

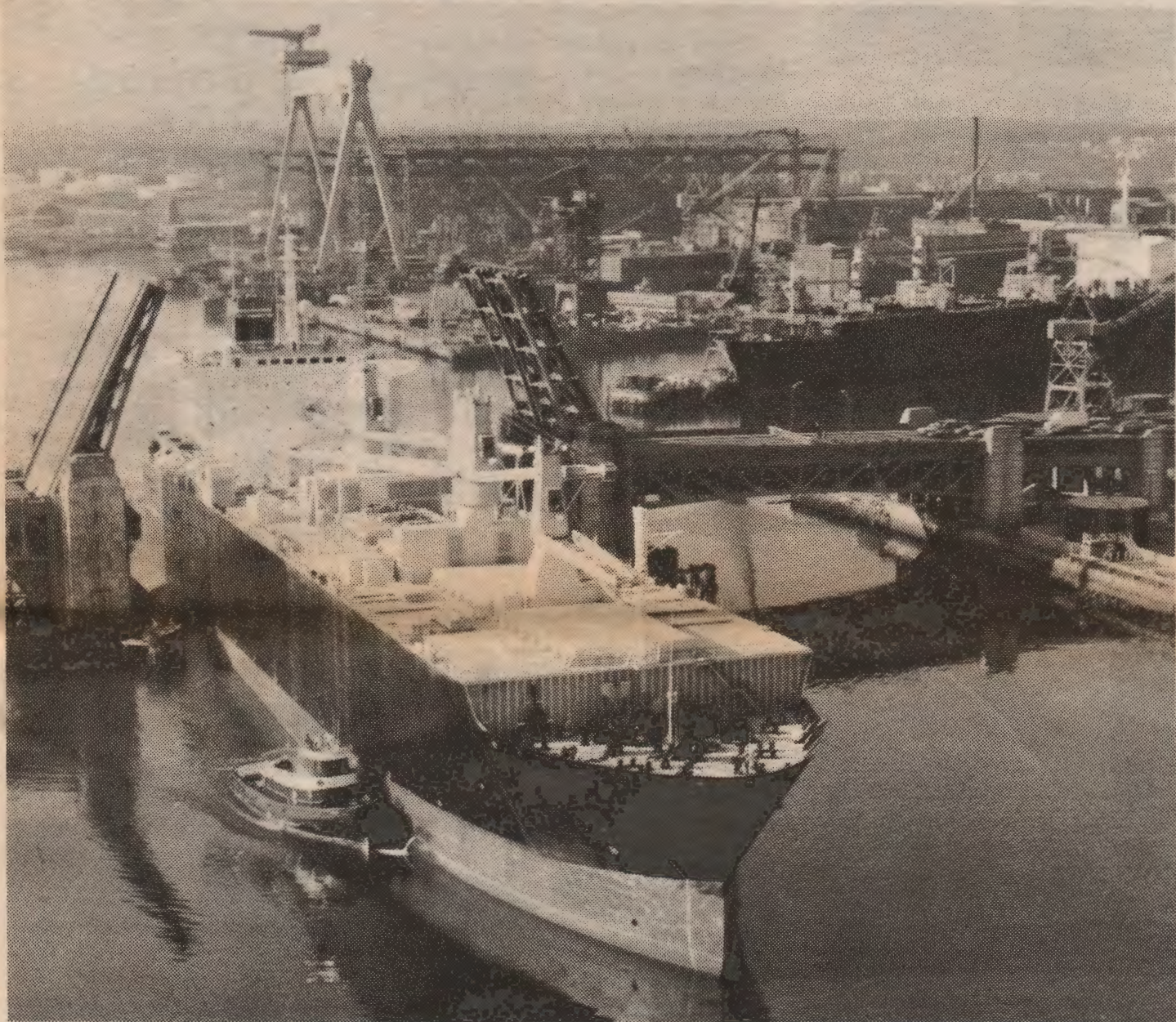


# LOG

Official Publication of the Seafarers International Union • Atlantic, Gulf, Lakes and Inland Waters District • AFL-CIO Vol. 47 No. 7 July 1985

## More Military Jobs

# SIU Crews Up New PFC Dewayne Williams



PFC Dewayne Williams

It was a busy time in Newport News Shipyard last month as Seafarers readied the *PFC Dewayne Williams* for a military career with the Maritime Preposition Fleet.

Later in the month when the *Williams* steamed from the Newport marine terminal to the Pacific Coast to take part in her first military exercise, 21 SIU members were onboard.

The vessel was built in Quincy, Mass. by General Dynamics Corp. She is the second of five ships to be built by General Dynamics for the Preposition Fleet. Last spring, the first, the *2nd Lt. John P. Bobo*, was brought into service.

The *Williams*' design duplicates the specifications of her sister ship, the *Bobo*. A RO/RO vessel, 671 feet long with 14 decks, the *Williams* has the storage capacity to supply a Marine amphibious brigade with vehicles, artillery, war supplies and provisions for 30 days in any region of the world.

Its highly sophisticated technologies will enable the vessel to carry out defensive maneuvers in the shortest time possible. She travels 18.8 knots powered by twin diesel engines. Five 40-ton cranes, a modern slewing stern ramp and an assisting warping tug mean that in just five days every cargo bay can be emptied when the vessel is anchored off-shore. And when the *Williams* is at pier anchorage, the bay cargoes can be offloaded in three days.

A helicopter deck allows a Marine surge team to be air lifted aboard the

(Continued on Page 23.)

## Drozak—Don't Tax Benefits



The maritime industry is taking a united stand against certain provisions contained in the administration's tax reform plan which have the potential to inflict great damage on the American-flag merchant marine. SIU President Frank Drozak (left) and Jesse Calhoon, president of the Marine Engineers Beneficial Association, expressed their concerns in detail before the House Merchant Marine Subcommittee.

## Inside:

Jobs Saved—Alaskan Oil Ban Upheld Page 3

New Trainee Program Ready Page 4

Lessons from the Pilots Strike Page 5

Aboard the SIU's Paul Buck Page 8

Lundeberg School News Pages 9-11

Washington Report Page 15



# President's Report

by Frank Drozak

**B**Y now I hope most of you have received a questionnaire which covers a wide range of issues important to the future of this Union and you. The SIU has to be prepared to meet the future, and you have to help.

To be able to effectively plan and lead while representing your views, we need to know what you believe is important. Remember, the basis for leadership doesn't come out of my office or the Executive Board. It must come from you because that is why we are here, to reflect your views and needs.

It is very important that each one of you fill out the questionnaires. Answer honestly about what you believe. I have asked that each one of the questionnaires be sent directly to me. I will read them. This is a chance for us to communicate. To do the job that you have elected me for, I must know what you think is important to you, your Union and your future.

The maritime industry faces some tough problems and, of course, our first and foremost concern must be jobs and job security. Every day the SIU is hustling to find work for you, whether it is military or commercial, inland, Lakes or deepsea. If you look back at the past year you will find an unequalled record for jobs at a time when the industry is in serious trouble.

But what I want to do is plan for the future. And while jobs are the bottom line of any union, so are the services provided.

When our Union was in its infancy in this country, our concerns were very basic: a wage that would allow us to live and support a family, a workplace that wasn't a death trap and a little human dignity. This was true of all labor unions in their beginnings.

Throughout history, this country's unions have been in the forefront of change: public education,



civil rights, women's rights, workplace safety, voting rights. As the Labor Movement's goals have expanded, the basics have remained the same—to protect the jobs and job security of America's workers—new challenges and new needs have developed.

Recently unions have been able to provide such necessities as day-care centers for parents who work, health clinics, educational and training programs, services a union member 100 years ago could never have imagined.

During the history of the SIU there has been a pattern of extraor-

dinary service to the members that few other unions can match, especially the establishment of health clinics and the Seafarers Harry Lundeberg School of Seamanship. Tens of thousands of Seafarers and their families have benefited. Now it is time to think about what else needs to be provided. We must now move out in a new direction.

These may sound like some pretty big dreams to some, but they are possibilities to me. Should we build a retirement home for Seafarers and their families at Piney Point? Should we build a hospital and convalescent home for our members? The SIU has a history of taking care of its own. Should we carry it even further?

During the past few years there have been several changes made in the way we ship. Now it's time to see if those changes are working. While each has been overwhelmingly approved by the SIU membership, we have all had time to study the results. Each of these changes, the six months and four months rules, the central manpower office and others, were made with the best interests of the Union in mind. Now we need to know how you feel about them.

Are the people you depend on—the port agents, patrolmen, field and headquarters reps—doing their jobs for you? Do they keep you informed?

These are just some of the questions we need answered. I want to know how you feel about these issues. So I urge you to fill out the questionnaire and return it as soon as possible. If you have not received one, ask your port agent or write to me.

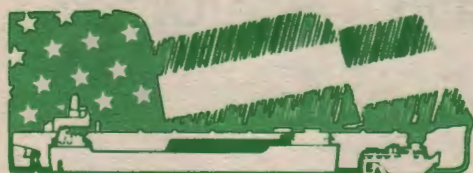
You can play a large part in the future of the SIU, but to do that we must all communicate. So let us hear from every one of you, and together let's face the future and point this Union in the right direction.

## Two Percent COLA Won In Standard Tanker, Freightship Contracts

Effective July 1, a 2 percent Cost of Living Adjustment (COLA) will be included in the Standard Freightship and Tanker Agreements. The COLA, negotiated by the SIU, applies to base monthly wages, premium rates, Monday to Friday overtime rates and offwatch penalty rates. The COLA will cover all vessels included in the two agreements.



Earlier this month, the most recent class of recertified stewards had a chance to meet and talk with SIU President Frank Drozak. SHLSS Commandant Ken Conklin was also there. The recertified stewards are Scott Anderson, Louis Plon, Charles J. Miles, Juan B. Gonzalez, Lois V. Ware, Vernon Douglas, Robert Adams, Oscar Johnson, Steven Wagner, B.E. Fletcher, R.J. Lowe and Thomas H. McQuay.



# LOG



**Charles Svenson**  
Editor

**Mike Hall**  
Managing Editor

**Ray Bourdus**  
Assistant Editor

**Max Hall**  
Assistant Editor  
**Lynnette Marshall**  
Assistant Editor/Photos



**Deborah Greene**  
Assistant Editor

July 1985

Official Publication of the Seafarers International Union of  
North America, Atlantic, Gulf, Lakes and Inland Waters District,  
AFL-CIO

Vol. 47, No. 7

**Executive Board**  
**Frank Drozak**  
President

**Joe DiGiorgio**  
Secretary

**Ed Turner**  
Executive Vice President

**Angus "Red" Campbell**  
Vice President

**Mike Sacco**  
Vice President

**Leon Hall**  
Vice President

**Joe Sacco**  
Vice President

**George McCartney**  
Vice President

**Roy A. Mercer**  
Vice President



The LOG (ISSN 0160-2047) is published monthly by Seafarers International Union, Atlantic, Gulf, Lakes and Inland Waters District, AFL-CIO, 5201 Auth Way, Camp Springs, Md. 20746, Tel. 899-0675. Second-class postage paid at M.S.C. Prince Georges, Md. 20790-9998 and at additional mailing offices. POSTMASTER: Send address changes to the LOG, 5201 Auth Way, Camp Springs, Md. 20746.



# Alaskan Oil Export Ban Extended Until 1990

The maritime industry won an important victory when Congress passed the Export Administration Act (EAA), which includes a provision extending the ban on the export of Alaskan oil until 1990. As many as 40 SIU tankers would have been affected had this oil been exported to Japan. Most would have been forced into lay-up.

For the past several months, the ban on the export of Alaskan oil was controlled under emergency presidential powers. The EAA expired last year, but Congress was unable to deal with many other troublesome issues covered by the broad EAA, most notably the transfer of sophisticated technology to the Soviet Union and the question of trade with South Africa.

Even though the ban on the export of Alaskan oil was controlled under

emergency presidential powers, the SIU made enactment of the EAA a high legislative priority because such a ban could have been reversed.

Numerous special interest groups, most notably "Big Oil," tried to do away with the export ban on Alaskan oil. For a brief time last year, there was some question as to whether or not Congress would continue the ban.

The SIU waged a strong lobbying effort and pointed out that the export of Alaskan oil would pose a security threat to this country and boost the cost of petroleum products to consumers. By the end of the 98th session, it was more or less agreed that the ban should be extended. But by that time, Congress was embroiled in a bitter fight over the budget and could not deal with other aspects of the Export Administration Act.

## 100% U.S.-Flag for DOD Truck Shipments Upheld

WASHINGTON, D.C.—"We won the battle today," intoned a friend of the SIU and the merchant marine, Rep. Helen Delich Bentley (R.-Md.) at a press conference at the Capitol on July 12 she declared that future Department of Defense (DOD) purchases by any agency of the government will be shipped 100 percent on American bottoms.



Rep. Helen Delich Bentley

Earlier she had lodged protests with both the DOD and the General Services Administration (GSA) over reports that 1,964 Japanese Mitsubishi pickup trucks worth \$10.4 million built for Chrysler and the U.S. Army would be shipped on foreign-flag ships despite provisions of the 1904 Military Transport Act which mandates that only U.S. vessels may be used to move supplies for the Armed Forces.

The GSA said that it was only following regulations in the 1984 Federal Acquisition Act which stipulates that only a minimum of 50 percent of government cargo be carried on U.S.-flag ships.

Rep. Bentley added that these foreign purchases of trucks and other items by the U.S. government have been going on since the passage of the 1979 Trade Agreements Act.

# Great Lakes Pioneer Fred Farnen Dies at 82

Fred Farnen, secretary-treasurer of the Great Lakes District for many years, died in Tampa, Fla. on July 7 at the age of 82.

Many Seafarers and SIU officials will remember Farnen who was a member of the old ISU, the union of Andrew Furuseth. Farnen's life ran parallel with the history of the SIU.

In 1938 Fred Farnen joined the SIU. The ISU was dissolved and the SIU and the NMU came into being. The SIU was part of the AFL in those days, and the NMU was with the CIO. The AFL and the CIO merged in 1955, but they were bitter rivals in those early days. In recent years there has been talk of a merger between the NMU and the SIU—and so the times change.

In 1942 Farnen became an SIU patrolman on the Great Lakes. He had sailed as a fireman on the old coal burning ships. By 1943 he was assistant secretary-treasurer of the Great Lakes District, and in 1945 he became the secretary-treasurer.

In those early days, when there was only the McCarthy fleet, Harry Lundeborg, the president of the SIU, used to help finance the Great Lakes.

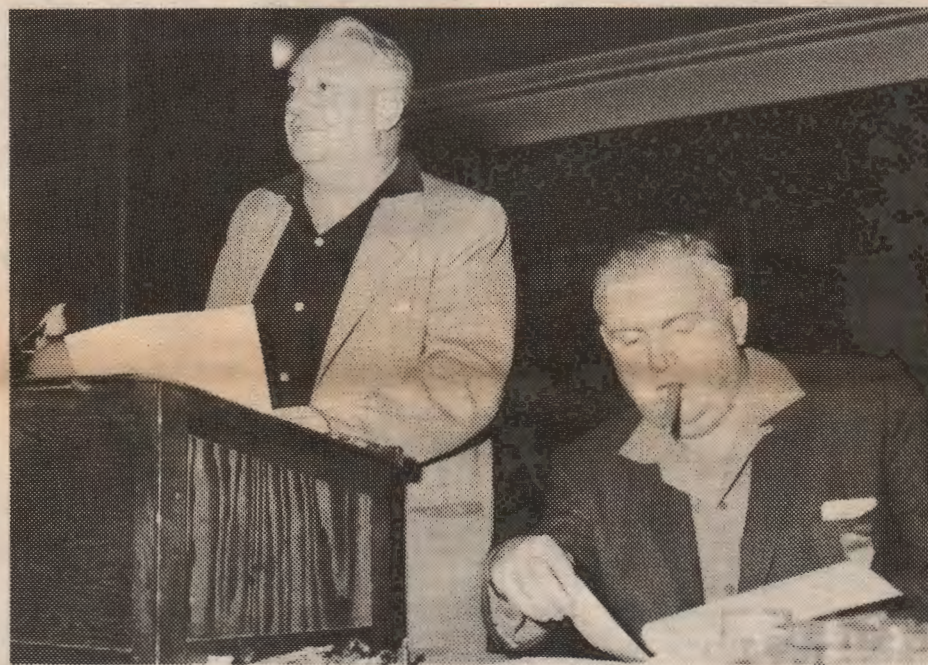
Jack Bluitt, lifelong friend of Farnen and former port agent for the Great Lakes, recalled those early years for the LOG. "Fred was a rough and tough guy. He held the Great Lakes together with a shoestring."

Bluitt went on to say that among others, Farnen knew Jimmy Hoffa quite well. "Fred was in on all the early organizing drives and he was well known by the big wheels of labor."

"Farnen was responsible for all of the programs getting started on the Great Lakes, the contracts and the collective bargaining," Jack Bluitt remembered. "He built it up," he said of Farnen's work toward developing the Great Lakes District.

