

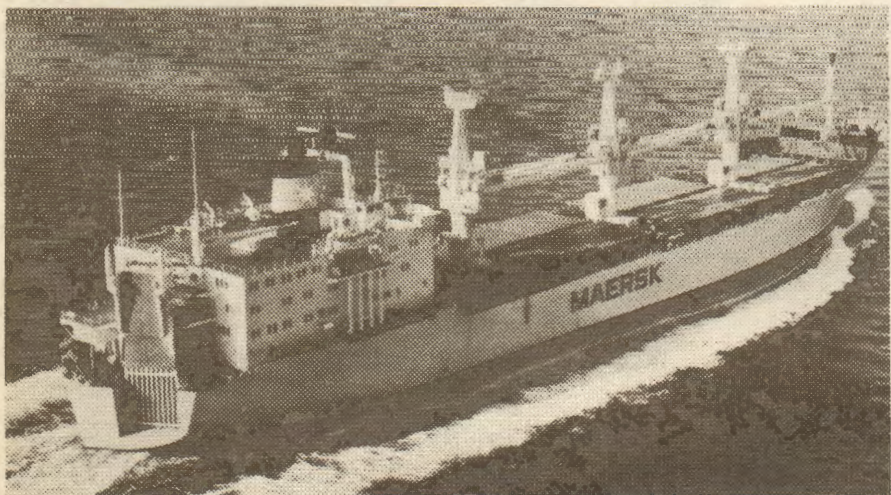


LOG

Official Publication of the Seafarers International Union • Atlantic, Gulf, Lakes and Inland Waters District • AFL-CIO Vol. 50, No. 9, September 1988

AFL-CIO Endorses Dukakis-Bentsen Ticket

Military Sealift Command Charter SIU Crews Constellation



Seafarers crewed another new ship late last month, the M/V Maersk Constellation. The ship can carry roll-on/roll-off, container or breakbulk cargo. She will be chartered to the Military Sealift Command for West Coast sailings to Far East stations. (See page 9.)

SIU-Backed Fishing Boat Safety Bill Ready to Sign

U.S.-flag fishing vessels and their crewmembers will see safety upgraded if President Reagan signs a new bill which will toughen safety regulations in the nation's most dangerous occupation.

As the LOG went to press, HR 1841 had passed both houses of Congress and was ready for Reagan's signature. He is expected to sign the bill.

The bill is a result of more than two years of work to strengthen safety in the industry. It requires fishing, fish processing vessels and fish tender vessels to carry lifeboats, immersion suits, radio equipment, navigation equipment, first aid gear and other safety items the Coast Guard determines is necessary.

The SIU backed the strong safety provisions in the bill and sought

additional regulations. "This is a good starting point, but should be thought of as a minimum, not the ultimate in safety," said SIU President Mike Sacco.

Studies show that more than 250 fishing boats a year are lost, almost one every working day. Those type of casualties make the fishing industry even more dangerous than coal mining.

In addition, larger boats, carrying 16 or more people, will be required to carry emergency position indicating radio beacons, radar, fire protection and fire fighting equipment, along with several other safety-related requirements.

Rep. Gerry Studds (D-Mass.), Rep. Mike Lowry (D-Wash.), and senators John Kerry (D-Mass.) and John Chafee (R-RI.) were key figures in the passage of the bill.

WASHINGTON — Democratic presidential candidate Michael S. Dukakis welcomed the endorsement of the 14.1 million-member AFL-CIO, including the SIU, and asked labor to join in his goal of forging "a new era of greatness for America."

Dukakis was cheered and applauded frequently as he addressed the federation's General Board in a crowded hotel ballroom here.

When the Massachusetts governor finished to a standing ovation, AFL-CIO President Lane Kirkland responded by saying labor enters the campaign "with enthusiasm and confidence," adding: "We know the stakes and we are ready for the challenge."

Earlier, after the delegates discussed the endorsement issue, AFL-CIO Secretary-Treasurer Thomas R. Donahue announced the results of the rollcall of unions: 12,032,815 for the Dukakis-Bentsen ticket; zero for the Bush/Quayle slate; and zero for no endorsement. Three unions abstained. They are the Airline Pilots, Teamsters, and the National Marine Engineers.

Dukakis scorched the Reagan-Bush record on the economy. He said more people may be working today, but the

real income of the average family is "right where it was 20 years ago" even though husband and wife both work in most families.

Between 1979 and 1985, Dukakis said, the average weekly wage of jobs which have been lost was \$440, to be replaced by jobs paying an average of one-third less.

The recent rise in interest rates represents "the legacy of eight years of borrow and spend and borrow and spend, another tax on middle America," he said. He put the tax at \$1,000 more a year for families with adjustable rate mortgages, \$300 more on every car loan, and a billion dollars in new costs for farmers.

Dukakis criticized the Reagan-Bush policies as having created "a Swiss-cheese economy that's booming on the two coasts and full of holes in the heartland." He said the nation has shifted from an \$18 billion trade surplus in 1981 to a trade deficit of \$150 billion in 1987. He said the nation's trade and budget deficits will burden coming generations.

The Democratic contender said the nation cannot settle for the "slow-growth, high inflation economy we are

(Continued on Page 5.)

New Puerto Rico Marine Ships—Jobs for Seafarers

Seafarers have just crewed one of the five new Puerto Rico Marine Lancer-class ships, the *Guayama*, as it was getting her final touches in a Tampa shipyard.

The *Guayama* was one of the Lancer-class ships the company acquired at a recent auction. The ships are former United States Lines ships. That former shipping giant went bankrupt in 1986.

The Maritime Administration gave Puerto Rico Marine permission last month to use three of the ships in domestic trades between San Juan and the U.S. East & Gulf Coasts. Marad permission was needed because the ships had been built with Construction Differential subsidy.



The M/V Guayama tied up in Tampa shipyard. (See photos on page 5.)

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President's Report by Michael Sacco

The Coast Guard's Testing Proposals

As the nation's drug crisis continues to deepen in the absence of a clear, carefully considered, comprehensive national policy for dealing with it, there is a danger that hasty, ill-considered and inappropriate solutions will be sought by an administration anxious to show that it's doing something.

That's exactly what seems to be the case in the Coast Guard's proposed programs to require chemical testing of seamen, which the agency says it "expects to discourage drug and alcohol use by merchant marine personnel" and "should also reduce the potential for marine casualties related to drug and alcohol use."

First off, it should be noted that our union, virtually since its inception, has maintained safety programs in its entry-rating training and upgrading courses at the Lundeberg School of Seamanship. Secondly, the SIU pioneered in the establishment of educational campaigns against drug and alcohol abuse, and with the support of the industry, set up rehabilitative programs at the Piney Point facility which have been very successful over the years.

So we are in complete accord with the Coast Guard's objective of discouraging drug abuses in the maritime industry. The problem we have with the Coast Guard testing plan is that it would burden an already battered industry with a highly complex, expensive plan without any evidence that such a program is warranted by existing conditions. In its haste to meet administration timetables for a show of action on the nation's drug problem, the Coast Guard offers no statistical evidence to support the proposal.

The agency estimates that the initial annual cost of the program will be \$62.3 million paid for by the industry. Industry estimates the figure in the hundreds of millions. Meanwhile, foreign-flag competition would be free of any such additional cost of operations, making our ships less competitive and wiping out all the efforts that have been made in that direction by American-flag ships. In a nutshell, if these proposals were to be adopted, the maritime industry would come out of the situation in considerably worse shape than it was when it went in, because the Coast Guard is trying to fix something that they haven't proved needs fixing.

Beyond that is our fundamental concern with the protection of an individual member's privacy rights, which surely would be in danger of violation as the proposal currently reads. We have gone into considerable detail in jointly submitting with the Marine Engineers Beneficial Association our comments on the Coast Guard proposals.

SIU members will be kept advised of developments in this situation. Meanwhile, they should be assured that while we accept our responsibilities to help in protecting society against the damage done by drug and alcohol abuse, we are also committed to protecting the individual rights of our members and the ability of the industry to stay afloat.

Leonor Sullivan, A Good Friend of Seafarers

Seafarers have lost a truly great friend in the passing of former Congresswoman Leonor Sullivan, who died at the age of 85 in her native St. Louis on September 1.

This gracious lady was a consistent fighter for a viable American-flag deep sea shipping capability throughout her years in Congress and as a member of the House Merchant Marine and Fisheries Committee. And no one fought more aggressively and with more determination in support of an effective inland waterways transportation system.

Rep. Sullivan became Chairman of the Merchant Marine Committee in 1972. We of the SIU will never forget her effective leadership in winning House passage of the Energy Transportation Security Act of 1974, otherwise known as the "cargo preference bill," which would have guaranteed U.S. tankers carriage of ultimately 30 percent of oil imports. The Senate, where the fight for the bill was led by Senator Russell Long of Louisiana, had already adopted the legislation. It appeared almost certain that this bill would be signed into law by President Ford because he had indicated to Senator Long and others that he intended to do so. Great pressure was put on Ford by his top cabinet officers, notably those from the State Department. Ford succumbed and went back on his word and pocket-vetoed the bill.

In his autobiography, President Ford referred to "Paul Hall, president of the Seafarers International Union of North America . . . a long-time personal friend . . . I knew that my decision would come as a blow to Hall and when I telephoned him from Vail, our conversation was strained. He was terribly disappointed . . ."

Rep. Sullivan shared the disappointment that we of the SIU all felt after playing so important a role in that cargo preference battle.

We remember, too, that Mrs. Sullivan also championed causes of the consumer and the disadvantaged and was frequently honored for her intensive efforts in the enactment of protective legislation such as the truth-in-lending law, which she wrote in 1968.

But this fine lady will be remembered especially by Seafarers for her outstanding contributions to the well being of the marine transportation industry and the men and women who depend upon it for their livelihoods.

Upgraders Visit Capitol Hill



Last month members of the QMED class had chance to visit the Capitol as part of their Union Education week. Pictured above are James Bloodworth III, Robert Butler, Frank Coburn, David Cuffee, Riley Donahue III, Rafael Figueroa, Laurence Gilley, Richard Grosso, Sam Hacker, Edgar Hantsche Jr., Francis Jaworski, Michael LasDulce, Michael Lawson, Alberto Matos, Roy Matteson Jr., Wilmer McCants, Luong Ngo, Elwood Perlic, John Phillips, Pedro Santiago, James Scanlon, Michael Scardina, Leroy Williams, John Wilson, Melvin Brumfield, Ronald Giannini, Raymond Doody and SIU Legislative Rep. Liz DeMato.



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SIU Leads Labor Coalition to Protect Jobs

GATT Could Put U.S. Maritime Up for Grabs

Last year, when American maritime programs such as the Jones Act and cargo preference were threatened by the Canadian Free Trade Agreement (FTA), the SIU went to work to conquer that threat.

A coalition led by the Union, the SIU of Canada and other maritime groups, was able to pressure U.S. trade negotiators into removing those maritime threats from the treaty.

That same group now has a bigger fight on its hands, and if it doesn't win, some 97 countries could find the door open to U.S. maritime promotional programs.

The General Agreement on Tariffs and Trade (GATT) is a worldwide trade agreement established after World War II to govern economic and trade relations. Over the years it has covered many areas of trade. But now, for the first time, maritime services could be included. And the SIU is ready to protect the U.S.-flag merchant marine.

As in the case with the FTA, there is fear that liberalized trade rules could open the door to foreign-flag participation in domestic shipping and cargo preference, the last two remaining major maritime promotional programs in the U.S.

"Our experience with the FTA has heightened awareness and concerns about including shipping in the GATT agenda," said SIU President Mike Sacco.

"This is a complicated and long-term process, but we have to stay on top of it, because for us, the bottom line is protecting the jobs of our

membership. Things are tough enough as it is, and the last thing we need to see is a Sri Lankan ship hauling military cargo or somebody from Vanuatu moving coal from Norfolk to Boston," Sacco said.

During the Canadian talks, there had been some mention of allowing Canadian shipping firms many of the same rights U.S. companies have. Not only would that have been a major blow to the American maritime industry, it very easily could have opened the door for other countries into the same areas.

Because of individual trading agreements between the U.S. and countries which hold a "most favored nation" trading status, once one nation is granted certain trading rights, those "most favored" countries may automatically qualify for the same privileges.

"What we have now is basically the same fight, but on a much larger scale. The GATT talks have not focused specifically on maritime programs yet. We have to be prepared," Sacco said.

Currently those talks have focused on an overall framework for an agreement, negotiators for the United States Trade Representative told a recent meeting of more than a dozen maritime groups.

In December, when the next round of GATT talks begins, it is expected that maritime will be included. According to reports, the U.S. negotiators do not favor including major U.S. maritime programs in the talks. However, no assurances have been given that maritime services will be completely excluded.

Seafarers Benefit in New Twist on Flag Switch as Foreign Owners See Advantages in Stars and Stripes Reflagging

Since the end of World War II, thousands of American-owned ships have abandoned the Stars and Stripes to sail under flags of convenience.

When asked "Why?" the answer was, invariably, the high cost of doing business under the American flag. Crew costs were too high and regulations too strict.

The SIU has spent decades fighting the runaway-flag phenomenon. Now, according to a recently released Coast Guard document, there may be a reversal of that trend on the horizon.

Since 1980 some 60 ships have switched from other nations' flags to the U.S. flag. A quick count shows that Seafarers are crewing 40 percent of those ships which are sailing on a regular basis.

Of the ships reflagged, 11 are the Kuwaiti-owned tankers which carry only an American master and radio officer. About a dozen others are in the Ready Reserve Fleet.

SIU Vice President Red Campbell said the reflagging trend can be attributed to increased competitiveness.

"I'm convinced we offer the best trained crews anywhere in the world, and during the past several years we have worked to keep costs down, but not at the expense of the working Seafarer.

"You know it's odd. We've been beaten over the head for years about the so-called high price of U.S. crews and U.S.-flag operations and these people come in and reflag because they can see a profit. Maybe it's time for the administration to take a look and realize what's hurting us is not the cost, but the lack of any maritime policy at all," Campbell said.

"We welcome almost anything that can help our membership find good jobs. If this is a trend, great. But it's still no substitute for a full-scale maritime

policy. The industry—labor and management—has done its part; now it's time for the government to do theirs," said SIU President Mike Sacco.

The Coast Guard has issued a Navigation and Vessels Inspection Circular (NAVIC), which is a sort of handbook for reflagging under the American flag.

"We had very few requests for reflagging inspections until the late 1970s" said Lt. Cmdr. John Venjture of the Coast Guard's inspection bureau. "But in the late '70s a trend seemed to be developing so we issued the NAVIC and make it available to companies who are interested," he told the transportation magazine *Traffic World*.

The NAVIC applies to foreign-built vessels between two and 10 years old.

"American shipyards are aware before they begin construction of the standards they must meet," said another Coast Guard officer, "and our people are on hand or available through the entire process. Ships built abroad are another story. That's not to say they aren't as well built or less safe. They may even be better. But they usually weren't built with our specific requirements in mind."

Venjture said the 10- and two-year limits stated in the NAVIC are not absolutes for passing an inspection ultimately.

"But ships built less than 10 years ago are more likely to conform to our standards than older ones, while ships that have been at sea two years have more or less proven themselves in service."

The certification process simply takes longer for older than newer vessels, he said.

The usual practice, said Venjture, is for a shipowner, NAVIC in hand, to put his vessel in drydock, and have the shipyard incorporate whatever changes in structural characteristics, equipment, operating

fixtures and whatever else makes the vessel conform to NAVIC specifications. Then the Coast Guard performs a shipboard inspection and certifies the vessel or directs more revisions.

Maritime observers said there are several reasons a company might wish to reflag its ships. One pointed to by several people was legislation introduced in the House of Representatives last year which would have required that a certain percentage of cars shipped to the U.S. be carried on American ships. The SIU strongly backed that bill, but it did not make it to the House floor.

However, several car carriers, including the SIU-contracted *Overseas Joyce*, are now sailing under the American flag.

While reflagged ships are barred from the domestic trade under the terms of the Jones Act and from carrying P.L.480 cargo for three years after reflagging, government-impelled cargo is a big draw.

Many of the current ships hauling cargo for the Military Sealift Command are reflagged, including the Maresk Line ships now crewed by Seafarers.

