	Deep Sea Lakes, Inland Waters
Piney Point	Monday, November 4	10:30 a.m.
New York	Tuesday, November 5	10:30 a.m.
Philadelphia	Wednesday, November 6	10:30 a.m.
Baltimore	Thursday, November 7	10:30 a.m.
Norfolk	Thursday, November 7	10:30 a.m.
Jacksonville	Thursday, November 7	10:30 a.m.
Algonac	Friday, November 8	10:30 a.m.
Houston	Monday, November 11	10:30 a.m.
New Orleans	Tuesday, November 12	10:30 a.m.
Mobile	Wednesday, November 13	10:30 a.m.
San Francisco	Thursday, November 14	10:30 a.m.
Wilmington	Monday, November 18	10:30 a.m.
Seattle	Friday, November 22	10:30 a.m.
San Juan	Thursday, November 7	10:30 a.m.
St. Louis	Friday, November 8	10:30 a.m.
Honolulu	Thursday, November 14	10:30 a.m.
Duluth	Wednesday, November 13	10:30 a.m.
Gloucester	Tuesday, November 19	10:30 a.m.
Jersey City	Wednesday, November 20	10:30 a.m.



Deep Sea



Fred Frank Dorney, 55, died in Doctor's Hospital, Manila, P.I. on May 1. Brother Dorney joined the SIU in the port of New York in 1962 sailing as a recertified bosun.

Dorney graduated from the Andrew Furuseth Training School, Brooklyn, N.Y. in 1966 and from the Union's Recertified Bosuns Program in 1983. Seafarer Dorney also sailed during the Vietnam War. He was a former member of the ILA and the Postal Workers Union and was a veteran of the U.S. Air Force serving as a cook in the Korean War. Born in Brooklyn, he was a resident of Reno, Nev. Surviving are his widow, Aida of Manila; a daughter, Sarah also of Manila; his mother, Katherine of Brooklyn; two brothers, William of Brooklyn and Thomas of El Paso, Texas, and two sisters, Catherine Riniker of Grand Junction, Colo. and Ann Grochowski, also of Brooklyn.

Frederick Cohen, 66, died on Sept. 14. Brother Cohen joined the SIU in the port of Boston, Mass. in 1951 sailing as an oiler. He was a veteran

of the U.S. Army during World War II. Seafarer Cohen was born in Massachusetts and was a resident of Seattle. Surviving are his mother, Molly of Brookline, Mass. and his sister, Blanche of Boston.

Pensioner **Avob Lucien Granger**, 77, passed away in St. Patrick's Hospital, Lake Charles, La. on Sept. 1. Brother Granger joined the SIU in the port of Lake Charles in 1958 sailing as a FOWT. He was a veteran of the U.S. Army in World War II. Seafarer Granger was born in Mamou, La. and was a resident of Lake Charles. Burial was in the Consolata Cemetery, Lake Charles. Surviving are his mother, Carrine and a brother, Eual, both of Mamou.

Pensioner **Christos Antonios Houlis**, 84, passed away on Sept. 13. Brother Houlis joined the SIU in the port of New York in 1955 sailing as a bosun. He was born in Greece and was a naturalized U.S. citizen. Seafarer Houlis was a resident of Athens, Greece. Surviving is his widow, Koula.

Melvin Preston Newsom Sr., 62, died on Sept. 21. Brother Newsom joined the SIU-merged Marine Cooks and Stewards Union in the port of Wilmington, Calif. in 1958 sailing as a

chief steward. He graduated from the Union's Chief Stewards Recertification Program in 1981. Seafarer Newsom also attended Northwestern University's School of Commerce, Chicago, Ill. and was a veteran of the U.S. Army in World War II. Born in Los Angeles, Calif., he was a resident of Portland, Ore. Surviving is a son, Melvin Jr. of Compton, Calif.



Pensioner **Alton Quinton Nall**, 68, passed away on Sept. 6. Brother Nall joined the SIU in 1938 in the port of Mobile sailing as a chief steward. He was born in Alabama and was a resident of Waynesboro, Miss.

