

LOG

Official Publication of the Seafarers International Union • Atlantic, Gulf, Lakes and Inland Waters District • AFL-CIO Vol. 48 No. 1 January 1986

Strike for Fair Share

SIU Fishermen Shut New Bedford Harbor

Even Ebenezer Scrooge couldn't come up with a more depressing scenario. Faced with the prospect of a wage cutback in excess of 20 percent, New Bedford fishermen called for a strike. Two days after Christmas, at a time when most people are making last minute plans for New Year's, 600 of these newly organized SIU members were braving freezing weather on picket lines at 23 sites around Massachusetts.

At the same time, however, there was a sense of purpose and solidarity. "I don't like doing this any more than anyone else," said SIU fisherman Mark

"self-employed," the boat owners were able to get the fishermen working for them to assume the full cost of their own Social Security and unemployment taxes."

The strike, called against the Seafood Producers Association which represents 32 boat owners, is costing the city of New Bedford \$1 million a day. Both sides agree, however, that the strike was precipitated by worsening conditions in the fishing industry. It has been hard hit by heavily subsidized Canadian imports, insurance problems and a recent ruling by the World Court which declared that



When striking SIU fishermen in New Bedford put a stranglehold on the nation's busiest fishing harbor, the city's auction house (above) had to close its doors. Once the center of activity, the auction house has no fish to sell.

Saunders to a *Journal of Commerce* reporter. "But there's a point to be made."

"People can only stand so much," said Jack Caffey, special assistant to the SIU president. "The New Bedford fishermen had to accept a de facto cutback three years ago when the owners persuaded the union representing the fishermen before the SIU to accept a change in their employment status. By reclassifying fishermen as

the rich fishing banks of the St. George's are under Canadian jurisdiction.

The strike has temporarily alleviated one nagging problem. Fish prices, which were at intolerably low levels, have risen dramatically in recent days.

SIU fishermen, who make up about one-third of New Bedford's fishermen, do not receive a fixed salary, but are awarded a certain percentage of the

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Seafarer

Government Services Division



Published for the Gov't Services Division, Seafarers International Union, Atlantic, Gulf, Lakes and Inland Waters District, AFL-CIO

M/V Rover Plucks 63 From South China Sea

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Preference Fight Ends

Farm Bill Increases U.S. Ships' Share of P.L. 480

U.S.-flag ships will begin carrying 10 percent more P.L. 480 cargo this year, and by 1988 SIU and other American ships will haul 75 percent of those shipments under the provisions of the new, five-year, \$160 billion farm bill. President Reagan signed the bill late last month.

The approval of the farm bill signaled the end of one of the most brutal and long fights over the cargo preference issue in decades. It also showed what two groups who were initially opposed to each other can accomplish through tough but reasonable negotiations.

The cargo preference compromise, a small part of the massive farm bill, increases the share of cargo for American ships from 50 to 75 percent on a 10-10-5 percent timetable during the next three years.

Up to the last stages of the farm bill's passage, the administration and many large and powerful agri-business groups continued their attacks on the compromise. The fighting continued despite compromise supporters agree-

ing to give up preference rights to so-called commercial export programs, even though a federal court had ruled in favor of the Union's claim to preference requirements on those programs.

Each house passed its version of a farm bill in early December. The Senate bill contained the Union-backed compromise. The House version maintained cargo preference regulations at the 50 percent level, but it did not directly address the controversial issue of commercial cargoes.

Prior to the House/Senate conference, the House Merchant Marine Subcommittee held a hearing where opponents of the compromise had one last chance to try to scuttle the agreement. Representatives from the Department of Agriculture, the Navy, the Agency for International Development and Marad spoke out against the compromise. They were joined in their attacks by the North American Grain Export Association, Millers Na-

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President's Report

by Frank Drozak

WE start the New Year facing a number of serious problems. Our industry is awash in the confused seas of an administration that cannot put together a consistent maritime program. Manning requirements in military vessel contract proposals are placing increasing strains on the ability of maritime unions to provide fully-trained crews. And the maritime unions, themselves, are unable to put together a unified program for survival and growth.

That's a tough assessment of where we stand as this new year begins, but I believe it's an honest and accurate picture.

Five years ago, the Reagan administration began with a promise to design a maritime program that would revitalize our badly ailing industry. That hasn't happened. Instead, we have had to spend four years expending much time and energy in the legislative halls of Congress just holding on to what we already had. We had to beat back those who would take from the holds of U.S.-flag ships those cargoes that are keeping what's left of our nation's merchant marine afloat. There were serious attempts to give away Alaskan oil which would have been diverted to foreign-flag supertankers. We fought a long and grueling battle with the powerful farm lobby to protect the legislated right of the U.S. merchant marine to carry foreign cargoes.

Because we did our homework, and showed up every day, and had the support of our membership, we were able to win these battles and preserve the jobs of hundreds of our members.

* * *

As we go into 1986, the biggest game in town is military work. In the past year we were able to secure 35 military support vessels. This brought our membership 680 jobs which helped to offset the job losses we suffered as many of our commercial vessels were laid up or scrapped because there was no cargo for them. By June of this year, we figure to be manning 45 military ships with a total of 850 good jobs for this membership.



That isn't bad. If you take a good look at what's happening in this industry, and especially what's happening with the other unlicensed unions, we have done quite well. But, it didn't just happen. We have these jobs because we have developed the kind of training programs that can prepare our membership for new opportunities, and because our membership is responding to these new job opportunities by becoming qualified for them through the Seafarers' training programs.

* * *

There are some bright spots as we begin 1986. I think that Congress is finally convinced that something has to be done to encourage trade to prevent the total erosion of America's industrial base. I think Congress is also finally becoming convinced that America's maritime industry needs to be a viable component of this nation's trade policy for reasons having to do with our economy and our national defense.

In the past four years we have developed meaningful dialogues with members of Congress of both political parties. We have done this through our members' continued support of SPAD, and through our ability to reason and our willingness to compromise. It was by no accident that we were able to convince legislators from many farm states that the continuation

of federally-supported foreign aid shipments would not harm the economy of their farming constituents.

* * *

Finally, I see this new year as one of both a challenge and an opportunity for us. As an organization we aren't doing too badly, and we are developing a number of new programs to make our Union even better for our members and their families.

During the past year we have improved our claims processing systems, and still newer improvements are being put into place. We have set up a program for those members who want the option to get a lump-sum buyout on their pensions. Beginning this month, we have a new program to provide housing for our pensioners at our facilities in Piney Point. Also this month, we begin a program to help those of our members who have a problem with drug addiction.

We are continuing to develop new training and upgrading programs for our members. Our scholarship committee is presently taking applications from our members and their dependents for college scholarship programs. And, I am proud to announce that our school is now fully accredited to grant two-year college degrees to our members in the field of nautical sciences. We are continuing to plan and work toward our goal of having a full four-year degree granting program at our school.

* * *

So, you can see that although we are faced with many problems as we begin this year, we are also in a place of opportunity. I believe that if we continue to communicate with each other, and work together, we will continue to make progress in those areas that most concern us as a Union: job security, our health and welfare, and our continuing education.



Just before Christmas, SIU members were in Los Angeles walking picket lines and carrying signs in support of 22,000 UFCW and Teamster meat cutters on strike in Southern California against major California supermarket chains. Above, SIU members posed with Maritime Port Council affiliates during a loud rally in McArthur Park where 2,000 turned out to protest lock-outs and an impasse in negotiations. Negotiations had stalled six weeks earlier, when management refused to back away from its subcontracting and two-tier wage proposals leaving grocery workers no choice but to vote to strike.



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January 1986

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

Vol. 48, No. 1

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

BUILD AND CHARTER PROGRAM PART OF 1986 SPENDING BILL

For the first time since the Reagan administration took office, Congress has passed and the president has signed legislation which appropriates \$852 million for ship construction in a build and charter program.

There is only one hitch. The money has been appropriated, but Congress has not authorized the spending of any of the funds.

The money, named the Maritime Fund, is part of a joint House/Senate resolution which is an omnibus \$368 billion spending bill for fiscal 1986.

The fund is "patterned after President Eisenhower's mariner program to construct ships for commercial operation which may be used for military sealift," the conference report said.

If the money is authorized, experts estimate that some 10 to 12 ships could be built with the \$852 million. It is similar to a bill introduced in November by Sen. Ted Stevens (R-Alaska). The Navy would determine what type of ships would be needed, such as RO/RO's, crane ships, tankers or troopships and then designate a builder and

an operator, all based on competitive bidding.

"This is certainly a step in the right direction. It's the first infusion of ship-building money by the government in more than five years. But we're going to have to wait and see how this whole thing shakes out," SIU President Frank Drozak said.

Normally Congress will authorize a certain program and then in separate action it will appropriate money for the program. This time the action is reversed, but both steps are needed before a penny can be spent.

Members of the House/Senate conference which developed the fund said in a report that they hope to begin the program as "soon as possible after authorization is enacted."

In addition, \$228 million was set aside in another resolution to re-engine and modernize ships the Navy might buy for its Strategic Sealift Program. Any revenues from the build and charter program would be returned to the Maritime Fund so it could maintain itself or grow.

SHLSS Wins OK for 2-Year College Degree

In November of 1985, the Seafarers Harry Lundeberg School of Seamanship was approved as a two-year degree granting institution by the Maryland State Board for Higher Education. The school now has the authority to award associate in arts degrees in Nautical Science Technology and Marine Engineering Technology.

The approval for the SHLSS marks the end of a two-year process in which SHLSS worked with the Maryland State Board for Higher Education and Dr. David Sumler, coordinator for Collegiate Approval and Evaluation. In order to achieve degree granting status, SHLSS had to meet all requirements of the state of Maryland for two-year colleges. The process of the state's judging of the school included evaluation team visits by respected educators. The evaluators examined all aspects of the school's operations including administration, curriculum, faculty, finances, admissions and facilities.

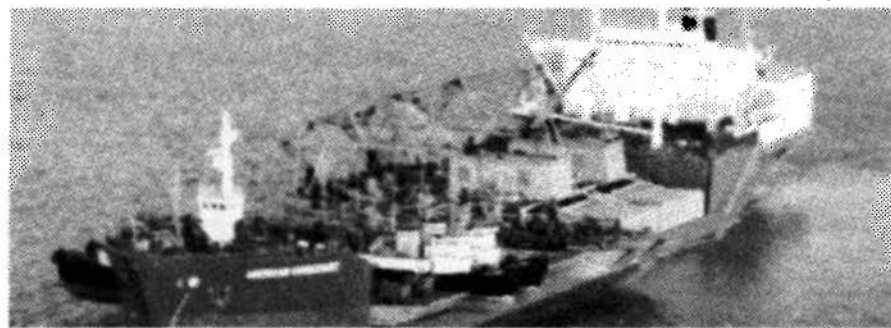
The degree programs are designed to provide the members of the SIU with the opportunity to earn a two-year college degree in their occupational area and to provide a solid academic background in the sciences, arts and humanities. Earning degree granting approval from the Maryland State Board for Higher Education is a big step for SHLSS. The approval from the state confirms that the school is providing top quality educational experiences and instruction to the members of the SIU. It proves that

the SIU and the SHLSS are committed and able to provide highly trained workers in the maritime field. However, the new degree granting program will provide more than occupational training to the members of the SIU; it will provide solid academic training in such areas as English, math, physics, engineering principles, social sciences, physical sciences and humanities.

The new college program is designed to provide the flexibility that Seafarers need to achieve a higher education. Unlike traditional semester systems that most colleges have, the SHLSS degree program will be designed to meet the needs of Seafarers who are not always able to attend school for whole semesters at a time. The SHLSS program will offer courses three or four times per year for six to 10-week periods. Members will be allowed to come back to school for college courses just as they do for upgrading courses. Members who wish to earn their degree will come to SHLSS and work on a sequence of two to four courses over a six to 10-week period. The college program will work just like upgrading, but instead of taking a vocational class, the student will be enrolled in the college program. The first sequence of college courses to be offered will be English 101: Composition and Rhetoric; MTH 108: Introduction to College Mathematics, and either MET 221: Engineering Principles I (for engine department majors) or PHS 101: General Physical Science

Whats a FO/FO?

SIU Crews Float-On/Float-Off Ship



One of the more unusual ships afloat is the *Cormorant* (Pacific Gulf Marine). It is a semi-submersible or float-on/float-off ship. It can carry four Army tugs plus other equipment. When a tug or other vessel is brought aboard, the *Cormorant* ballasts down until six to 20 feet of water cover the work deck, and the ships are floated on and secured. Then it de-ballasts and the vessels can be stored or even repaired onboard. The *Cormorant* is stationed in Diego Garcia. It is 739.1 feet long, 40,685 GWT, has a 135-foot beam and 19,700 horsepower. It carries an unlicensed crew of 11.



SIU-Backed Farm Bill Signed

(Continued from Page 1.)

tional Federation and other agri-business groups.

The SIU, the Transportation Institute, the Council of American Flag Operators, Joint Maritime Congress and MIRID strongly supported the bill. Several farm groups including the National Corn Growers Association, National Association of Wheat Growers, National Cotton Council, the Rice Millers' Association and the National Council of Farm Cooperatives also backed the compromise.

"The group of people outside the maritime industry who agreed with the compromise shows that it must be a fair way of solving a very tough issue," said SIU President Frank Drozak.

During the House/Senate conference, the SIU-backed compromise emerged as the bill's cargo preference provision. It passed the House on a 325-96 vote and the Senate by a 55-38 margin.

"A productive and healthy agriculture industry and a strong and active United States maritime industry are vitally important to the economic well-

being and national security objectives of our nation . . . Both industries must compete in an international market increasingly dominated by foreign trade barriers and the subsidization of foreign governments . . . Increased agricultural exports and the utilization of United States merchant vessels contribute positively to the United States balance of trade and generate employment opportunities in the United States . . . The purpose [of the bill] is to stimulate and promote both the agricultural and maritime industries of the United States and encourage cooperative efforts by both industries to address their common problems," the conference report said.

Along with the increased share of government cargo, the bill also calls for a minimum tonnage requirement for the cargoes, a 'snap-back' provision to original cargo preference law should funding for the program be terminated at a future date, a mechanism to protect against freight rate inflation and a national advisory commission on agricultural export transportation to begin work this year.

I (for deck department members).

These new courses will begin in the early spring around the beginning of March and are the first sequence of courses needed for the new college degrees. The first sequence of three courses will run for six weeks. Any members interested in starting the college program or having any questions

about it can contact the Admissions Office or Tracy Aumann at the Seafarers Harry Lundeberg School of Seamanship, Piney Point, Md. 20674. This is the time for members to get in on the ground floor of this new and exciting educational opportunity. Watch your LOG for more stories and information about the process.

Overseas Alice Crew Saves 46 in Heroic Rescue

SUBIC BAY, P.I.—Seven U.S. Navy 7th Fleet helicopters from here, two of the U.S. 13th Air Force of Clark Air Base, Manila and the crew of the MSC's SIU-manned *Overseas Alice* (MaritimeOverseas) rescued 127 of the 175-passenger and crew from the *Asuncion Cinco*.

The *Cinco*, a 15-year-old, 250 dwt, inter-island Filipino ferry boat, sank on Dec. 18, nearly 200 miles south of here in the Mindoro Strait, South China Sea. The ferry was enroute from Taytay, Western Palawan Is. to Manila.

The rescue operation was sparked by an S-O-S from a passing merchant vessel which saved three survivors in the water.

Five Navy Patrol Squadron 22 search-and-rescue planes and choppers and two Fleet Squadron 5 Sea King choppers and the *Overseas Alice* in the South China Sea were dispatched to the sinking ferry at 4 p.m. Dec. 18.

Squadron 5 aircrews spotted and picked up out of the sea eight drifting seamen off Palawan Is. at about 5 p.m. Later it was learned that they had been cast into the sea off the ferry in a small boat which was broken up in heavy seas.

Then the Navy chopper crews picked up more survivors from the sunken ferry, flying them to the U.S. Naval Hospital in Subic Bay and the Olongapo City (P.I.) Hospital for treatment for exposure.

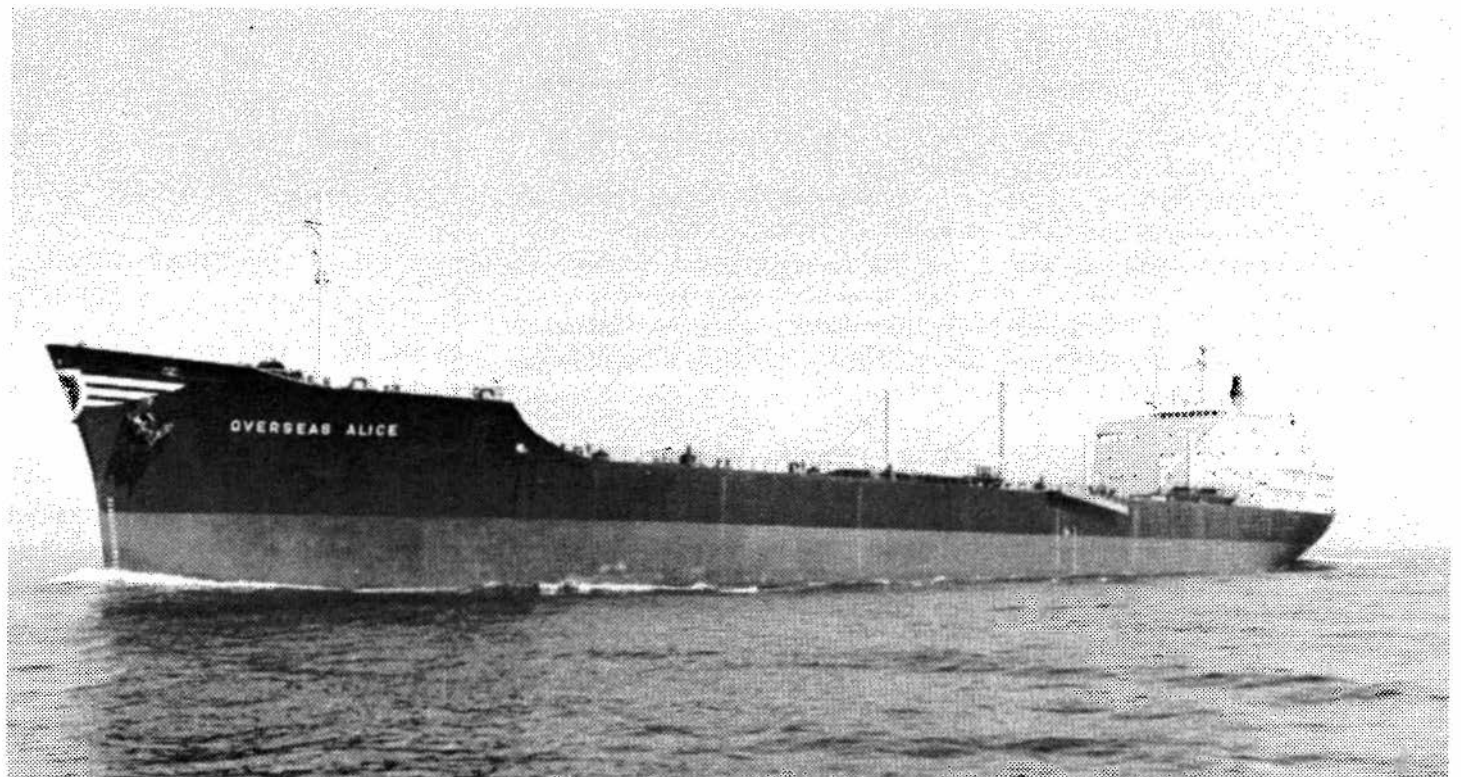
The *Overseas Alice* reached the disaster area at about 9:30 p.m., rescuing about 50 survivors in heavy seas in the dark pre-dawn hours of Dec. 19.

At first light on Dec. 19, two Navy and two Air Force Jolly Green Giant search-and-rescue choppers were sent to the scene where they plucked 10 survivors out of the water and recovered five bodies. They later ferried 23 of the survivors to Manila from the deck of the *Overseas Alice* where a Navy doctor and medical team were attending the survivors.

The next day the *Overseas Alice* delivered 46 survivors and seven dead to the port of Subic Bay. Earlier the crew had spread the blanket, collecting \$550 for the survivors, giving each one 200 pesos. Survivor Analilibet Acar was given 375 pesos. Six of his family of eight survived the sinking.

Between the crew and the ship's slop chest, they were able to clothe most of the survivors, and U.S. Navy chaplain aboard gave more clothes to completely clothe all survivors.

Last summer the *Overseas Alice* picked up more than a dozen refugee boatpeople out of the cruel sea and put them ashore in the Philippines. In 1969 the tanker plucked out of the storm-tossed Pacific Ocean a downed De Havilland Dove airplane ferry pilot, Warren Bullock, 47, enroute from



This was the second at-sea rescue in six months for the *Overseas Alice*. Watch for next month's LOG and pictures of the rescue taken by a crewmember aboard the *Overseas Alice*.

Hawaii to Southern California when he had engine trouble 85 miles off the coastline.

Also, last May 4 the generous *Overseas Alice* crewmembers donated baseball uniforms, gloves, bats, balls and other baseball equipment to the Cavite City, P.I. Little League baseball team.

The heroic rescue crew of the *Overseas Alice* was Capt. Richard Trippe and his officers, Bosun Steven Cope-land, Chief Steward Collie Loper, who gave some of the Little League baseball equipment, Chief Pumpman and QMED Steven Bower, Chief Cook Edward P. Herrera, ABs Richard G. Buchanan, William Rawluk, William A. Cruickshank, Leonard R. Wright, Oscar A. Martinez, Rudolfo Asopardo, OSs Hugh A. Wooten and Harold L. Loew, Steward Assts. Jaber A. Ali and Reynaldo Rodriguez, OMUs David G. Locsin Jr., Roger J. Harkleroad and Kenneth I. Harder and Wiper Renaldo V. Rosette.

Just before Christmas Day, the Navy and Maritime Overseas sent congratulatory messages to the *Overseas Alice* crew:

"The pivotal role played by the *Overseas Alice* in her second at-sea rescue in six months is noted with pleasure. Your action in the rescue of a large number of survivors from the Philippine ferry epitomizes the American merchant mariner's dedication to humanitarian causes.

"The compassion, endurance and bravery you displayed during the recent rescue at sea have won admiration PACOM-wide. No one could have performed more professionally. Well done, COMSAC, Washington, D.C."

"To Master, Officers and Crew:

"On behalf of your vessel owners and the management and staff of the Maritime Overseas Corp., please accept a resounding 'well done' for all

hands in their successful rescue of 50 survivors from the sinking ferry *Asuncion Cinco* on Dec. 18-19, 1985. Your timely response and the action of your crew exemplifies professionalism and the highest skill of seamanship within the finest tradition of the sea. The humanitarian efforts by all hands reflects the concern of the merchant mariner for the safety and protection of life at sea at all times. It is reassuring to know that during these changing times in our world, the American seafarer is ready, willing and able to serve. We are proud of all of you. Maritime Overseas Corp."

Kings Point Honors Apex Marine Chief

Capt. Leo V. Berger, head of the SIU-manned Apex Marine (Avon Steamship), has been named winner of the 1985 Alumnus of the Year Award of the U.S. Merchant Marine Academy Alumni Assn., at Kings Point, N.Y.

Capt. Berger graduated from the academy in 1943.

Award winners are picked for their career achievements and their support of the school.

James Allan Golder, 61, Dies on New Year's Day; Burial in Piney Point

James "Jim" Allan Golder, 61, died of heart failure in Vassar Hospital, Poughkeepsie, N.Y. on New Year's Day.

Brother Golder joined the SIU in 1943 in the port of Norfolk and last sailed as a recertified chief steward. He graduated from the Union's Recertified Chief Stewards Program in 1979. Seafarer Golder hit the bricks in the 1946 General Maritime beef, the 1947 Isthmian strike, the 1948 Wall St. beef and the 1965 District Council 37 strike in which he served as a picket captain. In 1955 he was a patrolman in the port of New York helping organize the Atlantic Steamship Co.

From November 1969 to July 1970, Jim Golder served on the SIU Pension Study Committee, and also Union Contract Negotiating Committees, Financial Tallying Committees and was a delegate to the April 1984 Deep Sea Crews Conference at the SHLSS, Piney Point, Md. Jim also wrote articles for the LOG.

Steward Golder sailed the seven seas and experienced a fire aboard ship in the engine room on the *SS Notre Dame* in 1975. On and off from 1968 to 1977, he sailed for Construction Aggregates de Venezuela, Maracaibo aboard the dredges *Sand Captain* and *Ezra Zensibar*. He also worked as a port steward for them in Venezuela.

From 1971-72 he was on the Sea-Land Shoregang, Port Elizabeth, N.J. In 1980 he rode the *LNG El Paso Paul Kayser*, and in 1981-82 he was aboard the *LNG Virgo* (Energy Transportation).

Jim was born in Woodbine, Iowa and was a resident of Pleasant Valley, N.Y.

Cremation took place in Poughkeepsie after funeral services at home. Burial was in the Piney Point Cemetery.

Surviving are his brother, Keith of Sydney, Neb. and two sisters, Evelyn Eggleton of Bird Is., Minn. and Marjorie Fewell of Lincoln, Calif.



Inland News

tug/tow
barge/dredge

Most Grain Barges, Towboats Escape Winter's First Freeze

More than 200 grain barges and 37 towboats escaped the winter freeze in mid-December on the Lower Mississippi River despite unseasonably cold temperatures and an earlier than usual deep freeze.

On the Upper Mississippi, however, north of Guttenburg, Iowa to above Winona, Minn., 147 barges and 15 towboats will remain tied up until springtime because they can't pass through the thick ice there.

As of Dec. 16, only about 20 barges remained in the Mississippi River section running from Guttenburg south to Hannibal, Mo., according to the U.S. Army Corps of Engineers.

Normally, the northern part of the Mississippi near Minneapolis-St. Paul, Minn. freezes in early December so barge companies try to leave the area by Thanksgiving Day. But last year heavy ice developed on the river around Nov. 27 and has been thickening ever since, catching the operators by surprise.

"This was the earliest icing that anybody in the industry can recall,"

reported a Minnesota Department of Transportation official. "We had a dozen straight days of single-digit temperatures," creating a thick sheet of ice making navigation impossible.

So when grain traffic soared toward the end of the season, it led many barge companies to stay until early December to get one last grain cargo.

"After a very slow year, there was a feeling late in the season among grain owners to get the grain out before off-season carrying charges came into effect. That pushed barge rates up and then a lot of barge tonnage was attracted," said one owner.

The cold spell that caused the early freeze developed gradually so most operators on the Upper Mississippi were able to tie up their equipment at river ports such as Winona, Minn. and Alma, Wis.

In 1983, a severe December freeze trapped barges in river channels before the companies had a chance to navigate to terminals. This year's tie-up is less serious, they said.

Orgulf Boatmen Get 30-30

Before their new contract went into effect Jan. 1, 1986, Boatmen employed by Orgulf could never be certain of their work schedules, even though their previous contract spelled out a 30-day work shift with 15 days off inbetween.

The problem, according to St. Louis Port Agent Mike Dagon, was that it was almost impossible to juggle the two varying time slots. When a Boatman was ready to work, the worker he should have replaced was not necessarily at the end of his 30 days and ready to leave the vessel.

All that was changed with the latest

contract covering Orgulf Boatmen. Circumstances played a large part in determining the revision when Midland Industries purchased Heartland Transportation last year. With the acquisition, Orgulf, a subsidiary of Midland, absorbed Heartland Transportation, ending the Heartland contract. And Orgulf became the first inland company with SIU members to institute a 30-30 schedule.

"It was something SIU members had asked for in their last contract," said Dagon. "I really don't expect to hear any complaints from our members," he said.

SONAT on AFL's Unfair List

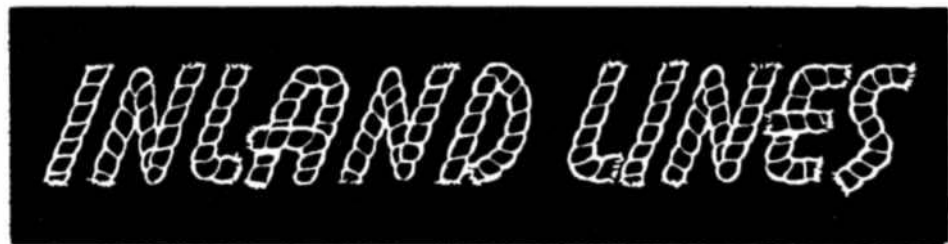
In December the AFL-CIO placed SONAT Marine, Inc. on the list it keeps of companies who have engaged in unfair treatment of union workers. It is circulating the resolution it passed against the company to small and large labor union locals, labor publications and labor councils throughout the nation.

The AFL-CIO stopped short of adding SONAT to its boycott list because its services are sold to companies and not readily available to consumers over the counter, said a spokesman from the union labels department of the AFL-CIO.

The AFL-CIO action comes after SONAT excluded several categories

of tugboat workers from contract negotiations. While the issue makes its way through the courts, captains, mates and barge captains who were reclassified as "supervisors" have been working without a union contract. Many live with the fear that without a union contract they could be fired without cause. Medical benefits and pensions, a structure for entering grievances and the safety protections provided by their membership in the SIU have been lost by the workers.

Negotiations between the SIU and SONAT for the IOT fleet are continuing, and dates for talks concerning the Mariner fleet may be set soon.



Last U.S. T-2 Tanker To Be a Grain Barge

The last U.S. T-2 oil tanker built will be converted into a 17,000-dwt Mississippi River hopper grain barge.

The tanker *Lompoc* (Union Oil) in layup three years in Portland, Ore., was sold to American Gulf Shipping of the port of New Orleans and will be towed there.

She was built in 1945 at Henry Kaiser's Portland Shipyard and christened the *Jordan Valley*. Her new name will be the *American Gulf V*.

Duluth Ends Sailing Season Dec. 20

The port of Duluth, Minn. ended its shipping season on Dec. 20, loading a ship with donated bagged wheat and powdered milk cargo for the Sudan from the Minneapolis Coalition for African Famine Relief.

Earlier in the week, five ships were to load grain cargo and another scrap iron in the port.

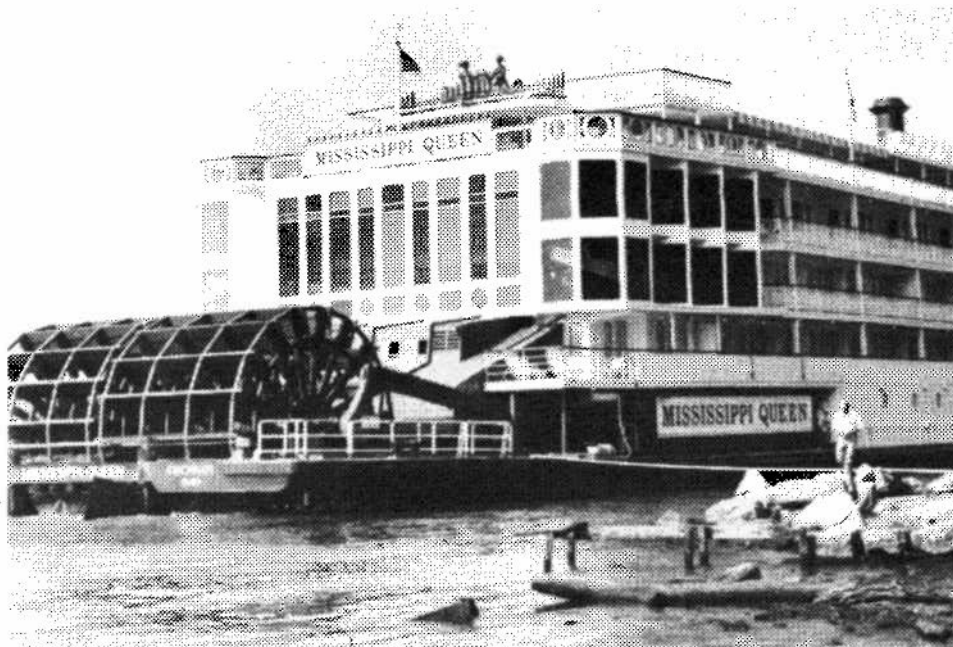
The last Laker to exit the Sault Ste. Marie (Mich.) Locks was on Dec. 26.

More Jobs on James River Towing

More jobs for Boatmen in the port of Norfolk with the James River Towing Co. (Curtis Bay) were available this month with the company operating a couple of towboats to haul coal barges up to a Richmond, Va. powerplant.

4 Crescent Towing Harbor Tugs at Savannah

Four Crescent Towing harbor tugs from the port of New Orleans will be doing docking work in Savannah, Ga. this month.