In those days the Union hall was on 3rd Street in downtown Detroit. In 1957 it was moved to River Rouge, Mich., and it was there until 1978 when it moved to the modern hall at Algonac on the St. Clair River.

When the Great Lakes District merged with the SIU in April 1972, Farnen became headquarters representative in charge of the Great Lakes. He retained his title of vice-president of the SIUNA until his retirement in 1978.



Fred Farnen, secretary-treasurer of the Great Lakes District, speaking at the 1957 SIUNA Convention in San Francisco. With him is Paul Hall, newly elected president of the SIU and SIUNA. The convention honored Harry Lundeborg who died in January of that year.

Fred Farnen was a colorful leader whose rugged face was easily recognized at SIUNA conventions throughout the years. His contributions to the building of the Great Lakes District and the strengthening of the SIU cannot be forgotten.

Funeral services were held on Fri-

day, July 12, at St. Paul's-on-the-Lake, in Grosse Pointe, Mich.

Farnen is survived by his daughter, Theresa, who was a secretary at the Detroit hall; his son, Henry; six grandchildren, and eight great-grandchildren.



Seafarers in Seattle joined forces with more than 700 others to protest proposed cuts in Medicare, Medicaid and Social Security at a rally sponsored by the National Council of Senior Citizens and Washington Fair Share. Pictured are (left to right) Frank Airey, president, Seafarers Seattle Pensioners Club; Richard Gelling; Rich Berkowitz, SIU field rep, and Steve Mason.

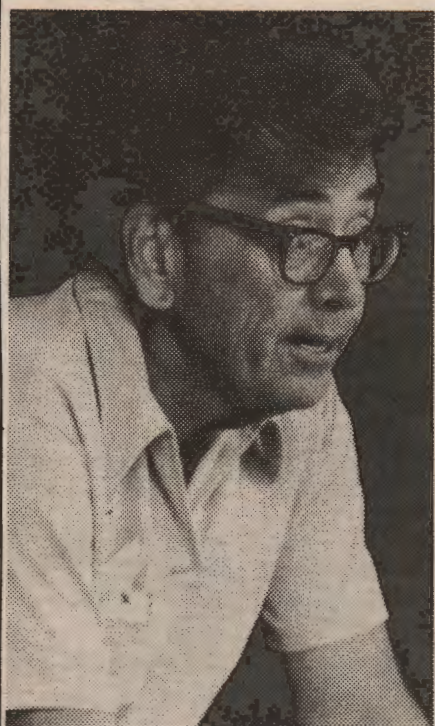
## Toll-Free Number for Welfare Questions

If you have a question or problem with any of the benefits administered by the Seafarers Welfare Plan, a new toll-free number has been opened to help solve your problems.

You may call 1-800-633-3390 for almost any question you have, including:

- \* Reporting an error in a hospital or doctor's bill;
- \* Information regarding the status of a claim;
- \* A question about a letter or explanation of a benefit statement mailed to you;
- \* Report a duplicate payment or payment for services you did not receive;
- \* Or any question you may have concerning the Seafarers Welfare Plan and you.





Jack Bluitt

## Port Agents Bluitt and Reinosa Have Retired

Former Algonac (Mich.) Port Agent and Headquarters Rep John "Jack" Joseph Bluitt, 58, and ex-San Juan (P.R.) Port Agent Juan Jose Reinosa, Sr., 64, have gone into retirement.

Brother Bluitt was Algonac agent from 1975 to 1985 and headquarters rep in 1981. He became a Union official in 1958 and a port of Detroit patrolman in 1961.

Laker Bluitt joined the SIU in 1944 in the port of New York sailing as a bosun. One of his five sons is Seafarer Thomas Bluitt.

Jack Bluitt was born in New York and is now a resident of New Richey, Fla.

Brother Reinosa was port agent from 1976 to 1985. He became a Union official in 1964 and was a patrolman in the port of San Francisco from 1972 to 1975. Seafarer Reinosa joined the SIU in 1944 in the port of New York sailing as a chief steward and ship's delegate.

Juan Reinosa sailed from 1939 to 1964. He hit the bricks in the 1946 General Maritime beef and the 1961 Greater N.Y. Harbor strike. In 1960 he received a Union Personal Safety Award for riding aboard an accident-free ship, the *SS Robin Locksley* (Robin Line).

Born in Puerto Rico, he is now a resident of Santurce, P.R.



Juan Reinosa (right)

### Incinerator Ships Eyed

## Toxic Waste Could Be Solved by at-Sea Burning

Few people realize it, but within the next three to five years, the maritime industry is expected to play an important role in helping this country dispose of its deadly toxic wastes.

SIU President Frank Drozak has already submitted testimony to the House Subcommittee on Natural Resources, Agriculture Research and Environment and the Senate Subcommittee on Environmental Pollution on this issue.

"It is imperative that the United States proceed with a well regulated program for the safe disposal of hazardous wastes that are produced on a regular basis by American industry," Drozak said.

Studies conducted by the Environmental Protection Agency (EPA) show ocean incineration is the logical alternative to land disposal, which is be-

coming increasingly more difficult to employ because few localities are willing to live with the uncertainty of playing host to toxic waste dump sites.

Currently, only about half of the nation's incineration capacity—all of it on shore—is being used to destroy liquid hazardous waste. The only exception, but an important one, is PCBs, whose capacity has already been reached.

If approved by the EPA, three incineration ships would be immediately available to start operation. By approving these ships, the U.S. incineration capacity could be doubled overnight.

Ocean incineration of toxic wastes has long been employed by many European nations. Still, the practice has not been adopted here.

According to studies conducted by Waste Management Inc., there are no cost differentials between ocean and land-based incineration of toxic wastes.

The Coast Guard has testified that the chances of collisions and other accidents at sea are "extremely remote."

Opponents of these incinerator vessels point out that a spill of toxic wastes on the ocean would have a potentially "devastating" effect on the marine environment, and could seriously harm the tourist and fishing industries of Southern California. Still, ocean incineration tests have shown that hazardous wastes can be destroyed with a 99.5 percent to 99.9999 percent efficiency rate.

According to the EPA's Office of Policy, Planning and Evaluation, there

have been no casualties or spills during 320 voyages made since 1972 by European incineration ships operating in the North Sea.

The debate over ocean incineration has been confined mainly to the West Coast, because that is where the first ocean incineration vessels are expected to operate.

The *San Francisco Chronicle*, long an opponent of ocean incineration, had a change of heart earlier this year. It recently ran an editorial stating that ocean incineration of toxic wastes is something that should not be dismissed out of hand, and should be given serious consideration.

"It's not a matter of approving or disapproving toxic wastes. These toxic wastes already exist, and the question is, where are we going to put them," Drozak said.

## New Trainee Program Set to Start in August

In recent years, vessel certification by the U.S. Coast Guard has indicated a tendency toward eliminating the ordinary seamen, wipers and messmen jobs from U.S.-flag vessels. This procedure, in time, would eliminate the ability to replace those who retire or pass away and to prevent obtaining the necessary seetime to upgrade to certified ratings required by the vessels certificate or to train and provide competent personnel for the steward department.

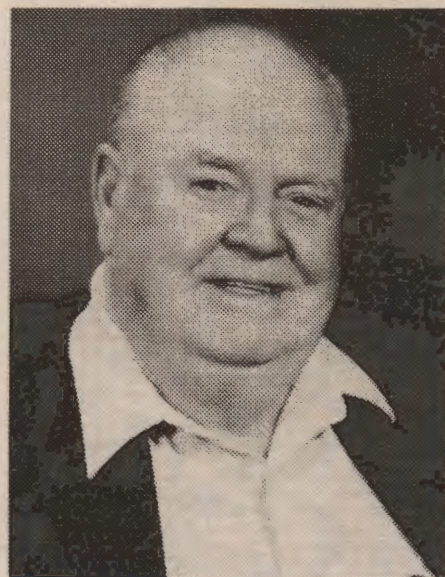
In an effort to prevent such a situation from happening, a new trainee program will be started on or about August 1 and will work in the following manner.

1. Trainee applications will be obtained from and evaluated by the SHLSS.
2. Those selected will have a four-month preparatory course at the school as a deck, engine or steward department trainee.

3. Upon completion of the four-month course, they will be assigned to a contracted vessel for a period of six months as a deck trainee, engine trainee or steward trainee.
4. At the conclusion of the six-month period of training aboard ship, they will return to the school for another two-month period in which they will receive additional training to obtain their blue AB ticket, FOWT endorsement or cook & baker endorsement.
5. Upon completion of the training and obtaining their endorsement from the Coast Guard, or certification from the school, they will be classed as "BL" or "B Limited" seniority.
6. After obtaining 1,095 days seetime aboard vessels designated by the Seafarers Appeals Board from the list of military vessels awarded to SIU companies through the RPF (Continued on Page 23.)

### Was Good Friend of Seafarers

## Ed Carlough Is Dead at 81



Edward F. Carlough, general president emeritus of the 150,000-member Sheet Metal Workers' International Association, died July 9, 1985 at his home in Alexandria, Va. He was 81.

Carlough was born in the Bronx, N.Y. He spent his youth in New York

City before enlisting in the U.S. Navy where he served as a coxswain on the hospital ship *USS Mercy*.

Following his naval service, Carlough began his training as a sheet metal worker. After completion of his apprenticeship program in 1927, he was initiated as a journeyman into Local Union 28 of New York City where he became active in union affairs.

In 1959 Carlough was elected general president of the Sheet Metal Workers' International Association. He was reelected in 1962 and 1966.

Carlough is considered to be the father of the welfare plans in the building and construction trades industry, having negotiated the first such plan for Local 28 in 1946. He also put into effect the first pension plan in the construction industry four years later.

Ed Carlough was a member of the AFL-CIO Maritime Trades Department and a strong supporter of the SIU.





# Inland News

tug/tow  
barge/dredge

## What We Can Learn from the Airline Pilots' Strike

The just-ended strike by the Airline Pilots Association holds a lesson for all organized labor. It demonstrates that when the employees of a company are united and they are supported by the other employee groups in the company, it is very difficult for the company to break the union.

This was a strike by professionals against a giant company, United Airlines. The message for maritime workers, particularly for wheelhouse personnel, is clear.

The rising tide of big business actions to break their employees' unions can be stopped by concerted labor action. The pilots broke a string of setbacks that began with airline deregulation and the bitter strike at Continental Airlines in 1982. The United pilots broke the pattern.

The pilots have realized that militant union action was not reserved for airline mechanics and attendants. Pilots must hit the bricks to save their contract.

Throughout the marine industry, licensed personnel are under assault, as the companies claim they are "supervisors" and take them out of the collective bargaining agreement, with lower standards and lesser wages to follow.

A tug captain or ship captain needs a union just as much as an airline pilot.

To the large maritime corporations such as MTL, Sonat, Foss and Trinidad, a captain is an interchangeable part just as much as a valve on the engine is. And they want the most for their money. So, in the name of "productivity" they seek to cut wages and benefits. But first they must divide and conquer.

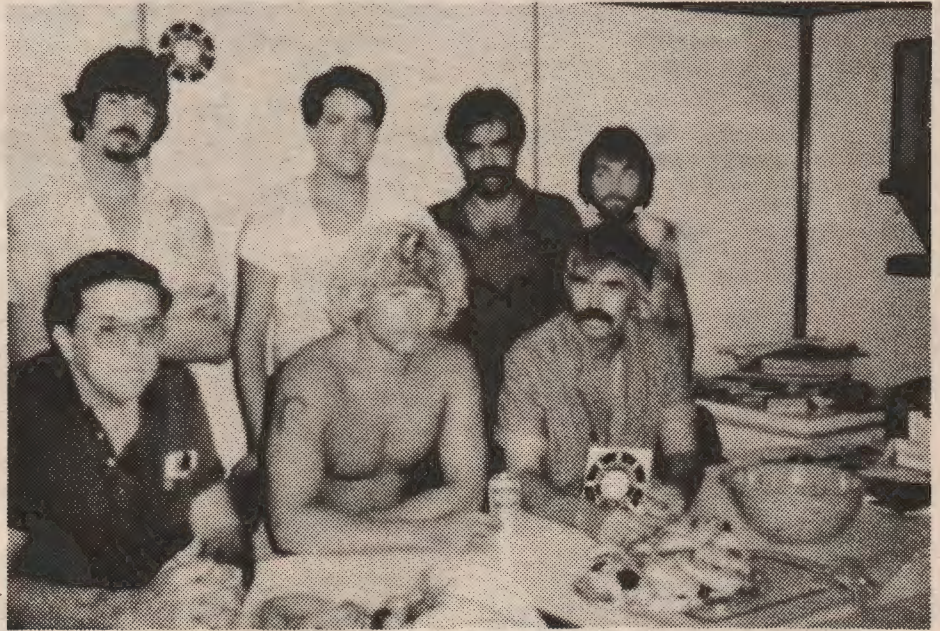
In many cases, it's too late to stop what has already been accomplished by the corporate union busters, where they have destroyed a wheelhouse contract.

But like the Airline Pilots Union, the entire industry must be ready for the next one that tries this tactic. So like them, we can put a stop to the idea that you can bust your licensed maritime union contract.

Every licensed wheelhouse and engineroom member of the SIU and every other maritime union that reads this should take heart from what the United Airline Pilots did—they stuck together and won a tough beef. They kept the benefits they had built up over decades.

Captains, pilots, mates, engineers and other licensed personnel in the maritime industry can do the same—if we stay united and work together.

Like the Airline Pilots, we can beat the union-busting companies that want to break our contracts and our Union.



The *King's Challenger* (Tampa Tugs) has been sailing out of Honolulu since last year on a long-term military contract. The tug makes three-week long voyages to various military bases in the Pacific supplying petroleum products to U.S. forces there. The crew includes Steve Housinger, Richard Wilson, Roland Seyb Jr., Danie T. Vallier, Daniel C. Tauscher, Carl Hopkins, Raymond Socherson, Kim Gill, Mark Duncan and Bill Hasting.

## INLAND LINES

### Great Lakes D & D to Build Globe's Top Combo Dredge

The Great Lakes Dredge and Dock Co. has okayed the spending of \$30 million to build the world's biggest combination dipper/clamshell dredge with her dump barges.

Contracts to build the jumbo dredge and barges have been signed with the Harnischfeger Corp., Milwaukee, Wis. and the Bay Shipbuilding Corp., Sturgeon Bay, Wis.

In a related development, their subsidiary, the North American Trailing Co. (NATCO), has completed feasibility studies and an engineering design and soon will be taking bids to build a 7,200-cubic yard, self-propelled hopper dredge.

NATCO's dredge *Northerly Island* left July 3 after five or six days of dredging in the Algonac, Mich. area. About that time the company's dredge *Dodge Island* had completed a dredge job 125 miles north of Algonac at Bay City, Mich. and was about to begin a job in the Detroit area.

### Contract Talks On in the Port of Norfolk

Contract negotiations are under way in the port of Norfolk for Boatmen at Marine Oil Service, the Assn. of Maryland Pilots, Stuart Petroleum and Shawn's Launch Service.

## NLRB Says No to Dixie Carriers Decertification Bid

WASHINGTON, D.C.—The U.S. National Labor Relations Board (NLRB) here on July 1 ruled 4 to 1 denying Dixie Carriers' appeal of their previous ruling, which had thrown out the company's petition to decertify from the SIU.

The NLRB ruled that the failure of Dixie Carriers to settle the unfair labor practice charges barred the granting of the decertification appeal.

The decertification appeal petition

had been filed with the NLRB before Dixie Carriers ended a two-year strike by the SIU by signing a new three-year contract with the Union on Jan. 29, 1985 for the company's unlicensed Boatmen.

Now remaining is the status of the 80 licensed Dixie Carriers captains, mates and pilots whom the company claims don't have the protection of the NLRB. However, this issue is being appealed in a Harris County (Houston) Texas court.



Here's part of the crew of the tug *Samuel Guilds* (Marine Contracting) during a stop in Florida from its South Carolina home. They are (left to right): Deckhand Eddie Richardson, Capt. Johnny Waters and Deckhand Danny Nolan.