"More and more seem to be getting into it for their own reasons, whatever those reasons may be," said a Coast Guard officer who has been observing the trend.

"Some factors in their decisions are the declining dollar, I think, and the fact that American crew costs are leveling out and becoming more competitive with European and Japanese crews. Also, International Maritime Organization standards for various aspects of the industry have come to more closely match American standards.

"Somewhere along the line," the officer said, "they just decide that the advantages of flying Old Glory outweigh the disadvantages."

Kirkland's Labor Day Message—8 Years Is Enough

By Lane Kirkland
President, AFL-CIO

Traditionally, in even-numbered years, Labor Day begins the countdown to Election Day.

On Labor Day 1988 America's working men and women are preparing to reassert the proposition that government is an instrument of all the people, enabling them to achieve collectively things that are beyond their reach individually.

To every candidate for every office, our message

is the same: It is time to restore government to its rightful place alongside its citizens, helping to pull the load and lead the way to a better life for all.

The present administration preached that government is the enemy of the people and gained votes by promising to diminish its role in their lives.

But for eight years government power has been asserted as strongly as ever—but only on behalf of some of the people, not all of them.

After eight years, the lesson has been learned:

Americans are saying Yes to each other, Yes to the quest for fairness, Yes to the idea of government as an ally and not an adversary of the people.

Experience over the 107-year history of the federation that is now the AFL-CIO has shown the absolute necessity of countervailing institutions—a watchful government and strong trade unions—to restrain predatory profit-seekers and ensure that the interests of workers and consumers are not sacrificed.

(Continued on Page 5.)

New Drug Testing Plan Draws Maritime's Fire

(See PRESIDENT'S REPORT, Page 2)

Several maritime groups, including the SIU, have criticized a Coast Guard drug testing proposal which calls for random mandatory drug testing of all marine employees, with the bill to be footed by the industry. Some estimate the cost as high as \$150 million a year.

The proposal also has drawn fire for its lack of statistical evidence on drug use and safety in the maritime industry and for the haste the Coast Guard used in presenting it, leaving affected groups little time to study the proposal and respond.

Normally, the federal rulemaking process is a time-consuming affair. An agency will study a problem and issue a set of proposals. The industry and groups affected will then have up to several months to respond through public hearings and very detailed written comments.

Then the agency which issued the proposals normally takes several more months to study the responses and issue final rules, usually including many of the suggestions from the hearings and written comments. For example, the proposals on Construction Differential Subsidy payback for tankers seeking entry into the Alaska oil trade took almost two years before a final rule was issued. That was eventually challenged in court and overturned.

While no group disagreed that a drug and alcohol free workplace is a desirable goal, there is little evidence indicating drug use is a cause of injury, accident or death. In its proposed rulemaking, the Coast Guard admits its data "do not specifically identify the use of drugs or alcohol as a major causal effect in commercial vessel losses or casualty damage." The agency also acknowledges that what data it does have is "sparse and not conclusive."

"It is an understatement to say we are dismayed that a federal agency would propose a program of such economic and societal effect while concomitantly acknowledging that it has no data which suggest the program will address an identified need in a regulated industry," said Thomas Allegratti, vice president of operations for the American Waterways Operators.

He suggested the Coast Guard and the Department of Transportation conduct a thorough study

to determine what role, if any, intoxicants play in marine casualties.

"We consider anything less to be irresponsible," he said.

When the proposal was issued this summer, word around the industry was that it would be implemented despite whatever protests might arise. With the reduced amount of time to comment, some believed the drug testing proposal was part of "election-year fever." The Coast Guard's haste to implement the program has left many holes, according to observers.

Ernest J. Corrado, president of the American Institute of Merchant Shipping, said that "We would like to see an effective and efficient program. It is better to take the proper time now to do the job correctly rather than invite litigation or other forms of review."

The Coast Guard has been instructed to issue its final rules within two weeks of receiving industry's comments, Allegratti said at the hearing. That part of the process normally takes months.

"We believe the rush to regulate will assure that the Coast Guard will not have sufficient time to consider fully the comments which we do provide. We can foresee no way that the agency will be able to craft practical and effective regulations within that wholly unrealistic schedule," he said.

There is a great deal of concern within the industry that Coast Guard's regulations would not pass legal muster, based on recent court decisions involving similar random testing programs.

Recently a federal judge upheld employees of the Justice Department who challenged a random drug testing program which the Department tried to implement. In another case, a group of federal

employees at the National Weather Service went to court to stop a random drug testing program and won that case.

The U.S. Supreme Court is scheduled to hear two drug testing cases during its next session.

The Coast Guard estimated that the program could cost as much as \$62.3 million a year; some inside the industry expect its cost to be closer to \$150 million and charge that the Coast Guard has seriously underestimated the price tag.

Other arguments against the drug testing proposal include:

- Many of the pending drug testing proposals may conflict with rights protected by the Constitution, raise issues of fairness and evenhandedness in the treatment of employees, create concerns for employers about the cost of comprehensive testing programs, engender conflicts among jurisdictional requirements, and provoke civil liability suits.

- Drug testing may be viewed as an intrusion in the right to privacy and a violation of the constitutional prohibition against unreasonable search and seizure by the government once the government requires employers to test workers for drugs. Courts universally have held that urinalysis or blood testing for substance use constitutes a "search" under the Fourth Amendment.

- The administration's "drug-free workplace" campaign represents a striking departure from the administration's professed eight-year effort to free business from government meddling. But the government, having failed to cut off the supply of illegal drugs, is simply foisting the job of drug enforcement and rehabilitation onto employers. The cost of testing, treatment and rehabilitation will affect the

(Continued on Page 5.)



Drug Testing—Your Opinion

The Coast Guard has proposed very strict, mandatory drug testing regulations for maritime workers (see the accompanying stories and page 4 in the August LOG).

The SIU would like to know how you feel about the new proposals, about drug testing in general and whether you believe there is a drug problem onboard U.S.-flag vessels.

Please take the time to answer the following questions and return your answers to:

The Seafarers LOG
Questionnaire #1
5201 Auth Way
Camp Springs, Md. 20746

- 1 Yes _____ No _____ Every Seafarer should be required to undergo mandatory and random drug testing as proposed by the Coast Guard.
- 2 Yes _____ No _____ Drug testing programs should be a matter for collective bargaining between management and labor with no government intrusion.
- 3 Yes _____ No _____ Drug testing should only be required when there is reasonable cause to suspect an individual is using drugs which impair him while on duty.
- 4 Yes _____ No _____ There should be no drug testing whatsoever.
- 5 Yes _____ No _____ Some claim drug use onboard merchant vessels is a widespread and serious problem. From your experience, do you:
Strongly agree _____
Agree _____
Disagree _____
Strongly disagree _____

Other comments _____

The Proposed Rules

The Coast Guard's proposed drug testing regulations have come under fire. Following are some key points in the proposal.

- *periodic drug testing*—as part of required examinations, pre-employment testing, random sampling programs, post-accident and reasonable-cause testing. Mandatory alcohol testing also would be required in post-accident and reasonable-cause situations.

- *implied consent provision*—any mariner accepting employment on a U.S. merchant vessel on which any individual is required by law or regulation to hold a license, certificate or merchant mariners document is deemed to have given consent to be tested. Refusal or failure to submit to sampling is considered a violation of regulation and will subject the individual to suspension or revocation of license or document or termination of employment.

- *suspension or revocation*—of license or document, denial of employment, and denial of job applications for illicit drug use and ineligible for

seagoing employment until successful completion of rehabilitation and reissuance of license or document. However, employees who are identified as having used dangerous drugs on the job are not required to be afforded an opportunity for rehabilitation or to be retained or rehired.

- *rehabilitation*—is recommended for those individuals who are detected as drug users for the first time. If an individual has a second confirmed positive test, he will be subject to suspension and revocation of license or document, regardless of rehabilitation options.

- *marine employer*—would be required to have a blood and urine sampling and shipping kit. Evidential breath testing (EBT) devices also are required onboard a vessel at all times, operated by trained and qualified personnel. Marine employers must ensure that appropriate vessel personnel receive formal instruction in specific subject areas prior to being considered qualified operators of EBTs and in the practical application of the proposed requirements.

AFL-CIO ENDORSES DUKAKIS-BENTSEN TICKET

(Continued from Page 1.)

heading towards."

Dukakis listed a series of "invest in America" priorities:

- Earlier this year, Dukakis said he was "disturbed by the massive decline of both the merchant marine and our domestic shipbuilding capability." He also said one way to help the merchant marine would be to "fully and fairly" enforce cargo preference laws.

- He said passage of the National Economic Development Act would lead to job-creating, economy-building partnerships in high unemployment communities.

- Investment in education would bring about the "best-educated" children in the world, and teaching must

be restored as "a valued and honored profession," along with a National Teacher Corps. He said every student qualified to do college work should be admitted, and he praised Michigan's new College Opportunity program, saying every state should have one.

- He pledged to invest in workers, noting he recently visited a worker assistance center in Lynn, Mass., where General Electric and the Electronic Workers united to retrain hundreds of workers after a plant layoff. Backed by a state industrial stabilization program, he said, workers were placed in new jobs at an average \$10.52 an hour.

"That's what Lloyd Bentsen and I mean when we talk about good jobs at good wages," he said, referring to his running mate.

Under the new trade bill, he added, such retraining will be possible across the nation. The new plant closing notice bill also will be implemented to save companies and jobs, he said.

- Investment in people will be carried out with welfare reform legislation to enable families to escape poverty through training for jobs and with day care for the children, he said.

Dukakis repeated a pledge to enact basic health insurance for every family in America and to pass a minimum wage bill.

He also drew applause when he called for a National Labor Relations Board "that will insist on justice and fairness" and federal job safety and health inspectors who will inspect fac-

tories as if their own lives depended on it.

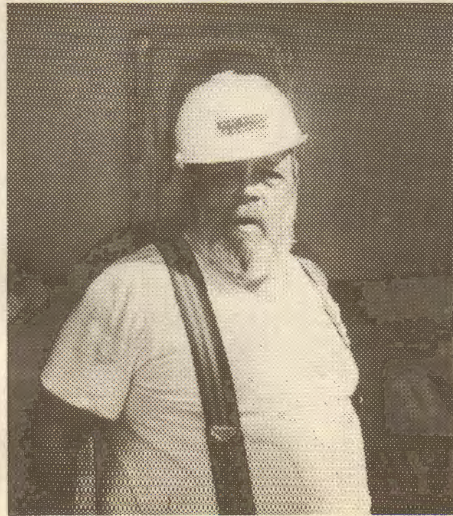
"I want a future," Dukakis concluded, "where Americans are investing in America; where American ideas are working for America; where American jobs stay in America; and where American productivity and workmanship are the best in the world."

Kirkland, in opening the board meeting, said the Reagan administration's policies resulted in trade and budget deficits "of staggering proportions and the elimination of good-paying jobs in return for minimum wage jobs." He said Reagan's veto pen frustrated the majority will in Congress. He promised labor would pursue its get-out-the-vote drive with vigor.

Onboard SIU's New Guayama as She Crews in Tampa



AB Jonny Nettles.



Chief Steward Paul Stubblefield



See Page 1 For Complete Story on Puerto Rico Marine's New Ships

Photos by Al Caulder



Here are Seafarers Wayne Driggers, Theodore Quamme and Curtis Lang.



Posing for a photo are (l. to r.) AB Thomas Vain, Chief Cook Theodore Quamme, S/A James Wadsworth and QMED/Electrician Rex Bolin.



Chief Steward Paul Stubblefield (front left) and DEU Curtis Lang checking in supplies. In the back (l. to r.) are crewmembers Wayne Driggers, Joe Gavin, and Edward Ellis.

Labor Day

(Continued from Page 3.)

It is no accident that today's children are the first generation in history who cannot reasonably expect to do as well as the generation before.

That is the legacy of the 1980s, years when those in control of government said Yes only to the pursuit of private wealth and allowed "free market forces" to put the nation's future at risk.

It is time to say Yes to even-handedness, Yes to a level playing field, and Yes to the kind of teamwork between employers and workers and their unions, aided and promoted by a responsible government that best serves the national interest and the interests of all the people.

It is time to say Yes to quality jobs, to an optimistic future for our families and to the fulfillment of community needs.

To candidates who say Yes to those goals, workers will say Yes at the polls in November.

Drugs

(Continued from Page 4.)

profitability of companies.

- Drug testing can be used to discriminate against and harass individual employees; sanctions can be punitive and unfair to employees, while information obtained from mandatory drug testing can be used to prosecute an individual for illegal drug possession.

- Inaccurate test results from the rampant incompetence and faulty procedures of laboratories and their uneven regulation can damage an employee's career and be stigmatizing.

- Drug testing is unfair because it creates a presumption that a worker is on drugs unless proven otherwise.

- Drug testing does not ensure eradication of the problem,

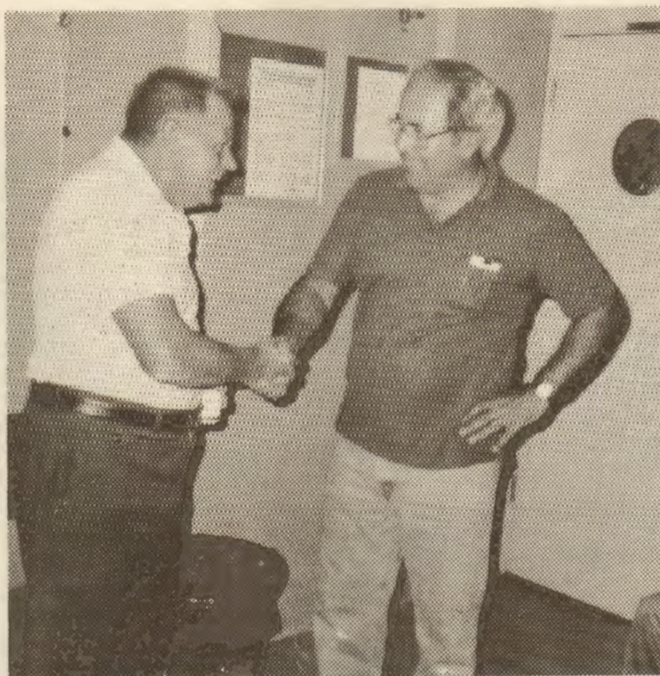
- The proposed rulemaking under consideration is incomplete and leaves many concerns unanswered. Furthermore, the statutory basis for authority to promulgate this proposed regulation is questionable.

Time to Celebrate a Deserved Retirement for a Hardworking AB

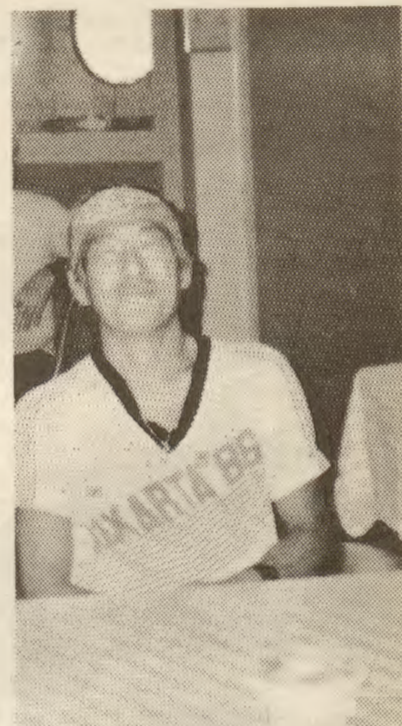
Thanks to Bosun Jerry Borucki, who took most of these photographs. Earlier this year long-time AB Melvin Skipper made his last run as a working Seafarer. The M/V Ranger (Ocean Carriers) was on her way to the Philippines, about a day out, when the crew of the Ranger honored Skipper with a little party. We're sure everyone who has sailed with him wishes him more smooth sailing.



Look out, he's got a knife . . . This voyage on the *Ranger* was the last for long-time Seafarer AB Melvin Skipper. During a party to celebrate his retirement, Skipper readies to cut a cake the crew presented him.