Mississippi Queen Hit by Tug

Late last month, the \$15.5 million sternwheeler *Mississippi Queen* (Delta Queen Steamboat Co.) was in the Avondale Shipyard in New Orleans to repair a 3-foot by 15-foot gash in her bow after colliding with a tugboat on the Mississippi River near Donaldsonville, La.

The *Queen's* captain beached the steamboat carrying 272 passengers and 159 crew on a sandbar following the Dec. 12 midstream crash at about 5:30 p.m. The tug, *Crimson Glory* (Agri Trans), was undamaged with 25 barges in tow.

Three persons aboard the *Queen* were treated for minor ailments while one of her crewmen was picked up out of the river by a passing tug.

In Memoriam

Pensioner **Claude Andrus**, 83, passed away on Dec. 5, 1985. Brother Andrus joined the Union in Port Arthur, Texas in 1964. He sailed as a tug captain for Slade Towing from 1945 to 1968. Born in Hayes, La., he was a resident of Sulphur, La. Surviving are his widow, Clara Emma and a son-in-law, Clifford Kenney.



Pensioner **Floyd Larnkin Turner**, 77, succumbed to heart failure at home in Hobe Sound, Fla. on Dec. 1, 1985. Brother Turner joined the Union in 1943 in the port of Philadelphia. He sailed as a deckhand and mate for Taylor and Anderson, the Independent Towing Co. from 1939 to 1940, the Sheridan Transportation Co. aboard the tug *Ann Sheridan* in 1942. He also sailed as a captain and harbor pilot for Curtis Bay Towing from 1943 to 1969. Boatman Turner was born in Maryland. Cremation took place in the Wal-



The *King's Challenger* was in Honolulu in November, refueling for a deepsea run to Wake Island. (Photo by Patrolman Danny Keao)

lace and White Crematory, Stuart, Fla. Surviving are two daughters, Helene Blom of Cedarbrook, N.J. and Joyce Patmore of Philadelphia.



Pensioner **Lewis Parker**, 78, passed away on Oct. 31. Brother Parker joined the Union in the port of Baltimore in

1961 sailing as a cook for the R.K. Davis Transportation Co. from 1946 to 1970 and for Allied Towing from 1970 to 1974. He was a veteran of the U.S. Army before World War II. Boatman Parker was born in Hertford, N.C. and was a resident of Norfolk. Surviving is a sister, Ethel Parsons of Norfolk.

Legal Aid

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

NEW YORK, NEW YORK

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

BALTIMORE, MD.

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

CHICAGO, ILL.

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

DETROIT, MICH.

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

GLOUCESTER, MASS.

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

HOUSTON, TEXAS

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

LOS ANGELES, CALIF.

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

WILMINGTON, CALIF.

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

MOBILE, ALA.

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

NEW ORLEANS, LA.

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

NORFOLK, VA.

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

PHILADELPHIA, PA.

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

ST. LOUIS, MO.

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

SAN FRANCISCO, CALIF.

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

SEATTLE, WASH.

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

TAMPA, FLA.

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

Dispatchers Report for Inland Waters

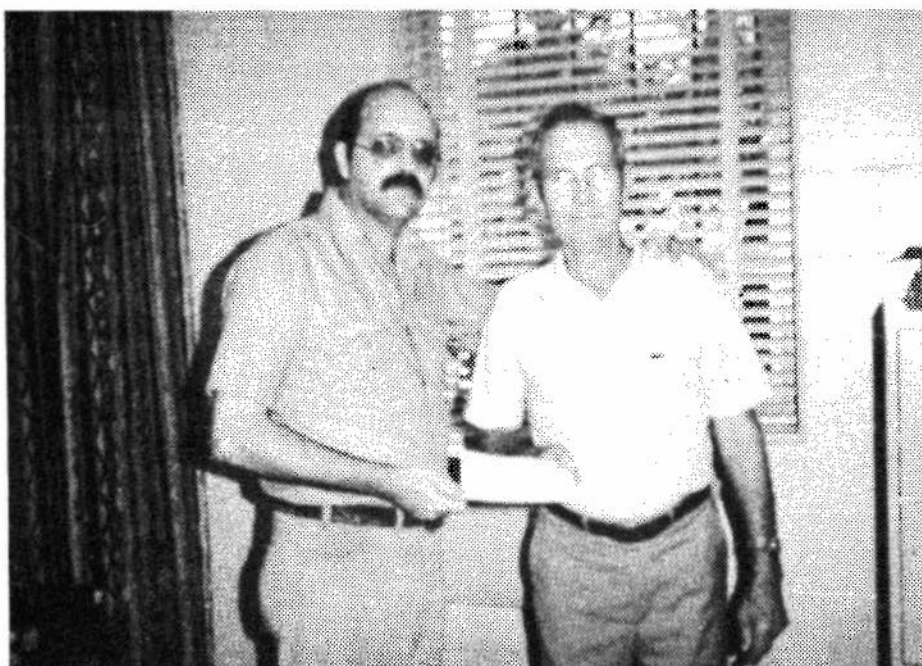
DEC. 1-31, 1985

	*TOTAL REGISTERED All Groups			TOTAL SHIPPED All Groups			**REGISTERED ON BEACH All Groups		
	Class A	Class B	Class C	Class A	Class B	Class C	Class A	Class B	Class C
DECK DEPARTMENT									
Port									
Gloucester	0	0	0	0	0	0	0	0	0
New York	0	0	0	0	0	0	0	0	0
Philadelphia	13	3	10	3	1	1	3	1	12
Baltimore	12	0	1	12	0	0	12	0	1
Norfolk	65	18	0	53	12	0	68	20	0
Mobile	0	0	0	2	1	0	3	3	0
New Orleans	4	4	1	2	0	0	17	7	5
Jacksonville	4	3	17	2	0	12	6	6	26
San Francisco	0	0	0	0	0	0	0	0	0
Wilmington	4	2	14	0	0	0	1	3	10
Seattle	0	0	0	0	0	0	0	0	0
Puerto Rico	0	0	0	0	0	0	0	0	0
Houston	5	2	0	3	1	0	7	3	0
Algonac	20	8	0	3	2	0	35	20	0
St. Louis	1	1	2	2	0	3	11	1	10
Piney Point	0	0	0	0	0	0	0	0	1
Totals	118	41	45	82	17	16	163	64	65
ENGINE DEPARTMENT									
Port									
Gloucester	0	0	0	0	0	0	0	0	0
New York	0	0	0	0	0	0	0	0	0
Philadelphia	0	0	0	0	0	0	0	0	0
Baltimore	1	0	0	0	0	0	1	0	0
Norfolk	9	0	0	7	0	0	9	0	0
Mobile	1	0	0	1	0	0	0	0	0
New Orleans	2	5	1	1	1	1	3	4	3
Jacksonville	0	0	0	0	0	0	0	0	1
San Francisco	0	0	0	0	0	0	0	0	0
Wilmington	0	0	0	0	0	0	0	0	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	0	0	0	0	2	1	0
Algonac	10	7	0	2	1	0	33	12	0
St. Louis	0	0	0	0	0	0	0	0	0
Piney Point	0	0	0	0	0	0	0	0	0
Totals	24	12	1	11	2	1	48	17	4
STEWARD DEPARTMENT									
Port									
Gloucester	0	0	0	0	0	0	0	0	0
New York	0	0	0	0	0	0	0	0	0
Philadelphia	0	0	2	0	0	2	0	0	2
Baltimore	0	0	0	0	0	0	0	0	0
Norfolk	12	0	0	7	0	0	10	0	0
Mobile	0	0	0	0	0	0	0	0	1
New Orleans	9	12	3	0	0	1	7	51	4
Jacksonville	0	0	7	0	0	4	2	1	9
San Francisco	0	0	0	0	0	0	0	0	0
Wilmington	0	0	0	0	0	0	2	0	0
Seattle	0	0	0	0	0	0	0	0	0
Puerto Rico	0	0	0	0	0	0	0	0	0
Houston	2	0	0	1	1	0	1	1	0
Algonac	6	5	0	1	1	0	8	8	0
St. Louis	1	0	0	1	0	0	1	0	0
Piney Point	0	0	1	0	0	1	0	0	0
Totals	30	17	13	10	2	8	31	61	14
Totals All Departments	172	70	59	103	21	25	242	142	83

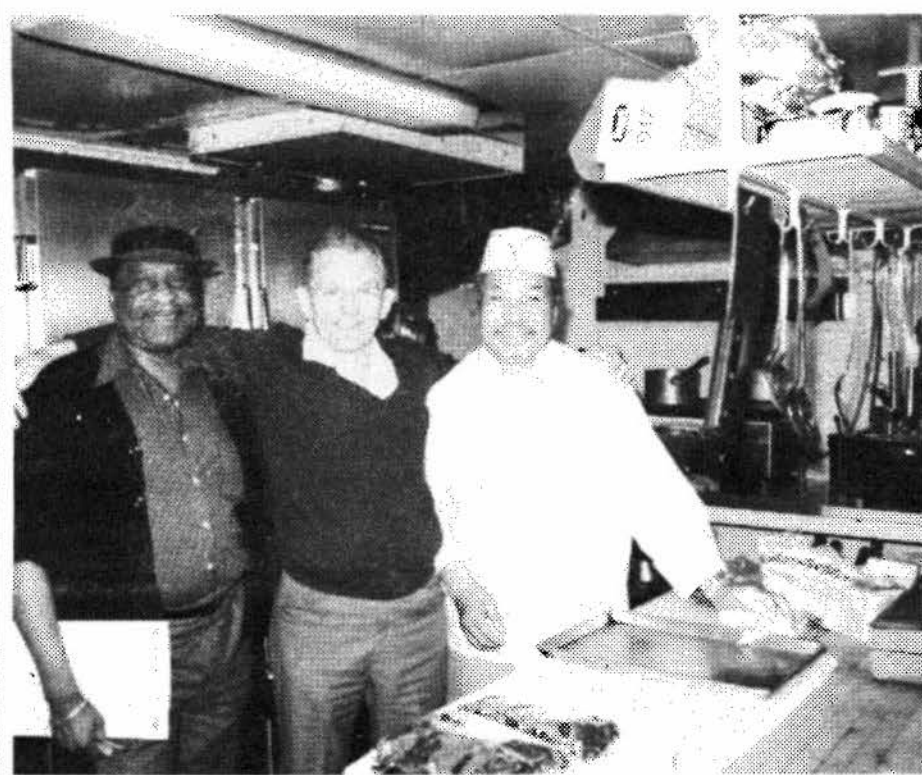
* "Total Registered" means the number of men who actually registered for shipping at the port last month.

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

New Pensioners



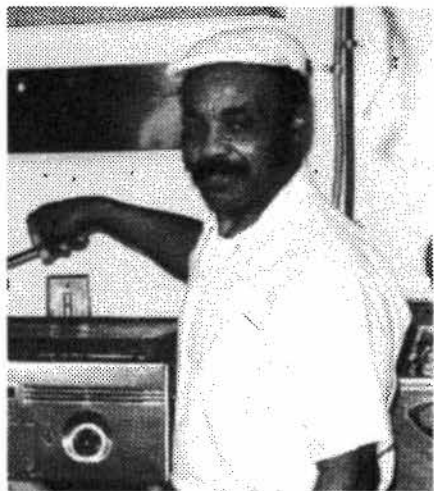
Norfolk SIU Rep Mike "M.P." Paladino (left) presents a first pension check of \$1,000 to Chief Engineer William "Bill" Edward Diggs, 63, who sailed for the Virginia Pilots Assn. from 1952 to 1985. Brother Diggs joined the Union in 1966 and was a former member of MEBA, District 2.



In the galley of the *Calrice Transport* are (l. to r.) Gentry Moore, SIU patrolman; Kaj Kristensen, SUP patrolman, and Stephen Akens, cook/steward.

Calrice in S.F.

These photos of the *Calrice Transport* were taken on a recent stopover in San Francisco Bay. The vessel has a crew of 19; the two men in the steward department, however, are the only SIU members. Now in layup in Puerto Rico, the *Calrice Transport* usually carries cargoes of rice and grain—sometimes sailing to Africa; most recently returning from the Philippine Islands.



Russell Hawkins, steward utility



The *Calrice Transport*, docked in San Francisco Bay.



Charles M. Curtis, 62, joined the Union in the port of Jacksonville in 1975. He sailed as a cook for Crowley Marine from 1978 to 1985. Brother Curtis was born in Candler, N.C. and is a resident of Orange Park, Fla.



Kenneth Alfred Davis, 60, joined the Union in the port of Philadelphia in 1960. He sailed as a mate, captain and chief engineer for Gellethin Towing from 1950 to 1956 and rode the *Christine E.* (Marine Towing) from 1968 to 1977. Brother Davis began sailing in 1946. He is a veteran of the U.S. Navy during World War II. Boatman Davis was born in Showell, Md. and is a resident of Berlin, Md.

Floyd Frederick Deiss Sr., 61, joined the Union in the port of Baltimore in 1956. He sailed as a deckhand and captain for the Curtis Bay Towing Co. in 1972. Brother Deiss is a veteran of the U.S. Navy during World War II.



He was born in Norwich, N.Y. and is a resident of White Marsh, Md.



Tommy Ray Fillingim, Sr., 55, joined the Union in 1947 in the port of Mobile. He sailed in both the deck and steward departments. Brother Fillingim hit the bricks in the 1946 General Maritime beef. He was born in Alabama and is a resident of Chickasaw, Ala.

John Quiney Joyner, 79, joined the Union in the port of Norfolk in 1982 sailing as an AB and captain. Brother Joyner was born in the Isle of Wight Cty., Va. and is a resident of Hampton, Va.



Marble Ely Nelson, 62, joined the Union in 1941 in the port of Mobile sailing as a captain. Brother Nelson was born in Mobile and is a resident there.



Area Vice Presidents' Report



Gulf Coast
by V.P. Joe Sacco

Seafarers in the Gulf Region are waiting for District Court Judge Morey Sears to hand down a decision on the sale of 14 National Marine tugs to Compass Marine Propulsion.

The sale of these tugs is nothing more than a sham to break the SIU contract. As a result of this sale, more than 150 SIU Boatmen have lost their jobs.

I am, however, extremely hopeful that the decision will be favorable. I firmly believe that 1986 can be a good year for seamen in this region, but only if we get a few decent breaks.

Meanwhile, we keep plugging along. Our representatives are making sure that every piece of equipment gets serviced properly, which is difficult in the inland field since there often is no fixed position for a tug or barge.

There is talk of reviving the U.S. passenger vessel industry in the Gulf area. That is why we are keeping track of the tax reform bill, which in its original form would have ended tax deductions for conventions held on-board American-flag passenger vessels. (See page 25.)

In addition, we are opposed to attempts on the part of the mayor of New Orleans to use foreign-flag vessels in that city's much touted "Cruise to Nowhere" scheme.

The economy of the Gulf region has been down recently as a result of a decline in oil prices. And talking about oil, the SIU supports the AFL-CIO's campaign against Shell Oil for its treatment of black workers in South Africa. The AFL-CIO is urging all Union members who have Shell Oil credit cards to return them to the company.

One more thing: I urge all Seafarers to make use of the facilities at Piney Point to upgrade their skills. I believe that education is the key to this Union's future.



Great Lakes
by V.P. Mike Sacco

The Great Lakes are quiet now, as they always are around this time of year.

There seem to be two midwest regions evolving. One, which centers

around a fairly sound high-tech and service economy, has been making gains in recent months against its competitors on the East and West coasts. The other, the traditional pillars of the midwest region—agriculture and manufacturing—unfortunately have not regained their former strength.

President Drozak has made the adoption of a national industrial policy one of this nation's top goals. Such a policy would go a long way in curing the ills that presently plague this region.

The state of the maritime industry on the Great Lakes is tied to grain and steel, both of which declined last year.

As reported in last month's column, the General Accounting Office (GAO) estimates that only 2.8 percent of all cargo carried on the Great Lakes is hauled by American-flag vessels. The Canadian maritime industry, which has received substantially more support than its American counterpart, rides high in this region.

Still, the antiquated state of the St. Lawrence Seaway poses a problem for both the American and Canadian economies in the region. The SIU has consistently supported attempts to modernize the Great Lakes ports, including this year's port development plan, and such comprehensive approaches as the "Stangeland Plan," which was developed several years ago by Rep. Arlan Stangeland (R-Minn.), who sought to "winterize" Great Lakes ports.



West Coast
by V.P. George McCartney

Nineteen eighty-six promises to be a busy year for the SIU.

Seafarers in the port of Seattle are gearing up for a grassroots campaign. Later in the year, there will be important local elections, especially in King County, Wash.

We plan to continue our emphasis on training and education. Just this past month, we trained 17 more AB's in the port of Seattle.

Labor solidarity will continue to be emphasized. A number of local strikes that we were supporting through the California state federation were successfully completed.

In Seattle, we are trying to get group rates for members who want to attend the 1986 World's Fair in nearby Vancouver. And we are meeting with the management at American Hawaii Cruises to get vacation discounts for our members who work onboard the *SS Constitution* and *Independence*.

Overall, shipping remains fair on the West Coast. Things, however, are booming in Hawaii. The jobs generated by the two passenger vessels that this Union helped get redocumented and the military transportation vessels that we have signed up have really improved the shipping picture out there.

That's it for this month. As they say in Hawaii, *Hauoli Makahiki Hou*. Happy New Year.



Government Services
by V.P. Buck Mercer

The Circular A-76 Program has now come full circle with the 12 oceanographic MSC ships being awarded to Lavino Shipping Co. of Philadelphia, Pa., which will operate them for the next three years. Three of the ships, the *USNS Chauvenet*, *USNS Silas Bent* and *USNS DeSteiger*, are from MSCPAC while nine are from the Atlantic Command.

Reduction in force procedures are expected to follow immediately in the Atlantic area though not in the MSCPAC command. Marine employees who are temporarily hired are expected to be laid-off in order to bring down the marine manpower ceiling.

Lavino was able to take over this contract in large part because of the efforts of the SIU, who went to court to make sure that the provisions of the Service Contract Act applied. The bottom line is that SIU members in the MSC fleet will have a shot at more jobs and better wages.

Lavino Shipping Co. bid \$2.2 million more than the Marine Transport Line.

The *USNS Chauvenet* is enroute to Japan where it will undergo a yard period. The *USNS Silas Bent* is in the shipyard in Subic Bay, P.I., and the *USNS DeSteiger* is also in a yard in Tacoma, Wash.

Other MSCPAC ships scheduled to be contracted-out under the Circular A-76 Program include the *USNS Observation Island*, four tug boats: *USNS Sioux*, *Catawba*, *Narragansett* and *Navajo*, as well as the *Myer*, *Mizar*, *Neptune* and *Zeus*.

With an additional nine ships from MSCPAC scheduled to go on the bid block, it is natural to assume that a reduction in force will take place sometime near the end of 1986. This will affect about 350 non-officer mariners.

As these events take place and as MSCPAC mariners are terminated from their employment, they should follow reduction in force procedures and reg-

ister for their jobs by writing the steamship company and by keeping the SIU hall posted as to where they can be located.



East Coast
by V.P. Leon Hall

It was a busy Christmas and an even busier New Year's up and down the East Coast.

On Dec. 27, fishermen in New Bedford braved freezing weather by calling a strike against fishing boat owners who had hoped to cut their wages by as much as 25 percent (see story page 1).

In Philadelphia, negotiations were continuing between the SIU and SONAT Marine over the IOT contract which expired in August 1984. Both the Union and the company also have tentatively agreed to resume Mariner negotiations.

Meanwhile, in Washington, the SIU was able to persuade the AFL-CIO to place SONAT Marine on its "Unfair List" for the high-handed way that the company has treated its employees, most specifically for its unilateral reclassification of captains, mates and barge captains as "supervisors."

Shipping has been fair or worse in most East Coast ports, with the exception of Norfolk, which has garnered a large share of the military vessels that are being contracted out by the Navy.

These vessels are assuming an increasingly important role in the job security of this membership.

Two years ago, the LOG carried a story about the *American Eagle*, which provided sealift support during the American invasion of Grenada. At that time, 10 percent of all SIU jobs were generated by these military vessels. That figure has since risen to 30 percent. Within the next few years, it is estimated that half of all jobs available to SIU members will be onboard these vessels.

The Seafarers Harry Lundeberg School of Seamanship in Piney Point, Md. has played an important role in helping the SIU gain these jobs. It has constantly revised its curriculum to keep up with rapidly expanding fields.

Meanwhile, in the corporate boardrooms of New York, Sea-Land, one of this country's most progressive and profitable shipping lines, was trying to avert an unfriendly takeover.

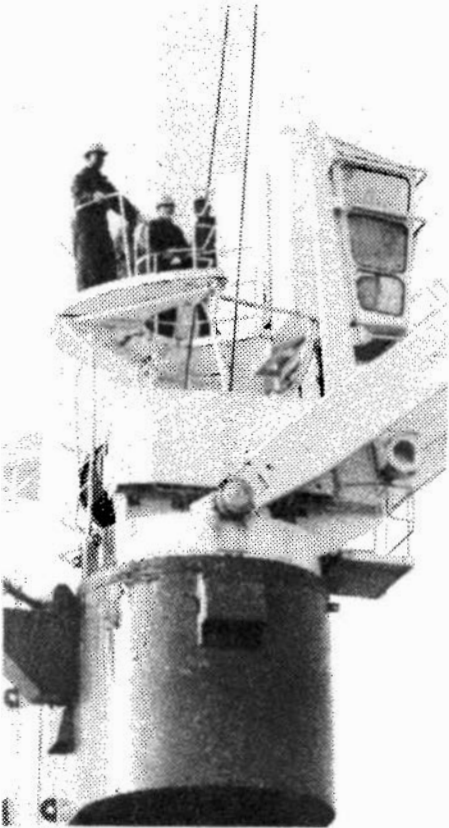
Numerous unions have joined with the SIU to oppose any takeover of Sea-Land, including the International Longshoremen's and Warehousemen's Union, the International Brotherhood of Teamsters, the Masters, Mates & Pilots, the International Longshoremen's Association, and even AFL-CIO President Lane Kirkland.

Seafarers

HARRY LUNDEBERG SCHOOL OF SEAMANSHIP

Piney Point Maryland

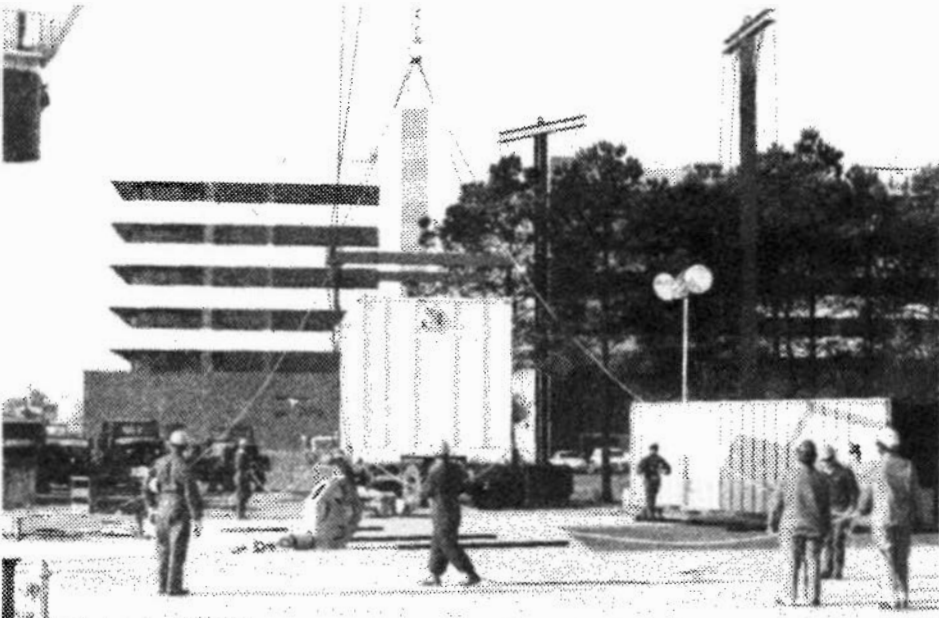
The United States Army Trains Crane Instructors at SHLSS



Crane operation requires a lot of team work. MSG Phillip Lee discusses the next lift.

The U.S. Army Transportation School at Fort Eustis, Virginia sent nine instructors to a one-week Crane Instructor's Course held at the Seafarers Harry Lundberg School of Seamanship (SHLSS). The Lundberg School is the only Maritime Institution offering Crane Instructor Training along with seven other courses which involve training relevant to Military Contracted Vessels and Personnel. The Army has the responsibility for military operations on board the T-AKR Ships, which are the SL-7 conversion. All of these ships are equipped with Hagglund Cranes.

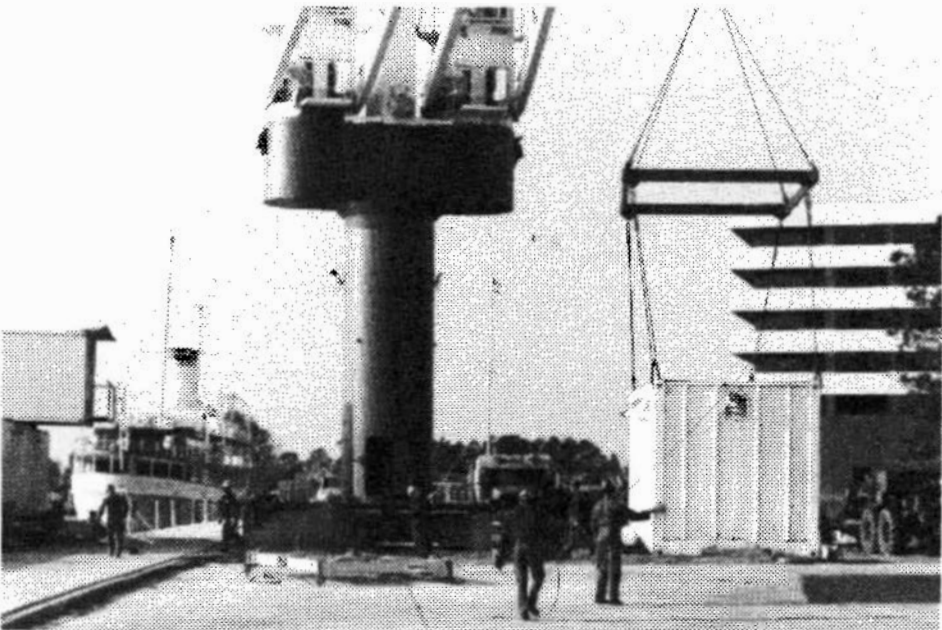
The Army group received the training to prepare them for conducting their own courses when their Hagglund Crane is operational at Fort Eustis. Until that time SHLSS will work jointly with the Army to provide training in this very important program.



Instructor Ed Boyer prepares a container for a lift.



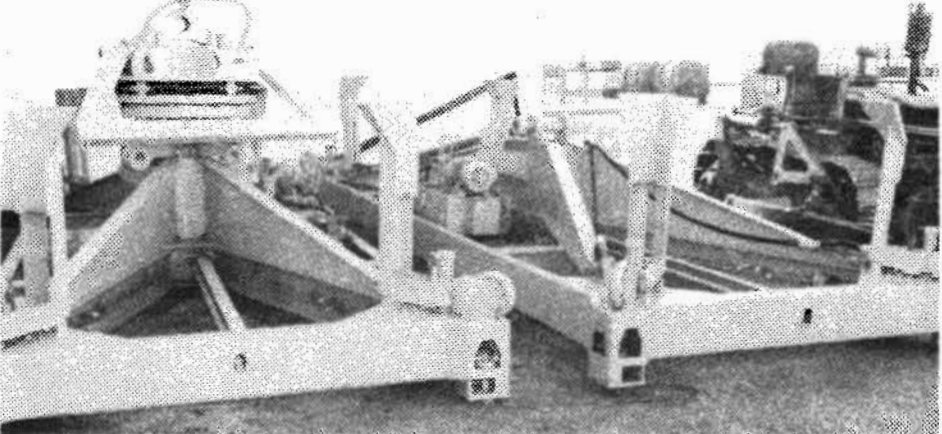
Army Training Group
 First row (l. to r.) Instructor Harry Alongi, Trainee Joseph Martyn, SGT Jeffrey L. Weakland, SSG Kermit D. Jones, SSG Gale R. Vestal, SFC Jessie Simon. Second row (l. to r.) SSG Robin Shackelford, MSG Phillip A. Lee, SSG Santiago Jose, Trainee Kevin Luck, Upgrader Martin Fox, SFC McArthur Brown.



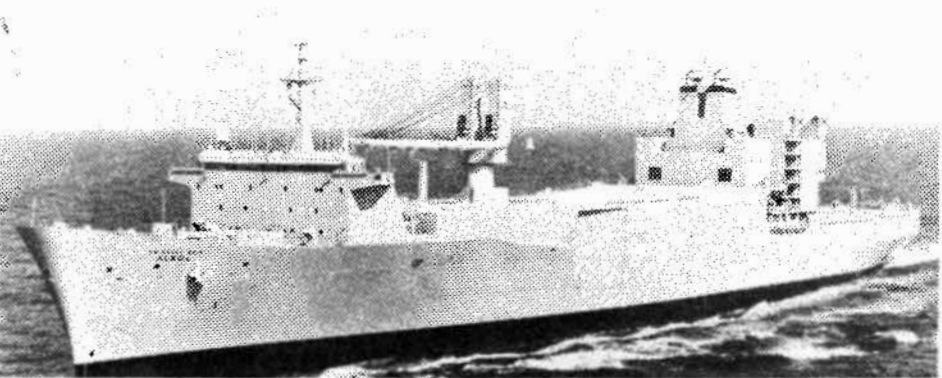
Military cargo comes in all shapes and sizes. SHLSS has examples of most of it to train with.



SGT Gale Vestal has a clear view of the cargo and vessel from the cab of the Hagglund crane.



Spreader bars are a part of the cargo handling gear used during the course.



The *USNS ALGOL* is one of the Navy's converted SL-7's.



Wayne Kinsey installs a camshaft in a four cylinder diesel block.

Fireman/Watertender, Oiler Course To be Offered in March and September

The course of instruction leading to endorsement as Fireman/Watertender, Oiler consists of classroom instruction and practical training. Topics covered in the course include the parts of a boiler, engine room equipment, fire fighting, safety procedures, engine room procedures, operating auxiliary equipment, watchstanding, and starting and securing main engines. This course prepares you for Coast

Guard General Safety, Oiler and Fireman/Watertender tests.

The eligibility requirements are as follows:

All applicants for FOWT must have normal color vision.

All applicants for FOWT must have 20/100 vision in both eyes corrected to 20/30 in one eye and 20/50 in the other eye.

All applicants must pass a U.S. Coast Guard approved physical before entering the Fireman/

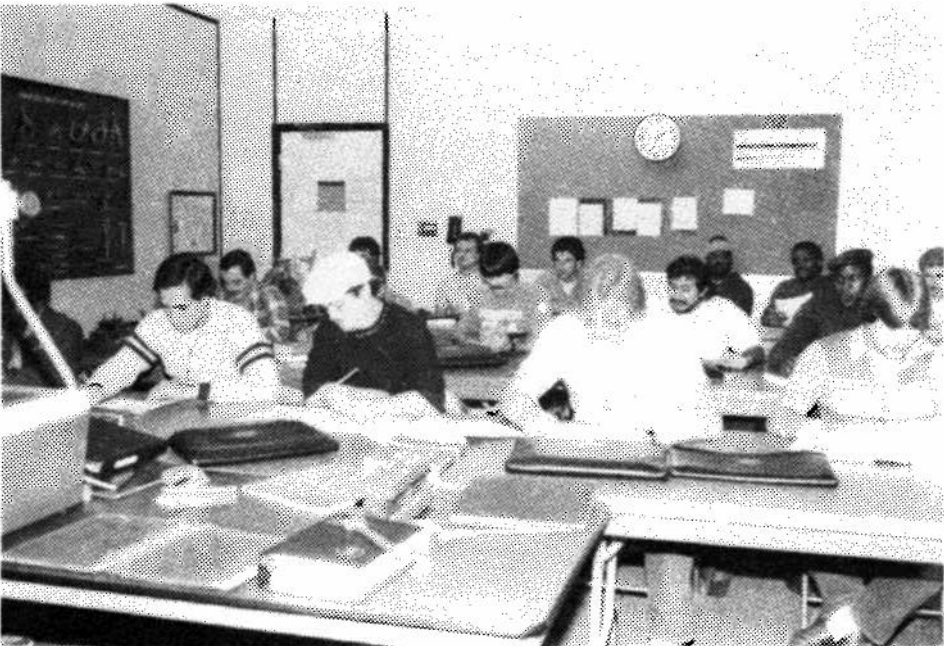
Watertender, Oiler course.

