

LOG

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Drozak Urges Compromise At Congress CDS Hearing

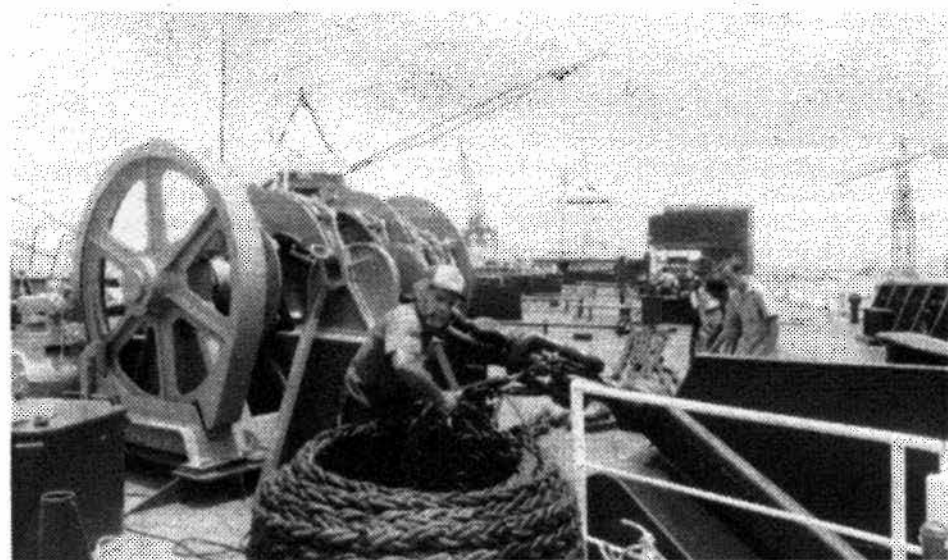


SIU President Frank Drozak told legislators on Capitol Hill that a compromise on CDS payback which would allow both unsubsidized and subsidized operators a fair share of the Alaskan oil market was possible. The Department of Transportation opened the trade to subsidized tankers anyway this month. See page 3.



SIU employees and UIW members march behind AFL-CIO President Lane Kirkland at National Airport in Washington, D.C. to help striking United Airlines pilots. The SIU has pledged its support to the Airline Pilots Association, a Maritime Trades Department affiliate. Behind Kirkland are Ed Gildersleeve, Pam Burleson and Catherine Briscoe, from the Seafarers Lundberg School. See page 32.

SIU's New Paul Buck Means More Union Jobs

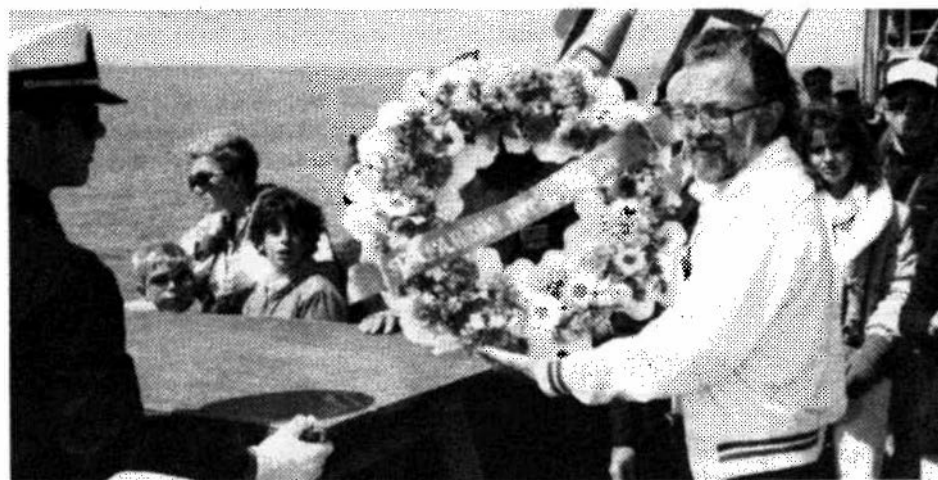


Bosun Alejandro T. Ruiz uncoils a new mooring line on the SIU's newest tanker, the M/V Paul Buck (Ocean Carriers). The new T-5 was christened and crewed earlier this month and will be chartered to the MSC. It is the first of five T-5s. Flaking the mooring line are ABs (forward to aft) Emanuel Gazzier, Joel Lechel and David Murray. See page 3 for story.

Does Cargo Preference Really Hurt American Farmers? Farm Journal Says No!

See Page 31 for Cargo Preference Editorials.

Maritime Day 1985



SIU Field Rep John Ravnik (with wreath) was one of several SIU officials and members aboard the restored Liberty ship *Jeremiah O'Brien*, which made her annual Maritime Day cruise around San Francisco Bay. See pages 10-11.

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President's Report

by Frank Drozak

There are times when I wish I could turn back the clock. Turn it back to the time when all our hiring halls were full of Seafarers, throwing in their cards and shipping out whenever and wherever they wanted. Turn it back to the time when every contract we negotiated carried fat pay hikes. Back to the time when the U.S. merchant fleet was big enough to provide jobs for two large competing unions and big enough to give the country a safe and secure fourth arm of defense.

But I can't do that. Nobody can.

We can, however, make the best of the tough times we face now. We can do that within the SIU by staying united and working within our constitutional framework to make sure that what work we do have is shared by all SIU brothers and sisters. The next time you have to get off a ship because you've hit your 180- or 120-day limit, remember that opens up a job for somebody who hasn't had that time, somebody just like you who has bills to pay and a family to feed; somebody who needs eligibility time. Remember one other thing—the Union represents you, but not just you. The SIU is made up of thousands of men and women, and all their needs and concerns must be treated equally.

We are facing tough times. We can make the best of these times by taking our fight to Capitol Hill. The SIU is not the only "special interest" group lobbying for its members, so we are not going to win everything we want. But there is no three-knockdown rule in politics. Every time you get knocked down, you get back up off that canvas and go back fighting. Last year we didn't win the passenger ship fight, but we are back battling for those ships again this year. We are fighting to keep cargo preference as the cornerstone of the nation's support for the merchant marine.

Our opponents have chipped away a lot of the foundation of the country's maritime policy, but they haven't gutted it because we didn't let them. We used what clout we have, what support we have and what smarts we have to beat our enemies. You are part of that effort through your letter writing, your SPAD donations and your support at rallies and demonstrations.

We can make the best of the tough



times by taking the jobs that are available and proving once again that the best sailors in the world are Seafarers.

Maybe working a T-AGOS vessel, a TAKX, a crane ship or any of the other dozens of new military ships is not your first choice, but it is a choice, and that is something members of other unions don't have. The maritime industry is not healthy, but take a minute and look back at the dozens of new ships the SIU has crewed in the last year. Who else can claim that?

We can make the best of the tough times we have by accepting the changes that have been made on our commercial ships. Twelve jobs may not be as good as 18 or 20 jobs on a ship, but it's a hell of a lot better than no jobs.

We can make the best of the tough times we face by improving ourselves and our job skills. When you aren't shipping, upgrade. The SHLSS has a lot to offer and the more skills and education you have, the better prepared you will be to take advantage of the jobs available.

And when you're on a vessel, do the best job you can. Remember, people will judge the SIU by your performance.

What we have to do is make the best of the situation we have. Sometimes we have to compromise and maybe give up a little today to gain something for tomorrow. We can't turn back the clock. We have to pull together and work to make the best of what we have today. We may not always get what we want, but we can at least get what we need.

SIU Supports Import Roll-Back



SIU members showed their support at an April 10 "Roll Back Imports" rally sponsored by the ILGWU and the ACTWU in Herald Square, N.Y.C. Pictured here are, from the left: SIU members David Drinan, David Jones, Ron Wolf, Congressman Thomas Manton (D-N.Y. 9th), Mark Platania, Ronald Mena, Thomas Platania and Evan Souders. (Photo by Seth Harris, Brooklyn Field Rep.)

Upgraders Visit Headquarters



SHLSS students and Edd Morris, Piney Point port agent, pause on the lawn of the Frank Drozak Building for a group photo on the final day of union education classes. One hour later, the group was caught up in the flurry of national politics, arriving for a guided tour of the Capitol and the surrounding environs. It is at the Capitol and in conference hearing rooms on the 'Hill' that SIU lobbyists and President Frank Drozak make known the interests of SIU members by presenting testimony before lawmakers and meeting to discuss the need for a national maritime policy. The group includes the following Electrical Maintenance and Diesel Technology and Diesel Scholarship students: Steven Alters, Scott Burnap, Lawrence Croft, Gary Gateau, Raymond Brownlee, Ray Heath, John Herlein, Harold Perkins, Audie Collison, Kelly Davis, Richard Groening, Charles Horseman, and Darrell Panko.



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Drozak Offers Reasoned Compromise

CDS Payback Plan Is a Fact Despite Opposition

Despite strong opposition from Congress, the U.S. Department of Transportation is going ahead with plans to allow certain tanker operators to pay back their subsidies and put their vessels into the domestic trade in what could be a ruinous competition with the unsubsidized tanker fleet.

The administration's unilateral rule went into effect June 6, and already several subsidized operators have filed applications to repay their subsidies and put their vessels into the Alaskan oil trade.

SIU President Frank Drozak, after reminding Congress, the administration and the broad array of tanker operators attending a congressional hearing May 23, offered a reasoned compromise which would have allowed the subsidized operators to pay back and put one ship each into the domestic trades.

Drozak put it bluntly: "This industry is going to have to learn to compromise if we are going to survive and grow."

But it was not a day of compromise. So instead of seven ships coming into the domestic trade, there is the possibility of 15 ships coming in to glut the already overcrowded Jones Act trade routes.

Two House-sponsored bills—one by Merchant Marine & Fisheries Committee Chairman Walter B. Jones (D-N.C.), and the other by Rep. Mario Biaggi (D-N.Y.), chairman of the panel's Merchant Marine Subcommittee—would have softened the administration's plan. But neither plan got



SIU President Frank Drozak tried to offer the maritime industry and the administration a compromise in the CDS payback controversy but found no takers at a congressional hearing earlier this month. Several SIU officials were at headquarters for other business and attended the hearing. In the first row behind Drozak are, from the left: vice presidents George McCartney, Joe Sacco, Mike Sacco and Secretary Joe DiGiorgio. In the next row are Vice President Roy "Buck" Mercer, Executive Vice President Ed Turner and SIU Plans Administrator Leo Bonser. Also attending the hearing were SIU vice presidents Angus "Red" Campbell and Leon Hall.

much support from fleet owners, despite a stern warning from House member Barbara Mikulski (D-Md.) that many of the smaller vessels now in

the Alaskan oil trade would be bumped into lay-up. Mikulski, a strong supporter of the U.S. merchant marine, also predicted that admitting the very

large subsidized crude carriers into this trade would cost the federal government \$477 million and could result in the loss of as many as 8,000 jobs.

New Export Plan Free From Preference—Block

What do cargo preference and BICEP have in common? Nothing, claims John Block, secretary for the Department of Agriculture.

BICEP is the new \$2 billion program formulated by the Department of Agriculture to stimulate farm exports. The term stands for bonus incentive cargo export program.

The details of the program have not been made public, so the SIU is reserving judgment as to whether or not the program falls under the jurisdiction of the Cargo Preference Act of 1954. Agriculture Secretary Block, an unrelenting foe of cargo preference, claims that it does not.

Block is leading an all-out effort to overturn or weaken the provisions of the 1954 Cargo Preference Act, which generates a substantial portion of the work available to the American-flag merchant marine.

To date there have been at least 20 bills introduced in the Senate and the House of Representatives that are seen as being vehicles or potential vehicles for anti-cargo preference amendments.

The most prominent of those bills, S. 721, has been marked up by the Senate Commerce Committee. It has already been reported out of the Sen-

ate Agriculture Committee.

If enacted, S. 721 would allow farmers to ship grain exports generated under the blended credit program on either foreign or American-flag vessels. At present, 50 percent of such cargo must be carried on American-flag vessels.

The issue involving blended credit came to a head earlier in the year when a federal court judge ruled that cargo carried under the blended credit program was subject to the provisions of the 1954 Cargo Preference Act.

Attacks against this nation's existing cargo preference laws have been the biggest story to come out of this session of Congress, at least for the maritime industry.

SIU President Frank Drozak has travelled across the country trying to garner support for the maritime industry on the issue of cargo preference. He has testified before several House and Senate committee hearings.

"The SIU," he has said, "will oppose any efforts to weaken or repeal existing cargo preference laws."

"As for the BICEP program," he said, "we will be waiting for the specific details to be made available to see if it falls under the Cargo Preference Act of 1954."

1st of 5 New Ships

SIU Crews New T-5

The M/V *Paul Buck* (Ocean Carriers) became the home for 15 SIU members after its christening in Tampa, Fla. June 1.

The *Buck* is the first of five new T-5 tankers which will be chartered to the Military Sealift Command. All will be operated by Ocean Carriers and crewed by the SIU. Tampa Shipyards Inc. is building the ships.

Joe F. Vaughan, president of Ocean Shipholdings Inc., praised the unions crewing the ship for their help. "The contributions made by these organizations in the form of realistic manning levels, efficient pricing of labor and their enlightened labor/management philosophy have already had a major positive influence on its economic future," Vaughan said.

The 30,000-dwt *Buck* is 615 feet long with a 90-foot beam and 34-foot draft. At 75 percent power, the *Buck* has a speed of 15 knots and a maximum cruising radius of 12,000 miles. It can carry 239,500 barrels of petroleum cargo.

The *Buck* is named after a merchant marine hero from World War II. Capt. Paul Buck was commanding a small merchant ship armed only with light-weight deck guns when it was attacked by two German surface raiders. Buck

was able to maneuver his ship so the larger of the two guns could be trained on the German ships. Under his direction one was sunk and the other fled. But Buck's ship suffered extensive damage and finally he ordered her abandoned. Only one lifeboat was undamaged but it was overcrowded. Capt. Buck remained on the bridge and went down with his ship.

See next month's LOG for crew photos on the *Buck*!

Talks on COLA for The Standard Tanker, Freightship Contracts Now Underway

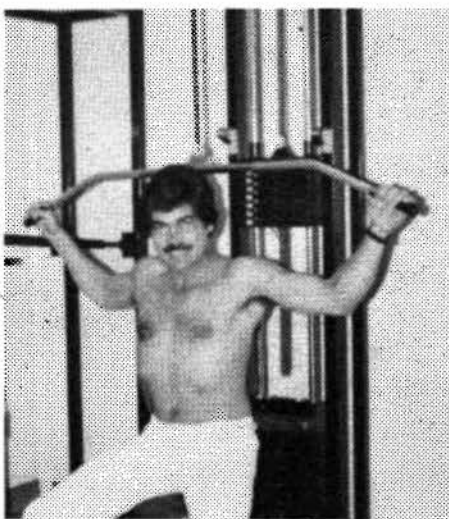
At press time, the SIU was in the process of negotiating the amount of Cost of Living Adjustment (COLA) under the Standard Freightship and Tanker agreements. The COLA will be applied to base monthly wages, premium rates, Monday to Friday overtime rates and offwatch penalty rates. The COLA will be effective July 1 and apply to all vessels covered under the two agreements.

The Contender: 2nd T-AGOS Ship Crews Up in Hawaii

The second of 12 T-AGOS ships, the *USNS Contender* (Sea Mobility Inc.) crewed up in Honolulu late last month. Each T-AGOS vessel carries an unlicensed crew of 12 on its highly secret mission.

Each T-AGOS vessel will be at sea a minimum of 50 days and maybe as long as 75 days. When a mission is completed, the vessel will return to port for possibly as long as 15 days before leaving on another mission. Each crewmember is expected to make two trips.

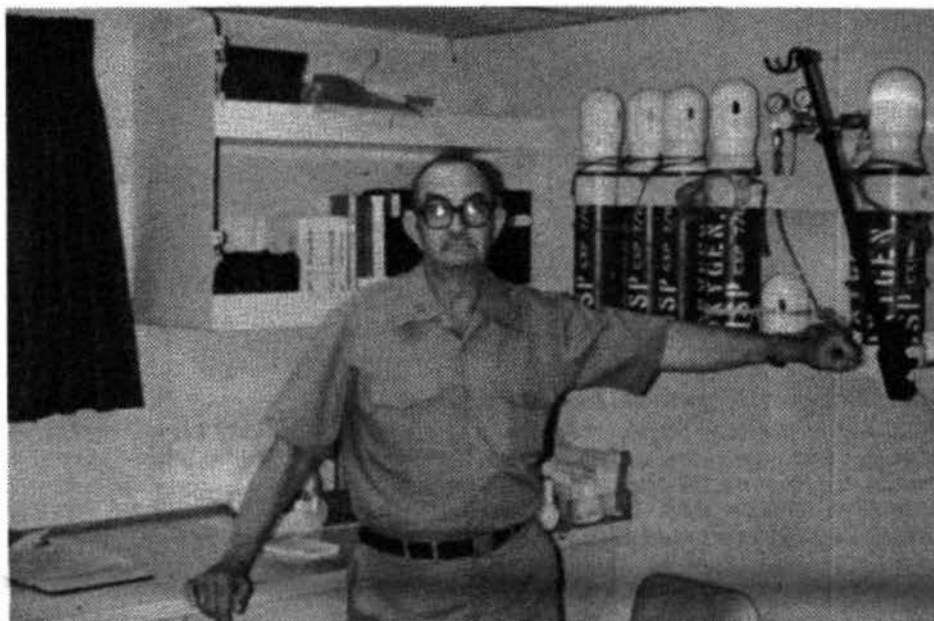
One more T-AGOS vessel is due out this year, with the remaining nine scheduled to be delivered by 1987. Six will be based in Honolulu; the other six in Norfolk, Va. (See May LOG for more details.)



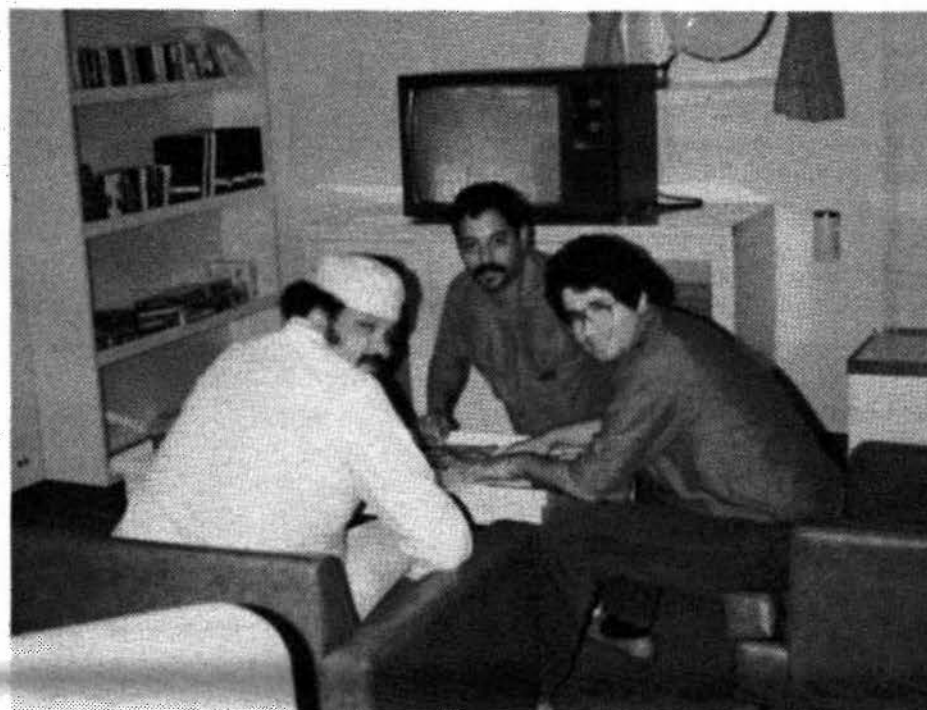
AB Jack Kem works out in the *Contender's* gym, equipped with various weight machines, a speed bag, stationary bike and other gear.



Here is part of the crew of the *Contender*. They include Bosun George Short, OS Nelson Rodriguez, Chief Mate Norman Cuberly, QMED Don Struthers, Capt. Frank Clark, Steward Assistant Kimberly Allen and AB Jack Kem.

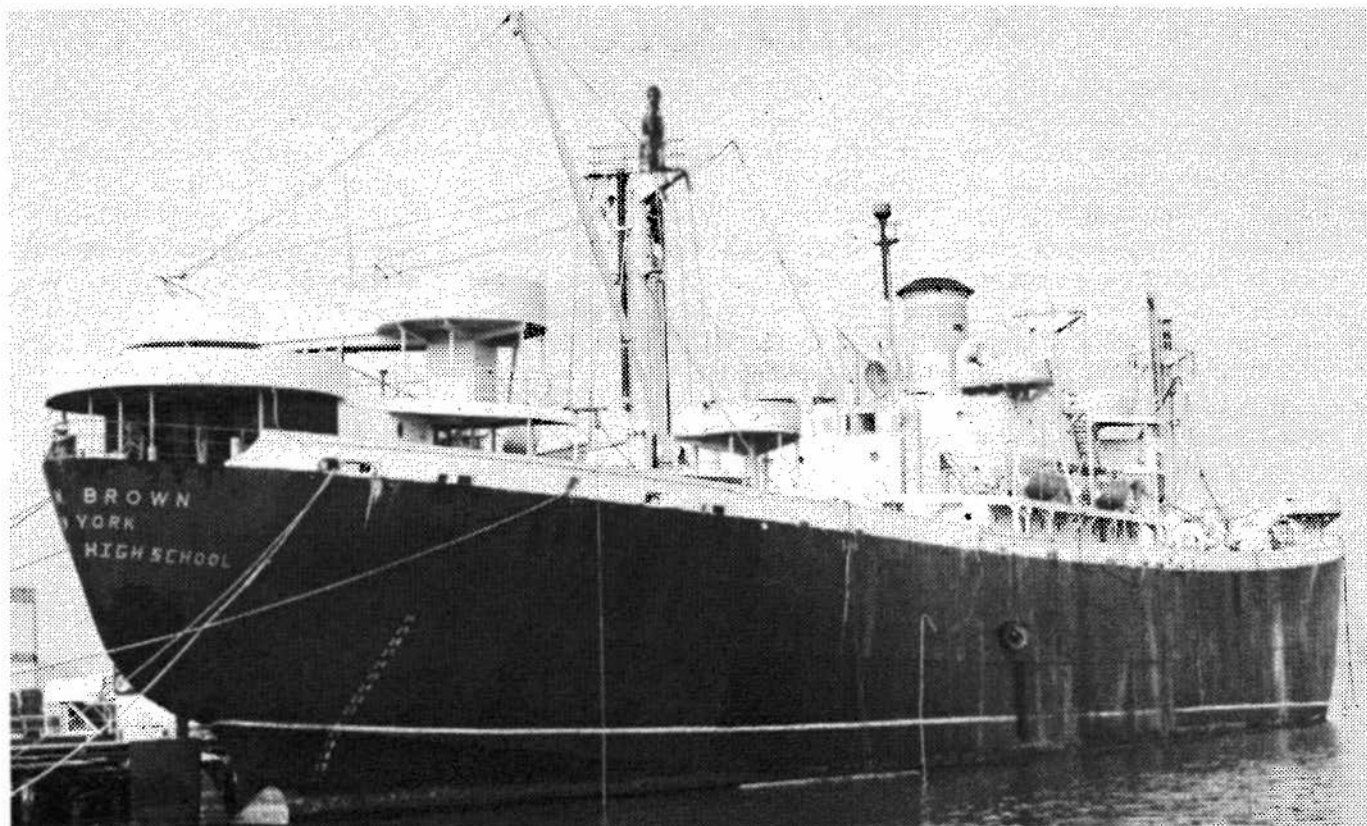


Corpsman Bob Moore takes a minute to pose for this picture in the *Contender's* well-equipped sick bay.



Cook Richard Emanuel (left) and OS Nelson Rodriguez (center) go over the TAGOS contract with SIU Rep Steve Ruiz.

Historic Ship



The Liberty ship *John W. Brown* was recently named to the National Register of Historic Places. The *Brown*, built 42 years ago, is one of the better preserved Liberties and is one of the few ships to meet the criteria to be named to the Register by the National Park Service. Project Liberty Ship, a non-profit organization, is trying to bring the *John W. Brown* back to New York City, where she served for 36 years as a maritime high school, and convert her into a merchant marine museum. The *Brown* is currently in the National Reserve Fleet, but the federal government through congressional action has granted permission to turn the ship over to the private sector for conversion to a museum. Anyone interested in donating to the project (no federal funds are available) or helping may contact: Project Liberty Ship, P.O. Box 3356, Rockefeller Center Station, New York, N.Y. 10185

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Inland News

tug/tow
barge/dredge

Crowley Tug Captain Prevents 2-Ship Collision

Early this year, about 6 p.m. in Long Beach, Calif. Harbor, the SS *Catalina* broke loose from her anchor and, unmanned and unlighted, drifted southeasterly through the anchored fleet of merchant vessels. She missed some ships, but was headed directly toward the partly-loaded tanker ST *Exxon Washington* which was anchored nearby.

The pilot station alerted the tanker's master, telling him that the *Catalina* would collide with his ship in 22 minutes! The skipper put out a Mayday call on VHF Channel 16 asking for a tug to come to his aid as he got up steam in the engines.

Crowley Marine dispatcher John Ara then called Capt. Steve Warford of the tug *San Diegan* laying just inside the harbor's breakwater entrance waiting for a ship to dock. Warford called the tanker's skipper to tell him he'd be there in 13 minutes.

According to eyewitness accounts, the Crowley tug arrived on the scene just as the drifting *Catalina* neared the *Exxon Washington*, about 75 feet from her port bow. Warford expertly maneuvered his tug between the two vessels to windward of the *Catalina*, pushing her across the bow away from the tanker, barely clearing her back-

down anchor chain as she passed by. Later the tug took the cleared *Catalina* in tow to the U.S. Coast Guard Base on Terminal Island.