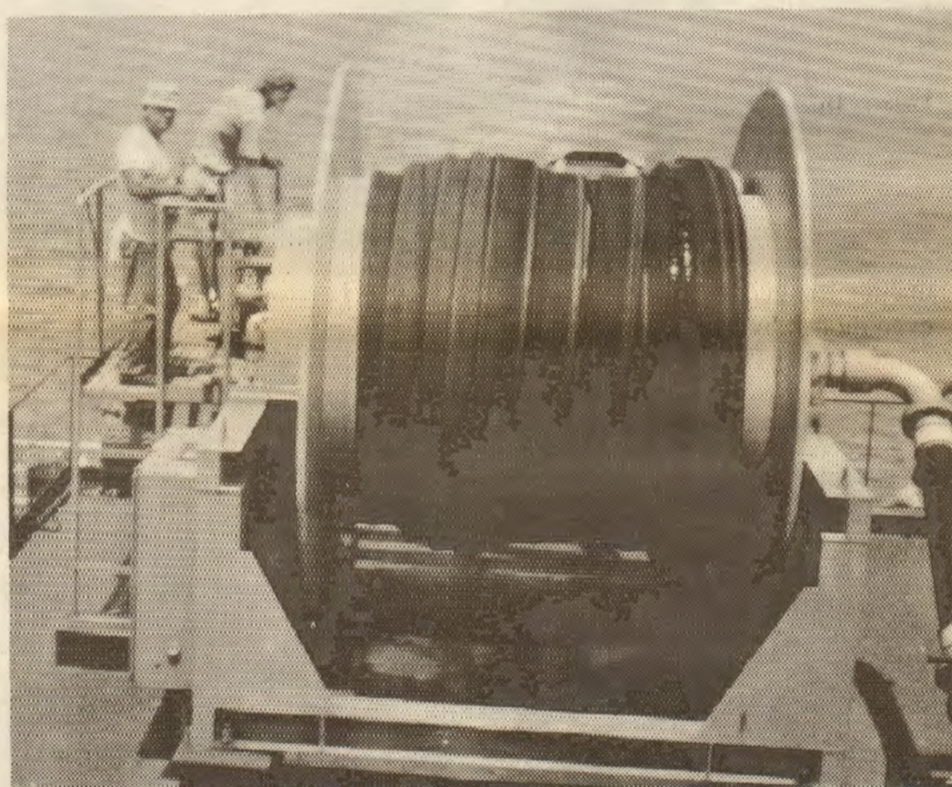
The "Skipper" congratulates Skipper . . . *Ranger* Capt. Richard Fasano wishes AB Melvin Skipper luck on his retirement.



AB Larry Lee



Here's a large part of the *Ranger's* crew: GSU Frederick Saffo, AB Walter Harris, QMED Clifford Miles, AB Melvin Skipper, Steward Vic Harper, AB Jean Visier, QMED Manuel Alvarez, QMED Bradford Gilbert, AB Eric Johnson and Chief Cook Bertrand Wright.



Practice, practice, practice . . . crewmembers on the M/V *Ranger* take part in the weekly drill on the ship's stern underway-replenishment station.



AB Melvin Skipper, QMED Clifford Miles and AB Jean Visier.



Coffee time brings deck mates AB Arnold Sebring, Bosun Jerry Borucki, ABs Terrance Hill and Scott Lovison together in the crew mess.



Inland News

tug/tow
barge/dredge

Two "Minor" Items Show Need for Vigilance

SIU and Allies Fight to Help Maritime on Food and Fuel Tax Problems

Usually it's the big-time issues such as cargo preference, the Jones Act or safety which draw a lot of attention from the maritime industry.

But many times it's the smaller, more mundane issues the Union and the industry have to keep an eye on. Following are two stories showing how the

SIU tries to stay on top of massive amounts of legislation which normally go unreported to the public.

In both cases, the inland industry, which is just now beginning to rebound from years of hard times, would have been severely affected, which in turn means Union jobs could have been threatened.

Crew Meals Caught In Martini Fight

Remember the flap over the "3-martini lunch"? In 1986 Congress passed the Tax Reform Act which, among other things, reduced the amount of deductions from 100 percent to 80 percent a person or business could take for so-called business-related meals.

In one of those strange legislative twists, Boatmen and merchant seamen, known more for "coffee-time" than dry martinis, got caught up in the tax reform.

It turns out that vessel owners and operators had their meal deductions reduced to 80 percent also, even though by law they must provide meals to their crewmembers.

Now a coalition of the SIU and many of its contracted companies and others are fighting to get this mistake corrected. It's not one of

the glamorous battles, but in a time when jobs and job security are tied directly to a company's profitability, recovering 20 percent of food costs could make a big difference.

"Meals for merchant seamen are just as necessary an expense as lifejackets for those seamen and fuel for the vessel," said SIU President Mike Sacco.

The lobbying efforts by the SIU and the coalition have led to an effort to restore the full deductibility of onboard meals. A section covering the issues has passed the House Finance Committee, in its version of the Miscellaneous Revenue Act.

It is expected that the bill, including the meal deductibility, will pass both houses and become law by the end of the year.

Fuel Tax Change Costs \$300 Million

Last year, just a small change in the way taxes on diesel fuel are collected cost inland waterways operators some \$300 million. But thanks to a coalition including the SIU, that money may be recovered through legislative effort.

Currently there is a 15.1 cents a gallon tax on diesel fuel which goes into the federal Highway Trust Fund. Water carriers and other non-highway users have always been exempt from that tax.

But beginning last April, inland operators were forced to fork over that tax and then apply to the government for a refund because of the way the Omnibus Budget Reconciliation Act of 1987 changed the collection procedure.

In the past, the tax was levied "at the pump," which means that when a barge line purchased its fuel from a retailer, the 15.1 cents a gallon was not included in the price. The new law requires that the tax be paid at the wholesale level. In other words, that tax bite has already been added to the price of the fuel a barge line pays "at the

pump" because the retailer must pass along his extra cost.

Even though the operators will apply for a quarterly refund of the tax, it puts a serious dent in their operating cash flow, which in turn could have an impact on the crews working those boats and barges.

The American Waterway Operators estimate the tax cost at \$300 million which, in effect, is an interest-free loan to the government, instead of money which could be earning interest for the barge companies.

The same coalition which is leading the apparently successful attempt to restore tax deductions for crew meals (see the accompanying story) is now fighting for a change in the fuel tax law.

With help from Sen. Lloyd Bentsen (D-Texas), chairman of the Senate Finance Committee, a Tax Correction Act will include an amendment to exempt water carriers from the tax at the pump. Congress is expected to take up the matter when it returns from its Labor Day recess.

River Traffic Moves as Drought Withers Up

Barge traffic on the Mississippi River, slowed earlier this year by shallow water, has rebounded due to rain in the upper Midwest, government spokesmen said.

Although parts of the river remain below normal, early-August rainfall added enough water to allow traffic to return to normal or above-normal levels, they said.

In Memphis, Tenn., where low water in June and July caused officials to restrict barge movements, a Coast Guard official said the number of barges on the river has risen sharply in the past week.

"There's more traffic out there than at any time in the five and a half weeks I've been on the river," said Lt. Commander Janice Gray, who tracks barge activity for the Coast Guard in Memphis.

In St. Louis, a Corps of Engineers spokesman said barge traffic is "a little higher than last year."

Spokesman Clyde Wilkes said that although the water level is nine feet below normal, about 200 barges a day

are moving through St. Louis, many of them carrying grain. At the same time last year, about 180 barges daily moved through the Missouri port.

And farther upriver in Minneapolis, the Corps of Engineers said rain in northern Minnesota has raised lake levels to the point that the Corps was forced to release water to return the lakes to their normal level.

"There has been enough rainfall that we are releasing additional water from several reservoirs to regulate their levels," said Corps spokesman Kenneth Gardner.

In late July, the level of the Mississippi had fallen low enough that Minnesota's governor asked the federal government to release water from one of the lakes to raise the river level in Minneapolis.

But heavy rains fell before officials decided whether to follow the governor's recommendation. The river has been rising since.

"We were saved by Mother Nature again," said Mr. Gardner.

Court Protects Jones Act, Barge Line Sale On Hold

The takeover of an American barge company by a Japanese firm has been put on hold by a federal judge until the Coast Guard can determine if American citizen-ownership requirements are met.

Earlier this year Consolidated Grain and Barge Co. (CGB) was purchased by two Japanese firms. At the time, the Coast Guard approved the sale, despite protests from Ingram Barge Co. that the Jones Act was being violated by a foreign takeover (see August LOG).

Except for a very narrow set of circumstances, the Jones Act requires

that the ownership of any domestic shipping venture be American. CGB claimed it fit into that narrow definition; Ingram said it didn't.

After the Coast Guard ignored Ingram's plea to deny the takeover, the company went to court. A federal judge issued an order which, in effect, overturned the Coast Guard's Certificate of Compliance (with the Jones Act) and ordered the Coast Guard to complete a full investigation of the sale. CGB has appealed.

Maritime interests fear that if the sale is approved, it would open the door to dismantling the Jones Act.

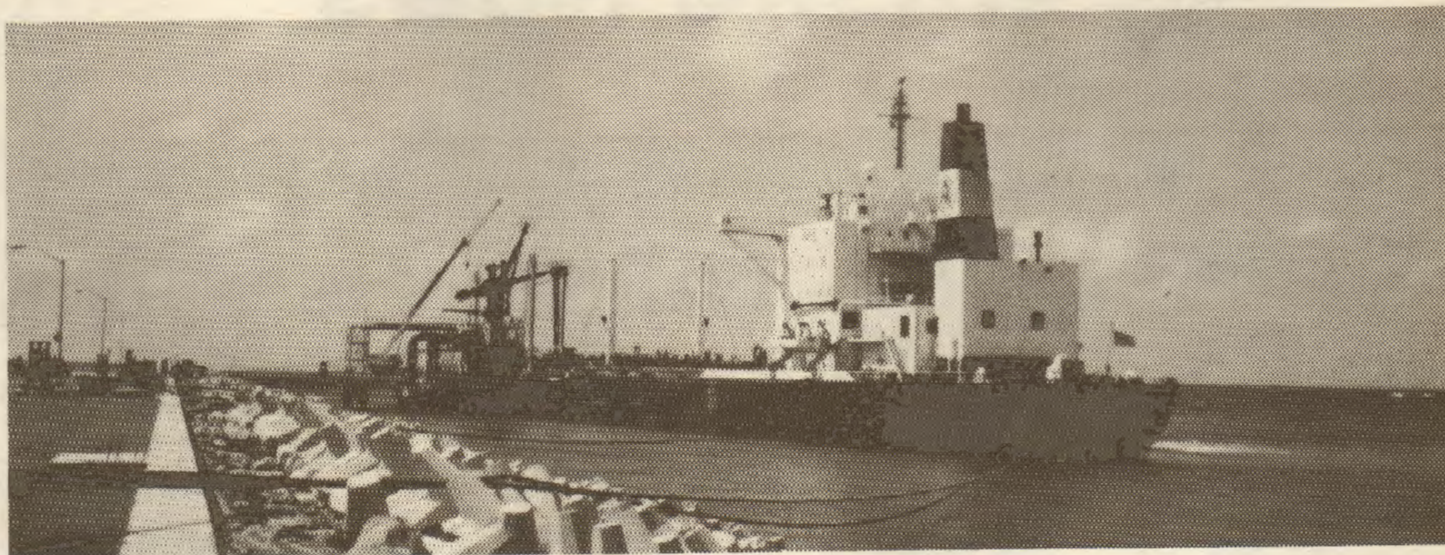
Register—Vote!!!

The SIU-Crewed American Heritage in St. Croix



A Shuttle Run To Africa from The Virgin Islands

It's a 26-day voyage from St. Croix in the U.S. Virgin Islands to the African Congo and return with crude oil for the island refineries. The crew of the SIU-manned *American Heritage* (Apex Marine) cleans tanks on the trip across and maintains the ship in the high standards of SIU crews. Pictured here are some of the crew during a recent payoff in St. Croix.



The *American Heritage* tied up in St. Croix.



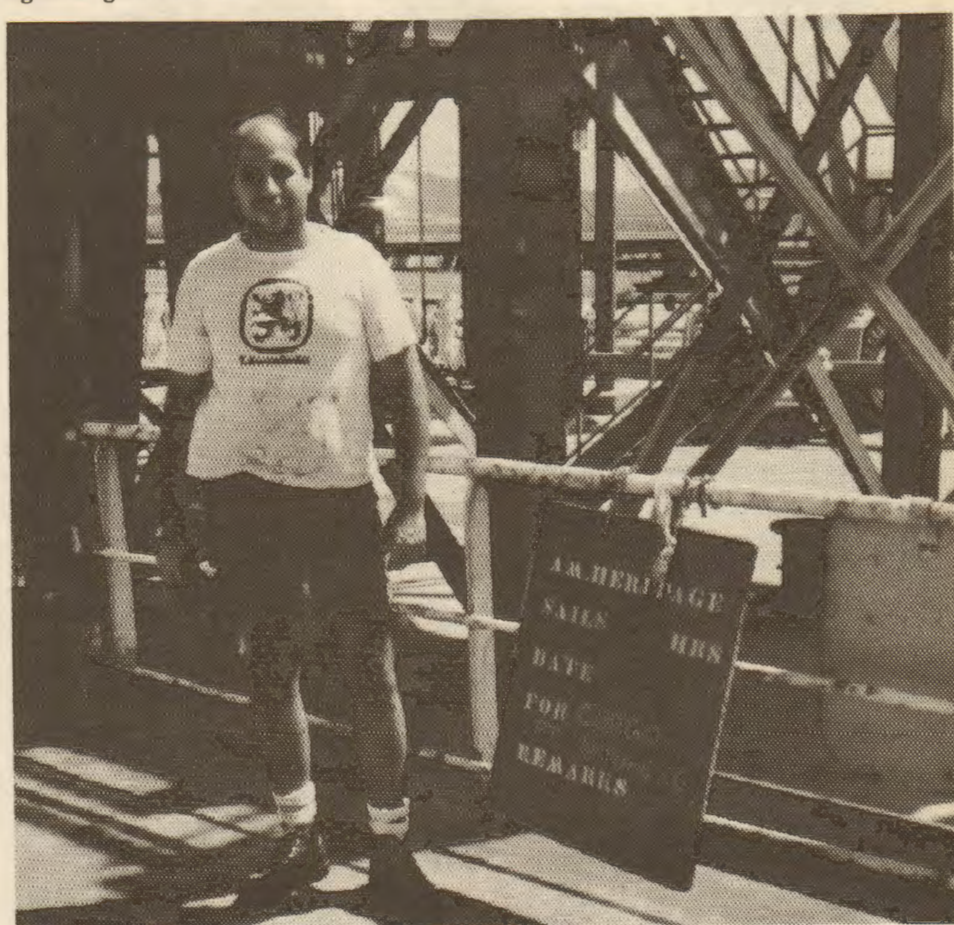
Heritage shipmates Bosun Raul Iglesias (right) and Third Asst. Thomas Munster.



At payoff arc (l. to r.) QMED Federico Rodriguez, Patrolman Miguel Alicea and Port Agent Angel Hernandez.



Togetherness . . . crewmembers (l. to r.) Chief Cook Henry Simmons, Utility A. Cyprian, Bosun Raul Iglesias and QMED Federico Rodriguez.



AB R. Bailey standing gangway watch on the *American Heritage* in St. Croix.

On the MV Constellation



SIU West Coast Vice President George McCartney met with the crew of the M/V Constellation as she prepared for her maiden voyage under the SIU banner to the Far East. Above with McCartney are Able Seamen John Griffin and Paul Jagger, and Bosun Sal Ciciulla. (Also, see photo on page 1.)



The M/V Constellation's steward department is in the capable hands of Steward/Baker John Hanrahan, second from left, and Chief Cook Jesse James with Steward Assistants Timothy King and Patrick Hewitt.

Another SIU Job Well Done



Cleaning the tanks on the LNG Capricorn (Energy Transportation Corporation) involves a lot of teamwork. And that is what AB Amin Ben Rajab depicts in his drawing entitled, "Bosun Fred Pehler and His Band of Merry Men." Can you pick out any of these SIU members? From the left: AB Ed Gontha, OS Dave Endom, OS Norman Olinger, Bosun Fred Pehler, AB Royce Kauffman, AB Ron Carraway, OS Reggie Cuffee. Coming out of the tank you can see half of the head of the artist, Amin Rajab "Jr.", and AB Mike Scaringi. AB Mike Dehnert is the one almost out of the tank. Thanks to Deck Delegate AB Ron Carraway for sending this to the LOG.