All applicants for endorsement as fireman/watertender and oiler must have discharges showing six months seetime as wiper. Any graduate of the Seafarers Harry Lundeberg School entry rating program at Piney Point can qualify after three months seetime as wiper.

The length of the course is eight weeks.



Instructor Bill Foley describes the assembly of a boiler gage glass. L. to r.: Instructor Bill Foley, Wayne Kinsey, Crescencio Suazo, Charles Spielmann and Edwards Brooks.



Bookwork is a large part of the FOWT course.

SHLSS COURSE GRADUATES



Steward Recertification

First row (l. to r.): Revels R. Poovey, S.L. Amper, E.L. Johnson. Second row (l. to r.): Tobe Dansley Jr., Herlies Evans, Joe Miller, C.F. Gardenhire. Third row (l. to r.): Alexander Reyer, Robert M. Kennedy, Virge Dixon, G. Sivley.



Marine Electronics

L. to r. Alan Hansen, Ron Killas, Jeff Kinsman, Cardel Dunn.



Cook and Baker

L. to r. Gary Havrilla (Instructor), Michael Davalie, Henry Edwards, Gregory Linkous, Daryl Danl, Veronika Cardenas, Charles Gooch, Liz Showbrooks (Instructor), not pictured: Manuel Basas.



Able Seamen

First row (l. to r.): James Brady, Reggie R. Green, Larry Lee, Mercer V. Watkins, Robert Jones. Second row (l. to r.): John Hughes, James Petersen, Tillman Churchman, T. R. Benak, Louis Uleski. Third row (l. to r.): Jim Brown (Instructor), Timothy G. Ward Sr., Rick Burnstead, Peter Victor, Daniel Ticer. Not pictured: Phil Knowls.



Diesel Engine

First row (l. to r.): Clay P. Mitchell, G. Vides, Joe Scuteri, Mark Williamson, Laureano Perez, John Biegalski. Second row (l. to r.): Chuck Jameson, Chris Benzenberg, Corbin Piper, James McGinty, Edgar A. Nattiel III, Eric Malzkuhn (Instructor), John Walsh, Cecil J. Williams.



QMED

Haywood Butler, Thomas Clark, Patrick Coppola, Martin Fox, David Hamilton, John Gener, Gilman Wilkins, Woodrow Heslip, Reginald Hood, Michael Hurst, Worcester Johnson, Gregorio Madera, Joseph Mispagel, Wayne Molter, Paul Olson, Santos Pastoriza, Laureano Perez, Corbin Piper, Joe Pomraning, David Simmons, Harmando Salazar, Toney Smith, Cleveland Taylor, Wiley Yarber, Joannis Hatzziannis.

1986 UPGRADING COURSE SCHEDULE

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

The following is the current course schedule for the 1986 school year 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. A three month updated course schedule will be included in every issue of the LOG.

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

Engine Upgrading Courses

Course	Check-In Date	Completion Date
QMED - Any Rating	September 19	December 11
Third Assistant Engineer	January 24	April 11
Automation	May 23	June 19
Marine Electrical Maintenance	February 14 August 22	April 10 October 30
Marine Electronics (LASH Crane)	October 31	December 12
Hagglund Crane Maintenance	January 3 April 25	February 14 June 6
Refrigeration Systems Maintenance & Operations	January 10 August 15	February 21 September 26
Refrigerated Containers Advanced Maintenance	February 21 September 26	April 4 November 7
Diesel Engineer - Regular	April 4 November 7	May 16 December 19
Diesel Scholarship	April 4	June 13
Welding	February 21 June 27 November 7	March 20 July 24 December 5
Hydraulics	July 25	August 21
Fireman/Watertender & Oiler	March 21 September 12	May 16 November 6
Conveyormen	January 24	February 20

Steward Upgrading Courses

Course	Check-In Date	Completion Date
Chief Cook	January 8 March 19 June 25 October 1	March 14 June 27 October 3 Jan. 9, 1987
Cook & Baker	January 29 March 19 May 7 June 25 August 13 October 1 November 19	May 9 June 27 August 15 October 3 November 21 Jan. 9, 1987 Feb. 27, 1987
Chief Steward	March 19 June 25 October 1	June 27 October 3 Jan. 9, 1987

Recertification Programs

Course	Check-In Date	Completion Date
Steward Recertification	April 28 November 3	June 2 December 8
Bosun Recertification	March 3 September 2	April 7 October 6

All Rating Upgrading Courses

Course	Check-In Date	Completion Date
Sealift Operations and Maintenance	January 10 February 7 March 7 May 2 June 6 July 25 September 5 October 17 November 14	February 7 March 7 April 4 May 30 July 3 August 22 October 3 November 14 December 12

Deck Upgrading Courses

Course	Check-In Date	Completion Date
License Mate (Third Unlimited - Master Mate Freight & Towing)	January 31 August 1	April 11 October 10
Celestial Navigation	April 11 October 10	May 16 November 14
Towboat Operator Scholarship	May 23	July 18
Lifeboat	February 24 March 21 May 16 July 11 August 8 October 10 October 31	March 7 April 3 May 30 July 25 August 22 October 23 November 14
Able Seaman	April 4 July 25 October 24	May 30 September 19 December 19
Radar Observer	January 10 February 17 May 16 July 18 November 14	January 24 February 28 May 30 July 31 November 28
Simulator	May 2 July 18 November 14	May 16 August 1 November 28
Tankerman	April 18 July 11 October 3	May 2 July 25 October 17
Radar Observer (Renewal)	March 7 April 4 June 6 August 8 September 5 November 7 December 5	March 14 April 11 June 13 August 15 September 12 November 14 December 12

Adult Education Courses

Course	Check-In Date	Completion Date
For students who wish to apply for the GED, ESL, or ABE classes for next year, the courses will be six weeks in length and offered at these times:		
	January 24 May 2 August 1 October 31	March 8 June 14 September 13 December 13

Seafarers who are applying for the upgraders Lifeboat classes and who are either ESL or may need some work on basic skills, may take the ESL/ABE Lifeboat course three weeks prior to the scheduled Lifeboat class. These classes will be offered:

February 28 June 27 September 19	March 21 July 18 October 10
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The Developmental Studies Class (DVS) will be offered one week prior to some of the upgrading classes. They will be offered as follows:

Third Engineer Conveyorman FOWT Diesel Regular Able-Bodied Seaman Towboat Operator Scholarship Automation Able-Bodied Seaman Hydraulics QMED Able-Bodied Seaman	January 17 January 17 March 14 March 28 March 28 May 16 May 16 July 18 July 18 September 12 October 17	January 24 January 24 March 21 April 4 April 4 May 23 May 23 July 25 July 25 September 19 October 24
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Important Notice

Hotel Bill Payment Policy Changed

Effective January 1, 1986 all upgrader's dependents staying at the Seafarers Training and Recreation Center at Piney Point will be required to pay their bill bi-monthly. This will help to lessen the burden of the cost of your stay.

Apply Now for an SHLSS Upgrading Course



Seafarers Harry Lundberg School of Seamanship Upgrading Application



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

Address _____ (Street)

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

Deep Sea Member ☐ Inland Waters Member ☐ Lakes Member ☐ Pacific ☐

Social Security # _____ Book # _____ Seniority _____ Department _____

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

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

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

Trainee Program: From _____ to _____
(dates attended)

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

Course(s) Taken _____

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

Date Available for Training _____

Primary Language Spoken _____

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

DECK

- ☐ Tankerman
- ☐ AB Unlimited
- ☐ AB Limited
- ☐ AB Special
- ☐ Towboat Operator Inland
- ☐ Towboat Operator Not More Than 200 Miles
- ☐ Towboat Operator (Over 200 Miles)
- ☐ Celestial Navigation
- ☐ Master Inspected Towing Vessel
- ☐ Mate Inspected Towing Vessel
- ☐ 1st Class Pilot
- ☐ Third Mate Celestial Navigation
- ☐ Third Mate
- ☐ Radar Observer Unlimited
- ☐ Simulator Course
- ☐ Sealift Operations & Maintenance

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

ENGINE

- ☐ FOWT
- ☐ QMED—Any Rating
- ☐ Marine Electronics
- ☐ Marine Electrical Maintenance
- ☐ Pumproom Maintenance & Operation
- ☐ Automation
- ☐ Refrigeration Systems Maintenance & Operations
- ☐ Diesel Engines
- ☐ Assistant Engineer (Uninspected Motor Vessel)
- ☐ Chief Engineer (Uninspected Motor Vessel)
- ☐ Third Asst. Engineer (Motor Inspected)
- ☐ Refrigerated Containers Advanced Maintenance
- ☐ Marine Electronics (LASH Crane)
- ☐ Hydraulics
- ☐ Hagglund Crane Maintenance

ALL DEPARTMENTS

- ☐ Welding
- ☐ Lifeboatman
- ☐ Sealift Operations & Maintenance

STEWARD

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

ADULT EDUCATION DEPARTMENT

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

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

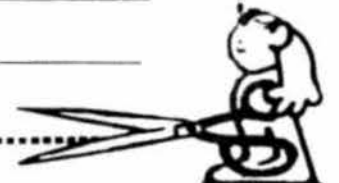
VESSEL _____ RATING HELD _____ DATE SHIPPED _____ DATE OF DISCHARGE _____

SIGNATURE _____ DATE _____

RETURN COMPLETED APPLICATION TO:

Seafarers Harry Lundberg Upgrading Center, Piney Point, MD. 20674

Rev 12/85





Rover Saves 63 Refugees From Certain Death



This Vietnamese refugee gives a big smile for joy as he realizes that he is about to be rescued by the *M/V Rover*, which is crewed by Seafarers in the Government Services Division. Below (right), a rescued woman hugs her child.

Ten years after the fall of Saigon, thousands of Vietnamese are willing to risk everything, even death, for freedom. And American seamen are still rescuing them.

The latest chapter in this continuing saga was written on Dec. 13, 1985, in the South China Sea, when the *M.V. Rover* picked up 63 Vietnamese refugees. The *Rover* is manned by Seafarers employed in the Government Services Division.

The refugees, who were crammed into one small fishing boat, had made their way past pirates and through turbulent seas. The crewmembers were moved by their heroism and did everything they could to help them.

"The crew donated clothing and money to the refugees," wrote Business Agent Melvin Henline. "The cook and the steward worked many extra hours to prepare food for these tired and hungry people. In fact, the whole ship did everything possible to help them."

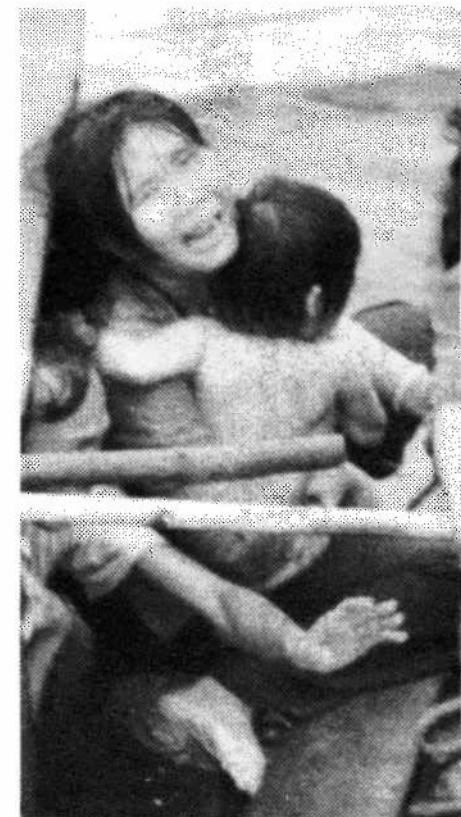
Numerous articles have been writ-

ten about the courage and perseverance of the hundreds of thousands of Vietnamese refugees who fled their tragic homeland to become productive citizens of the United States. Yet few Americans know that these people could not have made it to these shores without the help of American seamen and vessels.

The first wave of Vietnamese refugees came in the wake of the Communist takeover in 1975. They were, for the most part, carried on MSC vessels which are manned by civilian mariners.

Those first refugees were part of a makeshift freedom flotilla. Privately owned American-flag and MSC ves-

(Continued on Page 15.)



MSC Paper Incorporated Into LOG

Starting with this issue, all news pertaining to the Government Services Division of the Seafarers International Union of North America will be carried in the LOG.

"I believe that it is important for this Union to speak with one voice," said SIU President Frank Drozak. "It is also important for everyone connected with the SIU to have an understanding of the full scope of the Union's activities."

"In a sense," said SIU Vice President Buck Mercer, "this completes the 1981 merger between the old Military Sea Transport Union and the Seafarers International Union of North America."

The 1981 merger, which was overwhelmingly approved by both memberships, was undertaken to promote the important but often elusive goal of maritime unity. "The great tragedy of the maritime industry," said SIU President Frank Drozak, "is that ship owners and the federal government have been able to play one maritime union against another."

The decision to incorporate the separate Government Services Division paper into the LOG comes at a pivotal time for civilian mariners employed in the Military Sealift Command and in the history of the American maritime industry. It also underscores the success of the 1981 merger, and the promise that it holds for the future.

The American-flag merchant marine has been reduced by more than one-third since 1980. Thousands of jobs

have been lost; little relief is in sight.

The problems facing the American maritime industry are not confined to any one segment or region, but extend to all areas: Great Lakes, inland, fishing, government, deep sea, shipbuilding and maritime related industries such as wire and rope. "The only way to deal with the problems facing the American maritime industry," said SIU President Drozak, "is through a comprehensive national policy."

While the Military Sealift Command has fared pretty well over the past few years because of a massive defense build-up, a number of developments have occurred that need to be addressed.

The Gramm-Rudman bill that was recently signed into law may mandate severe cuts in the Pentagon budget, especially in funding for the Military Sealift Command.

At the very least, enactment of Gramm-Rudman will probably accelerate the process of chartering out Navy work to the private sector. The decision by the Military Sealift Command to go down this road presents opportunities as well as potential pitfalls for the members of this Union. As reported by Vice President Buck Mercer in his monthly report, it gives the civilian mariners represented by this Union the chance to pick up some extra work, such as the 12 oceanographic vessels covered under circular A-76.

Obtaining this work involves making full use of this Union's resources,

including the impressive training facilities at the Seafarers Harry Lundeberg School of Seamanship, this Union's political connections in Washington, and the Union newspaper.

"The LOG is an award winning publication," said Drozak. "Not only does it accurately reflect the needs of this membership, but it is read by the politicians and government officials who establish a maritime policy that will affect the job security of all seamen."

SIU Contests MSC Decision To End Free Medical Care

The Seafarers International Union is contesting the decision of the MSC to end free medical care for civilian mariners employed in its fleet.

"The Union has directed a letter to the commander of the military fleet requesting that the MSC provide its marine employees with free medical care in overseas and/or foreign ports," said SIU Vice President Buck Mercer. "This is in tune with the MSC's obligation as a shipowner and/or charterer and in accordance with prevailing maritime practice."

Earlier this year the MSC decreed that non-occupational related injuries, illnesses or dental care will no longer be paid for by the MSC, but will be charged to individual mariners whom

it alleges can recover their costs under the Civil Service Health Plans.

The MSC bases its decision on the closing of the Public Health Service hospitals in August 1981. "We don't think that argument is valid," said Mercer, "especially since there has been a five-year period that has elapsed since the closing of the USPHS hospitals."

The SIU is particularly concerned about medical care in foreign ports. "In foreign ports," wrote Mercer in the November 1985 issue of the *Seafarer*, "where medical or dental attention is often times badly needed, we believe that the law of the seaman should prevail."

USNS Meteor Retires From Active MSC Duty

by Bob Borden, PAO MSCPAC

After 18 years of faithful service to her country, the *USNS Meteor* has been retired from active service and is now part of the Ready Reserve Force (RRF) berthed in San Pedro, Calif.

The RO/RO vessel spent much of 1985 in West Coast shipyards preparing for her entry into the Ready Reserve Force. RRF ships must meet certain requirements of the American Bureau of Shipping and the Coast Guard before acceptance into the fleet.

First launched in 1965 by Lockheed Shipbuilding and Construction Company of Seattle, *Meteor* (initially named *USNS Sea Lift*) formally began her service with MSC in 1967. At the time, she was one of the few new ships built exclusively for the MSC.

Designed expressly for the transportation of vehicular cargo, the interior of the 21,700-ton ship resembles the interior of a municipal garage. Ramps connect the ship's five decks, allowing for fast and convenient vehicle movement throughout the ship. Vehicles are able to board or be discharged from the ship by means of a stern ramp, side port doors, or by traditional cargo handling gear such as booms and winches.

In her heyday, the ship traveled throughout the world, never staying in one port too long. *Meteor's* constant movement created a kind of nervous energy and excitement of its own, qualities that endeared her to MSCPAC mariners.

"I guess I liked this ship better than any other I've sailed because there were always new things happening and new places to see," said Bosun Marty Collins, who served eight of his 43 civil service sailing years aboard *Meteor*.

"With her rigs and booms and other cargo gear, there was a lot of seaman's work to do on the ship," said Collins. "We worked hard but we had a lot of good times, too. The ship seemed to attract good people."

Chief Electrician Bill Brewer, a World War II Navy veteran, has sailed with MSCPAC for 23 years. Up until *Meteor's* entry into the RRF in October, Brewer had served aboard the ship since 1970. Like many others, Brewer hated to see the ship laid up.

"It's sad to say goodbye to her after all these years," said the veteran electrician. "It's like saying goodbye to an old friend."

Brewer recalls the support *Meteor* provided to her customers with pride. "Up until this year," he said, "the ship never missed a commitment. I think that's a damn fine record the *Meteor* crew can be proud of."

The roll call of exercises the ship participated in reads like a military campaign history. There were the REFORGER (Return of Forces to Germany) voyages to Europe; the TEAM SPIRIT loadouts for Korea; BEAR HUNT exercises with the Marines in the Far East; OPPORTUNE JOURNEY shuttles between the islands of Hawaii, and many, many more. *Meteor* also was one of the seven original vessels assigned to the Near Term Prepositioning Force in the Indian Ocean as part of the Rapid Deployment Force.

"The ship was very versatile and served a multi-purpose," said Third Mate Greg Musk, who served on *Meteor* the past two years. "With her relatively shallow draft, she could navigate rivers where larger ships are unable to go. *Meteor* is really what rapid deployment is all about."

The ship's last MSCPAC master, Capt. Frank Ballard, served aboard *Meteor* her final two years with the command. The vessel is the only MSCPAC ship he's sailed on since his employment with MSC.

"Man for man, the crew on *Meteor* has been as good if not better than any I've sailed with," said Capt. Ballard, who's spent most of his career aboard commercial ships.



Captain Frank Ballard, the *Meteor's* last MSCPAC master, is flanked by Chief Electrician Bill Brewer and Bosun Marty Collins. Both have been strong SIU men for years.

"*Meteor* is a good, strong, solid ship and I've been blessed by having a competent crew that's gotten the job done. The shoreside support from MSCPAC was outstanding. The ship always got what it needed. And there was always good cooperation with our military customers. We always tried to provide them with the same cooperation."

"In a way, I'm sort of pleased to hear people say they're sorry to see

the ship go," said Ballard when he was told of the comments made by other *Meteor* crewmembers. "Those words speak well for *Meteor* and the organization she worked for."

As a part of the RRF, *Meteor* receives regular maintenance by the Maritime Administration. The former MSCPAC ship is capable of being activated for sealift operations within five to 10 days.

MSC Touts New Safety Program Terrorist Activities On the Rise

Sixteen bystanders, including the 11-year-old daughter of an American correspondent, were killed as terrorists simultaneously attacked airports in Vienna and Rome. The incidents occurred at the end of a year that saw a dramatic rise in the number of terrorist related incidents in Western Europe and America.

The incidents raised important and troubling questions for American seamen, especially those who work on-board vessels that provide strategic sealift support for American naval vessels. As a recent circular issued by the Military Sealift Command (MSC) stated, what's the state of your ship's physical security?

The MSC has issued new and more detailed instructions on safety measures that should be followed in order to deter acts of violence against MSC chartered ships and USNS civilian manned and contracted ships. It has also designated LCDR Werner Beier to head a special ship security program.

The program, contained in COMSC Instruction 5530.3, was issued July 25, 1985. It was conceived to be both flexible and comprehensive. According to a flyer put together by the MSC, the program "is responsive to changing threats, whether such threats involve terrorism, piracy or barricaded captor or hostage situations."

"The key to ship physical security," states the flyer, "is alertness. We want

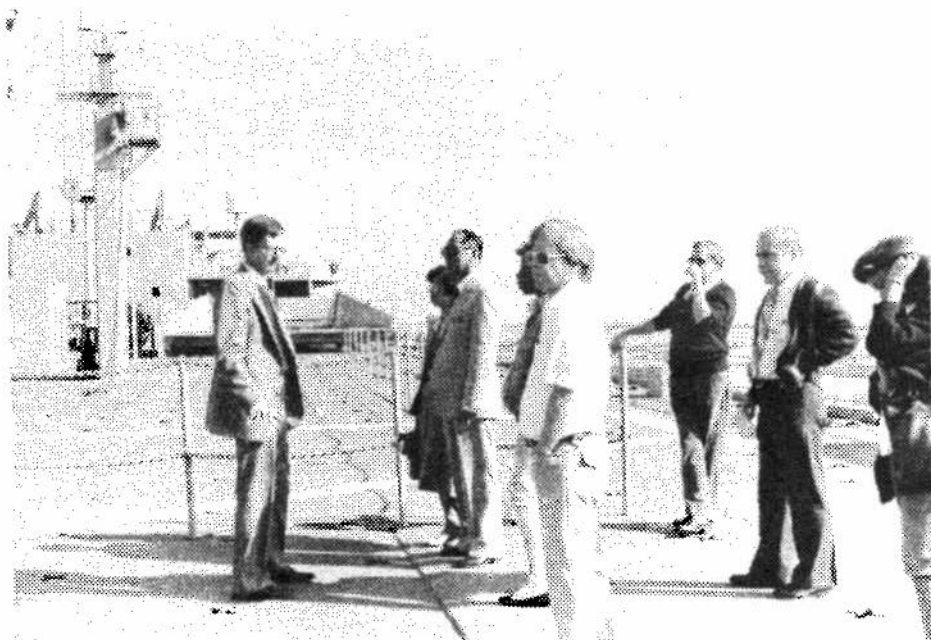
everyone on the ship from the master on down to understand the new program and be aware of the importance of security onboard ships."

The MSC admits that the program has met some resistance, especially since many people don't believe that they are at risk, or because they find they are already overworked.

"Trying to convince the ships they need to do more about security may be (our) biggest challenge," read the pamphlet. "MSC ships do not have sufficient personnel to fully execute U.S. Navy standards for fire, rescue, assistance or physical security bills."

Yet maritime vessels are an attractive target to pirates and terrorists. The International Maritime Bureau in London reported in October of last year there were 30 reported cases of piracy and armed robbery against merchant ships worldwide in 1984. There were 28 such cases in the first half of 1985 alone.

Most of the reported attacks are taking place close to West Africa, Singapore and the Straits of Malacca.



Employees of MSCPAC, NSC Oakland and the Oakland Army Base toured the *USNS Regulus* in October during a special one-day open house for the three commands. MSCPAC personnel from the transportation office served as tour guides to 350 people who went aboard the 946-foot ship berthed at NSC Oakland. *Regulus* is the fifth of eight former SL-7 ships that now compose MSC's Fast Sealift Ship program. (Photo by Maricela Sandoval, MSCPAC)

*Alertness Is
The Key to
Vessel Safety*

Rescue at Sea



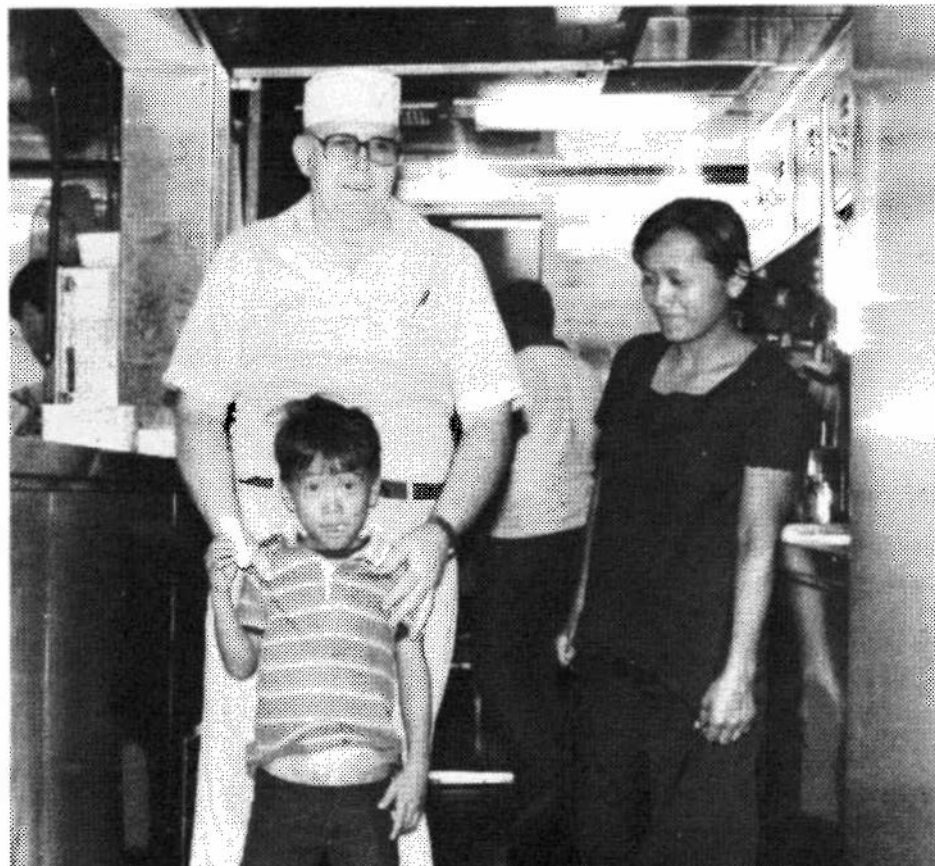
Sixty-three refugees crammed into one small boat to gain their freedom.



The turbulent seas rocked the small fishing boat.



The refugees were carried on stretchers to the medical emergency area. The following crewmembers helped our (l. to r.): Keith Elliot, AB; Maurice Askinazi, second mate; Ron Wolf, AB; Peter Pinksteaon (who is out of view), and Peter Lum, steward.



Erine Harriss poses with this young Vietnamese refugee as his mother looks on fondly.

(Continued from Page 13.)

sels give this county the sealift capability to make possible such large-scale humanitarian rescues.

One of the crewmembers onboard the *Rover* performed an extra special deed: he took pictures of the rescue, from the first spotting of the vessel to the outfitting of the refugees in clothes donated by the crew.

He captures it all with his camera—the look of pain and joy on the faces of Vietnamese refugees as they realize that their long journey is finally over; the concern of the crewmembers as they provide the refugees with food, medical attention and clothing; and the process of assimilation that began from the moment the boat was spotted by American seamen.



The boat was barely visible.



The crew donated the clothes.

Getting to Diego Garcia Can Be Half of the Fun

by Raleigh G. Minix

Raleigh G. Minix, this Union's Far East Representative, has been assigned to service the membership in Diego Garcia. In this article he traces the steps that a mariner has to go through to reach the place that American seamen have playfully dubbed "the Paradise of the Pacific." (Yes, they know it's in the Indian Ocean. They'd just rather be in Subic Bay.) Getting there, it seems, is half the fun.

Minix relates that the MSC could do a great deal to improve poor flight accommodations. Difficult travel conditions are made worse by improper planning. At one point in his trip, because of an administrative foul-up on the part of MSC officials, Minix had a run-in with immigration officials in the Philippines who "ordered me to get back on the aircraft and leave the country or go to jail."

Minix relates this all in good fun, especially in his conclusion ("The only recreation on this trip was wine, beer and liquor."). Yet he knows that this is a problem common to all mariners and has drawn up a list of recommendations to make the trip more pleasant.

I arrived Oakland, Calif. International Airport about 10:00, 18 Nov. '85, and checked in at the MAC passenger counter. There was no MSC PAC representative at the airport to give crewmembers instructions. The crewmembers who were joining ships in Diego Garcia were instructed to see a Mr. Johnson who I found out later was a patrolman from the National Maritime Union.

It took about five minutes for a Navy chief petty officer to check my baggage and check me off on the flight list. This CPO informed me the airline would be Arrow Air Line, boarding at gate 6 at 12:30 p.m., flight no. 2666, and that I had seat number 30 F, right window, smoking section. After a two hour and 15 minute wait, we were allowed to board the aircraft. The aircraft was a DC-8 with a seating capacity of over 200. I must say the accommodations were less than standard coach class. The clearance between most seats was about nine inches, and none of the seats would recline.

As we boarded the aircraft, the flight assistants told everyone to disregard the seating assignments on the boarding passes and take any vacant seat. This is when the first problem began. Some of the passengers had made this flight before and knew which seats would give them more leg room. Some of these passengers reported to the airport early and requested certain seat assignments. I heard some flight assistants tell some passengers, "we are not going to move every one around to please you." This was a constant beef until we arrive in Diego Garcia. Mr. Woorley, the MSC PAC representative who made the trip, discussed this matter.

Our first stop was Anchorage, Alaska International Airport. We debarked

while the aircraft was being serviced. The only thing open was a snack bar. A bottle of beer cost \$3.50. They had hot dogs and snacks at about three times the price in San Francisco.

Our next stop was Yokota Air Base (Japan). We were allowed to debark and had to remain in a holding area while the aircraft was being serviced. This stop was not bad because they had a TV area, cafeteria, etc. We were on the ground about an hour-and-a-half.

Our next stop was Clark Air Base in the Philippines. At this stop the passengers were kept in a holding area, but were allowed to visit the cafeteria 10 at a time. Ten would go; when they returned 10 more could go. Most of the passengers got to visit the cafeteria. We were in Clark Air Base about two hours.

Our next stop was the paradise of the Pacific, "Diego Garcia." Flight time—about 29 hours. Most of the passengers were so beat and happy to get off the cramped aircraft that they said nothing. We were herded into an airport holding area where the British informed us of the do's and don'ts of the island. The British then collected our passports, our shot records were checked, and about an hour later we were instructed to collect our baggage which was then checked by the British customs people and their dogs. Later the crewmembers were bussed to the boat landing and taken to various ships anchored in the bay. All the boats were used to ferry crewmembers to their ships and bring back the ones that were being repatriated. There was no way for me to visit any ships in the port.

* * *

I remained in Diego Garcia about 12 hours. As the returning crewmembers were bussed to the air terminal, they were lined up and their baggage was checked by British and U.S. Navy personnel. Before being allowed to go into the airport holding area, their carry-on baggage was checked by U.S. Navy Customs for liquor and fruit. One bottle of champagne and two oranges were confiscated. The passengers were very calm and waited about two-and-a-half hours to board the aircraft.

Our next stop was Clark Air Force Base in the Philippines. Everyone debarked the aircraft and was taken to a holding area. This time everyone was allowed to visit the cafeteria all at once. I was due to terminate the flight at Clark Air Base. I was not on the manifest nor did MSC PAC give me any orders. The immigration people would not let me land in the Philippines. They ordered me to get back on the aircraft and leave the country or go to jail. After about two hours we departed Clark Air Force Base for Yokota Air Force Base (Japan).

When we arrived at Yokota Air Force Base we were herded into a holding area and no one was allowed to leave. The passengers were not allowed to use the cafeteria. I dis-

Around the MSC Fleet

USNS MISPELLION—Mr. Minix and myself boarded the *USNS Mispillion* in Subic Bay, Philippines. No ship chairman was onboard. Assigned Melvin Rivers to chairman job. Talked with engine department crewmembers and they stated no trouble in the engine department.

Deck also stated no trouble. Steward department had a few beefs.

1. Steam valve on copper in need of repair or replacement;
2. Not enough ventilation in galley. Hardly any exhaust;
3. Ovens need calibration;
4. Deep fat fryer shocks when in operation;
5. Head in room #01-16-2 does not work. Has not worked in six months.

Crews will be reduced while others will be put on ship leave. About 26 men are expected to stay for yard period. Talked with engineer and was told that the galley and head would be worked on in the yard. Crews stated no CMPI for Union delegate. Went to the purser and Mr. Blanco did turn CMPI in to purser. Mr. Rivers now has the CMPI. Crews stated they did make good money on the last trip. Ship looks rough; needs a lot of chipping and painting that will be done in yard.

Captain Thomas is back and the crew feels better for it. Crewmembers in the engine department still want their watch time back and stated it sure as hell is not fair. Bulletin boards seem to be well posted with messages from home port.