Pensioner **John Wesley Parker, Jr.**, 79, passed away on June 25. Brother Parker joined the SIU in 1941 in the port of Savannah, Ga. sailing as a chief steward. He was a veteran of the U.S. Navy after World War I. Seafarer Parker was born in Henry, Ga. and was a resident of Savannah. Surviving are his widow, Katherine and two daughters, Patricia Corley and Elizabeth Kitzmiller.



Pensioner **Leon Ryzop**, 73, passed away on Sept. 8. Brother Ryzop joined the SIU in the port of New York in 1954 sailing as a chief cook. He hit the bricks in the 1961 Greater N.Y. Harbor beef. Seafarer Ryzop was born in Poland and was a naturalized U.S. citizen. Ryzop was a resident of Lakewood, N.J. Surviving is his widow, Stella.

Pensioner **Roman F. Starczewski**, 74, succumbed to arteriosclerosis on Sept. 4. Brother Starczewski joined the SIU in the port of San Francisco in 1961 and began sailing on the West Coast in 1956. He was born in Massachusetts and was a resident of San Francisco. Cremation took place in the Apollo Crematory, Emeryville, Calif. Surviving are two brothers, Edward and Sigmund, both of Worcester, Mass.; a sister, Mrs. William Burgess of Boston, Mass., and a niece, Patricia Coughlin of Norton, Mass.



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 three months, which are to be submitted to the membership by the Secretary-Treasurer. A quarterly finance committee of rank and file members, elected by the membership, makes examination each quarter of 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. Your shipping rights and seniority are protected exclusively by the contracts between the Union and the employers. Get to know your shipping rights. Copies of these contracts are posted and available in all Union halls. If you feel there has been any violation of your shipping or seniority rights as contained in the contracts between the Union and the employers, notify the Seafarers Appeals Board by certified mail, return receipt requested. The proper address for this is:

Angus "Red" Campbell
Chairman, Seafarers Appeals Board
5201 Auth Way and Britannia Way
Prince Georges County
Camp Springs, Md. 20746

Full copies of contracts as referred to are available to you 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 you work and live aboard your ship or boat. Know your contract rights, as well as your obligations, such as filing for OT on the proper sheets and in the proper manner. If, at any time, any SIU

KNOW YOUR RIGHTS



patrolman or other Union official, in your opinion, fails to protect your contract rights properly, contact the nearest SIU port agent.

EDITORIAL POLICY — THE LOG. The **Log** has traditionally refrained from publishing any article serving the political purposes of any individual in the Union, officer or member. It has also 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 **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 should not have been required to make such payment, this should immediately be reported to Union headquarters.

KNOW YOUR RIGHTS

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 you feel any member or officer is attempting to deprive you of any constitutional right or obligation by any methods such as dealing with charges, trials, etc., as well as all other details, then 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 and national or geographic origin. If any member feels that he is denied the equal rights to which he is entitled, he 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, notify the Seafarers Union or SPAD by certified mail within 30 days of the contribution for investigation and appropriate action and refund, if involuntary. Support SPAD to protect and further your economic, political and social interests, and American trade union concepts.

If at any time a member feels that any of the above rights have been violated, or that he has been denied his constitutional right of access to Union records or information, he should immediately notify SIU President Frank Drozak at Headquarters by certified mail, return receipt requested. The address is 5201 Auth Way and Britannia Way, Prince Georges County, Camp Springs, Md. 20746.

Digest of Ships Meetings

AMERICAN CONDOR (Pacific Gulf Marine), August 31—Chairman J. Sorel; Secretary Paul Stubblefield; Educational Director W. McRae; Deck Delegate D. Paccio; Engine Delegate J. McAvoy; Steward Delegate K. Dormody. No disputed OT. Money in the ship's fund is being spent on movies, a dart board and darts. This trip three Danish military personnel were aboard the *American Condor* to Bremerhaven, Germany, guarding some military equipment the vessel was carrying. The steward, Paul Stubblefield, and engine cadet Kevin Fay won the dart tournament, with AB Darrell Pulley and Capt. Robert Webber taking second place. A vote of thanks was given to the steward department for a job well done—for excellent food and service. A thank-you also was given for the refreshments at the last cook-out, furnished by AB Lee DuBany, Joe Bryan and QMED John McAvoy.