## Legal Aid

In the event that any SIU members have legal problems in the various ports, a list of attorneys whom they can consult is being published. The member need not choose the recommended attorneys and this list is intended only for informational purposes:

### NEW YORK, NEW YORK

Schulman & Altman  
84 William Street, Suite 1501  
New York, New York 10038  
Tele. # (212) 422-7900

### BALTIMORE, MD.

Kaplan, Heyman, Greenberg,  
Engelman & Belgrad  
Sun Life Building  
Charles & Redwood Streets  
Baltimore, Md. 21201  
Tele. # (301) 539-6967

### CHICAGO, ILL.

Katz & Friedman  
7 South Dearborn Street  
Chicago, Ill. 60603  
Tele. # (312) 263-6330

### DETROIT, MICH.

Victor G. Hanson  
19268 Grand River Avenue  
Detroit, Mich. 48822  
Tele. # (313) 532-1220

### GLOUCESTER, MASS.

Orlando & White  
1 Western Avenue  
Gloucester, Mass. 01930  
Tele. # (617) 283-8100

### HOUSTON, TEXAS

Archer, Peterson and Waldner  
1801 Main St. (at Jefferson) Suite 510  
Houston, Texas 77002  
Tele. # (713) 659-4455 &  
Tele. # (813) 879-9842

### LOS ANGELES, CALIF.

Fogel, Rothschild, Feldman & Ostrov  
5900 Wilshire Boulevard, Suite 2600  
Los Angeles, Calif. 90036  
Tele. # (213) 937-6250

### WILMINGTON, CALIF.

Fogel, Rothschild, Feldman & Ostrov  
239 South Avalon  
Wilmington, Calif. 90744  
Tele. # (213) 834-2546

### MOBILE, ALA.

Simon & Wood  
1010 Van Antwerp Building  
Mobile, Ala. 36602  
Tele. # (205) 433-4904

### NEW ORLEANS, LA.

Gardner, Robein & Healy  
2540 Severn Avenue, Suite 400  
Metairie, La. 70002  
Tele. # (504) 885-9994

### NORFOLK, VA.

Peter K. Babalas & Associates, P.C.  
Suite 700 Atlantic National Bank Bldg.  
415 Saint Paul's Boulevard  
Norfolk, Va. 23510  
Tele. # (804) 622-3100

### PHILADELPHIA, PA.

Kirschner, Walters, Willig,  
Weinberg & Dempsey Suite 110  
1429 Walnut Street  
Philadelphia, Pa. 19102  
Tele. # (215) 569-8900

### ST. LOUIS, MO.

Gruenberg, Sounders & Levine  
Suite 905—Chemical Building  
721 Olive Street  
St. Louis, Missouri 63101  
Tele. # (314) 231-7440

### SAN FRANCISCO, CALIF.

John Paul Jennings  
Henning, Walsh & Ritchie  
100 Bush Street, Suite 440  
San Francisco, Calif. 94104  
Tele. # (415) 981-4400

### SEATTLE, WASH.

Davies, Roberts, Reid,  
Anderson & Wacker  
201 Elliott Avenue West, Suite 500  
Seattle, Wash. 98119  
Tele. # (206) 285-3610

### TAMPA, FLA.

Hamilton & Douglas, P. A.  
2620 West Kennedy Boulevard  
Tampa, Florida 33609  
Tele. # (813) 879-9842

# New Pensioners

Freddie Lee Creef Sr., 65, joined the Union in the port of Norfolk in 1972. He sailed as a chief engineer for the Curtis Bay Towing Co. from 1970 to 1985 and the U.S. Army Corps of Engineers from 1951 to 1970. Brother Creef was a former member of MEBA District 1 from 1948 to 1972. He was born in Wanchese, N.C. and is a resident of Norfolk.



Clinton Gill, 57, joined the Union in the port of Houston in 1960. He sailed as an engineer for National Marine Service from 1953 to 1985. Brother Gill helped organize National Marine Service, and he attended a 1979 National Marine Service Inland Conference at the SHLSS in Piney Point, Md. His last port was Mobile, Ala. Boatman Gill was a former member of the Boilermakers Union. He also worked as a welder at the Ingalls Shipyard, Pascagoula, Miss. from 1951

to 1953. He is a veteran of the U.S. Army after World War II. Born in Escatawpa, Miss., he is a resident of Pascagoula.



John A. Hassell, 65, joined the Union in the port of Philadelphia in 1961 sailing as a deckhand for the Curtis Bay Towing Co. from 1947 to 1985. Brother Hassell is a veteran of the U.S. Army during World War II. He was born in North Carolina and is a resident of Wenonah, N.J.



Frederick Charles Hickman Sr., 73, joined the Union in the port of Houston in 1959. He sailed as a chief engineer for the G & H Towing Co., Pier 10, Galveston from 1957 to

1985. Brother Hickman also sailed for the Sabine Towing Co., Port Arthur from 1954 to 1957. He was a former member of the NMU. Boatman Hickman was born in Salisbury, N.C. and is a resident of Lufkin, Texas.



Jasper John Mamoliti, 62, joined the Union in the port of Baltimore in 1957 sailing as a captain for the Curtis Bay Towing Co. off and on from 1941 to 1984. Brother Mamoliti also sailed for the state of Maryland aboard an icebreaker from 1947 to 1951. He is a veteran of the U.S. Navy in World War II, serving aboard the U.S.S. *Fersenden* and U.S.S. *Francovich*, earning the European Theater of Operations (ETO) Medal and Ribbon with two Battle Stars, the American Theater Medal and Ribbon, the Good Conduct Medal and Ribbon and the Victory Medal and Ribbon. Boatman Mamoliti was born in Vandergrift, Pa. and is a resident of Baltimore.

## Dispatchers Report for Inland Waters

JUNE 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
<b>DECK DEPARTMENT</b>									
Gloucester	0	0	0	0	0	0	0	0	0
New York	0	0	0	0	0	0	0	0	0
Philadelphia	3	2	5	4	2	1	5	1	21
Baltimore	11	0	0	7	0	0	11	0	0
Norfolk	54	10	0	48	8	0	69	11	0
Mobile	0	0	0	0	0	0	1	0	0
New Orleans	3	4	8	1	0	4	4	6	15
Jacksonville	6	2	15	2	1	3	6	1	50
San Francisco	0	0	0	0	0	0	0	0	0
Wilmington	1	3	0	0	0	0	4	9	0
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	2	0	0	6	0	0
Algonac	25	1	0	20	0	0	34	11	0
St. Louis	1	0	16	0	0	6	10	3	30
Piney Point	0	0	0	0	0	0	1	0	0
<b>Totals</b>	<b>104</b>	<b>22</b>	<b>44</b>	<b>84</b>	<b>11</b>	<b>14</b>	<b>151</b>	<b>42</b>	<b>116</b>
<b>ENGINE DEPARTMENT</b>									
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	0
Baltimore	2	0	0	0	0	0	2	0	0
Norfolk	7	0	0	4	0	0	6	0	0
Mobile	0	0	0	0	0	0	0	0	0
New Orleans	1	0	0	0	0	0	1	2	0
Jacksonville	2	0	0	1	0	0	1	0	2
San Francisco	0	0	0	0	0	0	0	0	0
Wilmington	0	0	0	0	0	0	0	0	0
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	0	0	0	1	0	1
Algonac	10	4	0	6	0	0	26	2	0
St. Louis	0	0	0	0	0	0	1	0	0
Piney Point	0	0	0	0	0	0	0	0	0
<b>Totals</b>	<b>22</b>	<b>4</b>	<b>0</b>	<b>11</b>	<b>0</b>	<b>0</b>	<b>38</b>	<b>4</b>	<b>3</b>
<b>STEWARD DEPARTMENT</b>									
Gloucester	0	0	0	0	0	0	0	0	0
New York	0	0	0	0	0	0	0	0	0
Philadelphia	1	1	0	0	0	0	3	2	7
Baltimore	0	0	0	0	0	0	0	0	0
Norfolk	6	0	0	4	0	0	5	0	0
Mobile	0	0	0	0	0	0	0	0	0
New Orleans	0	1	1	0	0	0	2	4	8
Jacksonville	1	3	9	0	0	3	0	2	15
San Francisco	0	0	0	0	0	0	0	0	0
Wilmington	0	0	0	0	0	0	0	0	0
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	2	0	0
Algonac	0	0	0	0	0	0	2	0	0
St. Louis	0	0	0	0	0	1	1	1	4
Piney Point	0	0	0	0	0	0	0	0	0
<b>Totals</b>	<b>9</b>	<b>5</b>	<b>10</b>	<b>4</b>	<b>0</b>	<b>4</b>	<b>15</b>	<b>9</b>	<b>34</b>
<b>Totals All Departments</b>	<b>135</b>	<b>31</b>	<b>54</b>	<b>99</b>	<b>11</b>	<b>18</b>	<b>204</b>	<b>55</b>	<b>153</b>

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

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



# SIU Crews Valiant Tug



Bulk Fleet Marine's M/V *Valiant* steams on the Schuylkill River. The 12-person crew on the *Valiant* is SIU top-to-bottom. The tug runs oil from a Gulf Oil refinery in Philadelphia to New England.



On the deck of the *Valiant* are Cadet E. Smith (left) and Motorman R. Grant.

## Delta Queen Steamboat Co. Relocates to New Orleans

The Delta Queen Steamboat Company marked the Grand Opening of their new facility, located on the wharf area in New Orleans, La. At the official dedication last month of the first steamboat passenger terminal in America, Franklin Fried, president of the Delta Queen Steamboat Co., offered remarks to the gathered guests. The SIU-crewed *Mississippi Queen* paddlewheeler is seen in the background.



## In Memoriam

Johnny L. Ham, 48, died on May 12. Brother Ham joined the Union in the port of Paducah, Ky. in 1978 sailing as a deckhand. He was born in Missouri. Surviving is his brother, Glen of Elgin, Ill.

Pensioner Edward P. Keelan Jr., 84, passed away from heart failure in the West Hudson Hospital, Kearny, N.J. on May 20. Brother Keelan joined the Union in the port of New York working for the Penn Central Railroad there. He retired in 1966. Boatman Keelan was a veteran of the Armed Forces in World War II. He was born in Newark, N.J. and was a resident of Harrison, N.J. Surviving is his widow, Mary.

Pensioner Earl M. Osborne died on May 19. Brother Osborne retired in 1975. He was a resident of Philadelphia.



Pensioner Rudolph Albert Savoy, 68, died of heart-lung-kidney failure in the Orange (Texas) Hospital on May 21. Brother Savoy joined the Union in the port of Port Arthur, Texas in 1964 sailing as an AB and 2nd engineer for the Slade Towing Co. From 1946 to 1957, he was self-employed. Boatman Savoy was a veteran of the U.S. Army during World War II. Born in Eunoe, La., he was a resident of Orange. Burial was in the Forest Lawn Cemetery, West Orange, Texas. Surviving are a son, Doyle; a daughter, Diane, and a brother, Roman of Groves, Texas.

## Personals

### Harold Bowen

Harold Bowen (or anyone knowing his whereabouts) should write to Midge Edens, P.O. Box 112, Huntington, W. Va. 25706.

### Fred Dickey

Please get in touch with your sister Jean at Rt. 4, Box 223, Waynesboro, Tenn. 38485 or your mother at Rt. 2, Box 281, Collinwood, Tenn. 38450.

### Robert B. ("Mike") Meister

Mike (or anyone knowing his whereabouts): please contact your parents, 2402 W. 16th St., #G8, Yuma, Ariz. 85364.

### Rosendo Mora

Please contact your sister, Carmen Martin, at 5341 Navarro St., Los Angeles, Calif. 90032.

### Bernard Toner

Please contact Mrs. Chong M. Toner at the following address: C. O. Chung Nan Kim, Esq., 1255 Post St., Suite 800, San Francisco, Calif. 94109.

William Parrish Rudy Luizzi  
Tomas Alia Peirce Stan Lindsay  
Don McKinney Nick Nagy  
Jack Drews

Your old shipmate Jimmie Stephens has not shipped out in several years and would like to keep in touch. Drop him a line at RR #1, Box 263, Two Harbors, Minn. 55616 or call (218) 834-4397.

### Looking for Shipmates

William Calefato is looking for some former shipmates. Tom Curtis (formerly of the *National Defender*) and crewmembers aboard the *Sea-Land Endurance* (from January to June 1981) should contact William Calefato at Sound Service, Box 490, 2318 2nd Ave., Seattle, Wash. 98121.



## The Paul Buck Steams for the MSC with SIU Crew



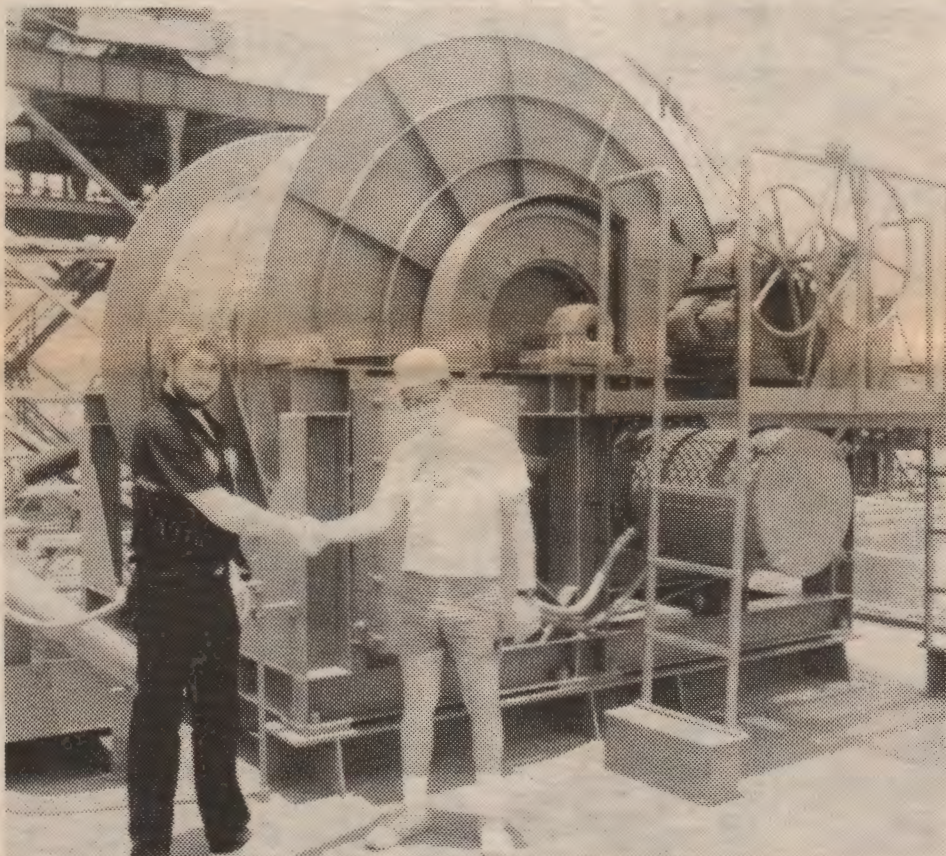
Here's a stern view of the M/V *Paul Buck* launched last month in Tampa, Fla. The *Buck*, which carries a 15-member unlicensed crew, is the first of five new T-5 tankers which the Military Sealift Command will charter. (See June LOG for details.)

Despite a continuing maritime slump in commercial shipping, SIU members are finding work, and many of the hundreds of new jobs are military-related, just like the 15 new jobs on the M/V *Paul Buck* (Ocean Carriers).

The *Buck*, chartered to the Military Sealift Command, will carry almost 240,000 barrels of petroleum cargo for American forces around the world's seas.

Crewed in late spring, the *Buck* is the first of five new T-5 tankers for Ocean Carriers, all of which will be chartered to the MSC.

The Seafarers on the *Buck* and other military ships are proving to the Navy and other branches of U.S. armed services that SIU crews are the best trained and most dependable available.



Jacksonville patrolman Danny Griffin (left) and AB Mike Vanderhorst shake hands as they stand alongside some of the modern UNREP (underway replenishment) gear on the stern of the *Buck*.



Flaking a line on the deck of the *Buck* are (front to back): ABs Emmanuel Gazzier, David Murray and Joel Lechel.



It takes a lot of work to get a new ship ready to sail, and the M/V *Paul Buck* (Ocean Carriers) was getting ready last month for its first trip with an SIU crew. Here, taking on and stowing the new mooring line are (left to right): Bosun Alejandro T. Ruiz, ABs David Murray, Emanuel Gazzier and Joel Lechel.



Getting some last minute paperwork completed before the maiden voyage are (left to right): Patrolman Danny Griffin, QMEDs Fredrick Harris and Ronald Gordon and AB David Murray.



# Seafarers

## HARRY LUNDEBERG SCHOOL OF SEAMANSHIP

Piney Point Maryland



### SHLSS Steward Department Scores Another First

The SHLSS steward department is proud to announce its chapter's acceptance into the American Culinary Federation (A.C.F.). The school's chapter, "Professional Seafarers Culinary Association, Incorporated" (P.S.C.A.), is the first to be accepted in the A.C.F. from the Maritime field.

The formal induction of officers was held at a well-attended banquet on June 9th, 1985. The honored guest speaker was A.C.F. National President Harold Baron Galand. Speeches were also given by SIU Vice President for Contracts Angus "Red" Campbell and SHLSS Commandant Ken Conklin. Romeo Lupinacci, SHLSS Certified Executive Chef, was Master of Ceremonies.

Having a chapter of the A.C.F. at SHLSS gives many opportunities to both the steward staff and the SIU steward membership. Interested SIU Stewards can join the P.S.C.A. and take advantage of the

information and opportunities offered through the American Culinary Federation.