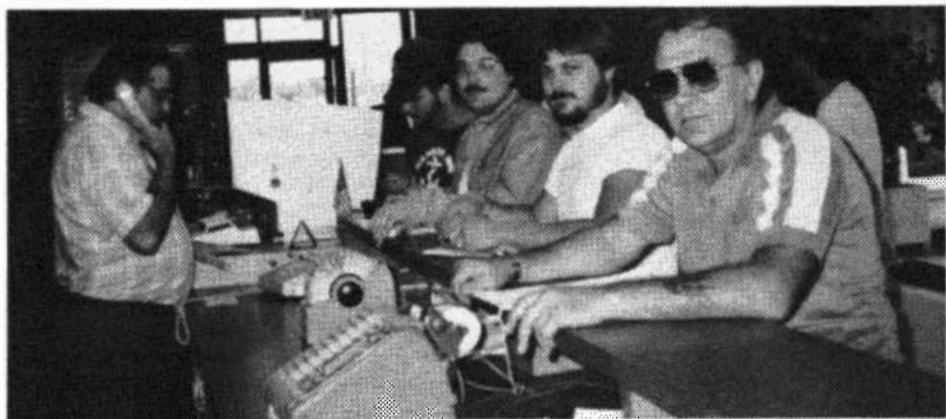
Eyewitness Jacobsen Pilot Service VP John W. Albright of Long Beach commented to Crowley Port Captain Jim Penny: "From the vantage point of the pilot station radar room, I could observe and listen to the entire operation. Capt. Warford is to be commended for his alert response to the emergency and for performing his duty in the best tradition of his profession. Capt Warford responded to this emergency in a thoroughly professional manner. His reaction was immediate; his seamanship impressive. He knew what had to be done and executed the job with skill."

Long Beach Exxon Marine Operation Chief Doug P. Larsen wrote to Crowley Marine regional head T.F. Mercer that: "It is without a doubt that the timely and effective response of your staff and operators averted the probable loss of the tanker's anchor chain and/or a possible collision. Please extend Exxon's gratitude to Capt. Warford and John Ara for their prompt and professional actions. They are a credit to your company and to the industry."

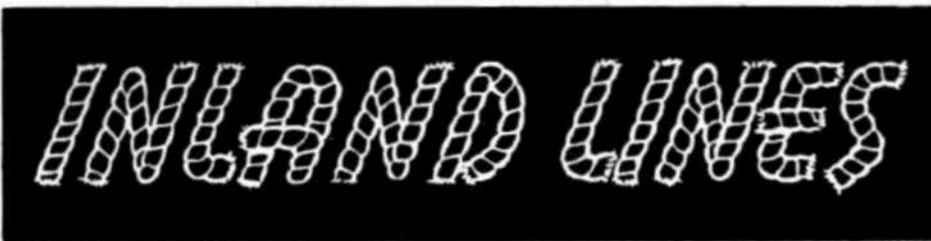
Jobs in Algonac



By their facial expressions, Patrolman M. "Joe" Sigler (right) has jobs for everyone. Pictured here in the Algonac hall are, from the left: Paul Onifer, QMED; John Cull, wiper; Randy Werda, wiper, and Andy Goulet, AB.



While M. "Joe" Sigler (left), SIU patrolman at the Algonac hall, confirms a job order, members await the news. They are, from the left: Randy Werda, wiper; Gary Schuelke, AB; Brent Schuelke, OS, and Al Ragnoni, wiper.



Sheridan Transportation Companies

Early this month in the port of Norfolk the Sheridan Transportation Companies Boatmen ratified their new contract.

Seaboard Transmarine, a new SIU-contracted inland company, signed its first labor-management agreement.

At Northeast Towing in the port, wage reopener talks were continuing their working agreement.

Contract negotiations at Marine Oil Service were started up here this month. Their contract expiration date is June 30.

Luedtke Engineering Wins Ontonagon, Mich. Job

Luedtke Engineering Co. was the low bidder for the hydraulic dredging project at Ontonagon (Mich.) Harbor on Lake Superior. The project is set to begin about the middle of this month.

McAllister, Outreach to Appeal NLRB Ruling

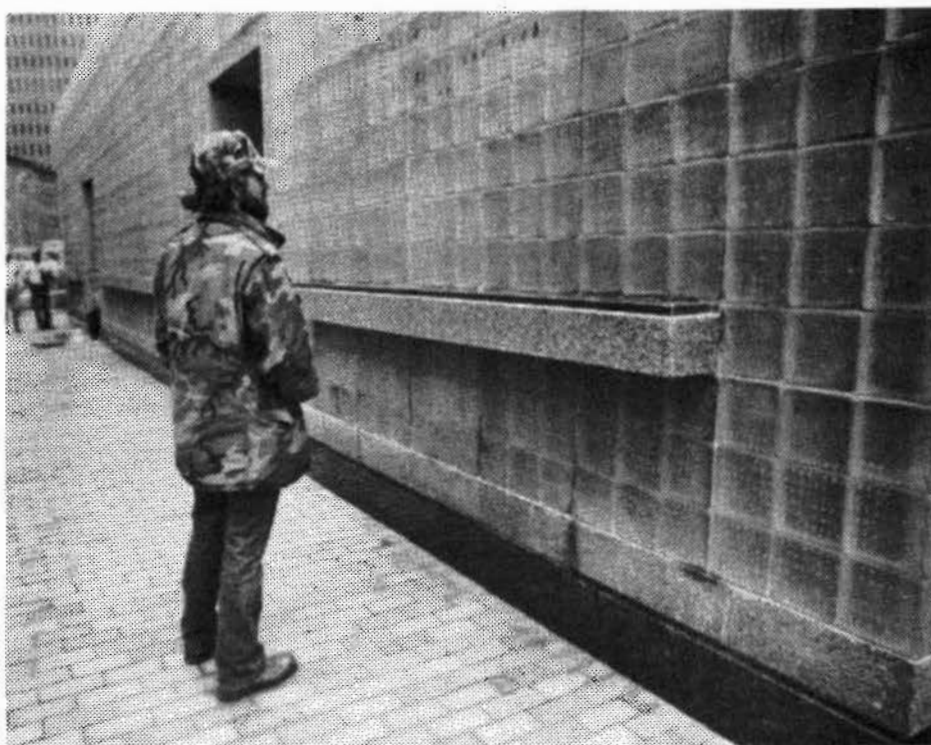
This month in the port of Baltimore, McAllister Brothers and the Outreach Marine Corp. were to appeal National Labor Relations Board (NLRB) administrative law Judge Marvin Roth's ruling of April 26 ordering the rehiring of 26 fired SIU Boatmen on four Outreach tugs with full back pay for the year.

Outreach Marine was scheduled to file an appeal on the decision by June 7, McAllister Brothers by June 20.

It all began in 1983 when McAllister Brothers failed to negotiate a new contract with the SIU and then sold their four-tug fleet to Outreach Marine for \$4.9-million. Outreach then fired 40 ex-McAllister Boatmen in the port, keeping only 10 of them on the payroll at lower pay with their hours and working conditions "drastically altered," according to Judge Roth.

(Continued on Page 7.)

SIU Vietnam Vet Remembers



Sonat Marine Barge Capt. John M. Herina of the port of Norfolk and Warrenton, N.C. reads some of the names of America's honored dead on the Vietnam Veterans Memorial on May 6 at the Battery in Manhattan, N.Y. Brother Herina, 44, served in the war from 1964 to 1966 on a U.S. Navy aircraft carrier. He is a native of New Jersey and joined the SIU in 1975. This picture appeared on the front page of *The New York Times* as part of a story on Vietnam veterans. (Photo by Sara Krulwich—*New York Times*)

New Pensioners

John Elton Brown, 70, joined the Union in the port of Norfolk in 1968 sailing as a mate and captain for Allied Towing in 1968. Brother Brown was born in Mathews Cty., Va. and is a resident there.



Roscoe Conklin Carey Sr., 63, joined the Union in the port of Norfolk in 1967. He sailed as a tanker for the Delmarva Oil Transportation Co. from 1951 to 1966 and as a bargeman, AB, mate and captain for the Steuart Oil Transportation Co. from 1966 to 1985. Brother Carey's last port was Piney Point, Md. He is a veteran of the U.S. Army's Infantry in World War II. Born in Brooklyn, N.Y., he is a resident of Greenwood, Del.



John Henry Creppon, 60, joined the Union in the port of Houston in 1954 sailing as an AB for the G & H Towing Co. for 31 years. Brother Creppon was born in Freeport, Texas and is a resident of Houston.

Vincent Smith Kuhl, 58, joined the Union in 1946 in the port of Norfolk sailing as an AB for McAllister Brothers from 1978 to 1982. Brother Kuhl also sailed deep sea as a recertified bosun. He graduated from the SIU's Recertified Bosuns Program in 1973. Boatman Kuhl was born in Norfolk and is a resident of Chesapeake, Va.

Sandy Ashby Lawrence Jr., 62, joined the Union in the port of Norfolk in 1964 sailing as a bosun and cook. Brother Lawrence was born in Vinton, Va. and is a resident of Norfolk.



William Stewart Lotz, 71, joined the Union in the port of Port Arthur, Texas in 1965 sailing as a captain for G & H Towing. Brother Lotz's last port was the port of Houston. He was born in Texas and is a resident of Laporte, Texas.



Malcolm Edward Smith, 63, joined the Union in 1947 in the port of New Orleans sailing as a mate, deck DHP and cook for Dixie Carriers from 1946 to 1985. Brother Smith was a

former member of the Teamsters Union from 1937 to 1941. He is a veteran of the U.S. Marine Corps in World War II. Boatman Smith was born in Athens, Ala. and is a resident of Westwego, La.



Henry Raymond Young, 63, joined the Union in the port of Port Arthur in 1964 sailing as a cook for the American Bridge Co. from 1956 to 1957 and as a tanker for Higman Towing and Slade Towing from 1959 to 1972. Brother Young was a former member of the Boilermaker's Union, Local 587, from 1956 to 1957. He is a veteran of the U.S. Army in World War II. Boatman Young was born in Louisiana and is a resident of Orange, Texas.



Chief Engineer Charles Saranthus and AB Ed Wright pose aboard the *Mobile Bay* (Crescent). The shipdocking tug operates in Mobile Bay, Ala.

Dispatchers Report for Inland Waters

MAY 1-31, 1985

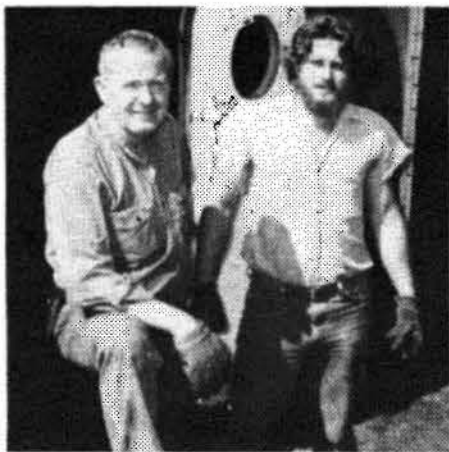
	*TOTAL REGISTERED All Groups			TOTAL SHIPPED All Groups			**REGISTERED ON BEACH All Groups		
	Class A	Class B	Class C	Class A	Class B	Class C	Class A	Class B	Class C
DECK DEPARTMENT									
Port									
Gloucester	0	0	0	0	0	0	0	0	0
New York	0	0	0	0	0	0	0	0	0
Philadelphia	4	0	11	2	0	0	8	1	26
Baltimore	5	0	0	6	0	0	8	0	0
Norfolk	50	8	0	44	6	0	64	9	0
Mobile	1	2	0	1	1	0	1	0	0
New Orleans	4	0	5	0	1	1	4	5	19
Jacksonville	2	0	25	3	0	13	11	1	42
San Francisco	0	0	0	0	0	0	0	0	0
Wilmington	1	3	6	0	0	0	6	6	6
Seattle	0	0	0	0	0	0	0	0	0
Puerto Rico	0	0	0	0	0	0	0	0	0
Houston	1	1	0	0	0	0	1	2	0
Algonac	22	2	0	16	0	0	30	11	0
St. Louis	2	2	6	0	0	2	9	2	25
Piney Point	0	0	0	0	0	0	1	0	0
Totals	82	18	53	72	8	16	143	37	118
ENGINE DEPARTMENT									
Port									
Gloucester	0	0	0	0	0	0	0	0	0
New York	0	0	0	0	0	0	0	0	0
Philadelphia	0	0	0	0	0	0	0	0	2
Baltimore	0	0	0	0	0	0	1	0	0
Norfolk	6	0	0	5	0	0	7	0	0
Mobile	0	0	0	0	0	0	0	0	0
New Orleans	0	2	0	0	1	0	0	2	1
Jacksonville	0	0	2	0	0	1	2	1	1
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	3	2	0
Algonac	7	3	0	4	0	0	22	2	0
St. Louis	1	0	0	0	0	0	1	0	0
Piney Point	0	0	0	0	0	0	0	0	0
Totals	14	5	2	9	1	1	36	7	4
STEWARD DEPARTMENT									
Port									
Gloucester	0	0	0	0	0	0	0	0	0
New York	0	0	0	0	0	0	0	0	0
Philadelphia	3	1	6	1	0	0	4	1	6
Baltimore	0	0	0	0	0	0	0	0	0
Norfolk	5	0	0	3	0	0	6	0	0
Mobile	0	0	0	0	0	0	0	0	0
New Orleans	0	5	0	0	0	0	2	1	7
Jacksonville	0	0	11	0	0	2	1	1	10
San Francisco	0	0	0	0	0	0	0	0	0
Wilmington	0	0	0	0	0	0	1	2	0
Seattle	0	0	0	0	0	0	0	0	0
Puerto Rico	0	0	0	0	0	0	0	0	0
Houston	2	0	0	2	0	0	2	0	0
Algonac	0	0	0	0	0	0	2	0	0
St. Louis	1	0	3	0	0	0	1	2	5
Piney Point	0	0	0	0	0	0	0	0	0
Totals	11	6	20	6	0	2	19	7	28
Totals All Departments	117	29	75	87	9	19	198	51	150

* "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 Works Pte. Mouillee Project



Deckhand John Lackey is a 25-year veteran on Great Lakes dredging projects. He is currently working aboard the launch *Paddy Miles* (Dunbar & Sullivan Co.) at Pointe Mouillee, Mich.



Ned Trueman (left) and Mike Lock are deckhands aboard the tug *Dugan* (Dunbar & Sullivan Co.), working on the Pointe Mouillee project.



Francis Bellant, SIU deck foreman, surveys work being done aboard Dunbar & Sullivan Co.'s hydraulic dredge *P.O.B.* at Pointe Mouillee, Mich.

In Memoriam



Joseph L. Vovet Smith Sr., 65, died on April 28. Brother Smith joined the Union in the port of Mobile in 1977 sailing as a deckhand for Radcliff Materials in 1976 and as a cook on the *Albatross* from 1976 to 1977. He was a veteran of the U.S. Marine Corps in World War II. Boatman Smith was born in Mobile and was a resident of Daphne, Ala. Surviving are his widow, Ola Mae; a son, David Wayne, and a daughter, Helen Faye.



Pensioner Frederick Elmer Chappell, 61, died of heart failure at home in Portsmouth, Va. on May 24. Brother Chappell joined the Union in the port of Norfolk in 1959 sailing as a deckhand for the Chesapeake and Ohio Railroad. He was a former member of the Associated Maritime Workers and the Masters, Mates and Pilots Union. Boatman Chappell was a veteran of the U.S. Army in World War II and a native of Portsmouth. Interment was in the Greenlawn Gardens Cemetery, Chesapeake, Va. Surviving are his widow, Lucy and his mother, Lottie, also of Portsmouth.

Inland Lines

(Continued from Page 5.)

GATCO's New Contract Okayed

A new three-year contract for Boatmen at the Gulf Atlantic Transportation Co. (GATCO) was signed, sealed and ratified by the rank-and-file membership in the port of Mobile this month.

The new pact's improved provisions include:

- Better welfare benefits in the first year of the contract.
- Start of a new wage-related pension benefit for Boatmen and Boatwomen.
- Cost of Living Adjustments (COLA) in wage hikes in the first, second and third years of the contract.

Express Marine Pact Ratified

In the port of Philadelphia recently, a new contract for Express Marine SIU Boatmen was okayed by the port's members.

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.

SIU Members Crew Maj. Stephen W. Pless

Former Waterman Ship Converted For Military Support Program

The *Maj. Stephen W. Pless*, the last of three vessels converted for military charter under the TAKX program, crewed up in late April in San Diego, Calif.

She was preceded by the *Sgt. Matej Kocak* and the *Pfc. Eugene A. Obregon*. All three former Waterman RO/RO vessels were jumboized and significantly modified by the Navy for military use.

The *Pless* and the other converted ships carry a 16-man unlicensed SIU crew and will be prepositioned around the world for quick deployment to any trouble spot.

Following the crew-up and special training programs, the *Maj. Stephen W. Pless* was on her way to Port Hueneme, Calif. to load military equipment.

(Photos by Dennis Lundy)



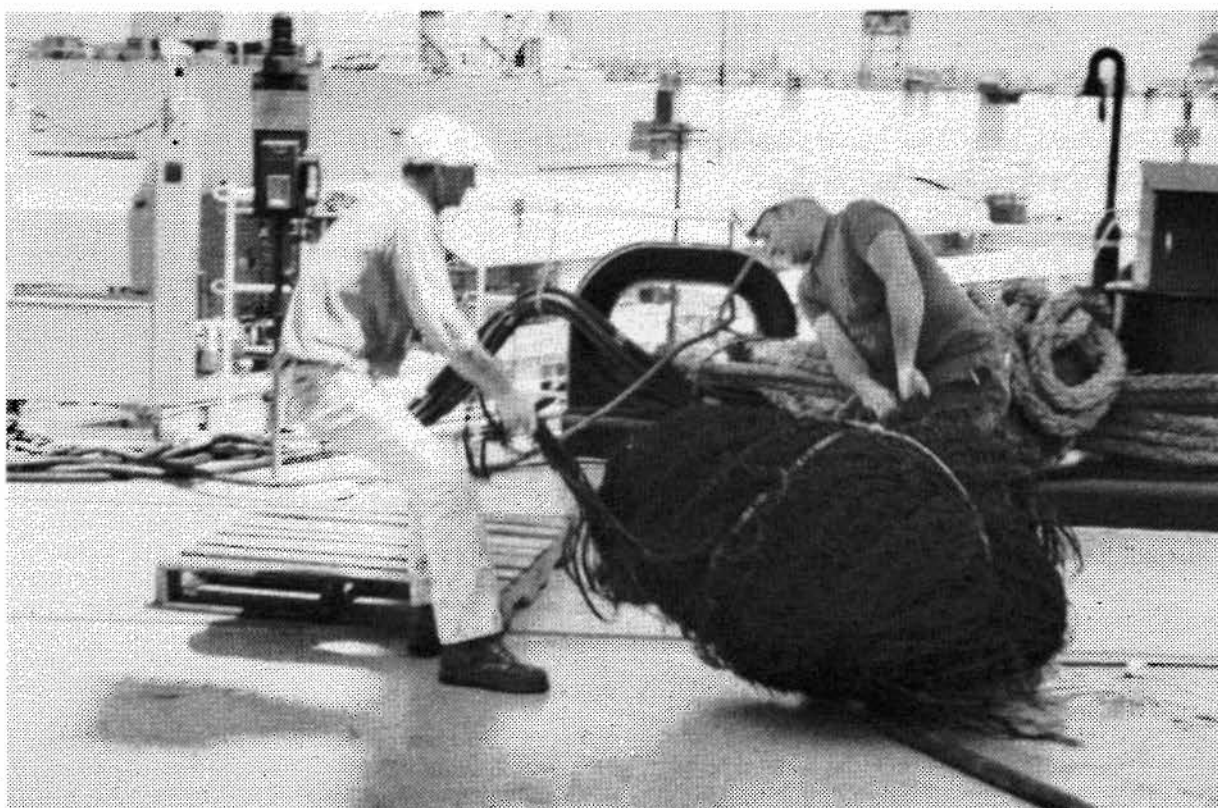
The *Maj. Stephen W. Pless*, docked in San Diego harbor, is ready for her 16-man unlicensed SIU crew to come aboard.



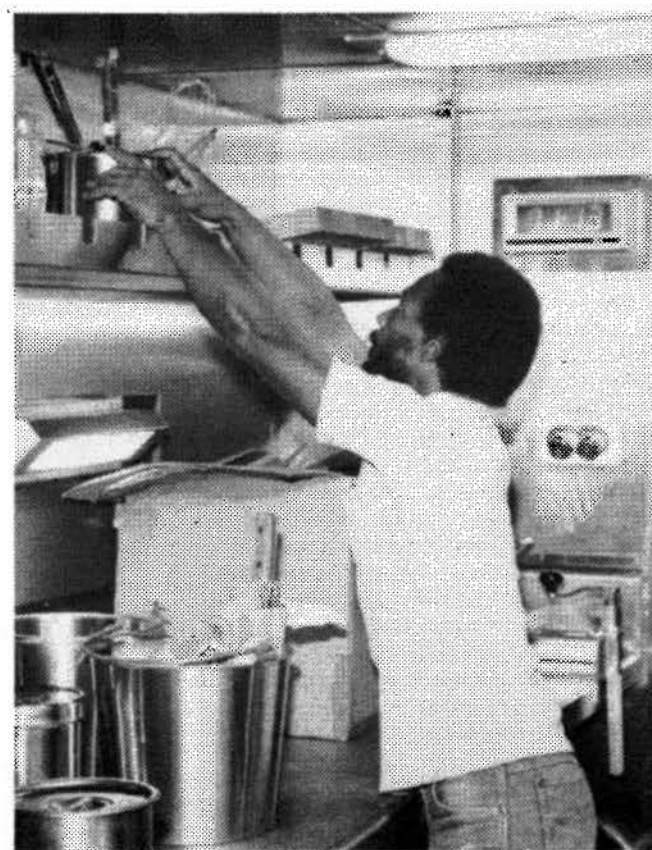
Adan E. Martinez, steward assistant, checks out the new galley equipment.



From the left, ABs James Stiller, Garin Doyle and Bob Hagwood help load stores for the upcoming voyage.



ABs Scotty Byrne, left, and Jerry Corelli are a flurry of activity on the deck of the *Maj. Stephen W. Pless*.



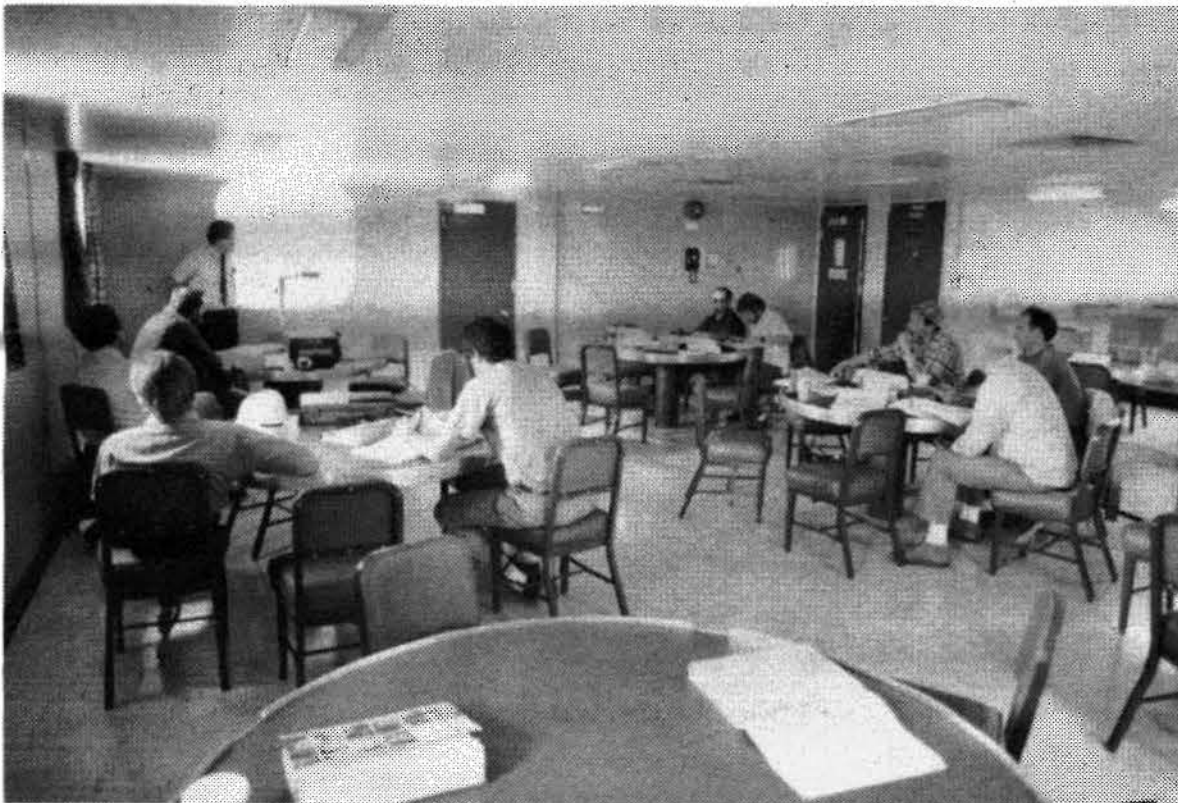
John Briggs Jr., steward assistant, helps put all the new galley equipment in place.



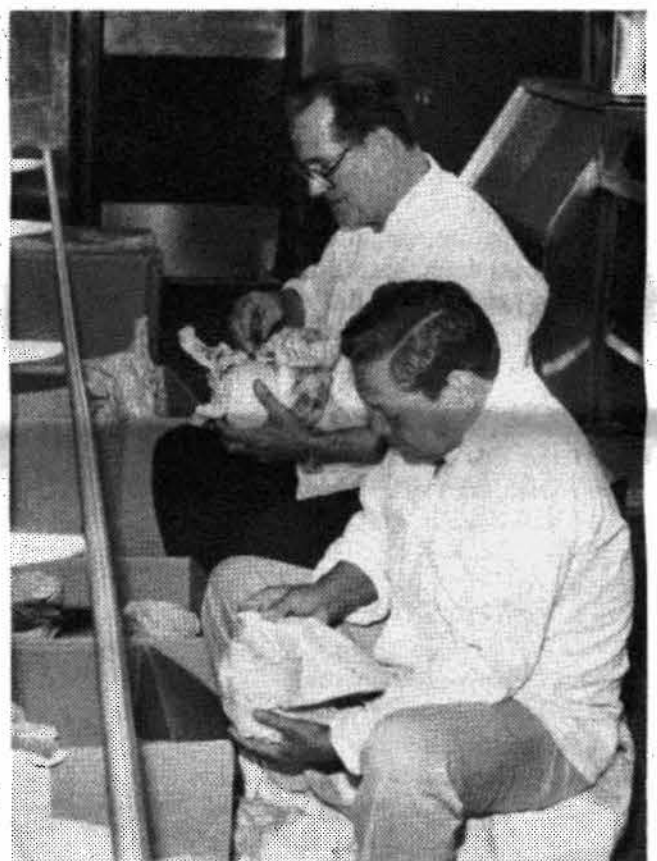
Those arm muscles on Earl Nelson Gray Jr., DEU, come in handy as he helps load supplies.



