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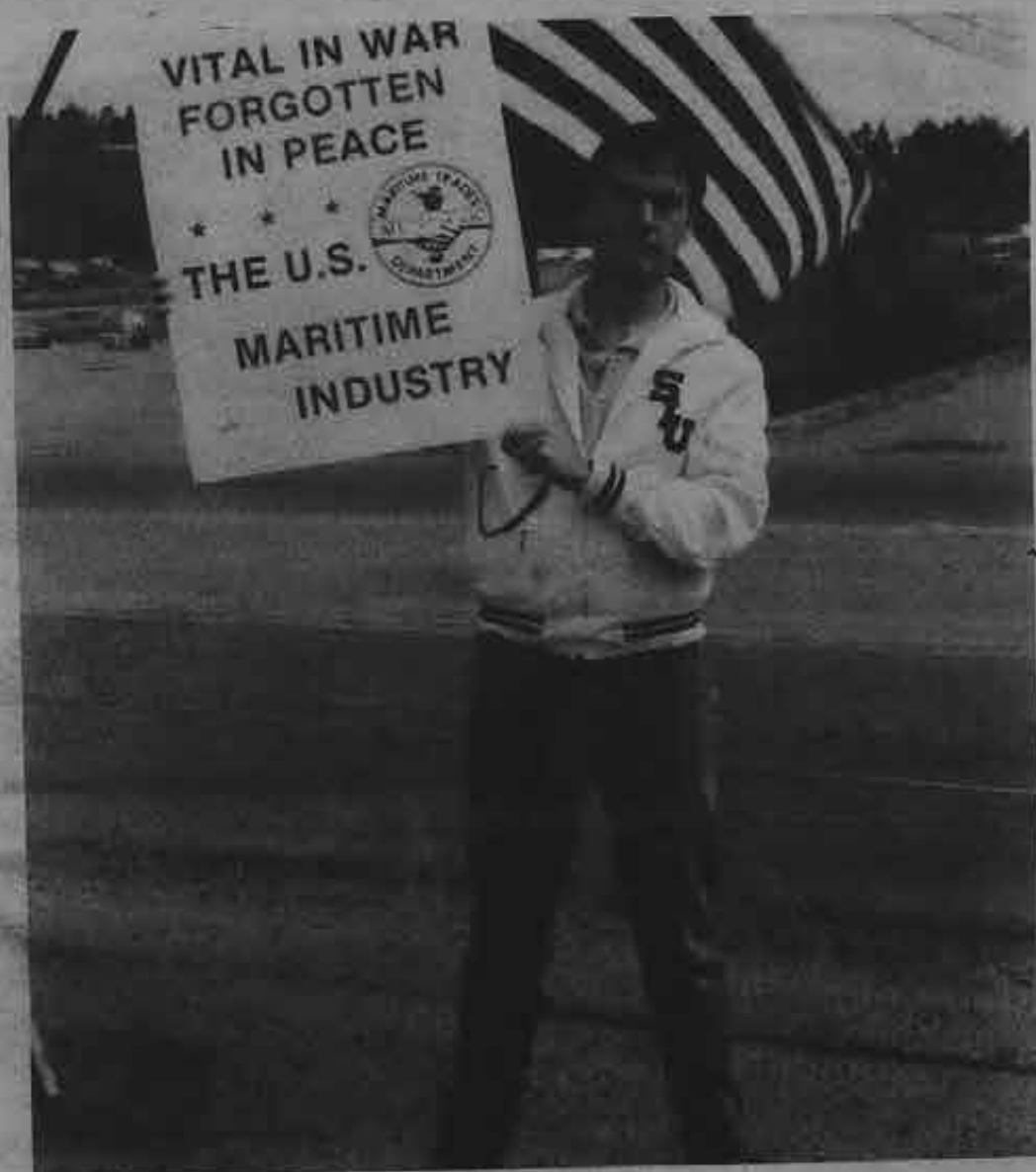
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Official Publication of the Seafarers International Union • Atlantic, Gulf, Lakes and Inland Waters District • AFL-CIO Vol. 46 No. 5 May 1984

Thousands Take Part in SIU Campaign

Grassroots 1984 Takes Off—Nationwide

See Pages 4-6



In Seattle, AB Harry Forte made sure President Reagan saw the grassroots message. Around the country, thousands of other grassroots volunteers did the same. For more pictures and a story, see pages 4-6.