Will board the *Mispillion* on her return from cleaning tanks. Will let you know any troubles that arise.

USNS PONCHATOULA—It was reported that while the ship was at sea and under way on Nov. 14, 1985, a seaman was put over the ship's side on a stage to sand, prime and paint rust spots. This type of assignment violates all Navy safety regulations. I must admit the ship's hull and outer structures look good, but if this must be accomplished by disregarding the safety of a crewmember it is not worth it. Capt. Michael R. Melton was the master. Capt. Robert A. Farr III relieved Capt. Melton as master of the Ponchatoula Nov. 29, 1985.

I read the answer to Irvin J. Levy's grievance and advised him that if he desired to press his grievances further he should contact our office at #350 Fremont St., San Francisco.

USNS HASSAYAMPA—Brother David Sitton is the ship's chairman. The ship came in very clean and with no beefs. There was a question about a delayed sailing that the master cleared up. All crewmembers involved will be paid. Brother Sitton took some port leave and we did not get a chance to discuss the trip with him. We did get a chance to talk to Captain Farr and his department heads prior to Captain Farr being relieved by Capt. Meloney. It is a pleasure to service a ship with a crew this size that has come in from an extended voyage with no beefs.

O/S VIVIAN—No beefs on the ship, but the crew wants the chief steward to vary the menus. Also the crew stated they need new mattresses and pillows. The *Vivian* and *Alice* will pay off on Dec. 26.

cussed this problem with the master sergeant in charge. He informed me that the U.S. Navy customs people should have had the passengers fill out customs declaration forms in Diego Garcia. This is called a pre-customs clearance. If this had been done, the passengers would have been able to use the cafeteria, and in the event of delay due to breakdown, etc., they could have used anything on base. This also makes clearing customs in the U.S. port of entry faster. I remained at the air terminal until the flight departed. The Air Force master sergeant assisted me in clearing customs/immigration and helped me get a room for the balance of the night. At 0800 the following morning the same sergeant met me in the Yokota Air Terminal and helped me get airline reservations from Narita International Airport to Manila in the Philippines. Arrangements were made for transportation from Yokota to Narita International Airport—about a two-and-a-half hour bus ride.

* * *

Recommendations to improve travel conditions on flights to Diego Garcia:

- 1) Remove some of the seats on the DC-8 type aircraft to allow more leg room;

- 2) Allow the seats to recline;
- 3) Follow the seat assignments on boarding passes;
- 4) Show movies on this long flight;
- 5) Have an MSC representative at airport from reporting time until the flight departs;
- 6) Instruct MSC personnel in Diego Garcia to have passengers fill out customs and immigration forms while waiting to board aircraft. This procedure is called pre-custom clearance;
- 7) Continue to check carry-on baggage for liquor, etc.;
- 8) Management and unions should check aircraft prior to letting bids on what is standard coach class;
- 9) Continue to have observers aboard these flights.

* * *

CONCLUSION:

Under the conditions these mariners had to travel, they conducted themselves as ladies and gentlemen. The only recreation on this trip was wine, beer and liquor. The flight attendants served liquor anytime of the day or night and gave the passengers as much as they could pay for.

Hundreds of New Jobs Boost SIU in Face of Shipping Slump—Membership Services Expand

Jobs! New jobs for SIU members on U.S. Armed Forces vessels was the name of the game in the year 1985 as the Union countered the ill effects of Reaganomics.

The year's job totals were 680 new jobs on 35 military-support ships. Military-contracted vessels now comprise 30 percent of the SIU's manned fleet. By June of this year, the SIU expects to be crewing 45 military-support ships with jobs for 850 Seafarers.

The year also was marked by the SIU instituting new programs for the membership. They included a Preferred Provider Hospitals Program, Drug Rehabilitation Program, Pension Plan Buy-Out Program and a new SHLSS Trainee Program.

Other highlights of 1985 were the settlement of the two-year Dixie Carriers strike, disputes with SONAT Marine and National Marine Service and some significant victories in Congress for the maritime industry.

The military jobs were provided by the U.S. Navy's Military Sealift Command on their ships designated as TACS, TAGOS, TAKR and TAKX fleets.

The TACS fleet is composed of 11 heavy-lift crane ships, two SIU-manned, the *Gem State* and the *Keystone State* which took part in Underway Replenishment (UNREP) Navy exercises in September-October off the coast of Virginia.

TAGOS, the 12-ship surveillance fleet, will cost \$41.7 million and run to Sept. 30, 1989. It will provide 144 jobs. In April the Union crewed the TAGOS *USNS Stalwart* (Sea Mobility) and the *USNS Contender* in June.

The TAKX program consists of 13

pre-positioned ships which will store heavy equipment, armored vehicles, fuel and other supplies for rapid deployment in case of military emergency. Converted SL-7s, the fastest cargo ships afloat, make up the TAKR

John P. Bobo (which can carry 1,400 Army or Marine vehicles and tanks) followed by the *Mjr. Stephen W. Pless* in April, the *Pfc. Dewayne Williams* in July, the *USNS Capella* in August, the *USNS Regulus* in September and

Drug Rehabilitation Program at the Seafarers Harry Lundeberg School of Seamanship (SHLSS) Piney Point, Md.

In October the Union started an Early Normal Lump Sum Buy-Out Pension Program which would end on Sept. 30, 1986.

Back on Aug. 1, the Union began a new trainee program at the SHLSS for the new military ships' jobs and the hotel section of our contracted cruise vessels.

On the Strike Front

On the inland strike front, 1985 was notable for the SIU settling a two-year beef with Dixie Carriers in the port of New Orleans, inking a new, three-year contract on Jan. 29 for Dixie's unlicensed Boatmen. It's retroactive to Dec. 10, 1984.

On April 26, a Baltimore NLRB judge ordered Outreach Marine—a creation of McAllister Brothers there—to reinstate 26 fired Boatmen with owed back pay.

In June the SIU hit the bricks, joining picket lines at airports around the country in support of the striking AFL-CIO-MTD Airline Pilots Assn.'s United Airlines pilots and Assn. of Flight Attendants.

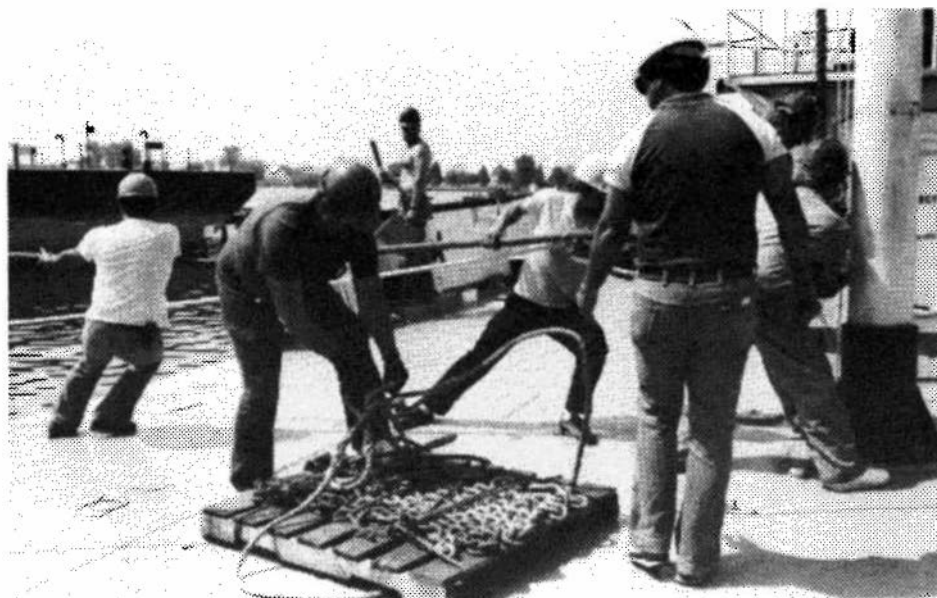
On Dec. 19, the Union and SONAT Marine's IOT inland fleet restarted contract negotiations which had been stalled since July 1984 over the com-



The crew of the *Cove Liberty* (Cove Shipping).

or Fast Sealift Ship program. These ships are stationed around the country and can be ready to steam, fully loaded, in a matter of days.

In March, the fleet's SIU-crewed flagship, the \$200-million *USNS Pfc. Eugene Obregon* came on station with the *USNS Sgt. Matej Kocak*, 2nd Lt.



Naval officials touring the SHLSS training facility got a close-up view of practice trials in underway replenishment by students enrolled in the Sealift Operations and Maintenance course.

the 1st Lt. *Baldomero Lopez* (American Overseas) in November. Three more TAKX ships will join the fleet in January, February and March 1986.



Health & Welfare Plans

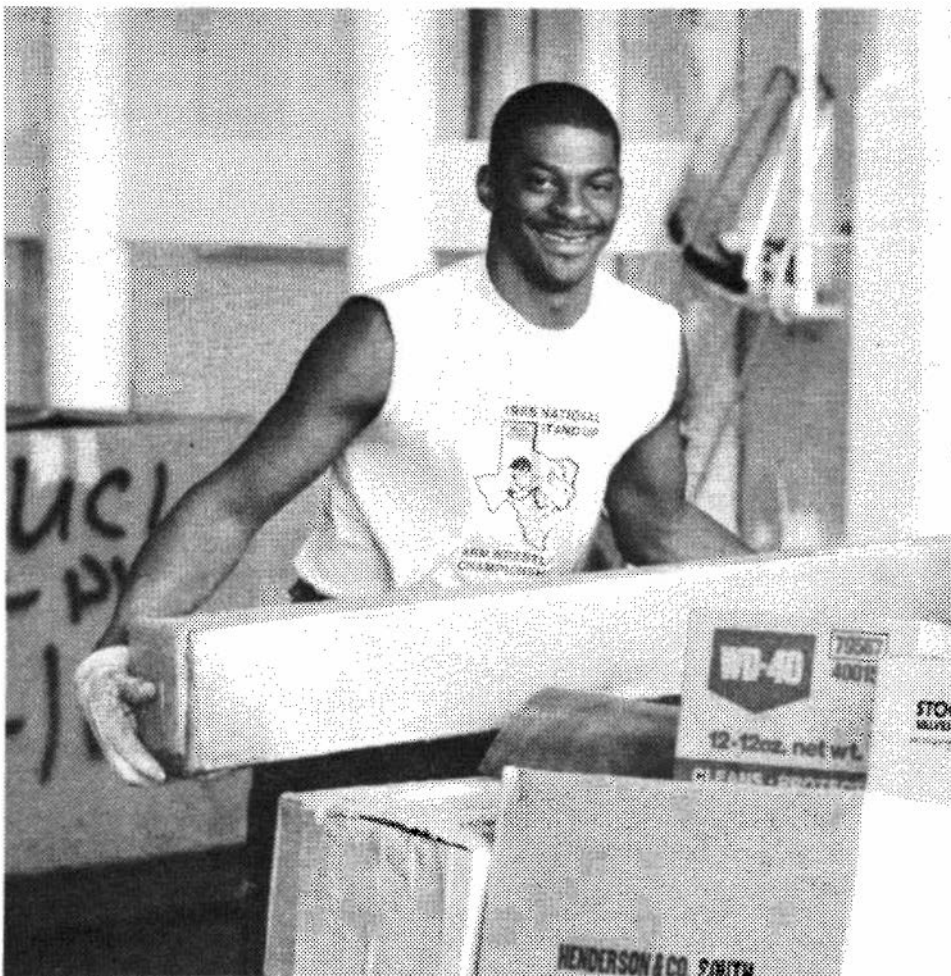
Last November the Union began a Preferred Provider Hospital Program at the Virginia Mason Medical Center in the port of Seattle. The hospital has agreed to provide medical services to Seafarers and their families for a negotiated reimbursement rate.

On Jan. 1, 1986, the SIU opened a

pany's reclassifying their captains, mates and barge captains as "seagoing supervisors."

In the same month at year's end, inland contract talks with National Marine Service in the port of New Orleans were taken to the courts for litigation.

At both the February MTD Executive Board meeting in Bal Harbour, Fla. and the October MTD Convention in Anaheim, Calif., SIU and MTD President Frank Drozak told the organization's 8-million members in 44 national unions that Reagan's policy of free trade was crippling the maritime industry and that he again called for a "national policy which will generate a fair share of cargo for the U.S. merchant marine."



During a brief hiatus in San Diego, Calif. in April, Earl Nelson Gray Jr., DEU, loaded stores onto the *Maj. Stephen W. Pless*. The *Pless* is one of four TAKX vessels under military charter crewed by SIU members.

Hostilities Force Maritime to Circle Their Wagons as Foes Make Heated Charge

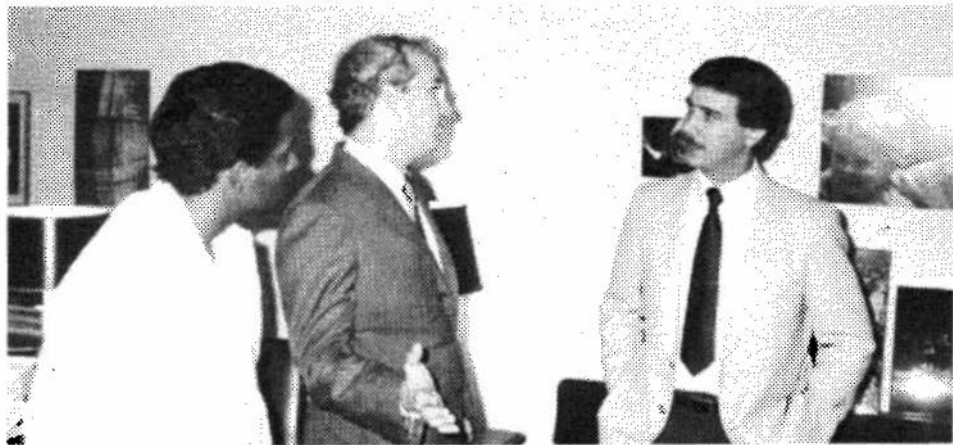
A month into the new year, it is still too close to call the outcome of 1985's legislative game. If the Congress authorizes an \$852 million build and charter ship program for which it already has appropriated the money, 1985 will be remembered as a good year for the maritime industry. If it doesn't, the year will be yet another stalemate.

The build and charter program (see

issues have even passed one or the other house in Congress), no final action has been taken.

CARGO PREFERENCE

The issue of cargo preference surfaced in the courts, the halls of Congress, the wheat fields and the maritime industry. Long a major source of the industry's cargo, and one of the few maritime promotional programs



Rep. Ed Feighan (D-Ohio) talks to SIU Field Rep. Martain Vittardi (right) and SIU member Mitchell Santana during the Union's fight to protect cargo preference.

story page 3) could be the cornerstone of new merchant fleet growth designed to meet both the commercial and military needs of the United States. It is patterned after the successful Mariner Program of the late 1950s. The Navy would decide which type of vessels to build, tankers RO/RO's, etc., then designate the builder and select the company to lease the ships. All the ships would be designed for quick conversion to military use, and the Navy could sell the ships after five years.

The program, introduced by Sen. Ted Stevens (R-Alaska), was just one small part of the omnibus spending bill passed by both houses and signed by the president in late December. But there have been indications that some powerful Capitol Hill leaders may throw a roadblock up and try to stymie the program later this year.

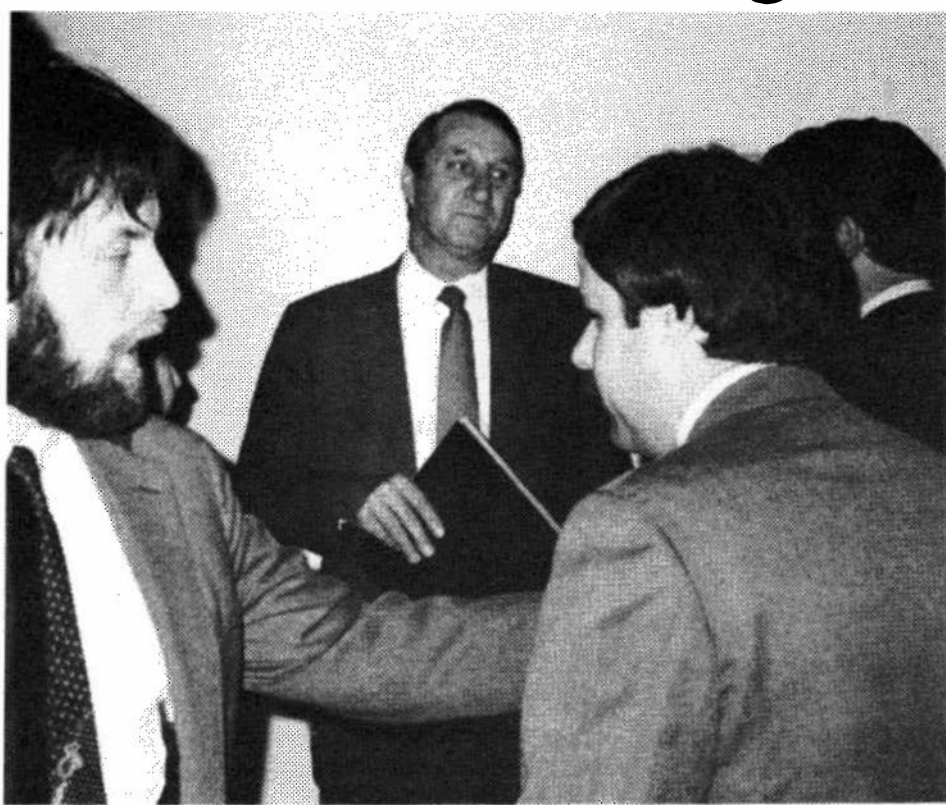
If you eliminate the build and charter program from last year's legislative equation, then 1985 becomes another year where the SIU and the maritime industry had to battle to maintain their own turf, and perhaps even gain a little ground.

The big issues on the hill last year were once again cargo preference, Alaskan oil, passenger ships and tax reform. These issues were not contained in just one piece of legislation, but in more than 100 pieces of maritime legislation introduced. On most of the issues, the SIU was able to persuade Congress that our interests were the interests of the nation.

Because Congress is in the middle of a two-year session, many areas of importance to SIU members have not been acted upon. Though legislation designed to help the fishing industry, the Great Lakes ports and the inland industry has been introduced (some

not gutted during the past five years, cargo preference came under its heaviest attack in years in 1985.

The center of last year's controversy was the Department of Agriculture's (USDA) Blended Credit program. While the USDA claimed the program was not subject to cargo preference, the maritime industry said it was. In February, acting on a suit filed by the Transportation Institute, a federal district judge ruled that the program was subject to cargo preference. The USDA, instead of complying with the court's decision, simply decided to cancel the program and the \$500 million worth of cargo due to be shipped.



Above, from left, SIU Legislative Director Frank Pecquex, SIU President Frank Drozak and Transportation Institute Legislative Counsel Jim Henry before the Senate convened hearings on cargo preference.

USDA Secretary John Block and powerful agri-business companies began a high-pressure campaign against cargo preference, blaming it for everything from the trade deficit to the deaths of starving children.

The SIU undertook a large education campaign on Capitol Hill and throughout the nation's farm lands in an attempt to explain that cargo preference was not responsible for the farm crisis.

SIU President Frank Drozak made dozens of appearances before farm groups outlining the problems shared by both industries; a strong dollar, a massive trade deficit and high interest rates.

But at the same time, agri-businesses and their allies in Congress began introducing dozens of bills which would have stripped cargo preference from the nation's laws.

In mid-summer, a large group of maritime interests, led by the SIU and a coalition of many farm organizations, began meeting to see if some kind of compromise could be worked out. Those meetings resulted in a new plan that was beneficial to both sides. The maritime industry would set aside its claims to so-called government commercial cargo (such as Blended Credit) but the percentage of U.S.-flag cargo for concessional programs (such

(Continued on Page 19.)



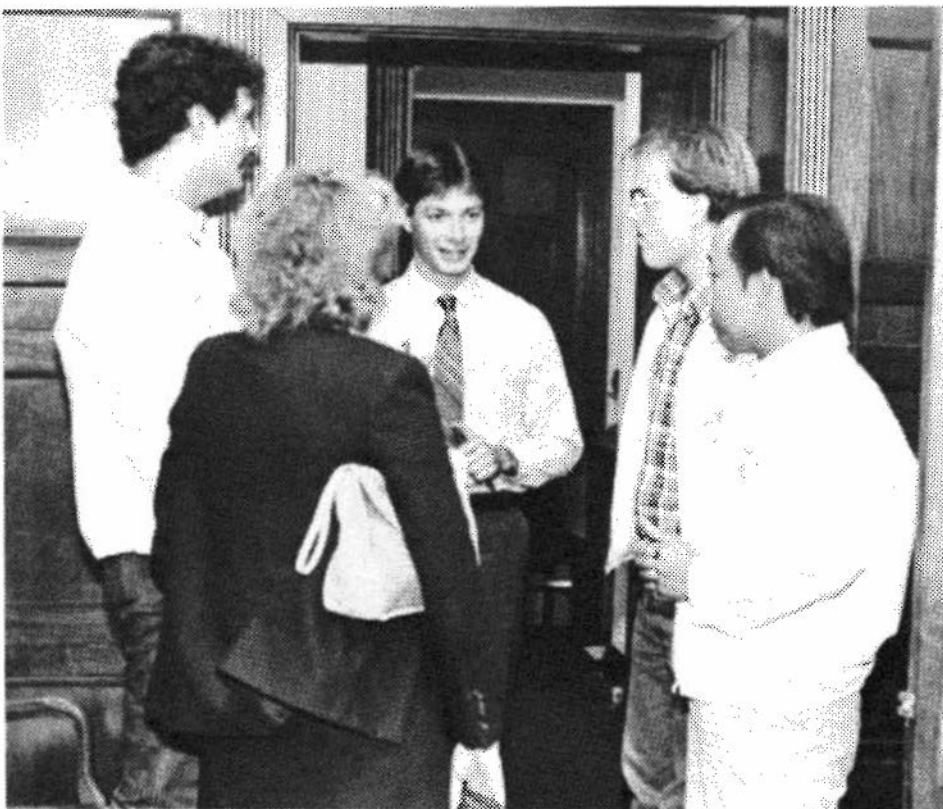
Speaker of the House of Representatives "Tip" O'Neill knows better than any leader how the wind is blowing on Capitol Hill. As a guest speaker at the MTD Executive Board meeting, he told delegates that it was time for a new beginning for the nation and for the labor movement. He asked: "Can we work together? It is time to put a premium on results rather than the process; on achieving our common goals rather than satisfying selfish particular interests." Later, the speaker posed with MTD Executive Secretary Jean Ingrao, MTD President Frank Drozak and Steve Leslie, MTD vice president.

The SIU in

Support
SPAD



Washington



In the week before Congress was to meet for a final vote on the farm bill, Seafarers came to Washington and went door to door on Capitol Hill asking the nation's representatives for their support on the bill. Above, Seafarers found an audience in Brian Folkerts, legislative assistant to Rep. Lynn Martin (R-Ill.).

(Continued from previous page)

as P.L. 480) would jump from 50 to 75 percent during a three-year period.

Maritime opponents were making one last large-scale stand in Congress, where approval of any such deal must come from. In the fall, several bills and amendments were introduced which would have either eliminated cargo preference completely or severely limited its scope.

In response, the SIU gathered more than 50 rank-and-file members and field representatives and brought them to Washington. Their job was simple, convince enough representatives that their support was needed to block the anti-cargo preference amendments attached to the new farm bill. After several days of face-to-face lobbying, their efforts paid off. By a 245-179 vote, the House of Representatives defeated the anti-cargo preference measures.

When the House and Senate got together to iron out the differences in their farm bills, the compromise worked out by the SIU and the farm groups was included in the final version of the bill. It was signed by the president in December. It had been almost a year-long fight, but the SIU won.

ALASKAN OIL

Another long-running fight on Capitol Hill has been the battle over the export of Alaskan oil. The oil from the north slope of Alaska is the major source of trade for U.S.-flag tankers and an important source of energy security for the United States.

Many attempts have been made during the past few years to lift the export ban. Each one has been met and defeated, but only on a temporary basis, because Congress could not agree on the entire Export Administration Act which covers a large range of issues.

Last year the maritime industry was successful in retaining the prohibition against the export of the oil for seven years when Congress passed and the president signed the Export Administration Act.

On the other hand, the administra-



No single issue was more important last year than cargo preference. Without having a fair share of government impelled cargoes, American-flag shipping would cease to exist. But a farm bill up for a vote in Congress last year proposed to severely limit the application of cargo preference. It was the role of SIU President Frank Drozak to explain to the nation's leaders, to reporters, and to people who packed hearing rooms to hear testimony on the critical need to maintain a strong merchant marine for the nation's defense.

tion granted permission to export a small amount of Alaskan oil from the Cook Inlet area which is not covered by the Act. The SIU will be watching that situation carefully this year.

TAX REFORM

While the tax reform bill covered a wide variety of questions when it was originally introduced, it carried several provisions which could have been harmful to the maritime industry. During the legislative process the SIU was able to make some changes in the bill which protected some important maritime issues.

Tax deductions for conventions held aboard U.S.-flag ships were retained despite initial objections. The Capital Construction Fund was retained. Some tax loopholes were closed for U.S. owners of foreign-flag ships. Taxes on employees' fringe benefits were eliminated. The tax bill passed the House and will be taken up by the Senate this year.

PASSENGER SHIPS

Several bills were introduced which would have allowed the re-flagging of some foreign-flag, but U.S.-built passenger ships back into the domestic trade. None was enacted.

PORT DEVELOPMENT

This is another issue which has been simmering in Congress for several years. Both houses passed different versions, but the SIU was able to help trim back many of the user fee provisions.

FISHING

Legislation designed to help ease the burden of the high-cost of insurance, protection from unfair foreign competition and measures to improve safety were introduced but not enacted.



SIU Legislative Director Frank Pecquex and SIU lobbyist Liz DeMato worked closely with a contingent of Seafarers campaigning for cargo preference. Each day Seafarers gathered for their assignments, then down the marble halls of the Senate and House office buildings wearing their SIU white jackets and everywhere raising questions. In the end, Congress turned down the anti-cargo preference amendments. Because human faces speak louder to issues than to statistics on paper, perhaps more than anything this explains why the SIU was successful in this campaign, and why the legislative year belongs to the SIU membership.

Seafarers Mark Year With Sacrifice, Dedication and

For many in our Union, 1985 was a year of hard work and shared pride.

With the new military ships, the face of the maritime industry changed and the work of the Seafarers broadened. Seafarers underwent security clearance checks and carried out classified military exercises throughout the world. Through a program designed by the Navy and the SIU, they practiced underway replenishment and sealift operation procedures at the Seafarers Harry Lundeberg School of Seamanship.

In their new work roles, many Seafarers excelled. Commendations from the Navy for a job well done seemed to be coming in weekly to SIU headquarters. The first vessel under MSC charter to be stationed in the Mediterranean, the *S.S. Transcolorado* returned after a two-and-one-half-year-long mission.

But it was not only for new Navy assignments that the year will be remembered. Food is again sailing to underdeveloped nations on SIU-contracted vessels. Cavite City in the Philippines has a new Little League baseball team, and orphans in the

Young Piney Point trainees led a funeral procession of mourners to Seafarers Haven Cemetery in Valley Lee, Md. On Jan. 12, 1985, Frank Mongelli died following a prolonged illness.

Before a garden of winter-picked flowers, they gently lowered his casket and stood back to salute the man and the Union official who had done so much to advance the lives of Seafarers through training and education.

Frank Mongelli was 72. He had been a loyal member of the SIU for 40 years and had worked tirelessly to shape many of the programs in existence in the Union today.

As the vice president of the Seafarers Harry Lundeberg School of Seamanship, Mongelli had the distinction of directing and molding what has become the largest maritime training facility in the nation. With his unwavering compassion, he made certain that students were given every possible means of learning and then flourishing in the merchant marine. His office was always open. His legacy remains in the minds of hundreds of young men and women with dreams

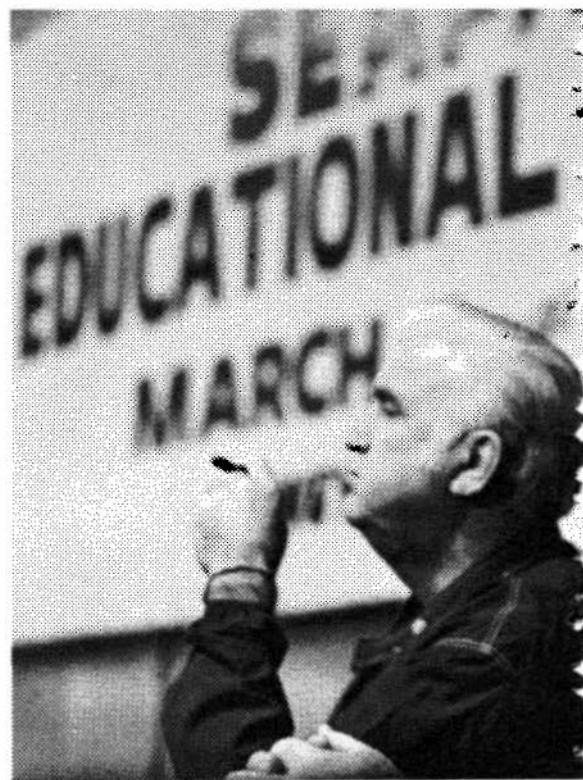
rafters of a playground jungle gym. A woman spreads out a blanket beneath a tree. Several children go to her. The teacher, like the young girls in her charge, wears the traditional dress of her church, a long pinafore skirt and blue bonnet. The men and boys wear dark trousers, white shirts and bow ties. Out of a paper lunch bag comes a McIntosh apple. And soda pop. A basketball clears the hoop.

For 9-year-old Shiloh King, the only thing missing from her old one-room schoolhouse in comparison to her new one are the bright yellow swings. Otherwise, there is much more for the children at the hall, more space to romp and enough room for desks for 23 children attending the school. With three rooms and separate film projection and reading lab areas, they now take instruction in ABC's preschool class, kindergarten, elementary and intermediate grades.

Said reverend of their church, Steve Skelton, of the donation, "It was a Godsend for us all."

★ ★ ★ ★

Henri Percikow, a member of the



There was no greater loss to the SIU last year than the and versatile officials of the Seafarers International labor movement under the leadership of past SIU President Seafarers Training and Upgrading School—first in (right) and Hall were photographed attending one of Harry Lundeberg School of Seamanship in 1971.

and plowed
Picked cotton and corn,
My hands tore from the earth
Coal, copper, iron and gold"

Hands of Seafarers everywhere were busy last year. Lashing vessels to piers and making other preparations, Seafarers rushed to batten down the hatches as hurricanes shot up the East Coast and Gulf shores in record numbers. Hurricane Bob was first. Danny, Elena and Gloria followed. Then Juan and Kate. The nation held its breath. Damage from the hurricanes mounted. And when it was all over, official estimates of the damage totaled \$5 billion.

Where Elena would touch down, no one seemed able to predict. She chose Mississippi, slamming ashore with 125 mph winds. Louisiana, Alabama and Florida were ravaged. In the Pensacola area of Florida, the largest evacuation ever to be organized brought more than 1 million people to safer ground.

From each of the four states, SIU members spilled from SIU hiring halls to work closely, many around-the-clock, with the Red Cross Disaster Coastline Project. And their efforts made a difference said Red Cross Disaster Director Grover C. Adams. In a letter to SIU officials, Adams wrote, "Your cooperation, and that of your membership . . . have made a great contribution, not only to the Red Cross disaster program but also to the recovery of the disaster victims themselves."

At the Lundeberg School, trainees saw the flood waters approaching. Runoff from the Appalachians brought flooding to Pennsylvania, West Virginia, Virginia and Maryland. Muddy waters steam-rolled over entire towns, and headwaters crested up to the nation's capital. Just a matter of yards from the SHLSS, the St. Georges



Tugs like the *Grace McAllister* provided employment for inland workers in 1985. The *Grace* was in operation 24 hours a day in and around the port of Norfolk. To keep up with a continuous flow of work orders, two SIU crews were hired aboard the *Grace* to work a day shift and night shift. But between shifts there was always time to welcome aboard David 'Scrap Iron' Jones, SIU patrolman. Above, Jones is pictured seated in the left corner of the galley dining booth, meeting with *Grace* crewmembers.

Philippines' Subic Bay can now buy shoes with money donated by Seafarers. In Baltimore, children resumed their studies in a new schoolhouse courtesy of the Baltimore hiring hall. Relief was given to hundreds of hurricane victims, and Seafarers on the LNG *Taurus* rescued 17 Indochinese boat people when their small boat capsized. Dozens of others around the world were brought to safety by Seafarers' helping hands. And with medical assistance from the SIU Welfare Plan, one seriously ill daughter of a Seafarer took her first steps. Today, three-year-old Katie Calahan walks.