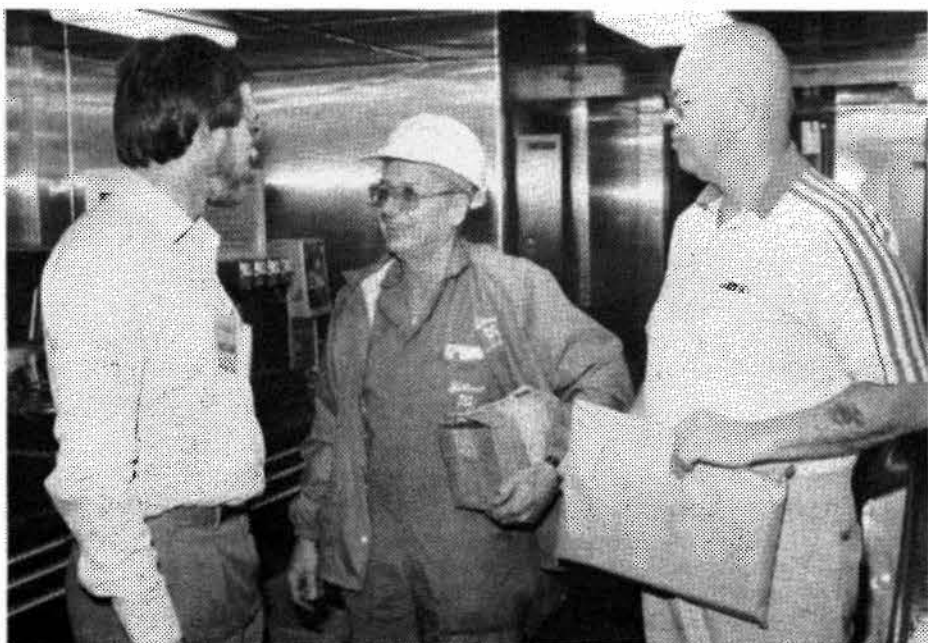
Checking out some of the supplies are, from the left: AB Red King, Bosun Jerry Corelli and AB Scotty Byrne.



QMEDs and electricians aboard the *Maj. Stephen W. Pless* take a class on the operation of the cargo ramp.



Adan E. Martinez (front), steward assistant, and Louis C. Babin Jr., chief cook, unpack new dishes.



Wilmington Port Agent Mike Worley, left, talks with Harry Hastings, center, a port steward for Waterman and a dues-paying member of the SIU, and Bobby Stearns, steward.



The *Maj. Stephen W. Pless*, docked alongside the *Rose City* (a former SIU ship, soon to be converted into a hospital ship) was significantly modified by the Navy for military use.

Maritime Day Honors Merchant Marine Sacrifices

During most of the year there is conflict in the maritime industry: unions squabbling with unions; management at loggerheads with unions; the federal government at odds with the maritime industry, both unions and management.

But on Maritime Day the problems and fights are put aside as the sacrifices and deaths of American merchant sailors are remembered. Around America's port cities, the merchant marine's heroic past is remembered and its role in America's present and future is praised. It's a shame it happens only one day a year.

Below is a telegram Adm. William Rowden, commander of the Military Sealift Command, sent SIU President Frank Drozak:

"By joint resolution of Congress and presidential proclamation, on 22 May 1985 we celebrate the 53rd annual National Maritime Day. In reflecting on our nation's rich maritime heritage and the challenges that face us today, it is clear that our national defense and economic security have been and will continue to be dependent in large measure on the ships and personnel of the maritime industry.

"The history of the United States is that of a seafaring nation. The early colonists braved long voyages to reach the New World, and the successes of the fledgling Continental Navy were based on the daring exploits of men and ships gained from the merchant marine. The United States has become the world's greatest trading nation through its ability to ship the fruits of its labors around the globe, and to import the raw materials needed by our manufacturers. The United States has as well become the military bulwark of the free world largely through seapower—a combination of maritime and naval forces capable of controlling sea lanes and projecting military strength throughout the world.

"American seafarers have indispensably manned our merchant ships in times of peace and war, sailing wherever and whenever our national interests have demanded, and playing a vital role in every major conflict involving the United States. In World War II alone, almost 6,000 merchant mariners gave their lives in service to our nation. Hundreds more were made



More than 100 merchant marine veterans and others gathered in San Pedro, Calif. for services honoring those who died in war while serving in the U.S. merchant marine and the L.A. area merchant sailors who died at sea and ashore last year.



In New York, a special service was held before Maritime Day to recognize the efforts and sacrifices of World War II merchant sailors. Here, SIU Vice President Leon Hall (right) joins officials from other unions in throwing a memorial wreath into the waters of New York Harbor for the sailors who gave their lives.

prisoners of war, and casualties among the seagoing force were greater proportionately than in all the armed services combined.

"Today, the U.S. merchant marine stands ready to serve as our nation's fourth arm of defense. Its partnership with the U.S. Navy is unique: no other industry is asked to put more on the line in time of war, and no industry is more essential to the successful overseas deployment and resupply of our military forces. The American maritime industry has been instrumental in our nation's founding, development and defense. Its role has not diminished with time, and it remains a vital national resource. For these reasons, the Navy's Military Sealift Command is proud to salute the U.S. merchant marine on this National Maritime Day."



Following memorial services ashore in San Pedro, relatives and friends of dead merchant seamen boarded a harbor boat and tossed memorial wreaths overboard. Some scattered the ashes of their recently deceased loved ones.

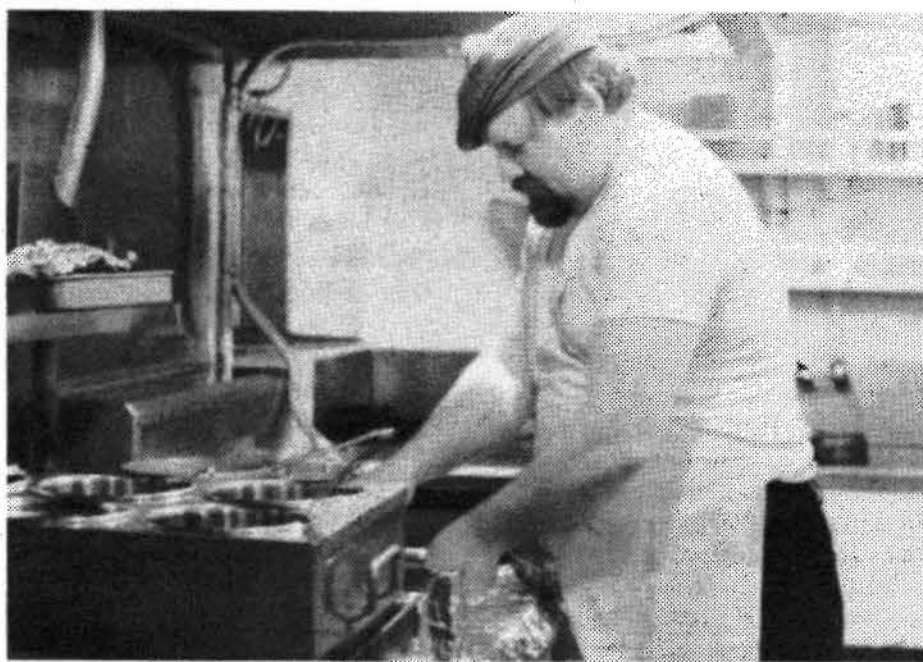


SIU wreathbearer Charles T. Jameson, Jr. during the Washington Maritime Day ceremonies.

Onboard the Sea-Land Newark in Seattle



Engine department mates chow down some breakfast before a ship's meeting and payoff aboard the *Newark*. From left are Richard Kahllo, Bob McMichael and Marvin Emans, all FOWTs.



Harry Lively, shoregang chief cook, gets breakfast started on the *Newark*.



Port Agent George Vukmir shakes hands with Oiler Salvadore Conte.



Just before payoff, part of the *Newark's* crew posed for this shot. From left are AB Al Janacek, FOWT Marvin Emans, Oiler Lowell Miller, Chief Steward Jim Wright and Chief Cook Robert Mosley.

SIU Seeks Service Act

The SIU is trying to persuade the federal government to apply the Service Contract Act to the ships manned by civilians in the Ready Reserve Fleet.

The Act, which requires the government to pay the prevailing industry wage, would cover ships in the RRF fleet whenever inside U.S. waters which end at the Continental Shelf, according to Bob Vahey, special assistant to SIU President Frank Drozak.

There has been no response from the government on the Act's applicability.



Vern Poulsen (left), shoregang recertified bosun, and Port Steward Jim Meyers are ready to load stores on the *Newark*.

Marad's Shear Resigns

Adm. Harold Shear, chief of the Maritime Administration since 1981, resigned his office June 1. General Counsel Garrett Brown has been named acting administrator, but no permanent replacement has been nominated.

Under Shear's tenure the federal government's role in the U.S. maritime industry changed greatly. Construction subsidies for American-built ships were eliminated, operating subsidies are being phased out and regulations allowing foreign-building of American ships have been implemented.

"We have seldom been on the same side of a question, but Admiral Shear represented the Reagan administration and its policies faithfully. We wish him luck," SIU President Frank Drozak said.

Shear is a 1941 graduate of the Naval Academy. He served aboard a variety of ships including conventional and nuclear powered, ballistic missile submarines. He also served as the Navy's director of submarine and anti-submarine warfare before retiring as a four-star admiral in 1980.

Maritime Day



Just before the *Jeremiah O'Brien* shoved off, Gunnar Hexum (third from left) a close friend of the late Andrew Furuseth and a retired member of the SUP and MM&P, shared some time with (left to right) Jim Gist, business agent of the Sugar Workers Local #1; Ed Turner, executive vice president of the SIU, and Carl Ottenberg.



Posing with Adm. Harold E. Shear, Maritime Administrator, these SIU members represented the Union at Maritime Day services in the nation's capital: John McLelland, Jerry Johnson, Jan Thompson, Alan Gobeli, Larry Philpot, Francis J. Monteiro, Charles T. Jameson, Jr., Dasril Panko, Joseph McGee, James Wingate, Jr., Richard Groening, Audie B. Collison, Jr., Jeffrey Yarmola, Thomas Ball, Alfeo Luciano, William Bragg, John Ponti, John Russell (SHLSS monitor) and his son Joel Russell.

Gulf Coast
by V.P. Joe Sacco



THE Union has been very busy in the Gulf Region, but I believe that it all boils down to this: jobs. Everything we do here is for the sole purpose of creating more job opportunities for our members.

In Mobile, we recently concluded negotiations with GATCO Towing. We were able to maintain and improve the present system of benefits. The workers in the company understand the importance of being covered by an SIU contract, especially when so many companies in the area are looking to do business in a "union-free" atmosphere.

In New Orleans, we attended the opening of a terminal that will house the Delta Queen Steamboat Co. We expect that this new facility will create more job opportunities for seamen and maritime workers on the Mississippi River.

After many years, the Tombigbee opened up in Mobile. This will create a new opening to the Gulf, and will have an enormous impact on the inland industry. Needless to say, the SIU has been actively lobbying on behalf of this project for years, both in the halls of Congress and on a local level.

Our political efforts in Houston have paid off handsomely. Thanks to the members in that port, we were successful in getting Gene Green elected to the State Senate, where we have every reason to believe that he will be a strong supporter of the SIU and the maritime industry.

I will attend the Texas Convention of the AFL-CIO next month. I expect to be very active promoting the interests of our members and the maritime industry. One issue that I will talk about is legislation to promote the American passenger vessel industry. It's about time that we had an American passenger ship servicing the Gulf. Galveston and New Orleans are both big tourist centers. A passenger vessel running between the two ports could attract a lot of tourists down here, as well as create jobs for SIU members.

East Coast
by V.P. Leon Hall



THERE has been a great deal of activity in the East Coast region.

Area Vice Presidents' Report

The Union has had to confront the important issues of the day: jobs, organizing, political action and labor solidarity. All, of course, are related.

As for organizing, we had some good news in New Bedford, where the SIU has been trying to sign up 31 fishing boats. We came out ahead in a preliminary organizing election.

Other unions have filed challenges with the National Labor Relations Board on the outcome of that election, but we are confident that we will come out ahead. Headquarters Representative Jack Caffey put in a lot of work on this one. He was ably assisted by Joe Piva, Gene Magan, Tony Petrillo and Henri Francois.

In New York, there has been considerable support for the pilots. We helped man picket lines for them at LaGuardia Airport. We also supported the hotel workers in their strike, and have worked hard on behalf of the Committee of Interns, on strike at several New York hospitals and affiliated with the New York Maritime Port Council.

We do this because we believe in the concept of labor solidarity. If we help these unions in their fight to obtain better working conditions, then they will help us in our fight to secure more jobs for seamen. And let me tell you, when our members man these picket lines, they are a walking advertisement for the American-flag merchant marine, especially when they wear their SIU hats and jackets.

In Baltimore, we concluded negotiations with SONAT Marine on behalf of the workers at Harbor Towing. As in other negotiations with that company, there is an unresolved issue concerning the status of captains, mates and barge captains. The company now calls them "supervisors." We know better. The company's unilateral reclassification of these workers after 40 years has nothing to do with their job status. The company is just trying to break the Union.

There has been a lot of activity in Norfolk, which has garnered a lot of the new military work being generated in the maritime industry.

The latest T-AGOS vessel, the *Stalwart*, just crewed up and left on a mission. The *PFC William B. Baugh* was in Norfolk and is now moving up the Yorktown River.

In addition, the *Stonewall Jackson* was laid up in a shipyard. The *2nd Lt. John P. Bobo* just loaded its first cargo. And the *Keystone State* is on standby status at nearby Newport News. It is presently being manned by a skeleton crew.

One more thing: there is a bitter fight being waged in Gloucester concerning the dehydration plant there. The plant, which is essential to the well-being of the fishing industry, has been closed down.

Also in Gloucester, SIU representatives Mike Orlando and Leo Zapata attended the annual services held at the cemetery set aside for fishermen who have died without families. Whether he ships deep sea or inland, or in the fishing industry or on the Great Lakes, a sailor is a sailor. We at the SIU take care of our own.

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



WE in the Great Lakes and Western Rivers area have been making an all-out effort to support the airline pilots in their strike against United.

The stand being taken by management in this strike is just one more example of a disturbing trend: workers in the various segments of the transportation industry are being asked to accept cutbacks in their standard of living.

The SIU went through something like this during the ACBL strike. So we understand that it is not just the pilots who will be affected if management is able to break the union. All transportation workers will be affected, including seamen.

As far as work goes, the inland industry has been doing fairly well. Things have been running at a brisk pace for dredging projects on the Great Lakes.

The Dunbar and Sullivan Dredging Company is currently working on harbor deepening projects in Pointe Mouillee, Mich. When that project is completed, Dunbar and Sullivan will begin dredging at Rouge River, Detroit.

The Luedtke Engineering Company has completed projects in Holland and Benton Harbor, Mich. and has begun new ones in Muskegon, Alpena and Ontonagon, all in Michigan.

And finally, the Great Lakes Dredging and Docking Company will soon begin a two-year breakwater repair job in the port of Cleveland.

West Coast
by V.P. George McCartney



THERE is a serious discrepancy between the state of the maritime industry on the West Coast and job opportunities for American seamen.

Thanks to the unprecedented increase in trade between the United States and the Pacific rim nations, maritime activity has never been greater. Yet most of the ships that you see out here are documented under foreign registries.

It is most disheartening. Yet that is

why we on the West Coast are getting involved in grassroots political activity. We realize that what President Drozak has said is true: the future of the American maritime industry will be determined by communication, education and grassroots political activity.

Helen Bentley, the freshman congresswoman from Baltimore, was out on the West Coast to talk about what is happening with cargo preference. What she said woke up a lot of people. She said that something must be done to protect the existing cargo preference laws, especially since many segments of the American government are simply refusing to carry them out. She received a considerable amount of radio air time.

We have been busy trying to educate the public about an issue that could create jobs for SIU members: ocean incineration. At first there was a lot of opposition to the concept. Yet recently, the *San Francisco Chronicle* ran an editorial stating that "ocean burning is an option that must not be airily dismissed."

In Wilmington, we attended a dinner on behalf of Jim Wright, who will probably be the next speaker of the House of Representatives. Mike Worley, the president of the Port Council out there, attended Maritime Day ceremonies. Lea Anderson, the wife of Rep. Glen Anderson (D-Calif.) spoke. Anderson has a 100 percent SIU voting record!

Government Services
by V.P. Buck Mercer



WHILE there have been many important issues lately, I would like to concentrate my remarks on just one: Circular #A-76. The members out here have been extremely interested in how this issue will affect them.

Basically, the circular would force government workers to accept employment. If they refuse a job, then the government would have a right to deny them future employment on-board military ships.


The SIU is doing all it can to rectify this situation. In the meantime, make sure that you contact your representative to see if you have any questions concerning your right of refusal.

Building and protecting the job security of our membership has been a slow but productive process.

During the past few years, we have been able to get the following work: the military ships, the cable ships, the instrumentation ships in the Florida observatory, and the tugs. This took time and hard work. Ironing out problems like the one posed by Circular #A-76 will also take time and hard work; but remember, you have a Union behind you that places your welfare above everything else.

Seafarers HARRY LUNDEBERG SCHOOL OF SEAMANSHIP

Piney Point Maryland



Work on SHLSS Science Laboratory Progressing

On May 21, Dr. David Sumler, coordinator of Collegiate Approval and Evaluation, and Lowell Salman, facilities specialist from the Maryland State Board for Higher Education (SBHE), visited the SHLSS to check on the progress of the school's new science laboratory.

The SHLSS is looking forward to getting the laboratory completed and in compliance with state regulations.

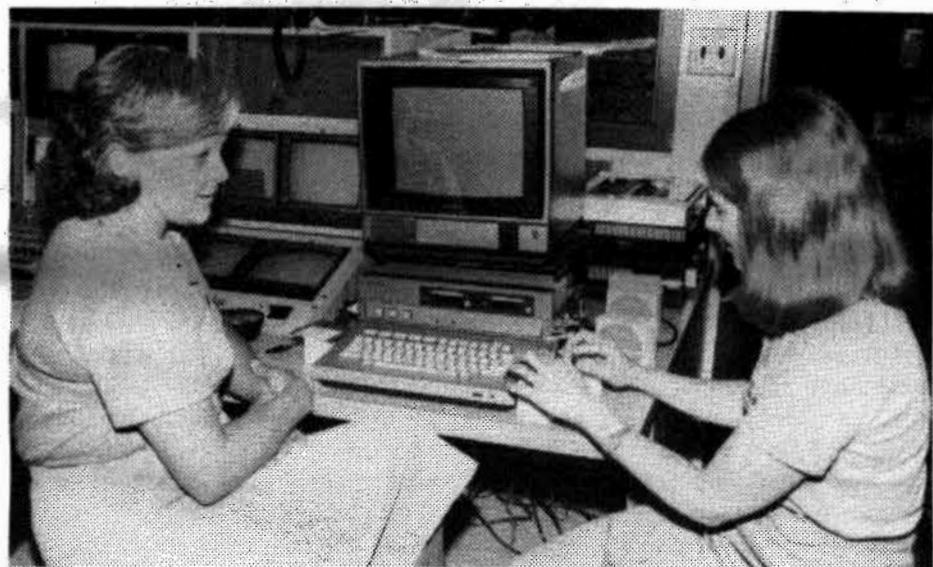
Once the laboratory is finished, SHLSS will be expecting approval from the SBHE to grant degrees in Marine Engineering Technology and Nautical Science Technology. These programs will include courses in physics and general physical science. The laboratory will be used for students in these classes to conduct their lab work and experiments.



The science lab facilities are evaluated by (left to right) Lowell Salman, Tracy Aumann and Dr. David Sumler.

SHLSS Library Staff Attends

Computers, New Tech Highlight Library Conference



Kay Assenmacher (left) and Janice Smolek review computer programs in the SHLSS Video Studio. Computers were a major topic at the recent Maryland Library Association meeting.

The Maryland Library Association held its annual conference in Annapolis, Md. on May 9 and 10. Janice Smolek, Paul Hall Library director, and Kay Assenmacher, assistant to the librarian, attended several sessions.

Speakers from Drexel University and Westport, Conn. public libraries discussed the use of computers and on-line database systems to answer "impossible" reference questions in "five minutes or less." A debate between the heads of the Enoch Pratt Free Library and the Baltimore County Public Library covered the recent impact of video on the present film/media collections of libraries. Another session presented the new on-line com-

puter database system for Maryland's interlibrary loan procedures developed by Autographics, Inc.

The conference was well attended by Maryland librarians and administrators. It provided an excellent opportunity for professionals to exchange information and keep up-to-date with changes affecting state libraries.

The SHLSS Paul Hall Library is in the process of purchasing a computer which will enable the library staff to operate more quickly and efficiently. This conference provided a wealth of information on computer library systems as well as other services the Paul Hall Library can use to better serve the students and staff at SHLSS.

SHLSS Hosts PONSI Meeting to Help Voc-Ed Plans

In May, the SHLSS was host to the American Council on Education's (ACE) Program of Non-Collegiate Sponsored Institutions (PONSI) meeting. Representatives from 33 non-collegiate institutions were in attendance. The director of Vocational Education, Joe Wall, is a member of the PONSI Advisory Committee and coordinated the activities at the Lundeborg School. The three-day meeting included a tour of the facilities, a scenic boat-ride, an advisory committee and a general meeting.

More than 210 PONSI organizations have had their instructional courses evaluated and credit recommendation established by ACE. A total of 2,600 courses have been reviewed, evaluated and recommended by ACE since the program was instituted. The majority of the vocational courses at

SHLSS have been evaluated by ACE.

PONSI meets every six months to discuss ways to transfer ACE recommended credits into programs at universities and colleges throughout the nation. More than 1,300 universities and colleges now accept ACE credit.

The purpose of PONSI is to take the ACE credit evaluation for courses offered at private institutions and coordinate them with institutions of higher learning. This enables students and employees to transfer credit for life experiences and skilled training to academic institutions.

The Lundeborg School has been a member of the PONSI organization for the last nine years and strongly supports the concept of accepting vocational courses for college credit.



Director of Vocational Education Joe Wall, seated center, discusses PONSI business over a luncheon served by Hawaiian crewmembers Desiree Kilbey and Patrick McMahon.

Training at SHLSS Supports Navy Sealift Needs

Vice Admiral T. J. Hughes, deputy chief of Naval Operations, and Captain Robert Kesteloot, Office of the Chief of Naval Operations, recently visited the Seafarers Harry Lundeberg School of Seamanship to discuss maritime training and how it relates to the Navy's Strategic Sealift Program.

Adm. Hughes issued the following statement:

"The Strategic Sealift Program achieves the objective of a fiscally constrained, time-phased sealift capability in balance with Army, Air Force and Marine Corps logistics support requirements and capabilities. It fulfills Navy responsibilities for ocean transport of U.S. forces worldwide in response to rapid deployment movement requirements and sustainment of employed forces. Further, it supports the national security strategy of forward deployment for deterrence and forward engagement, should that become necessary, and the capability to deliver and land forces rapidly at any selected geographic location, over-the-shore or through austere or damaged ports by delivering logistics to sustain those forces.

"The Strategic Sealift Program . . . supports the national security strategy of forward deployment for deterrence."

"The program is composed of two segments: ships and sealift support systems. The ships' portion is configured for "quick reaction" response beyond that readily obtainable from



Sealift Operations and Maintenance students giving the tour group a first-hand look at Underway Replenishment (UNREP) operations.

U.S. commercial shipping. Sealift support systems provide additional equipment and ship enhancement features for in-the-stream discharge of ships and improved mission capabilities of commercial-type ships."

Frank Drozak invited Adm. Hughes to the Seafarers Harry Lundeberg School of Seamanship to give the Navy a first-hand look at the SIU's commitment to providing the merchant marine's portion of the Strategic Sealift Manpower requirement.

The SIU's Sealift Maintenance and Operations Course is providing highly trained Seafarers to crew the MSC vessels. The tour group visited an UNREP course and watched containers being loaded using the school's cargo crane.

Manpower placement and location is a very big concern to the Navy for crewing the Reserve Fleet in a national emergency. The computer automated manpower locator system at Piney Point can give up-to-the-minute man-

power levels that include job ratings and present address information. The manpower locator is a vital part of the Strategic Sealift Planning.

Adm. Hughes also saw the new shiphandling simulator, which is being installed at the school. An UNREP training program will be available in September for shiphandling procedures. The ultra-modern computer generated scenes, and the world's first two-bridge interactive systems will provide valuable UNREP scenarios.

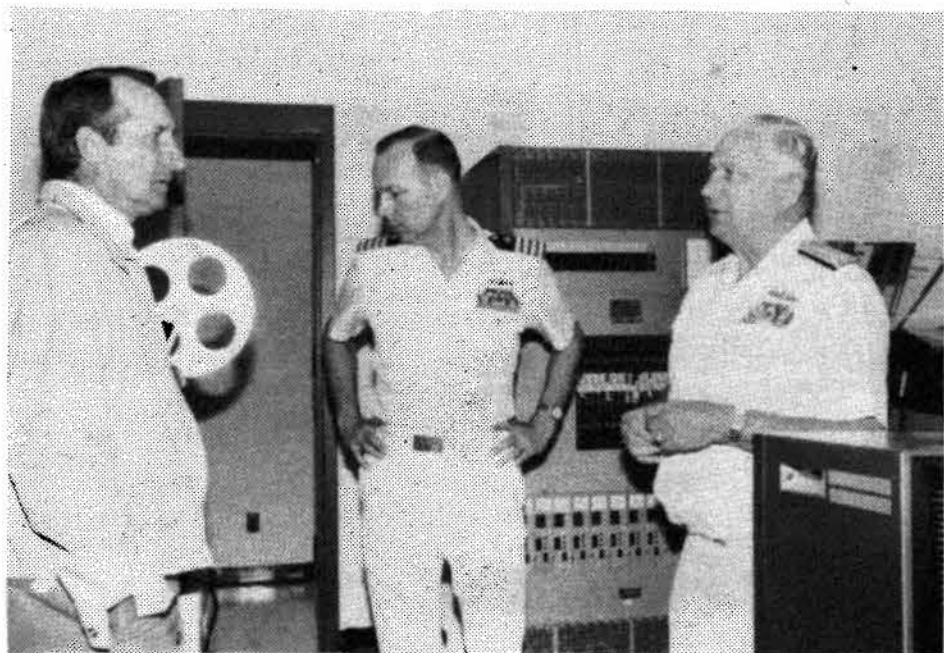


Vice Admiral T.J. Hughes (left), John Mason (center) and Captain Robert Kesteloot view a scenario at the new SHLSS shiphandling simulator.