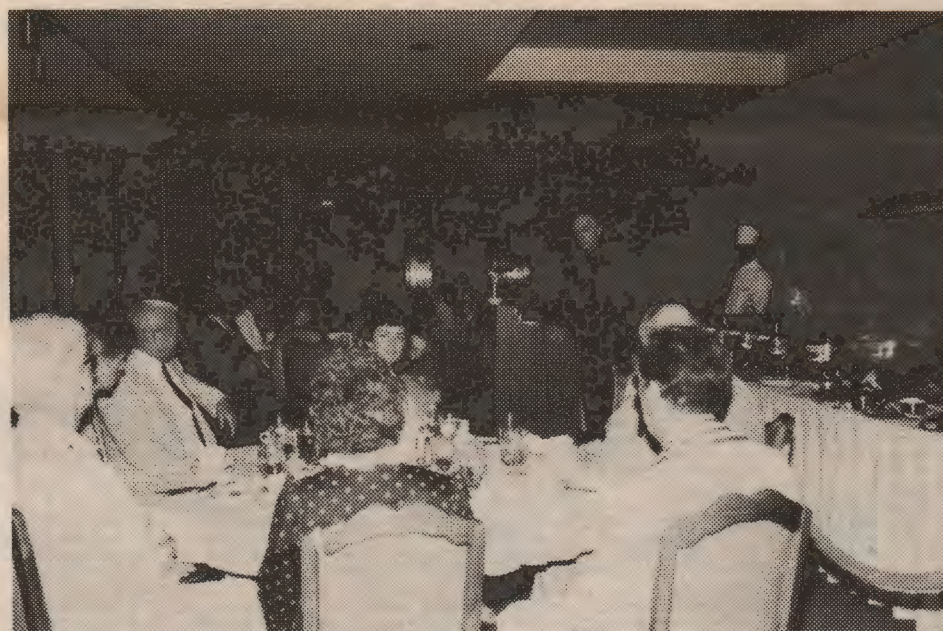
The A.C.F. has over 150 chapters throughout the United States. It publishes a monthly culinary magazine which features recipes, information on educational seminars and culinary competitions, articles on new trends and cuisines, helpful hints, and news from international chefs.

The A.C.F. strongly stresses education. It offers scholarships, apprenticeship programs; it sponsors culinary competitions, culinary shows, and offers educational seminars throughout the year.

For more information about the A.C.F. or a request for a membership application write to Charles Harrison, Steward Department, Seafarers Harry Lundberg School of Seamanship, Piney Point, Md. 20674.



Master of Ceremonies Romeo Lupinacci, the SHLSS Certified Executive Chef, welcomes guests to P.S.C.A. banquet.



Father Mussy delivers the invocation during the P.S.C.A. banquet.



The formal induction of officers was conducted by A.C.F. National President Harold Baron Galand (2nd from left). The P.S.C.A. Officers are from r. to l. Greg Herring — accepting Vice-Presidency for Arsenio Gusilator, Leland "Buck" Buchan — Secretary, Joe Zeinda — Sergeant-at-Arms, Charles Harrison accepting the Presidency from Harold Galand and Romeo Lupinacci. John Cleveland — Treasurer was unavailable for the photo.



Ronald Resnick serves salad to banquet guests.





Edward Wilisch ships on deep sea vessels out of the port of N.Y.

## Edward Wilisch Receives Second Mate License

Edward Wilisch was ecstatic to hear from the U.S. Coast Guard that he had passed his Second

Mate License exam. He is the second student to receive this license through the Seafarers Harry Lundeberg School of Seamanship.

Wilisch first attended SHLSS in 1973 as a trainee. He returned in 1976 for the A Seniority program. In March of 1985 he enrolled in the Third Mate course to prepare for his Second Mate License. "The Three-day Coast Guard test was hard," said Wilisch, "but having the test here at the school made it less nerve wracking."

"The course material and the instructor were well organized, which made all the difference," said Wilisch. "My one regret is that I didn't take advantage of the educational opportunities offered through the Union sooner."

Ed's future plans include studying for his Chief Mate license and eventually becoming a Captain.

## Aircraft Intermediate Maintenance Support Office (AIMSO) Conference Held at SHLSS



## 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.

# NOTICE

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 \_\_\_\_\_ Date Diesel Regular \_\_\_\_\_ Date

Refrigeration Systems, Maintenance & Operations \_\_\_\_\_ Date

Pumproom Maint & Operation \_\_\_\_\_ Date Hydraulic \_\_\_\_\_ Date

Marine Electronics \_\_\_\_\_ Date Welding \_\_\_\_\_ Date Automation \_\_\_\_\_ 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.

## SHLSS COURSE GRADUATES



**Diesel Engine Technology**

Left to right: Eric Malzkahn (Instructor), Scott Burnap, Jack Croft, Josh Lanier, Gary Gateau.



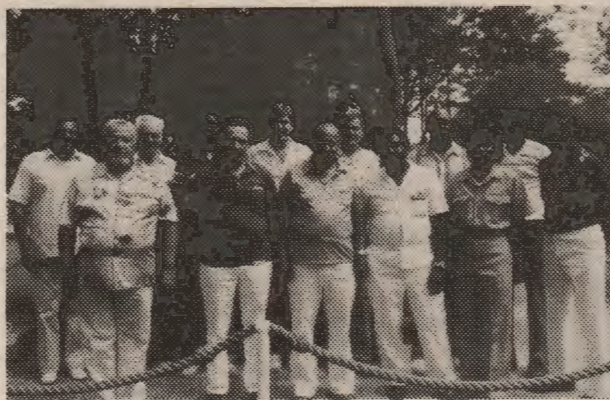
**Three Man Steward**

Left to right: Laymon Tucker (Instructor), Glenn C. Bamman, Jennifer K. Jim, Connie Heiter.



**Marine Electrical Maintenance**

Left to right: Tom Ball, James Wingate Jr. Jeff Yarmola, John Pontl, Augie Collison, Kelly Davis. Not shown: Luciano Alfeo, Charles Horseman, Dasril Panko, Francis J. Monteiro, Richard Groening.



**Recertified Stewards**

Front row, l. to r.: Scott Anderson, Louis Pion, Charles J. Miles, Juan B. Gonzalez, Lois V. Ware, Vernon Douglas. Second row, l. to r.: Laymon Tucker (Instructor), Robert Adams, Oscar Johnson, Steven Wagner, B.E. Fletcher, R.J. Lowe, Thomas H. McQuay.



**Seallift Operations & Maintenance**

First row, l. to r.: Charles Mispagel, Richard Tankersley, Monica Kohs, Maurice White. Second row, l. to r.: James Duffy, Bob LeClair, Juan D. Sanchez, Bill Winters. Third row, l. to r.: Kenneth Biddle, David Fowkes, Michael Presser. Fourth row, l. to r.: Joe Pomraning, T.J. Dowd, Tony Adamaitis. Top row, l. to r.: Richard Buchanan, John F. Bass, Jim E. Kash, Bob Richardson. Not shown: Charles Noel.



**Cruise Ship Training Lifeboat Class**

First row, l. to r.: David Rubin, Michael Sholt, William Lucius, Connie Heiter, Steven Fonua, Greg Cudal, Melecio Sison. Second row, l. to r.: Ben Cusic (Instructor), Henry Commager, Jamie Coleman, Brian Ortiz, Clay McIver, Alex Caravatho, John Nagoski, Michael Bio.



# Upgrading Course Schedule



## August Through October 1985

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

Following are the updated course schedules for August-through October 1985, at the Seafarers Harry Lundeberg School of Seamanship.

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

### Deck Upgrading Courses

Course	Check-In Date	Completion Date
Celestial Navigation	September 13	October 11
Able Seaman	September 20	October 31
Sealift Operations & Maintenance	September 6	October 10
Radar Observer	October 11	October 24
Lifeboatman	September 6	September 19

### Engine Upgrading Courses

Course	Check-In Date	Completion Date
QMED	September 13	December 5
Marine Electrical Maintenance	August 30	October 3

Refrigeration Systems  
Maintenance & Operation  
Hydraulics  
Fireman Watertender & Oiler

August 2  
September 20  
September 6  
October 11  
September 19  
November 7  
October 10  
November 28

### Steward Upgrading Courses

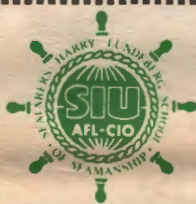
Course	Check-In/Completion Date	Length of Course
Assistant Cook	bi-weekly	varies
Cook and Baker	bi-weekly	varies
Chief Cook	bi-weekly	varies
Chief Steward	monthly	varies
Three Man Steward Dept.	monthly	varies

### Recertification Programs

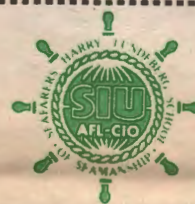
Course	Check-In Date	Completion Date
Bosun Recertification Programs	September 1	October 7
Steward Recertification	October 27	December 2

### Adult Education Courses

Course	Check-In Date	Completion Date
(ESL) English as a Second Language	August 16	September 13
(ABE) Adult Basic Education	August 16	September 13
(GED) High School Equivalency Program	August 2	September 14



## Seafarers Harry Lundeberg 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 Lundeberg Upgrading Center, Piney Point, MD. 20674

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

#### DECK DEPARTMENT

- ☐ Tankerman ☐ Quartermaster  
☐ AB Unlimited ☐ Celestial Navigation  
☐ AB Limited ☐ 1st Class Pilot  
☐ 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

#### ENGINE DEPARTMENT

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

#### STEWARD DEPARTMENT

- ☐ Assistant Cook ☐ Chief Cook  
☐ Cook & Baker ☐ Chief Steward  
☐ Towboat Inland Cook  
☐ Three Man Steward Dept.

#### ALL DEPARTMENTS

- ☐ Welding ☐ Lifeboatman  
☐ Sealift Operations & Maintenance

#### ADULT EDUCATION DEPARTMENT

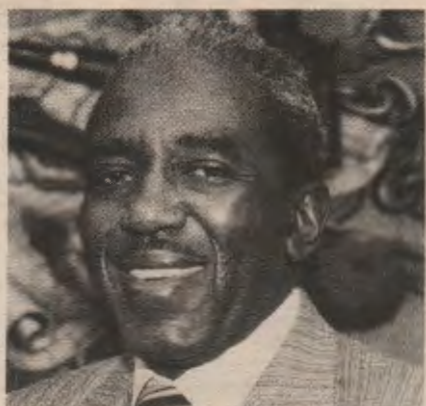
- ☐ Adult Basic Education (ABE)  
☐ High School Equivalency Program (GED)  
☐ Developmental Studies (DVE)  
☐ English as a Second Language (ESL)

#### COLLEGE PROGRAM

- ☐ Nautical Science Certificate Program  
☐ Scholarship/Work Program  
☐ Other \_\_\_\_\_



## Area Vice Presidents' Report



**East Coast**  
by V.P. Leon Hall

**W**E had some good news up in New Bedford, where we came out ahead in an organizing election for 31 fishing vessels. There were some challenges, but we expect to have the matter resolved in no time.

We are presently involved in an election for 50 more fishing vessels. And I think we'll win. We have some dedicated people working on our behalf. Joe Piva, Gene Magan and Henri Francois signed up with this Union when they realized that the fishermen in New Bedford were not being represented properly. They put in long, hard hours fighting for a cause that they believed in. Together with Headquarters Representative Jack Caffey, they have made this organizing drive a success.

Things have been pretty rough for our brothers and sisters who make their living as fishermen. Leo Sabato and Mike Orlando from Gloucester, Mass. tell me that there is a crisis in the way that fishing vessels are being insured. Earlier this month, fishing vessels in the Gloucester area lost their insurance coverage. As of today, the local and state governments there have done nothing to rectify this situation.

In addition, Gloucester Marine Protein, Inc., a local dehydration plant, had closed. The plant is the state's only major processor of fish waste. Processors and fishermen have been hard pressed to find an inexpensive alternative.

In the interim, a barge is now taking gurry to sea from the State Fish Pier. But this has had a two-fold effect. Foreign fishermen are making use of this barge and, in effect, are receiving a hidden subsidy. In addition, operating costs for Gloucester fishermen are now higher than ever before.

There have been a number of military ships in the port of Norfolk recently (*Stephen W. Pless, John P. Bobo, Dwayne T. Williams, Borinquen*). I mention this to remind the members that most of the new work that is being generated in the maritime industry are vessels that have been contracted out to the private sector by the Navy. It is therefore important for our members to think about getting a security clearance, and to check with their Union Rep to see if they need any kind of special training to be eligible to fill these positions.

We are losing a good man in the port of Philadelphia. Tom Farrell, who worked as an AB in SONAT's IOT fleet, has returned to his old job after having helped the Union out for a couple of months.

Also in Philadelphia: members and officials in that port are working with other unions in the area to publicize an important issue, the proposed tax

on fringe benefits. We believe that such a tax would jeopardize this nation's private system of health care and pensions.



**Gulf Coast**  
by V.P. Joe Sacco

**I** recently attended a meeting of the Executive Board of the SIU at the Seafarers Harry Lundeberg School of Seamanship in Piney Point, Md. While there, I took a trip to Capitol Hill to see President Drozak appear before the House Merchant Marine Committee.

President Drozak stated his opposition to a ruling that the Department of Transportation has proposed which would allow subsidized operators to compete in the domestic trade routes of this country once they paid back their Construction Differential Subsidies. President Drozak noted that the proposed ruling would disrupt existing trade routes, reduce the number of maritime jobs and cost the American government hundreds of millions of dollars in lost revenue.

Watching President Drozak testify reminded me just how extensive this Union's dealings are. In order to protect our membership, we have to work at the state, federal and local levels. We have to service the membership on the ships and in the Union halls. We are literally involved in every aspect of American life, from the halls of Congress, to the precinct wards in Houston, to the ocean-borne commerce that makes this country run.

One interesting aside: it was recently announced that the first Labor Day rally in the history of Mobile will be held later this year. The Greater Mobile Port Maritime Council will be sponsoring a float. Seamen who are in that port on Labor Day should show their appreciation to a labor movement that has fought hard to improve their living and working conditions.



**Great Lakes and Western Rivers**  
by V.P. Mike Sacco

**I** recently read a troubling statistic. Roughly half of all the people who lost their jobs during the 1982 recession are still unemployed. And of the

people who were lucky enough to get another job, 40 percent are working part time or for lower wages.

The people in the Great Lakes and Midwest were hit disproportionately hard by that recession. So were seamen. And unfortunately for the maritime industry, there was no recovery to cushion the effects of the 1982 recession.

I mention all this to make a point. It is important that you take advantage of opportunities while they are still available to you. Seven years ago, we had to beg our members to get their A books. Those who listened are in a good position. Even though things are tough, all our A books can still get out.

Today, the only work being generated in the maritime industry is on vessels contracted out by the Navy. So it is important that you do all you can to make yourself eligible for this work (i.e., get your security clearance, take any special courses that you might need). Just remember this: the American economy has been in the middle of a recovery. Can you imagine what shipping will be like if there is another recession?

Still, there are some bright spots. Things have been busy in the Great Lakes dredging industry. Dredging is definitely better than last year, though much of this activity has been due to ongoing projects. New projects have been slow in being bid.

The Great Lakes Dredge and Dock Company was the low bidder on a river and dredging project that is due to begin in the port of Buffalo in three weeks. The company just finished a harbor dredging project in the port of Cleveland, and is in the process of completing another project in Sandusky, Ohio.

NATCO is completing a dredging project within eight miles of the Algonac hall. It also has a harbor deepening project in progress in Toledo, Ohio.

Two major projects are due to be bid on soon in the Duluth and Milwaukee harbors. They involved two larged dyked areas that will have to be dredged. Each is expected to cost more than \$10 million, and will be federally financed.



**West Coast**  
by V.P. George McCartney

**T**HE big news on the West Coast is that Congress has approved an extension on the ban of Alaskan oil until 1990. That is good news, especially for our members in Seattle, who have made a special effort to publicize this issue on a grassroots level.

Still, it is important to remember that there are a lot of people who would like to do away with this ban.

At a meeting of the Maritime Advisory Committee in the port of Los Angeles, a representative from ARCO noted that the company was taking a long-range view of the situation, and was working toward eliminating the ban when it expires in 1990.

At that same meeting, a discussion was held on potential drilling sites off the coast of Southern California. The SIU on the West Coast is keeping abreast of these developments. We are represented on the West Coast Policy Committee of the General President's Offshore Construction Council. Other unions, such as the Painters and the Electricians, are also involved with this issue.

We have been active in two strikes, one against United Airlines which was recently settled, and an ongoing strike by the United Food and Commercial Workers against Ralph's Food Markets.

We also have been trying to maintain good relations with our companies. Acting upon recommendations made at the Inland Boatmen's Conference, we are attending quarterly meetings with both the management and the rank and file members at Crowley.

These meetings are being held to iron out problems that the rank and file have with the management. By scheduling meetings like these, we hope to create a climate where management and labor can work together to turn things around for the inland industry.

SUP President Paul Dempster was named "man of the year" by the Maritime Port Council out here. We'd like to congratulate him for his many contributions to the maritime industry.

We'd also like to congratulate Matson Lines, which has announced plans to rebuild the *Matsonia*. The 700 ft. trailer will be converted from a RO/RO to a RO/LO. The project will triple the ship's cargo capacity.



**Government Services**  
by V.P. Buck Mercer

**W**E are trying to resolve a problem that has bothered our members out here. For the past two years, they have not been given a retroactive wage increase that is rightfully theirs.

It appears that there is no dispute about the wage increase itself. The problem is administrative. There have been a number of changes in the makeup of the Military Sealift Command over the past year or so—top officers have retired or moved to different jobs—and this has caused a severe back-log.