SIUNA Convention May 28-30 in Piney Point

SIU Scholarship Winners—
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Caps & Jackets to LOG
Photo Winners—Page 20

State and Future Of Inland Industry, Inland Conference

June 3-8



Drozak says "NO" to CDS paybacks—See Page 3

SIU Election
Pre-balloting Report
—Page 39

St. Clair
Finally Thaws,
Lakers Back
To Work . . .
—Page 18

President's Report

by Frank Drozak

There was a time when you used to know the people you worked for and they knew you. You may not have been best friends but the company management and the workers went home each night to the same towns and their kids went to the same schools. You weren't just some name on a computer printout labeled "manpower."

That type of closeness brought about a kind of "we're all in this together" feeling. Management needed your work and your skills and you needed a place to put those skills to work. Because of that common interest there was a real sense of working together. Hardnosed bargaining, sure, but in the end both sides had something they could live with.

But those days are disappearing. Giant conglomerates, are taking over. The way most of them act when it comes to their employees, especially their union employees, is a far cry from "we're in this together." It's more like "we're in this for bottom line profits and to hell with you."

These giant energy companies, are into exploration, exploitation and transportation. They are hovering around America's businesses looking for opportunities to take over businesses they can sweep into their corporate net.

During the last few years as smaller companies faced troubles because of inflation, recession and high interest rates, these conglomerates bought up the companies and forgot the working men and women who made those companies grow.

Look at Greyhound. Look at

Continental Airlines. Look just about anywhere.

Either through bankruptcy or the threat of it, these conglomerates come in and literally steal the benefits and rights of employees. They demand roll-backs under threats of closing down. They want to take away hard-won pension and medical benefits.

Because of bankruptcy laws, the anti-labor attitude in Washington, and the economy, these companies have decided it's time to take on the unions.

The SIU's approach has always been one of fairness and reasonableness. We want to help and cooperate, because we know that if a company grows and does well, the Union grows and does well. Over the years we have had good relationships with many of our companies. We'd fight and argue which is the way it should be, but in the end both sides had something they could live with.

Today, many of our old companies, especially our Inland companies, are being swallowed up by these giants and the old relationships we had are going down the drain.

In a word, the new owners simply don't give a damn about their workers.

The SIU has never backed down and we aren't about to start now.

If these people want to play hardball, we'll meet them on the field. The field may be the courts, it may be the halls of Congress, it may be picket lines or stockholder meetings. But we'll be there just like we've always been.

We are gearing up our Grass-

(Continued on Page 25.)

Young Activists Meet With SIU, Learn How U.S. Fleet Can Be Helped

SHLSS was the stimulating setting for Frontlash's recent nationwide organizers' conference where strategy was mapped out for the political battles of 1984.

Sixty-seven state and local directors from 30 states attending the week-long conference participated in workshops on voter registration; time management; on the job canvassing; absentee ballots; leadership skills and direct action organizing.

Frontlash is a youth organization involved in many facets

of the labor movement and politics. SIU's Frank Drozak gave the keynote address where he reaffirmed SIU's support of Frontlash. "I believe in the youth of America and the strength of this country. We need Frontlash in schools dedicated to that cause. The day we have no more free trade unions is the day we have no more democracy. Unions are called exactly what they are—the people's product to improve society. You have this union's support and my support."



SIU President Frank Drozak explains how the U.S.-flag fleet can be helped and its importance to members of Frontlash. The group's executive director, Jessica Smith, looks on.



Frontlash Executive Director Jessica Smith addresses the members of the politically oriented group during a meeting at the Seafarers Harry Lundeborg School of Seamanship.



Frontlash members listen intently as SIU President Frank Drozak outlines the Union's political goals.



LOG

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Alaskan Oil Jobs Are Threatened Again

Drozak Warns CDS Payback Would Cost Jobs

On June 15, a congressional prohibition forbidding the Department of Transportation (DOT) from using any money to change current rules which restrict permanent entry of Construction Differential Subsidy (CDS)-built ships into the Alaskan oil trade runs out.

That's why the SIU is prodding Congress to move rapidly to pass a bill which would save thousands of jobs and defeat this short-sighted and simplistic administration action.

"Scores of tankers would be laid up, thousands of jobs would be lost, and our national security would be threatened," SIU President Frank Drozak told the House Merchant Marine subcommittee this month.

The bill, H.R. 5071, was introduced by Rep. Mario Biaggi (D-N.Y.), chairman of the subcommittee. It would set reasonable and specific ground rules to allow a CDS operator to pay back the subsidy and enter domestic or Jones Act trade which is reserved for non-subsidized ships.

Currently no regulations exist governing the permanent entry of CDS ships into domestic shipping. Marad may grant six-month waivers for CDS vessels. Last year after DOT proposed the sweeping changes which would virtually kick down the

door of the Alaskan oil trade, Congress barred DOT from using any of its appropriations to change the rules.