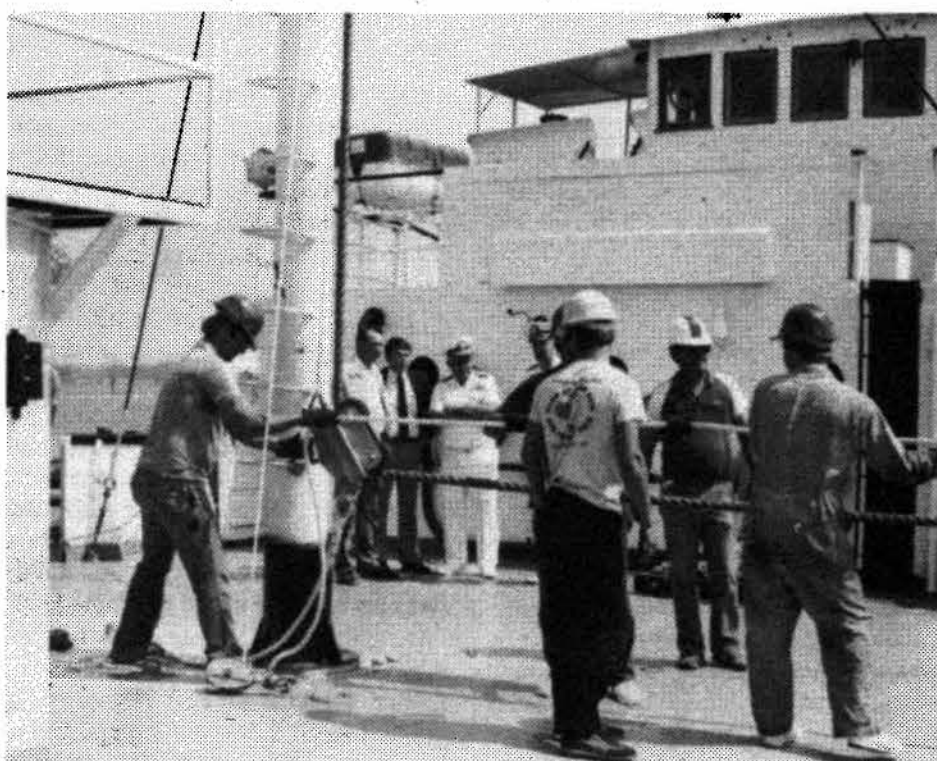


Frank Drozak explains the new Cargo Handling Crane course at SHLSS.

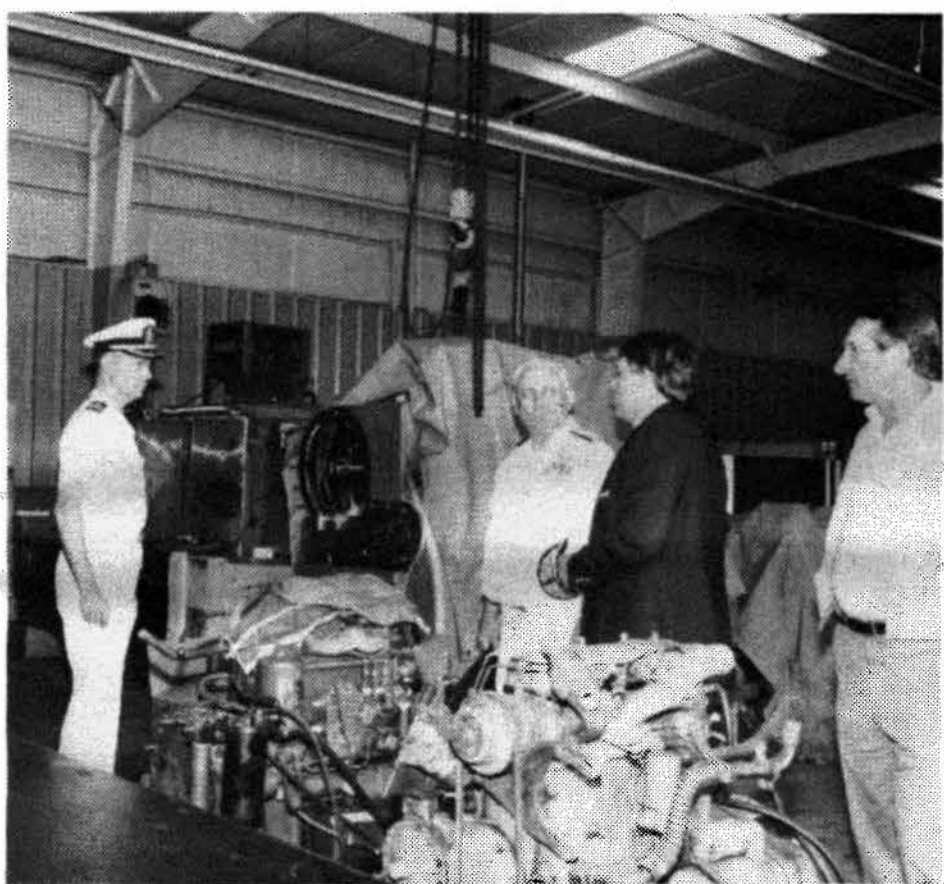
Tour Shows Admirals Seafarers Are Well Trained



Frank Drozak, Captain Kesteloot and Vice Admiral Hughes preview an UNREP training film at the SHLSS Video Department.



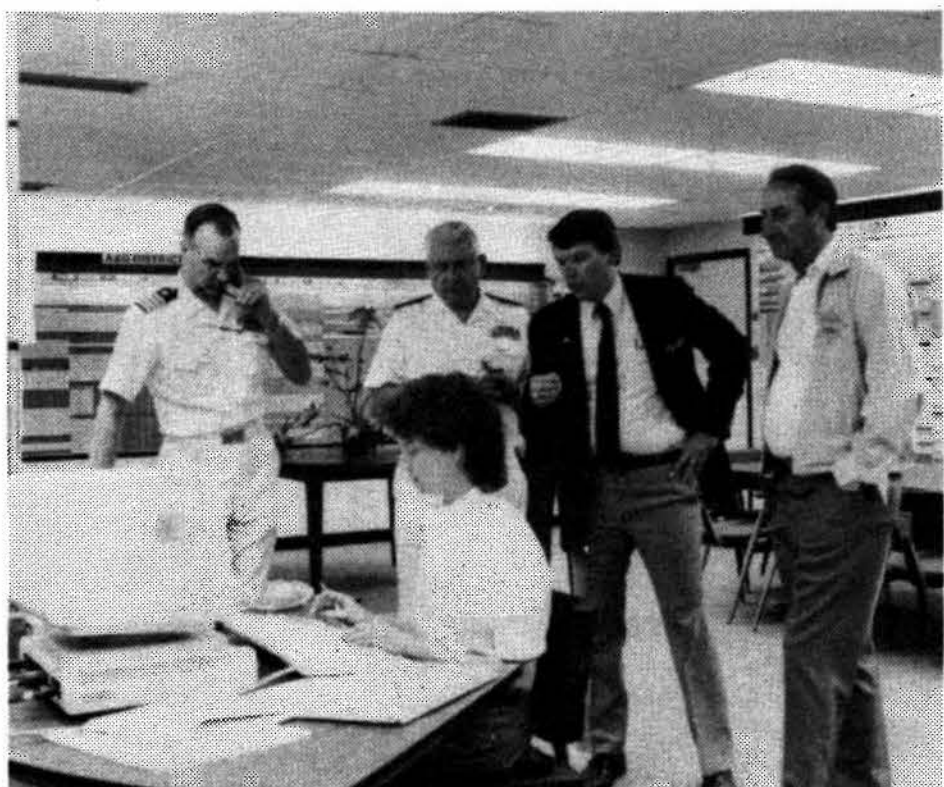
The tour group visits the Sealift Operations and Maintenance class during UNREP exercises.



During the tour of the Vocational Shop area, John Mason discusses the Diesel Engine course.



A tour of the SHLSS galley and discussion of the three-man steward department was given to our military visitors.



The computer automated manpower locator system at Piney Point is demonstrated to Captain Kesteloot and Vice Admiral Hughes.



WANTED!

Steward Department Upgraders

Learn up-to-date skills needed
aboard today's vessels.
It's your ticket to Job Security!

**Assistant Cook
Cook and Baker
Chief Cook
Chief Steward**

Fill out the application in this issue of the Log or contact the Admissions Office at SHLSS, Piney Point, Maryland 20674.

SHLSS Lends a Hand During U.S. Coast Guard Law Enforcement Training

When the Coast Guard Atlantic Area Maritime Law Enforcement Boarding Team needed a vessel to use as a training platform, SHLSS responded by providing the MV Earl "Bull" Shepard.

The *Shepard* is very similar in size and configuration to the typical small coastal vessels that frequently are involved in smuggling activities.

SHLSS students and staff played the role of a hostile crew while Coast Guard personnel from the local station at St. Indigoes, Md. performed the boarding exercise.

The Coast Guard used three- and four-man training teams to enact boarding the ship. The team members were told that the vessel was believed to be a "mother" ship steaming slowly up and down the Potomac River. They suspected that the ship was carrying drugs and that they would need to board the vessel and conduct a thorough search.

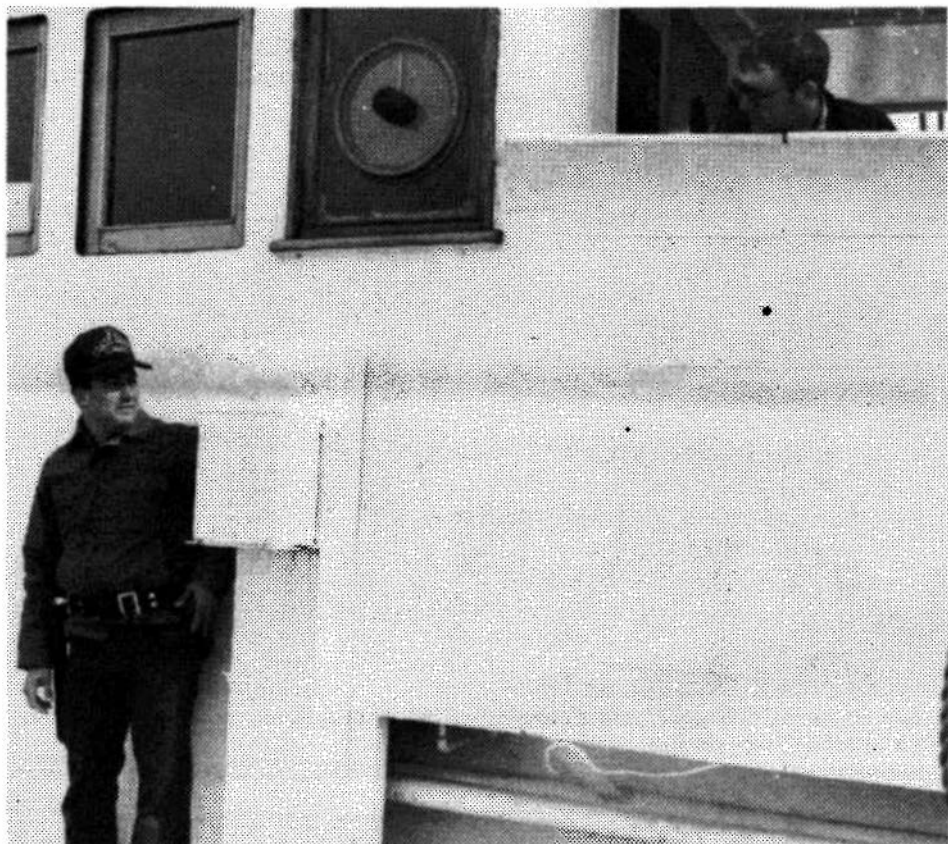
BMCS P.A. Jordan, the training team supervisor, instructed several "crewmembers" to hide aboard the ship, thus requiring Coast Guard personnel to perform an extensive search.

The boarding team first ordered the vessel to heave to. They called to the captain, asked him his name, destination, cargo and the number of personnel onboard. The captain was ordered to assemble all of the crew on the main deck. The Coast Guard team boarded the vessel and stationed their personnel at various points while the crew was searched for weapons. Then a search of the vessel was conducted. The performance of the boarding team was critiqued and suggestions for improvements were made.

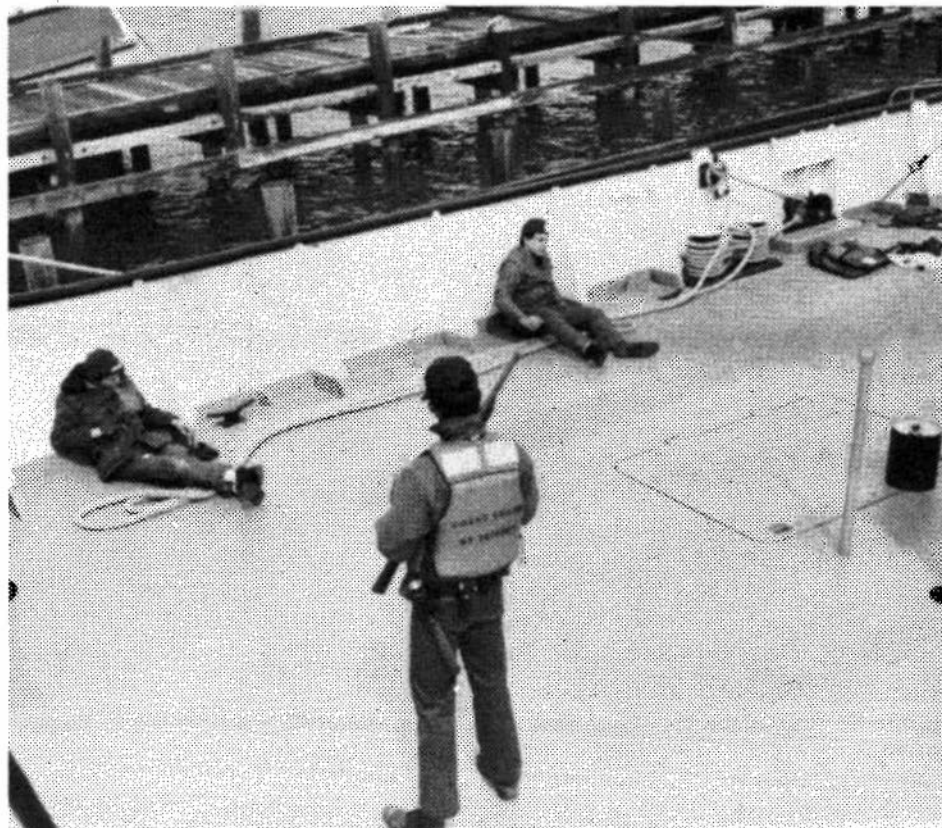
This exercise is one of many in which the SHLSS participates with the Coast Guard. Through mutual cooperation and assistance, both the Lundeberg School and the Coast Guard benefit.



Coast Guard boarding teams come aboard.



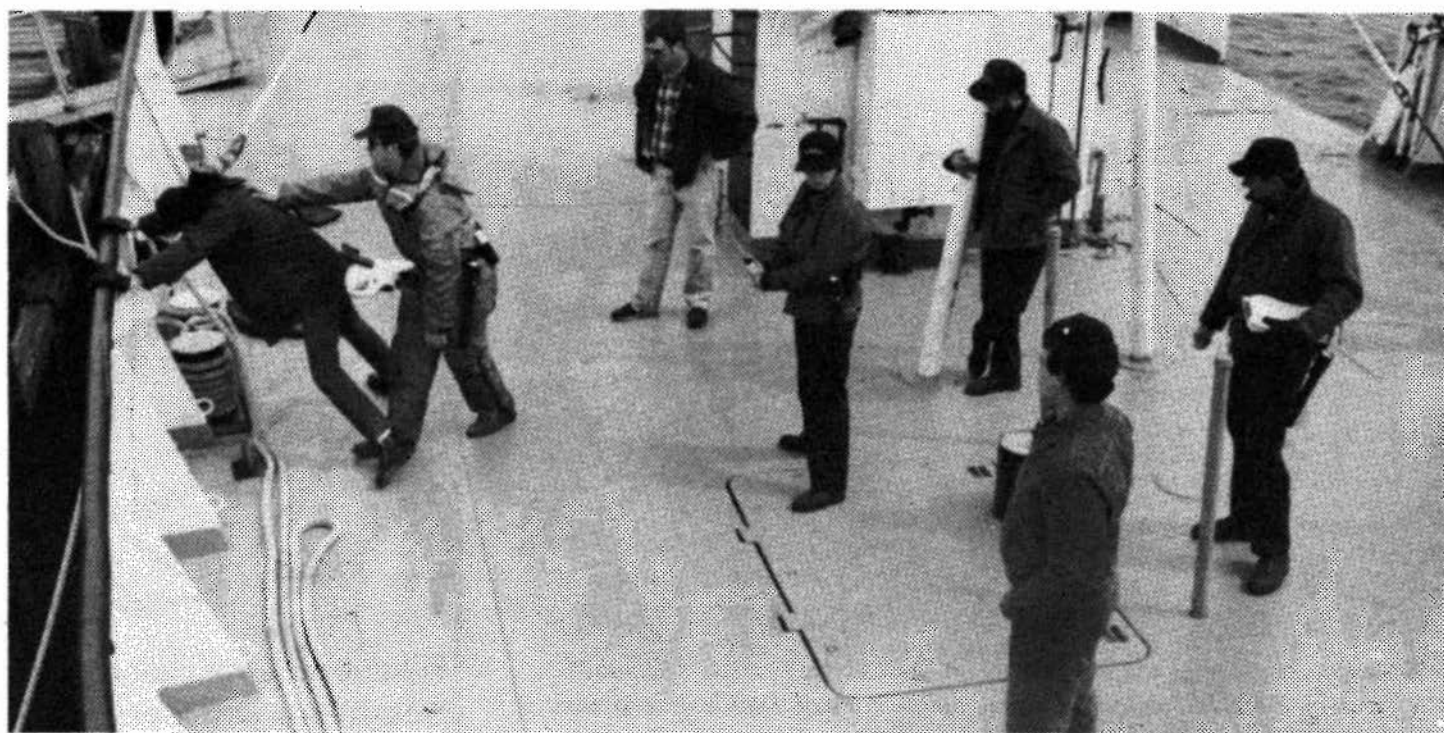
Boarding team member talks to a suspicious crewmember.



Coast Guard boarding team member keeps an eye on crew.



A hidden crewmember is found and brought on deck.



Crewmembers search for weapons and contraband.

SHLSS Marina . . . Another Progressive Facility for SIU

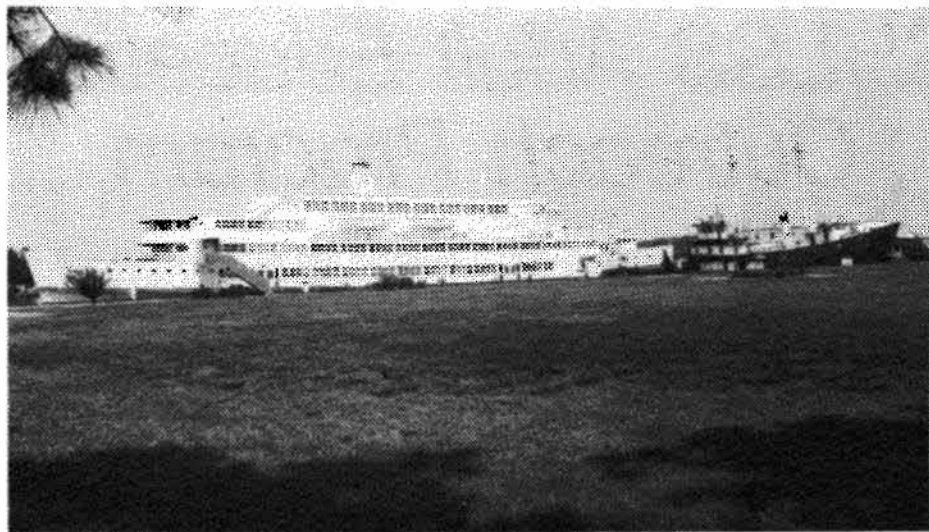
THE Seafarers Harry Lundeberg School of Seamanship is located on 60 acres of waterfront property in Piney Point, Md. It sits along the St. Georges Creek and is approximately one-half mile from the Potomac River and 10 miles from the Chesapeake Bay. This location and waterfront availability was one of the biggest selling points when the school was purchased in 1966.

The SHLSS marina has five piers, a 45-foot marine railway and a dock along the entire waterfront area. The marina houses a tow boat, a push boat, two large deck barges, two small deck barges, a tank barge, a supply and replenishment vessel, a lake freighter, a rescue boat, four historical ships and over 30 pleasure boats. Along the dock is a gravity davit, a 32-ton twin boom crane and a boat museum which houses historical ships that once sailed along the Chesapeake Bay.

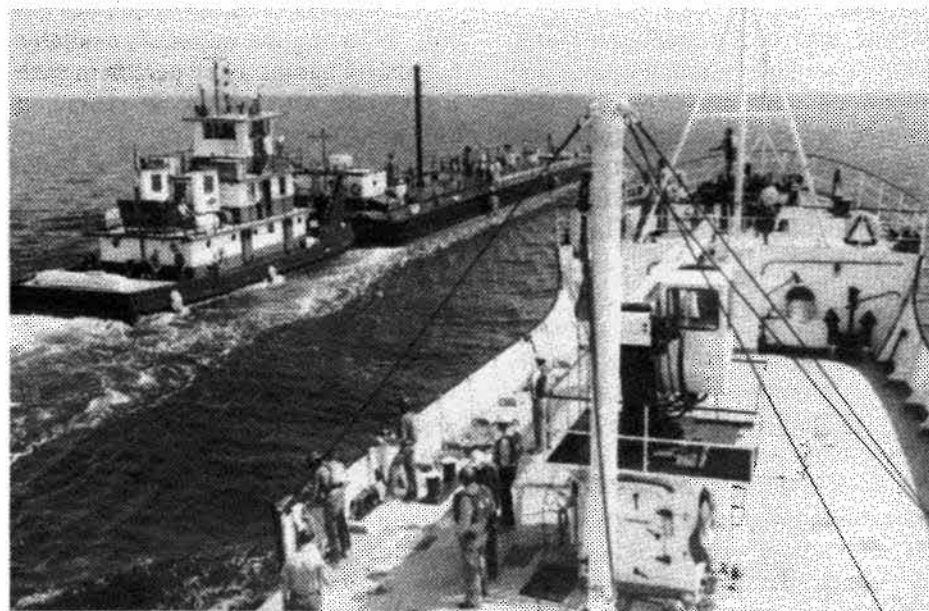


The entire marina is maintained by a five-man crew which keep the vessels and equipment in perfect working order.

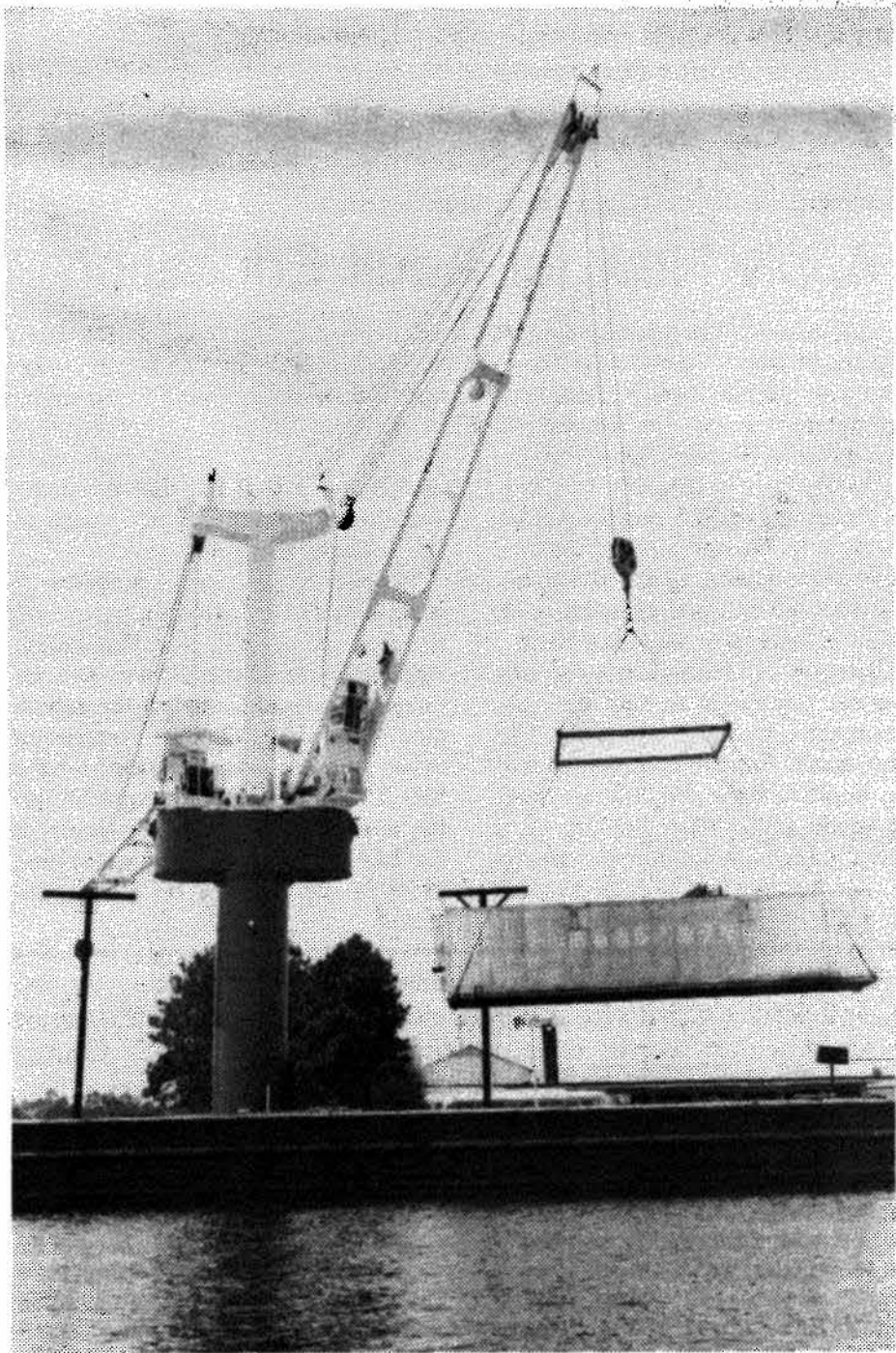
The marina vessels enable hands-on experience for both deck and engine students. This advantage is one of the reasons for the high success rate at the school and makes it one of the best training facilities for deep sea merchant seafarers and inland waterways boatmen in the United States.