★ ★ ★ ★

But the year was also bittersweet.

of finding a better way of life, a sense of accomplishment, discipline and a feeling of belonging to the brotherhood of the sea.

★ ★ ★ ★

As much as Frank Mongelli loved children, he would have cherished the sight of children at play at the Baltimore hall. In January, with their faces reddened by the chill of winter, they took recess on a playground just a short run from the schoolhouse they began attending several weeks earlier on the first floor of the Baltimore hall, the space donated by the SIU.

Even as they are suspended upside-down and a few inches away from each other, they chatter from the bowed

SIU, sang praises of America's workers. In his poem, "My Hands," published in the August issue of the LOG, his words elevate laborers up from sweat shop factories and servitude to the honored position of builders of nations.

"My hands, once straight and strong
Raised girder upon girder, brick upon brick
These now awkward trembling hands
Anchored cables along river, over mountain
Laid rail and wire that circle the land.
My hands welded, molded, seeded

Awards Around the World



th of Frank Mongelli, one of the most respected n. Mongelli came up through the ranks of the St Paul Hall. Together they worked to form the dyn and then in Piney Point. Above, Mongelli earliest educational conferences at the Seafarers

River swelled and lunged over its banks and retaining walls. But SHLSS trainees kept a fleet of training vessels afloat in the SHLSS marina and kept the *Dauntless*, an historic yacht moored at the school, from breaking loose from lines and washing up onto pilings.



two children of members of the Church of the Jesus Christ like Shiloh King (left) and Jade may continue learning their ABC's since the nated space for them to set up a working use on the first floor of the Baltimore hall.

When high tide came in at 10 pm, trainees evacuated nearby residents, taking the Lundberg school bus through rising waters. Families fleeing their homes were given shelter at the Piney Point Hotel. Trainees went back with a pick-up truck to retrieve pets families had not had time to collect.

★ ★ ★ ★

The SIU-contracted tug *M/V Hinton* (Marine Contracting) was a gas station in the Atlantic Ocean last year off South Carolina for a boat entered by Popeye's Fried Chicken in a race from Miami to New York City.

The fast food chain entrusted their boat to the guys who wear the SIU



Wheelsman Cliff Cadreau found employment on one Great Lakes carrier last year. For lack of cargo, only half of the ships in the Lakes fleet were fitted out for the 1985 shipping season, and many other SIU members from the region had to seek employment elsewhere.

caps, and their speedster finished second in the race.

Making a 14-minute stop to refuel at the *Hinton*, the speedboat also took on a relief crew flown in by helicopter onto a barge lashed to the tug. But the racers didn't take SIU members up on their standing offer of a free boat wash with every fill-up of high-test gas.

Another unusual assignment for SIU crews came when the Welland Canal, a vital link between Lake Ontario and Lake Erie, was closed and could not accommodate a vessel carrying an 18,000 ton GM auto stamping press destined for one midwestern auto industrial park. A caravan of Great Lakes tugs with SIU Boatmen made the delivery instead.

Transferring the press to the decks of the barges, SIU members piloted along an alternate route through the oldest canal in the nation, the NYS Erie Barge Canal and into Lake Erie.

The canal proved narrow, with shallow water and low-hanging bridges. The trip had its dangers. But in 17 days the auto press was docked safe and sound at the terminal in Cleveland.



As winter thawed on the Great Lakes, SIU members appeared everywhere on open scaffolding and on decks, fitting out vessels for another shipping season. Richard Louma gave the *Charles E. Wilson* new life applying a fresh coat of paint to the ship's faded hull.

Crews from many SIU-contracted vessels received safety awards last year, while safety survival suits became mandatory for most deepsea vessels. Topping the charts of safety conscious crews were Seafarers on the *LNG Capricorn*. They celebrated their third accident-free year.

"Safety contributes to the smooth operation and to the productivity and lowered costs of a trip," SIU Vice President Angus "Red" Campbell commented on the award to the LNG carrier.

The *SS President Grant* received an award from 1984. American President Lines, after looking over the safety records of its ships, proudly presented SIU workers with an award for achieving an accident-free year and for being the safest ship for that year in the APL fleet.

★ ★ ★ ★

Piracy on the high seas has become an increasingly serious problem for mariners who sail through the Malacca Straits, West Africa and Indonesia. It's become so serious that maritime unions have gone before the United Nations to ask for measures to be put in force to reduce the likelihood of pirate attacks.

Pirates boarded the SIU-contracted *Falcon Countess* in the Straits of Malacca, brandishing knives and made off with \$19,000 pried from the ship's safe.

A lesson learned from this and other experiences is that ship crewmembers should remain calm. According to pro-

cedure, the crew of the *Countess* did not try to be heroes on their own. Though the vessel had several small arms stored in the captain's quarters, as do most ships under Military Sealift Command, not a shot was fired. The crew showed the type of restraint that can save lives in the event of such an attack, even as Seafarers were threatened with knives and the captain of

(Continued on Page 22.)



Katie Calahan, daughter of SIU member Thomas Calahan, learned to walk last year, despite suffering from cerebral palsy.

SIU People Worked, Played and Learned

(Continued from Page 21.)

the vessel bound and held at knife-point.

★ ★ ★ ★

It's probably a good thing that Seafarer Pat O'Brien was not aboard the

vessel. There was a lot of commotion around O'Brien last year. But then, there has been for years. Ever since he took his motorcycle aboard the merchant vessel *Charles McCormack*, got off at the port in Everett, Wash.,

joined a carnival and became a fearless stuntman.

That was 32 years ago. Today, O'Brien has a fan club that reaches around the globe. He performs on television and at fairgrounds all across America, thrilling audiences as Capt. Dynamite with the World Champion Dare Devils of Amusement Enterprises, in Houston, Texas.

What was his favorite stunt in '85? Well it was perhaps the one he performed most. Sixty times last year he hunkered down in a wooden framed 'coffin of death' stretched with butcher's paper. Four sticks of dynamite at his head and at his feet were ready to explode. And each time they did, it was a sight to behold as the captain blasted through the air.

As one of the greatest stuntmen the world over, and a Seafarer, O'Brien surely did not complain about 1985. Always he picks himself up after the explosions. Amid cheers, he brushes off the dirt and scorched butcher's paper. And next year he will be back to do it again.

★ ★ ★ ★

Roberta Blum, a graduate of SHLSS trainee class #314, had a lot to smile about last year. She set a first at the Lundeberg School when she became the first woman in the SHLSS nautical



SIU Boatman Pat O'Brien, alias 'Captain Dynamite,' has gained a reputation in Hollywood, travelling circus shows and at state fairs. In his dynamite act he blows himself up and lives to tell about it. He is one of the most accomplished stuntmen in the world.



Water survival suits became part of the standard safety equipment carried on most SIU-contracted vessels last year. Stepping into one of the suits, Seafarer Grif McRee demonstrates how the suit is designed to keep a seafarer alive for hours in the water if forced to abandon ship.



Sonat Marine Barge Capt. John M. Herina reads the names of those who died in Vietnam on the Vietnam Veterans' Memorial in Manhattan, N.Y. This photo appeared on the front page of *The New York Times* last year as did a story about Vietnam veterans. Because Herina served in that war, he has veteran's status. But the irony is that had he been a Seafarer in Vietnam during the war years, his service to his country would bring him neither status as a veteran nor a monument to remember fellow Seafarers killed in the war. Nowhere are the names of Seafarers who perished then or in other wars inscribed in stone. Veterans' status has been denied Seafarers for WWI, WWII and the Korean War also. But on Dec. 5, the Defense Department granted veterans' status to Seafarers participating in one special mission during the invasion of Normandy. Two hundred are still alive to hear of the honor. In the second world war more than 6,000 members of the merchant marine lost their lives.

science certificate program. Last year, too, Blum was working to complete an Associate in Arts degree.

★ ★ ★ ★

Katie Calahan, three-year-old daughter of Seafarer Thomas Calahan and wife Sarah, may be too young to appreciate 1985 but she will when she is older. Only through stories from loved ones may she then understand how special she made the year for thousands like her who will take with them for a lifetime the handicaps and the pain of cerebral palsy.

For Katie hope came last year. As an adult, she may be able to walk unassisted by the heavy leg braces she now wears. Because last year she worked like an athlete in training the muscles in her legs, deformed by cerebral palsy, until she could move, take one step, then another to walk.

Word of Katie's struggle and accomplishment has spread. She has become a little legend to nurses, doctors, teachers and physical therapists who work with cerebral palsy victims. Representing the Easter Seals campaign as a poster child in 1984, a photo of Katie was distributed nationwide. It continues to bring thousands of dollars in donations so that some day a cure may be found for treatment of the condition, a condition that affects 750,000 Americans.

In 1985



Because of the professionalism of SIU workers and persistent lobbying for jobs by the SIU leadership, SIU members gained hundreds of jobs aboard military ships in the year just passed. Deck/engine utility James Dickens signed on the *USNS Southern Cross*, one of dozens of vessels under military contract with SIU crews.



One of many vessels of the U.S. fishing fleet, the *Tina & Vina*, dressed in all her finery—carnations, streamers and flags—for the Blessing of the Fleet ceremonies in New Bedford, Mass.



Like many other SIU-contracted ships which are playing key support roles for our nation's defense teams around the world, the *Transcolorado* earned commendations for the professional performance of her crew.



Steward Assistant Leo Kinney and Manny the seafaring dog on the *Manhattan Island* hopper dredge.

1985—Welfare Plans Met Your Needs

This past year has seen many improvements in the Seafarers Welfare Plan. The Plan is developing new programs and during the year has streamlined its claims departments. All of this is being done to make your Plans more responsive to your needs.

Here are some of the things that happened in 1985:

We have centralized our computerized claims processing at our headquarters in Camp Springs so that we have been able to speed up the time it takes to process and pay your claims.

We have installed a toll-free "800" number at headquarters so that members can get fast and accurate information on the status of their claims.

With medical costs rising each year, we are instituting a program to monitor hospital bills—and you will be able to earn a cash bonus for taking part in this program. A full description of this program is being published in this issue of the LOG. Be sure to read about it.

At the request of the membership at the Crew Conference last year, we began a Preferred Provider Program to select hospitals in areas around the nation where our membership is concentrated. These hospitals and their out-patient clinics will be selected on the basis of their reputations for highest quality health care. These facilities will provide our members and their families with the best medical care available.

We already have established a relationship with the Virginia Mason Medical Center in Seattle, and we are in the process of contracting Preferred Provider facilities in other areas. A report on this development is in the

November 1985 LOG.

We have continued to provide college opportunities to our members and their families through the Seafarers Scholarship Program.

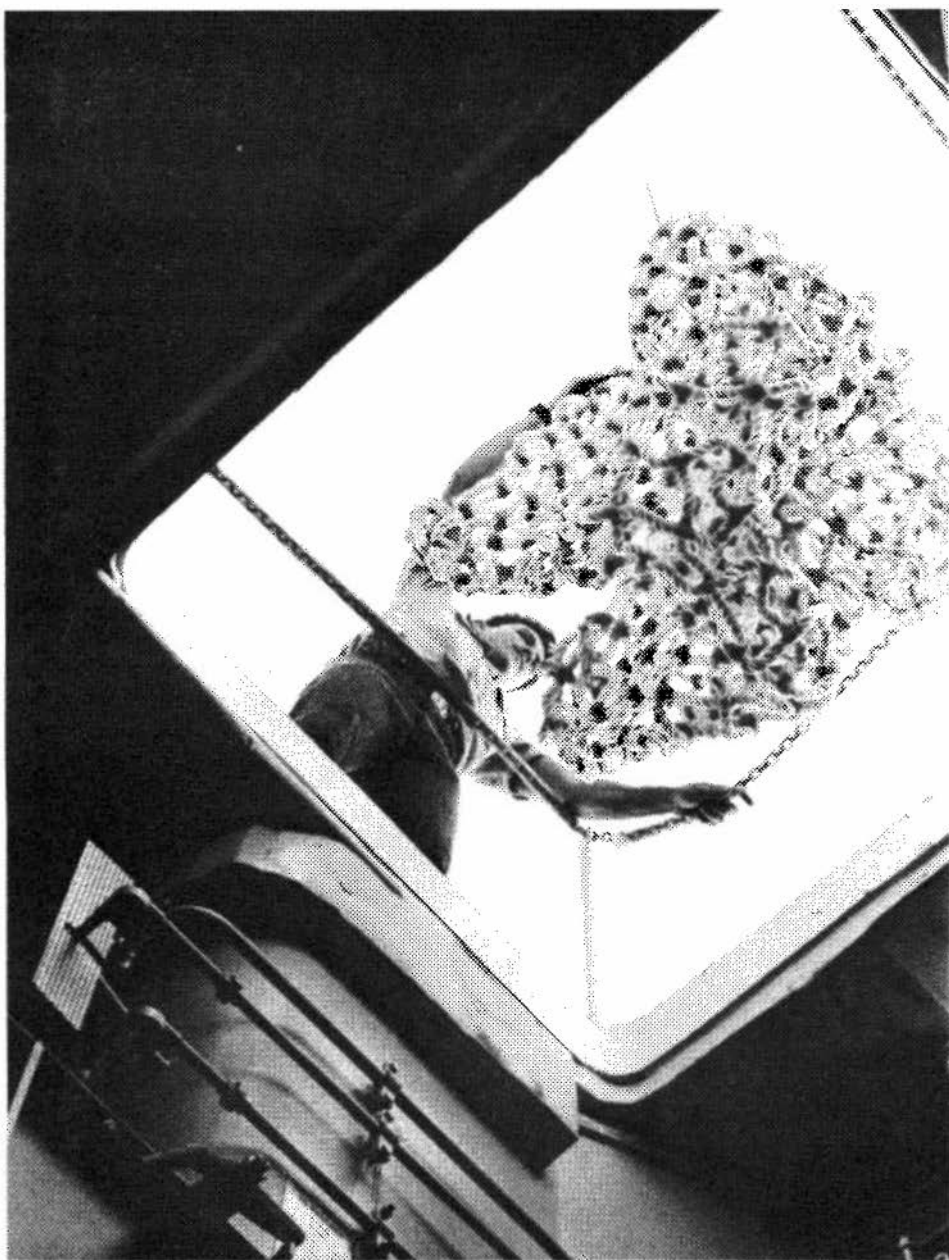
For our pensioners, the Seafarers Pension Plan approved a cash buy-out program for eligible members to give them more flexibility in planning for their retirement. A full report on this program was published in the October 1985 issue of the LOG.

And throughout the year, the Plan has published articles in the LOG to keep you informed and up-to-date on amendments to the Plan and on new programs to help you and your families deal with the harsh realities of sickness, accidents and death.

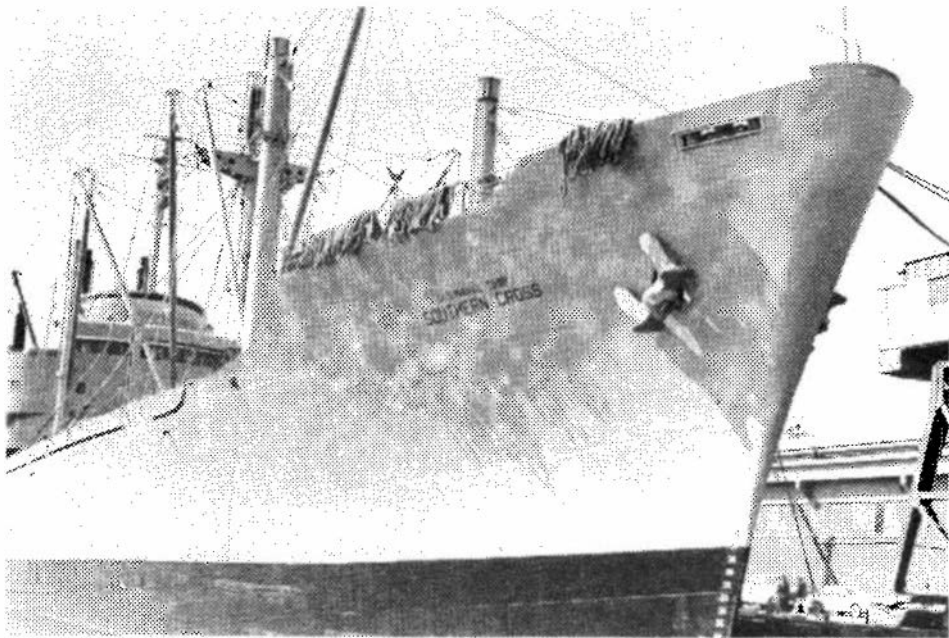
ARC PROGRAM

During 1985, your Seafarers Plans have helped many of our brothers and sisters begin the process of recovery from alcoholism. This program, which has been in place at the Seafarers ARC in Valley Lee, Md. for nearly 10 years, has helped hundreds of Seafarers become happy and useful persons.

Also in this past year, the Plans trustees approved a program to help those of our members who are addicted to other mood-changing drugs. This program begins this month, and will be developed in the months ahead to offer an avenue of hope to those of our members who want to kick their addictions.



From T-AGOS vessels (above) to break bulkers like the Southern Cross (below) and just about every type of ship inbetween, Seafarers worked hand-in-hand with the military throughout the world last year. It's a trend. It's where the jobs are.



Military Ships Steam Into SIU Job Picture

Last year marked a major change in job patterns for Seafarers. Jobs aboard military ships, most requiring specialized training in areas such as helicopter landing, crane work and underway replenishment, were the biggest game in town.

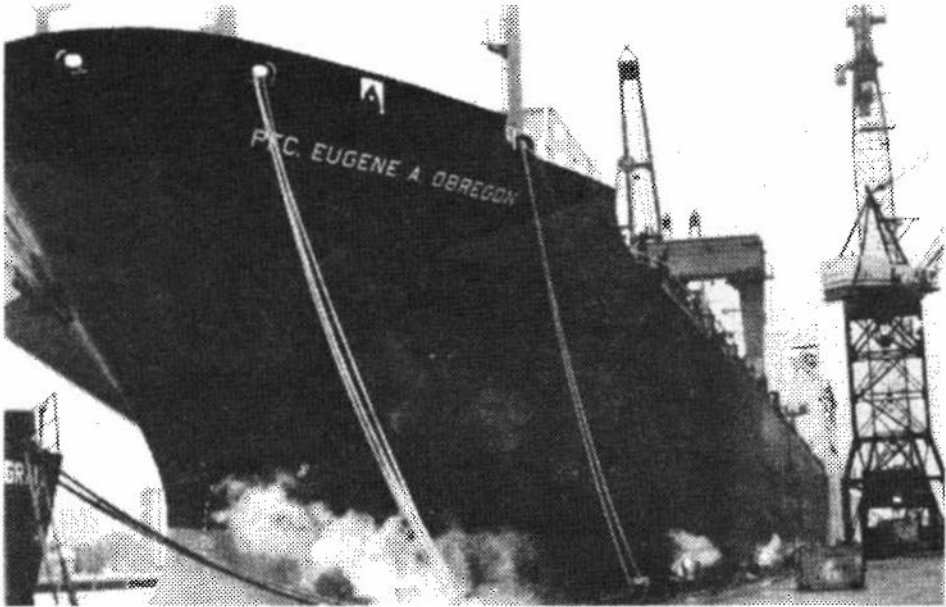
While commercial shipping has been in a years-long slump, the SIU decided not to sit on its thumbs. Because of planning made several years ago, courses were developed and strategies outlined to make sure that this Union and its members could fill the job slots opening up on military ships.

Currently military work accounts for about 30 percent of all seafaring jobs and could climb as high as 50 percent during the next year or two.

"You have to adapt to the times and accept the changes in the industry, and we have done that. We will always work to revitalize commercial shipping because a private merchant marine is essential to the country's trading. But we also must make sure that men and women of the SIU have a place to work, a place to use their skills," SIU President Frank Drozak said.

Following is a list of the new military ships Seafarers crewed last year.

Type	Name	Crew	Company
FO/FO	<i>MV American Cormorant</i>	11	Pacific Gulf Marine
RO/RO	<i>USNS Altair</i>	26	Bay Tankers
RO/RO	<i>USNS Denebola</i>	26	Bay Tankers
RO/RO	<i>USNS Pollux</i>	26	Bay Tankers
RO/RO	<i>USNS Regulus</i>	26	Bay Tankers
RO/RO	<i>PFC Dewayne T. Williams</i>	21	American Overseas Marine
RO/RO	<i>2nd Lt. John P. Bobo</i>	21	American Overseas Marine
RO/RO	<i>1st Lt. Baldomero Lopez</i>	21	AMERSEA
RO/RO	<i>PFC James Anderson</i>	14	Exporter Transport
RO/RO	<i>PVT Harry Fisher</i>	14	Extender Transport
RO/RO	<i>1st Lt. Alex Bonnyman</i>	14	Expresser Transport
RO/RO	<i>Major Stephen Pless</i>	16	Waterman
T-5			
Tanker	<i>MV Paul Buck</i>	15	Ocean Shipholding
T-5			
Tanker	<i>MV Gus W. Darnell</i>	15	Ocean Shipholding
T-5	<i>MV Samuel Cobb</i>	15	Ocean Shipholding
Break/bulk	<i>Southern Cross</i>	57	IOM
T-1			Crowley Tow & Transport
Tanker	<i>Alatna</i>	15	Crowley Tow & Transportation
T-1			Crowley Tow & Transportation
Tanker	<i>Chattahoochee</i>	15	Crowley Tow & Transportation
T-1			Crowley Tow & Transportation
Tanker	<i>Nodaway</i>	15	IOM
Craneship	<i>Gem State</i>	57	IOM
TAGOS	<i>MV Contender</i>	12	Sea Mobility
TAGOS	<i>MV Stalwart</i>	12	Sea Mobility
TAGOS	<i>MV Triumph</i>	12	Sea Mobility
TAGOS	<i>MV Vindicator</i>	12	Sea Mobility



Seafarers on the *Obregon* and ships like her have proven they can be counted on as part of the country's national security posture.

The SW in Washington

Seafarers International Union of North America, AFL-CIO

January 1986

Legislative, Administrative and Regulatory Happenings

Washington Report

In order to protect the interests of its members in today's increasingly complex world, a maritime union has to be able to operate on many different levels.

The maritime industry is one of the most heavily regulated in the country. It is also one of the most volatile. In the space of 20 short years, seamen have had to adapt to far-reaching changes in their environment (containerization, computerized engine rooms, reduced manning scales) as well as rapid and unpredictable swings in world shipping markets.

People working in the maritime industry have their own special needs. They often are exposed to toxic chemicals and hazardous conditions. At the same time, they share the same concerns as workers everywhere. They are parents, homeowners, members of the community.

Life onboard ship must be monitored to ensure continued health and safety. At the same time, the American maritime industry has to compete against owners who pay their workers next to nothing and tolerate unsafe conditions onboard their vessels.

The maritime industry plays a little appreciated but vital role in the defense of this country. In times of national emergency, troops and materials have to be transported overseas. That takes ships and merchant seamen. Airlift accounts for only 10 percent of this country's strategic transportation needs.

Legislative Update

★ **Farm Aid Bill**—President Reagan signed into law a \$52 billion farm aid bill that contains a provision that will have far-reaching implications for the job security of seamen.

Under the terms of the bill, the cargo preference requirements of the P.L. 480 program will be increased from 50 to 75 percent over a three-year period. At the same time, certain so-called programs such as Blended Credit and BICEP will be exempt from the cargo preference requirements of the legislation.

The compromise ends a bitter dispute between the maritime and agriculture industries that has waged unabated since Secretary of Agriculture John Block suspended the Blended Credit program (see story page 1). The controversy became so intense that it threatened the standing of both industries on Capitol Hill.

SIU President Frank Drozak was one of the first people to sense the damage being done to both industries and to call for a compromise. He emphasized that both industries were facing the same set of problems: heavily subsidized foreign competition, closed markets and an overvalued American dollar.

★ **Tax Reform**—In a dramatic showdown between Reagan and the members of his own party, the House of Representatives passed H.R. 3838, a comprehensive tax reform bill. The proposal was substantially different from the one that the administration originally submitted to Congress.

The original text contained a number of provisions that were opposed by the maritime industry and the labor movement. The provisions included the following: taxation of fringe benefits, the elimination of the Capital Construction Fund and an end to the tax deductible status of state and local taxes, business ex-

penses held onboard U.S.-flag cruise ships and companies doing business in Puerto Rico.

None of those provisions was contained in the final version of the bill, which marks an important victory for American seamen and workers. According to the AFL-CIO, "more than a million postcards [protesting the proposed changes] were distributed [by labor], along with some 650,000 brochures, 10,000 posters and 60,000 legislative fact sheets."

It took two votes before the House passed the bill. Ninety-two percent of the House Republicans voted against the president on the grounds that the bill was "anti-business." After a week of intense lobbying, the president was able to persuade 50 members of his own party to switch their votes.

★ **Marad Authorizations Bill**—H.R. 2965, the Maritime Authorizations Bill for fiscal year 1986 was signed into law. While a number of important maritime programs will continue to be funded, levels were lower than in previous years.

The authorizations bill once was considered to be the single most important piece of maritime legislation. During the past five years funding for most maritime programs has been sharply decreased or eliminated. This year's authorizations bill would probably be even lower were it not for the fact that funding for the Operating Differential Subsidy program is set for a fixed term. Yet even this important program is slowly being phased out by the administration.

★ **Build and Charter**—Thanks to the efforts of Sen. Ted Stevens (R-Alaska), an \$852 million mariner build and charter program was included in a funding resolution for a number of federal agencies, including the U.S. Coast Guard and the Department of Defense. This will mark the first new infusion of federal funds into the depressed shipbuilding industry since the Construction Differential Subsidy program was eliminated in 1980. Before this money can be used, however, authorizing legislation will have to be passed by Congress.

Given the nature of the budgetary process, federal funds have to be both approved and authorized. Usually Congress approves a program and then authorizes funds for it. In this case, however, Congress has set aside monies for a program before approving it.

★ **"Buy American" Amendment**—The Budget Reconciliation package is pending action in both the Senate and House. The House version contains an amendment offered by Rep. Doug Bosco (D-Calif.) that would require 50 percent of equipment used in the production of oil and gas to be constructed in the United States.

Noting the national security implications of the amendment and the economic benefits it would generate in terms of jobs, revenue and taxes, SIU President Frank Drozak has made a strong pitch on Capitol Hill.

"The advent of foreign government subsidization below cost pricing," he wrote one senator, "has assured that virtually no new mobile drill rigs have been built domestically since 1982. Without a Buy American provision, this trend will no doubt continue."

★ **Passenger Vessel Industry**—Sen. Ted Stevens (R-Alaska) has introduced S. 1935, legislation that would permit five foreign built passenger vessels to be documented under U.S. laws. "The purpose of this bill," said Stevens, "is to promote the development of a domestic cruise ship industry. Our domestic

industry is nonexistent, and will remain so without the utilization of foreign built vessels."

Sen. Daniel Inouye (D-Hawaii) and Rep. Helen Bentley (R-Md.) also have introduced legislation aimed at reviving the once proud passenger vessels industry.

Business Briefs

★ Profits for the three major U.S.-flag container shipping companies, including Sea-Land, are likely to be down in fiscal year 1986, according to a study commissioned by Alex Brown, a Baltimore based brokerage firm.

★ A quiet revolution is occurring in the shipping industry. Almost overnight, shipping companies have moved to open their own rail operations, thereby substantially cutting transportation costs. More than \$200 million has been spent in this area. In the forefront of this development are such companies as Sea-Land, which opened its own rail terminal in Tacoma, Wash.

★ *The Journal of Commerce* predicts a move toward "equilibrium" for the American-flag shipping industry next year, but at a great price. "The next two months undoubtedly will see more shipowners go out of business and others hover perilously on the brink of collapse before any real evidence of recovery emerges."

★ Two ocean incinerator vessels approved by the EPA have been caught up in bankruptcy hearings. The move stalls the development of an important new American industry.

★ According to a report carried in *The Washington Post*, the supertankers that were built in the 1970s and early 1980s are no longer economically viable given today's depressed shipping market. "They face extinction," stated the article.

★ A controversy is brewing over the future of the Export-Import Bank. The administration wants to extend the agency's charter, which expires Sept. 30. Congress, however, might want to "use the occasion for an overall review of the Ex-Im Bank," according to a report carried in *The Washington Post*. The administration's goal of eliminating long-term loans under the program has met with opposition on Capitol Hill, where many people view the Export-Import Bank as an important and underused tool in formulating trade policy.

Agency Briefs

★ Marad is seeking to implement a new system of monitoring subsidy payments, which it contends will be "more efficient."

★ The State Department will hold an open forum on an upcoming UNCTAD meeting on the registration of vessels under national flags.

Regional

★ There is an increased competition between American ports for cargo. Typical of the new mood is this quote from a Baltimore port official that was carried in *The Wall Street Journal*: "The only way that we are going to thrive is to increase our share of the pie."

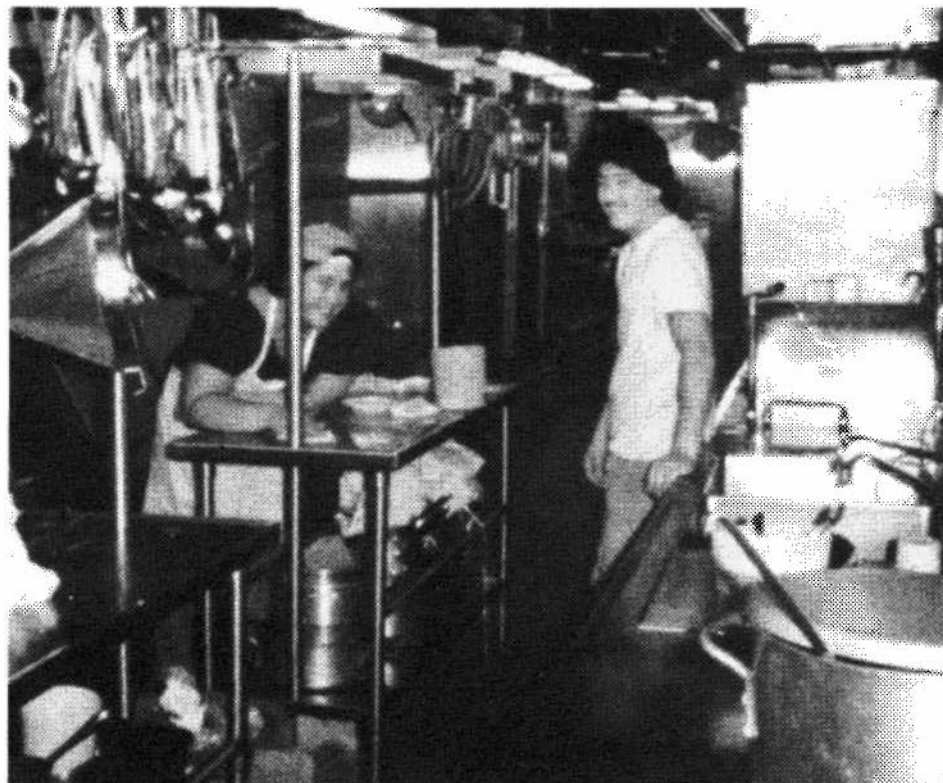
★ The St. Lawrence Seaway has closed down for the winter season. While business was down from last year, the season ended later, in large part because of several accidents that tied up traffic.

(Continued on Page 31.)

In and Around Honolulu



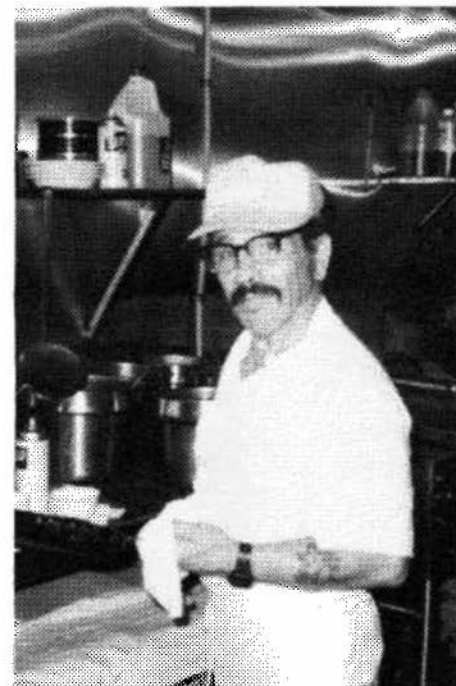
The C.S. *Salernum* (Transoceanic Cable Ships) readies to sail to Okinawa. Loading stores are ABs (l. to r.) Jeff Hood, Greg "G-Man" Johnson and Mike Shanley.