In addition, 13 appeals have been submitted on A-76 award. We have submitted an appeal on the oceanographic ship, a T-AGOR vessel.



# SIU Vessels Around the World



**OVERSEAS VIVIAN**—Everything is running smoothly aboard the ST. *Overseas Vivian* (Maritime Overseas) out in the Philippines, according to Chief Mate Peter E. Hermanns. "The ship looks good and the crew has performed well—meeting the extra demands that working for the MSC requires—in addition to their regular shipboard duties." Singled out for special praise was Joseph San Filippo, relief bosun, who "in his 50 days aboard, kept the deck crew in line, followed the contract, and worked hard getting the exterior of the ship chipped and painted before the rainy season puts an end to outdoor work."



**PRESIDENT GRANT**—The SS *President Grant* recently was honored for her safety—accident-free—record. She was the safest ship in the APL fleet for 1984! Present at the award ceremony were, from the left: Gunnar Lundeberg, SUP; Ed Turner, SIU executive vice president; George McCartney, SIU vice president; Dave York, MM&P vice president; Capt. Ray Wood, master, SS *President Grant*; Tom Haller, vice president of marine operations, APL; Gary Valentine, chief engineer; Doc Cullison, MEBA, and Whitey Shoup, MFOV vice president.



**OVERSEAS ALICE**—Crewmembers aboard the *Overseas Alice* (Maritime Overseas) donated uniforms and baseball equipment to the Cavite City (Philippines) Little League Baseball Team. Present at the ceremony for the distribution of the gifts were, from the left: Chief Steward Collie Woper Jr.; P.D. Butcher, Commander Naval Surface Group, Western Pacific; AB T. Howell, and Capt. A.F. LaPalme.



**LNG CAPRICORN**—A safety-conscious crew contributes to vessel efficiency, productivity and reduced cost of operation. So stated SIU Vice President "Red" Campbell in his letter of congratulations to the crewmembers of the *LNG Capricorn* (Energy Transportation Corp.) who have just completed their third accident-free year. Bosun M.B. Woods (left) and Steward Robert H. Forshee attach the latest addition to the safety plaque.

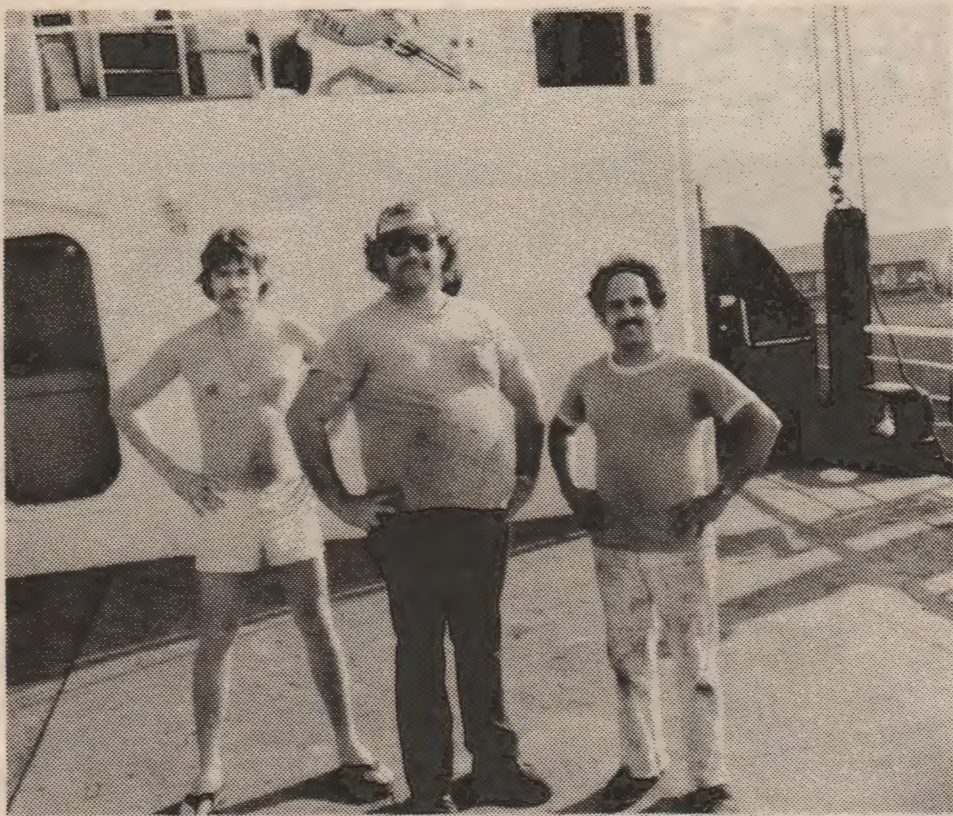


**CABRILLO**—The SIU harbor tour boat *Cabrillo* (Star & Crescent Tours) operates out of San Diego, Calif.



**CONSTITUTION/INDEPENDENCE**—"Big John" Bulaway (l.), executive chef aboard the SS *Independence*, meets up with "Little John" Worrall (r.), executive chef aboard the SS *Constitution*. In the center is Edward Grant, butcher aboard the *Independence*.



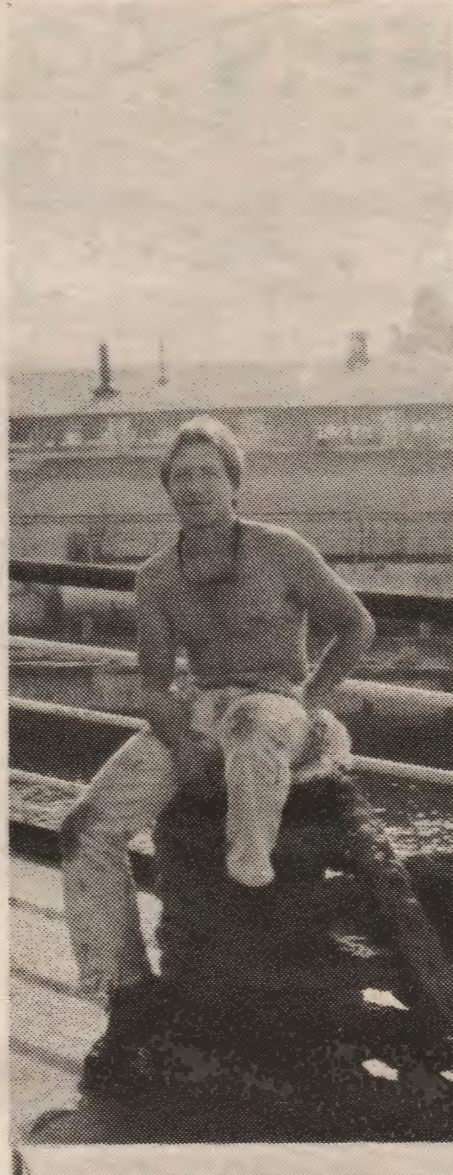


After a long trip, crewmates (left to right) QMED Mike Bagley, Chief Electrician Duke Gardner and Wiper Ahmed Salim pose for a final picture.

## Transcolorado Gets An Overdue Rest



Stowing gear and lines before lay-up are *Transcolorado* crewmembers (front to rear): ABs Ralph Brown, Pasquale Dibrase, Angel Ortiz and Glen Johnson.



AB John Roundtree takes a break from the hot work onboard the *Transcolorado*.



Third Cook Reginald Melville takes a break on the deck of the *Transcolorado* before a final payoff and lay-up in Jacksonville.

**A**FTER two-and-a-half years on station in the Mediterranean and 18 years under charter to the Military Sealift Command (MSC), the SS *Transcolorado* (Hudson Waterways) entered layup in Jacksonville, Fla.

Home to hundreds of Seafarers in its almost two decades of MSC serv-

ice, the *Transcolorado* was readied for a well-deserved rest by her last crew.

During her last assignment, as part of the Near-Term Preposition Force and a floating "ammo dump," the SIU crew received high praise from the MSC brass for their professional operations during the long voyage.



Here's the steward department of the *Transcolorado* (left to right): Steward Assistant Ernie Hill, Chief Steward Curtis Broadnax, Saloon Messman Tate Johnson and Crew Messman Roosevelt "BB" Johnson.



# The SIU in Washington

Seafarers International Union of North America, AFL-CIO

July 1985

Legislative, Administrative and Regulatory Happenings

## Washington Report: Communication

Members of this Union should think back on all of President Drozak's speeches and columns over the past two years. He talked a great deal about *communication*, and about the need for organized labor to get its message across to the public at large.

If you still doubt the validity of his assessment, think about the hostage crisis in Beirut, and about the daily, even hourly reports on the hostages and their families.

Recall the image of two hooded terrorists reading the following message to the American people over the nightly news: "If you ever retaliate, we will do it again."

Power in American society is based on the transmission of ideas and information through the media. Perhaps the tragic and exhausting episode in Beirut will wake American workers up to this basic fact of life.

## Tax Reform

For the past few months, the administration has concentrated most of its efforts in getting its tax reform plan passed. According to recent newspaper accounts, however, there are indications that the administration has decided to revise that strategy.

The administration has grown increasingly concerned over the inability of the House and Senate budget conferees to reach an agreement on a spending package that would achieve a significant reduction in the federal deficit, which is now projected to top \$200 billion in fiscal 1986.

The administration has therefore decided to concentrate on resolving the budget deficit.

That is not to say, however, that the president's tax plan is dead.

The president plans to use the congressional recess in August to review suggestions for modifying the tax plan and to prepare for a renewed campaign to overhaul the tax code.

Hearings on the tax plan have been scheduled at least through the end of July in the House Ways and Means Committee and the Senate Finance Committee.

The SIU has strongly opposed those provisions in the president's tax reform bill that it feels would have an adverse effect on the American maritime industry. SIU President Frank Drozak expressed his concern earlier this month when he testified at a special hearing of the House Merchant Marine Committee (see photo, page 1).

Among other things, the tax reform bill as it now stands would repeal deductions for convention expenses incurred onboard U.S.-flag passenger vessels; eliminate the investment tax credit and lengthen vessel depreciation schedules. It would also repeal the Capital Construction Fund, which has played an important role in promoting the construction of American-flag vessels.

The tax reform bill also contains provisions to tax fringe benefits, something that the SIU strongly opposes.

In part because of the publicity that organized labor was able to generate, the Department of Treasury was forced to modify its original proposal on the taxation of fringe benefits. Still, as the plan presently exists,

fringe benefits would be taxed, though at lower levels than originally envisioned.

## Cargo Preference

The battle over cargo preference continues unabated.

The Senate Commerce Committee rejected by a 9-7 vote the Agricultural Trade Amendment Act of 1985, better known as S. 721.

The bill would weaken this nation's existing system of cargo preference laws. Among other things, it states that cargo preference laws do not apply to export activities undertaken by the Secretary of Agriculture.

The present Secretary of Agriculture, John Block, is an ardent foe of cargo preference.

If enacted, S. 721 would redefine the present status of the blended credit and payment-in-kind programs, both of which now fall under the provisions of the Cargo Preference Act of 1954.

In addition, the bill would clarify the status of the Bonus Incentive Export Program (BICEP). As reported in the last issue of the LOG, it is not certain if BICEP falls under the provisions of the 1954 Act because the exact details of the bill have yet to be made public.

Cargo preference remains one of the major issues of the 99th Congress. The issue came to a head after a federal court judge ruled that 50 percent of all cargo generated under the blended credit program had to be carried on American-flag vessels.

More than 20 pieces of anti-cargo preference legislation have already been introduced. While the decision by the Senate Commerce Committee not to report out S. 721 marks an important victory for the maritime industry, most observers believe that an attempt will be made on the floor of the Senate to bring the bill to a vote.

In testimony given before the Senate Agriculture Committee earlier this year, SIU President Frank Drozak noted that promotional programs that fall under the provisions of the Cargo Preference Act of 1954 are designed to promote two American industries, not just one.

In the debate over S. 721, Sen. Ted Stevens (R-Alaska) made what many in the maritime industry say is a critical point. "We have," said Stevens, "to keep our minds on the real problem: only 22 U.S.-flag dry cargo vessels are in the fleet; without cargo preference, those vessels would disappear."

"Cargo preference," said Stevens, "costs less than .8 of 1 percent of the \$18.4 billion subsidy for U.S. agriculture in fiscal year 1985."

## Legislative Update

Despite the hostage crisis and the continuing and time-consuming debate over tax reform, there was movement on a number of important maritime issues.

**ALASKAN OIL:** After having failed to renew the Export Administration Act (EAA) in the last session of Congress, the House and Senate agreed on a compromise version of the bill. Included in the EAA is a ban on the export of Alaskan oil, which remain in effect until 1990.

Renewal of the ban has been a high priority of this organization. We estimate that as many as 40 of our tankers would have been affected had the ban been rescinded.

**WAR RISK INSURANCE:** Congress passed into law a bill that extends the Title XII War Risk Insurance program for five years. Previous authority for the program had expired Sept. 30, 1984, but the 98th Session of Congress ended before the issue could be addressed.

**COAST GUARD USER FEES:** Hearings were held on the administration's proposal to impose user fees on Coast Guard services.

In testimony submitted before the Subcommittee on Coast Guard and Navigation (House Merchant Marine and Fisheries), Drozak strongly opposed the administration's proposed plan.

According to Drozak, "The SIU believes that the majority of the items for which fees would be charged are the result of statutory requirements enacted by Congress for the common good. The industry must comply with statutory requirements such as vessel inspections and licensing and certification of seamen. These are clearly designed to benefit the nation as a whole."

"These services," he said, "do not properly lend themselves to cost recovery via a user fee."

**DELTA QUEEN:** Legislation was reported out of the House Merchant Marine Committee that would allow the *Delta Queen* to remain in operation for at least five more years.

The *Delta Queen* is one of the last wood framed vessels still in operation. Such boats require a special waiver from Congress.

In a letter to the committee, the SIU noted that safety and maintenance precautions on the *Delta Queen* are of the highest order. The boat generates hundreds of jobs and millions of dollars in revenue for the Mississippi Valley.

**CDS PAYBACK:** Several bills dealing with the payback of Construction Differential Subsidies are floating around the House and Senate.

The issue is an important one because the DOT issued a final ruling May 3, 1985, giving CDS operators one year from June 6, 1985 to repay the subsidy in full if they want to enter the domestic trade.

The SIU has consistently opposed the concept of CDS paybacks because it feels that such a step would upset the balance that presently exists in the Alaskan oil trade.

Given the prevailing mood in Washington, however, the Union has been willing to discuss some kind of compromise, especially one that preserves a maximum number of vessels and jobs.

Administration officials believe that the repayment of CDS funds would reduce the deficit.

Opponents of the legislation disagree. In a tersely written letter to *The New York Times*, Rep. Barbara Mikulski (D-Md.) noted that "Uncle Sam could lose as much as \$475 million over the next five years if the CDS rule is allowed to remain in effect."

Yet according to Mikulski, "the most compelling argument against blanket CDS repayment is its national security implications" because such a step would eliminate between 30 and 60 tankers from the existing American-flag sealift capability.

In the House Supplemental Appropriations Bill for fiscal year 1985, language is included

(Continued on Page 17.)



## In the Port of Norfolk



**PFC EUGENE A. OBREGON**—During a visit to the TAKX Naval Support Vessel last month, some of the crew posed for this photo in the crew mess. Clockwise from left are: George Johnson, chief electrician; John Leonard, AB; SIU Rep Mike Paladino; James Stiller, AB; Gerald Torelli, AB; Fritz McDuffie, AB, and Don Johnson, steward assistant.



**SGT. MATEJ KOCAK**—In the messhall during a recent visit to the new TAKX Naval Support Vessel are, from left, Pat Hawker, bosun; SIU Rep Mike Paladino, and Mike Tremper, QMED.



**M/V ARCHON**—Norfolk Patrolman Mike Paladino poses with three crewmembers during a recent visit to the Naval Support Vessel. From left are Ralph Lopez, AB; H.S. Lindsey, bosun, and John Robinson, chief cook.