Dispatchers Report for Inland Waters

AUGUST 1-31, 1988

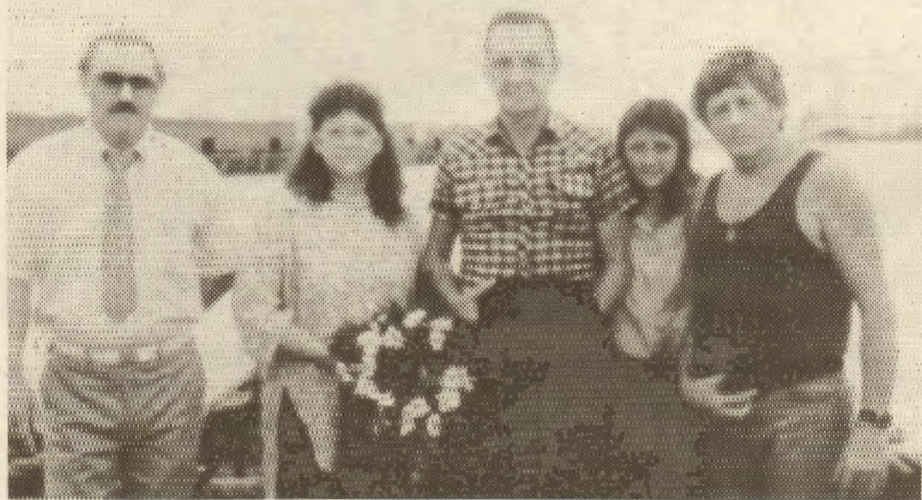
Port	*TOTAL REGISTERED All Groups			TOTAL SHIPPED All Groups			**REGISTERED ON BEACH All Groups		
	Class A	Class B	Class C	Class A	Class B	Class C	Class A	Class B	Class C
DECK DEPARTMENT									
New York	0	0	0	0	0	0	0	0	0
Philadelphia	0	0	1	0	0	0	0	0	1
Baltimore	7	0	0	4	0	0	6	0	0
Norfolk	32	0	0	18	3	0	40	14	0
Mobile	0	1	0	0	1	0	0	0	0
New Orleans	1	0	0	1	0	1	0	0	0
Jacksonville	2	0	14	0	0	4	1	1	26
San Francisco	0	0	0	0	0	0	0	0	0
Wilmington	4	3	19	14	10	24	47	21	1
Seattle	0	0	0	0	0	0	0	0	0
Puerto Rico	0	0	0	0	0	0	0	0	0
Houston	1	0	1	1	1	0	3	1	1
Algonac	17	5	0	4	3	0	16	2	0
St. Louis	0	0	1	0	0	0	0	1	6
Piney Point	0	0	0	0	0	0	0	0	0
Totals	64	9	36	42	18	29	113	40	35
ENGINE DEPARTMENT									
New York	0	0	0	0	0	0	0	0	0
Philadelphia	0	0	0	0	0	0	0	0	0
Baltimore	0	0	0	0	0	0	0	0	0
Norfolk	2	1	0	2	0	0	10	3	0
Mobile	0	0	0	0	0	0	0	0	0
New Orleans	0	1	0	0	0	0	0	1	0
Jacksonville	0	0	0	0	0	0	0	0	0
San Francisco	0	0	0	0	0	0	0	0	0
Wilmington	1	0	0	0	0	0	23	11	0
Seattle	0	0	0	0	0	0	0	0	0
Puerto Rico	0	0	0	0	0	0	0	0	0
Houston	1	0	0	0	0	0	1	0	0
Algonac	9	2	0	8	0	0	7	1	0
St. Louis	0	0	0	0	0	0	0	0	0
Piney Point	0	0	0	0	0	0	0	0	0
Totals	13	4	0	10	0	0	41	16	0
STEWARD DEPARTMENT									
New York	0	0	0	0	0	0	0	0	0
Philadelphia	0	0	0	0	0	0	0	0	0
Baltimore	0	0	0	0	0	0	0	0	0
Norfolk	3	1	0	2	0	0	6	1	0
Mobile	0	0	0	0	0	0	0	0	0
New Orleans	0	0	0	0	0	0	0	0	0
Jacksonville	0	0	5	0	0	1	0	0	9
San Francisco	0	0	0	0	0	0	0	0	0
Wilmington	0	0	0	2	0	1	34	11	0
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	4	0	0	1	1	0
Algonac	4	1	0	4	0	0	2	0	0
St. Louis	0	0	0	0	0	1	0	0	0
Piney Point	0	0	0	0	0	0	0	0	0
Totals	8	3	5	8	0	3	43	13	9
Totals All Departments	85	16	41	60	18	32	197	69	44

*"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.

And I Must Go To Sea

When I was just a little boy,
 I thought I'd like to go
 A sailing on the ocean
 And to sea,
 Someday I would go.
 So when I became a young man,
 I started sailing on the ships.
 And don't you know?
 I'm glad I did all of this.
 I've seen a lot of countries
 of the world,
 I otherwise would have missed.
 And I could never have done it
 If it were not
 For the ships.
 And now I'm at the middle of my
 life,
 I give thanks for all of this.
 For the tattoos on my arms,
 My hair
 Has turned gray,
 And I have no teeth,
 So what can I say?
 I'll just keep on sailing
 Until the day
 That I come home.
 But what can I say?
 For a sailor belongs on ships,
 and ships belong at sea.
 For I am a sailor,
 And I must go to sea.

Albert Austin, bosun
 USNS Stalwart (T-AGOS-1)



The ashes of J.B. Saranthus were scattered over the Houston Ship Channel July 28. Saranthus, who died July 15, sailed as a mate for G&H Towing Co. for 20 years. A popular and well-liked man, he will be missed by many, especially his long-time fellow crewmembers on the tug *Trojan*. Pictured on the *Trojan* are (l. to r.) Gerry Victor, G&H safety engineer; Shelley Eddins, a daughter; Capt. Aaron "Salty" Williams, captain of the *Trojan*; Lori Wilson, another daughter, and George "Limey" Champion, AB on the *Trojan*.



David Backovitz



Adolf Heinsaar



Arnold B. Hamblett



J.B. Saranthus



Gary Shaneyfelt



Harold Welch

Pensioner's Corner



Charles H. Brown



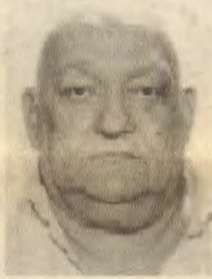
Glenn Conrad



Arthur Jacobs



Lawrence A. Lynch



Robert G. Mason



Floyd W. Mullens



Herbert B. Daugherty



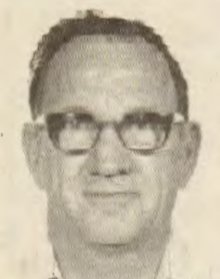
John P. Dolan



Aden Ezell Jr.



Floyd W. Fritz



Eldon A. Froese



Ken Hayes



Alfred P. Hargis



Marvin E. Howell



Robert W. Oslin



Joseph Pozzuoli



Frank W. Smith

INLAND

- Charles H. Brown, 62
Jacksonville, Fla.
- Herbert B. Daugherty, 62
Jacksonville, Fla.
- George J. Finnerty, 61
Cleveland, Ohio
- Ray Gimbert, 60
Norfolk, Va.
- Joseph Landry, 58
Houston, Texas
- Alfred Seiler, 62
Philadelphia, Pa.

Deep-Sea

- David Backovitz
Philadelphia, Pa.
Joined Union 1956
- Henry Blide
Bellport, N.Y.
Joined Union 1943
- William Brogan, 60
Virginia Beach, Va.
Joined Union 1961
- Edison Brown, 77
Reisterstown, Md.
Joined Union 1948
- Quenton Brown, 68
Wilmington, N.C.
Joined Union 1964
- Ralph Bullard, 66
Philadelphia, Pa.
Joined Union 1955
- Edwin Davis, 67
Houston, Texas
Joined Union 1955
- Thomas Cox Jr. 62
San Francisco, Calif.
Joined Union 1956

- Andrew Ecker, 27
Brooklyn, N.Y.
Joined Union 1979
- Arnold Hamblett, 75
Yokohama, Japan
Joined Union 1968
- Adolf Heinsaar, 61
San Leandro, Calif.
Joined Union 1962
- William Hudgins, 80
Mathews, Va.
Joined Union 1960
- Leonard Jones, 87
Jacksonville, Fla.
Joined Union 1945
- Dobremir Kosicki, 65
Brooklyn, N.Y.
Joined Union 1968
- Marcellus Padgett, 71
Houston, Texas
Joined Union 1951
- Stanley Prusinski, 67
Chicago, Ill.
Joined Union 1948

- Edward Rokicki, 38
Bayonne, N.J.
Joined Union 1969
- Gary Shaneyfelt, 46
Mobile, Ala.
Joined Union 1962
- Glen Whitehead, 82
Toledo, Ohio
Joined Union 1959
- Harold Welch, 65
Fremont, Calif.
Joined Union 1969
- Anthony Vilanova, 59
Eugene, Ore.
Joined Union 1960

Inland

- James Baggott, 63
Charleston, S.C.
Joined Union 1976
 - J.B. Saranthus, 55
Mobile, Ala.
Joined Union 1962
 - George Waller, 73
Princess Anne, Md.
Joined Union 1961
 - James H. Tutwiler, 60
Baltimore, Md.
 - Charles Young, 65
New Orleans, La.
- GREAT LAKES**
- Glenn Conrad, 60
 - John P. Dolgan, 62
Algonac, Mich.

- DEEPSEA**
- Milton Armstead, 52
New Orleans, La.
 - Dominick Brancoccio, 57
New York, N.Y.
 - Leonard Y.C. Ching, 63
Honolulu, Hawaii
 - James C. Collins, 65
Jacksonville, Fla.
 - Henry Connolly, 60
New York, N.Y.
 - Aden Ezell Jr., 60
Mobile, Ala.
 - Floyd W. Fritz, 60
Jacksonville, Fla.
 - Eldon A. Froese, 65
Houston, Texas
 - Alfred P. Hargis, 65
Norfolk, Va.
 - Ken Hayes, 67
Seattle, Wash.
 - Marvin E. Howell
Mobile, Ala.
 - Arthur Jacobs, 65
Jacksonville, Fla.

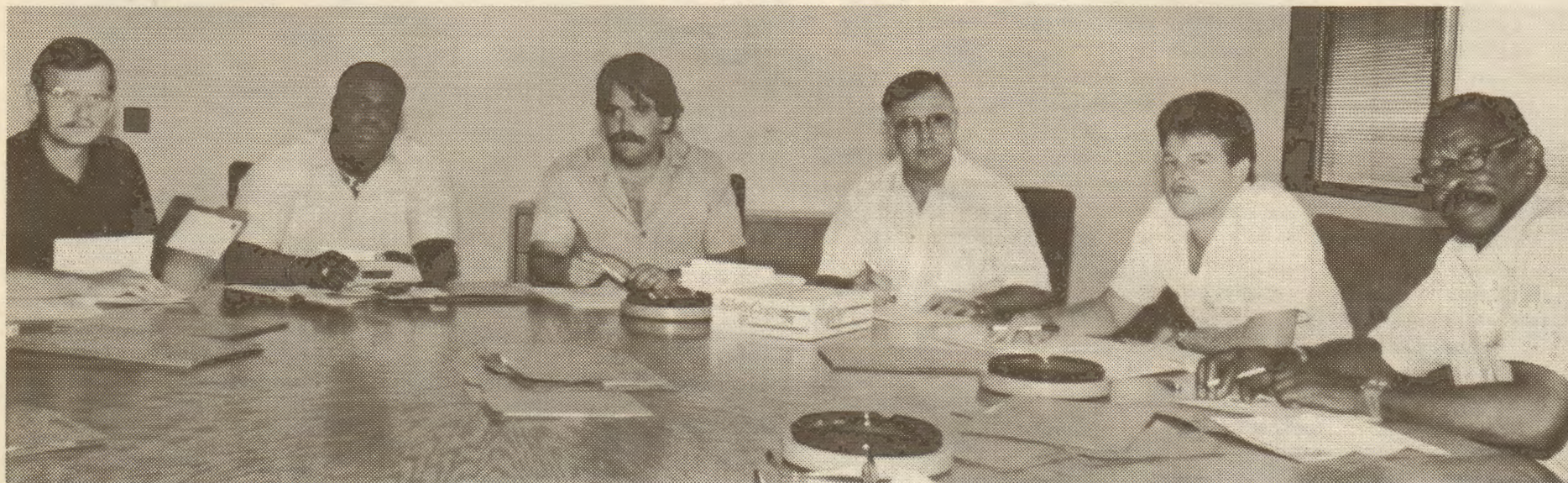
- Lawrence A. Lynch, 65
San Francisco, Calif.
- Robert G. Mason, 60
Jacksonville, Fla.
- Mortimer T. Morris, 61
Mobile, Ala.
- Floyd W. Mullens, 65
San Francisco, Calif.
- Alfred O'Krogly, 63
New York, N.Y.
- Robert W. Oslin, 61
Wilmington, Calif.
- Fred Piotrowski, 65
Algonac, Mich.
- Joseph Pozzuoli, 65
Baltimore, Md.
- Melvin Skipper, 65
Baltimore, Md.
- Frank W. Smith, 60
Mobile, Ala.
- James Stathis, 65
San Francisco, Calif.
- Ivan D. Steffey, 65
Norfolk, Va.



Brother Harry "Catfish" Granger (right) receives his first pension check from Houston Port Agent Dean Corgey. Granger sailed as chief pumpman out of Houston.

Report of Credentials Committee On Candidates for 1988 General Election of Officers, 1989-1992

Seafarers International Union of North America—Atlantic, Gulf, Lakes and Inland Waters District



The SIU A&G Credentials Committee, elected at the headquarters membership meeting in August, examined the records of candidates for the elections which will be held in November and December, and certified those who qualified. From left are William

Seidenstricker, Franklin Robertson, Daniel Johnson, Committee Chairman Tom Brooks, Todd Smith and Calvin James.

Following is the complete text of the Report of the Credentials Committee which examined the credentials of candidates for elective office or job in the Seafarers International Union, AGLIWD, for the years 1989-1992.

The report was presented to the membership initially at the regular membership meeting in the port of Piney Point on Sept. 6 and was acted on affirmatively by the membership. The same procedure will take place at all regular membership meetings in the month of September.

We, the undersigned members of the Credentials Committee, were duly elected at the regular membership meeting held in Headquarters-Port of Piney Point on August 8, 1988. We have examined the credentials of candidates for elective office or job in the Seafarers International Union of North America—Atlantic, Gulf, Lakes and Inland Waters District for the years 1989-1992, in accordance with Article XI, Section 1, and submit the following report.

Your Committee qualified or disqualified those members who submitted for office based upon the Union Constitution, particularly those provisions contained in Articles XII and XIII. The applicable constitutional provisions are as follows:

ARTICLE XII - Qualifications for Officers, Headquarters Representatives, Port Agents, Port Employees and Other Elective Jobs

Section 1. Any member of the Union is eligible to be a candidate for, and hold, any office or the job of Headquarters Representative, Port Agent or Port Employee provided:

(a) He has at least three (3) years of seetime in an unlicensed capacity aboard an American-flag merchant vessel or vessels. In computing time, time spent in the employ of the Union, its subsidiaries and its affiliates, or in any employment at the Union's direction, shall count the same as seetime. Union records, Welfare Plan records and/or company records can be used to determine eligibility; and

(b) He has been a full book member in continuous good standing in the Union for at least three (3) years immediately prior to his nomination; and

(c) He has at least one hundred (100) days of seetime, in an unlicensed capacity, aboard an American-flag vessel or vessels covered by contract with this Union or one hundred (100) days of employment with, or in any office or job of, the Union, its subsidiaries and its affiliates, or in any employment at the Union's direction or a combination of these, between January 1, and the time of nomination in the election year, except if such seetime is wholly aboard such merchant vessels operating solely upon the Great Lakes or, if such seetime is wholly aboard tugboats, towboats or dredges and contractual employment thereon is for fixed days with equal amount of days off, he shall have at least sixty-five (65) days of such seetime instead of the foregoing one hundred (100) days; and

(d) He is a citizen of the United States of America; and

(e) He is not disqualified by law. He is not receiving a pension from this Union's Pension Fund, if any, or from a Union-Management Fund to which Fund this Union is a party or from a company under contract with this Union.