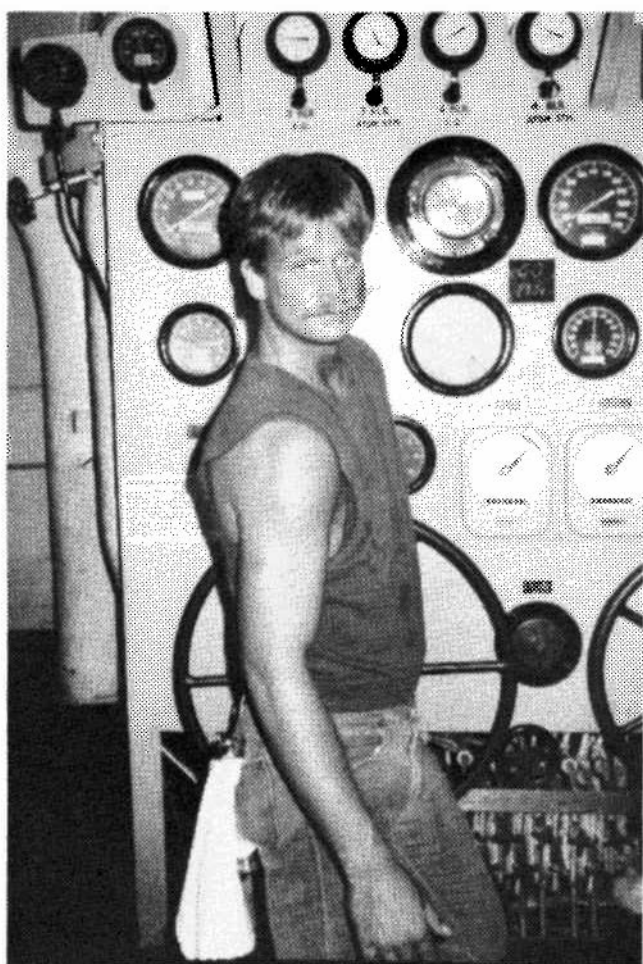
Chief Cook Devlin "Maunakea" Wilson (l.) and Steward Assistant Jerry Hong share a few laughs in the *Salernum's* galley.



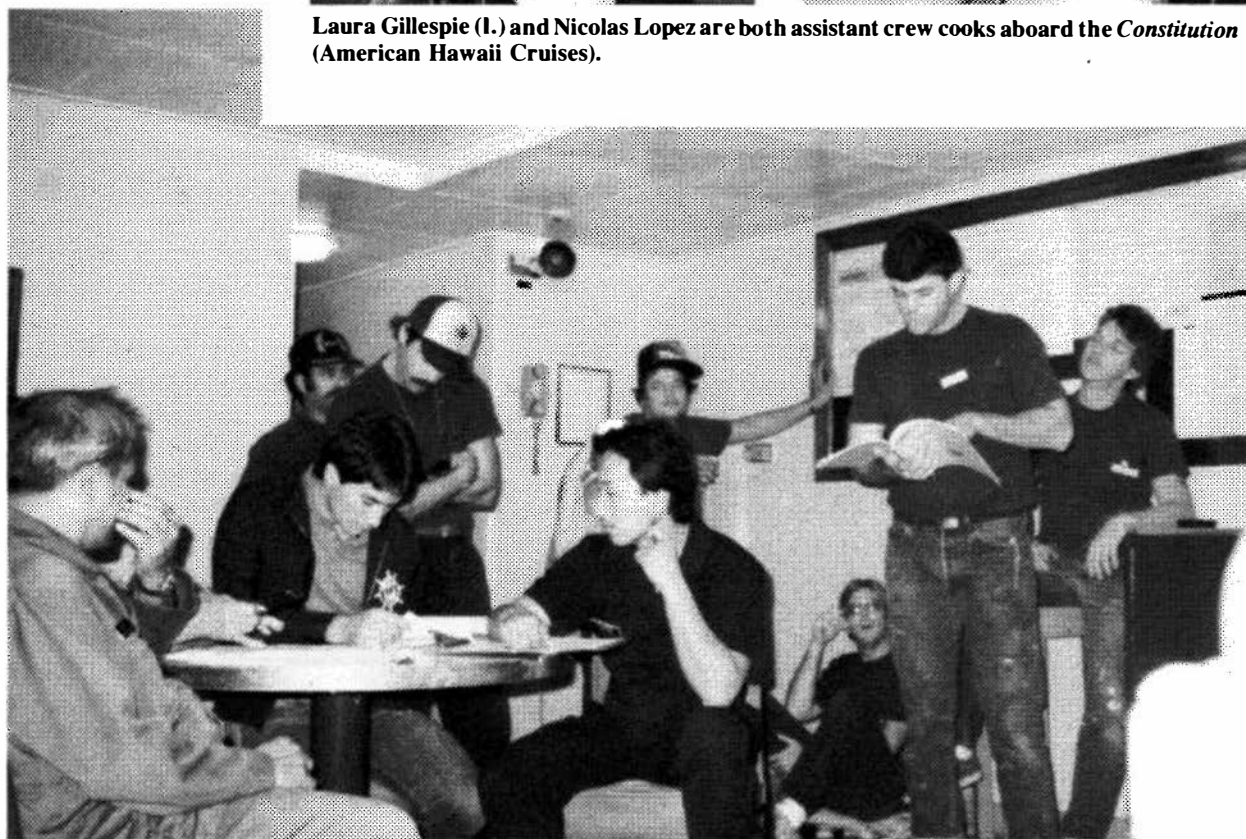
The bridge of the *Ogden Yukon* (OMI) at anchor in Honolulu. (Photo by Danny Keao)



Laura Gillespie (l.) and Nicolas Lopez are both assistant crew cooks aboard the *Constitution* (American Hawaii Cruises).

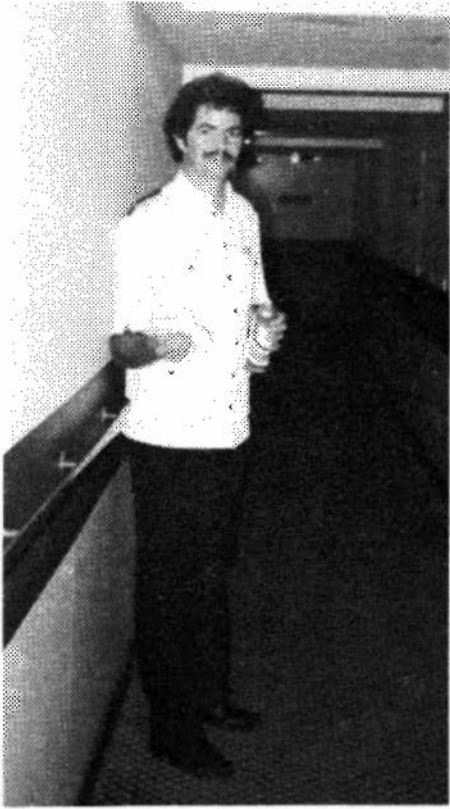


Jim Hoeffling, oiler aboard the *Constitution*.

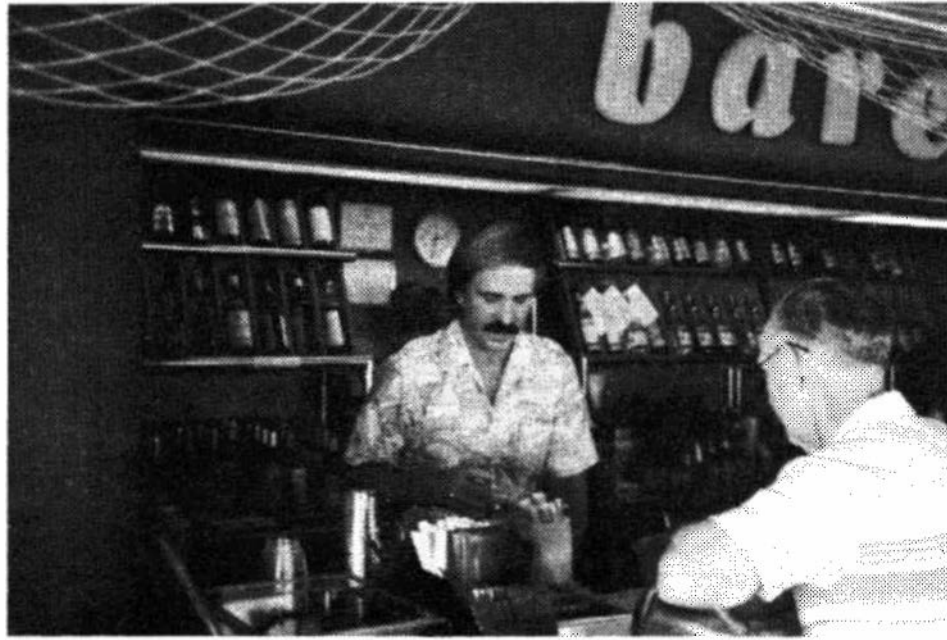


Crewmembers aboard the *Constitution* meet with Patrolman Errol Pak (seated, second from left). They include: Melanio Domingo, chief electrician/educational director; Louis Zkizzo, bosun's mate; Roy Aldanese, 3rd steward; Richard Connelly, AB, and John Kelly, AB.

Aboard the S.S. Independence In Hawaii



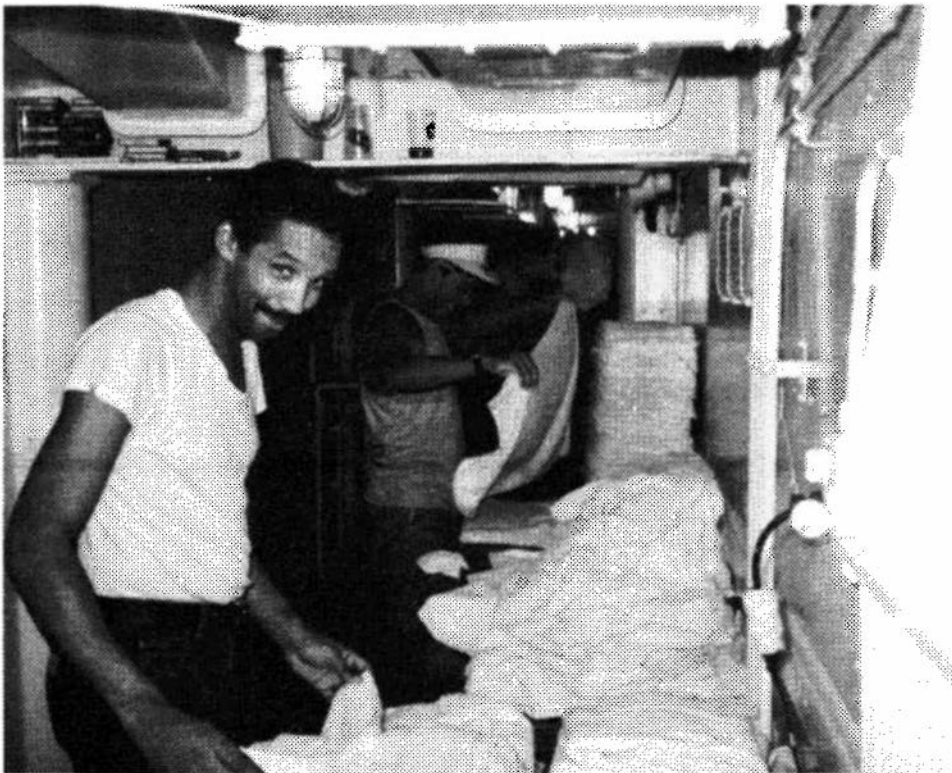
David Millard is a room steward aboard the *Independence* (American Hawaii Cruises).



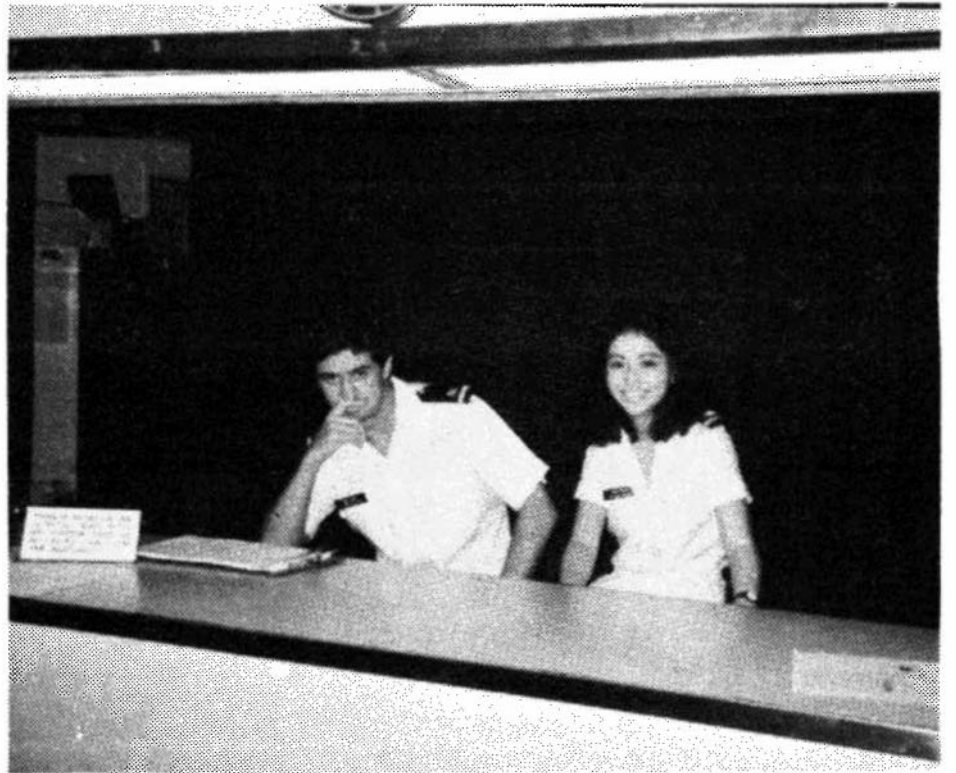
Bartender Mike Minkler is always kept busy aboard the *Independence*.



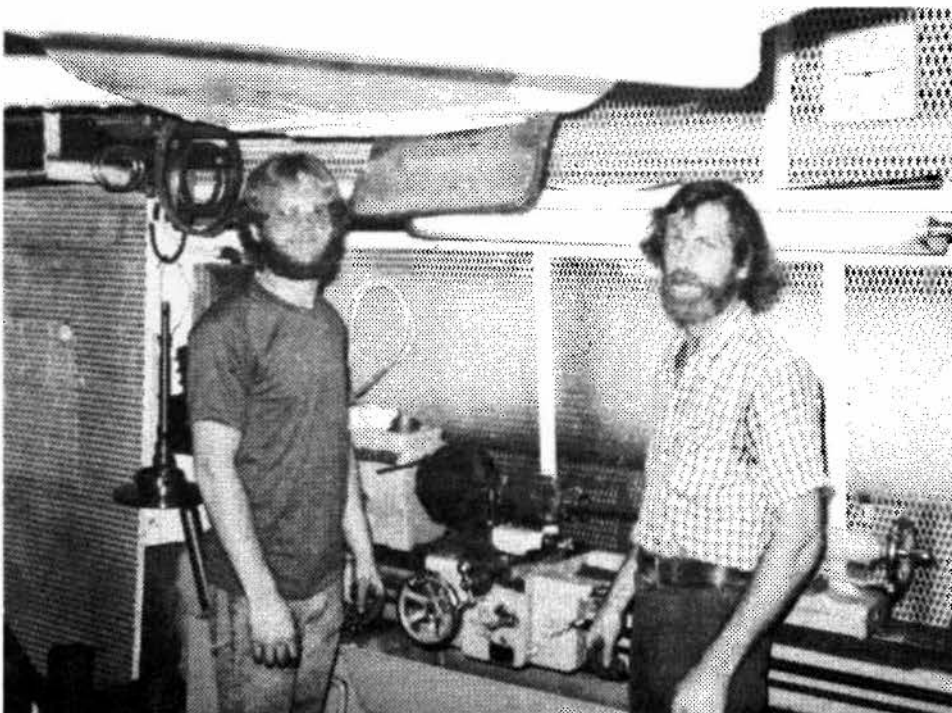
Sara Rotter, deck lounge stewardess.



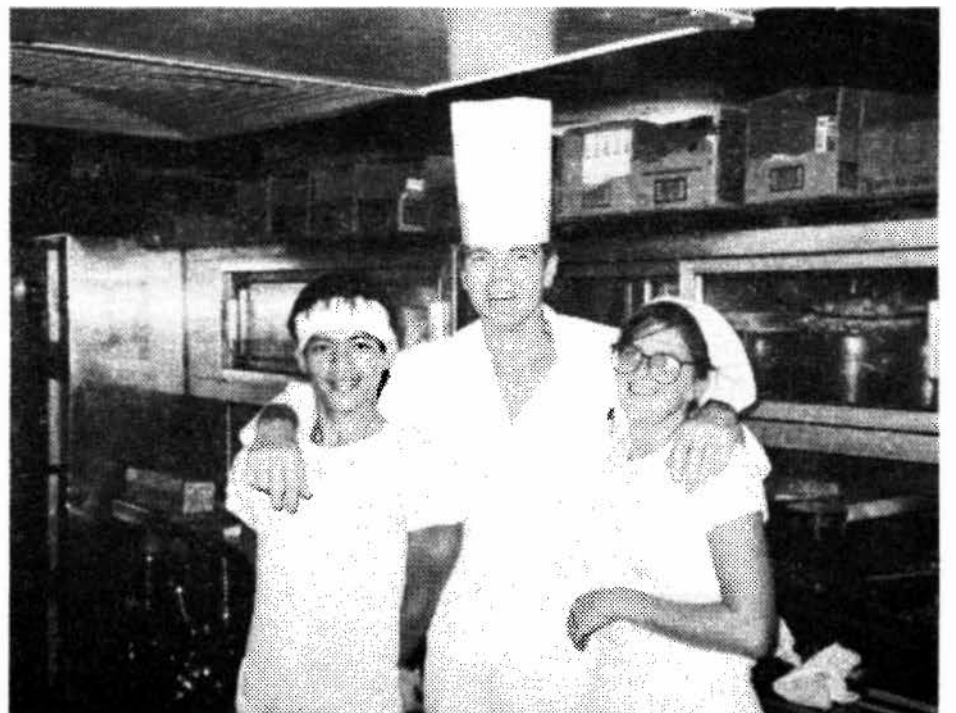
Ernst Forbes (l.) and Damien Tanoi both work as assistants in the laundry.



Tony Piazza Jr., assistant purser, and Fran Sakai, junior assistant purser, are usually the first people you'll see upon embarkation.



Jerry Johnson (l.) keeps the ship's engines working; Raymond Prall is a machinist onboard the *Independence*.



This happy galley trio includes (l. to r.) Roy Calo, assistant cook; Jens Jensen, executive chef, and Doriana Schmeltz, 2nd cook.

Help A Friend Deal With Alcoholism



Alcoholics 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 is headed.

Helping a fellow Seafarer who has a drinking 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 Alcoholic Rehabilitation Center in Valley Lee, Md.

Once he's there, an alcoholic 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 life.

The road back to sobriety is a long one for an alcoholic. But because of ARC, an alcoholic 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.

Alcoholic Rehabilitation Center

I am interested in attending a six-week program at the Alcoholic 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)

CELESTIAL NAVIGATION

A SKILL ALL SEAFARERS SHOULD KNOW

Enroll in the Celestial Navigation Course at SHLSS. It'll help you learn what you need to know to earn the Ocean Operator Over 200 Miles License. And that means a better job and more money!

Contact your SIU Field Representative, or fill out the application in this issue of the Log.

Course Starts April 11

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.

Life on the Water Through a Woman's Eyes

by Lynnette Marshall

Traditionally, seafaring has been a man's world. It has been a world where men are men, a place where experience in the hard knocks of street life has been a prerequisite to surviving months at sea. The docks in the old days were a place where women could not work. A woman's safety could not be guaranteed when she passed through the chainlink fence separating the waterfront from the rest of the world.

Women In the Wheelhouse, published last year by Tidewater Press, is a book about one woman's struggle to cross the divide and work in the sea-

the nearest she had ever been to "perfection."

"A fresh breeze began to blow offshore, a fragrant reminder of lush summer crops, just past their prime, that stretched for miles on the other side of the salt marshes. I did not let myself think that it was in all probability the last time I would have that pleasure," she writes. In the distance lone ships passed. And she was glad to drink in one last sky and the slow night-crossings of ships and waves ebbing out across the bay like fine

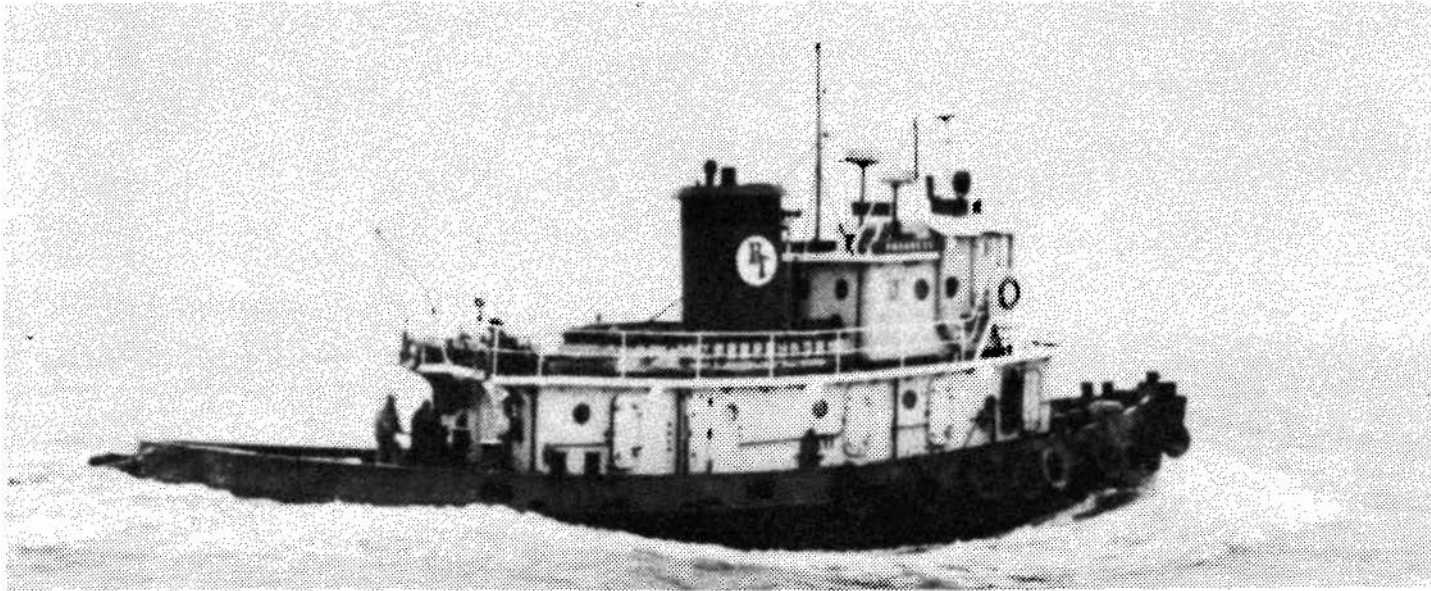
the distances and months of separation that tears at the life-fabric of the families in the maritime trades were diminished to a few short steps between decks for the Robsons—she working in the galley or on deck, he as captain in the wheelhouse, where she later would work after earning her license.

From such a distance, observing her husband's work, the author says she was able to first understand why anyone would, knowing the danger of tug work, choose the profession. There are scenes such as the approach to

had cleared he did not avert his gaze. But as the tug cleared the channel, it was then the author explains that she saw in his face that "exhilaration of triumph."

It was this triumph Robson herself would come to experience. She chronicles her own achievements in carrying out physically demanding work and learning how to react to the crew. Some, she writes, did not care to see a woman working with them. But the majority, she found, accepted her presence and helped her to gain skill and confidence in her own abilities.

It is the triumph that Robson writes most of. The reader is invited to share in the struggles of these workers. The reader can too sigh relief when a line is thrown in time to secure a barge without injury to a deckhand. Winter is especially hard for tugboat workers. There are small achievements and large. And crews survive, even as tugs become encased in ice. Hot tap water becomes a luxury in winter and frostbite and hypothermia constant worries. But when the cherry red stove heats up, after being overhauled, and a warm meal can then be prepared, the author celebrates the talents of crewmembers. A description of a tug so frozen by ice that it becomes, "a crystal palace that threatened to anchor us all in the Chesapeake," sends a shiver up the spine. And just as an intense feeling of dread and cabin fever begins to try the crew, the author describes workers prying doors open with ice picks and then darts into spring. A small bird perches on the sill of the deckhouse, inches from Robson. The two watch each other. The author can feel the sensation of the bird breathing; its breath so close brushes her cheek. Then the bird, hearing the call of a fellow winged creature, skitters off to the deck below and takes flight.



Nancy Taylor Robson learned life on the water aboard the tug *Progress* (above). In her years aboard this and other boats, she went from relief cook to mate.

faring world. In the process, author Nancy Taylor Robson uncovers life on the water few outside the maritime industry have had the opportunity to observe firsthand.

With gentle prose, Robson brings the reader to the other side of the fence, to the warmth of the galley, where lives of seafarers unfold over mugs of black, inky coffee. Tugboats, leading barges precipitously in tow, thread their way, along narrow passages of inland waterways, through harrowing storms at sea. Images fly to the senses. Starry nights and sunsets, mist rising on rivers are not easily forgotten as Robson describes the overwhelming beauty of the waterways, scenes so beautiful that the heart aches to be there. And when Robson takes a leave of absence to raise her family, one is sorry to see her go, because, of course, that is when the book ends.

It was a round harvest moon that cast the Chesapeake Bay in light as Nancy Taylor Robson climbed up to the wheelhouse of the tug *Quaker* to assume her watch for the last time. That she has found home in the seafaring world was something she had not expected in 1976 when she began sailing. "It had seemed to me at the time that tugs were greasy, inhospitable mountains of metal," Taylor wrote of her first impression. But this night, sailing from the Chesapeake Bay into Tangier Sound in a steamy August of 1982, was to be her last. She would leave the industry the next morning to prepare for the birth of her first child. And she was to write of this night as

silver strands. In the moon's light the strands seemed suspended from the bay's rolling banks and the tug suspended as well, swaying just as a sleeping sailor's hammock sways strung from the open deck on hot summer nights.

Today on cold sunny days, Robson now 34, zips up children's snowsuits for walks out of doors. Matthew is 3 and Abigail 10 months old. Her home is in Galena now, a hamlet where people of the water live and work and the Sassafra River flows into Kent County, Md. It is a quaint settlement with gardens rimming houses and where Robson is comfortable raising her children. She still waits though for her husband, Gary, to return from his journeys as a tug captain. And longs to be sailing at the helm with him as third mate.

Spending weeks at a time in the galley as a cook and deckhand, then in the mate's quarters of tugs, Robson entered the seafaring profession to be with her husband. "I had gradually discovered that it was a rare thing to meet a seaman over 35 who was married to his original spouse . . . We hoped that if we could share our working lives as well as our home, our marriage would have a better-than-even chance," she writes.

Through her husband's efforts, they were able to work and to be together. When a relief job opened aboard a tug on which Gary Robson was working, he would let her know. She would apply. With his aid, she was able to break through what had been years of discriminatory hiring practices. And

Hell Gate, a treacherous portion of the East River in New York leading under the Triborough Bridge. As her husband Gary stood at the wheel, lines from a barge in tow broke loose. Robson spun the wheel first this way, then that as the barge threatened to ram the shores on either side of the narrow slice of river channel. Giving enough play in the steering, he kept the barge swinging, back and forth, without such force that the lines remaining would snap and send the barge up over the tug and into the rocks. Until the tug



The PFC James Anderson is one of the many new military ships which has provided hundreds of jobs for SIU members. Above, Norfolk Rep Mike Paladino (left) and Billy Dickens, assistant cook/utility, pose for a picture in the Anderson's galley.

Check Your Medical Bills—New Plan's Program Could Pay You

For many months now you have heard Union and Welfare Plan officials tell you about rising medical costs and overpayments and errors which have been found in bills submitted by doctors and hospitals. All of these costs your Welfare Plan money.

Well, the Seafarers Welfare Plan is now in the process of researching and implementing various programs in an effort to contain medical costs while at the same time maintain the type of benefits and care that you have all been accustomed to receiving.

As a first step, the trustees have adopted a plan which will reward employees for policing hospitals that have provided inpatient services. The plan is very simple.

After a hospital confinement, all eligible employees should carefully review their hospital bills. If there are any charges indicated which the employee feels are unjustified because the service or treatment was either never performed or unnecessary, the employee should notify the Plan's medical auditor in writing as quickly as possible providing all relevant information such as: the hospital, the dates of services, the procedure or treatment involved, and the charges.

If the Plan then succeeds in getting the hospital bill reduced due to the

information provided by the employee, the Plan will reward that employee by paying a bonus of 25 percent of the amount saved.

★ ★ ★ ★

This program has great potential. It can help your Welfare Plan save a lot of money which could then be used to provide benefits for others.

It is also a way we can make sure that the hospitals bills are fair and justified. Lastly, it can provide nice bonuses for all eligible employees who take the time to audit their bills and who find errors or discrepancies.

★ ★ ★ ★

Just remember, you are in the best position to know if the treatment in-

dicated on a hospital bill was actually performed or necessary. Just a little effort on your part can save all of us money and enable the Welfare Plan to go on providing quality care for Seafarers and their families.

If you have any questions about this new program, call the Plan's Claims Department for full details.



Sea-Land's new facilities at the port of Tacoma, Wash. wore winter well last year. Draped in its first white cloak of snow, the terminal was a November wonderland for crews sailing into the port aboard the *Sea-Land Independence* and *Galveston*, above. (Photo courtesy of *Marine Digest*)

Thief Steals Seafarer's Christmas, but Has Change of Heart

"My neighbors said everything had looked so nice. My children loved the decorations."

As he had for 10 years, Seafarer

Ben Bolli labored hours from a step-ladder stringing tinsel and Christmas lights, draping his home, fence and evergreen tree in his own version of

yuletide cheer. But in the early hours of Dec. 10, as Bolli and his family slept unaware, the spirit of the Grinch of Christmas Past came and ran away

with their Christmas.

"Here it is almost Christmas," Bolli said, "a time of love, sharing and giving. And they rip off my Christmas lights. I couldn't believe it," he told a reporter for the *Atlantic City Press*.

Bolli decided to air his heartfelt commentary on the theft to the Galloway Township neighborhood where he resides in New Jersey. He cut out a large sheet of plywood, attached a post to make a placard that could stand in his front yard, and painted a message. He painted a sprig of holly leaves and berries in the left corner of the sign. When finished, the placard was eight-feet square and read: "To the thief who took all our Christmas decorations from our yard, Is this what Christmas is supposed to mean to my kids?" A giant red question mark at the end served to emphasize his point.

Several days later as the neighborhood came alive for weekend errands and chores, Bolli found his message answered. In a brown paper bag left on the lawn, Bolli, with his children, ages 2 and 5, and his wife Susan, discovered his Christmas ornaments in the bag. There was not a clue as to who had taken them (but then grins work in strange ways).

"I went to a lot of trouble decorating my house, but the thieves went to a lot of trouble taking all of them down," he told the reporter. He said he was just glad they were returned and thought his sign may have made the thieves think over what they had done.

"I think lights are just a way of telling your neighbor Merry Christmas," he said. "And that's what I am telling everyone with my lights . . . Merry Christmas."

Are You Missing Important Mail?

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

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

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

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

HOME ADDRESS

PLEASE PRINT

Date: _____

Social Security No. _____

Phone No. (____) _____

Area Code _____

Your Full Name _____

Street _____ Apt. or Box # _____ City _____ State _____ ZIP _____

Book Number _____

☐ SIU ☐ UIW ☐ Pensioner ☐ Other _____

UIW Place of Employment _____

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

(Signed) _____

Marie Corsiglia, Veteran West Coast Seafarer Dies

West Coast seamen this month mourned the death of veteran Seafarer Marie Corsiglia, whose seagoing career spanned nearly half a century. Born in San Francisco in 1908, Marie first went to sea in 1934, at the age of 26, as stewardess on the passenger ship *SS President Madison* (Dollar Line). From then until 1942 she sailed on a wide variety of passenger ships such as those sailing for the old Alaska Line, Matson Lines, Oceanic Steamship Company and others.