The DOT's proposal would simply allow the operators to pay back their CDS and they would have free rein to engage in Jones Act trade. Under Biaggi's bill, a hearing would be held to determine first that domestic service is inadequate, second that the CDS ship cannot find employment in the foreign trade for extended periods, and third that the entry of the ship would not harm the national security. The final step also requires the written concurrence of the Secretary of the Navy.

"No proposal we have seen in a long time has had the potential to cause more harm to the U.S. merchant marine," said Julian Singhman, president of the Maritime Institute of Research and Industrial Development.

"The massive job loss in the U.S. merchant marine alone justifies the rejection of the DOT proposal," said Robert Blackwell, representing Falcon Tanker Group.

Drozak and other speakers outlined several reasons why the DOT should not be allowed to go through with its proposal.

DOT does not have the authority;

✓ The proposal violates both the Merchant Marine Act of 1936 and the Jones Act;

✓ It threatens the Jones Act trade;

✓ As many as 55 ships could be forced into lay-up;

✓ 3,300 seamen could lose their jobs, plus thousands more on shore;

✓ The proposal would end the construction of unsubsidized tankers in U.S. yards;

✓ It could end U.S.-flag overseas tanker trade;

✓ The rule would eliminate the most militarily useful small tankers endangering national defense;

✓ The government could lose some \$780 million in loan guarantees on Alaskan trade tankers and another \$1.1 billion on tankers in other domestic trades.

Even DOT's Matthew V. Scocozza, assistant secretary for policy and national affairs, admitted that it was possible that all tankers with outstanding loan obligations could face forfeiture. He said currently the DOT knows of 13 large subsidized tankers which have shown an interest in entering the Alaskan trade if they were allowed to pay back their CDS.

"Our estimates show that if

just 15 CDS-built tankers enter the trade, about 2,400 seafaring jobs will be lost . . . [it also] would cause an immediate surplus of 1.7 million deadweight tons. Industry estimates show that about 40 vessels would be forced into lay-up, of which half would be newer, larger vessels," Drozak said.

About 25 of those tankers would be the type the military says its needs for its activities, small and clean fuel tankers.

When the June 15 deadline runs out, Scocozza said it could take anywhere from 30 to 90 days before DOT would be ready with a new rule. However, he also said it would be possible that "we may be here next year," fighting over the issue.

If Biaggi's bill boggs down and DOT issues a new ruling, industry sources said there is still a "window" of time before it would take effect, and court action challenging the rule would be a very real possibility.

"CDS repayment . . . would seriously impair our already depressed maritime and shipbuilding industries. If allowed, such a policy change would greatly weaken our vitally important tanker fleet. We can hardly afford to adopt such a policy at a time when our fleet is at the weakest point since World War II," Drozak warned.

Judge For Yourself

Calhoon Says CDS Payback Good Idea

Not everybody in the maritime Labor Movement agrees that the CDS payback proposal makes no sense for jobs, job security, or national defense. Some people have been able, after careful examination of the issue, to say that CDS payback would be best for the merchant marine. MEBA-I President Jesse M. Calhoon is one of those people. Judge for yourself.

In his prepared testimony, Calhoon arrived at exactly the opposite conclusions of the rest of maritime labor.

✓ "CDS payback will mean more competition. . . . All 100-130,000 dwt tankers must be fully employed before any VLCCs are allowed in the trade. VLCCs are able to carry oil at rates about half of those 100,000-ton tankers."

✓ "If we want to preserve the

ships in the small U.S.-flag international tanker fleet we do have, then to me it is plain common sense to let ships that can, enter the domestic trade."

✓ "CDS payback . . . could return hundreds of millions of dollars to the U.S. Treasury."

✓ "We owe more to the fine men and women of the U.S. merchant marine than to continue to allow them to be sent to sea on aging, unsafe rust-buckets."

✓ Much is made by CDS payback opponents of two letters sent in March 1983 to the Secretary of Transportation from the now former Deputy Secretary of Defense Paul Thayer and the now former assistant Secretary of the Navy George Sawyer. In these letters they expressed opposition to the CDS payback on national defense

grounds. I disagree."

Of course when one has weeks to prepare testimony, black can become white, left can become right. The real meat of the issue comes in the questions from committee members. Here are some of the questions and the answers of Calhoon and SIU's Frank Drozak.

Calhoon has made several references to "unsafe" American ships in the Alaskan oil trade. Biaggi said he believed safety has been improved.

"I don't think we've improved the standards of safety," Calhoon said.

"I don't know of one ship in the Alaskan oil trade that has been lost," Drozak responded.

Biaggi asked Calhoon if he was prepared to see the loss of 30 or 40 ships if just seven of the big VLCCs were allowed to

come into the trade.

"I would think that's about right," Calhoon said.