(f) He has not sailed in a licensed capacity aboard an American-flag merchant vessel or vessels within 24 consecutive months immediately prior to the opening of nominations.

Section 2. All candidates for, and holders of, other elective jobs not specified in the preceding sections shall be full book members of the Union.

Section 3. All candidates for, and holders of elective offices and jobs, whether elected or appointed in accordance with this Constitution, shall maintain full book membership in good standing.

ARTICLE XIII - Elections for Officers, Headquarters Representatives, Port Agents and Port Employees

Section 1. Nominations.

Except as provided in Section 2(b) of this Article, any full book member may submit his name for nomination for any office, or the job of Headquarters Representative, Port Agent or Port Employee, by delivering or causing to be delivered in person, to the office of the Secretary at Headquarters, or sending, a letter addressed to the Credentials Committee, in care of the Secretary, at the address of Headquarters. This letter shall be dated and shall contain the following:

(a) The name of the candidate.

(b) His home address and mailing address.

(c) His book number.

(d) The title of the office or other job for which he is a candidate, including the name of the Port in the event the position sought is that of Agent or Port Employee.

(e) Proof of citizenship.

(f) Proof of seetime and/or employment as required for candidates.

(g) In the event the member is on a vessel, he shall notify the Credentials Committee what vessel he is on. This shall be done also if he ships subsequent to forwarding his credentials.

(h) Annexing a certificate in the following form, signed and dated by the proposed nominee:

"I hereby certify that I am not now, nor, for the five (5) years last past, have I been either a member of the Communist Party or convicted of, or served any part of a prison term resulting from conviction of robbery, bribery, extortion, embezzlement, grand larceny, burglary, arson, violation of narcotics laws, murder, rape, assault with intent to kill, assault which inflicts grievous bodily injury, or violation of Title II or III of the Landrum-Griffin Act, or conspiracy to commit any such crimes."

(Continued on Page 12.)

Report of Credentials Committee

(Continued from Page 11.)

Dated
Signature of Member
Book No

Printed forms of the certificate shall be made available to nominees. Where a nominee cannot truthfully execute such a certificate, but is, in fact, legally eligible for an office or job by reason of the restoration of civil rights originally revoked by such conviction or a favorable determination by the Board of Parole of the United States Department of Justice, he shall, in lieu of the foregoing certificate, furnish a complete signed statement of the facts of his case together with true copies of the documents supporting his statement.

Any full book member may nominate any other full book member in which event such full book member so nominated shall comply with the provisions of this Article as they are set forth herein, relating to the submission of credentials. By reason of the above self nomination provision the responsibility, if any, for notifying a nominee of his nomination to office, shall be that of the nominator.

All documents required herein must reach Headquarters no earlier than July 15 and no later than August 15 of the election year.

The Secretary is charged with safekeeping of these letters and shall turn them over to the Credentials Committee upon the latter's request.

In order to ascertain the meaning of the term "member in good standing" which is used in Article XII, Subsection 1(b), the Committee referred to Article XXIV, Section 9 of our Constitution which reads as follows:

"Section 9. The term, 'member in good standing', shall mean a member whose monetary obligations to the Union are not in arrears for thirty days or more, or who is not under suspension or expulsion effective in accordance with this Constitution. Unless otherwise expressly indicated, the term, 'member,' shall mean a member in good standing."

Your Committee also referred to Article XXIV, Section 13 for the definition of the term "seetime". This section reads as follows:

"Section 13. The term 'seetime' shall include employment upon any navigable waters, or days of employment in a contracted employer unit represented by the Union."

We also noted in Article XXIV, Section 14, the meaning of the term "in an unlicensed capacity aboard an American-flag merchant vessel or vessels." This portion of the Constitution reads as follows:

"Section 14. The term 'in an unlicensed capacity aboard an American-flag merchant vessel or vessels,' shall include persons employed in an unlicensed or licensed capacity aboard dredges, tugboats, towboats and similar vessels used to tow, propel, or push barges or other conveyances or assist merchant vessels in docking or undocking, or persons otherwise employed in a contracted employer unit represented by the Union."

After full and careful deliberations, the Committee made its decisions and sent appropriate notification to candidates. The ultimate decisions of this Committee are later set forth. In arriving at these ultimate decisions, the Committee was most concerned with carrying out a stated principle of our Union which is that "every qualified member shall have the right to nominate himself for, and, if elected or appointed, to hold office in this Union."

In connection with the foregoing, we have also consulted with the Secretary who, under our Constitution, has the obligation to insure appropriate election procedures as legally required (Article XIII, Section 7). Our Secretary has further consulted with the Union's Counsel as to the law applicable in Union nominations and elections.

The following is a complete listing of all men who submitted their credentials to the Committee. Their names and the office or job for which they submitted such credentials are listed in the order in which this Committee feels they should be placed on the general ballot, that is, in alphabetical order under the office or job for which they run, and that the Ports, following the Headquarters offices, beginning with Piney Point, be arranged on the ballot geographically, as has been done in the past. After each man's name and book number is his qualification or disqualification, followed by the reason for that decision.

PRESIDENT

Leo Cronsohn, C-801 Qualified—Credentials in order.
Michael Sacco, S-1288 Qualified—Credentials in order.

EXECUTIVE VICE PRESIDENT

Joseph Sacco, S-1287 Qualified—Credentials in order.

SECRETARY

Joseph DiGiorgio, D-2 Qualified—Credentials in order.

VICE-PRESIDENT IN CHARGE OF CONTRACTS AND CONTRACT ENFORCEMENT

Angus Campbell, C-217 Qualified—Credentials in order.

VICE-PRESIDENT IN CHARGE OF THE ATLANTIC COAST

Jack Caffey, C-1010 Qualified—Credentials in order.

VICE-PRESIDENT IN CHARGE OF THE GULF COAST

Thomas L. Glidewell, G-467 Qualified—Credentials in order.

VICE-PRESIDENT IN CHARGE OF THE WEST COAST

George McCartney, M-948 Qualified—Credentials in order.

VICE-PRESIDENT IN CHARGE OF THE LAKES AND INLAND WATERS

John Fay, F-363 Qualified—Credentials in order.

VICE-PRESIDENT GOVERNMENT SERVICES

Roy A. Mercer, M-25001 Qualified—Credentials in order.

HEADQUARTERS REPRESENTATIVE

Leo Bonser, B-1193 Qualified—Credentials in order.

Byron Kelley, K-12039 Qualified—Credentials in order.

Carl Peth, P-755 Qualified—Credentials in order.

Robert Pomerlane, P-437 Qualified—Credentials in order.

George Ripoll, R-708 Qualified—Credentials in order.

PINEY POINT PORT AGENT

James A. Martin, M-5290 Qualified—Credentials in order.

PINEY POINT PORT EMPLOYEE

Hom, Kwong Jin, H-8002 Qualified—Credentials in order.

NEW YORK PORT AGENT

Augustin "Augie" Tellez, T-764 Qualified—Credentials in order.

NEW YORK PORT EMPLOYEE

Trevor "Robbie" Robertson, R-723 Qualified—Credentials in order.

Robert Selzer, S-1258 Qualified—Credentials in order.

PHILADELPHIA PORT AGENT

Harry L. Dennis III, D-5377 Qualified—Credentials in order.

David Heindel, H-1443 Qualified—Credentials in order.

PHILADELPHIA PORT EMPLOYEE

Kermett T. Mangram, M-2394 Qualified—Credentials in order.

BALTIMORE PORT AGENT

Allen P. Raymond, R-670 Qualified—Credentials in order.

BALTIMORE PORT EMPLOYEE

James P. McGee, M-5945 Qualified—Credentials in order.

MOBILE PORT AGENT

George Vukmir, V-269 Qualified—Credentials in order.

MOBILE PORT EMPLOYEE

Edward "Edd" W. Morris, M-1358 Qualified—Credentials in order.

NEW ORLEANS PORT AGENT

Ray Singletary, S-2260 Qualified—Credentials in order.

NEW ORLEANS PORT EMPLOYEE

Nick Celona, C-1578 Qualified—Credentials in order.

HOUSTON PORT AGENT

Dean Corgey, C-5727 Qualified—Credentials in order.

HOUSTON PORT EMPLOYEE

Frank Gill, G-8002 Qualified—Credentials in order.

SAN FRANCISCO PORT AGENT

Donald C. Anderson, A-5244 Qualified—Credentials in order.

SAN FRANCISCO PORT EMPLOYEE

Thomas J. Fay, F-514 Qualified—Credentials in order.

Gentry Moore, M-8001 Qualified—Credentials in order.

Ted A. Tolentino, T-486 Qualified—Credentials in order.

ST. LOUIS PORT AGENT

David M. Carter, C-12088 Qualified—Credentials in order.

ST. LOUIS PORT EMPLOYEE

Jesse Solis, S-8001 Qualified—Credentials in order.

(Continued on Page 13.)

Report of Credentials Committee

(Continued from Page 12.)

DETROIT-ALGONAC PORT AGENT

Jack Allen, A-674
Richard "Dick" Gordon, G-943
William G. Truax, T-715

Qualified—Credentials in order.
Qualified—Credentials in order.
Qualified—Credentials in order.

DETROIT-ALGONAC PORT EMPLOYEE

Andrew J. Goulet, G-1221 (See NOTE at end of report.)
M. Joseph Sigler, S-2101

Disqualified—Was not in continuous good standing for three (3) years prior to time of nomination.
Qualified—Credentials in order.

HAWAII PATROLMAN

Eufemiano Magbaleta, M-8018 *

Disqualified—Position of Patrolman Port of Hawaii not on ballot.

As you will note in the foregoing sections of the Committee's Report, the provisions of the SIU Constitution governing election procedures made it mandatory that some of the nominees be disqualified. In light of these circumstances, the Committee wishes to call to the attention of all members the necessity of following all requirements and procedures which are established by our Constitution to govern eligibility to candidacy to Union office. However, at this time, the Committee particularly desires to point out the provisions of Article XIII, Section 2(c) of the Constitution, which spell out in detail the right of a disqualified candidate to appeal from the decision of the Credentials Committee and how he does it.

In compliance with Article XIII, Section 2(b) of our Constitution, and in an attempt to give every nominee every consideration and to try to prevent any disqualifications by this Committee, Samuel T. Brooks, Book B-1196, and William Seidenstricker, Book S-1531, of the Credentials Committee, remained at the entrance of the Headquarters building of the Union until midnight of Monday, August 15, 1988, to receive any credentials that might have been delivered either by mail or by hand after the closing of business hours by the Union.

The Committee points out that in the President's Pre-Balloting Report approved by the membership as per the Constitution and published in the May SEAFARERS LOG the exact offices and jobs for which nominations were to be made was set forth.

In passing upon the credentials for certain of the nominees, this Committee had to make two (2) disqualifications, and the following are the details relative to each of those disqualifications:

1. Andrew J. Goulet, G-1221—Candidate for Port Employee—Port of Detroit-Algonac.

Union records indicate that Brother Goulet paid his dues for the First Quarter of 1987 on March 31, 1987, whereas they should have been paid no later than January 30, 1987. Brother Goulet was, therefore, disqualified under the provisions of Article XII, Section 1(b), which reads as follows:

"ARTICLE XII, SECTION 1. Any member of the Union is eligible to be a candidate for, and hold, any office or the job of Headquarters Representative, Port Agent or Port Employee provided:

(b) He has been a full book member in continuous good standing in the Union for at least three (3) years immediately prior to his nomination."

Based upon the provisions of Article XII, Section 1(b), and further supported by Article III, Section 3; Article V and Article XXIV, Section 9, previously carried herein, the Committee disqualified Brother Goulet for the job of Port Employee—Port of Detroit-Algonac.

In accordance with the requirements of Article XIII, Section 2(c) of our Constitution, and in order to assure adequate notice of its decision, the Committee informed Brother Goulet of his disqualification by mailgram sent on August 18, 1988 to the address stated in his letter of nomination. Moreover, the mailgram was followed by a Certified Mail Return Receipt Requested letter dated August 18, 1988 from the Committee to Brother Goulet that set forth the reason for his disqualification. A copy of the Union Constitution was enclosed with the aforementioned letter so that Brother Goulet would have available the procedure to be followed in appeal from the disqualification decision of the Committee.

2. Eufemiano Magbaleta, M-8018 *—Candidate for Patrolman—Port of Hawaii.

The Committee received a letter on August 15, 1988 from Eufemiano Magbaleta, which was dated August 8, 1988, to be a candidate for Union Patrolman in Hawaii. Brother Magbaleta was disqualified by the Committee in that no such position exists on the ballot. Brother Magbaleta was advised of his disqualification by mailgram sent on August 17, 1988 to the address stated in his letter of nomination. Moreover, the mailgram was followed by a Certified Mail Return Receipt Requested letter dated August 18, 1988 from the Committee to Brother Magbaleta that set forth the reasons for his disqualification. A copy of the Union Constitution was enclosed with the aforementioned letter.

Subsequent to our mailgram and letter to Brother Magbaleta, the Committee received a letter on August 25, 1988 from Eufemiano Magbaleta which was dated August 19, 1988 in which Brother Magbaleta appealed the decision of the Credentials Committee. Brother Magbaleta was advised by a Certified Mail Return Receipt Requested letter dated August 26, 1988 that there is no position on the ballot of Union Patrolman in the Port of Hawaii, and, therefore, an appeal is not appropriate.

The Committee reviewed the credentials of Richard (Dick) Gordon, G-943, and noted that the appropriate certificate was not included with his letter of nomination. By letter dated August 18, 1988, the Committee advised Brother Gordon that a certificate should be mailed to the Committee immediately. The Committee received by return mail the missing certificate and Brother Richard (Dick) Gordon was deemed qualified to appear on the ballot as a candidate for Detroit-Algonac Port Agent.

The membership can readily see from the foregoing report that your Committee has made every effort possible within the confines of our Constitution to qualify every nominee.

All credentials received as of August 9, 1988, were turned over to the Committee in good order at 9:00 A.M. on that date, and those received by mail subsequently, but not later than August 15, 1988, have similarly been furnished to the Committee in good order. All credentials have been examined in strict accordance with the Constitution. Any defect in the credentials disposed of by the Committee has been the sole responsibility of the sender and no person adversely affected by such defect has denied this to the Committee.

The Committee, in closing out its report, had turned over to it the credentials of Brother James E. Tyson, T-744, for nomination for Patrolman in the Port of Norfolk. Brother Tyson's letter of nomination was dated January 27, 1988 and was received in the office of the Secretary on February 8, 1988. By letter dated February 19, 1988 Brother James E. Tyson was advised that there would be no position on the ballot of Patrolman in the Port of Norfolk. Brother Tyson was sent a copy of the Constitution to aid him in his desire to nominate himself for a position on the ballot at the appropriate time. He was further advised that Article XIII, Section 1 of the Union Constitution states the following:

"All documents required herein must reach Headquarters no earlier than July 15 and no later than August 15 of the election year."

Under the Constitution, any candidate has more than sufficient time for nomination to office. He has almost unlimited time to file his credentials as long as they are received within the thirty-day period, July 15–August 15. In view of the clear constitutional language and most liberal opportunity for a member to timely nominate himself, we find Brother James E. Tyson unqualified.

Regretfully, the Credentials Committee has not received any further communication from Brother James E. Tyson.

Fraternally submitted,

August 26, 1988

CREDENTIALS COMMITTEE

Samuel (Tom) Brooks, Chairman, B-1196

Calvain A. James, J-3

Daniel Johnson, J-577

Franklin Robertson, R-1307

William Seidenstricker, S-1531

Todd Smith, S-2318

NOTE:

Subsequent to the completion of the Credentials Committee Report, Andrew J. Goulet, G-1221, appealed his disqualification on the basis of the fact that his Union dues for the First Quarter of 1987 were inadvertently not deducted from his vacation pay as previously authorized. The membership voted to grant the appeal and qualify Brother Goulet as a candidate for Detroit-Algonac Port Employee, and his name will appear on the ballot accordingly.