LNG AQUARIUS (Energy Transportation Corp.), August 18—Chairman R.J. Callahan; Secretary Steven Wagner; Steward Delegate R.M. Worobey. No disputed OT. There is \$180 in the ship's fund, and the steward suggested arrival pools to generate even more money to the treasury. Copies of the SIU pension plan and welfare plan booklets were received onboard ship. Anyone wishing to see them should check with the bosun since there are only two copies available. A vote of thanks was given to the steward department. Next ports: Arun, Indonesia, and Tobata, Japan.

BORINQUEN (Puerto Rico Marine), September 17—Chairman Pedro Flores; Secretary Cassle B. Carter Jr.; Educational Director Raymond J. Bowman. No beefs or disputed OT reported. There is \$13 in the ship's treasury. There will be a payoff on arrival this trip in San Juan. A letter was received from headquarters concerning going back to 90 days seetime for vacation. This letter has been posted. Also, clarification was received on the following: the men who were laid off when the ship went into the shipyard in June in Norfolk and who then shipped through the Norfolk hall to get their jobs back, have officially shipped from the port of Norfolk. When their time is up, they can be pulled off in New York even if they originally caught the ship in Puerto Rico. Next ports: San Juan, P.R. and Elizabeth, N.J.

CONSTITUTION (American Hawaii Cruises), August 11—Chairman Fred Olson. The chairman explained the ship's delegate system and the three-strike system of the Union. He announced that meetings will be held every other week for

education and communication. "No question is stupid if you don't know the answer." The meetings will help explain the function of the Union and how decisions are made. Crewmembers will learn what a delegate does, how to go through proper channels (obey any order, challenge later), how to work to improve working and living conditions. Members also were advised not to talk to passengers about their wages or about the Union. A number of suggestions were made. They included scheduling rotation according to seniority, rotating days off, orientation for new members, spraying for roaches, hooking up the TV antenna and receiving a copy of the Union contract.

CPL LOUIS J. HAUGE JR. (Maersk Lines), September 1—Chairman Bernard Saberon; Secretary G. Kenny; Educational Director M. Donlon; Deck Delegate Carlos Irizarry; Engine Delegate Ben Conway; Steward Delegate Gary N. Lackey. No beefs or disputed OT reported. There is now \$16 in the ship's fund. The steward suggested a pool of some sort be established. The bosun generously pledged to pay for half the cost of a new popcorn machine, and the steward pledged to buy the popcorn. The company had requested a two-entree format at meals. This request operated successfully and was adhered to while the ship was under repair. Now that the vessel is operational and with capacity manpower, it has been requested by the membership that they return to the three-entree menu. The steward agreed that this idea will be both cost effective for the company and beneficial to the membership. The bosun reported that payoff will take place on Sept. 6 and that a patrolman will be present. He's hoping for good news in regard to the work schedule (4 on and 2 off). The steward reported that the ship will take on 120-day stores at the end of the month. In order to make ready for this load, the present provisions will be cleaned out—and this may lead to substitutions on the menu. One member has requested information pertaining to the rotation of crews and is awaiting correspondence from headquarters. Another motion made was that a partition be built in the crew lounge so that those wishing to watch movies are not disturbed. Other new business brought up at the meeting was that some members feel that they should be entitled to be segregated from the civilian and Navy personnel while dining. Apparently the feeling is mutual, but the steward stated that in order to maintain equal rights for all concerned, the messhall will operate on a first-come/first-served basis. This matter will be brought to the patrolman's attention. Other suggestions were for a microwave oven for the messhall, refrigerators for each man's cabin and a short wave/AM/FM radio for the crew lounge. Next port: Norfolk, Va.

GOLDEN ENDEAVOR (Apex Marine), September 2—Chairman M.L. Keith; Secretary R.D. Bright; Deck Delegate H.P. Lopez; Engine Delegate L. Fountain. Some disputed OT was reported in each of the three departments. There is \$30 in the ship's fund. The ship will arrive in Jacksonville, Fla. on Sept. 6 and will go straight into the shipyard for repairs. How long the lay-up will be, nobody knows, and it's not yet known whether the crew will be laid off. The bosun will talk with the boarding patrolman at payoff. Overtime has been cut for QMEDs in spite of the conditions in the engine room. The fore plates were removed and have not been replaced. Also, the beams in some of the tanks are cracked and need welding. It is hoped that these repairs will be done in the shipyard and that the ship will be safe enough to go back out to sea. The steward department was given a vote of thanks for a job well done. Next port: Jacksonville, Fla.