The *Charles Zimmerman* (left) and the lightship *Big Red* (far right) are two of the historic vessels moored at the SHLSS marina.



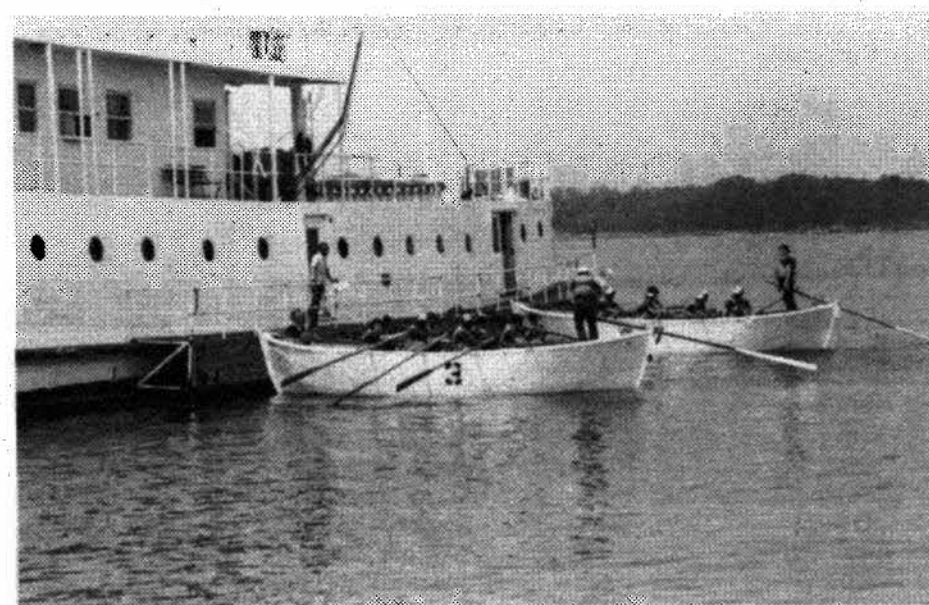
Underway Replenishment maneuvers are performed between the push boat *Susan Collins*, a deck barge, and the *Earl "Bull" Shepard*.



The newest addition to the dock area is a 32-ton twin boom Hagglund crane.



The gravity davit is an essential part of the Lifeboat/Water Survival Course.



The *Claude "Sonny" Simmons* is used as a floating classroom where lifeboat and sealift courses are taught.

SHLSS Adult Education Outreach Program

In our efforts to continue to provide the best educational opportunities to as many SIU members as possible, the Seafarers Harry Lundeborg School of Seamanship's Adult Education Department is developing a Port Outreach program. The goal of this program is to bring educational materials to the Seafarers. It will be designed so that Seafarers who are waiting for jobs in the SIU Union halls can have the opportunity to study and improve their skills.

It is because of the Seafarers' many requests for both academic and vocational self-study materials that this outreach project was initiated. The program will provide a variety of materials and methods to meet the Seafarers' educational needs. The independent study packets can be used to help prepare the member for a job, for a future upgrading or college course, for general skill improvement or for the GED exam. Several copies of everything that is offered on the correspondence coupon of the LOG in the areas of English, math, social studies, communication skills, study skills, taxes and metrics will be placed in the ports. Study packets on vocational topics such as navigation rules, safety, wire and line splicing, electricity, nutrition and menu planning will also be included. Some of these packets have already been developed; others are in the process of being completed.

Besides self-study packets, video-

cassettes and audiocassettes will be used. Recently, the SHLSS Adult Education Department purchased a video math program that was completed under a federal grant. These videocassettes can be duplicated so that eventually each SIU Union hall can receive copies of the tapes and study guides. By using these commercially and instructor-prepared materials, the educational resources can be expanded in each port.

The success of this program lies not only in having the materials available but also in having a key person in each Union hall who will be in charge of the educational materials. Thus far, some of the field representatives have worked cooperatively with the Adult Education Department to make the correspondence materials more readily available to the Seafarers. This enthusiastic cooperation will be an asset to the Outreach Program. With the use of the electronic mail, it will be easy to keep in close communication with the ports so that any additional requests can be handled quickly.

Ideas for alternative education methods for members have always been a priority at the Seafarers Harry Lundeborg School of Seamanship. These ideas have been supported by both the Union and the staff at SHLSS. The Port Outreach program is yet another type of educational activity that can be effective in meeting the needs of the Seafarers.



Sandy Schroeder, director of Adult Education, coordinates the information for the Port Outreach program.

HONOR ROLL

The following SHLSS Seafarers have earned Associate of Arts degrees in General Studies from Charles County Community College:

Freddie Horn	Jan. 1979	George Nason	Jan. 1983
Davis Hammond	Jan. 1981	Mark Clark	May 1983
James Gavelek	Jan. 1981	Antoinette Spangler	May 1983
Evan Jones	Jan. 1981	John Pennick	Aug. 1983
Gary Gateau	May 1981	Todd Guzmann	Jan. 1984
Patrick Tracy	Jan. 1982	Roger Griswold	Jan. 1984
David Englehart	Jan. 1982	William Foley	May 1984
Ellot Dalton	May 1982	James Karaczynski	Aug. 1984
Alexander Reyer	May 1982	Vincent Welch	Aug. 1984
Manuel Rodriguez	May 1982	John C. Carr	Jan. 1985
John Lundgren	Aug. 1982	Michael A. Scaringi	Jan. 1985

Don't Miss Your Chance to Improve Your Skills How?

SHLSS has self-study materials in many areas. Upon your request SHLSS will send them to you to study in your spare time.

You can use these skills:

- ★ on your job.
- ★ to improve your skills for upgrading.
- ★ to further your education.

Please send me the area(s) checked below:

MATH

- Fractions ☐
- Decimals ☐
- Percents ☐
- Algebra ☐
- Geometry ☐
- Trigonometry (Spherical) ☐

ENGLISH: Writing Skills

- Book 1 - 4 ☐
- Writing Business Letters ☐

SOCIAL STUDIES

- Geography ☐
- U.S. History ☐
- Economics ☐
- Political Science ☐

STUDY SKILLS

- Listening Skills ☐
- How To Improve Your Memory ☐
- How To Use Textbooks ☐
- Study Habits ☐
- Test Anxiety ☐
- Test Taking Tactics ☐
- Stress Management ☐
- Notetaking Know-How ☐

COMMUNICATION SKILLS

- Tax Tips for Seafarers ☐
- Basic Metrics ☐



Name _____
Street _____

City _____ State _____ Zip _____

Book No. _____ Social Security No. _____

Department Sailing In _____

Cut out this coupon and mail to:

Adult Education Department
Seafarers Harry Lundeborg School of Seamanship
Piney Point, Maryland 20674

Send it today!

Apply Now for Adult Education

Apply now for the Adult Education program or course you would like to take. The SHLSS Adult Education Department will offer the Adult Basic Education (ABE), High School Equivalency (GED), and English as a Second Language (ESL) programs only two more times this year. These programs are available to all SIU members who are in good standing with the Union and have paid their dues.

All the Adult Education programs have been designed to help the Seafarer reach his educational goals. The Adult Basic Education program will help improve basic English, reading, and math skills. The English as a Second Language program can help a Seafarer improve his use of the English language by emphasizing reading,

writing and speaking skills. The High School Equivalency Program will prepare a Seafarer for the GED exam by working in the five content areas of science, social studies, English, math and literature. All of these programs work on skills that can be applied to the Seafarer's maritime career.

In order to register for a course, it is important to send in your application as soon as possible for processing. Applicants can be pretested and arrangements made prior to the scheduled course dates. If you are interested in any of these programs, look for the SHLSS course schedule, and fill out the application form in this issue of the LOG. If there are any questions, write to the Director of Adult Education.

The following Seafarers have completed all the requirements for the Nautical Science Certificate and have either received their certificates or are scheduled to receive their certificates from the Charles County Community College in the months indicated:

Charles W. Boles	May 1984	John C. Carr	May 1985
Paul J. Grepo	May 1984	Michael E. Calhoun	May 1985
George Kenny	May 1984	William R. Dean	May 1985
Vincent Welch	May 1984	John S. Iverson	May 1985
Lawrence M. Conlon	Aug. 1984	Michael Kraljevic	May 1985
James M. Gavelek	Aug. 1984	James Varela	May 1985
Barry R. Kiger	Aug. 1984	Roberta E. Blum	Aug. 1985
Richard Robertson	Aug. 1984	Robert Enke	Aug. 1985
William T. Glizzo	Jan. 1985	Michael W. Hall	Aug. 1985
Milton Alvarez	May 1985	Kyle M. White	Aug. 1985

SEAFARERS TRAINING & RECREATION CENTER

Reservation Information

Name: _____

S.S. # _____ Book # _____

Address: _____

Telephone # _____

Number in Party _____

Date of Arrival: 1st Choice _____

2nd Choice _____

3rd Choice _____

(Stay is limited to 2 weeks)

Date of Departure _____

Send to:

Seafarers Training & Recreation Center

Piney Point, Md. 20674

(Phone: 301-994-0010)

Your Holiday at the SHLSS Vacation Center:

What It Will Cost

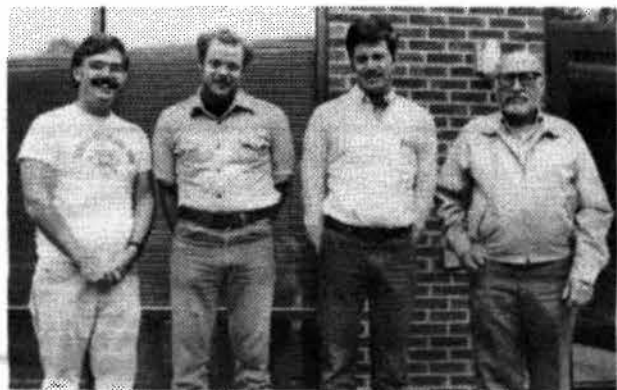
The costs for room and board at the SHLSS Vacation Center have been set at the minimum to make it possible for all SIU members and their families to enjoy a holiday at the Southern Maryland playground.

ROOM RATES: Member \$30.00 per day
 Spouse \$5.00 per day
 Children \$5.00 per day

MEALS: Member \$8.50 per day
 Spouse \$4.00 per day
 Children \$4.00 per day

NOTE: No lodging or meal charge for children under age 12.

So that as many of our members as possible can enjoy a holiday at SHLSS Vacation Center, the stay is limited to two weeks.



Radar

Left to right: Billy Williams, Alan Gobell, Daniel Hughes, Abe Easter (Instructor).



Welding

Left to right: Chris Beaton, Kelly Mayo, Isadore Campbell, Rick Burgess, Ron Wolf, Chuck Gallagher, Bill Foley (Instructor).

SHLSS COURSE GRADUATES



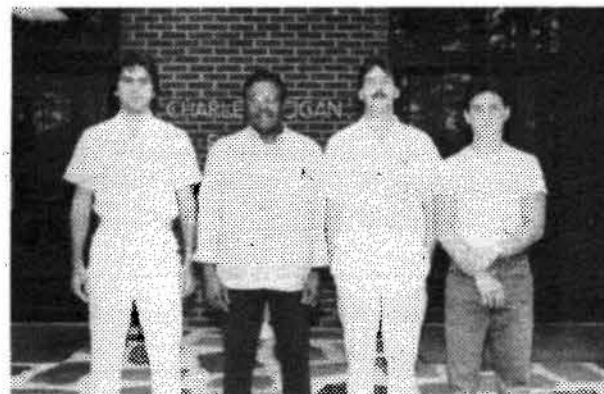
Three Man Steward

Left to right: Harry Kline, Laymon Tucker (Instructor), Royce Dudley, Donald Spangler.



Quartermaster

Kneeling l. to r.: Robert Clifford, Michael Scaringl. Second row l. to r.: Alan Gobell, Robert Leake, Jamie Miller, Abe Easter (Instructor).



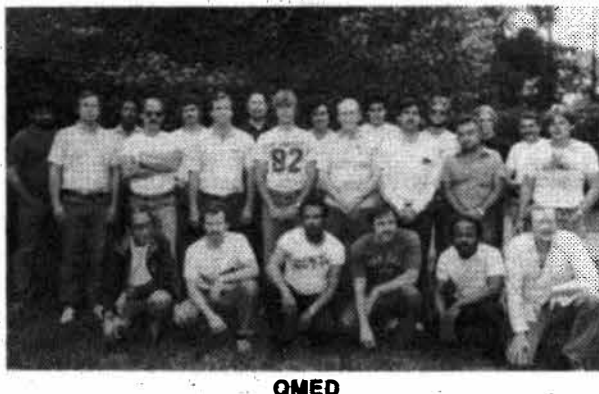
Three Man Steward

Left to right: Harold Markowitz, Laymon Tucker (Instructor), Waverly N. Overton, Vincent Sharkey.



Cruise Ship Training Lifeboat Class

First row l. to r.: Dave Sleeper, Stuart Melendy, Daniel Martinez, Desiree Kilbey, Patrick McMahon. Second row l. to r.: Tommy Kutel, Phillip Colkit, Dana Crimmins, Albert Dela Alma, Teresa Hanson, Traci Morris, Catherine Kohs, Ben Cusic (Instructor).



QMED

Front row kneeling l. to r.: Romito Basa, Scott Wilkinson, J. Kool Sumlin, John Smith, Maurice White, Jan Thompson. Second row l. to r.: Phil Neergaard, Chuck Shaw, Greg Thompson, Francis Pasik Jr., John McClelland, Chuck Jameson, John Quinter, Todd Smith. Third row l. to r.: Francis Montelro, Michael Woods, David Dinan, Robert Sawyer, Buddy Griffith, Daniel Lee, Terry Johnson, Robert Deane, Larry Philpat. Not pictured: James Wingate Jr.



Seallft Operations and Maintenance

First row l. to r.: Michael Glass, Howard Noehl, Dan Piccolo, Chris Mosley, Doug Hodges. Second row l. to r.: Dan Fleehearty, Joe Caruso, Bob Wassink, Joe O'Shea, Chris Gutierrez.

Upgrading Course Schedule

July Through September 1985



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

Following are the updated course schedules for July through September 1985, at the Seafarers Harry Lundberg 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	July 26 September 6	August 29 October 10
Master/Mate Freight & Towing	July 5	September 13
Lifeboatman	July 1 July 29 August 26 September 6 September 23	July 9 August 6 September 3 September 19 October 1

Engine Upgrading Courses

Course	Check-In Date	Completion Date
QMED	September 13	December 5
Marine Electrical Maintenance	August 30	October 31
Refrigeration	August 2 September 20	September 19 November 7
Hydraulics	September 6	October 10

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

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 Lundberg 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 Lundberg 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

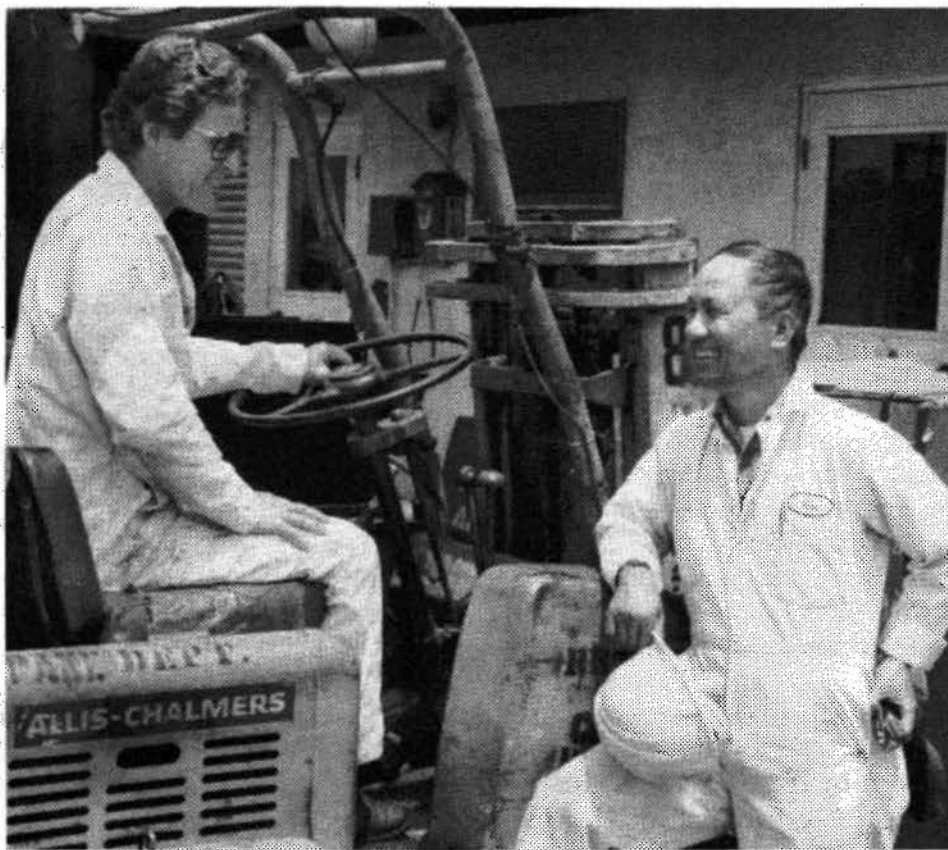
- ☐ Adult Basic Education (ABE)
☐ High School Equivalency Program (GED)
☐ Developmental Studies (DVE)
☐ English as a Second Language (ESL)

COLLEGE PROGRAM

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



The *Sea-Land Liberator* takes on its cargo of containers in the port of Los Angeles.

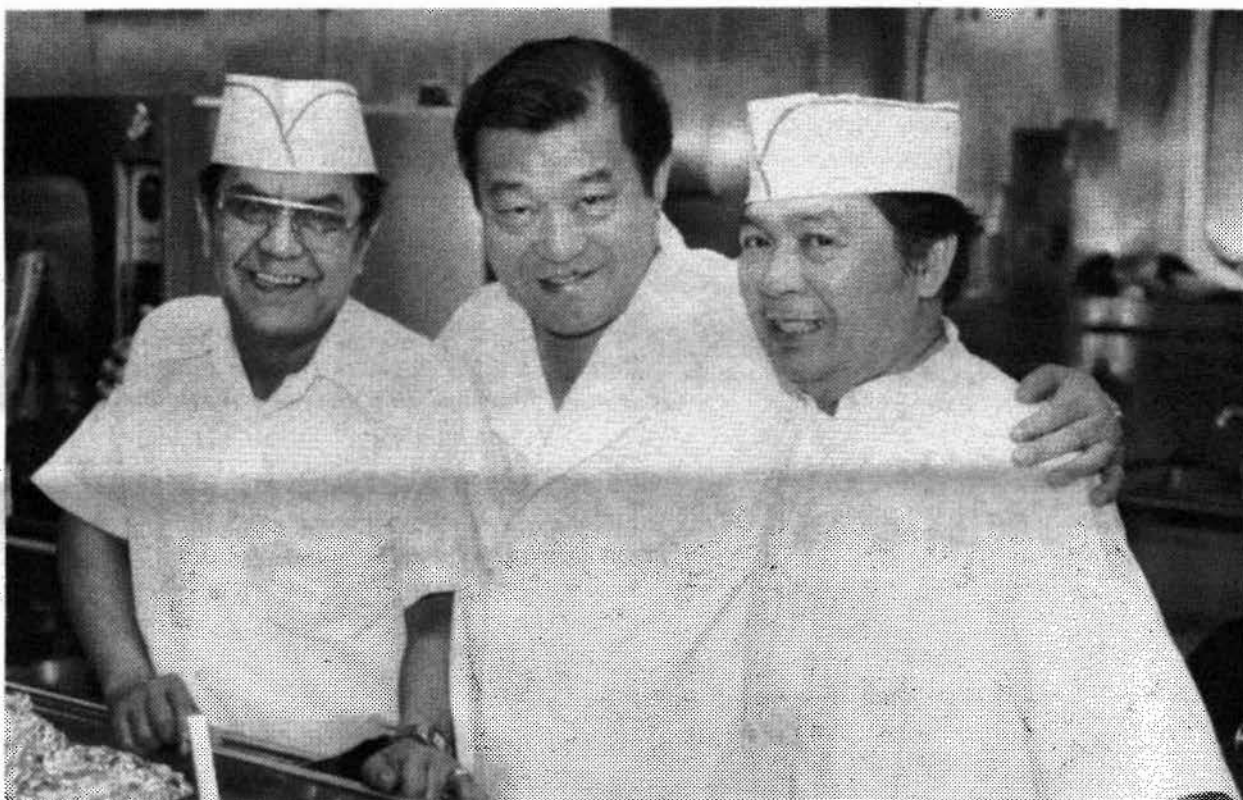


Matthias Soldierer, left, and Van X. Phan are involved in crane maintenance aboard the *Sea-Land Liberator*.

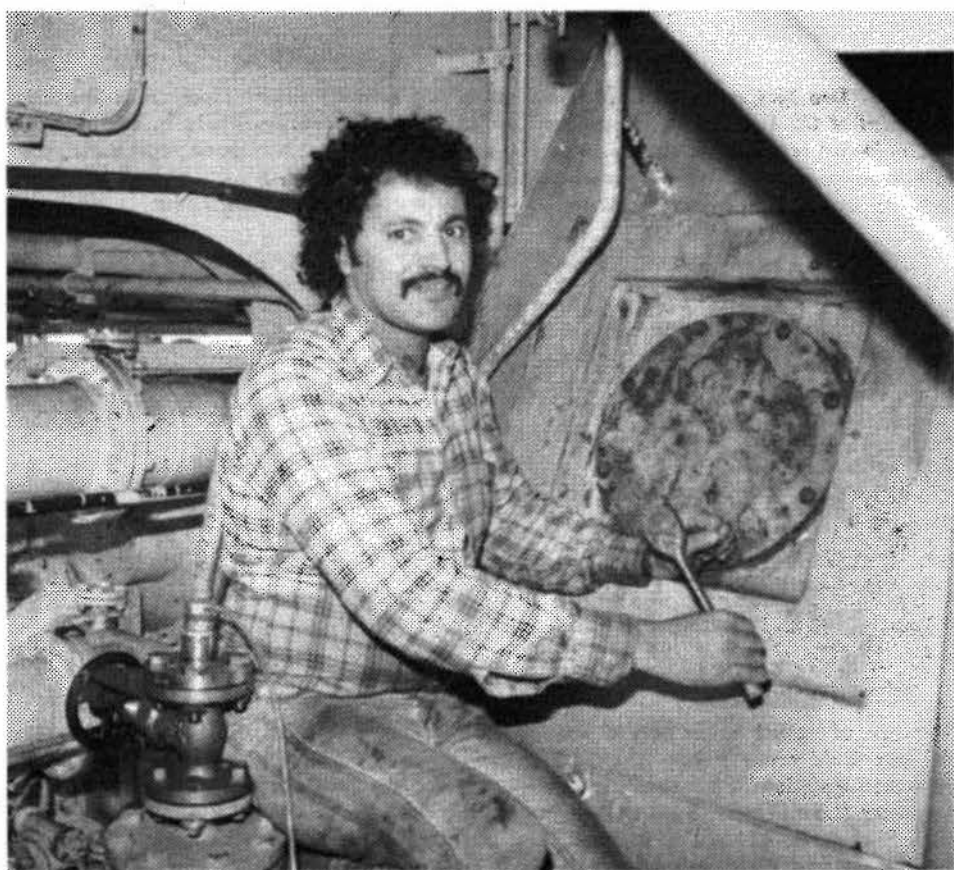
Eye on L.A.

The Sea-Land Liberator (Sea-Land Service), the first SIU-contract ship sailing under the new reduced manning scale, made a recent stopover in the port of Los Angeles.

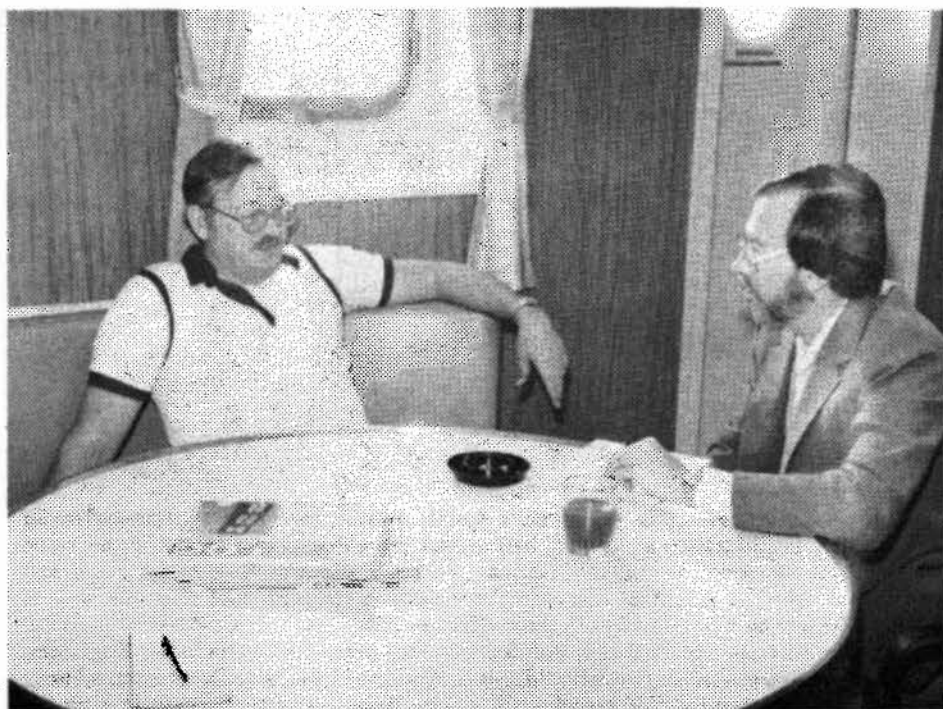
(Photos by Dennis Lundy)



The three-man steward department aboard the *Sea-Land Liberator* is made up of, from the left: C. Modellas, chief steward/baker; Jack Wong, chief cook, and Pete Macaraeg, steward assistant/utility. Modellas has been sailing 31 years.