Marie Corsiglia

When stewardesses were removed from the big liners at the outbreak of World War II, Marie took nurse's training so she could continue to sail on what were now troop ships. After the war she returned to her favorite

rating of stewardess, with an occasional trip as a nurse. In the early '50s she joined the then AFL Marine Cooks & Stewards and helped greatly in the reorganization of the West Coast steward department. Then, in 1958, she went to New York where she helped the A&G District organize the crew of the *SS Atlantic* in that hard-fought battle. When she returned to the Pacific she continued to sail steadily. As Matson, American President Lines and Pacific Far East Lines withdrew from passenger service, she switched to the four liners of Prudential-Grace and then Delta Lines. In 1969, at the age of 71, she became the oldest seafarer to qualify for a lifeboat ticket, having gone through the same course as seamen a fraction of her age. Finally, just five years ago, at 73, she decided to call it quits, but only because of declining health. As she said, the spirit was still willing but the flesh was too weak. And so she died, just before New Year's. Only last summer Marie proudly told SIU Executive Vice President Ed Turner that during her 46 years at sea she had sailed on every American-flag passenger liner that sailed during those years on the West Coast. It is a record not likely to be surpassed by anyone. She will be missed not only by her family, but by hundreds of seamen who fondly remember Marie Corsiglia.

Personals

James L. Camp Jr.

Please contact your parents, Rt. 1, Box 163, Mooresboro, N.C. 28114 or call (704) 657-6649.

Michael J. Cassidy

Michael J. Cassidy (or anyone knowing his whereabouts) should contact his brother, Edward J. Cassidy, 3541 Palm Valley Circle, Oviedo, Fla. 32765, or phone (305) 365-3046.

Norman Brent Gerock

Anyone knowing the whereabouts of Norman Brent (Zookie) Gerock should contact his sister: Diane Forbes, P.O. Box 1092, Beaufort, N.C. 28516.

J.C. Mahaffey or "Bill"

There are serious illnesses here at home, and we felt you needed to know. Please notify Eddie at (704) 248-2539. Very urgent! —Rhonda & Eddie Lawson

Washington Report

(Continued from Page 25.)

Military

★ Pentagon officials are worried about the effects that the recently enacted Gramm-Rudman bill will have on the military budget. They are refusing to commit themselves to many new programs, including a request by the congressional delegation of Massachusetts to "assess the concept of converting cruise ships to troop carriers" by subsidizing the construction of three new passenger vessels in Massachusetts shipyards.

International

★ There has been a severe decline in the world shipbuilding market, which has even affected such leading pro-

ducers as Japan, Singapore and South Korea. ★ Canada is going ahead with plans to deregulate its maritime industry. ★ Various departments in the federal government are fighting over who will have the deciding input in determining what improvements or alternate plans will be made to the Panama Canal. Labor ★ The SIU is on strike to protect the interests of the fishermen that it represents in New Bedford, Mass., the largest fishing port in the country. The strike is expected to cost the city \$1 million a day (see story page 1). ★ SONAT Marine has been put on the unfair list of the AFL-CIO.

Seafarers Welfare and Pension Plans

Benefits Paid—November 1985

MEMBER'S BENEFITS		
	Number	Amount
Death	5	\$ 41,000
Hospital & Hospital Extras	3,012	852,963
Surgical	242	170,693
Sickness and Accident @ \$8.00	132	17,555
Special Equipment	10	3,200
Optical	46	1,777
Supplemental Medicare Premium	23	2,212
Dental	465	11,218
TOTAL Benefits for Members	3,935	\$1,100,618
Since the closing of the United States Public Health Hospitals on October 1, 1981; a total of \$52,534,638 has been paid out for member benefits.		
Dependents of Members		
	Number	Amount
Hospital and Hospital Extras	712	\$ 442,368
Doctors' Visits in Hospital	189	29,139
Surgical	223	119,960
Maternity	16	29,735
Optical and dental surgery	41	2,133
TOTAL Benefits for Members' Dependents	1,181	\$ 623,335
Pensioners and Dependents		
	Number	Amount
Hospital and Hospital Extras	1,172	\$ 346,551
Doctor's Visits & Other Medical Expenses ...	988	59,562
Surgical	53	36,009
Optical	40	1,560
Special Equipment	19	3,555
Dental	5	1,542
Supplemental Medical Premiums	19	2,606
TOTAL Benefits for Pensioners and Dependents	2,796	\$ 451,385
MISCELLANEOUS PROGRAMS		\$ 48,306
TOTAL Seafarers Welfare Plan Benefits Paid		\$2,223,644
TOTAL Seafarers Pension Plan Benefits Paid		\$1,410,332

Monthly Membership Meetings

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

Piney Point Offers Qualified Pensioners Housing

Form No. P-125
Original 1/86

SEAFARERS BENEFIT APPLICATION

Application for PENSIONER HOUSING at the Training and Recreation Center of
the Seafarers Harry Lundeberg School of Seamanship
in Piney Point, Maryland

For Further information, or for help with this form, contact Seafarers Pension Department, 5201 Auth Way, Camp Springs, Md. 20746 or call: (301) 899-0675.

Note: Fill this form out completely. Be sure to sign this form.

1. Pensioner's Name: _____ Soc. Sec. No. ☐ ☐ ☐ ☐ ☐ ☐ ☐ ☐
(Please Print)

Address _____
Street Apt. or Box N. City State ZIP

2. What type of monthly pension benefit are you receiving?

☐ Early Normal

☐ Normal

☐ Disability

Note: Individuals who are receiving deferred vested pension benefits, or who have opted to receive a lump sum pension benefit are *not* eligible.

3. Are you presently married? ☐ Yes ☐ No

If "Yes," please provide your spouse's name: _____

(If you have not already provided the Seafarers Pension Plan with a copy of your marriage certificate, please attach a copy to this form.)

4. What is the amount of your current monthly pension benefit from this Plan? \$ _____

What is the current amount of your monthly Social Security check? \$ _____

(Please attach a copy of your most recent Social Security check.)

If you wish to take advantage of this benefit you must agree to sign over two-thirds (2/3) of the monthly pension benefits that you are or will be receiving from the Seafarers Pension Plan, and two-thirds (2/3) of the monthly benefits you are or will be receiving from the Social Security Administration. If you agree to these conditions and are interested in applying for this benefit, please sign and date the statement below.

I, _____, hereby agree to have two-thirds (2/3) of my monthly pension benefits and two-thirds (2/3) of my Social Security benefits apply toward the costs of my room and board at the Seafarers Training & Recreation Center, located at the Seafarers Harry Lundeberg School of Seamanship in Piney Point, Md.

When completed, mail this application to:
Seafarers Pension Dept.
Seafarers International Union
5201 Auth Way
Camp Springs, MD 20674

Signed _____

Date _____

50 Rooms Available At Union's Center

Qualified SIU pensioners are being offered a unique opportunity for housing at the Seafarers Harry Lundeberg School of Seamanship in Piney Point, Md.

Fifty large rooms have been set aside for eligible pensioners, and applications are being accepted on a first-come, first-served basis. The 50 available rooms will be available for single pensioners and for pensioners with their spouses.

The program includes room and board and unlimited use of all recreational facilities. All rooms are large doubles and include cable television.

The housing program is available to all pensioners except those on Deferred Vesting Pension and those who have accepted the Lump Sum Buyout.

Pensioners who qualify for the program will be required to sign over two-thirds (2/3) of their monthly pension payments and two-thirds (2/3) of their monthly Social Security payments to the Seafarers Pension Plan. Because this will not cover the full costs of the housing, the Seafarers Pension Plan will cover the expenses with a supplemental payment to the SHLSS.

For an application to take advantage of this new housing program, pensioners should write to: Pensioner's Housing, Seafarers Pension Plan, 5201 Auth Way, Camp Springs, Md. 20746.

For further information on the program, call TOLL FREE: 1-800-345-2112, or call (301) 899-0675.



Do You Have Claims Questions?

If you have any questions about your Welfare claims, contact your port representative, your area vice president, or call this toll-free number: 1-800-345-2112.



(Continued From Page 1.)

catch. On draggers, which are relatively large, they receive 58 percent; on scallopers, that figure is 64 percent.

The uncertainty of this method has raised some problems. "We are not sure if the owners are paying their workers their fair share, or even if they are making adequate contributions to the pension and welfare plans, which are also based on a percentage of the catch," said SIU Port Agent Joe Piva.

The boat owners want to reduce the percentage of profits that fishermen receive from the catch. Yet as it is, some fishermen are working long, hard

hours for weeks at a time for practically nothing.

Thomas Callahan, who was on the line the first day of the strike, told a *New York Times* reporter about a 16-day voyage from which he had just returned.

"Callahan . . . said he was doing 12 hours of work and taking six hours off. The boat [he was on] returned with a cargo of about 5,000 pounds, a poor haul. After the food, fuel and ice were paid for and the owner's percentage deducted, there was nearly nothing left for the crew of six to divide."

New Bedford Strike Shuts Harbor

"The captain told us, 'You're not supposed to be getting this, but here is \$100,'" said Mr. Callahan, who has been a fisherman for eight years. Reflecting on being paid \$100 for the entire trip, he said: "You should average at least \$100 a day. Then it works out to a minimum wage deal."

During the course of this strike, the SIU has picked up support. It has taken pledge cards on 14 new vessels. This comes after a two-year period when the SIU tried to organize the fishermen in this historic fishing port, who were represented by a union that had few, if any, ties to the sea.

"We told them that we'd go to the wall for them, and we have," said Caffey. "At the same time that this strike is occurring, the SIU is working on many different levels to protect the interests of the fishermen here."

"We have a Washington staff that is closely monitoring the situation in the fishing industry," said Caffey. "The Commerce Department recently ruled that the Canadian government was unfairly subsidizing its fishing industry. Well, this Union's research staff was coming up with the figures to show this. It was a number one priority."

SIU Streamlines Benefit Application Process



APPLICATION FOR BASIC AND MAJOR MEDICAL BENEFITS-
HOSPITAL-SURGICAL-MEDICAL-MEMBER OR DEPENDENT
SEAFARERS WELFARE PLAN, 5201 AUTH WAY, CAMP SPRINGS, MARYLAND 20746
SEAFARERS BENEFIT APPLICATION

Form No. P-116
Rev. 8/85



Claim No. ()

Section 1. To be completed by Member or Dependent

1. Member's Name: (Full Given Name—PLEASE PRINT) S.S. No. () () () () () () () ()

Address: No. Street City State Zip Code

2. Last or Present Employer Vessel Rating

Date you first worked for SIU/Inland Company Date Employment Terminated

3. ELIGIBILITY: Attach proof of 120 days worked last year and 1 day worked in last six months. (Deep Sea provide discharges and Inland provide pay stubs must be attached for processing.)

COMPANY VESSEL DATE ON DATE OFF

4. Patient's Name Birth Date: Mo. Day Year S.S. No. () () () () () () () ()

Address

Relationship to Member

5. Have You Filed Previously for This Claim yes ☐ no ☐

6. Is patient covered by any other Medical Health Insurance yes ☐ no ☐

If yes, advise: Name of Insurance Carrier

7. Is claim for an accident? yes ☐ no ☐

How and where did it happen?

I authorize the release of any medical information necessary to process this claim.

Members or Dependent's Signature

Member or Dependents Signature

Date

Section 2. Physician's statement. (Complete this statement in all cases.)

1. Patient's Name S.S. No. () () () () () () () ()

2. Date patient first treated for present disability 19 Home Office

3. Diagnosis (Please furnish essential details)

4. Is disability a result of pregnancy? yes ☐ no ☐

5. In your opinion, is disability caused by the patient's employment yes ☐ no ☐

If so, please explain why

6. Is this person under your professional care at present? yes ☐ no ☐ If not, released 19

7. (a) Give dates of treatment at Hospital

(b) Give dates of treatment at Home or Office

Charge per call \$ Total medical charge \$

Physician's Name Date 19

Address (Please Print)

No. Street City State Zip Code

Telephone Number Physician's Signature

Federal I.D. No. Physician's S.S. No.

COMPLETE IF HOSPITAL CONFINED

8. Entered at AM / 19, and left at AM / 19

9. If hospital charges exceed \$5,000.00 admission and discharge summary is required. HOSPITAL TOTAL CHARGES \$

PAYMENT CREDITS-PATIENT \$

PAYMENT CREDITS-OTHER CARRIER(S) \$

BALANCE DUE \$

COMPLETE IF SURGERY PERFORMED OR EMERGENCY ROOM TREATMENT

10. Nature of Operation Operation by Dr.

11. Number of sutures if accidental injury

12. Date of Operation / 19 Where? Home Office Hospital

Amount of your charge for this operation \$

NOTE: If more than one surgery performed, show charge for each.

13. Remarks

Faster Payment, Better Service To Membership

The Seafarers Welfare Plan is continuing to update and modernize its Claims Department so that medical payments to doctors and hospitals can be handled quickly and efficiently.

Two things are being done. All claims are now being processed by computer so that we can more accurately and quickly process the claims of SIU members and their dependents.

We have streamlined the SEAFARERS BENEFIT APPLICATION form to make it easier for our members to fill out, and quicker to process.

All of this will mean that medical bills will be processed and paid in a much shorter time.

You Must Use the New Form

Effective October 1, 1985, SIU members must use the new SEAFARERS BENEFIT APPLICATION form. The new forms will be available in all SIU halls.

To make it easier, all that you or your dependent need do is fill out the top half of the form. But, make sure you include all information, including PROOF OF ELIGIBILITY.

If you have any question about your claim, contact your SIU Port Representative, or your Area Vice President, or call this Toll-Free Phone Number: 1-800-345-2112.

Two Things You Must Do

- All claims must be submitted within 180 days from the date of discharge from the hospital; and

- You must fill out Section 1 of this claim completely, including proof of eligibility (deep sea—discharges and pay stubs; inland—pay stubs.)

Here Are Your SIU Area Vice Presidents

East Coast: Leon Hall, (718) 499-6600.

Gulf Coast: Joe Sacco, 1-800-325-2532.

West Coast: George McCartney, (415) 543-5855.

Inland & Great Lakes: Mike Sacco, (314) 752-6500

Deep Sea



Pensioner **Anas-tacio Pascua Barroga**, 84, passed away on Nov. 27, 1985. Brother Barroga joined the SIU in the port of Seattle in 1965 sailing as a cook. He first sailed on the West Coast in 1960. Seafarer Barroga was born in the Philippines and was a resident of Seattle. Surviving are his widow, Eulalia of Acoje Mines, Zambales, P.I. and a son, Romeo of Lipay, Santa Cruz, Zambales.



Pensioner **Benigno Cortez**, 75, died on Dec. 15, 1985. Brother Cortez joined the SIU in 1944 in the port of Philadelphia sailing as an AB. He began sailing in 1940. Seafarer Cortez hit the bricks in both the 1946 General Maritime beef and the 1947 Isthmian strike. A native of Puerto Rico, he was a resident of Nuevo Rio Piedras, P.R. Surviving are his widow, Maria and two children.

Leland Creamer died on Nov. 30, 1985. Brother Creamer joined the SIU-merged Marine Cooks and Stewards Union in the port of San Francisco. He retired in 1966. Seafarer Creamer was a resident of San Francisco. Surviving is his widow.



Pensioner **Joseph "Joe" Cuccia Jr.**, 60, succumbed to cancer in the St. Charles Hospital, New Orleans on Dec. 8, 1985. Brother Cuccia joined the SIU in the port of New Orleans in 1950. He sailed as a bellboy, laundryman, waiter, linenkeeper and night, deck, smoking room and passenger bedroom steward. He also sailed for Whitman Towing, Coyle Lines from 1947 to 1948 and worked on the New Orleans Delta Shoregang from 1966 to 1970. Seafarer Cuccia walked the picket lines in both the 1946 General Maritime strike and the 1947 Isthmian beef. And he was a former member of the MAW, Local 653. Cuccia was born in New Orleans and was a resident of Harvey, La. Cremation took place in the Tharf-Southen Crematory, New Orleans. Surviving are his widow, Shirley; two sons, Guy and Merrill; four daughters, Debra Karl of Harvey, Pamela, Donna and J.J. Cuccia, and his mother, Anna of New Orleans.

Chester Walter Gietek, 62, died on Nov. 26, 1985. Brother Gietek joined the SIU in 1943 in the port of New York sailing as an AB and in the steward department. He helped to organize the tug *Sheridan* (Sheridan Transportation). Seafarer Gietek was

born in Westfield, Mass. and was a resident of Russell, Mass. Surviving are his father, Joseph of Westfield; a brother, Richard, and two sisters, Donna Sue Foley of Westfield and Lillian M. Kuczynski of Russell.



Pensioner **Santiago M. Laurente**, 89, passed away from natural causes in the Lutheran Medical Center, Brooklyn, N.Y. on Oct. 27, 1985. Brother Laurente joined the SIU in 1947 in the port of Baltimore sailing as a chief cook. He hit the bricks in the 1946 General Maritime beef. Seafarer Laurente was born in Aklan, P.I. and was a resident of Brooklyn and Malima Capis, P.I. Burial was in the Greenwood Cemetery, Brooklyn. Surviving is his widow, Caridad.



Pensioner **Clodis Marceaux**, 76, succumbed to a liver ailment in the Providence Hospital, Mobile on Nov. 1, 1985. Brother Marceaux joined the SIU in 1949 in the port of Mobile sailing as an AB. He was born in Kaplan, La. and was a resident of Bayou La Barte, La. Interment was in the South Memorial Cemetery, Biloxi, Miss. Surviving is his widow, Marie.



Pensioner **Stephen Joseph Mosakowski**, 69, died of a heart attack in the Northeast Hospital, Philadelphia on Nov. 14, 1985. Brother Mosakowski joined the SIU in 1940 in the port of New York sailing as a bosun. He walked the picket line in the 1946 General Maritime beef. Seafarer Mosakowski was born in Philadelphia and was a resident there. Burial was in the St. Peter's Cemetery, Philadelphia. Surviving are his mother, Petonela Figlewski; a brother, Edward and a

sister, Jennie Sczypiorski, all of Philadelphia.



Pensioner **Nikodem Olen**, 73, passed away on Dec. 2, 1985. Brother Olen joined the SIU in 1944 in the port of New York sailing as a bosun. He worked on the Sea-Land Shoregang, Port Elizabeth, N.J. from 1966 to 1968. Seafarer Olen was on the picket line in the 1946 General Maritime strike. Born in Poland, he was a resident of Inverness, Fla. Surviving are his widow, Vera; three daughters, Kathryn, Christine of New York City and Eleanor, and another relative, Mrs. N. Olenwrites, also of New York City.

Antonio Oouendo, 63, succumbed to arteriosclerosis at home in Los Angeles, Calif. on Nov. 16, 1985. Brother Oouendo joined the SIU in the port of San Francisco in 1953 sailing as a room steward. He last shipped out of the port of Wilmington, Calif. He was born in Puerto Rico. Burial was in the Angeles Abbey Cemetery, Compton, Calif. Surviving is his widow, Alice.



Pensioner **William Reid**, 68, died on Nov. 24, 1985. Brother Reid joined the SIU in the port of Tampa, Fla. in 1958. He sailed as deck maintenance. Seafarer Reid was a veteran of the U.S. Navy during World War II. A native of Parish, Fla. he was a resident of Palmetto, Fla. Surviving are his mother, Nora and a sister, Rosa Mathews, both of Palmetto.



Hafford Wright Roberts, 60, died on Dec. 9, 1985. Brother Roberts joined the SIU in 1944 in the port of Mobile sailing as a QMED. He was born in Alabama and was a res-

ident of Oklahoma City, Okla. Surviving are his widow, Betty Jean; his parents, J. M. and Margareta Roberts of Hancerville, Ala.; an uncle, Henry L. Bonner of Montgomery, Ala., and a cousin, Bobbie J. McCouck of Rising Fawn, Ga.

Pensioner **Clifford F. Udell**, 75, passed away from pneumonia in the Ferry Cty. Hospital, Republic, Wash. on Sept. 20, 1985. Brother Udell joined the SIU-merged Marine Cooks and Stewards Union in the port of San Francisco in 1957 sailing as a porter. He first sailed on the West Coast in 1942. Seafarer Udell was born in Sultan, Wash. and was a resident of Wauconda, Wash. Cremation took place in the Hennessey Smith Crematory, Spokane, Wash. Surviving are his widow, Mary; a son, Richard of Medford, Ore., and two daughters, Nola Enos and Mary Brusha.

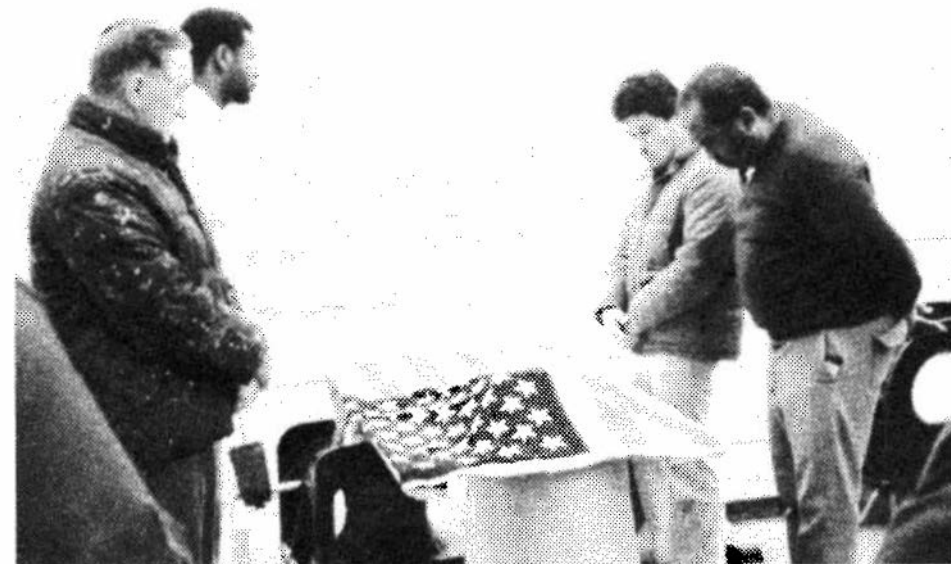
Webster Garfield Williams, 61, died on Dec. 11, 1985. Brother Williams joined the SIU in the port of Boston, Mass. in 1955 sailing as a recertified chief steward. He graduated from the Union's Recertified Chief Stewards Program in 1981. Seafarer Williams also sailed during the Vietnam and Korean Wars. Born in Chelsea, Mass., he was a resident of Mobile. Surviving are his widow, Helen and his mother, Elizabeth of Mobile.

Great Lakes

Pensioner **David Henry**, 79, passed away on Dec. 1, 1985. Brother Henry joined the Union in 1943 in the port of New York. He sailed as an oiler for Kinsman Marine. He last shipped out of the port of Buffalo, N.Y. in 1973. Laker Henry also worked as a butcher. Born in Ireland, he was a naturalized U.S. citizen and a resident of Buffalo. Surviving is a brother, John of the Bronx, N.Y.

Pensioner **Samuel Olaf Lysdal**, 84, succumbed to heart failure in the Alachua Hospital, Gainesville, Fla. on Oct. 30, 1985. Brother Lysdal joined the Union in 1942 in the port of Frankfort, Mich. He sailed for the Ann Arbor (Mich.) Railroad Car Ferries from 1942 to 1963, the year of his retirement. He was born in Frankfort and was a resident of Inglis, Fla. Cremation took place in the Roberts Crematory, Ocala, Fla. Surviving is a daughter, Agnes Clark, also of Inglis.

Pensioner **Andrew Rebrik**, 73, passed away on Oct. 26, 1985. Brother Rebrik joined the Union in 1947 in the port of Detroit sailing as an AB and wheelsman. He began sailing during World War II. Laker Rebrik was born in Pennsylvania and was a resident of Wilkes-Barre, Pa. Surviving is a sister, Ann of Wilkes-Barre.



Funeral services were held Sept. 9 aboard a Sea-Land Service ship for **Julius Bielski, OS**. Attending the ceremony were (counterclockwise from top left): **James Boss**, 3rd cook; **Don Ikert**, AB; **John Glenn**, bosun, and **Dave Scott**.

Digest of Ships Meetings

LNG AQUARIUS (Energy Transportation Corp.), November 30—Chairman Donald L. Rood; Secretary L. Conlon; Engine Delegate Brenda Murray Dye; Steward Delegate George O. Taylor. No disputed OT. With the help of George Taylor and Capt. Glenn, there is \$105 in the ship's fund. The chairman reported that a new washing machine was installed. There is now one machine for street (dress) clothes and one for work clothes. He also reminded all deepsea members that they must register in deepsea ports. The educational director noted that there are plenty of films about safety onboard an LNG vessel and advised everyone to take time out to watch them. He also urged qualified members to take advantage of the upgrading opportunities available at Piney Point. A vote of thanks was given to the steward department for a job well done and to Brenda for her art work. New mattresses or mattress pads are needed as are lamps for the crew's lounge. The *LNG Aquarius* wishes everyone a Merry Christmas and a Happy New Year. Next ports: Osaka, Japan and Arun, Indonesia.

CONSTITUTION (American Hawaii Cruises), November 12—Chairman Sil Lablaza; Secretary Roy Aldanese. Some disputed OT was reported in the deck department. There is \$10,400 in the ship's fund. A ship's committee was set up to control this money which is not to be used for any perishable items. At the present time the committee has ordered all new gym equipment, microwave ovens, refrigerators, fans, books for a library and games. The chairman informed the members that descriptions and clothing requirements for each job are now being processed. Crewmembers also were told how happy Frank Drozak was during the dedication of the new Honolulu hall and how very pleased he was with the gathering. A motion was made to allow smoking on the bridge. Next port: Hilo, HI.

COVE LIBERTY (Cove Shipping), November 21—Chairman James L. Sanders; Secretary W. Wroten; Educational Director/Engine Delegate William Beatty; Deck Delegate Paul McMahon; Steward Delegate Ronald DeWitt. No disputed OT reported. The bosun is acting as treasurer until a new treasurer is elected. There is \$61.29 in the ship's fund. Payoff will be in New York on arrival. Everything is running smoothly, and the ship will probably stay on the East and Gulf coasts-to-Alaska run for the next three or four months. Transportation rates from the New Orleans port agent were received for men shipping from the New Orleans hall to various Mississippi River oil ports. The educational director reminded members that the U.S. government ships offer new jobs to SIU members, jobs which did not exist two years ago. And in order to take advantage of these new jobs, members should upgrade seniority to secure their benefits and increase their job security. Next port: New York.

GOLDEN MONARCH (Apex Marine), November 3—Chairman Manuel Silva; Secretary George W. Luke; Educational Director Thomas Rodriguez; Deck Delegate John Wolfe; Engine Delegate Erik Fischer. Some disputed OT was reported in the engine and deck departments. The ship is due to pay off in St. Croix. The chairman will send a message requesting Union representation as there are several items that need to be discussed. The chairman also noted that two brothers are retiring at the end of this voyage and wished them much luck. A discussion was held regarding crewmembers being restricted to the ship in West Africa. This will be taken up with the boarding patrolman. A vote of thanks was given to the chairman,

Brother Silva, for his job of representing the members throughout the voyage. Another vote of thanks was given to the steward department for a fine job. Next port: St. Croix, V.I.

OMI COLUMBIA (OMI), December 1—Chairman J.R. Broadus; Secretary C. Moss; Educational Director A.G. Milne; Engine Delegate Paul F. Whalen; Deck Delegate R. Ehler; Steward Delegate L. Curry. No disputed OT. There is over \$200 in the ship's safe—not quite enough, however, to purchase a video machine that will play the same cassettes as the officers.' The chairman reported that there will be a payoff this trip. Everything is going smoothly and he encouraged more members to attend courses at Piney Point and upgrade themselves. In particular he mentioned a new steward department course for those members on passenger ships. He also stressed the importance of contributing to SPAD. The secretary noted that the *OMI Columbia* still has a four-man steward department and "we are happy for that." This ship has a good crew, and the deck department has been particularly helpful in cleaning up at night. A vote of thanks was given to the steward department for the delicious Thanksgiving Day dinner.

OMI SACRAMENTO (OMI), December 12—Chairman Joseph F. Cosentino. No beefs were brought up. The chairman noted that the problems with the steward department have been resolved and that there is no need for headquarters to investigate the situation any further. He also said that the captain is happy with the crew and their performance. The ship is scheduled to lay off her crew after docking in Baltimore. The length of time is still unknown. Delegates were reminded to turn in copies of contracts and other correspondence from headquarters to the steward so that he can bring the ship's files up to date. Members also were reminded to turn in keys before leaving ship and to put life jackets and survival suits in the gym. The baggage room is available to those members desiring to store their gear. Compliments were given to the steward department for their improved performance. One minute of silence was observed in memory of our departed brothers and sisters. Next port: Baltimore, Md.

OVERSEAS WASHINGTON (Maritime Overseas), December 12—Chairman Ballard Browning; Secretary C.A. Guerra; Educational Director J.O. McCarry. No disputed OT. Everything is running smoothly, although one engine department member got off sick at the Loop and was replaced by a member sent from the New Orleans hall. There is \$72 in the ship's fund which remains in a safe in the steward's office. Donations are always welcome. The chairman reported that the ship will pay off in

Texas City, Texas this trip. A motion was made to have a microwave oven in the crew's lounge; another to keep all areas nice and clean; another to exchange movies this trip as they have been aboard for over six months. A vote of thanks was given to the steward department for a wonderful Thanksgiving Day dinner. Crewmembers observed one minute of silence in memory of our departed brothers and sisters. Next port: Texas City, Texas.

PONCE (Puerto Rico Marine), December 1—Chairman R. Rivera; Secretary P. Stubblefield; Educational Director D. Beman; Deck Delegate G. Ortiz; Engine Delegate M. Marth; Steward Delegate G. Bloncourt. No beefs or disputed OT. The chairman reported on a letter received from SIU Vice President "Red" Campbell concerning the new ships due out this coming year. The letter also talked about how tough shipping is today for all companies and that SIU members should be thankful for their jobs and that their Union is still trying harder to improve the situation. The chairman reported that he will see if he can get an outside antenna for the television in the crew's lounge when the ship pulls in to San Juan. A vote of thanks was given to the steward department for the wonderful Thanksgiving dinner and a job well done.

SEA-LAND DEVELOPER (Sea-Land Service), November 11—Chairman Ronald Jones; Secretary T. Maley; Educational Director Ed Armstrong. No disputed OT reported. Chairman Ronald Jones asked for the cooperation of all crewmembers in working together to keep the ship in good working condition. He also stressed the importance of contributing to SPAD and to the Maritime Defense League and of being politically aware and active in your respective communities. From the educational director come these words to the wise: "If you're looking to the future, brothers, you must be looking at upgrading your skills. Support the political objectives of the SIU leadership in whatever ways you can." A vote of thanks was given to the steward department for a job well done, especially with two ovens not working for three days and one oven under constant repair and out of service most of the time (since September). And now that winter is setting in, members were cautioned to exercise safety at all times. Brothers leaving the vessel in Elizabeth were asked to pick up fresh linen for their replacements. Next ports: Halifax, Canada; then on to Elizabeth, N.J. for payoff.

SEA-LAND PIONEER (Sea-Land Service), October 23—Chairman Joe Donovan; Secretary A. Goncalves; Educational Director Jerry W. Dellinger. No disputed OT was reported although in the engine department the wiper expressed some dissatisfaction on being required to mop the passageway, previously done by the steward department. He was advised that this was due to changes made by the captain regarding the steward utility's job. It was reported that aside from the LOGs, no communications had been received from headquarters. The educational director

stressed the importance of contributing to SPAD for job security. "It is the only thing helping us keep any ships at all." One suggestion was made to improve the quality of the food. It was suggested that the MEBA food list, dated 1964, be followed as a guide. The steward reported that the luncheon menus were requested by the captain but that he did not have any objection to a larger menu if that would satisfy the crew. The steward also said that he would not follow the MEBA list, not only because it is against SIU policy to follow the list of any other union, but mainly because the SIU has a much more extensive listing of foods than any other union. And to make his point, he read from the list, proving that the SIU's food list is far superior. The captain had previously instructed the steward to reduce the luncheon menu by one item since most of the members only order a sandwich and soup, resulting in food waste, but the steward stated he would put the three entrees back on the menu. Next port: Elizabeth, N.J.

SEA-LAND PRODUCER (Sea-Land Service), November 17—Chairman R. Kitchens; Secretary R. Boyd; Educational Director Paul Thomas; Deck Delegate Louis Malave; Engine Delegate J.J. Clark; Steward Delegate Jerry Wood. No beefs or disputed OT reported. The weather has been bad this trip. The chairman reminded everyone to practice safety precautions at all times. The secretary stressed the importance of donating to SPAD: "When you give to SPAD, you help yourself." Crewmembers were again reminded of the company policy of no drugs or alcohol aboard ship. "We are still losing good men because of dope and booze. If you use them they will tell on you every time. It can't be expressed enough, you're in the danger zone. Two have lost their lives, many have lost their jobs. A ship is no place for dope or booze." A vote of thanks was given to the steward department for a job well done.