MANHATTAN ISLAND (North American Trailing Co.), August 4—Chairman Steve Richter; Secretary Ed Viera; Educational Director/Chief Engineer William Baumann; Deck Delegate Jock Klohn; Engine Delegate Jim O'Meara. No disputed OT. There is approximately \$100 in the ship's fund for movies, etc. This is the ship's first meeting since coming out of the shipyard and crewing up. A question was raised about working equal time—4 weeks on, 4 weeks off. The captain advised the crew of the company's decision on this matter: no for now. But it could be possible in the future. Report to the LOG: "We have a new member of our crew, a dog we named Manny. We received her in the shipyard and she is getting along fine, as well as being good for morale." One final reminder was given: please do not feed the dog "people food."

OMI WILLAMETTE (OMI), August 18—Chairman J. Bermudez; Secretary W. Harris; Educational Director C. Coello; Deck Delegate George F. Allen; Engine Delegate Charles D. Polk; Steward Delegate Fred N. Lindsey. Some overtime was questioned and some disputed in the deck department as licensed personnel continue to perform unlicensed personnel work in violation of the general rules. And in the steward department, the chief cook continues to have to butcher meat even though he was informed that all meat would be pre-butchered because of the reduction in the manning of the steward department. The ship will be placed out of service on Aug. 21 in Jacksonville, Fla. Anyone desiring to reclaim his job was reminded to register in Jacksonville. The notification of the 2 percent cost of living allowance was received by Telex and was posted. A motion was made that when the ship is being placed out of service during a weekend or holiday, that the boarding patrolman be allowed to register the men who would be flying out of the registering city. A further suggestion was made that on long voyages, extra movies be placed aboard before the foreign

articles are signed. A vote of thanks was given to all members by the chairman "for making this voyage as pleasant as possible." A vote of thanks also was given to the steward department for "an extremely well done job." Next port: Jacksonville, Fla.

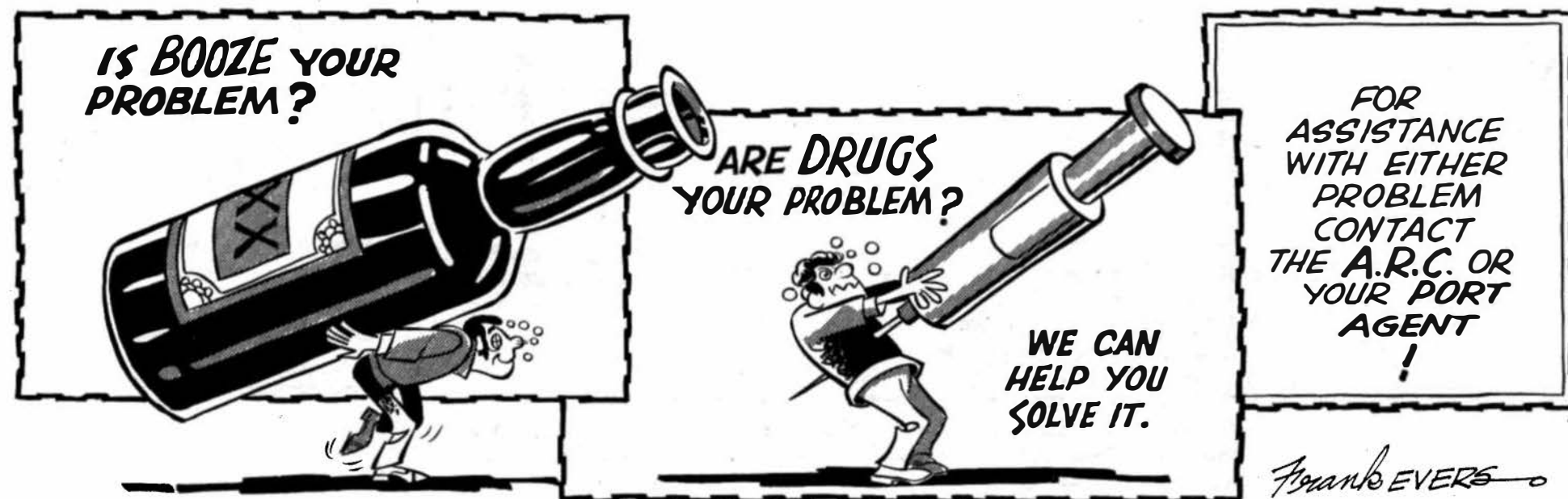
PAUL BUCK (Ocean Ships, Inc.), September 8—Chairman Michael Vanderhorst; Secretary Louis Pion; Deck Delegate Joel Lechel; Engine Delegate Ronald Gordon; Steward Delegate Franklin Robertson. Some disputed OT was reported in the steward department. There is \$40 in the ship's fund. The *Paul Buck* paid off in St. Croix, having just completed a record discharge of cargo at Thule Air Force Base in Greenland. It was a unique experience for all. The chairman urged all members to upgrade at Piney Point and, if possible, to enroll in the Military Sealift Operations class, "as this company is chartered to MSC and the ship performs many of the underway replenishment" maneuvers. Suggestions included getting more movies and more exercise equipment. A vote of thanks was given to the steward department (despite the stores, which were not the best) for an outstanding job. Next ports: Harpswell, Maine; Norfolk, Va.; St. Croix, V.I.