Omar Sharif is the DEU aboard the *Sea-Land Liberator*.



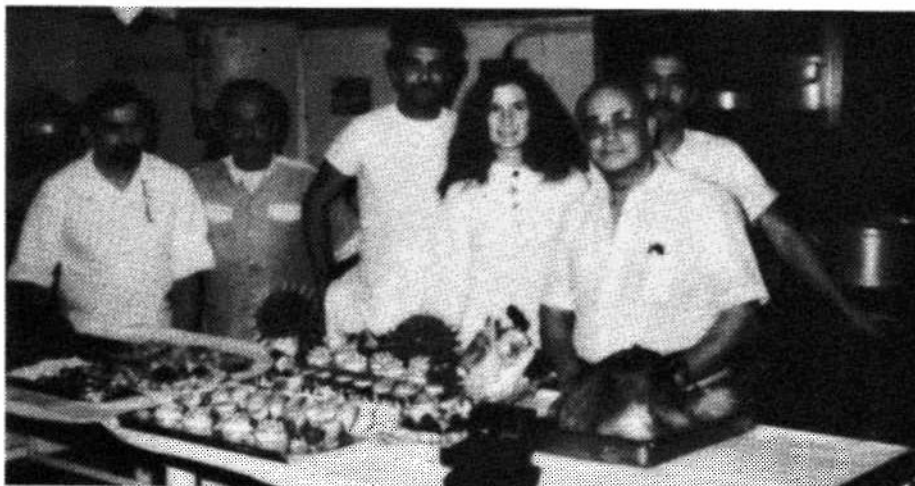
Arne Eckert (left), bosun, catches up on Union news with Wilmington Port Agent Mike Worley.

Pittsburgh Comes to the Rescue

THANKSGIVING is a holiday many of us take for granted—a day off from work, a time to get together with family and friends, an excuse to fill our stomachs beyond capacity. But for Sharon T. Whitehead, a young woman taken ill on a sailing yacht, it was truly a day to remember and to give thanks—thanks to the crewmembers of the *S.S. Pittsburgh* (Sea-Land Service).

On Nov. 21, 1984, Sharon became extremely ill aboard the yacht *Courtezan*, approximately 280 nautical miles southeast of Cape Hatteras, N.C. Unable to be reached by the U.S. Coast Guard, the *S.S. Pittsburgh* offered her assistance.

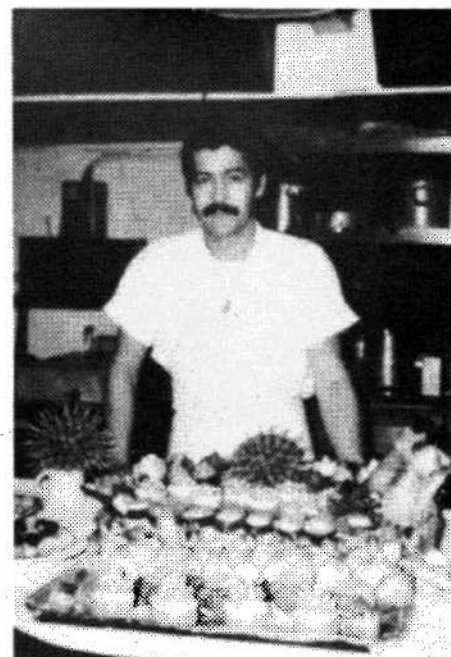
Capt. Gary J. Cordes' precise maneuvering of the ship and organization of the actual rescue operation brought Sharon onboard where she was provided with emergency medical skills and excellent treatment which she feels "may well have saved my life."



Aboard the SIU-contracted *S.S. Pittsburgh*, steward department members get together with Sharon Whitehead, a young woman who was rescued when she became very ill aboard a sailing yacht late last year off Cape Hatteras, N.C. Pictured above from the left: S. Santiago, crew pantryman; Abdul Mohammad, BR; Miguel Robles, third cook; Whitehead; Stan Kolasa, chief steward (who sent us these photos), and George Salazar, chief cook.

In Sharon's own words, "I wish to extend my deepest thanks to every crewmember aboard the *S.S. Pittsburgh* on that day. They risked their lives to save mine and treated me with the greatest of respect every moment I was aboard. The lifeboat crew . . . performed the transfer and rescue with ease and perfection under serious circum-

stances . . . The steward's department was a great source of moral support as well as the providers of the nourishment I so much needed. The meals were excellent as were the attitudes and service of the entire department. The Thanksgiving feast was attractive and excellent fare. Every crewmember on the ship was both professional and



Members of the *Pittsburgh's* steward department were a great source of moral and nutritional support to Sharon Whitehead after her rescue. In front of a beautiful holiday meal display is Chief Cook George Salazar. Brother Salazar, who attended the Seafarers Harry Lundeberg School of Seamanship in Piney Point, Md., said, "I don't know what I would do without the Lundeberg School. I learned so much there."

helpful and deserves commendation . . ."

And Sharon, at least, will never forget the meaning of Thanksgiving.



Los Angeles Mayor Tom Bradley, who recently was re-elected to a record fourth term by capturing 67.7 percent of the vote, thanks SIU Field Rep Scott Hanlon (right) for helping to plan his day in the harbor area. Port Agent Mike Worley and the membership look on. The SIU lent strong support to Bradley's campaign, and hopes that he will continue in his efforts to secure a stronger U.S.-flag fleet.



Vic Fazio, congressman from California's fourth district, met with representatives of various labor organizations at the SIU hall in San Francisco in late March. Fazio noted that many of the newly-elected congressional representatives need to be informed and educated as to what maritime unions are trying to accomplish and that one way to motivate them is by writing letters to their offices in Washington, D.C. Pictured from the left are John Ravnik, SIU field rep; Bob Skidgel, vice president of Operating Engineers, Local 2; Jim Gist, business agent with the Sugar Workers Union, #1; Congressman Fazio; Ed Turner, SIU executive vice president; Clarence Briggs, secretary-treasurer with the Metal Trades Council; Capt. S.W. Galstan, western region director of MARAD, and Roy "Buck" Mercer, SIU vice president.

West Coast News



Lt. Gov. Leo McCarthy (D-Calif.) receives a ship's wheel award from Mike Worley, president of the Los Angeles Maritime Port Council, at a luncheon held by the council in San Pedro recently. Addressing some 50 maritime-related labor union representatives at that meeting, McCarthy spoke about the lack of support being given to the maritime industry by the U.S. federal government—and its implications for the future.



Members of the SIU in the port of Seattle, Wash. recently attended an AFL-CIO Regional Satellite Conference where AFL-CIO President Lane Kirkland heard comments and answered questions from rank-and-file trade unionists. Pictured from the left are SIU members Harry Lively, Scott Suprenant, Seattle Port Agent George Vukmir, Field Rep Rich Berkowitz, AFL-CIO President Lane Kirkland, Bill O'Connor, Charlie Ries, Don Lee McNeil and Vern Poulsen, Sea-Land SIU Seattle shoregang bosun. The SIU provided security at this event.

The SIU in Washington

Seafarers International Union of North America, AFL-CIO

June 1985

Legislative, Administrative and Regulatory Happenings

Washington Report

Rudolph Louizzi, who sailed with the SIU from 1959 until 1967, recently passed his Master's exam. One of the first things he did after finding out the good news was to call the LOG.

"I want the new kids entering the SIU," he said, "to know that it can be done. When I entered the Union, I had no idea what I could do with my life. The officials and the people connected with the SIU made me aware of all the possibilities."

Things are pretty tough in the maritime industry these days. The number of American-flag vessels is down to less than 400—a substantial drop in just four years. Worse, there is a move under way to dismantle the Jones Act and the Cargo Preference Act of 1954, two of the more important promotional programs still in existence.

Yet new work is still being generated, mostly on ships being contracted out to the private sector by the Navy. The SIU is getting the lion's share of these new jobs, and is even beating back attempts to dismantle the Jones Act and cargo preference.

As Rudolph Louizzi has demonstrated, anything is possible. All it takes is communication and education; a sense of responsibility and a desire to succeed.

Cargo Preference

The new Congress is barely six months old, and already there is a heated battle on the question of cargo preference. Given the strong feelings on both sides, the issue is expected to remain on the front burner for quite some time.

Last month, 66 congressmen and 53 senators—over half of the Senate—signed a letter asking Agriculture Secretary John Block to lift his suspension of the blended credit program.

Block suspended the program after a federal court judge ruled that the blended credit program was subject to the provisions of the Cargo Preference Act of 1954. There was nothing in the judge's opinion that mandated this; Block was attempting to use the suspension as a ploy to gather momentum for anti-cargo preference legislation.

SIU President Frank Drozak has taken the lead in protecting the cargo preference program from being dismantled.

On May 6, he testified before the Senate Merchant Marine Subcommittee, where he told the committee members present that the elimination of the cargo preference would do little to turn things around for the agricultural industry, but would deliver a devastating blow to the U.S.-flag merchant marine.

The anti-cargo preference forces are not giving up. A spate of anti-cargo preference legislation has been introduced. More than 20 bills have been used as vehicles for anti-cargo preference amendments, or are seen as the potential vehicles.

On May 8, the House Agriculture Subcommittee marked up its portion of the Omnibus Farm Bill of 1985, which included an amendment to exempt cargo preference requirements from all agricultural exports except the traditional P.L. 480 program. This amendment was adopted unanimously by the subcommittee, and is expected to be accepted by the full House Agriculture Committee.

A week later in the Senate, the full Senate Agriculture Committee marked up and ordered reported S. 721, which has the same impact as the House amendment to the Omnibus Farm Bill.

All of this anti-cargo preference legislation overlooks an important point. As Peter Luciano, executive director of the Transportation Institute, recently noted, the P.L. 480 program was originally conceived as a vehicle to help two industries, not just one.

CDS Payback

In testimony before the House Merchant Marine Subcommittee, SIU President Frank Drozak expressed his opposition to a proposed regulation that would permit tankers built with Construction Differential Subsidy funds to enter into the domestic Jones Act trade once the owners of those vessels paid back their Construction Differential Subsidies.

The regulations are scheduled to go into effect on June 6, at which time CDS operators will have one year to repay their subsidies and re-enter the Jones Act trade. The SIU has opposed this rule since it was first proposed several years ago and has succeeded in postponing its implementation.

According to Drozak, the rule could knock out dozens of smaller Jones Act tankers, particularly in the Alaskan oil trade, and beach hundreds of Seafarers employed on those tankers.

Two bills have been introduced in the House which would restrict the CDS payback rule. In addition, a provision has been included in a House supplemental appropriations bill that would block the more serious side-effects of the rule.

Marad

The House passed H.R. 1156, the Maritime Authorizations Bill for fiscal year 1986.

The bill funds Marad programs at a higher level than requested by the administration, but at a lower rate than last year.

While the measure was relatively uncontroversial, there was one sticky moment. Rep. Hank Brown (R-Colo.) proposed an amendment that would have stripped Marad of its ability to enforce cargo preference requirements. The SIU and its congressional allies were able to kill the amendment.

The Brown amendment does demonstrate one thing, however. Opponents of cargo preference are leaving no stone unturned in their efforts to kill that vitally important maritime program.

SPR

For the past several years, maintaining adequate oil reserves in case of an international oil embargo has been a top national priority. Unfortunately, the budget presented by the administration calls for a three-year moratorium on filling the Strategic Petroleum Reserve.

The Senate has adopted the president's recommendations on this matter, while the House has proposed a 50,000 barrels per day fill rate, down substantially from the present rate of 125,000. The 50,000 rate is perceived as being the lowest that can be sustained and still keep the SPR program viable.

A joint House-Senate Conference Committee will be held later this month to deal with this matter.

Tax Reform

President Reagan has introduced a revised plan to reform the tax code. The plan has split the country down the middle, though not along the usual liberal/conservative lines.

To give an example of the split: Sen. Bill Bradley (D-N.J.), one of the authors of the Bradley/Gephardt tax reform bill, favors the approach being taken by the president, while Rep. Richard Gephardt (D-Mo.) opposes it. Rep. Jack Kemp (R-N.Y.), a long-time conservative ally of the president, bitterly opposes the bill, while Rep. Dan Rostenkowski (D-Ill.), one of the more powerful figures in the Democratic House of Representatives, is believed to look favorably upon it.

The SIU is taking no position on the total merits of the bill. It is, however, lobbying hard against certain provisions that would have an adverse effect on our membership.

One such provision is the proposal to repeal the tax deduction for convention expenses held aboard U.S.-flag passenger vessels. This provision would hamper the growth of a newly developing industry, and for little reason.

If the provision is passed in its present form, then conventions held onboard American-flag passenger vessels would be subject to taxation, though conventions held in the Caribbean and in Montreal would not. Conventions held onboard American-passenger vessels generate American jobs and taxes. Conventions held in Montreal and the Caribbean do neither.

The tax reform bill also seeks to curtail numerous economic incentives which promote investment in the U.S.-flag merchant marine. The loss of these incentives would make it that much more difficult to turn things around for the American maritime industry. Given the cutbacks that have been made in the maritime budget over the past four years, these incentives are more important than ever.

The tax reform bill also seeks to tax the fringe benefits of American workers, though at lower levels than proposed in the first tax package. We at the SIU oppose this approach, because we believe that it would set an unfavorable precedent.

Once fringe benefits are taxed, even at relatively low levels, then a precedent has been set. In the future, it would be a relatively easy matter to increase those tax rates.

Support SPAD



SIU Members Around the World



John Sparks receives his Masters license (1,000 gross tons freight and towing) from the U.S. Coast Guard Examining Station in Miami, Fla. on Dec. 27, 1984. Becoming a merchant seaman in 1971 after serving in the U.S. Navy up the rivers of Vietnam from 1967 to 1970, John credits the SIU for providing the upgrading opportunities needed to move up. Sailing both deep-sea and inland, John attended the Mates Program at Piney Point in May 1982 and ships out of the port of Jacksonville, Fla.



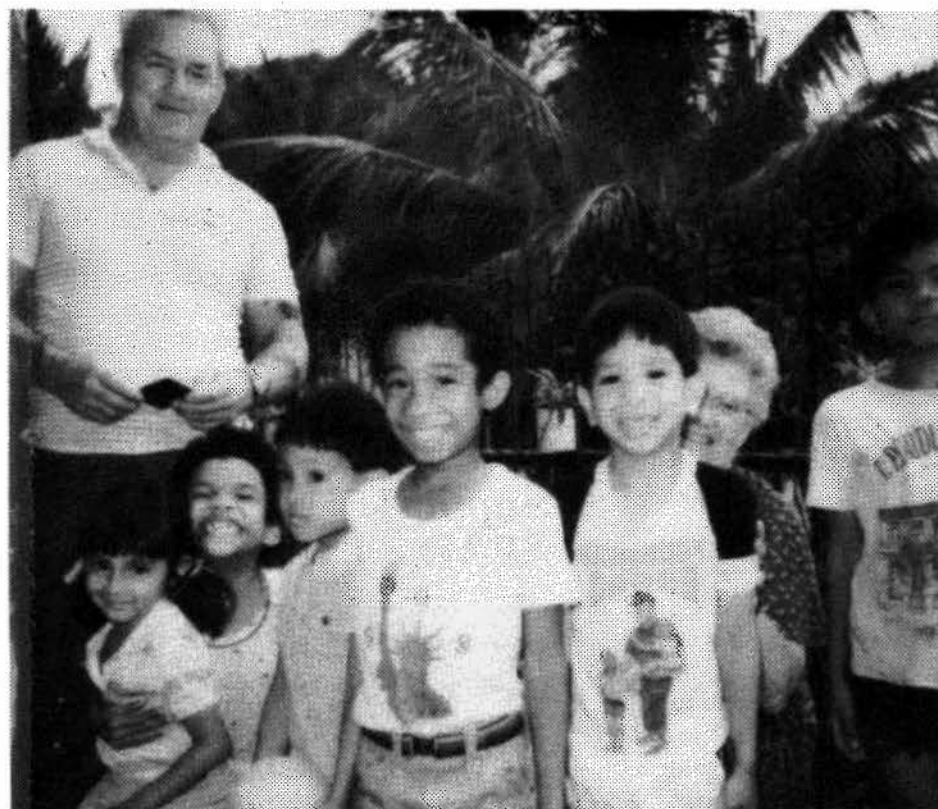
Forty-five pounds of salmon is too heavy for one hand, says Recertified Bosun John Glenn, as he picks up the giant fish to be barbequed.



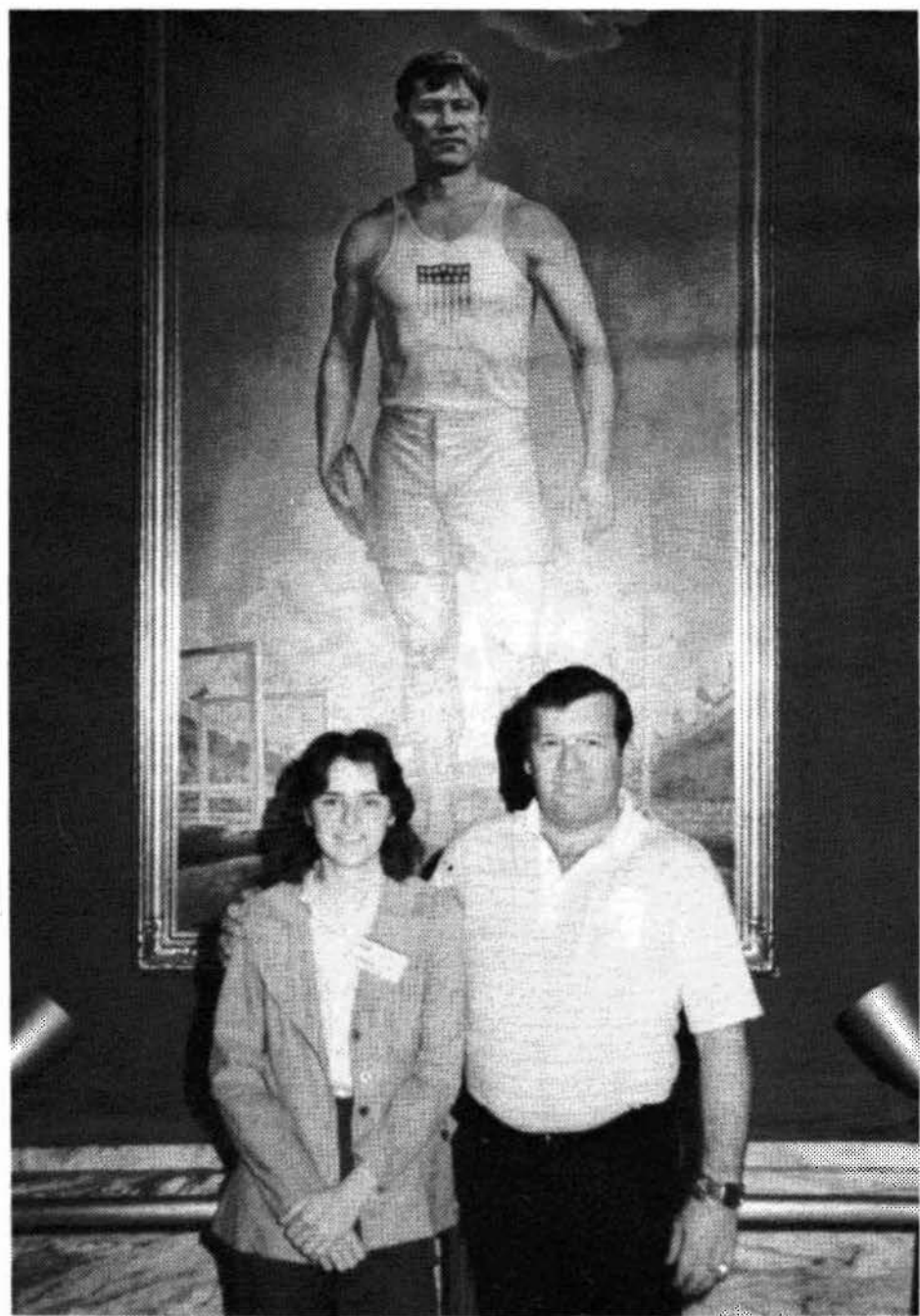
And here is the crew of the *Sea-Land Philadelphia*, enjoying that barbecue on the fantail as the ship heads into Kodiak, Alaska.



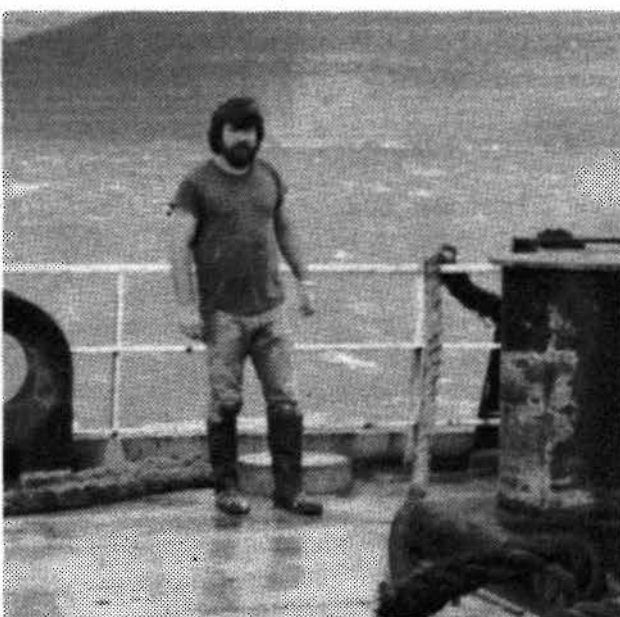
AT SEA—As the *OMI Missouri* heads for Egypt with a load of grain, the crew tries out their new survival suits during a lifeboat drill.



From aboard the *Overseas Vivian* (Maritime Overseas) in Subic Bay, Bosun Leonard Olbrantz sends us this photo of Doug Richardson, ship's chairman, presenting a gift to Mrs. Irene Dunn, director of the Kings FilAm Home of Olongapo City. The home is an orphanage for abandoned children in the area. The ship's crew collected \$450 for the children and would like to "encourage any of our Union brothers who sail into Subic Bay to get in contact with Mrs. Dunn, who is well known on the base, and make a contribution to the home." The address is: Kings FilAm Home, 16 Coral St., Gordon Heights, Olongapo City, the Philippines.



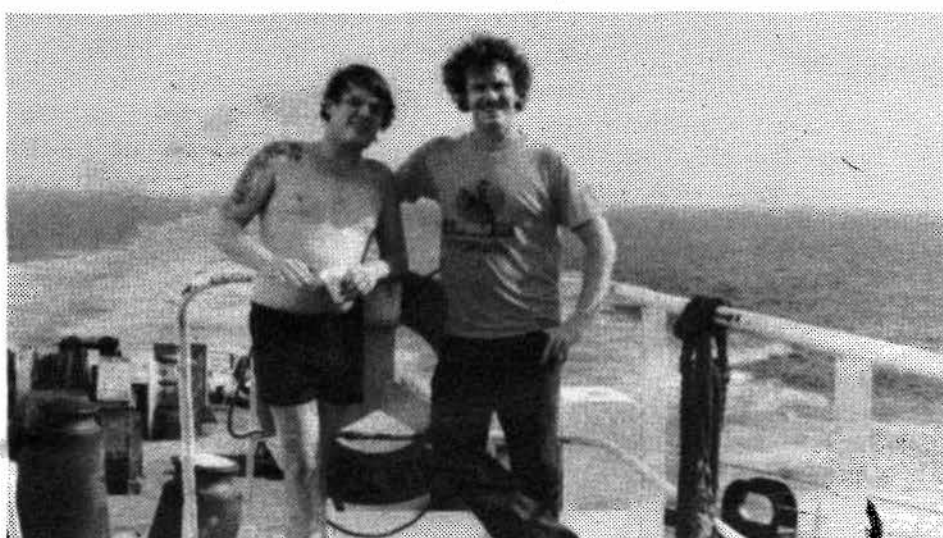
The above photo was sent to the LOG by retired Seafarer Anthony Nottage of California. It shows his granddaughter, Helen Downey, who made the U.S. Achievement Academy for her mathematical ability, with Richard Thorpe, son of the famous athlete Jim Thorpe, in Oklahoma City, Okla. The painting in the background is of Jim Thorpe. According to Brother Nottage, his granddaughter, who lives in Seminole, Okla., is "considered one of the best athletes" in the town. She also received an Award for Creative Merit in the 1983 Congressional Art Competition for her story and picture of oil wells in Oklahoma. Seafarer Nottage is understandably proud of his granddaughter.