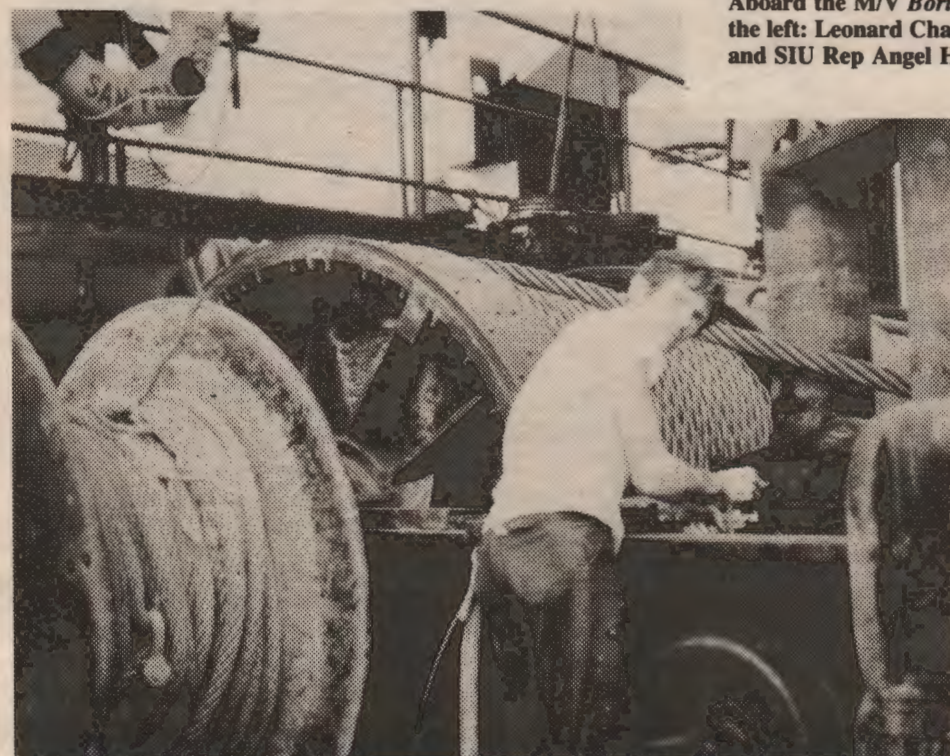


The **M/V Explorer** just received its latest copies of the LOG. From the left are: Capt. Ted Vickers; SIU Patrolman Angel Hernandez; Kirby Nelson, cook, and Mike Davis, OS.



Aboard the **M/V Borinquen** (Puerto Rico Marine) are, from the left: Leonard Charles, Jose Luis Gomez, Stephen Rivera and SIU Rep Angel Hernandez.

## In the Port of San Juan



Ken Barron, AB, greases the winch aboard the **M/V Explorer**.



SIU Rep Angel Hernandez (l.) checks out the **Borinquen's** engine room with Tony Mohammed, engineer.



## The SIU in Washington

(Continued from Page 15.)

that prohibits the DOT from using funds to implement the CDS repayment rule.

In addition, the House version of the Department of Defense Authorizations bill for fiscal year 1986 has been amended to prohibit the repayment of Construction Differential Subsidies unless the Secretary of the Navy determines that such actions will not reduce the number of "available militarily useful tankers."

**OCEAN INCINERATION:** SIU President Frank Drozak submitted testimony on the ocean burning of toxic wastes to the Senate Subcommittee on Environmental Pollution (Senate Committee on Environmental and Public Works) and to the House Subcommittee on Natural Resources, Agricultural Research and Environment (House Committee on Science and Technology).

According to Drozak, "The Seafarers International Union supports the Environmental Protection Agency's (EPA) proposed rule regulating the ocean incineration of toxic wastes."

Citing a number of studies, Drozak said "the burning of hazardous waste at sea may be preferable to land incineration. One reason is that ocean burn sites are at a considerable distance from populated areas."

**PASSENGER VESSELS:** The administration has taken one giant step away from developing a domestic passenger vessel industry.

Last year, the Customs Department of the Treasury issued a proposed rule that would eliminate all restrictions on the time that passenger vessels documented under foreign flags may spend in American ports.

The rule is scheduled to go into effect later this year.

**PORT DEVELOPMENT:** Action is being taken on port development in both the House and the Senate.

Up until recently, action on port development has been stymied by the philosophical differences between the administration and Congress over the funding of such projects.

The administration has generally opposed any kind of federal funding for local dredging projects, and has pushed for the imposition of user fees. Many senators and congressmen have pointed out that the imposition of user fees would place a heavy burden on the inland maritime industry.

The Senate version of the Port Development bill, which was just reported out of the Environmental and Public Workers Committee, is closer to the administration's position. It states that fees shall be established "pursuant to a state hearing and shall reflect a reasonable determination of the service and benefits provided." In other words, it gives the local ports a great deal of flexibility in setting user fees.

The House version, which was reported out of the Public Works and Transportation Committee, takes a slightly different approach. It prohibits the imposition of user fees on deep-draft ports for the following reason: most vessels requiring channels greater than 45 feet are registered under foreign flags.

The House bill also sets a graduated cost-sharing ratio between the federal government and local governments on projects depending upon their size.

Dredging projects larger than 45 feet would require a 50 percent outlay of funds. Projects between 20 and 45 feet would require a 25 percent outlay. Projects less than 20 feet would involve only a 10 percent outlay.

**OUTER CONTINENTAL SHELF:** The Maritime Trades Department of the AFL-CIO and the Building Trades Department of that same

organization have issued a joint letter asking members of Congress to retain a "Build American" clause in the fiscal year 1986 appropriations bill.

The "Build American" clause, which was adopted by members of the House Interior Appropriations Subcommittee, states that all offshore equipment used for exploration, drilling and production activities on the U.S. Outer Continental Shelf be constructed in the U.S. with at least 50 percent domestic materials, including steel and steel components.

The provision is aimed at maintaining the technological skill as well as the domestic employment base associated with the design and construction of vessels, mobile drill rigs, and offshore production platforms used on federal lands that are leased to oil companies who seek to recover oil and natural gas resources.

One mobile drill rig represents 425 direct and 1,200 indirect jobs for domestic shipyard, maritime, steel and related supply industry workers.



## 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.



## Deep Sea



Pensioner **John David Cantrell, Jr.**, 65, succumbed to cancer in the Doctor's Hospital, Mobile on April 15. Brother Cantrell joined the SIU in 1944 in the port of Mobile sailing as a chief electrician. He was born in Mobile and was a resident of Whistler, Ala. Interment was in the Byrd Cemetery, Georgetown, Ala. Surviving are his widow, Flora Della and his mother, Minnie.



Pensioner **Bruce Harold Cauffman**, 84, passed away in Houston on April 29. Brother Cauffman joined the SIU in the port of Houston in 1959 sailing as a bosun. He was a veteran of the U.S. Army after World War I. Seafarer Cauffman was born in Erie, Pa. and was a resident of Houston. Surviving is a sister, Amelia Johnson of Houston.



Pensioner **William H. Chadburn** died in San Francisco on June 1. Brother Chadburn retired in 1980. He was a resident of San Francisco. Surviving is a sister, Agnes of San Francisco.

**Walter Edward Clifton**, 59, died on May 26. Brother Clifton joined the SIU in 1944 in the port of New Orleans sailing as an AB. He hit the bricks in the 1946 General Maritime beef. Seafarer Clifton was a veteran of the U.S. Army Infantry in the Korean War, earning the Combat Infantry Badge, National Defense Service Medal, U.N. Service Medal, Korea Service Medal with Bronze Star, Republic of Korea Presidential Unit Citation and the Good Conduct Medal. Born in Lakeland, Fla., he was a resident there. Surviving are his widow, Mrs. Walter J. Clifton; his mother, Margaret of Lakeland, and his sister, Mabel Cook of Lake City, Fla.



Pensioner **Albert James Costello**, 72, died of heart failure at home in Thailand on June 3. Brother Costello joined the SIU in the port of San Francisco in 1960 sailing as a bosun. He was an avid coin collector and was a veteran of the U.S. Coast Guard in World War II. Seafarer Cos-

tello was born in San Francisco. Cremation took place in the Wat Theppasart Crematory in Thailand. Surviving are his widow, Nipa; a son, David Sr. of San Francisco, and a grandson, David Jr. of Pacifica, Calif.



Pensioner **Bryden John Dahlke**, 69, died in South Houston, Texas recently. Brother Dahlke joined the SIU in the port of Houston in 1970 sailing as a QMED. He retired in 1981. Seafarer Dahlke was born in Chicago, Ill. and was a resident of Houston.



Pensioner **William Franquiz** died on June 11. Brother Franquiz sailed for the Waterman Steamship Co. from 1964 to 1967. He retired in 1967. Seafarer Franquiz was a resident of Tampa. Surviving is his widow, Grace.



Pensioner **Clarence Willard Gabriel Jr.**, 74, passed away from a heart attack in the De Paul Hospital, Norfolk, Va. on June 8. Brother Gabriel joined the SIU in the port of Norfolk in 1956 sailing as a FOWT. He was a veteran of the U.S. Navy during World War II. Seafarer Gabriel was born in Meadow, N.C. and was a resident of Norfolk. Cremation took place in the Holloman-Lynnhaven Crematory, Virginia Beach, Va. Surviving are two daughters, Frances McClain and Nancy Frodge, both of Kannapolis, N.C. and a sister, Mildred Newell of Charlotte, N.C.



**E.C. Gardner**, 59, died recently. Brother Gardner joined the SIU in the port of San Francisco in 1967 sailing as a cook. He was a veteran of the U.S. Army in World War II. Seafarer Gardner was born in Gould, Ark. and was a resident of San Francisco. Surviving are his father, Clint of McGee, Ark.; a sister, Annie Spencer of Chicago, Ill., and a cousin, Rose Allie of Los Angeles, Calif.



Pensioner **Donald Joseph Hewson**, 64, died on June 13. Brother Hewson joined the SIU in the port of Baltimore in 1957 sailing as a FOWT. He retired in 1984. Seafarer

Hewson was a veteran of the U.S. Marine Corps in World War II. Born in Albany, N.Y., he was a resident of Pensacola, Fla. Surviving is his widow, Vera.



Pensioner **Urbain E. Labarrera** died on May 12. Brother Labarrera joined the SIU in the port of New Orleans. He retired in 1974. Seafarer Labarrera was a resident of Houston. Surviving is a sister, Henrietta of New Orleans.

**Miller Ettain Lowery Jr.**, 30, died on April 17. Brother Lowery joined the SIU following his graduation from the SHLSS Entry Trainee Program, Piney Point, Md. in 1974 sailing as an oiler. He was born in San Francisco and was a resident of El Cerrito, Calif. Surviving are his widow, Yolanda; his parents, Miller and Chris Lowery Sr., and an uncle, Smead Williams, all of Richmond, Calif.



Pensioner **Kjell Oddvar Lyngstad**, 70, succumbed to a liver ailment at home in New Orleans on June 4. Brother Lyngstad joined the SIU in 1947 in the port of New Orleans sailing as a waiter. He retired in 1971. Born in Norway, he was a naturalized U.S. citizen. Burial was in the Cypress Grove Cemetery, New Orleans. Surviving is his widow, Cecelia.



Pensioner **David Neill** died recently. Brother Neill retired in 1981.



Pensioner **John Charles Ramsey**, 73, passed away on Feb. 12, 1984. Brother Ramsey joined the SIU in 1944 in the port of New York sailing as a deck engineer. He retired in 1975. He was a veteran of the U.S. Army, serving as a private after the Korean War. Seafarer Ramsey was born in Bedford, Va. and was a resident of Franklin, Pa. Surviving are his widow, Mildred; two daughters, Mary and Crojnahen, and a brother, James.



Pensioner **Bernardino Gonzales Rivera**, 70, succumbed to a liver ailment in Guaynabo, P.R. on April 22. Brother Rivera joined the SIU in 1940 in the port of New York. He retired in 1977. Seafarer Rivera was born in San Juan, P.R. and was a resident of Guaynabo. Surviving are his widow, Luz and two sisters, Carmen and Juanita, both of Carolina, P.R.



Pensioner **Frank Walter West Sr.**, 75, passed away on June 1. Brother West joined the SIU in 1939 in the port of New Orleans sailing as a chief cook. In 1960 he received a Union Personal Safety Award for sailing aboard an accident-free ship, the *SS Del Valle* (Delta Line). Seafarer West retired in 1984. He was born in Jeanette, Pa. and was a resident of Jefferson, La. Surviving are his widow, Lena; three sons, Frank Jr., Warren and Edward, and a sister, Annette Shaw of New Orleans.



**Darrell Lynn Rye**, 33, died of heart failure aboard the *Sea-Land Producer* in Bremerhaven, West Germany on May 7. Brother Rye joined the SIU following his graduation from Piney Point in 1973 where he was security bosun and outstanding student. He sailed as AB and 3rd mate and was commended in 1975 by the Union crew of the *ST Ogden Challenger* (Ogden Marine) in a signed letter of recommendation for seniority upgrading for his "outstanding conduct and performance of his duties." Seafarer Rye was born in Richmond, Calif. and was a resident of Bedford, Texas. Surviving are his parents, Ted W. and Bobbette Rye Sr. of Bedford; a brother, Ted Jr. of Quitman, Texas, and a sister.

## Atlantic Fishermen



Pensioner **Jerome J. Scola**, 67, died on June 15. Brother Scola joined the SIU-merged Gloucester (Mass.) Fishermen's Union in 1961 sailing as a cook. He retired in 1981. Fisherman Scola was a veteran of the U.S. Army in World War II. He was born in Gloucester and was a resident there. Surviving is his widow, Mildred.



# Digest of Ships Meetings

**LNG AQUARIUS** (Energy Transportation Corp.), June 2—Chairman R.J. Calahan; Secretary J.W. Bass, wiper; Educational Director C.W. Dahlhaus, QMED. The engine department reported some disputed penalty OT. There is \$178.85 in the ship's fund. Morale is high, and all is well aboard the *LNG Aquarius*, according to the secretary. The crewmembers seem to be having a great time on their Far East voyage. Magazine subscriptions are being updated, and the ship plans to order the *Stars and Stripes* as well. One problem is that the magazines being received in Japan come weeks late. This will be discussed with the chief mate. In their report to the Seafarers LOG: "We had a baseball game against the plant workers in Arun, Indonesia. We unfortunately lost, but when we return we will challenge them again. It is a good morale booster, and the cookout is enjoyed by all." Next port: Tobata, Japan.

**LNG CAPRICORN** (Energy Transportation Corp.), June 9—Chairman M.B. Woods; Secretary Robert H. Forshee; Deck Delegate Michael Kadderly; Engine Delegate Walter Kimbrough; Steward Delegate William Christmas. No beefs or disputed OT. The \$235 in the ship's fund is in the steward's safekeeping. A letter of congratulations was received from SIU Vice President "Red" Campbell: "On behalf of Frank Drozak and all of the Union officials, we wish to salute the crew on their three-year accident-free operation. A safety-conscious crew contributes to vessel efficiency and productivity and reduced cost of operation. We trust the pennant will be flown forever on the *LNG Capricorn*." The educational director discussed the importance of upgrading. He cited, as an example, the difference in salaries between Group 1 QMEDs and Group 3 QMEDs. A vote of thanks was given to all departments for a job well done. Next ports: Himeji, Japan; Arun, Indonesia; Osaka, Japan.

**OMI CHARGER** (OMI), May 5—Chairman F. Schwartz; Secretary E. Lambe; Educational Director W. Yaber; Deck Delegate Ted Weems; Engine Delegate Linton Reynolds; Steward Delegate F. Urias. No disputed OT. The \$214 left in the ship's fund was put in the master's safe while the ship was in idle status. The pumpman reports that a video recorder and tapes were bought with some of the money. They are for all to use—and take care of. The tapes will be kept in the pumpman's room while the ship is in port. The chairman reports that the ship loaded grain in Houston for the Sudan and that everything is running just fine. A motion was made that suggested a change in the rule which says that a permanent SIU member taking his time off has to register in the port where he was relieved. It was felt that he should be able to register in his home port. Another motion was made to reduce the 120-day sea time to 90 days due to slow shipping and few jobs. The 4 to 8 watch was asked to help keep the pantry clean at night. And one member suggested that the "no smoking" rule (on tankers carrying grain) be brought up at payoff. A vote of thanks was given to the steward department for a job well done.

**OVERSEAS ALICE** (Maritime Overseas), June 1—Chairman Thomas E. Howell; Secretary C. Loper; Educational Director L. Cowan. Some disputed OT was reported in the deck department. There is \$150 in the ship's treasury. The crew spent some time in a discussion of the new contract and in viewing a videotape of

President Frank Drozak. All in all this has been a good crew and everyone is working well together. One especially nice gesture by the crewmembers of the *Overseas Alice* was that they donated uniforms and baseball equipment to the Cavite City (Philippines) Little League Baseball Team. A letter from P.D. Butcher, commander of the Naval Surface Group, Western Pacific, to the captain of the *Overseas Alice* stated, "The ceremony for the distribution of the uniforms and baseball equipment took place in Cavite on Saturday, 4 May 1985. Your efforts in supporting this project assisted in ensuring a successful Handclasp Project with our Filipino neighbors and reflects favorably of the esprit de corps of your superb ship." A vote of thanks was given to the steward department for a job well done. Next port: Subic Bay, Philippines.

**ROVER** (Ocean Carriers), May 19—Chairman Wayne Shackelford; Secretary Ernest E. Harris; Educational Director S. Simpson; Deck Delegate Daniel Bullock; Engine Delegate Michael McNally; Steward Delegate Felix Camacho; Treasurer Terry Mouton. No beefs or disputed OT reported. The *Rover* will arrive in Bahrain and will load for Guam. She should be in Guam by June 9 and will then go back to the Persian Gulf area and load for Diego Garcia. The secretary reminded crewmembers to take advantage of the school at Piney Point. "Upgrade yourself for a better paying job. You also can take college courses there." He noted that the school has some very good instructors who take a sincere interest in each member. Everyone was asked to try and be quiet in the lounge and passageways as others are trying to sleep. A new carpet is needed in the crew lounge, and regular chairs "like in the officers' mess" are needed in the crew mess. A vote of thanks was given to the steward department for the good menus and well-cooked food—and the fabulous salad bar! A special vote of thanks went to the chief cook, Sergio Morales, for catching and cooking fresh fish almost daily.