SEA-LAND ECONOMY (Sea-Land Service), August 18—Chairman John F. Higgins; Secretary Herbert L. Scypes; Educational Director W. H. Sander; Deck Delegate Jim Dawson. No disputed OT. The chairman stressed the importance of attending upgrading courses at Piney Point and of becoming reclassified in order to "keep a job on these new Navy ships which are under the SIU contract . . . We need the jobs with shipping the way it is now, so that everybody can get their time." The bosun, steward and electrician are all going on vacation this trip. A vote of thanks was given to the steward department for the good feeding. One minute of silence was observed in memory of our departed brothers and sisters. Next port: New Orleans, La.



Official ships minutes also were received from the following vessels:

AMERICAN EAGLE	PITTSBURGH
ARCHON	PRIDE OF TEXAS
LNG ARIES	PFC EUGENE A. OREGON
BEAVER STATE	ST. LOUIS
GOLDEN MONARCH	SAN JUAN
GROTON	SAN PEDRO
INDEPENDENCE	SEA-LAND ADVENTURER
LNG LEO	SEA-LAND CONSUMER
OAKLAND	SEA-LAND EXPRESS
OMI CHAMPION	SEA-LAND LEADER
OMI CHARGER	SEA-LAND PACER
OMI HUDSON	SEA-LAND PIONEER
OMI LEADER	SEA-LAND PRODUCER
OVERSEAS CHICAGO	SEA-LAND VENTURE
OVERSEAS MARYLYN	SENATOR
OVERSEAS WASHINGTON	SPIRIT OF TEXAS
PANAMA	ULTRA SEA



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

Dispatchers Report for Great Lakes

SEPT. 1-30, 1985

Port	*TOTAL REGISTERED All Groups			TOTAL SHIPPED All Groups			**REGISTERED ON BEACH All Groups		
	Class CL	Class L	Class NP	Class CL	Class L	Class NP	Class CL	Class L	Class NP
DECK DEPARTMENT									
Algonac	5	29	10	5	34	6	4	18	15
ENGINE DEPARTMENT									
Algonac	7	16	8	5	18	3	3	12	7
STEWARD DEPARTMENT									
Algonac	1	5	1	2	12	0	1	3	1
ENTRY DEPARTMENT									
Algonac	8	25	20	0	0	0	4	25	26
Totals All Departments	21	75	39	12	64	9	13	58	49