"I can't believe he would give up 30 or 40 ships for the six or eight that would replace them," Drozak said.

Drozak added that if the ships were allowed into the trade, many of the companies now building tankers would simply stop and no ships or jobs would become available.

Calhoon said most of the Alaskan ships were built in World War II or the 1950s.

"I suspect most of these ships were built in the 1960s because the 25 scrapped last year were built in the 1950s," Drozak said.

CDS may be good for some people, but not the people who are working today and the people who will work in shipyards to build new tankers.

America Needs Jobs—The Fight Begins



In Puerto Rico, Guillermo (Willie) Ortiz volunteers for the grassroots campaign as Julio Delgado (l.) and Frank Vega look on.

Like a freight train in the distance, it started with a low rumble that became louder as it picked up speed, and people along the way stood up and took notice. The SIU/MTD grassroots campaign for the 1984 elections started to build steam last month.

On April 14, thousands of SIU and SIU-affiliated members, their families and friends gathered at Union halls from New York to Seattle, from Algonac to New Orleans and dozens of places in between. Armed with posters, flyers and the spirit of the fight, SIU members and friends have greeted the presi-

dential and other candidates around the country with the question, "What are you going to do for the merchant marine?"

During the Maryland presidential primary, both Walter Mondale and Gary Hart were met by grassroots volunteers. In both Oregon and Washington, President Reagan was confronted by sign-carrying volunteers.

Of course each time the SIU shows up at a presidential or other rally, the public is aware because the media notices. The campaign has already received newspaper, television and radio coverage in many areas.

"We've got to let the American public know what's happening to the merchant marine. This isn't some narrow special interest. We're talking jobs for everybody and national security," SIU president Frank Drozak said.

"Numerically the Seafarers Union is small compared to such giants as the Teamsters Brotherhood. However the Maritime Trades Department claims its 43 affiliated unions have a total membership of 8 million. Mostly their leaders are pledged to the 'early endorsed' Walter Mondale. He'll be pressured too. The Seafarers want that shipbuilding program—and they don't want it in promises. On this watery front they are non-partisan," wrote syndicated labor columnist Victor Riesel in a recent column.

"This has been a great start for the grassroots; in less than a month we have seen the candidates, we've been in the press and on the television. People are starting to talk. America's merchant fleet is in danger of sinking and a lot of other industries could drown too. If we don't make some noise nobody will know where to throw the lifeline," Drozak said.

Well, we're starting to make some noise and if we make enough of it maybe we won't need that lifeline. Maybe some people will listen before it's too late.