Bar-B-Que Time On the Darnell

What better way to spend a summer evening than a cookout, and if you don't have a backyard, a fantail in the middle of the Pacific will do.

The crew of the SIU-contracted *Gus Darnell* (Ocean Ships Inc.), thanks to the efforts of Chief Cook Simon Shargabian and Steward Philip Lav, had the chance for a break from the ordinary. Thanks to AB J. Elbe for the pictures.



Ready at the grill, Chief Cook Simon Shargabian cooks 'em to order.



Steward Philip Lav



Ready to chow down are ABs John August, Jim Elbe, Bob Adams, Pumpman Pete Hardy and DEU Mark Pickham.



Chief Cook Simon Shargabian and Messman Tom Route at the bountiful table.

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.

Seafarers

HARRY LUNDEBERG SCHOOL OF SEAMANSHIP



Piney Point Maryland

SHLSS Keeping the Industry Rolling — TMT Driver Training at SHLSS

■ by John Gildersleeve

More recent evidence of the SIU's commitment to seeking out new job opportunities in the industry was the creation of the TMT Driver Training course held here at the Lundeberg School. In this case, the training was for new UIW members, showing once again that the SIU/UIW recognizes the need to supply skilled people for new areas of the maritime industry.

The skills learned by the men and women in the driver training course will be applied on the job for Crowley Trailer Marine Transport. The company's unique and trend-setting barge operation dictates the need for specialized driving skills. The 700-foot-long, triple deck barge uses carefully orchestrated movements of tractor trailers to load and unload simultaneously.

During the two-week program, the students learned several types of skills: backing down a 40-foot container for a 700-foot-long stretch, parking trailers, and ship and barge driving.

As with all dock-related jobs, safety was stressed heavily as part of the curriculum. Additionally, the students learned of the important role the Union plays in advancing their job opportunities and security. With the help of the excellent crane facilities at the SHLSS, the students were given the opportunity for some real life "OJT"; further adding to the advanced skills the students needed to successfully execute all maneuvers required on the docks.

The SIU/UIW and the Crowley Corporation, in establishing this program, have shown how labor and management can unite in a common effort and show their commitment to the industry's future workforce through responsive action that benefits all. With the help of the newly trained UIW drivers, Crowley TMT and the SIU/UIW, I am sure that we are all driving toward the same goal, and that is to be successful at any new challenge that comes our way.



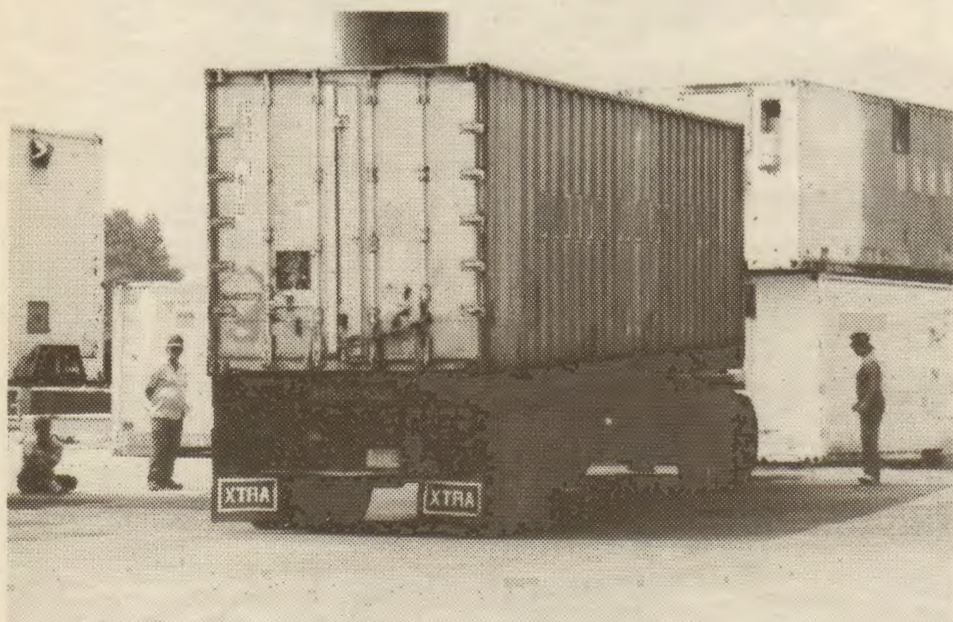
Special thanks go to Ken Conklin, Bill Eglinton, Bill Hellwege, and Eddy G. for helping us to make this program the success it was.



▲ Left to right: John Wozunk (Inst.), Joseph J. Zemek, David Appel, Billy Brown, Tom McCormick, James D. Roman, Mark Gray, John Gildersleeve (Inst.).



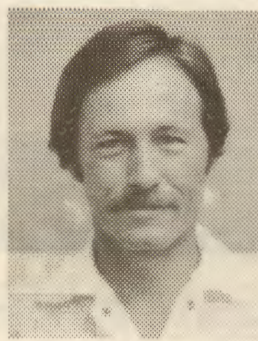
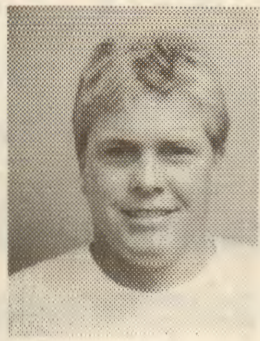
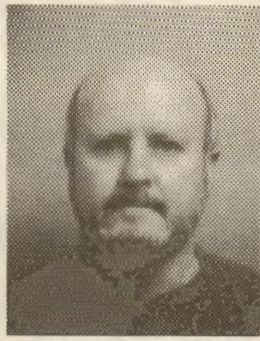
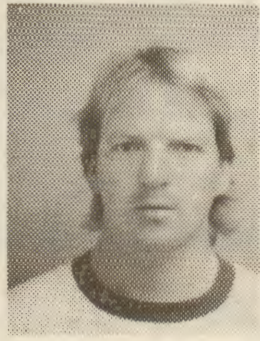
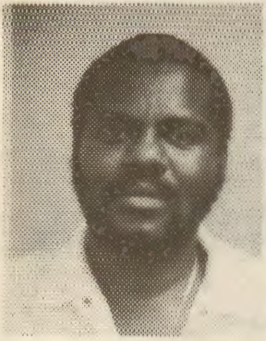
▲ Instructor John Gildersleeve (right) congratulates top student, Billy Brown.



▲ Instructor John Gildersleeve puts a student driver through the paces. ▶



SHLSS Course Graduates



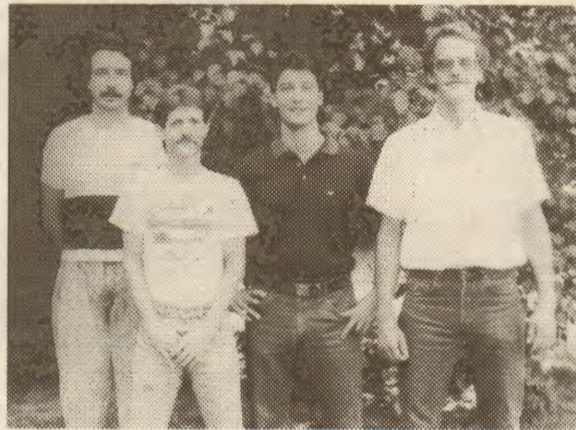
Chief Cook & Baker 8/3/88

Left to right: Hayes Johnson, Doug Neubauer, Mike Northrup, Willie Rose, James H. Smith.



Canadian Chief Cooks 8/12/88

Left to right: Bill Eglinton (Dir. of Voc. Education), Jean MacDonald, Ken Conklin (V.P. SHLSS), Marilyn Warrell, Gary Johnson, Bill Hellwege (Sealift Coordinator), Edward White (Steward Instructor).



Marine Electrical Maintenance 8/17/88

Left to right: Paul M. Titus, Joe Saxon, Valerio F. Carpi, Kevin Bertel.



Crane Training 8/8/88

Left to right: Tom McNear, Roy Yarling, Craig Holben, Ken Conklin (SHLSS V.P.), David Cabrera, Victor Bell, Darin L. Zabor.



Canadian Wheelmen 8/8/88

First row, left to right: Sean Flaherty, Christian Noel, Jacques Gelderblom, Lawrence Kisser, Vince Faries. Second row: Luc Boughner, Andrew MacIntosh, Karl Farnell, Alex Bell, Larry Carlsner, Michael Morrisette.



Sealift 8/10/88

First row, left to right: Kassim Shaibi, Gina Lightfoot, Donald Smith, William Capps. Second row: Bill Tadios, Glenn D'Ambrosio, Steve Sylvia, Ahmed Hussain, Alberto Matos, Harry Alongi (Inst.). Third row: Leonte R. Cordova, Craig A. Luoto, Jerry Beaubren, Charles Betz.



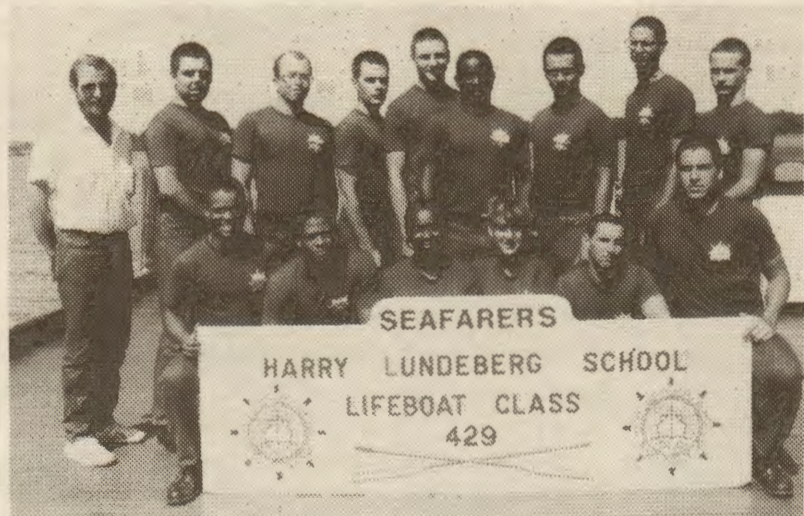
T.M.T. Driving Class 8/25/88

First row, left to right: Steve Chmielowski, William Taylor, Jerry Stine. Second row: Bill Murray, James Lightcap, James Flanagan, John Wozunk (Inst.).



Lifeboat 8/4/88

First row, left to right: Darwin L. Hand, William Capps, Linda Ray, Manfred Mueller, Donald Smith, Leonte R. Cordova. Second row: Charlie Betz, Donald Rezendes, Joey Clements, Jeff Engebretson, Mark Davis.



Trainee Lifeboat Class #429 8/4/88

First row, left to right: Wendell Bloodworth, Essick Moses, Esther Wilkes, Robin Swanson, Daniel Zealberg, Mark Billiot. Second row: Ben Cusic (Inst.), Albert R. Sweetman, Brian Wolfe, Marcus Hemenway, Daniel Vazquez, Le Barron West, Ernest B. Perreira, David Partikian, Jayson Joyce.



1988 Upgrading Course Schedule



Programs Geared to Improve Job Skills And Promote U.S. Maritime Industry September — December 1988

The following is the current course schedule for Sept. 1988 — December 1988 at the Seafarers Harry Lundeberg School of Seamanship.

For the membership's convenience, the course schedule is separated into six categories: Deck Department courses; Engine Department courses; Steward Department courses; Adult Education courses; All Department courses and Recertification Programs.

Inland Boatmen and deep sea Seafarers who are preparing to upgrade are advised to enroll for class as early as possible. Although every effort will be made to fill the requests of the members, the classes are limited in size — so sign up early.

The course schedule may change to reflect the membership's needs and the needs of the industry.

SIU Representatives in all ports will assist members in filling out the application.

PLEASE NOTE: All members are required to take firefighting when attending SHLSS.

Engine Upgrading Courses

Course	Check-In Date	Completion Date
Refrigeration Systems Maint. & Op.	October 3	November 11
Pumproom Maint. & Operations*	September 19	October 28
Variable Speed DC Drives	September 5	October 14
Electro-Hydraulic Systems	November 7	December 16
Automation	November 21	December 16
Welding	November 21	December 16
Hydraulics	October 17	November 11
Third Asst. Engineer/Steam or Motor	Open-ended (Contact Admissions Office for Starting Date)	

*All students in the Engine Department will have 2 weeks of Sealift Familiarization at the end of their regular course.

Steward Upgrading Courses

Course	Check-In Date	Completion Date
Assistant Cook	Open-ended (Contact Admissions Office for starting date)*	
Cook and Baker	Open-ended (Contact Admissions Office for starting date)*	
Chief Cook	Open-ended (Contact Admissions Office for starting date)*	
Chief Steward	Open-ended (Contact Admissions Office for starting date)*	

*All students in the Steward Program will have 2 weeks of Sealift familiarization at the end of their regular course.

Deck Upgrading Courses

Course	Check-In Date	Completion Date
Able Seaman	September 19 October 31	October 28 December 9
Radar Observer Unltd.	September 12 November 7	September 23 November 18
* Minimum number of students required for radar class to be held is four (4).		
Radar Refresher/Renewal	Open-ended, 3 days (Contact Admissions Office for starting date.)	
Radar Recertification	Open-ended, 1 day (Contact Admissions Office for starting date)	
* Minimum number of students required for Celestial Navigation class to be held is five (5).		
Lifeboat	September 19 October 17 November 14 December 12	September 30 October 28 November 25 December 23
LNG — Self Study Safety Course	(This course is not offered as a separate course, but may be taken while attending any of the regularly scheduled courses.)	

*Upon completion of course must take Sealift Operations & Maintenance.

Recertification Programs

Course	Check-In Date	Completion Date
Steward Recertification		
Bosuns Recertification	September 26	November 7

Adult Education Courses

Course	Check-In Date	Completion Date
For students who wish to apply for the GED, ESL, or ABE classes in 1988, the courses will be six weeks in length and offered on the following dates:		
High School Equivalency (GED)	October 31	December 12
Adult Basic Education (ABE)		
English as a Second Language (ESL)	October 31	December 10

The Developmental Studies Class (DVS) will be offered one week prior to some of the upgrading classes.

Developmental Studies (DVS)	(Offered prior to the Third Mate & Original Second Mates Course)	
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College Programs Scheduled for 1988

Course	Check-In Date	Completion Date
Associates in Arts or Certificate Program	August 8	September 30



Seafarers Harry Lundeberg School of Seamanship Upgrading Application



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

Address _____ (Street)

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

Deep Sea Member Inland Waters Member Lakes Member Pacific

If the following information is not filled out **completely** your application will not be processed.

Social Security # _____ Book # _____ Seniority _____ Department _____

Veteran of U.S. Armed Forces Yes No Home Port _____

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) Last grade of schooling completed _____

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 _____ Primary Language Spoken _____

I Am interested in the Following Course(s) Checked Below or Indicated Here if Not Listed _____

DECK

- AB/Sealift
- Towboat Operator Inland
- Celestial Navigation
- Master Inspected Towing Vessel
- 1st Class Pilot (organized self study)
- Third Mate
- Radar Observer Unlimited

ALL DEPARTMENTS

- Welding
- Lifeboatman (Must be taken with another course)

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

ENGINE

- FOWT
- QMED—Any Rating
- Variable Speed DC Drive Systems (Marine Electronics)
- Marine Electrical Maintenance
- Pumproom Maintenance & Operation
- Automation
- Refrigeration Systems Maintenance & Operations
- Diesel Engine Technology
- Assistant Engineer/Chief Engineer Uninspected Motor Vessel
- Original 3rd/2nd Assistant Engineer Steam or Motor
- Refrigerated Containers
- Advanced Maintenance
- Hydraulics
- Electro-Hydraulic Systems

STEWARD

- Assistant Cook Utility
- Cook and Baker
- Chief Cook
- Chief Steward
- Towboat Inland Cook

COLLEGE PROGRAM

- Associates in Arts Degree
- Certificate Programs

ADULT EDUCATION DEPARTMENT

- Adult Basic Education (ABE)
- High School Equivalency Program (GED)
- Developmental Studies (DVS)
- English as a Second Language (ESL)
- ABE/ESL Lifeboat Preparation

With this application **COPIES** of your discharges **must** be submitted showing sufficient time to qualify yourself for the course(s) requested.