***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 Deep Sea

SEPT. 1-30, 1985

Port	*TOTAL REGISTERED			TOTAL SHIPPED			Trip Reliefs	**REGISTERED ON BEACH		
	All Groups Class A	All Groups Class B	Class C	All Groups Class A	All Groups Class B	Class C		All Groups Class A	All Groups Class B	Class C
DECK DEPARTMENT										
Gloucester	4	6	0	1	5	0	0	11	7	0
New York	53	13	1	42	12	0	0	0	0	0
Philadelphia	7	6	0	0	1	0	0	10	6	0
Baltimore	7	7	0	5	0	0	0	14	14	0
Norfolk	17	13	1	18	14	0	2	33	12	1
Mobile	7	2	0	1	10	0	0	13	3	0
New Orleans	38	4	1	38	7	0	0	78	13	1
Jacksonville	35	15	1	25	28	0	2	73	18	3
San Francisco	33	19	0	18	5	0	4	72	28	1
Wilmington	5	19	0	15	1	0	3	58	26	0
Seattle	31	27	0	29	2	0	1	67	18	0
Puerto Rico	14	1	0	10	1	0	0	20	5	0
Honolulu	9	14	0	4	12	3	0	11	23	2
Houston	10	11	0	7	14	0	4	7	15	2
St. Louis	0	0	0	0	0	0	0	0	0	0
Piney Point	3	0	0	0	1	0	0	6	1	0
Totals	273	157	4	213	113	3	16	473	189	10
ENGINE DEPARTMENT										
Gloucester	1	7	0	1	4	0	0	1	6	1
New York	48	11	0	35	9	0	0	0	0	0
Philadelphia	2	4	0	1	2	0	0	11	3	0
Baltimore	8	1	0	0	1	0	0	18	2	0
Norfolk	13	6	0	7	7	0	0	19	5	0
Mobile	3	2	0	3	5	0	0	15	5	0
New Orleans	41	0	0	26	2	0	0	55	6	0
Jacksonville	29	4	0	33	5	0	3	48	5	0
San Francisco	24	8	0	11	0	0	2	52	19	2
Wilmington	13	3	0	7	1	0	2	31	11	0
Seattle	32	12	0	22	5	0	6	56	21	2
Puerto Rico	13	4	0	5	0	0	0	16	2	0
Honolulu	10	16	4	5	8	2	18	8	19	3
Houston	20	3	0	26	3	0	3	44	3	0
St. Louis	0	0	0	0	0	0	0	0	0	0
Piney Point	4	4	0	0	1	0	2	7	4	0
Totals	261	85	4	182	53	2	36	366	111	8
STEWARD DEPARTMENT										
Gloucester	0	3	0	0	4	0	0	1	4	0
New York	18	4	0	28	28	0	0	0	0	0
Philadelphia	1	1	0	0	1	0	0	6	3	0
Baltimore	4	0	0	1	0	0	0	12	10	0
Norfolk	7	1	0	3	6	0	0	13	3	1
Mobile	4	2	0	5	0	0	0	9	14	0
New Orleans	14	0	0	9	1	0	0	31	5	0
Jacksonville	11	2	0	19	24	0	3	21	5	0
San Francisco	57	4	0	17	1	0	5	107	7	2
Wilmington	7	1	0	15	0	0	2	23	7	0
Seattle	15	6	1	46	4	0	2	38	10	1
Puerto Rico	5	1	0	3	0	0	0	30	5	0
Honolulu	6	35	18	8	101	111	108	4	16	7
Houston	6	0	0	15	1	0	3	24	0	0
St. Louis	0	0	0	0	0	0	0	0	0	0
Piney Point	2	4	1	2	0	0	0	0	4	0
Totals	157	64	20	171	171	111	123	319	93	11
ENTRY DEPARTMENT										
Gloucester	0	5	1					2	3	1
New York	24	34	3					0	0	0
Philadelphia	2	11	0					3	26	0
Baltimore	11	4	0					0	14	1
Norfolk	5	9	0					7	24	0
Mobile	2	3	0					2	3	0
New Orleans	24	14	1					36	32	4
Jacksonville	13	16	0					19	22	2
San Francisco	37	15	1					99	49	4
Wilmington	17	10	0					34	44	0
Seattle	15	27	0					31	62	3
Puerto Rico	10	7	0					17	25	0
Honolulu	9	131	182					16	185	226
Houston	12	21	0					24	28	1
St. Louis	0	0	0					0	0	0
Piney Point	0	1	0					0	3	0
Totals	181	308	182	0	0	0	0	290	520	242
Totals All Departments	872	614	210	566	337	116	175	1,448	913	271

***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.

Shipping in the month of September was down from the month of August. A total of 1,194 jobs were shipped on SIU-contracted deep sea vessels. Of the 1,194 jobs shipped, 566 jobs or about 47 percent were taken by "A" seniority members. The rest were filled by "B" and "C" seniority people. A total of 175 trip relief jobs were shipped. Since the trip relief program began on April 1, 1982, a total of 1,806 jobs have been shipped.