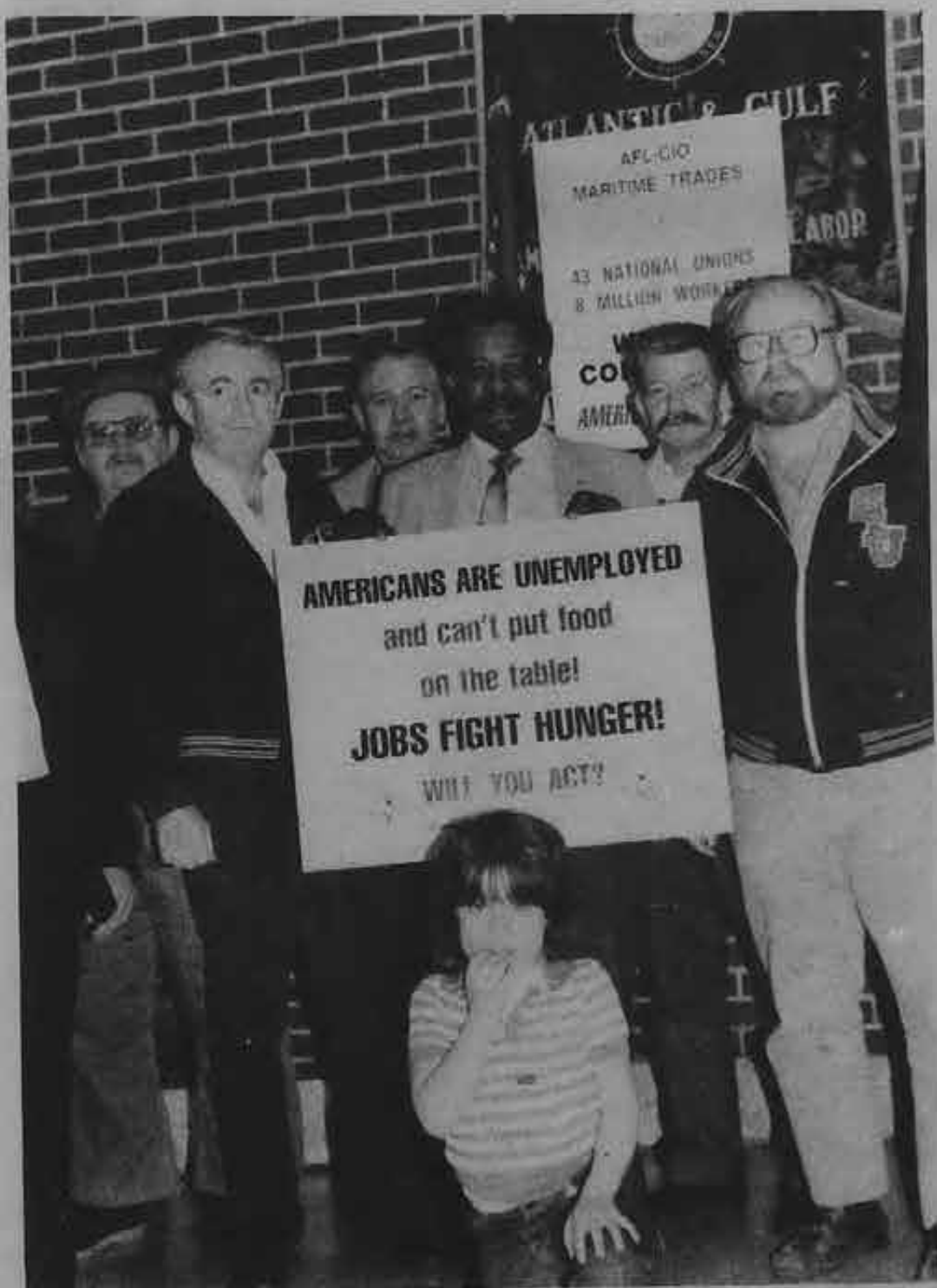


Hundreds of SIU members, their families and children turned out in Los Angeles.



Democratic Presidential hopeful Sen. Gary Hart (D-Colo.) was met by SIU members (l. to r.) Florian R. Clark, William Crawford and Frank Spaziani in Baltimore when he was questioned about what he would do to help the nation's merchant fleet.

Grassroots—1984



No one is too young to take part in the grassroots campaign. In Philadelphia, a young volunteer is flanked by (back row, l. to r.) James McHugh, George Barnes, Mike Foley, (front) Tom Doherty, William Holmes and Robert Ross.

"America's merchant fleet is in danger of sinking and a lot of industries could drown too. . . . If we don't make some noise, nobody will know where to throw the lifeline"



In Seattle, Harry Forte waits for President Reagan's motorcade to pass and a chance to get the message to the top.



A large turnout in Houston got the campaign rolling there.



SIU President Frank Drozak explains the Union's campaign to two reporters following a Hampton Roads, Va. Port Council Meeting.



The signs in New York tell part of the grassroots message to the hundreds who showed up on April 14. Jack Caffey (at microphone), SIU special assistant to the president, and (l. to r.) Augie Tellez, New York port agent, SIU Secretary/Treasurer Joe DiGiorgio and Jim Ward, New York field rep, explained the program to the crowd.

Grassroots—1984



These SIU members in Baltimore get ready to head a Walter Mondale campaign rally. They are (l. to r. back) William Lehew, Charles Zulauf, Sidney Gardener, Terry Betz, (front) Frank Spaziani, Mario Letman, Eric Albright and David Collison.