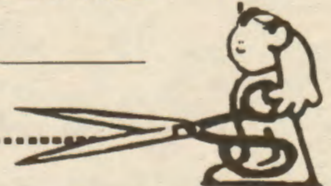
You **must** also submit a **COPY** of the first page of your union book indicating your department and seniority, as well as, a **COPY** of your clinic card. The Admissions Office **WILL NOT** schedule until this is received.

VESSEL	RATING HELD	DATE SHIPPED	DATE OF DISCHARGE

SIGNATURE _____ DATE _____

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

Rev. 2/88



Digest of Ships Meetings

LING ARIES (Energy Transportation Corp.), July—Chairman John Davis, Secretary D.A. Pappas, Educational Director M.B. Goins, Deck Delegate A.C. Pickford, Engine Delegate R. Robertson, Steward Delegate B.T. McEleney. No beefs or disputed OT reported. There is \$410.28 in the ship's fund. The treasurer noted that the captain donates all slop chest profits to the fund. Several crewmembers suggested that a new exercise bicycle be purchased since the one onboard is in poor shape. Also suggested were a new ping-pong table and darts. The treasurer will approach the captain with these suggestions. Everything is running smoothly, according to the chairman. He reminded the membership not to slam their doors and wake those who are off watch. Since there are three new members onboard, the educational director took the time to talk about the importance of upgrading at Piney Point and of taking full advantage of the courses there, including the associates degree. The entire crew offered their condolences to the family of Brother Frank Drozak. "We are all appreciative of the efforts he made to make this a better union. We also wish Mike Sacco the best. We're behind him 100 percent." A vote of thanks was given to the steward department for being such a good feeder, and "especially to Brian McEleney, chief cook, for the fine quality of food he prepares." Next ports: Nagoya, Japan and Bontang, Indonesia.

OMI MISSOURI (OMI), July 24—Chairman Carl Francum, Secretary Kris Hopkins, Educational Director John Penrose. The engine department had quite a bit of disputed OT which will be taken up with the boarding patrolman. Apparently, the chief engineer has been performing work that should be done by the QMEDs. There is \$260 in the ship's movie fund. The chairman reported that two QMEDs left the ship in India for personal reasons. One replacement came aboard in Singapore, and the ship sailed short one man on the return trip. The crew was very saddened by the news of President Drozak's passing. "He will surely be missed by all of us." Everyone chipped in and sent flowers to the funeral. "We would like to thank Sparky Dole for his assistance" in getting all the arrangements made. Crewmembers were urged to take advantage of the Seafarers Harry Lundeborg School of Seamanship. "Upgrading your skills makes for good job security." A vote of thanks went to the steward department for "an exceptional job with the chow. It is by far the best feeder in the SIU fleet." The steward, in turn, thanked the entire crew for helping to keep the vessel clean, especially the 12-4 watch. The *OMI Missouri* reports to the LOG that it conducted a burial at sea for a retired master on May 29. "He went to Davy Jones's locker with all present. May he rest in peace." Next port: the Philippines.

OVERSEAS ALICE (Maritime Overseas Corp.), July 27—Chairman Steve Copeland, Secretary Collie Loper Jr., Educational Director M.W. Roberson. No beefs or disputed OT. There is \$240 in the ship's fund. The chairman reminded the crew to help take care of the movies and return them, in their cases, to the movie locker. He also stressed the importance of upgrading at Piney Point. "The SIU must have enough qualified members to man the ships." The secretary pointed out the benefits of contributing to SPAD, and the educational director underlined the need to maintain a high SIU standard at all times—and to keep the ship a safe one. The crew was saddened to learn of the death of SIU President Frank Drozak. One minute of silence was stood in memory of our departed brothers and sisters, and an additional minute was stood in memory of Brother Drozak. Next port: Subic Bay, P.R.

SEA-LAND ANCHORAGE (Sea-Land Service), July 26—Chairman E.J. Duhon,

Secretary J. Wright, Educational Director M.L. Frizzel, Deck Delegate S. Ackley, Engine Delegate J. Trauth, Steward Delegate R. Maddox. No disputed OT was reported. The engine department, however, would like to get a response from the company on the use of shoreside laborers to do jobs that should be OT for the black gang. Thanks were given to all hands for helping keep the ship clean. "In this election year, let's make sure that we are all registered to vote and that we put people in office who will help the entire maritime industry." A vote of thanks was given to the steward department, especially to Chief Cook Bob Maddox "for the fine chow." Next port: Tacoma, Wash.

SEA-LAND ENTERPRISE (Sea-Land Service), July 17—Chairman E. Cary, Secretary A. Reasko, Educational Director F. Hall. Copies of the last LOG were received in Hawaii; the next payoff will take place in Oakland, Calif. on July 27. Everything is running pretty smoothly with no major beefs. There was, however, some disputed OT in the steward department which will be taken up with the boarding patrolman at payoff. There are no fans in the crew quarters—as provided for in the agreement. One minute of silence was observed in memory of our departed brothers and sisters.

SEA-LAND EXPLORER (Sea-Land Service), July 3—Chairman L.C. Cope, Secretary W. Hawkins, Educational Director/Engine Delegate S. Tellech, Deck Delegate William Murphy, Steward Delegate W. McWilliams. No beefs or disputed OT reported. The chairman discussed what had been taken care of in the shipyard and how all the safety rules had been observed and carried out. He thanked everyone for their cooperation. All communications received from headquarters have been posted. The safety meeting was well represented by all departments. Members aboard the *Explorer* appear to be very safety-conscious. A motion was made and seconded that all vacation time be credited toward retirement. This will be discussed with the boarding patrolman at payoff. The chairman advised all members that if they have any questions pertaining to current Union activities, they should talk with the Union representative. A special moment of silence was observed in memory of our departed president, Frank Drozak.

SEA-LAND INDEPENDENCE (Sea-Land Service), June 29—Chairman Joseph San Filippo, Secretary Charles E. Taylor, Educational Director Jimmie Nicholson. No beefs or disputed OT. There is \$95 in the ship's fund. The crew of the *Sea-Land Independence* expressed sorrow at hearing of the death of President Drozak. They also gave congratulations and support to Mike Sacco in his new job as head of the SIU. The educational director reminded everyone of the importance of getting a good education, and that "there is no place finer for Seafarers than the facilities at Piney Point". Several suggestions were brought up to help in a smoother running operation. First, the gangway net should be in place or a storing crane used when taking on stores. The work light on the starboard side should be fixed. As it is, crew are unable to see the mate for signals to operate the mooring winches. Also, the chief mate should leave the handling of the lines to the ABs. Next port: Tacoma, Wash.

SEA-LAND PATRIOT (Sea-Land Service), July 28—Chairman John W. Curlew, Secretary A. Delaney. No beefs or disputed OT reported. The bosun reminded the crew to report any unsafe or hazardous conditions to their department head, as well as any needed repairs. He also posted the wage increases on the bulletin board for all members to take a look at. As requested by the captain, the steward advised the crew of Sea-Land's new food

plan for vessels. The crew agreed that it would be a good plan if Sea-Land would put the food onboard. As yet, many of the items have not been included in the stores. A motion was made and seconded that the steward utility should receive the wages of a third cook pantryman because of the many jobs combined in his. It was approved by the members and will be brought up in a discussion at payoff. All hands were asked to make an effort to keep the crew lounge area clean and to "leave it as you find it." The steward department received a vote of thanks for a job well done.

SEA-LAND VOYAGER (Sea-Land Service), July 16—Chairman R. Murry, Secretary C. Gibson, Educational Director D. Johnson. Some beefs were reported in the deck and engine departments. Payoff is scheduled for July 24 in Tacoma, and it was requested that a patrolman be present at payoff. The educational director stated that "the recent loss of our president will be felt for a long time. But if our membership stands behind our new leadership, we should gain in strength and members." He also noted that upgrading at this time is very important for all eligible members. A vote of thanks was given to the steward department for a job well done. Next port: Tacoma, Wash.

STUYVESANT (Bay Tankers), June 24—Chairman Bob Whytock, Secretary Ed Kilford, Educational Director Tony Smith, Deck Delegate William Kleimola, Engine Delegate Richard Groening, Steward Delegate Linton Taylor. No beefs or disputed OT reported. Upon hearing of the death of President Drozak, members of the *Stuyvesant* said, "We are truly sorry to report the passing of President Frank Drozak, and would like to send his wife and family our prayers and sympathy." New door locks have come onboard and have been installed wherever needed. Any problems should be reported to the bosun. The chairman noted that both national and Union elections are coming up in November. "As to the national—keep in mind that grassroots campaigning starts with your vote. Let's beat the Reagan-Bush machine." With regard to the Union elections, he said, "Constitutional changes are not to be taken lightly. Think, then vote." The educational director talked about the critical shortage of able seamen. Anyone with the necessary seetime should contact Manpower Coordinator Bart Rogers or their port agent to upgrade. The crew tape player has been broken four times this trip. Members were reminded to treat it gently. There is only one ice machine onboard the *Stuyvesant* that can be used by the crew. The captain has allowed it to be padlocked and

no one can get ice. This problem will be taken up with the patrolman at payoff. Next port: Long Beach, Calif.

USNS DUTTON (LSC), June 16—Chairman Frank Coburn, Secretary Tracey McFarlane, Engine Delegate Jim Scott, (Temporary) Deck Delegate Pat Dillon, (Temporary) Steward Delegate Brian Gauthier. No beefs or disputed OT reported. There is \$149.03 in the ship's fund. The chairman checked with the captain and Coast Guard to make sure the *Dutton* is not required to carry survival suits. A notice was read and posted on the bulletin regarding the death of President Frank Drozak. A telex was sent back to headquarters expressing the crew's sympathy. Copies of the LSC contract are available in the secretary's office at any time. The responsibilities of a delegate were explained and port draws were clarified. The crew lounge TV was fixed and the water fountain for the gym is still being looked into. Someone should also look into seeing if the soda machine can be fixed. Next port: Curacao.

Official ships minutes also were received from the following vessels:

AMERICAN CORMORANT	OVERSEAS JUNEAU
AMERICAN HERITAGE	PAUL BUCK
BAYAMON	PONCE
BAY RIDGE	SAN JUAN
LNG CAPRICORN	SEA-LAND ACHIEVER
CHARLESTON	SEA-LAND CRUSADER
COVE LIBERTY	SEA-LAND DEVELOPER
COVE TRADER	SEA-LAND ENDURANCE
FALCON LEADER	SEA-LAND EXPEDITION
GALVESTON BAY	SEA-LAND KODIAK
GOLDEN MONARCH	SEA-LAND LIBERATOR
GREAT LAND	SEA-LAND MARINER
LIBERTY SUN	SEA-LAND NAVIGATOR
LNG LIBRA	SEA-LAND PRODUCER
NEDLLOYD HOLLAND	THOMPSON PASS
OMI COLUMBIA	ULTRASEA
OVERSEAS JOYCE	USNS WILKES

Personals

Jim Bishop

"I have your videotape." Contact John Steeber Jr., 24 Grant Place, Irvington, N.J. 07111.

Francisco Rivera

Please call Marie Martin in North Carolina at 1-800-334-0118

Henry L. Scott

Call your mother. She has a message for you.

Monthly Membership Meetings

Port	Date	Deep Sea Lakes, Inland Waters
Piney Point	Monday, October 3	10:30 a.m.
New York	Tuesday, October 4	10:30 a.m.
Philadelphia	Wednesday, October 5	10:30 a.m.
Baltimore	Thursday, October 6	10:30 a.m.
Norfolk	Thursday, October 6	10:30 a.m.
Jacksonville	Thursday, October 6	10:30 a.m.
Algonac	Friday, October 7	10:30 a.m.
Houston	Tuesday, October 11	10:30 a.m.
New Orleans	Tuesday, October 11	10:30 a.m.
Mobile	Wednesday, October 12	10:30 a.m.
San Francisco	Thursday, October 13	10:30 a.m.
Wilmington	Monday, October 17	10:30 a.m.
Seattle	Friday, October 21	10:30 a.m.
San Juan	Thursday, October 6	10:30 a.m.
St. Louis	Friday, October 14	10:30 a.m.
Honolulu	Friday, October 14	10:30 a.m.
Duluth	Wednesday, October 12	10:30 a.m.
Jersey City	Wednesday, October 19	10:30 a.m.
New Bedford	Tuesday, October 18	10:30 a.m.

Letters To The Editor



Life's Road

We learn many lessons as each day goes by.
There are songs to sing and a few tears to cry.
There are blessings to count, happy memories, too.
And sometimes disappointment in things that we do.
There are cups that run over and years that are lean.
With bright days and dark days and long nights between.
But one choice we can make as we carry life's load.
If we look toward the sun, how it brightens the road!

—Shirley Harvey

'Reflections on Life's Road . . .'

Congratulations to you [Mike Sacco] and to your brother Joe. I awoke this early a.m. with many reflecting memories. I remember June 7, 1947—my first old Liberty ship being dispatched by Robert Jordan from the hall in Mobile. The Liberty *William F. Cody* was an Alcoa Steamship Co. vessel. She lay at Pensacola, Fla. where I boarded her as ordinary seaman under the command of Capt. Jump (with a load of coal to France).

Life's Road began then with me, at a tender age of fifteen years, eight months old! What a Life's Road! And the many fond and not so fond memories. As I look back and reflect upon them, I cry in part and laugh in others.

As I read of Frank's [Drozak] death in the recent LOG, I silently cried with a heartfelt hurt. Recalling some forty odd years in acquaintance with and even previous to Paul Hall's presidency. It was no secret to me, as with others, and certainly no disrespect to the late Paul Hall whom we came to know, respect and brotherly love as the Great White Father—for he was exactly that in his loyalty and devotion in membership to and for us in the early periods of the SIU up until his death. We were blessed with his selective successor, Frank Drozak, whom he prepared well to carry on the continuity through leadership. To Frank, I can heartily salute "a job well done." He filled the shoes well. As I am equally sure you as president will do. When I first came to know you as vice president of SHLSS, I think the most outstanding impression was at a Union class you held in the old library in 1974 when I attended for a QMED certificate.

Joe, too, appeared in my Life's Road at that time.

Yes, I have come to know, respect and brotherly love the many officials of our great Union—Red Campbell, Cal Tanner, Chuck Svenson, Bull Sheppard, Harold Fisher, Blacky Neira, Robert Jordan. The list just seems endless . . . and my latter friend Ken Conklin whom I came to know in 1974 over trainees at that period.

There are many persons who have contributed much and who I haven't even scratched the surface to name that helped to enhance,

educate and make our Union one of uniqueness. I can only hope our younger brothers can be grateful and constructively add to a continuity of greatness that they inherited through the bloody-bitter battles preceding even the 1947 Isthmian strike and the 12" fans per foc'sle (an upgrade even) from the natural draft system we once had. To the 16" fans if we had three or more persons per room. (Like the Virginia Slims cigarette advertisement, Yes, we've come a long, long way.)

From classrooms on barges at SHLSS to the modern facilities not boasted. From Mobile to New York to Washington, D.C. headquarters.

Therefore, as I read the enclosed poem, certainly I could not help but reflect upon memories of Life's Road and to include a late last friend to every seaman in the Union, Frank Mongelli, whom Paul Hall entrusted to help make SHLSS what it is today—along with wisdom and dreams of many.

From Paul to Frank and now to you, Mike—yes, I stand proud. Not only to be an American seaman but a member of the greatest Union in the maritime history and of the labor force.

Fraternally yours,
Robert C. Goodrum
Eufaula, Ala.

'Recognition for All Vets . . .'

At long last, those of us who served in the United States merchant marine have begun to gain recognition from our country for the service we provided in times of war. Unfortunately, this recognition now only extends to service during World War II. Those of us who served during the Korean and Vietnam conflicts have not received recognition, although we made substantial contributions to our country's efforts during those war years. . . .