STONEWALL JACKSON (Waterman), November 17—Chairman Carl Lineberry; Secretary Thomas Liles Jr.; Educational Director Raymond G. Nickalasky; Deck Delegate Carl B. Parks; Engine Delegate Clarence Jones Jr.; Steward Delegate Miguel Aguilar. No disputed OT or beefs reported. One steward department member got off sick in Singapore. His replacement came onboard in the Suez Canal. There is \$5 in the movie fund. The chairman reports that this has been a good voyage for the *Stonewall Jackson* and that they expect to arrive in Norfolk for a payoff. Minutes of the last meeting were mailed in with the SIU crew list, and a repair list is being put out. A vote of thanks was given to Third Mate John German for helping tape movies for the video machine. One minute of silence was observed in memory of our departed brothers and sisters. Next port: Norfolk, Va.

Official ships minutes also were received from the following vessels:

ADONIS
AMBASSADOR
ATLANTIC SPIRIT
AURORA
BAY RIDGE
BORQUEEN
BROOKS RANGE
USNS CAPELLA
USNS DENEbola
FALCON PRINCESS
LNG GEMINI
ITB MOBILE
MOKU PAHU
OMI LEADER
OVERSEAS BOSTON
OVERSEAS HARRIETTE
PAUL BUCK
PUERTO RICO
SAMUEL L. COBB
SEA-LAND CONSUMER
SEA-LAND ECONOMY
SEA-LAND EXPRESS
SEA-LAND INNOVATOR
SEA-LAND LIBERATOR
SEA-LAND PACER
SEA-LAND PATRIOT
SEA-LAND VENTURE
SEA-LAND VOYAGER
SENATOR
THOMPSON PASS
TRIUMPH

Notice to Crewmembers Aboard the American Eagle July 1, 1984—June 30, 1985

If you were employed aboard the *M/V American Eagle* between July 1, 1984 and June 30, 1985, you are entitled to an escalation for that period for each day worked.

To receive this escalation, submit copies of your discharge or pay vouchers to the **Contract Department** at Union headquarters in Camp Springs, Md. Be sure also to advise them of the number of dependents you claim for tax purposes.

Each day employed from July 1, 1984 to Dec. 31, 1984 provides \$4.318 per day less taxes. Each day employed from Jan. 1, 1985 to June 30, 1985 provides \$4.678 per day less taxes.

If you have any questions, contact the Contract Department.

Pensioner's Corner

Deep Sea



Reuben C. Blackburn, 63, joined the SIU in the port of San Francisco in 1951. He sailed as a recertified chief steward and as a chief cook for 35 years. Brother Blackburn was graduated from the Union's Recertified Chief Stewards Program in 1980. He is also a graduate of the University of California. Seafarer Blackburn is a veteran of the U.S. Army during World War II. A native of Wilkesboro, N.C., he is a resident of San Francisco.



Jimmie Dale, 70, joined the SIU in the port of New York in 1967 sailing as an AB. Brother Dale began sailing in 1942. He is a wounded World War II veteran of the U.S. Army's 4th Combat Engineers Battalion. Born in the Philippine Is., he is a naturalized U.S. citizen. Dale is a resident of Camden, N.J.



Daniel Dean, 76, joined the SIU in 1943 in the port of New York. He sailed as an AB and cook for the Sea-Land Shoregang, Port Elizabeth, N.J. in 1972. Brother Dean hit the bricks in both the 1946 General Maritime beef and the 1947 Isthmian strike. He was born in Newark, N.J. and is a resident of Neptune, N.J.

William James Dunnigan, 78, joined the SIU in 1945 in the port of Baltimore sailing as a chief electrician. Brother Dunnigan began sailing in 1934. He was born in Maryland and is a resident of Baltimore.



Dennis Harold Gibson, 65, joined the SIU in the port of Wilmington, Calif. in 1956 sailing as an AB. Brother Gibson last sailed out of the port of Jacksonville. He was born in Stonega, Va. and is a resident of Jacksonville.



Eugene Victor Hayden, 64, joined the SIU in the port of New Orleans in 1956. He sailed as a steward utility, steward delegate and ship's delegate. Brother Hayden began sailing in 1947 out of the port of Tampa. He was born in Pass Christian, Miss. and is a resident of Biloxi, Miss.



Charles Maurice Hill, 67, joined the SIU in the port of Norfolk in 1964 sailing as an AB. Brother Hill was born in Nebraska and is a resident of Norfolk.



Tom Endel Kelsey, 60, joined the SIU in the port of Philadelphia in 1950 sailing as an AB and recertified bosun. Brother Kelsey graduated from the Union's Recertified Bosuns Program in 1957. He last sailed out of the port of San Francisco. Born in Estonia, U.S.S.R., he is a naturalized U.S. citizen residing in Sparks, Nev.



James "Blackie" Martin, 67, joined the SIU in 1947 in the port of New York. He sailed as a FOWT and chief pumpman. Brother Martin worked on the Sea-Land Shoregang, Port Elizabeth, N.J. from 1970 to 1978. He is a wounded veteran of the U.S. Army during the Korean War. Seafarer Martin was born in Scotland, is a naturalized U.S. citizen, and resides in Oakridge, N.J.



Patrick Ignatius Rogers Sr., 56, joined the SIU in 1947 in the port of New York sailing as a QMED. Brother Rogers last shipped out of the port of Jacksonville. He walked the picket lines in both the 1946 General Maritime strike and the 1947 Isthmian beef. Seafarer Rogers was born in New York City and is a resident of Titusville, Fla.



Aquilino Villariza, 66, joined the SIU in 1947 in the port of New York sailing as a cook. Brother Villariza was on the picket lines in both the 1946 General Maritime strike and the 1947 Isthmian beef. He last shipped out of the port of San Francisco. Born in Iloilo City, P.I., he is a resident of San Francisco.



Fishing has been good for **Reino J. Pelaso (P-8)** of Vallejo, Calif. He caught 15 salmon (6 to 22 lbs. each) as well as lots of rockfish and sturgeon. Pensioner Pelaso wishes to say hello to all his old shipmates. "I hope everyone has a Merry Christmas and that the New Year will be good to all my friends."

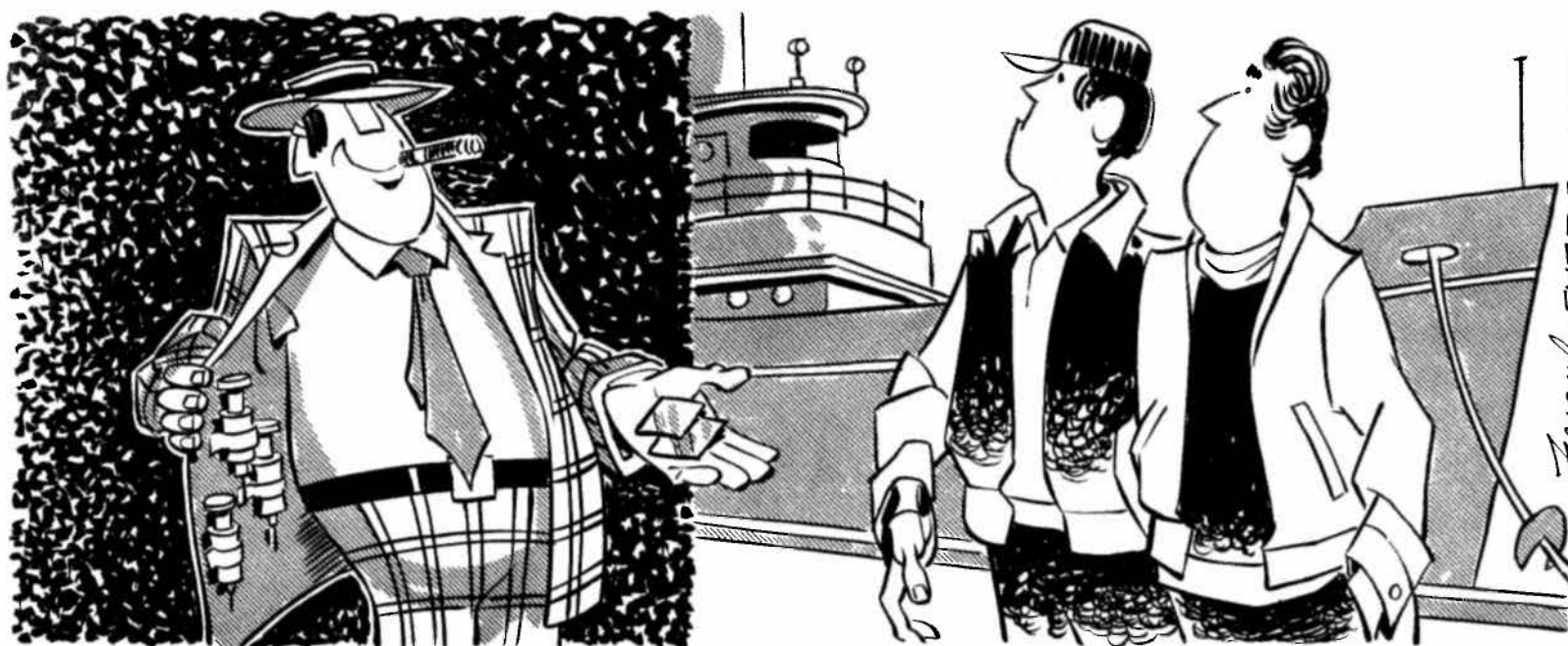
Great Lakes



August Sakevich, 65, joined the Union in the port of Buffalo, N.Y. in 1964. He sailed as a coalpasser for Kinsman Marine in 1961 and 1973. Brother Sakevich also sailed as a crane operator, food handler, porter, deckhand and FOWT for the Boland and Reis Steamship companies. In 1944 he began sailing, first out of the port of Duluth, Minn. and lately out of the port of Philadelphia. Laker Sakevich is a veteran of the U.S. Army's Infantry Corps during World War II. A native of Scranton, Pa., he is a resident there.



Gerald Francis Scott, 62, joined the Union in the port of Buffalo, N.Y. in 1961 sailing as a deckhand and oiler for the Great Lakes Dredge and Dock Co. from 1957 to 1985. Brother Scott rode the tug *McGuire* (Great Lakes D.& D.) in 1976 and worked as an inspector for the Republic Steel Co. from 1955 to 1957. He also was a former member of the Teamsters Union, Local 336, driving a truck from 1948-1954. Laker Scott is a veteran of the U.S. Army during World War II. Born in Cleveland, Ohio, he is a resident of Parma, Ohio.



PROTECT
YOUR JOB
AND
YOUR
SHIPMATES.
DON'T
USE
DRUGS
!

AVANCE EVERETT FOR SIU

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

DEC. 1-31, 1985

Dispatchers Report for Great Lakes

Port	*TOTAL REGISTERED All Groups			TOTAL SHIPPED All Groups			**REGISTERED ON BEACH All Groups		
	Class CL	Class L	Class NP	Class CL	Class L	Class NP	Class CL	Class L	Class NP
DECK DEPARTMENT									
Algonac	5	19	6	6	37	16	4	6	5
ENGINE DEPARTMENT									
Algonac	2	6	1	1	21	3	1	5	0
STEWARD DEPARTMENT									
Algonac	2	3	0	1	13	3	0	2	0
ENTRY DEPARTMENT									
Algonac	13	14	11	0	0	0	3	15	8
Totals All Departments	10	42	18	8	71	22	8	28	13

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

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

Dispatchers Report for Deep Sea

DEC. 1-31, 1985

REC-1-31, 1963

Port	*TOTAL REGISTERED			TOTAL SHIPPED			Trip Reliefs	**REGISTERED ON BEACH		
	All Groups			All Groups				All Groups		
	Class A	Class B	Class C	Class A	Class B	Class C		Class A	Class B	Class C
DECK DEPARTMENT										
Gloucester	6	5	0	2	1	0	0	9	5	0
New York	58	7	1	64	19	0	0	104	27	0
Philadelphia	12	6	0	5	4	0	0	14	12	0
Baltimore	15	11	0	13	0	0	0	0	0	0
Norfolk	11	8	1	9	5	1	0	28	29	0
Mobile	13	6	0	9	2	0	0	25	8	0
New Orleans	60	6	4	35	23	8	0	105	17	8
Jacksonville	41	7	1	43	42	1	8	71	23	0
San Francisco	34	13	1	21	5	0	2	68	23	1
Wilmington	16	6	0	15	5	0	4	49	9	0
Seattle	34	4	0	23	6	0	1	60	7	0
Puerto Rico	17	6	0	14	5	0	0	34	1	0
Honolulu	7	25	3	6	18	0	7	5	19	4
Houston	43	5	0	3	11	0	4	86	8	0
St. Louis	0	0	0	0	0	0	0	0	0	0
Piney Point	0	2	0	0	4	0	0	2	2	0
Totals	367	117	11	262	150	10	26	660	190	13
ENGINE DEPARTMENT										
Gloucester	0	2	0	1	0	0	0	1	4	0
New York	51	10	0	33	4	0	0	107	15	0
Philadelphia	7	4	0	2	1	0	0	12	6	0
Baltimore	13	1	1	6	2	0	0	0	0	0
Norfolk	7	9	0	6	2	0	0	18	16	0
Mobile	10	4	0	4	1	0	0	14	7	0
New Orleans	38	10	1	31	12	1	0	83	12	2
Jacksonville	25	5	0	26	7	0	5	44	8	0
San Francisco	27	5	2	10	2	0	2	149	10	5
Wilmington	13	8	0	12	6	0	6	35	21	0
Seattle	17	9	0	12	4	0	1	41	15	0
Puerto Rico	16	2	0	11	1	0	0	19	3	0
Honolulu	4	16	2	4	8	2	4	3	20	4
Houston	27	4	0	16	5	0	3	57	4	0
St. Louis	0	0	0	0	0	0	0	0	0	0
Piney Point	3	5	0	2	1	0	0	3	5	0
Totals	258	94	6	176	56	3	21	586	146	11
STEWARD DEPARTMENT										
Gloucester	0	2	0	0	1	0	0	0	3	0
New York	19	4	0	30	22	0	0	44	8	0
Philadelphia	1	2	0	1	1	0	0	2	3	0
Baltimore	11	9	1	3	1	0	0	0	0	0
Norfolk	7	5	0	3	5	2	0	11	4	0
Mobile	9	5	0	6	1	0	0	16	12	0
New Orleans	25	3	1	18	11	2	0	60	19	0
Jacksonville	19	4	0	16	21	1	4	23	6	0
San Francisco	40	6	1	34	7	0	4	99	10	1
Wilmington	7	1	0	17	1	0	4	21	10	0
Seattle	15	6	2	35	5	0	0	38	12	2
Puerto Rico	6	3	0	6	2	0	0	9	4	0
Honolulu	8	53	41	20	154	220	53	5	29	33
Houston	17	0	0	15	2	0	2	28	1	0
St. Louis	0	0	0	0	0	0	0	0	0	0
Piney Point	1	2	0	1	2	0	0	0	0	0
Totals	185	105	46	205	236	225	67	356	121	36
ENTRY DEPARTMENT										
Gloucester	1	2	0					1	7	0
New York	26	40	2					49	75	9
Philadelphia	7	10	0					13	9	0
Baltimore	3	4	0					0	0	0
Norfolk	4	8	3					11	21	0
Mobile	3	8	0					5	14	0
New Orleans	17	20	5					248	48	10
Jacksonville	24	18	1					29	31	5
San Francisco	41	14	0					116	25	4
Wilmington	10	9	0					33	31	0
Seattle	20	15	3					38	44	5
Puerto Rico	17	10	0					19	16	3
Honolulu	13	181	242					11	125	161
Houston	12	7	0					24	16	1
St. Louis	0	0	0					0	0	0
Piney Point	0	3	0					0	7	0
Totals	198	349	256	0	0	0	0	597	469	198
Totals All Departments	1,008	665	319	643	442	238	114	2,199	926	258

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

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

Shipping in the month of December was up from the month of November. A total of 1,437 jobs were shipped on SIU-contracted deep sea vessels. Of the 1,437 jobs shipped, 643 jobs or about 45 percent were taken by "A" seniority members. The rest were filled by "B" and "C" seniority people. A total of 114 trip relief jobs were shipped. Since the trip relief program began on April 1, 1982, a total of 2,053 jobs have been shipped.

Directory of Ports

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

HEADQUARTERS

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

ALGONAC, Mich.

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

BALTIMORE, Md.

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

CLEVELAND, Ohio

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

DULUTH, Minn.

705 Medical Arts Building 55802
(218) 722-4110

GLOUCESTER, Mass.

11 Rogers St. 01930
(617) 283-1167

HONOLULU, Hawaii

636 Cooke St. 96813
(808) 523-5434

HOUSTON, Tex.

1221 Pierce St. 77002
(713) 659-5152

JACKSONVILLE, Fla.

3315 Liberty St. 32206
(904) 353-0987

JERSEY CITY, N.J.

99 Montgomery St. 07302
(201) 435-9424

MOBILE, Ala.

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

NEW BEDFORD, Mass.

50 Union St. 02740
(617) 997-5404

NEW ORLEANS, La.

630 Jackson Ave. 70130
(504) 529-7546

Toll Free: 1-800-325-2532

NEW YORK, N.Y.

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

NORFOLK, Va.

115 Third St. 23510
(804) 622-1892

PHILADELPHIA, Pa.

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

PINEY POINT, Md.

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

SAN FRANCISCO, Calif.

350 Fremont St. 94105
(415) 543-5855

SANTURCE, P.R.

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

SEATTLE, Wash.

2505 1 Ave. 98121
(206) 441-1960

ST. LOUIS, Mo.

4581 Gravois Ave. 63116
(314) 752-6500

SUBIC BAY, Rep. of Philippines

34 21st St., W. Bajac Bajac
Olongapo City C-2201
222-3533

WILMINGTON, Calif.

408 Avalon Blvd. 90744
(213) 549-4000

Letters To The Editor



'The Merchant Marine and Veterans' Benefits . . .'

In the *Longview Daily News*, Friday, Dec. 6, 1985, there was an article mentioning that seamen who were involved in Operation Mulberry on the "Block" ships during WWII are entitled to apply for service discharge certificates which will make them eligible for such veterans' benefits as home loans, medical care and burial in a national cemetery.

The criteria for this entitlement is that they served under direct military control, performed a uniquely military mission in a combat zone—a mission that is not considered a mission of the merchant marine.

I know that the SIU has been seeking this type of recognition for seamen, but I haven't heard of such being applied to those involved in similar operations. Two which I was personally involved in were the Murmansk run and the invasion of Saipan. Those who were sailing in those days will recall that we were compelled by the military to take gunnery practice, which I don't consider a mission of the merchant marine.

**Fraternally yours,
Fred T. Miller
Castle Rock, Wash.**

'Veteran Status for WWII Seamen . . .'

Enclosed is an article from *The Sun* (Bremerton, Wash.), Dec. 6, 1985.

What is the veteran status for the remaining merchant seamen who sailed during WWII? Or is there a status? It would seem this might be a wedge in the door. . .

Enclosed is a modest contribution to SPAD.

**Sincerely,
Earl Robert Caughie
Belfair, Wash.**

'Proud of the SIU . . .'

This is to let you all know that I still feel very proud of the SIU, and any time you may need anything from me, I am at your service.

I want to say hello to Frank, Red and all the boys that I worked with in my 29 years of sailing and working with the SIU. I also want to say hello to all the shipmates I had through the years. At 73, I still feel young.

Enclosed is a \$25 donation to SPAD.

**José S. Colls C-11
Santurce, P.R.**

'A Note of Appreciation . . .'

I know that the Alpena General Hospital received money from the Seafarers Welfare Plan. My debt is paid and I am very grateful.

I hope this expresses my sincere appreciation to all of you folks. Merry Christmas—Happy New Year.

**Richard J. Plasbowaki
Alpena, Mich.**

'The SIU—A Great Start . . .'

I have been meaning to write for a long time to thank the SIU for a great start in my professional career. I joined the Union in 1971 and later got my "A" book and QMED ratings. SHLSS was very good [to me] . . .

I later received a Logan scholarship and got a B.S.M.E. at the University of Virginia in Charlottesville. I sat for my 3rd asst. license and got it, thanks to all I learned in the SIU and at Piney Point . . .

Since I stopped sailing in 1979, I have worked for Newport News Shipbuilding, American Bureau of Shipping and Bailey Controls (a division of Babcock & Wilcox). I am currently planning to obtain a Professional Engineer's license as mechanical engineer in Virginia. The test will be rough, but I'll give it my best shot!

This is no "bull": you people have a great, progressive organization with a very astute president and executive board. Look at the other unions as they bite the dust because they can't adapt. Go to the Point and learn all you can. You don't have to be an Einstein to get a degree or a license—you just have to study, ask questions and pay attention.

I was so happy when I got the license, I was naturally "high" for a month! Who needs drugs?

You have got a hell of a Union—be proud of it . . .

I miss not going to sea, but I will always remember my seafaring days and all the great shipmates. Maybe I'll take a cruise with you all sometime!

**A.R. "Woody" Woodhouse W-1048
Newport News, Va.**

'Encouragement Pays Off . . .'

I would like to express my thanks to the faculty and staff at SHLSS for their patience and assistance during my stay there.

After completion of the sealift course in August, I entered the tail-end of the 3rd mate's course and took celestial navigation and radar observer courses. During that time, with the encouragement of instructors Jim Brown, John Mason and many others, I began testing for an ocean license. At this time, I'm happy to say, I have passed all the exam sections and need only qualify in Morse Code. I could not have done it without their help.

I would also like to acknowledge the staff at the hotel, especially Eddie Gildersleeve, who made our stay a pleasure. My wife and I were made to feel at home by everyone we came in contact with.

Thanks again to the SIU and everyone at SHLSS.

Thomas Mylan M-2460

'New System Proves Effective . . .'

I want to thank our Welfare Plan for the newly-installed system which made the reimbursement of our drug expenses faster than it used to be.

I know that other "old timers" on pension join me in this sentiment.

**Yours fraternally,
F.M. Reyes
Mobile, Ala.**

'Greetings and Thanks from the Garners . . .'



*Joshua Wayne Garner
10 months*

I would like to express my sincere thanks in regards to the insurance payments on my wife's hospital bill for the birth of our son, Joshua. There are really no words that can tell you how grateful I am.

A special thanks to Red, Joe, Mike and George for talking with me on the phone concerning my job and insurance.

**Jimmie Garner
Gadsden, Ala.**

P.S. Joshua said to say thank you for the \$50 savings bond—and Merry Christmas!

SPAD Editorials

Keeps Us Playing With the Big Boys

Political action donations are coming under increasing fire because some critics charge these donations (which totaled \$113 million during the last election cycle) buy influence.

If that is true, a look at who is spending the most money to promote their agendas for the nation is scary.

The National Conservative Political Action Committee (NCPAC)- \$19.3 million.

Fund for a Conservative Majority- \$5.4 million.

National Congressional Club (organized by Sen. Jesse Helms)- \$5.3 million.

The list goes on with organizations whose views seldom agree with organized labor; the American Medical Association, the Realtors PAC, the National Association of Home Builders and other business-oriented organizations.

At the SIU, the Seafarers Political Action Donation (SPAD) is our arm for donating money to our political friends. We don't believe that a congressional representative or a senator can be "bought" for a few thousand dollars at campaign time. But we do believe that these SPAD donations help us open the door to politicians. SPAD gives the Union a chance to make its pitch, to explain its goals and promote legislation in the best interest of the SIU and organized labor.

Should the structure of PAC donations be reformed? When we look at the \$19.3 million from NCPAC, a virulent and rabid anti-labor organization, the answer might very well be yes. But until changes are made in the game's rules, the SIU has to play at the best of its ability, and that means SPAD.

We must counteract the millions and millions of dollars that flow from these wealthy, conservative anti-labor PACS. We can't do that with corporate donations and tax write-offs from millionaires. We have to count on each member of the SIU for a few dollars here and a few dollars there. Fifty cents a day, \$1 or \$2 a day can mount up.

If politics were a game of fairness with everyone on equal footing, the SIU and organized labor might be able to count on old-fashioned persuasion and debate on the issues.

We need your help and your money. In the political game the SIU is the basketball player under six-feet tall, the 175-pound wide receiver surrounded by 300-pound defenders. But just like sports, the little guy, if he's dedicated enough and works hard, can win.

Make sure to set aside that little bit from your wages—50 cents a day, the price of a cup of coffee. In the end, those pennies a day can make a big difference.

"That's a good question"

One letter has more influence in Washington, it has been said, than petitions or any other form of communication to members of Congress, bureaus and committees.

While it is difficult to believe such a statement, a recent breakthrough for merchant mariners who now have veteran's status for Operation Mulberry, was the result of letters as reported in *The New York Times*, Dec. 6, 1985. Raymond Carreau of Tacoma, Wash. wrote several letters on the subject of veteran's status, and his perseverance paid off. He wrote his first letter in 1982. It took three years to get results, but it was worth it. We all owe Carreau a vote of thanks.

The question that remains unanswered is, "Why has only this one group of D-Day participants in World War II received veteran's status?" Capt. Miles Wiley of the Air Force was asked this question and he replied, "That's a good question. I don't have an explanation."

Operation Mulberry, which consisted of constructing a sea-wall from 30 sunken ships to make a protective harbor for the D-Day invasion forces, affords the seamen who were on those ships veteran's status. Everyone is delighted with this great news, this progress, but we are also concerned about the other merchant seamen who were in the D-Day invasion and all of those who were wounded or died on sunken ships elsewhere. Only 200 of the 1,000 in the Operation Mulberry group are still living. Even though many others are dead, they should receive the honors due them, and the other living merchant mariners should also be given similar status.

General Dwight D. Eisenhower said during the war:

"Every man in the Allied Command is quick to express his admiration for the loyalty, courage, and fortitude of the officers and men of the merchant marine. We count on their efficiency and their utter devotion to duty as we do our own; they have never failed us yet, and in all the struggles yet to come we know that they will never be deterred by the danger, hardship or privation. When the final victory is ours, there is no organization that will share its credits more deservedly than the merchant marine."

Eisenhower's intentions were admirable, but nothing was done to expedite these sentiments during his administration or any other administration over the past 40 years. His words of praise can be found "buried" in the Smithsonian Maritime Exhibit. They are there for all to see, but that is not enough.

How many more letters will it take before the Defense Department comes to terms with the facts in this case. It is not the case of small sections of the merchant marine, but of all of this group of Americans who gave their all in World War II.

The Heavy Cost of Substance Abuse

By Phillip L. Polakoff, M.D.
Press Associates, Inc.

Alcohol and drug abuse afflict an estimated 25.5 million Americans. An additional 40 million people are affected if we count members of the abusers' families and people close to those injured or killed by intoxicated drivers.

Substance abuse victims can't control their use of alcohol or other drugs. They become intoxicated on a regular basis—daily, every weekend, or in periodic binges—and often need the drug for normal daily functioning.

Substance dependence victims suffer all the symptoms of abuse plus a tolerance for the drug so that increased amounts of it are necessary to get the desired effects. Alcohol, opiates and amphetamines can also lead to physical dependence in which the person develops withdrawal symptoms when he or she stops using the drug.

The human tragedy of this is incalculable. The measurable costs are appalling. The total dollar cost of alcoholism is estimated at \$89.5 billion—for treatment and indirect losses such as reduced worker productivity, early death, and property damage resulting from alcohol-related accidents and

crime. And that \$89.5 billion figure is for one year.

Drug abuse annually drains an estimated \$46.9 billion in direct and indirect costs from workers, business and industry and the economy in general.

Alcoholism is a progressive disease that generally first appears between the ages of 20 and 40, usually after five to 15 years of heavy drinking. It takes a much shorter time, perhaps measured in months, for an adolescent heavy drinker to become alcoholic.

Some alcoholics, upon sober reflection, say they probably were alcoholics from their first drink; that lack of control—a key indicator—was evident from the start.

Although drinking habits vary widely, in general abuse occurs in one of three patterns:

- Regular, daily intoxication;
- Drinking large amounts of alcohol at specific times, such as every weekend;
- Binges of heavy drinking that may last for weeks or months after relatively long periods of sobriety.

Ten million adults and three million

children and adolescents are alcoholic, according to the American Psychiatric Association. These victims, on the average, will die 10 years earlier than nonalcoholics.

Drug abuse afflicts more than 12.5 million Americans. Of those, seven million use addictive prescription drugs without a doctor's supervision; five million abuse cocaine, and half a million are addicted to heroin.

Abuse of sedative-hypnotics or barbiturates most often begins either as a prescription for insomnia among middle-class women between 30 and 60, or as a recreational experiment among men in their teens or early 20s. Often, abusers regularly take heavy daily doses and develop an addiction.

Abuse of opiates, such as morphine or heroin, generally follows abuse of

other drugs, such as alcohol, marijuana, sedatives, hallucinogens or amphetamines. About half of those who abuse the drugs develop a dependence or addiction.

Successful treatment of drug and alcohol abuse includes a variety of therapies geared toward abstinence. Psychotherapy often helps patients understand their behavior and motivations, develop higher self-esteem and cope with stress. Self-help groups such as Alcoholics Anonymous also are effective for many.

The only medication for alcoholism requires daily use of disulfiram (Antabuse) which induces violent physical reactions to alcohol. Drug addiction has been treated with various substances which substantially reduce or block the effects of the abused drug.



AS the 1986 school season begins, it's not too early for high school seniors to start thinking about September 1986, and college. For dependents of Seafarers and Boatmen, the financial burden of college can be greatly eased if they win an SIU scholarship.

The awards, known as the **Charlie Logan Scholarship Program**, are given each year under the auspices of the Seafarers Welfare Plan. For dependents, four \$10,000 scholarships are offered.

But the Scholarship Program is **not exclusively for dependents**. A \$10,000 award and two \$5,000 scholarships are available to active Seafarers and Boatmen. Also, when there are exceptionally qualified Seafarers and Boatmen, the Board of Trustees of the Welfare Plan may grant a second \$10,000 award to an active member.

The Scholarship Program was begun in 1952 to help members and their children achieve their educational goals. Several years ago it was named after Charlie Logan, a labor consultant and arbitrator who died in 1975. He helped establish the Seafarers Scholarship Program and then worked hard to keep it strong and growing.

Seafarer Requirements

Seafarers and Boatmen who are applying for scholarships must:

- Be a graduate of high school or its equivalent.
- Have credit for two years (730 days) of employment with an employer who is obligated to make contributions to the Seafarers Welfare Plan on the employee's behalf prior to the date of application.
- Have one day of employment on a vessel in the six-month period immediately preceding the date of application.
- Have 125 days of employment on a vessel in the previous calendar year.

Pensioners are not eligible to receive scholarship awards.

Dependent Requirements

Dependents of Seafarers and Boatmen who apply for a scholarship must be unmarried, under 19 years of age, and receive sole support from the employee and/or his or her spouse. Unmarried children who are eligible for benefits under Plan #1 Major

The last two items above covering worktime requirements of the applicant's parents do not apply to applicants who are the children of pensioners or eligible deceased employees.

Don't Wait! Apply Now For



1986 SIU College Scholarships Deadline - April 15

Medical are eligible to apply for a dependent's scholarship up to the age of 25.

Each applicant for a dependent's scholarship must:

- Be unmarried at the time application is made.
- Be under 19 or 25 years of age (whichever is applicable).
- Be eligible for dependent benefits under the Seafarers Welfare Plan.
- Be a graduate of high school or its equivalent.

The applicant's parent must:

- Have credit for three years (1,095 days) of employment with an employer who is obligated to make contributions to the Seafarers Welfare Plan on the employee's behalf prior to the date of application.
- Have one day of employment in the six-month period immediately preceding the date of application.
- Have 125 days of employment in the previous calendar year.

Must Take SAT or ACT

For both active members and the dependents of eligible members, the scholarship grants are awarded on the basis of high school grades and the scores of either College Entrance Examination Boards (SAT) OR American College Tests (ACT).

The SAT or ACT exam must be taken no later than February 1986 to ensure that the results reach the Scholarship Selection Committee in time to be evaluated. For upcoming SAT test dates and applications, contact the College Entrance Examination Board at either: Box 592,

Princeton, N.J. 08540 or Box 1025 Berkeley, Calif. 94701, whichever is closest to your mailing address.

For upcoming ACT test dates and applications contact: ACT Registration Union, P.O. Box 414, Iowa City, Iowa 52243.

Scholarship program applications are available to active members or their dependents at any SIU hall or through the Seafarers Welfare Plan, 5201 Auth Way, Camp Springs, Md. 20746.

Scholarship winners will be announced in May 1986. The deadline for submission of applications is April 15, 1986.