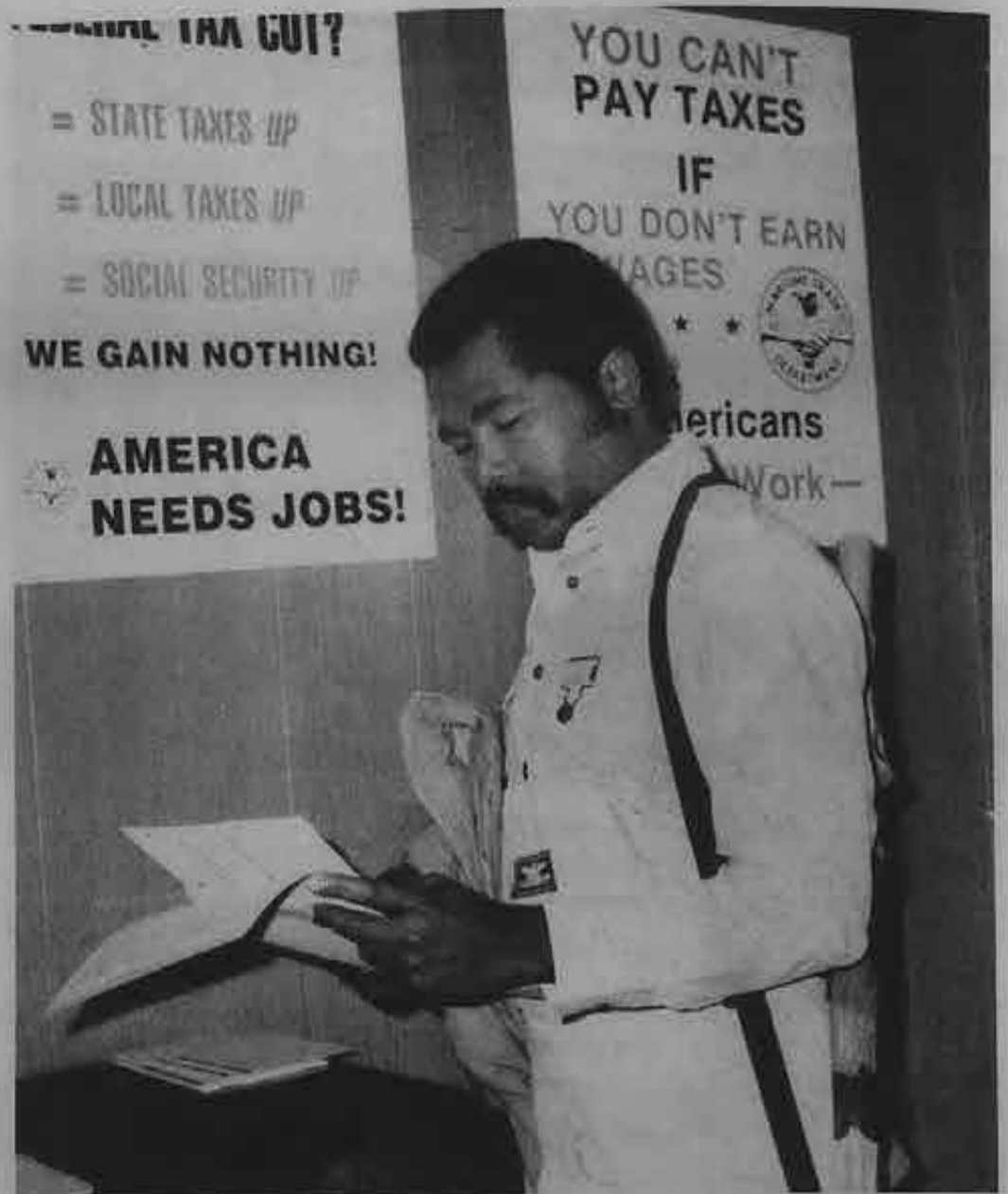


David Maxwell, Vern Poulsen, Dennis Brown and Field Rep Rich Berkowitz make sure President Reagan will get the message during his stop in Seattle.

"We've got to let the American Public know what's happening to the merchant marine. . . . We're talking jobs and national security"



Pensioners play a big role in the grassroots campaign. Here, several New York pensioners learn how they can help.



Valentin Lora studies some of the information on the grassroots campaign at the New York meeting.



In Norfolk, SIU volunteers jammed the April 14 kickoff.



At the Los Angeles Port Council meeting, SIU President Frank Drozak outlines the campaign as Ron Kennedy (l.) of the Los Angeles Building Trades Council and State Assemblyman Davi Elder listen.



Inland News

**Our Members
At Work**

Baltimore Scene of New Fight For Job Security

McAllister Sells Out, SIU Moves to Save Jobs

★ ★ ★ ★ ★ ★ ★

It Pays to Belong to the SIU



Houston Patrolman Don Anderson (l.) makes sure that Melvin Herman doesn't have to depend on the Post Office for his Welfare benefits check, following recent hospitalization.

Once again the SIU is locked in a fight to protect the job security of Union members who are being squeezed out of their jobs in the name of "economy." This time the Union is faced with the unfair union-busting actions of McAllister Brothers Towing in Baltimore. Like the anti-labor actions of Dixie and ACBL, this ship-docking company is destroying the job security of its employees.

In an attempt to get rid of its contract with the SIU, McAllister sold its four harbor tugs to Outreach Marine Co., which promptly laid off 23 SIU Boatmen.

"Outreach is nothing more than an alter-ego of McAllister, and this is a blatant attempt to get around the contract guarantees which protect the jobs

and job security of our people," SIU President Frank Drozak said.

The sale took place last month and it happened despite sincere SIU efforts to help out a company which claimed it faced financial hardships. The SIU members who worked for McAllister, some for more than 45 years, told the company they would take a 15 percent paycut if the company would pay it back with simple interest when it could afford it. McAllister

June 3-8 Inland Crews Conference

—See Page 9

turned thumbs down on the offer and demanded a 21 percent pay slash.