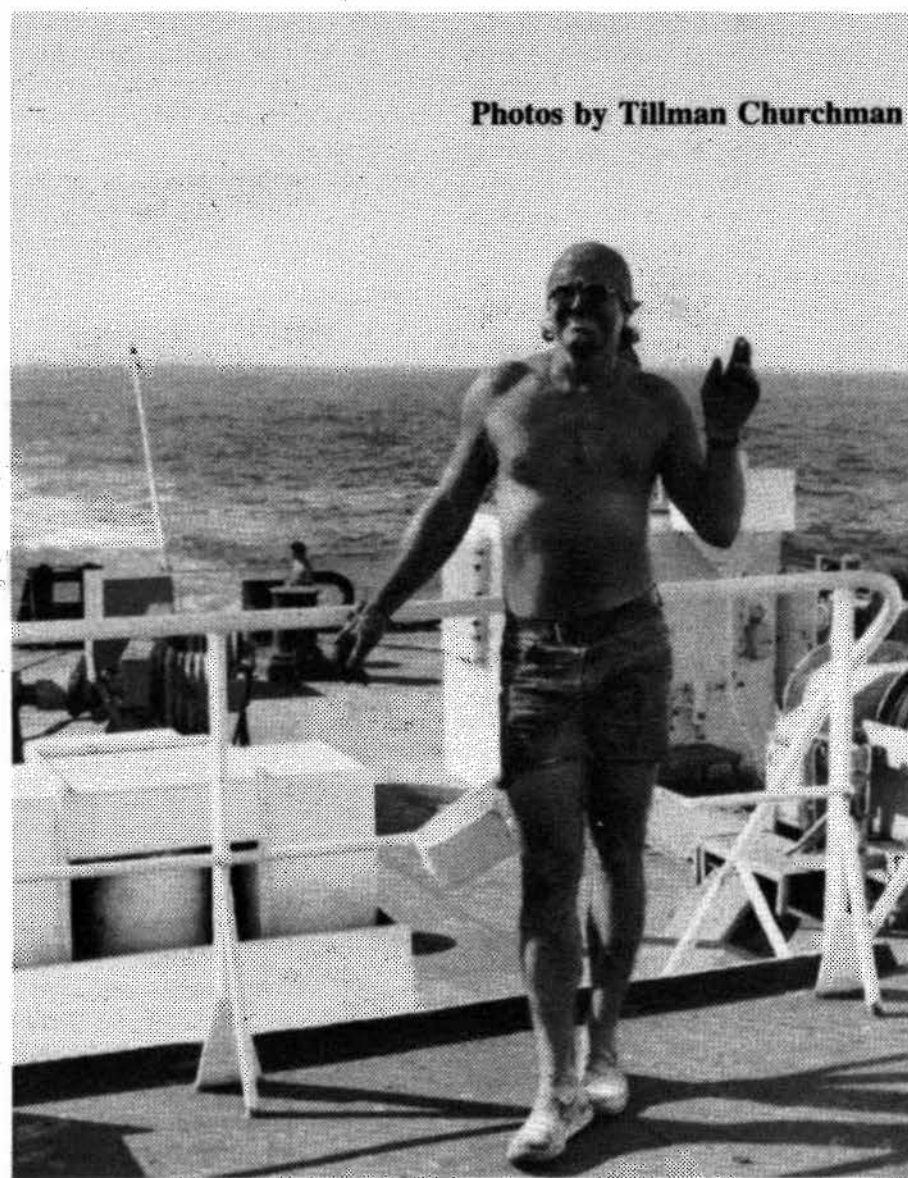
A recent voyage of the S.S. *Maryland* (Bay Tankers) took her between the ports of Long Beach, Calif. and Valdez, Alaska for a load of oil, then on to Puerto Armuelles, Panama.

Working on the ship's deck are, from the left: Cesar Crespo, AB; Ken McLamb, AB, and Saleh Yafai, OS.

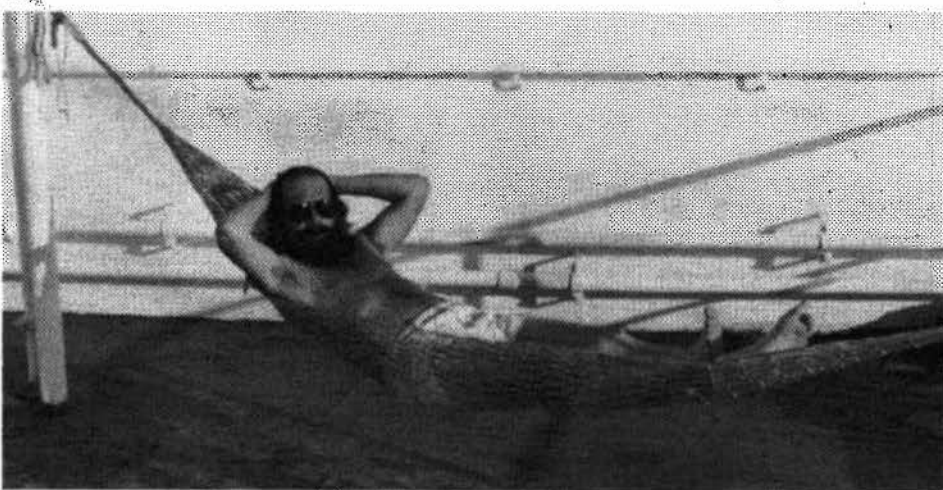
S.S. Maryland Makes Alaskan Oil Run



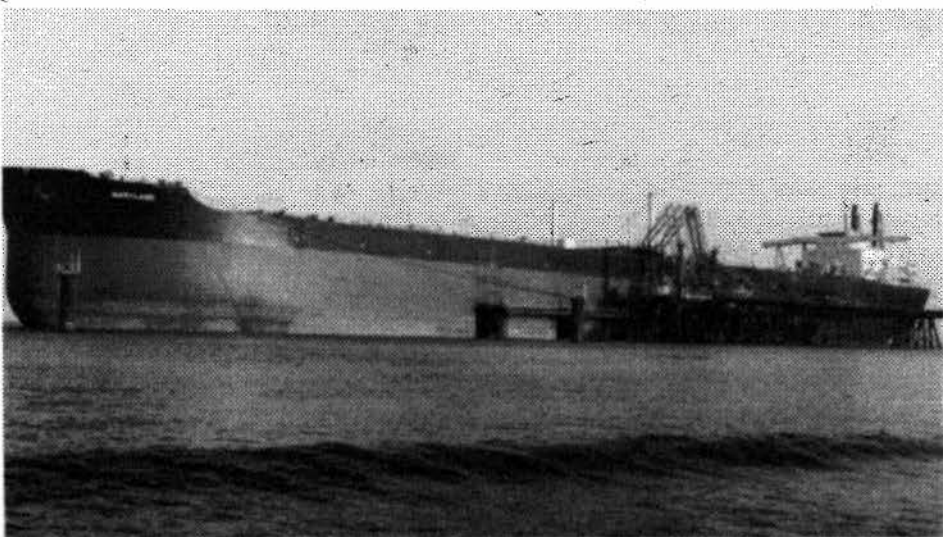
QMED Steve Bower, left, and OS Tillman Churchman strike a congenial pose on the *Maryland's* deck.



Photos by Tillman Churchman



It's not all work for Bob Stenjen, swinging lazily in the sun.



The S.S. *Maryland* loads up with oil.



View from the bridge.



Deep Sea



Donald Lee Beck, 59, died on March 17. Brother Beck joined the SIU in 1944 in the port of New York sailing as a bosun. He hit the bricks in the 1946 General Maritime beef. Seafarer Beck was a veteran of the U.S. Navy. Born in Pennsylvania, he was a resident of Cheswick, Pa. Surviving is his mother, Mary of Springdale, Pa.



Pensioner **Gilberto Tortosa Beloy**, 76, passed away from heart failure in the U.S. Veterans Administration Medical Center, Seattle on March 20. Brother Beloy joined the SIU in the port of Seattle in 1959 sailing as a cook. He was a veteran of the U.S. Army in World War II serving as an auto mechanic. Seafarer Beloy was born in the Philippines and was a resident of Seattle. Burial was in Greenwood Cemetery, Renton, Wash. Surviving are his brother, Moises of the Philippines and a sister, Jean Betty Castillo of Seattle.



Pensioner **Simplio Bisin** died on May 1. Brother Bisin retired in 1976.



Pensioner **Sacarias "Jimmy" D. Cabildo**, 78, passed away from heart failure in the Cabrini Hospital, Seattle on May 17. Brother Cabildo joined the SIU in the port of San Francisco in 1968. He retired in 1976. Seafarer Cabildo was born in the Philippines and was a resident of Seattle. Interment was in the Sunset Hills Cemetery, Bellevue, Wash. Surviving is his widow, Emelia.



Pensioner **Spiros D. Cassimis**, 79, passed away on April 30. Brother Cassimis retired in 1976. He was a resident of Greece. Surviving is his widow, Maria.



Pensioner **Adolph Louis Danne**, 71, died on May 16. Brother Danne joined the SIU in 1939 in the port of Mobile sailing as an AB. He was born in Barnwell, Ala. and was a resident of Mobile. Surviving is his widow, Eunice.



Charles "Dan" Thomas Davis, 32, died on November 27, 1984. Brother Davis joined the SIU following his graduation from the Union's Harry Lundberg School of Seamanship Entry Trainee Program, Piney Point, Md. in 1973. He sailed as an AB and deck delegate for Sea-Land. Seafarer Davis had two years of college. Born in Taft, Calif., he was a resident of Mesa, Calif. Surviving are his mother, Margaret of Winter Garden, Calif. and his father, C.R. Davis of El Cajon, Calif.



Pensioner **Ola Ekland** died on Feb. 23. Brother Ekland joined the SIU in 1950 in the port of Philadelphia sailing as an AB. He sailed for 50 years. Seafarer Ekland was born in Norway. Surviving are two brothers, Hans and Lally, both of Norway.



Pensioner **Jose Antonio Fernandez**, 68, expired on April 28. Brother Fernandez joined the SIU in 1945 in the port of Norfolk sailing as a chief steward for Sea-Land. He attended the first Piney Point Educational Conference. Seafarer Fernandez was a former member of the Culinary and Bartenders Union, Local 463, Los Angeles, Calif. He was born in Juana Diaz, P.R. and was a resident of Hawthorne, Calif. Surviving are his widow, Elise; a son, Juan of Issaquah, Wash., and a daughter, Rosa of Juana Diaz.



Pensioner **Raymond Joseph Flynn**, 78, passed away of heart-lung failure in Methodist Hospital, New Orleans on May 22. Brother Flynn joined the SIU in 1938 (a charter member) in the port of New Orleans sailing as a chief pantryman. He sailed 40 years. Seafarer Flynn was born in Cranford, N.J. and was a resident of New Orleans. Burial was in St. Roch's

Cemetery, New Orleans. Surviving his widow, Margaret.



Pensioner **Byrd McMullen Gold**, 79, succumbed to heart failure in the Tampa Bay (Fla.) Community Hospital on May 9. Brother Gold joined the SIU in the port of Tampa in 1953 sailing as a chief electrician, engine delegate and 3rd assistant engineer for MEBA, District 2 in 1962. He was a veteran of the U.S. Navy after World War I. Seafarer Gold was born in Largo, Fla. and was a resident of Tampa. Cremation took place in the West Coast Crematory, Clearwater, Fla. Surviving is his widow, Louise.



Pensioner **Marino Gordils**, 67, died on May 16. Brother Gordils joined the SIU in 1939 in the port of San Juan, P.R. sailing as a chief cook. He was on the picket line in the 1962 Robin Line beef. Seafarer Gordils was born in Puerto Rico and was a resident of Ponce, P.R. Surviving are his widow, Alicia and a brother, Rafael.



Griffith Hugh Hutton, 30, died in Shady Grove Hospital, Rockville, Md. on September 9, 1984. Brother Hutton joined the SIU following his graduation from the SHLSS, Piney Point, Md. in 1975. He was born in New York City and was a resident of Chevy Chase, Md. Cremation took place in the Metropolitan Crematory, Alexandria, Va. Surviving are his parents, William and Miriam Hutton of Chevy Chase.



Retired **Paducah (Ky.) Port Agent Roan Lightfoot Sr.**, 59, died of a heart attack on April 30. Brother Lightfoot joined the SIU in the port of Houston in 1953 sailing as a bosun. He was a port of New York headquarters rep. in 1963, helped to organize in the 1965 Chicago taxi beef and was elected port of Houston patrolman in 1968 and 1971. Seafarer Lightfoot was a veteran of the U.S. Marine Corps in World War II. He was born in Savannah, Ga. and was a resident of Paducah. Surviving are his widow, Carmella; three sons, Seafarer Roan Lightfoot Jr. (Piney Point 1982), Ronald and Steven Jay, and a daughter, Gina.



Pensioner **Jose Guillermo Madrid**, 76, passed away on May 15. Brother Madrid joined the SIU in the port of New York in 1958. He was born in New Mexico. Seafarer Madrid retired in 1977. Surviving is a brother, Henry of San Francisco.



Pensioner **William R. Magruder** died on March 31. Brother Magruder joined the SIU in the port of New York in 1970. He was a resident of Tampa. Surviving is a son, Douglas of Jonesboro, Ga.



Mark Darrell Marlier, 29, died aboard the SS *Sea-Land Pacer* on April 28. Brother Marlier joined the SIU following his graduation from Piney Point in 1978. He sailed as an AB. Seafarer Marlier also sailed for the Coordinated Caribbean Transport Co. and worked as an airport worker from 1975 to 1977. A native of Miami, Fla., he was a resident there. Surviving are his parents, Gene and Lorraine Marlier of Miami and a sister.



Pensioner **Francisco Miranda Mateo**, 75, passed away on May 16. Brother Mateo joined the SIU in 1942 in the port of New York sailing as an oiler. He hit the bricks in both the 1946 General Maritime beef and the 1947 Isthmian strike. Seafarer Mateo was born in Ponce, P.R. and was a resident there. Surviving are his widow, Cabrera and two daughters, Gloria and Trinidad, both of Ponce.



Pensioner **Alfred "Al" Niineberg**, 83, passed away on May 22. Brother Niineberg joined the SIU in 1944 in the port of New York sailing as an AB. He sailed 46 years and during World War II. Seafarer Niineberg walked the picket line in the 1962 Robin Line beef. Born in Estonia, he was a U.S. naturalized U.S. citizen, and a resident of North Tonawanda, N.Y. Surviving are his widow, Liidia and a niece, Ariandra Kirs of North Tonawanda.

Francisco "Frank" Manzanares Osorio, 53, died aboard the SS *Sam Houston* (Waterman) in Calcutta, In-



dia on May 16. Brother Osorio joined the SIU in the port of New Orleans in 1970 sailing as an AB. He was born in Honduras and was a resident of New Orleans. Seafarer Osorio was a veteran of the Honduran Army from 1953 to 1963. Interment was in Lake-lawn Cemetery, New Orleans. Surviving are his widow, Blanca Lilia and a daughter, Eva of New Orleans.



Pensioner **Samuel Phillips**, 83, passed away recently. Brother Phillips joined the SIU in the port of New York in 1960. He retired in 1967. Seafarer Phillips was born in South Bethlehem, Pa. and was a resident of the Bronx, N.Y. Surviving are his widow, Anna of Port Jefferson, N.Y. and two sons.



Pensioner **Hezzie Burns Pittman**, 71, passed away on May 5. Brother Pittman joined the SIU in the port of Mobile in 1956 sailing as a chief pumpman. He also worked as a copersmith and machinist for the Ingalls Shipyard, Mobile and Pascagoula, Miss. Seafarer Pittman was also on the shipyard's steaming crew from 1952 to 1955. Born in Foxworth, Miss., he was a resident of Mobile. Surviving are his widow, Mary of Grand Bay, Ala. and a son, Roy.



Pensioner **Kasimir N. Puchalski**, 61, died of pneumonia on April 10. Brother Puchalski joined the SIU in 1944 in the port of Norfolk sailing as a recertified bosun in the Viet-

nam War. He graduated from the Union's Recertified Bosuns Program in 1974. Seafarer Puchalski hit the bricks in the 1962 Robin Line beef and the 1963 Puerto Rico truckers strike. And in 1960 he received a Union Personal Safety Award for riding an accident-free ship, the SS *Seatrain New Jersey*. A native of Cleveland, Ohio, he was a resident of San Francisco. Cremation took place in the Apollo Crematory, Emeryville, Calif. Surviving are his widow, Cecelia Marie and a brother, Edward of Cleveland.



Pensioner **Jose Luis Ramos**, 59, died on May 1. Brother Ramos joined the SIU in 1946 in the port of New York. He hit the bricks in the 1946 General Maritime beef and the 1947 Isthmian strike. Seafarer Ramos was born in Puerto Rico and was a resident there. Surviving are his widow, Susis and his mother, Manuela Calleja of Hato Rey, P.R.



Pensioner **Jack Ryan**, 76, passed away on April 12. Brother Ryan joined the SIU in the port of Seattle in 1956 sailing as an AB for 36 years. He was born in Michigan and was a resident of Seattle. Surviving is his widow, Lois.

Darrell Lynn Rye, 33, died aboard an SIU ship in a West German port 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 Babbette Rye Sr. of Bedford; a brother, Ted Jr. of Quitman, Texas, and a sister.



Pensioner **James Holton Shearer**, 74, died on April 1. Brother Shearer joined the SIU in 1948 in the port of New Orleans sailing as a chief steward. He was born in Richmond, Ky. and was a resident of Seattle. Surviving are his widow, Ruby and a sister, Violet Campbell of Berea, Ky.



Pensioner **Peter Salvatore Vicare**, 73, died in the U.S. Veterans Administration Hospital, East Orange, N.J. on May 11. Brother Vicare joined the SIU in the port of New York in 1955 sailing as a pantryman and bartender. He was a veteran of the U.S. Navy in World War II. Born in Elizabeth, N.J., he continued to reside there. Surviving are two sisters, Connie and Mary, both of Elizabeth.

in Canada and was a resident there. Burial was in the Gordon Cemetery, Gore Bay, Canada. Surviving is a brother, Ivan of Gore Bay.



Pensioner **Woodrow Edward Rintoul**, 71, died of a hemorrhage in St. Luke's Hospital, Duluth, Minn. on May 11. Brother Rintoul joined the Union in 1947 in an Ohio port sailing as a wheelsman for the Reiss Steamship Co. He was born in Michigan and was a resident of Duluth. Burial was in the Fort Snelling National Cemetery, Minneapolis, Minn. Surviving is his widow, Minnie.

Pensioner **Hugo Max Scholz** died on April 18. Brother Scholz retired in 1975. He was a resident of Sault Ste. Marie, Mich. Surviving is his widow, Fern.



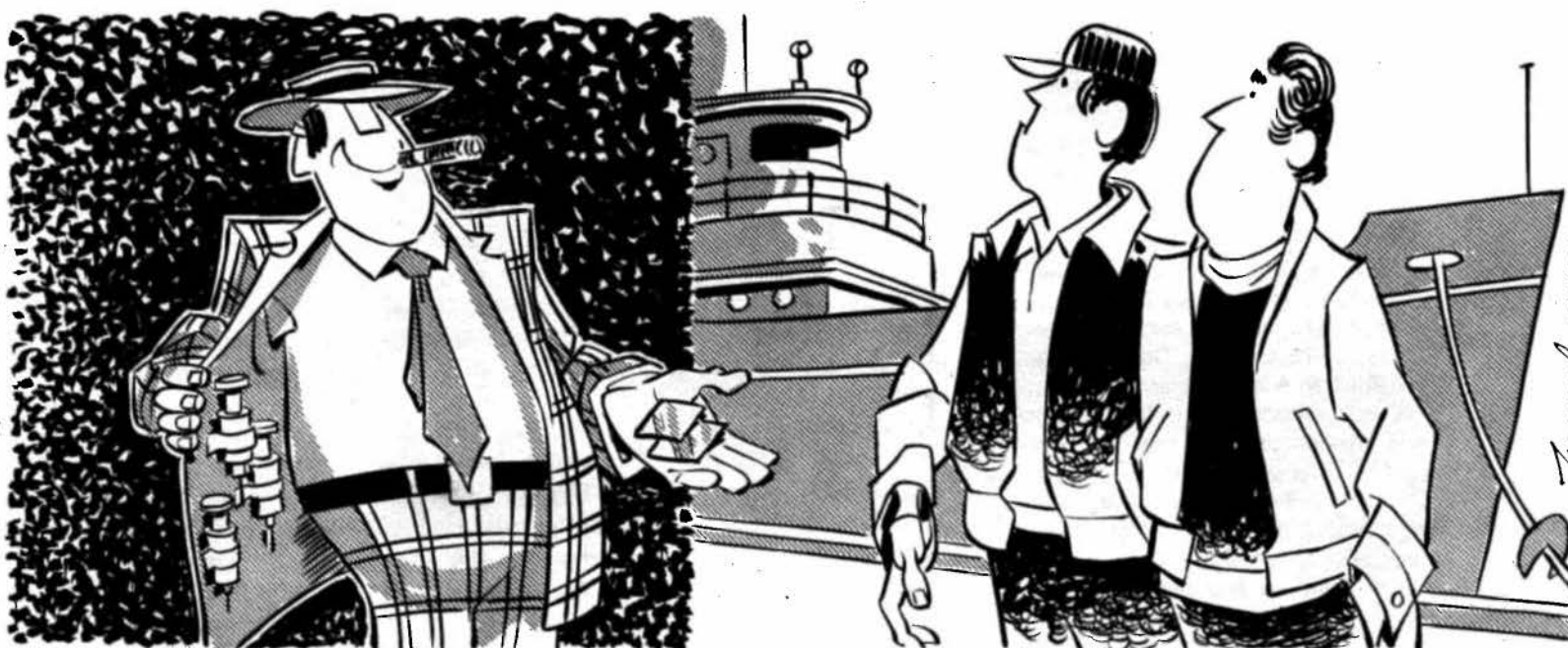
Great Lakes

Pensioner **James Alexander Donaldson**, 80, passed away in Canada on March 25. Brother Donaldson joined the Union in the port of Detroit in 1960 sailing as a conveyorman for the Boland Steamship Co. He was born

Personal

Rickie L. Juzang

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FRANK EVERS - SIU

Digest of Ships Meetings

AMERICAN CONDOR (Pacific Gulf Marine), April 21—Chairman B. Veiner; Secretary Paul Stubblefield; Educational Director W. McRae. No disputed OT. There is \$103 in the ship's fund. W. Robertson was elected treasurer since the steward is going on vacation. The bosun expressed the importance of attending upgrading courses at Piney Point. With the manning of ships being reduced, jobs are being combined and reclassified. In order to keep a seafaring job, members must be qualified. The secretary welcomed new crewmembers A. Correa, B. Lang, J. McAvoy, W. Tindale and W. Dillon and wished them a good tour of duty aboard the *American Condor*. The uses and purposes of different types of flares were demonstrated, and the chief mate talked about dangerous cargoes and the use of survival suits. A motion was made that married couples not be put on the same ship in the same department, and a suggestion was made that crewmembers get transportation to and from a ship even if it is in the same area (especially when ships are laid up and the crew is called back). In its report to the Seafarers LOG: The *American Condor* had a three-man team of Marad surveyors riding the ship to Rotterdam, Holland. They checked the jobs of each crewmember and conducted interviews with them as well. A vote of thanks was given to the steward department for a job well done. Next port: Halifax, N.S.

USNS BELLATRIX, T-AKR 288 (Sea-Land Service-Military), April 7—Chairman H. B. Butts; Secretary Vincent Sanchez; Educational Director John J. Ashley. No beefs or disputed OT reported. An additional two weeks have been added onto the *Bellatrix's* voyage—to pick up military cargo in Panama and deliver it to either a Gulf or East Coast port. A motion was made to have the Union print up and distribute the shipping agreement to all MSC ships so that the membership will know where they stand while manning these particular ships. It was also suggested that a sailing board be posted, that the pantry be left open at night, that televisions and videocassette machines be put aboard, and that a library be set up. Next ports: Pusan, South Korea; Pearl Harbor, Hawaii; Balboa, Panama.

BROOKS RANGE (Interocean Management Corp.), April 1—Chairman R. Edwards; Secretary G. F. Thomas; Educational Director C. L. Gard; Deck Delegate T. E. Anderson; Engine Delegate S. D. Byerly; Steward Delegate J. J. Johnson Jr. No disputed OT. The chairman read article 11 of the general rules from the new tanker agreement, and the crew elected the bosun to continue as chairman, with the steward as secretary and one of the utilities as educational director. The crew expressed some concern about a possible violation of shipping rules. They asked Union officials to look into the case of a QMED who missed the ship in Long Beach, Calif., paid his own fare to Valdez, arrived with a new shipping card from the port of Seattle, thus enabling him to stay for another six months onboard the ship. The chairman will contact the hall in Wilmington to make sure that shipping rules apply to everyone equally. Next port: Long Beach, Calif.

CPL LOUIS J. HAUGE JR. (Maersk Lines Ltd.), April 14—Chairman B. Saberon; Secretary G. Kenny; Educational Director M. Donlon; Deck Delegate E. Riviera; Engine Delegate O. Brown; Steward Delegate J. Fanoli; Treasurer M. Higham. No disputed OT or beefs reported. In fact,

the steward department has hung out the broom—a clean sweep with no beefs. There is \$10 in the ship's fund and thoughts of an arrival pool to build up the fund were being tossed around. Crewmembers aboard the *Hauge* wrote a letter to Vice President "Red" Campbell regarding whether they are entitled to hazardous duty pay (since the ship recently discharged 400 tons of ammunition). They noted that the company said it is waiting for the Union to request such payment and that they will "gladly comply." The ship is scheduled to arrive in the New York area on April 22. The next destination is not yet known, and members hope that the boarding patrolman can shed some light on the subject. Scuttlebut has it that it's Diego Garcia. The educational director repeated something "we've all heard before but can never hear enough of: Piney Point." In order to "earn," one must first "learn." And the accommodations at the training facility "can't be beat." Several suggestions were made. One was that a day off be given for every thirty days worked. Another was that the SIU begin sending movies on a monthly basis. Still more: a crew bulletin board be set up in the crew mess hall and a microwave oven be installed in the galley and the messhall. Some general beefs also were discussed, and everyone agreed that it was better to get them out in the open. Once stated, any problem can be more easily resolved. Some of the crewmembers wish to salute MPSRON 1 and wish them good luck on their new ship, the *Pvt. Eugene Obregon*, and welcome aboard Cmdr. Black and his MPSRON 2 staff. The Seafarers and the U.S. Navy have already established a good rapport. "After all, we're all men of the sea." Next port: New York.

COVE TRADER (Cove Shipping), April 14—Chairman G. E. Annis; Secretary W. Braggs; Educational Director A. A. Sczypiorski; Deck Delegate M. T. Trepp; Engine Delegate J. F. Billotto; Steward Delegate R. Hicks. Some disputed OT was reported in the steward department. A total of \$1,133 from the movie fund was spent on new movies for this trip. There are now 390 movies on hand, and a request was made for each member to donate \$40 to help pay for the films. The chairman received changes in the new contract from the boarding patrolman in New Orleans. He read the changes and posted a copy on the board for all members to read. The chairman also gave a report on the status of the crew VCR. It was not known until after departure that the machine was not working. It was turned over to the radio operator for repair, but the radio operator said he did not have the necessary parts. So the master wired the company to have a replacement sent to the ship when it arrives in Kenya, around May 6. In the meantime, he will use his personal machine to run movies for the crew. A schedule of the movies and times will be posted on a weekly basis. A vote of thanks was given to the steward department for the extra Easter dishes put out on that holiday. Next port: Mombasa, Kenya.