**ST. LOUIS** (Sea-Land Service), May 12—Chairman Frank Teti; Secretary Humberto Ortiz. The ship is running smoothly with no beefs or disputed OT reported. The secretary stressed the importance of donating to SPAD. He mentioned that the leaders of the Maritime Administration, the Military Sealift Command and the Navy recently visited the Seafarers Harry Lundeberg School of Seamanship. They got a first-hand look at the upgrading program where we furnish qualified personnel to handle their ships. "Our officials are working hard to get jobs for our members, so sign up for SPAD." Many rounds of thanks were given out: to the chief steward and his department for a job well done; to the chief mate and the deck gang for their concern in providing clean living quarters; and to the staff of the Seafarers LOG for all the information they provide to the membership.

**SEA-LAND MARINER** (Sea-Land Service), June 2—Chairman Billy E. Harris; Secretary S. Amper; Educational Director A. Bell. No disputed OT. The *Sea-Land Mariner* is scheduled to go into the shipyard for conversion on July 27. She will remain there for about 35 days. No unlicensed crewmember will be able to remain on-board for that time; everyone will be coming back to the States. Next ports before payoff in Tacoma, Wash.: Yokohama and Kobe, Japan.

**SGT. MATEJ KOCAK** (Waterman—MSC), May 7—Chairman Patrick M. Hawker; Secretary Courtney Rooks; Educational Director D. Peterson. No beefs reported. There is to be no drinking of alcohol aboard this vessel, according to a letter that the captain received from the company. This is a military charter, and anyone found drinking will be subject to discharge. A copy of the new contract was received. The educational director said he will make extra copies for anyone who is interested. Some problems with the menu were brought up, and all those involved said they would try to improve the situation. One minute of silence was stood in memory of our departed brothers and sisters. Next port is, as yet, unknown.

**SOUTHERN CROSS** (IOM), June 5—Chairman Nick Kratsas; Secretary G. Sinkes; Educational Director S. Walla. No disputed OT. The bosun thanked the crew for a job well done. He noted that even though the majority of the members were inexperienced, they handled their jobs very well. All communications were read and posted, and the minutes of the last meeting were sent to headquarters from Rota, Spain. The steward asked that all linen, clean and dirty, be returned to the linen locker before signing off, and that all room refrigerators be defrosted and cleaned. The steward department was given a vote of thanks for a job well done. Following a stop-off in New Jersey, the *Southern Cross* is expected to pay off in Norfolk, Va. on June 17.

**STAR OF TEXAS** (Titan Navigation), May 17—Chairman Gene Paschall; Secretary Roy Fletcher; Educational Director Tad Ziglinski; Deck Delegate Henry Scott. No beefs or disputed OT. The ship will pay off in Houston on May 20. The tanks are all clean and ready to load. It has been a good trip "with an excellent crew," according to the chairman. He reminded all men getting off to please leave their rooms clean and to help support our political programs. A vote of thanks was given to the steward department for a job well done, especially with a short crew. Report to Seafarers LOG: "Had a very good trip. All the crew enjoyed the shore leave in Casablanca, as it was the first time there for most of the members." Next port: Houston, Texas.

**STONEWALL JACKSON** (Waterman), May 19—Chairman C. Lineberry; Secretary Joseph Moody; Educational Director C. Hemby. No disputed OT. There is \$255 in the movie fund which will be given to Electrician C. Hemby when he leaves the ship this trip. The chairman reports that it has been a good trip. The master, mates and department heads all cooperated with the crew in loading and discharging the vessel. The *Stonewall Jackson* is now on her way to Norfolk shipyard for lay-up. The payoff notice will be posted soon. A safety meeting was held aboard ship for all department heads and delegates. Special firefighting movies dealing with safety aboard ship were shown. One seaman died at the start of the trip in New Orleans. The crew collected \$236 for his family and sent flowers. One man also was taken off sick in Singapore. A replacement came aboard in the Suez. Next port: Norfolk, Va.



Official ships minutes also were received from the following vessels.

LNG ARIES  
AURORA  
BEAVER STATE  
CAGUAS  
COURIER  
COVE LIBERTY  
COVE SAILOR  
FALCON LEADER  
GOLDEN MONARCH  
GROTON  
OAKLAND  
OMI COLUMBIA  
OMI HUDSON  
OMI MISSOURI  
OMI SACRAMENTO  
OMI WABASH  
OVERSEAS HARRIETTE  
PITTSBURGH  
PUERTO RICO  
ROBERT E. LEE  
SEA-LAND ADVENTURER  
SEA-LAND CONSUMER  
SEA-LAND ECONOMY  
SEA-LAND EXPLORER  
SEA-LAND EXPRESS  
SEA-LAND LEADER  
SEA-LAND PIONEER  
SEA-LAND PRODUCER  
SEA-LAND VENTURE  
SENATOR  
SPIRIT OF TEXAS  
TRANSCOLUMBIA

## Monthly Membership Meetings

Port	Date	Deep Sea Lakes, Inland Waters
Piney Point	Monday, August 5	10:30 a.m.
New York	Tuesday, August 6	10:30 a.m.
Philadelphia	Wednesday, August 7	10:30 a.m.
Baltimore	Thursday, August 8	10:30 a.m.
Norfolk	Thursday, August 8	10:30 a.m.
Jacksonville	Thursday, August 8	10:30 a.m.
Algonac	Friday, August 9	10:30 a.m.
Houston	Monday, August 12	10:30 a.m.
New Orleans	Tuesday, August 13	10:30 a.m.
Mobile	Wednesday, August 14	10:30 a.m.
San Francisco	Thursday, August 15	10:30 a.m.
Wilmington	Monday, August 19	10:30 a.m.
Seattle	Friday, August 23	10:30 a.m.
San Juan	Thursday, August 8	10:30 a.m.
St. Louis	Friday, August 16	10:30 a.m.
Honolulu	Thursday, August 15	10:30 a.m.
Duluth	Wednesday, August 13	10:30 a.m.
Gloucester	Wednesday, August 21	10:30 a.m.
Jersey City	Wednesday, August 21	10:30 a.m.



## Pensioner's Corner

### Deep Sea

**Gordon Ellsworth Dalman**, 57, joined the SIU in 1944 in the port of New York sailing as a chief pumpman for the Delta Line in 1963. Brother Dalman hit the bricks in the 1946 General Maritime beef. He last shipped out of the port of Houston. Seafarer Dalman was born in Michigan and is a resident of Galveston, Texas.



**Peter John Dolan**, 65, joined the SIU in the port of Baltimore in 1966 sailing as a chief electrician, educational director and LNG QMED. Brother Dolan is a veteran of the U.S. Navy in World War II. He was born in Baltimore and is a resident there.



**Leonardo Leo Fiorentino**, 63, joined the SIU in 1945 in the port of Philadelphia sailing as a passenger B/R. Brother Fiorentino's last port was New Orleans. He was born in New York City and is a resident of New Orleans.



**Hubert Hollis Johnson**, 63, joined the SIU in 1944 in the port of Mobile sailing as a chief electrician and QMED. Brother Johnson was a candidate for Union office in 1980. His last port was the port of New York. He is a veteran of the U.S. Navy during World War II. Seafarer Johnson was born in Enville, Tenn. and is a resident of Henderson, Tenn.



**Charles Mitchell Lambert** 65, joined the SIU in 1949 in the port of Mobile sailing as an AB. Brother Lambert is a veteran of the U.S. Navy in World War II. He was born in Alabama and is a resident of Mobile.



**Ray Cleveland Miller**, 65, joined the SIU in the port of New Orleans in 1968 sailing as a cook, baker and waiter. Brother Miller is a graduate of the Union's Steward Training and Recertification Program in 1962. His last port was the port of Houston. Miller was born in Hagerstown, Md. and is a resident of Port Aransas, Texas.



**George Walker Richardson**, 62, joined the SIU in the port of Tampa in 1956 sailing as a chief steward for IOM. Brother Richardson's last port was Houston. He was born in Alabama and is a resident of Sulphur, La.



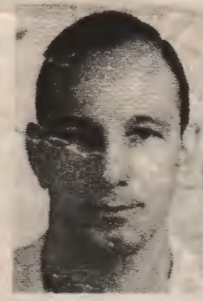
**Ernesto Ruiz**, 64, joined the SIU in the port of Baltimore in 1955 sailing as a cook, baker, chief cook and ship's delegate. Brother Ruiz received a 1960 Union Personal Safety Award for sailing aboard an accident-free ship, the *SS Cooctaw*. He was born in Playa, P.R. and is a resident of Baltimore.



**John Frank Smith**, 62, joined the SIU in 1943 in the port of Mobile sailing as a chief electrician and chief pumpman. Brother Smith's last port was St. Louis. He was born in Missouri and is a resident of Steelville, Mo.



**Edward D. Synan**, 55, joined the SIU in the port of New York in 1960 sailing as a chief electrician. Brother Synan last sailed out of the port of New Orleans. He was born in Fall River, Mass. and is a resident of New Orleans.



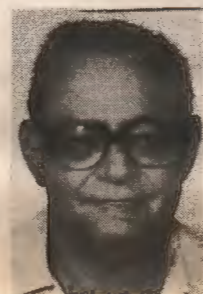
**John Davis Tucker**, 58, joined the SIU in the port of Baltimore in 1954 sailing as a QMED. He walked the picket line in the 1946 General Maritime beef and the 1947 Isthmian Line strike. Seafarer Tucker is a veteran of the U.S. Army after the Korean War serving as a mechanic. A native of Moundsville, W. Va., he is a resident of Cumberland, Md.



**Arthur Saller Turner**, 64, joined the SIU in the port of Norfolk in 1958 sailing as a FOWT. Brother Turner was a former member of the Marine Firemen, Oilers and Wipers Union. His last port was Wilmington, Calif. He was born in Santa Clara, Calif. and is a resident of San Pedro, Calif.



**Anthony "Tony" Vilanova Sr.**, 57, joined the SIU in the port of New York in 1960 sailing as a bosun for IOM. Brother Vilanova began sailing in 1948. He participated in many strikes and helped in organizing drives. Seafarer Vilanova's last port was Seattle, Wash. He was born in Pennsylvania and is a resident of Eugene, Ore.

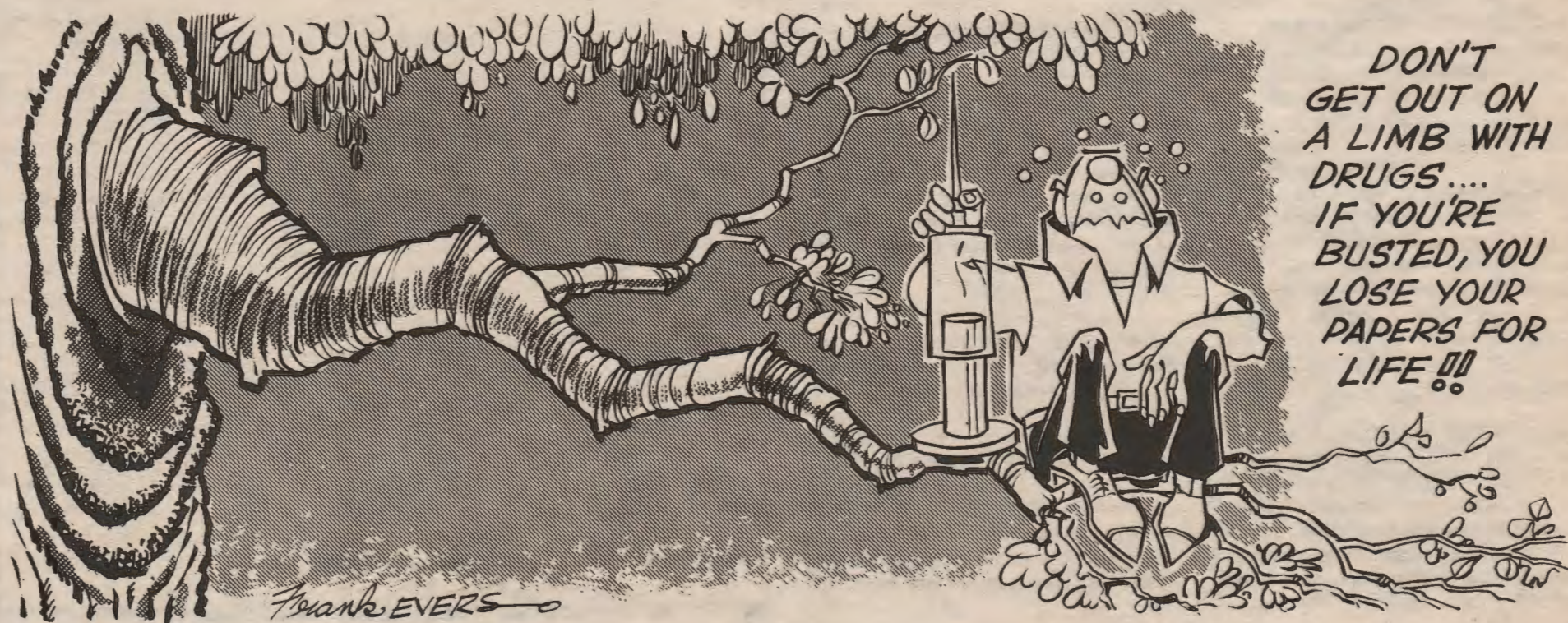


**Glen Eric Vinson**, 55, joined the SIU in 1947 in the port of New York sailing as an AB. Brother Vinson also sailed during the Vietnam War. His last port was Mobile, Ala. Seafarer Vinson is a veteran of the U.S. Army after the Korean War. A native of Bloomfield, N.J., he is a resident of Chickasaw, Ala.

### Atlantic Fishermen

**Joseph P. Misuraca**, 62, joined the SIU-merged Gloucester Fisherman's Union in the port of Gloucester, Mass. in 1967. Brother Misuraca was born in Gloucester and is a resident there.

**Vito J. Palazzola Jr. III**, 62, joined the Gloucester Fisherman's Union in the port of Gloucester in 1980. Brother Palazzola was born in Detroit, Mich. and is a resident of Gloucester.





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

JUNE 1-30, 1985

## Dispatchers Report for Great Lakes

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
Algonac	10	19	6	12	35	10	5	24	7
Algonac	7	8	5	4	21	6	4	11	2
Algonac	2	3	2	8	2	3	1	4	2
Algonac	18	15	18	0	0	0	11	27	24
Totals All Departments	37	45	31	24	58	19	21	66	35

\*\*\*"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

JUNE 1-30, 1985

Port	*TOTAL REGISTERED All Groups			TOTAL SHIPPED All Groups			Trip Reliefs	**REGISTERED ON BEACH All Groups		
	Class A	Class B	Class C	Class A	Class B	Class C		Class A	Class B	Class C
Gloucester	0	3	1	1	3	1	0	3	3	3
New York	66	9	0	46	12	0	0	123	32	0
Philadelphia	8	8	0	8	2	0	0	9	11	0
Baltimore	5	4	0	3	4	0	0	14	6	0
Norfolk	12	9	0	30	8	0	2	30	15	0
Mobile	23	6	0	18	4	0	0	14	4	0
New Orleans	50	6	1	43	4	0	0	102	12	2
Jacksonville	39	11	0	33	25	0	4	77	35	0
San Francisco	26	8	1	22	7	0	5	60	21	1
Wilmington	19	8	0	19	5	0	1	57	33	0
Seattle	39	6	0	2	4	0	2	76	34	0
Puerto Rico	25	4	0	15	3	0	1	29	4	0
Honolulu	7	16	1	1	12	3	14	8	21	0
Houston	37	4	0	16	3	0	4	85	20	1
St. Louis	0	0	0	0	0	0	0	0	1	0
Piney Point	0	0	0	0	0	0	0	2	1	0
Totals	356	102	4	257	96	4	33	689	253	7
Gloucester	1	1	0	0	0	0	0	3	1	0
New York	52	10	0	24	7	0	0	101	17	1
Philadelphia	5	6	0	2	0	0	0	12	8	0
Baltimore	7	3	0	2	5	0	1	12	2	0
Norfolk	7	5	0	22	5	0	0	18	10	0
Mobile	24	4	0	13	1	0	0	13	6	0
New Orleans	33	6	0	29	3	0	0	76	12	12
Jacksonville	25	5	0	21	6	0	5	8	15	0
San Francisco	20	1	1	11	1	0	4	61	14	1
Wilmington	17	3	0	9	3	0	1	35	18	0
Seattle	23	13	0	14	8	0	7	55	29	0
Puerto Rico	7	3	0	6	0	0	1	17	2	0
Honolulu	2	18	0	1	19	2	5	4	17	2
Houston	32	6	0	12	0	0	3	73	14	0
St. Louis	0	0	0	0	0	0	0	0	0	0
Piney Point	2	2	0	0	1	0	0	5	1	0
Totals	257	86	2	166	59	2	27	493	166	16
Gloucester	0	0	0	0	1	0	0	0	0	0
New York	33	3	0	27	10	0	0	58	11	0
Philadelphia	4	0	0	3	0	0	0	5	4	0
Baltimore	3	1	0	2	1	0	0	12	1	0
Norfolk	5	4	0	16	3	0	0	12	3	0
Mobile	13	2	0	10	4	0	0	11	2	0
New Orleans	15	1	0	22	6	0	0	42	5	0
Jacksonville	8	8	0	11	9	0	3	18	6	0
San Francisco	28	5	0	17	6	0	5	105	15	0
Wilmington	5	1	0	19	4	0	4	13	6	0
Seattle	17	9	1	21	3	0	1	43	15	1
Puerto Rico	7	1	0	8	3	0	2	14	2	0
Honolulu	6	20	12	7	71	101	54	6	27	5
Houston	13	2	0	12	3	0	2	32	2	1
St. Louis	0	0	0	0	0	0	0	1	0	0
Piney Point	1	1	0	0	3	0	0	1	1	0
Totals	158	58	13	175	127	101	71	373	100	7
Gloucester	1	3	1					2	4	1
New York	32	55	1					60	116	4
Philadelphia	3	16	0					3	26	0
Baltimore	4	2	0					4	6	1
Norfolk	5	10	0					10	38	0
Mobile	10	8	0					8	16	0
New Orleans	21	19	4					29	40	4
Jacksonville	8	22	2					13	9	3
San Francisco	32	20	2					114	66	5
Wilmington	14	18	0					41	60	0
Seattle	15	37	2					40	92	4
Puerto Rico	11	5	0					17	14	0
Honolulu	5	96	188					10	130	74
Houston	17	21	0					35	46	1
St. Louis	0	0	1					0	0	0
Piney Point	0	3	0					0	6	0
Totals	178	335	201	0	0	0	0	386	669	97
Totals All Departments	949	581	220	598	282	107	131	1,941	1,188	127

\*\*\*"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 June was down from the month of May. A total of 1,118 jobs were shipped on SIU-contracted deep sea vessels. Of the 1,118 jobs shipped, 598 jobs or about 53 percent were taken by "A" seniority members. The rest were filled by "B" and "C" seniority people. A total of 131 trip relief jobs were shipped. Since the trip relief program began on April 1, 1982, a total of 1,330 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

707 Alakea St. 96813  
(808) 537-5714

### 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 SPAD



# Letters To The Editor



## 'To Our Misinformed Critics . . .'

(Note: the following letter by an SIU member is a reprint from The Florida Times Union in answer to an article criticizing the U.S. merchant marine.)