"I can't believe they would act like this. Here you have people who have worked for them for years, loyal employees who even agreed to help McAllister out of its tough times and then they go out and stab these working men and their families in the back. It's disgraceful," Drozak said.

He said that the SIU had begun to take legal steps in hopes of helping the SIU Boatmen retain their jobs.

"The SIU is taking every precaution to protect the rights and job security of our members at McAllister," Drozak said.

Since Outreach took over, it has been trying to get triple the work out of its employees for the same pay SIU members received. It has slightly increased wages but based them on a 24-hour day when Boatmen used to make the same money for an eight-hour day, according to fired chief engineer and SIU Shop Steward Joseph Zorback.

The Union has set up informational picket lines in Baltimore harbor. McAllister said it plans to continue its container barge feeder service in this port. It also operates a tug fleet in Norfolk, Va.

Three SONAT Crews Conferences Set for May 13, June 10, 24

Delegates from SONAT tug and barge fleets are scheduled to meet at three week-long Crews Conferences to make recommendations on upcoming contracts. The meetings will take place on May 13, June 10 and June 24 at the Seafarers Harry Lundeberg School of Seamanship (SHLSS) in Piney Point, Md.

On May 13, June 10 and June 24, three delegates (a licensed officer, a tankerman and AB or cook) from each Green Fleet (IOT) boat will attend the conferences along with delegates from each White Fleet (Mariner Towing) boat, and a delegate from each IBC and Harbor Fleet boat on June 24.

Commenting on these important conferences in his May report to the Union's membership meetings, SIU President Frank Drozak said, "We are getting ready to negotiate a series of contracts with the various tug and barge companies in this big energy conglomerate. These

contracts will be up for renewal beginning in August. We want our SONAT membership to get together so that we can talk about the problems we face and get their recommendations on how to deal with these problems. We will be holding these conferences at our training and upgrading center in Piney Point, and we will have representatives from both licensed and unlicensed crewmembers elected from all SONAT fleets. . . ."

On the first day (a Sunday) of the conferences, delegates and their wives will check in.

The next day, Conference Chairman John Fay will welcome the delegates. Later, President Drozak will comment on contract negotiations, changes in the industry and about the increased competition from other modes of transportation.

Then Fay and Jack Caffey, assistant to the Union president, (Continued on Page 8.)



After getting a new contract from National Marine Service last month, the crew of the towboat *National Energy* builds up a tow of barges for the trip up the Upper Mississippi River to St. Paul, Minn.

On the River with National Marine Boatmen



Here's part of the crew of the *National Energy* relaxing in the recreation room during a hailstorm. They are (l. to r.) Mate John Wiley, Deckhand Ken Larsen and Cook Buddy Malear.



At the rail of the towboat *National Glory* (National Marine) awaiting orders last month in St. Louis Harbor are (l. to r.) Deckhand David C. Smith, Lead Deckhand Randy "Red" Loyet, Cook Bob Charlet and Utilityman Leroy Laurent.



Cook Buddy Malear of the *M/V National Energy* (National Marine) is at the galley stove keeping the crew happy with excellent meals.



Skipper of the *National Energy* Capt. Lindy MacDonald is in the pilot house at the controls in Woodriver Harbor for the voyage up the Upper Mississippi.

SONAT Conferences

(Continued from Page 7.) will discuss the conference format and details of the workshops.

Following this, SHLSS Vice President Frank Mongelli and his staff will outline to the delegates the courses offered by the school for inland members.