PONCE (Puerto Rico Marine), May 5—Chairman and Secretary C. M. Rice; Educational Director J. Speer; Deck Delegate Calvin DeSilva; Engine Delegate Harry J. Kinsman Jr. A few problems and disputed OT were reported in the deck department and will be taken up with the boarding patrolman at payoff. There is \$360 in the ship's fund. Payoff will take place on Tuesday, May 7 on arrival in San Juan. The crew is to stay aboard for U.S. Coast Guard and lifeboat drill. Members were reminded to bring their Union books with them to payoff.

RANGER (Ocean Carriers), April 14—Chairman Leo Paradise; Secretary Carroll C. Kenny. No disputed OT. The \$5 in the ship's fund and other monies were spent on videotapes. The chairman announced that the ship would discharge her cargo in England and then return to the Caribbean. Everything is running smoothly aboard the *Ranger*. Members were reminded to refrain from putting their feet on the tables and chairs aboard ship. A vote of thanks was given to the steward department for a job well done, and a hearty thank-you was given to the Union officials for keeping the contract nearly intact. Next ports: Venezuela and England.

SEA-LAND ENDURANCE (Sea-Land Service), May 11—Chairman Ed Kilford, chief cook; Secretary Thomas Bolton, steward; Educational Director George Evoseviche; Steward Delegate John Pratt. Report from the chairman: "This has been a very good trip with no beefs reported at all. Thanks to all crewmembers for a job well done. It makes being ship's chairman a pleasure. We pay off in Tacoma on Sunday, May 12 at the new Sea-Land dock. The steward has plenty of forms for Piney Point, vacation, etc. Go to Piney Point when you can. Besides enjoying it, you can learn plenty. We need educated men." He also stressed the importance of donating to SPAD. The steward thanked all hands for their cooperation in helping keep the lounges and messroom clean. "There are plenty of movies onboard and the ship shines like new money. Thanks, fellows, for all the waxing and shining." Next port: Tacoma, Wash.

SOUTHERN CROSS (IOM-Military), April 28—Chairman Nick Kratsas; Secretary G. E. Sinkes; Educational Director Sadak Wala. No beefs or disputed OT reported. This is the first trip for the *Southern Cross*. A discussion was held on the MSC contract. All members were notified of their wages before they were shipped and the fact that there would be no overtime. The word was that "if you can't hack it, you'll have to pack it," as there are many Seafarers on the beach waiting for a job. A vote of thanks was given to the entire crew by the steward for helping him feed 55 men in a messhall with only 24 seats. "Things are going great. Let's keep it that way. If you've got a beef, let's talk about it." The educational director reminded crewmembers that due to the crack-down on overtime, the only way to get more

money is to upgrade. A reminder to crew: "there will be no hats, pajamas or thongs worn in the messhall during meal hour. If you don't have a shirt or shoes on, you don't eat." Two new washers and dryers were installed in the fan tail. In a report to the Seafarers LOG: "After 65 days in the port of Norfolk, we went to sea for 21 hours and returned to Norfolk for repairs, then set sail for Rota, Spain on April 23 and are due to arrive on May 1." A vote of thanks was given to the steward department for a job well done.

LNG VIRGO (Energy Transportation Corp.), April 7—Chairman Fred Pehler; Secretary J. Golder; Educational Director F. Reyes; Steward Delegate D. H. Watson III. No disputed OT reported. The chairman noted that there was not too much to report. Everything is running smoothly and the lodging beef was squared away. A patrolman is expected onboard when the ship gets to Japan. Repair lists will be needed soon when the vessel goes into the shipyard. Several questions were asked: The first was why the company requires captains to make out fitness reports on all officers as well as the bosun and steward. They have no problem understanding why officers, but the bosun and steward are not officers or company officials and get their jobs only through the SIU. The second question came from the engine delegate who was advised by the chief engineer that the company had sent a letter restricting overtime on weekends to only the routine eight hours. He had not yet seen the letter and wondered why it applied only to the black gang. All members were asked to help keep the messhall and crew lounge areas clean. Next port: Chittagong, Bangladesh.

Official ships minutes also were received from the following vessels:

ADONIS	PUERTO RICO
AMBAZADOR	ST. LOUIS
LINE ARIES	SAN JUAN
AURORA	SEA-LAND ADVENTURER
BROOKLYN	SEA-LAND CONSUMER
CAGUAS	SEA-LAND ECONOMY
COURIER	SEA-LAND EXPRESS
COVE LEADER	SEA-LAND LEADER
GOLDEN ENDEAVOR	SEA-LAND MARINER
GOLDEN MONARCH	SEA-LAND PACER
OMI COLUMBIA	SEA-LAND PIONEER
OMI MISSOURI	SEA-LAND PRODUCER
OMI SACRAMENTO	SEA-LAND VOYAGER
OVERSEAS ALASKA	SENATOR
OVERSEAS CHICAGO	THOMPSON PASS
OVERSEAS MARILYN	TRANSCOLORADO
PITTSBURGH	ULTRAMAN

Monthly Membership Meetings

Port	Date	Deep Sea Lakes, Inland Waters
Piney Point	Monday, July 8	10:30 a.m.
New York	Tuesday, July 9	10:30 a.m.
Philadelphia	Wednesday, July 10	10:30 a.m.
Baltimore	Thursday, July 11	10:30 a.m.
Norfolk	Thursday, July 11	10:30 a.m.
Jacksonville	Thursday, July 11	10:30 a.m.
Algonac	Friday, July 12	10:30 a.m.
Houston	Monday, July 15	10:30 a.m.
New Orleans	Tuesday, July 16	10:30 a.m.
Mobile	Wednesday, July 17	10:30 a.m.
San Francisco	Thursday, July 18	10:30 a.m.
Wilmington	Monday, July 22	10:30 a.m.
Seattle	Friday, July 26	10:30 a.m.
San Juan	Thursday, July 11	10:30 a.m.
St. Louis	Friday, July 16	10:30 a.m.
Honolulu	Thursday, July 18	10:30 a.m.
Duluth	Wednesday, July 17	10:30 a.m.
Gloucester	Tuesday, July 23	10:30 a.m.
Jersey City	Wednesday, July 24	10:30 a.m.

Pensioner's Corner

Deep Sea



Victor O. Brunell, 65, joined the SIU in 1946 in the port of New Orleans sailing as a chief electrician for the Delta Line. Brother Brunell was born in New Orleans and is a resident of Westwego, La.



Elvyn Everett Bussell, 61, joined the SIU in the port of Philadelphia in 1956 sailing as a FOWT. Brother Bussell was born in Covington, Ky. and is a resident of Wenonah, N.J.



Frank Camara, 62, joined the SIU in the port of Wilmington, Calif. sailing as an AB. Brother Camara is a resident of San Diego, Calif.



Joaquin Andre Da Silva, 61, joined the SIU in the port of Norfolk sailing as an AB. His last port was San Juan, P.R. Brother Da Silva was also a deck delegate. He received a Union 1960 Personal Safety Award for riding an accident-free ship, the SS *Steel Architect*. Seafarer Da Silva is a veteran of the U.S. Army's Artillery in World War II. Born in Portugal, he continues to reside there.



Patrick John Donovan, 65, joined the SIU in the port of San Francisco in 1956 (last in the port of Seattle) sailing as an LNG QMED and ship's delegate. Brother Donovan also sailed for Sea-Land and sailed during the Vietnam War. Seafarer Donovan hit the bricks in the 1961 Greater N.Y. Harbor and MEBA District 2 beef. He is a veteran of the U.S. Marine Corps in the Korean War. A native of Chicago, Ill., he is a resident of Federal Way, Wash.



Gil Castligan Ebon, 68, joined the SIU in 1948 in the port of New York (last in the port of San Francisco) sailing as a chief cook. Brother Ebon also sailed during World War II. He was born in the Philippine Islands and is a resident of San Francisco.



Frank Feld, 63, joined the SIU in the port of New York in 1955 sailing as a wiper. Brother Feld received a Union Personal Safety Award in 1960 for sailing aboard an accident-free ship, the SS *Iberville*. He also attended a Piney Point educational conference. Seafarer Feld is a veteran of the U.S. Navy in World War II. Born in Chicago, Ill., he is a resident of San Francisco.



Joseph J. Forgue Jr., 65, joined the SIU in the port of Seattle in 1968 sailing as an oiler. Brother Forgue was born in Redmond, Wash. and is a resident of Newport, Ore.



John Donald Johnson, 65, joined the SIU in the port of Seattle in 1966 sailing as a FOWT. Brother Johnson was born in Longmont, Colo. and is a resident of Seattle.



James Harold King, 55, joined the SIU in the port of Baltimore in 1956 sailing as a FOWT. Brother King was born in Rocky Mount, N.C. and is a resident of Baltimore.



John F. McLaughlin, 66, joined the SIU in 1943 in the port of New York sailing as a QMED. Brother McLaughlin last sailed out of the port of Baltimore. He was born in Boston, Mass. and is a resident of Baltimore.



Herbert Emory Morris, 62, joined the SIU in 1946 in the port of Mobile sailing as an AB. Brother Morris also sailed as a ship's delegate for the Waterman Steamship Co. He last sailed out of the port of New York. Seafarer Morris was born in Lenox, Ala. and is a resident of Winston-Salem, N.C.



James Moye, 68, joined the SIU in the port of San Francisco in 1961 sailing as a waiter. Brother Moye was born in China and is a naturalized U.S. citizen. He is a resident of San Francisco.



Phillip William Pron, 59, joined the SIU in 1964 in the port of New York sailing as a cook and steward's assistant. Brother Pron hit the bricks in both the 1961 N.Y. Harbor beef and the 1962 Robin Line strike. He was born in Pennsylvania and is a resident of Secaucus, N.J.



David Binney Sacher, 57, joined the SIU in 1945 in the port of New York sailing as a chief steward. Brother Sacher also sailed for Sea-Land. He was born in Bridgeport, Conn. and is a resident of Miami Beach, Fla.



Leonard Tufts Spivey, 64, joined the SIU in 1944 in the port of Baltimore sailing as an AB. Brother Spivey was born in Pinehurst, N.C. and is a resident of Baltimore.



Dimitrios Stiros, 61, joined the SIU in the port of New York in 1958 sailing as a chief steward. Brother Stiros was a former member of the Painters and Paperhangers Union in Washington, Pa. He is a veteran of the U.S. Air Force in World War II. Seafarer Stiros was born in Monessen, Pa. and is a resident of Chios, Greece.



Barney Edward Swearingen, 64, joined the SIU in 1939 in the port of Jacksonville sailing as a recertified bosun for Sea-Land. Brother Swearingen graduated from the Union's Recertified Bosuns Program in 1974. He is a veteran of the U.S. Army in World War II. A native of Florida, he is a resident of Jacksonville.



James Thomas Siney, 65 joined the SIU in the port of Baltimore in 1953. He sailed as a 3rd assistant engineer for MEBA District 2 out of the port of Wilmington, Calif. from 1969 to 1984. Brother Siney was born in Baltimore and is a resident of Wilmington.



Paul V. Ward, 62, joined the SIU in the port of Baltimore in 1960 sailing as AB. Brother Ward was born in Baltimore and is a resident there.



Louis Douglas Williams Jr., 49, joined the SIU in the port of Baltimore in 1966 sailing as a chief cook. Brother Williams is a veteran of the U.S. Marine Corps after the Korean War. He was born in Baltimore and is a resident there.



Jessie Winfield, 62, joined the SIU in 1944 in the port of Baltimore sailing as a cook and baker for Sea-Land. Brother Winfield sailed during World War II in convoys under enemy attack to France. He was born in Virginia and is a resident of Baltimore.

Great Lakes

Ralph Leonard Marker, 65 joined the Union in the port of Toledo, Ohio in 1964 sailing as a wiper and coalpasser for the Reiss Steamship Co. from 1962 to 1963. Brother Marker is a veteran of the U.S. Army in World War II. He was born in Detroit, Mich. and is a resident of Richmond, Mich.



Donald D. Thayer Sr., 61, joined the Union in the port of Chicago, Ill. in 1961. He sailed as a deckhand for the Great Lakes Towing Co. from 1981 to 1985. Brother Thayer was born in Chicago and is a resident there.

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

MAY 1-31, 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
DECK DEPARTMENT									
Algonac	29	21	15	51	30	20	7	29	9
ENGINE DEPARTMENT									
Algonac	16	5	6	29	12	8	2	15	3
STEWARD DEPARTMENT									
Algonac	5	0	4	12	5	8	3	2	2
ENTRY DEPARTMENT									
Algonac	39	18	12	0	0	0	8	25	24
Totals All Departments	89	44	37	92	47	36	20	67	38

***"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

MAY 1-31, 1985

Port	*TOTAL REGISTERED			TOTAL SHIPPED			Trip Reliefs	**REGISTERED ON BEACH		
	All Groups Class A	All Groups Class B	All Groups Class C	All Groups Class A	All Groups Class B	All Groups Class C		All Groups Class A	All Groups Class B	All Groups Class C
DECK DEPARTMENT										
Gloucester	7	3	3	8	8	0	0	5	1	3
New York	56	17	0	60	7	0	0	123	37	2
Philadelphia	6	5	0	1	3	0	0	15	9	0
Baltimore	9	4	0	2	2	0	0	26	10	0
Norfolk	14	7	0	7	2	0	0	27	24	0
Mobile	13	3	0	12	7	0	0	12	2	0
New Orleans	45	7	0	45	10	0	0	19	12	0
Jacksonville	43	17	0	32	23	0	6	73	30	2
San Francisco	29	15	0	22	11	0	3	62	19	0
Wilmington	26	16	0	14	8	0	1	59	44	0
Seattle	27	21	0	20	4	0	2	68	42	0
Puerto Rico	8	3	0	5	2	0	1	17	4	0
Honolulu	4	16	1	2	14	0	5	6	17	1
Houston	28	6	2	26	4	1	2	78	21	2
St. Louis	0	1	0	0	0	0	0	0	1	0
Piney Point	2	0	0	0	0	0	0	2	0	0
Totals	289	141	6	256	105	1	20	592	273	11
ENGINE DEPARTMENT										
Gloucester	1	2	1	0	6	1	0	3	0	0
New York	40	12	2	35	8	0	0	94	15	1
Philadelphia	5	0	0	3	1	0	0	14	3	0
Baltimore	6	2	0	5	0	0	0	17	5	0
Norfolk	10	3	0	4	0	0	0	18	12	0
Mobile	10	3	0	10	1	0	0	5	5	0
New Orleans	38	5	1	28	7	0	0	71	13	1
Jacksonville	39	9	0	43	12	0	6	46	14	1
San Francisco	30	8	0	12	5	0	1	42	17	4
Wilmington	9	5	0	11	1	0	2	31	13	0
Seattle	27	15	0	14	4	0	7	59	24	0
Puerto Rico	7	2	0	4	4	0	1	14	3	0
Honolulu	6	17	2	1	22	1	5	5	14	1
Houston	30	5	0	16	4	0	3	74	19	0
St. Louis	0	0	0	0	0	0	0	0	0	0
Piney Point	3	0	0	0	0	0	0	4	0	0
Totals	261	88	6	186	75	2	25	497	157	8
STEWARD DEPARTMENT										
Gloucester	1	2	0	2	7	0	0	0	1	0
New York	37	6	0	27	9	0	0	56	10	0
Philadelphia	3	3	0	0	1	0	0	5	4	0
Baltimore	10	0	0	3	1	0	0	11	0	0
Norfolk	8	2	0	4	0	0	0	14	1	0
Mobile	6	0	0	12	1	0	0	8	1	0
New Orleans	25	2	0	26	8	0	0	44	4	0
Jacksonville	23	3	0	15	13	0	3	16	5	0
San Francisco	54	6	0	48	3	0	3	107	13	1
Wilmington	12	1	0	18	3	0	2	27	8	0
Seattle	24	4	0	21	3	0	1	47	12	0
Puerto Rico	10	0	0	9	4	0	0	14	3	0
Honolulu	3	19	3	6	83	125	73	6	25	11
Houston	18	0	0	11	0	0	1	36	1	0
St. Louis	0	0	0	0	0	0	0	1	0	0
Piney Point	0	0	0	0	0	0	0	0	0	0
Totals	234	48	3	202	136	125	83	392	88	12
ENTRY DEPARTMENT										
Gloucester	1	6	0					1	5	2
New York	33	32	0					53	91	3
Philadelphia	3	15	0					5	24	1
Baltimore	3	8	0					10	14	1
Norfolk	0	15	0					8	37	0
Mobile	4	7	0					3	13	0
New Orleans	20	14	1					40	39	3
Jacksonville	14	14	0					10	31	2
San Francisco	52	23	2					115	69	6
Wilmington	13	18	0					34	57	0
Seattle	23	36	0					50	93	7
Puerto Rico	8	3	0					17	14	0
Honolulu	3	99	70					9	101	63
Houston	13	18	0					7	7	0
St. Louis	0	0	0					0	0	1
Piney Point	0	3	0					1	7	0
Totals	190	311	173	0	0	0	0	363	602	89
Totals All Departments	974	588	188	644	316	128	128	1,844	1,120	120

***"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 May was down from the month of April. A total of 1,216 jobs were shipped on SIU-contracted deep sea vessels. Of the 1,216 jobs shipped, 644 jobs or about 53 percent were taken by "A" seniority members. The rest were filled by "B" and "C" seniority people. A total of 128 trip relief jobs were shipped. Since the trip relief program began on April 1, 1982, a total of 1,199 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

The Need for Preference

The House Agriculture Committee is drafting a farm bill that would eliminate cargo preference for all agricultural exports that fall into the blended credit program.

The bill, which passed the Agriculture Committee's Operations, Re-

It's hard to believe \$58 million could have caused such a ruckus, especially since the administration has proposed reducing farm subsidies by \$39 billion over the next five years.

If Mr. Block is so concerned about the welfare of American farmers, why

... the total elimination of cargo preference would be disastrous ...

search and Foreign Agriculture Subcommittee earlier this month, would hurt the nation's depressed shipping industry and holds few benefits for American farmers. But what is most distressing about the legislation is that it underscores the growing trend in Congress toward doing away with cargo preference altogether.

The House bill, and a similar one in the Senate, are supported by Agriculture Secretary John R. Block. Last February, a U.S. District Court found that Mr. Block's agency had violated federal law by not enforcing cargo preference laws, which require that 50 percent of blended credit shipments—of those financed by government and private sources—be hauled by U.S.-flag carriers.

Mr. Block protested the decision by suspending some \$536 million in blended credit shipments. Having failed in the courts, Mr. Block's strategy now is to push his case through Congress.

Currently, only about 2 percent of U.S. agricultural exports are subject to blended credit cargo preference requirements. Staffers at the House Merchant Marine and Fisheries Subcommittee estimate the shipping costs for the \$536 million worth of agriculture exports to be about \$58 million.

doesn't he fight to maintain price supports? For that matter, Mr. Block's withholding of the \$536 million in exports because of the shipping costs to the USDA, seems a classic case of cutting off the nose to spite the face.

Even those with the Agriculture Subcommittee acknowledge cargo preference subsidies as but a drop in the bucket. "That kind of money doesn't mean much either way," said one subcommittee staffer.

In fact, it's questionable whether monies not spent on cargo preference would go to farm programs anyway. "Any money saved would be swallowed up by the federal deficit and would not be spent for increased food aid," said Rep. Norman F. Lent (R-N.Y.) of the Merchant Marine and Fisheries Committee.

To be sure, the loss of blended credit revenue would not bring American-flag carriers to their knees. But this kind of legislation is indicative of the dangerous trend against cargo preference, which is gaining steam in Congress. Many members of the House Agriculture Committee, for instance, would gladly eliminate cargo preference if they could.

A loss of \$58 million for U.S. carriers can be overcome, but the total elimination of cargo preference would

be disastrous. Currently, U.S. carriers earn about 37 percent of their annual revenues from such programs.

Already, the Agriculture Committee is looking to eliminate cargo preference for the so-called Food for Peace (P.L. 480) program that provides grain for needy nations. If cargo preference were taken away from Food for Peace programs, shipping lines would lose another \$150 million in revenue.

The current plight of American farmers is lamentable, but it's hard to see how stripping revenue from an already staggering shipping industry will do the farmer any good. The House Agriculture Committee—backed by the USDA—is approaching the problem in the wrong way. It's not the cargo preference laws that are hurting export sales, but the strong dollar and heavy foreign agriculture subsidies.

There is another issue here as well, the issue of national security. The number of U.S.-flag ships is at a dangerously low level and Defense Department officials question this nation's ability to support any extended overseas military action.

But there seems an equitable solution to the problem—a transfer of responsibility for cargo preference to either the Department of Transportation or the Department of Defense. Giving DOT or Defense control of cargo preference funding would insure better enforcement of these laws while freeing up USDA funds for farm projects.

Certainly, the situation as it stands now must be changed, because it's very obvious the maritime industry has few friends in the House Agriculture Committee or at the USDA.

When farming and shipping interests agree on the need for cargo preference, that is indeed news (see the reprinted editorial below). Perhaps it means the SIU's campaign to bring the truth about cargo preference to American farmers is working. Let us hope so.

Cargo Complexities

(From the Farmer's Exchange, New Paris, Ind., May 10, 1985.)

THERE have been a number of words written about the Cargo Preference Act in this publication and others, most of it presenting the question from the point of view of agriculture. And that is as it should be. . .

. . . From here, it would seem that agriculture needs all the breaks it can get in marketing its product, but then the maritime industry is not without its problems, too. One way in which agriculture is not helping itself, however, is in the way it has misled the

public while trying to strengthen its own point of view.

Farm organizations have claimed that cargo preference has increased the costs of our products for foreign customers because of the higher shipping bills, *when this is not the case . . .*

. . . Agriculture does not help itself when it says that blended credit programs are hurt because cargo preference makes them more costly to the customer, *when that simply is not true.*



IF WE WORK TOGETHER, EVERYONE PROSPERS!

SIU Throws Support to Striking United Pilots

In a strong show of solidarity for the striking United Airlines pilots, Seafarers and UIW members (headquarters and SHLSS employees) have been joining the pilots every day on the picket lines at Washington, D.C.'s National Airport. In addition, SIU members in ports around the country have walked the picket lines at other airports.

At LOG presstime, a tentative agreement between the pilots and United Airlines was announced. No details of the pact were released and no vote had been taken by the Airline Pilots Association membership.

The Airline Pilots Association is a member of the Maritime Trades Department, and SIU and MTD President Frank Drozak has pledged the department's support to the thousands of striking pilots. The strike, which began in early May, centers around a two-tier pay system, seniority rights, back to work conditions and the status of United Airlines' flight attendants who refused to cross the pilots' picket lines. The Association of Flight Attendants, AFL-CIO, joined the pilots' strike even though their contract had not expired.

"What we've got is another thinly disguised attempt at union-busting by United Airlines. The management there

has been stubborn and obstinate. They refuse to bargain and refuse to accept the honest efforts and willingness to compromise by the pilots and flight

attendants. We cannot let this atmosphere of union-bashing continue. Don't fly United until United flies union skies again," Drozak said.



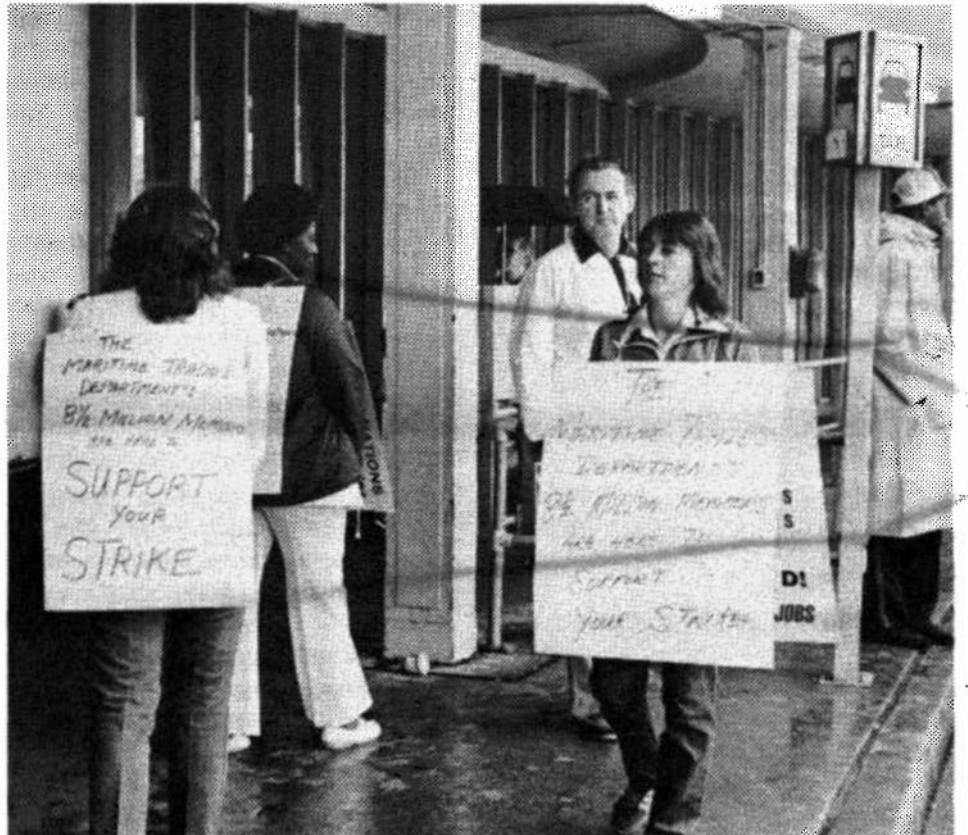
In Seattle, Port Agent George Vukmir (left) and Field Rep Rich Berkowitz join a United pilot on the picket line at the Sea-Tac Airport.



Little Victoria Evans' first reading lesson appears to be a picket sign at Washington, D.C.'s National Airport where SIU members joined striking United Airlines' pilots and flight attendants on the picket lines. These three flight attendants are (left to right): Linda Evans, Betty Humphries and Barbara Burkes. They were part of more than 100 members of different unions who picketed United Airlines' terminals earlier this month.



SIU Vice President Mike Sacco tells United Pilots at the Detroit, Mich. airport to hang tough in face of union-busting attempts by the airline's management.



Mary Dunning, SIU headquarters employee, is just one of hundreds of SIU and UIW members who have been marching in support of the United pilots.



In downtown San Francisco, dozens of SIU members marched with United Pilots to the company's offices. Here (left to right) are Frank Mineo, Ken Rosiek and "Smitty."