In reference to the letter to the editor on March 27 concerning the merchant marine, I would like to set the record straight for the lady.

An able seaman's base pay is approximately \$1,200 per month for eight hours a day, seven days a week, including weekends and holidays. Any more pay is for extra hours worked. Ordinary seamen make less.

In order for a seaman to make a living wage, he has to be gone from his family eight months a year. He cannot retire after 20 years like the military because he has to have 20 years actual seetime. This takes 30 years or longer.

Retirement is far less than 50 percent of his pay and there are no cost-of-living increases. He has no free medical or PX or commissary privileges.

The merchant marine played a big part in World War II and in Vietnam where many lost their lives.

I don't want to knock anyone's retirement, just a little tired of everyone knocking the merchant marine.

**Billy Marell  
Middleburg, Fla.**

## 'Job Well Done . . .'

I would like to take this opportunity to praise and give just credit to the SIU Deck Department of this vessel.

We have just completed a 98-day, around-the-world voyage that has proven to be the best and most productive voyage that I have made in several years.

These men have performed an outstanding job, and each man can take great pride in a job well done. They are: Roger Pinkham, bosun; George Lugo; John Robbins; Al McCants; Jim Edmonds; Jim Kirchner; Ray Gorju, and Donald Plummer, all ABs.

My special thanks goes out to all of these men for being excellent seamen and great shipmates. It has been a privilege to have them aboard, and I am looking forward to working with them again in the future.

**Most sincerely,  
James C. Nolen  
Master  
M.V. Sugar Islander**

## 'Taking an Interest in the Future . . .'

I have just completed my second year in college as a Seafarer recipient of the Charlie Logan Scholarship for 1982. I transferred to Maine Maritime Academy this year and now have two more years to go before I graduate.

I decided upon an academy education after a careful review of the dwindling merchant marine job market and the growing complexity of the engineering technology facing today's marine engineers. I saw a degree in marine engineering to be the best way to assure future job security.

I would like to encourage all Seafarers to take an interest in their future and apply for a Logan Scholarship. The educational assistance and encouragement that our Union offers us goes a long way toward helping achieve career goals, whatever they may be.

I would like to close by saying a heartfelt "thank you" to the Union for all their help.

**Sincerely,  
Barbara DiNinno  
Castine, Maine**

## 'Preparing for the Future . . .'

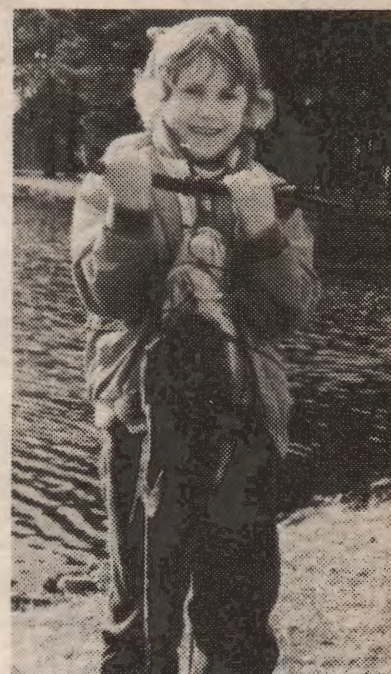
I would like to encourage the membership to take advantage of the upgrading facilities at SHLSS. The time has never been better to do this.

The teachers and courses are first-rate. Classes are designed to broaden the scope of the jobs that you qualify for, or to better educate you as an individual. Also now, with the new Navy contracts that the SIU has acquired, it is vital to learn the job methods taught in the Sealift Operation and Maintenance course. These contracts are going to be an integral part of the merchant marine and the SIU, more so in the future. Believe it, and get ready for it.

Transportation is now paid to and from SHLSS. Families are welcome in the beautiful Seafarers Hotel, run with pride by Eddie G. and his fine staff. My family and I considered my upgrading experience as both a learning experience and a real vacation.

Because of our leadership and Frank Drozak, we are doing more than just surviving. We are preparing for the future. I would like to thank Frank Drozak and the leadership of the SIU for perpetuating the dream, and keeping alive the spirit of Andrew Furuseth, Harry Lundeborg and Paul Hall. Smooth sailing.

**Fraternally,  
Stephen R. Garay G-1072  
St. Maries, Idaho**



While Stephen Garay was attending the bosun recertification program at SHLSS, his daughter Mariah went fishing in the SHLSS pond. Six-year-old Mariah caught a 10 lb, 28 inch catfish, but she released it—so it's still there swimming around.

## 'Obregon's Captain Praises Crew. . .'

I personally wish to thank you all for a job well done. To each and every member of the unlicensed crew, all departments, and particularly the deck dept., electrician and pumpman who have made the operation of this vessel a lot easier and almost a pleasure at times.

Since taking delivery of the vessel, and all throughout the repair periods and in particular the loading operations, I believe that the ship has gained a reputation as a no problem, CAN DO ship. You all have contributed to this and I thank you. I also thank the deck dept. for the amount of freedom that I have been given to do my job the way I feel it necessary.

I wish you all the best, to have a pleasant vacation, and am looking forward to seeing you all return to the vessel in August.

**Yours very truly,  
James P. Olander  
Chief Officer  
SS PFC Eugene A. Obregon**

## 'Logan Scholarship Helps Attain Dream. . .'

This past year was the final year in my difficult struggle to obtain a B.S. in electrical engineering at Purdue University. Most of my time was spent working on a senior design project, and any time that was left was spent keeping up with my other classes.

If I had not received the Charlie Logan scholarship, I would have had to give up a large amount of my school time to a job. This obviously would have had a large effect on my grades.

I am happy to say that the scholarship has pulled me through another year. It has helped me get past the death of my father in 1983 and the everyday difficulties associated with a college education.

In the end, I would have to say that part of my degree belongs to the Charlie Logan scholarship since I could not have been so successful in college without it. Thank you once again for helping me attain my dream of an engineering degree.

**Sincerely yours,  
John E. Ludwicki  
Dyer, Ind.**



## Summary Annual Report

# SIU Pacific District-PMA Pension Plan

This is a summary of the Annual Report for the SIU Pacific District-PMA Pension Plan, Employer Identification No. 94-6061923, for the year ended July 31, 1984. The Annual Report has been filed with the Internal Revenue Service, as required under the Employee Retirement Income Security Act of 1974 (ERISA).

### Basic Financial Statement

Benefits under the Plan are provided by a trust arrangement. Plan expenses were \$15,503,167. These expenses included \$979,868 in administrative expenses, and \$14,523,299 in benefits paid to participants and beneficiaries. A total of 8,215 persons were participants in or beneficiaries of the Plan at the end of the plan year, although not all of these persons had yet earned the right to receive benefits.

The value of Plan assets, after subtracting liabilities of the Plan, was \$118,637,367 as of the end of the Plan year compared to \$119,041,797 as of the beginning of the Plan year. During the Plan year, the Plan experienced a decrease in its net assets of \$404,430. This decrease included unrealized depreciation in the value of Plan assets; that is, the difference between the value of the Plan's assets at the end of the year and value of the assets at the beginning of the year or the cost of the assets acquired during the year.

The Plan had total revenue of \$22,564,733, including employer contributions of \$10,177,715; earnings from investments of \$11,779,006, settlement income from bankruptcy proceedings and miscellaneous income in the amount of \$608,012.

The Plan incurred book losses in the amount of \$1,847,602 from the sale of certain assets; therefore, the net revenue to the Plan was \$20,717,131.

### Minimum Funding Standards

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

## New Trainee Program Ready

(Continued from Page 4.)

bid process or in the hotel section of the contracted cruise ships, they will be awarded class "B" seniority.

7. These seamen, after 730 days additional seetime aboard (RFP) military-contracted vessels, designated by the Seafarers Appeals Board or by being employed in the hotel section of the cruise ships, in a rating above the entry level, may then apply for "A" seniority, after completion of a two-week indoctrination period at the school.

8. Class "B" members who are not graduates of the new trainee program may obtain class "A" seniority in the same manner as provided to the trainee graduates with class "B" seniority. That is, by serving aboard (RFP) military-contracted vessels designated by the Seafarers Appeals Board or in the hotel section of the cruise vessels, for a period of 730 days in a rating above the entry rating level.

## Williams Crewed

(Continued from Page 1.)

vessel to help discharge the cargo at an even faster pace.

The *Williams* also has facilities for ensuring the health of the crew. Gymsnasiums, Nautilus equipment and a sauna provide for a rigorous workout. A shipboard hospital with direct satellite hook-up to a private medical advisory company will allow inquiries to be made about medical symptoms and methods of treatment for injuries, illness and disease.

The vessel is named for a Marine Corps hero posthumously awarded the Medal of Honor by Congress. PFC Dewayne T. Williams died in Vietnam in 1968 when his patrol was ambushed in Quang Nam province by Viet Cong guerillas.

Williams threw himself onto a hand grenade thrown into his patrol. Taking the full force of the explosion in his chest, he saved his comrades from being maimed or killed by the impact.

The vessel was christened by his mother, Barbara C. Williams.

### Your Rights to Additional Information

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

1. An accountant's report;
2. Assets held for investment;
3. Transactions in excess of three (3) percent of Plan assets; and
4. Actuarial information regarding the funding of the Plan.

To obtain a copy of the full Annual Report or any part thereof, write or call the office of the Plan Administrator, 522 Harrison St., San Francisco, Calif. 94105, telephone (415) 495-6882. The charge to cover copying costs will be \$5.00 for the full Annual Report, or \$.10 per page for any part thereof.

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

You also have the legally protected right to examine the Annual Report at the main office of the Plan, 522 Harrison St., San Francisco, Calif. 94105, and at the U.S. Department of Labor in Washington, D.C., or to obtain a copy from the U.S. Department of Labor upon payment of copying costs. Requests to the Department of Labor should be addressed to:

Public Disclosure Room, N4677  
Pension and Welfare Benefit Programs  
Department of Labor  
200 Constitution Avenue, N.W.  
Washington, D.C. 20216



### Need Copies of Your Discharges?

Seafarers who need copies of their discharges to replace those that are lost should write to: Commandant, MVP

2100 Second St., S.W.  
Washington, D.C. 20593

## Are You Missing Important Mail?

We want to make sure that you receive your copy of the LOG each month and other important mail such as W-2 Forms, Union Mail and Welfare Bulletins. To accomplish this, please use the address form on this page to update your home address.

Your home address is your *permanent* address, and this is where all official Union documents, W-2 Forms, and the LOG will be mailed.

If you are getting more than one copy of the LOG delivered to you, if you have changed your address, or if your name or address is misprinted or incomplete, please fill in the special address form printed on this page and send it to:

SIU & UIW of N.A.  
Address Correction Department  
5201 Auth Way  
Camp Springs, Maryland 20746-9971

### HOME ADDRESS

PLEASE PRINT

Date: \_\_\_\_\_

Social Security No. \_\_\_\_\_

Phone No. ( ) \_\_\_\_\_  
Area Code \_\_\_\_\_

Your Full Name \_\_\_\_\_

Street \_\_\_\_\_

Apt. or Box # \_\_\_\_\_

City \_\_\_\_\_

State \_\_\_\_\_

ZIP \_\_\_\_\_

Book Number \_\_\_\_\_

☐ SIU ☐ UIW ☐ Pensioner ☐ Other \_\_\_\_\_

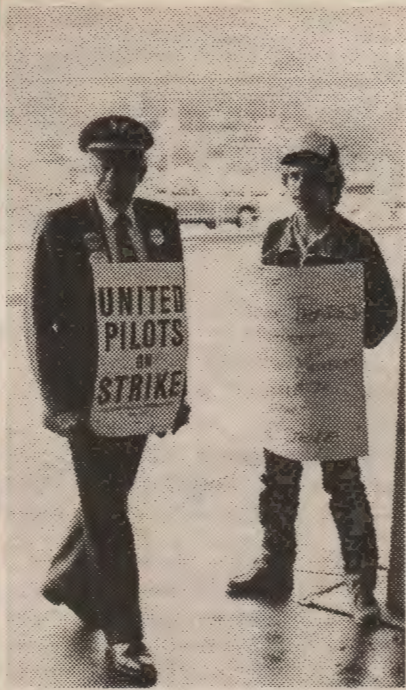
UIW Place of Employment \_\_\_\_\_

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

(Signed) \_\_\_\_\_



## SIU Solidarity With Pilots Boosted Morale During Strike Airline Pilots Say in Letters of Thanks



SHLSS employee Dale Moore joins a striking United pilot at National Airport earlier this month.



The SIU's strong show of support for striking United Airlines pilots was a "shot in the arm" for the 5,000 flight crew members who struck the airline for more than a month.

At airports and United Airlines' properties around the country, SIU members and their families joined the pilots on the picket lines and at rallies. Union members were at many of the sites every day of the strike until a tentative agreement was reached last month.

"We both know that good morale is essential for an effective strike. Your support as president, on behalf of the Seafarers International Union of North America, was a real shot in the arm for our troops," Henry A. Duffy, president of the Airline Pilots Association, said in a letter to SIU President Frank Drozak.

In New York, Seafarers threw their weight behind the pilots on picket lines

at the city's major airports. Pilots' strike coordinator for New York, R. K. Bartsch credited the SIU with major help during the strike.

In a letter to Port Agent Augie Tellez, Bartsch said, "One of the more enjoyable tasks remaining to be accomplished as we close down our strike center is to say thank you to the new found friends among our brothers and sisters in the labor movement. Your organization is at the top of my list because your people came out and supported us on the picket line before anyone else in the New York area. As I'm sure you will recall, it was your Union who provided the largest number of people at our LaGuardia rally earlier this month and that support will be long remembered . . . Let me simply tell how very welcome was the support of your Seafarers and how much it is appreciated."



Dustin Heindel got an early start in union education when he joined his father, Philadelphia Port Agent Dave Heindel, and his mother Tammy on the United pilots' picket line at the Philadelphia airport. SIU members around the country threw their support to the pilots during the dispute. The Airline Pilots Association is a Maritime Trades Department affiliate.



SIU members from coast to coast pitched in to help United pilots. Here in Seattle, SIU member John Mansfield joins a United pilot on picket duty at a Westin Hotel, owned by United Airlines.



In San Francisco, Seafarer Ron Koski (second from left) joins an SIU brother and two United pilots in front of the company's downtown ticket office which, thanks to union solidarity, did little business during the strike.



AFL-CIO President Lane Kirkland is interviewed about the United strike at National Airport. SHLSS Hotel Manager Ed Gildersleeve (center) looks on.



Seafarers from the New York area were out in force each day to help the United pilots in their fight. Here at LaGuardia SIU members march with the pilots.