Directory of Ports

Frank Drozak, President
Ed Turner, Exec. Vice President
Joe DiGiorgio, Secretary
Leon Hall, Vice President
Angus "Red" Campbell, Vice President
Mike Sacco, Vice President
Joe Sacco, Vice President
George McCartney, Vice President
Roy A. Mercer, Vice President

HEADQUARTERS

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

ALGONAC, Mich.

520 St. Clair River Dr. 48001
(313) 794-4988

BALTIMORE, Md.

1216 E. Baltimore St. 21202
(301) 327-4900

CLEVELAND, Ohio

1290 Old River Rd. 44113
(216) 621-5450

DULUTH, Minn.

705 Medical Arts Building 55802
(218) 722-4110

GLOUCESTER, Mass.

11 Rogers St. 01930
(617) 283-1167

HONOLULU, Hawaii

636 Cooke St. 96813
(808) 523-5434

HOUSTON, Tex.

1221 Pierce St. 77002
(713) 659-5152

JACKSONVILLE, Fla.

3315 Liberty St. 32206
(904) 353-0987

JERSEY CITY, N.J.

99 Montgomery St. 07302
(201) 435-9424

MOBILE, Ala.

1640 Dauphin Island Pkwy. 36605
(205) 478-0916

NEW ORLEANS, La.

630 Jackson Ave. 70130
(504) 529-7546

Toll Free: 1-800-325-2532

NEW YORK, N.Y.

675 4 Ave., Brooklyn 11232
(718) 499-6600

NORFOLK, Va.

115 3 St. 23510
(804) 622-1892

PHILADELPHIA, Pa.

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

PINEY POINT, Md.

St. Mary's County 20674
(301) 994-0010

SAN FRANCISCO, Calif.

350 Fremont St. 94105
(415) 543-5855

SANTURCE, P.R.

1057 Fernandez Juncos St.
Stop 16 00907
(809) 725-6960

SEATTLE, Wash.

2505 1 Ave. 98121
(206) 441-1960

ST. LOUIS, Mo.

4581 Gravois Ave. 63116
(314) 752-6500

WILMINGTON, Calif.

408 Avalon Blvd. 90744
(213) 549-4000

Support
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'The Union Is You . . .'

I'd like to take this opportunity to share with you on how lucky you are to be members of the SIU.

I started to go to sea with the SIU in 1967. It opened many doors for me and gave me chances in life that I would never have had if I had not been a merchant seaman. I started off as a messman and worked my way up to a QMED.

Unfortunately, in 1981 I was hurt aboard ship, and it stopped my sea-going career. I have certainly had a healthy dose on how it is to be ashore without a union. You have no representation, no medical plans, and if somebody does not like you, he can fire you when he wants to.

For now, I have to work as a security guard, and the pay is low. There is not one day that goes by without somebody telling me how lucky I am that I have this job and how fast I can be fired. I have no voice, nor any say-so, about my job.

I realize how lucky I was to be a part of the SIU where I had a voice and could express my opinion freely, without fear of being fired.

I am trying very hard to make a come-back, but I can certainly tell you right now that nothing can beat the Union, and the Union is you.

**Perry Ellis E 295
Fort Worth, Texas**

'Giving It My Best . . .'

Being one of the recipients of the SIU Charles Logan Scholarship, I would like to take this time to say thank you. Thank you to the Union and my old shipmates and to the instructors at Piney Point.

I am giving it my best for all of you who showed me my life could be something great, and that I could make contributions to my fellow man.

I am completing my second year at Penn State University in forestry. I hold the highest grade point average in my class. And I let it be known to all that I'm a member of the SIU.

**Joseph Frassetta Jr. F 836
Springfield, Pa.**

'Hurricane Help . . .'