We are forming a *Committee to Secure Recognition for U.S. Merchant Marine Service in Korea and Vietnam*. We are compiling a list of those who qualify. Anyone who shipped out in the Pacific during 1950-53 (Korea) or 1965-1973 (Vietnam) should contact the committee at:

2525 N.E. Columbia Blvd.
P.O. Box 11245
Portland, Ore. 97211

Sincerely,
Ken Beckerich



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Change of Command at MSCPAC

In change of command ceremonies held Aug. 18 on the flight deck of the *USNS Mercy*, Capt. William T. Dannheim, USN, was relieved by Capt. James S. Schultz, USN, as Commander, Military Sealift Command, Pacific. Ashore and afloat MSCPAC employees, along with representatives from the commercial maritime sector, labor and neighboring military commands, were in attendance at the ceremony which featured Vice Adm. W. T. Piotti, Jr., COMSC, as the guest speaker.

Highlighting his accomplishments the past 24 months—which included the vigorous implementation of the MSC ACTION 88 program and the close oversight over all phases of the *Mercy's* conversion to her successful humanitarian voyage to the Philippines last year—Vice Adm. Piotti said Capt. Dannheim's two years at MSCPAC resulted in many significant contributions to fleet support and MSC's effectiveness in the Pacific that will be felt for many years to come.

"Captain Bill Dannheim has provided the positive and dynamic leadership demanded by this command," said Vice Adm. Piotti, praising the officer who led MSCPAC's 1,900 mariners, 400 civilians ashore, 200 military personnel and the command's 22 ships and five offices. Though he didn't have it with him because of a paperwork delay, Admiral Piotti said Capt. Dannheim will be awarded the Navy's prestigious Legion of Merit for his outstanding service as COMSCPAC.

In his farewell speech, Capt. Dann-

heim paid tribute to the MSCPAC civil service mariners, his headquarters staff and the five MSCPAC offices for the jobs they performed during his tenure in Oakland. "The Military Sealift Command is in the business of providing service at sea, and our mariners conduct this business very well," said Capt. Dannheim, who also lauded his shore staff and offices for their efforts with the fleet. "I've come to appreciate the breadth and depth of the total support effort required to man and maintain our ships." From Oakland, Capt. Dannheim headed back to Washington where he'll serve as deputy director of the Naval Center for Cost Analysis in the Pentagon.

Capt. James S. Schultz assumed command of MSCPAC following almost three years as COMSCSEA, and he reminded the 200 guests in attendance of his many friendships with MSCPAC mariners. "I'm extremely pleased to be able to continue and maintain the relationships with MSCPAC masters, mates, mariners and employees whom I've become associated with the past 36 months in Southeast Asia," said Capt. Schultz. "The people who spend half their lives at sea to carry out our sealift, fleet and special mission responsibilities deserve the very best we can provide."

Capt. Schultz, a 24-year veteran of the Navy, has served in a variety of positions aboard several ships, including a tour as commanding officer of the *USS W. S. Sims* (FF 1059). Ashore, Capt. Schultz has served as a Soviet naval analyst in Japan and has com-



Celebrating the change of command are (l. to r) Capt. William T. Dannheim, Vice Adm. W. T. Piotti Jr., and Capt. James S. Schultz.

pleted a tour with the Intelligence Directorate of the U. S. European Command in West Germany. During another European assignment, Capt. Schultz served with the Royal Navy as head of navigation at Britannia Royal Naval College in Dartmouth, Devon, England. He also served as director of officer promotions, appointments and enlisted advancement with the Naval Military Personnel

Command in Washington, D.C.

Capt. Schultz, a native of Philadelphia, holds a B. S. degree in engineering and business administration from Pennsylvania State University. He's also a graduate of the Naval War College in Newport, R.I. Capt. Schultz and his wife Elizabeth have two children, Carolyn and Jeffrey. The family resides in Novato, Calif.

Navajo Leads Recovery of Helo



The *USNS Navajo*—the key ship in helicopter salvage operations near San Francisco.

In the aftermath of a tragic helicopter accident off the coast of San Francisco in July which left eight Naval airmen dead, the *USNS Navajo* relieved the minesweeper *USS Excel* to become the lead ship in retrieving and salvaging key sections of the downed helicopter to determine why it crashed.

The MH-53E Sea Dragon helicopter plunged into the Pacific 11 miles southwest of the Golden Gate Bridge July 18 while on a routine mine-sweeping exercise.

Capt. Phil Rosten, master of the *Navajo*, ordered his ship into a three-point moor when he arrived at the scene of the crash site. A sophisticated mini-ranger tracking system onboard the *Navajo* and coordinated ashore assisted the ship to position itself directly over the helicopter debris 60 feet below the surface. The fleet tug, with 16 Navy divers and aircraft investigators aboard, was transformed into a diving and recovery station during operations which lasted more than two weeks. The *Navajo* frequently shuttled back and forth to

Naval Air Station Alameda where a Navy Aircraft Mishap Board was set up to study the salvaged parts of the aircraft.

"We basically turned a towing ship into a salvage ship, and the *Navajo* turned out to be as good as any ship built for that job," said Capt. Rosten, who commended his crew for the work they performed. "The mates showed excellent seamanship skills and our crane operators were outstanding."

Assisting the *Navajo* in the salvage operation was the commercial ship *M/V Laney Chouest*, a vessel similar in size to a fleet tug which is frequently used in oceanographic research work.

In late August, the *Navajo* returned to her normal operating area off Southern California and was one of two vessels selected to pull a former target ship off the beach of San Miguel island. At the request of the National Park Service, the grounded LST was towed off the beach and sunk in deep waters.

—B.B.

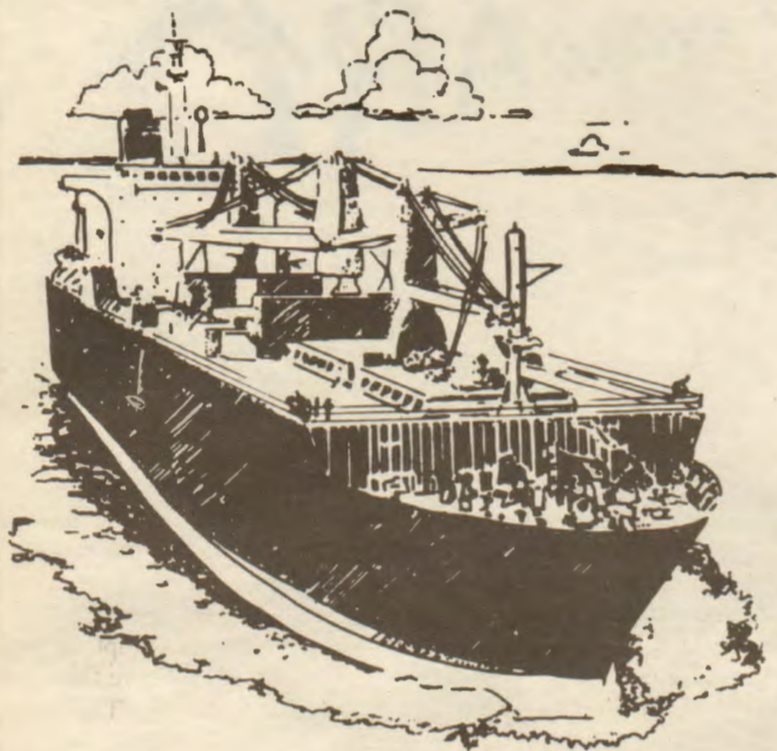
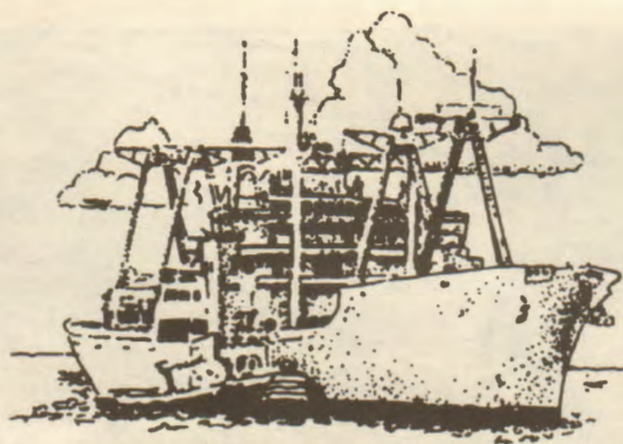
(Continued on Page 23.)

The King Retires



After 42 years of government service, Ollie King finally decided to retire. King received a retirement plaque and a congratulatory handshake from Capt. William T. Dannheim, COMSCPAC, for his faithful service to the federal government. A 20-year veteran of the Navy who retired as a First Class Steward, King went on to serve 22 more years with MSCPAC where he worked aboard 18 different ships as a chief cook. His last ship with MSCPAC was the *USNS Sioux* (though he says his favorite was always the *USNS DeSteiguer*). Shortly after he joined MSCPAC, King was one of the first members to sign up with the SIU. He credits his wife Dorothy for keeping things orderly at home while he was absent so much at sea.

Safeguard Your Shipping Rights



TO SAFEGUARD your rights and the shipping rights of all SIU members, there are certain requirements that must be followed. These requirements are spelled out in the **Shipping Rules**, and they are there so that the rights of all members will be protected and furthered fairly and impartially.

DUES Your current quarter Union dues must be paid at the time you register.

RELIEF JOBS/REGISTERING When you are relieved, you must re-register for your job within 48 hours by reporting to the SIU Union hall.

RELIEF JOBS/CONTACT WITH UNION It is your responsibility to keep in contact with the Port Agent at the port in which you are registered.

RELIEF JOBS/SHIPPING It is your responsibility to claim your job from the hiring hall shipping board no later than one day before the ship's scheduled arrival.

(Continued from Page 22.)

MSCPAC News Briefs . . .

. . . Two MSCPAC ships that were part of Commander Task Group 75.1 were praised for their role with the bilateral COBRA GOLD exercise staged in Southeast Asia recently. "Every ship, from the USNS contingent of 'Killer Tug' *Sioux* to the 'Fast Attack Oiler' *Mispillion*, to the DESRON FIFTEEN tin cans *Oldendorf* and *Towers*, has contributed significantly to our overall mission to represent our nation in highly visible operations," said the Aug. 5 message from CTG 75.1 which praised the training given to the Royal Malaysian Navy and the Royal Thailand Navy. "It's been a pleasure to steam with professionals, and I look forward to meeting you again at sea in the pursuit of our national objectives."

. . . Three employees of MSCPAC who helped the *USNS Spica* fill key crew vacancies were singled out in a message of appreciation from the fleet supply ship to the command in Oakland. "As *Spica's* Indian Ocean deployment draws to a close, we'd like to thank the shore side staffs for their timely support these past four months," said *Spica's* Aug. 26 message. "Special thanks go out to **Barbara Chapman**, **Lou Jones** and **Gloria Burns** of the personnel office. The responsiveness demonstrated in finding replacements for repats was appreciated by all."

. . . RMC **Frank P. Moller**, USN, a member of the *USNS Kilauea's* military department, received word July 11 from the Chief of Naval Operations

that he was the recipient of a Navy Commendation Medal, along with a citation and certificate, for his meritorious service while serving with the U.S. Naval Communications Area Master Station in Guam from April 1986 to April 1988. Chief Moller, who was the satellite communications division leading chief at the Guam site, was instrumental in maintaining systems reliability consistently above 99.95 percent for one of the Navy's largest Super High Frequency (SHF) satellite communications facilities. "Chief Petty Officer Moller's superb technical knowledge of both personnel and material resources contributed significantly to the facility's exceptional material readiness and outstanding mission accomplishment record," said the CNO's citation for *Kilauea's* chief radioman.

. . . YNC **Catherine A. Lawrence**, an assistant to the MSCPAC chief of staff, was named the Naval Air Station Agana "Federal Woman of the Year" for her service at the Guam facility last year. "Through your diligence and dedication to duty and the mission of the Naval Air Station, you have demonstrated the finest qualities desired of our military workforce," wrote Capt. Paul A. Cassiman, USN, commanding officer, NAS Agana, in a July 29 letter of appreciation to YNC Lawrence. Following her assignment in Guam, Chief Lawrence reported to MSCPAC last December.

. . . Personnel Staffing Assistant **Margaret DeJan** has been named the P-2

Employee of the Quarter for her work as promotion board coordinator. "Her efforts have been invaluable to the promotion boards," says her boss, D. D. Dysthe, "and because of her attention to detail, they've become a morale booster to the fleet." DeJan, a 15-year MSCPAC employee, enjoys an excellent reputation among shore employees and civil service mariners for her work at the command.

. . . **Donald E. Brown** has been selected as the MSCPAC Professional Comptroller of the Month for August. A fiscal accounting clerk, Brown was praised for his substantial improvements in quality, quantity and timeliness of afloat fiscal accounts.

. . . The Jack London Chapter of the Naval Reserve Association (NRA) has been selected as the best local NRA group in the country. The president of the Jack London Chapter is **Capt. George Bruno**, USNR-R, commanding officer of *MSCO Concord 220* and head of the tanker branch at MSCPAC. Bruno will attend the NRA national conference in Atlanta at the end of

September to represent his group and accept the Rear Admiral John S. Lewis award. A number of MSC reservists are affiliated with the NRA Jack London Chapter.

. . . Retirements: Assistant Cook **Alfonso Lucas**, 31 years, who began his federal career in 1942 as a laborer at Fort Mason in San Francisco. Lucas worked as a laundryman, waiter, utilityman, messman and storekeeper with MSTS and MSCPAC aboard 28 different ships before retiring July 1 . . . Mechanical Engineer **George Hooper**, 40 years, who began federal service in 1947 as a draftsman at the old San Francisco Naval Shipyard. The recipient of several awards during his lengthy career, Hooper came to MSCPAC in 1983 and was involved in port engineering work with several fleet replenishment ships . . . **Ruth Jacques**, 18 years, an employee relations clerk who had been employed at MSCPAC since 1980. Initially a transportation clerk, Jacques was reassigned to the personnel office a year ago until her Aug. 1 retirement.

SIU Vessels Join Reforger 88

Three SIU-contracted ships, the *USNS Algol*, *USNS Denebola* and *USNS Altair*, began their role in "Reforger 88," one of the largest U.S. military exercises, late in July.

"Reforger," which stands for Return of Forces to Germany, will involve nearly 100 U.S. and European military personnel. It encompasses all the logistical and administrative aspects of moving large numbers of forces from the United States to Europe.

U.S. operations in the ports of Sa-

vannah, Ga. and Beaumont, Texas will see the loading of more than 2,700 pieces of equipment onto the Military Sealift Command vessels for the voyage to Europe. Upon arrival in Antwerp, Belgium, the equipment will move by air, highway and railroad to West Germany.

The three fast sea-lift ships, former Sea-Land Service Inc. vessels, are converted combination roll-on/roll-off and containerships, capable of speeds of more than 30 knots.

Help
A
Friend
Deal
With
Alcoholism
and
Drugs



Addicts don't have friends. Because a friend wouldn't let another man blindly travel a course that has to lead to the destruction of his health, his job and his family. And that's where an alcoholic or drug user is headed.

Helping a fellow Seafarer who has an addiction problem is just as easy—and just as important—as steering a blind man across a street. All you have to do is take that Seafarer by the arm and guide him to the Union's Addictions Rehabilitation Center in Valley Lee, Md.

Once he's there, an SIU member will receive the care and counseling he needs. And he'll get the support of brother SIU members who are fighting the same tough battle he is back to a healthy, productive alcohol-free and drug-free life.

The road is a long one for an alcoholic and drug user. But because of ARC, an addicted SIU member doesn't have to travel the distance alone. And by guiding a brother Seafarer in the direction of the Rehab Center, you'll be showing him that the first step back to recovery is only an arm's length away.

Addictions Rehabilitation Center

I am interested in attending a six-week program at the Addictions Rehabilitation Center. I understand that all my medical and counseling records will be kept strictly confidential, and that they will not be kept anywhere except at The Center.

Name Book No.

Address (Street or RFD) (City) (State) (Zip)

Telephone No.

Mail to: **THE CENTER**
Star Route Box 153-A
Valley Lee, Md. 20692

or call, 24 hours-a-day, (301) 994-0010