Tom Glidewell
Port Agent, Mobile

I want to express our appreciation to your membership and everyone connected with the Disaster Coastline Project for the help and support we have received from this network of union halls throughout the four-state area affected by Hurricane Elena.

... Your cooperation, and that of your membership ... have made a great contribution not only to the Red Cross disaster program but also to the recovery of the disaster victims themselves.

I want you to know how much all of us appreciate your help. I am sure your local Red Cross Chapter can look forward to many future benefits of this fine working relationship.

**Sincerely,
Grover C. Adams
Disaster Director, DR 200
American Red Cross**

'Never Looked Better . . .'

(The following is a letter from C. E. Anderson, master of the LNG Gemini, to all unlicensed personnel aboard that vessel.)

I'd like to take this opportunity to thank everyone in all departments for your help and cooperation this tour.

I feel the ship's appearance both on deck and below reflect the efforts you have all made. The old girl has never looked better, and I am very proud of her.

Again my thanks for a job well done. Hoping you all enjoy your upcoming vacations, I am

**Sincerely,
C.E. Anderson
Master, LNG Gemini**

'Writer Seeks Assistance . . .'

I am a writer working for Quail Ridge Press on a book that describes the sinking of American merchant vessels by German U-boats in the Gulf of Mexico in World War II. I am looking for men who served as crewmen on any vessel damaged or sunk by U-boats in the Gulf in 1942, as I need first-person accounts of these sinkings for my book. I would appreciate hearing from anyone who survived a German attack, or who has other information relating to U-boat activity in the Gulf of

Letters To The Editor



Mexico during the war. I am specifically interested in these ships: Benjamin Brewster, Robert E. Lee, Bayard, Alcoa Puritan, Gulf Oil, Gulf Penn, David McKelvy, Heredia, and Halo.

If you can help, please contact me as soon as possible. Thanks!

**C.L. Mead
125 Pine Knoll, #453
Jackson, MS 39211
(601)956-5154**

'Thanks to Claims . . .'

Thank you for the money paid me for 1984 in doctors bills It was a great help. Thank you again. And everything looks all right.

**Yours truly,
Jens C. Madsen M47
Hoboken, N.J.**

Editorial A Crop of Truth

It's time for the powerful agribusiness lobby—please note we are not calling them farmers because farmers dig in the dirt—to stop slinging mud against the maritime industry (see story page 1).

It was trash politics that some agribusiness concerns and their congressional supporters played earlier this month. Accusing the U.S.-flag merchant marine of killing starving children or ensuring the ruin of America's farmers is nothing but third-rate rhetoric, with no basis in fact. Cargo preference does not kill children.

We never knew that the people who speculate in the international grain market were such humanitarians. Do the Cargills of the world (a multinational agribusiness company) give away the grain in their silos? No, they take

government money for it. Do the agribusiness corporations take pity on the poor farmer whose life depends on a fair market price. No, they pay the lowest possible price, and then, some speculate in the land farmers lose because they go bankrupt.

The maritime industry has bent over backwards to find a compromise on the issue. Even though cargo preference only accounts for about 2 percent of the government's expenditure on food export programs, these people scream as if we were taking money from their pockets.

It is time to debate the facts. On the facts the maritime industry wins. It is time to plant a crop of truth. Agribusiness should remember—If you plant ice, all your harvest is wind.

Washington Report

(Continued from Page 21.)

country's territorial holdings in the Caribbean by granting tax exemptions to businesses that operate in Puerto Rico.

The SIU represents many seamen who live in Puerto Rico, as well as numerous shipyard and cannery workers there. If the 936 exemption is repealed, then the island's already fragile economy will be further injured.

The president's original plan would have completely eliminated business deductions for conventions held onboard American-flag passenger vessels. This would have stopped the revival of the American-flag passenger

vessel industry dead in its tracks. Moreover, it would have made a senseless distinction between conventions held on land and those held onboard American-flag vessels.

The staff of the House Ways and Means Committee has recommended that shipboard and land-based conventions be treated in the same fashion, although it would place a \$150 per day cap on each. The SIU, along with many American labor unions and business organizations, does not believe that any cap should be enacted. At present, there is a \$2,000 exemption for all shipboard expenses.

SPAD

IT'S A SMALL PRICE TO
PAY FOR JOB SECURITY