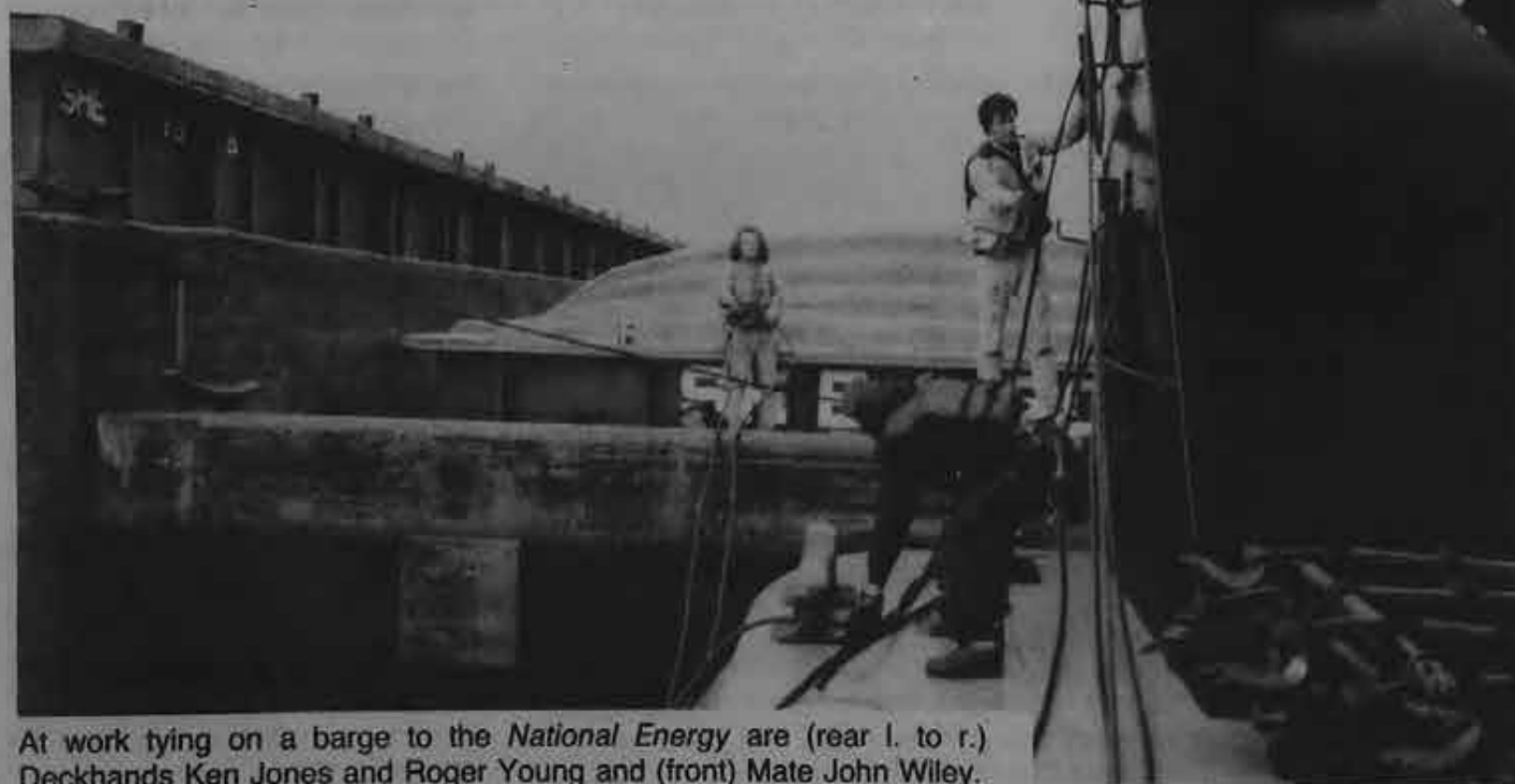
On the third day (Tuesday) of the conferences, SIU Pension and Welfare Plan Administrator Leo Bonser and Union Special Counsel Caroline Gentile will talk about the Plans.

Next, SIU Secretary-Treasurer Joe DiGiorgio will make his report. This will be followed by SHLSS Vocational Education Director John Mason, who will explain to the delegates how the Union's new computer system at headquarters will speed up the payment of claims.

The next day (Wednesday) there will be a review of the inland contract and a look at its future form in negotiations with suggestions for the workshop seminars. There will be a further look at the SIU Constitution and Union structure.

On Thursday, the delegates and their spouses will tour Union headquarters in Camp Springs, Md. where they will meet SIU Legislative Director Frank Pecquex and SIU Political Director Marianne Rogers to hear about their work for the Union.

Later on they will visit Washington, D.C.'s Transportation Institute, the AFL-CIO's Maritime Trades Department and Capitol Hill, and they'll meet a congressman who will detail the legislative process.



At work tying on a barge to the *National Energy* are (rear l. to r.) Deckhands Ken Jones and Roger Young and (front) Mate John Wiley.

INLAND LINES

Voting on at STC Little Curtis Co.

Also in the port of Norfolk last month, voting on a new contract for Boatmen at the STC Little Curtis Co. was going on.

New Contract at Great Lakes Towing

A new three-year contract was negotiated at the Great Lakes Towing Co. last month in the port of Algonac, Mich.

Dredging last month in Monroe, Mich. was the new dredge *Northerly Is.* (North American Trailing) before moving on to other jobs on the Lakes.

New Towing Tug for Crowley Marine

In the port of Wilmington, Calif., a new radar target-towing tug, the *Catania* (Channel Marine) was added to the Crowley Marine fleet. The tug, employed by the U.S. Navy, means five more jobs for SIU Boatmen.

In New Orleans, Crescent Towing Contract Inked

Last month in the port of New Orleans, a new contract at Crescent Towing was ratified and signed.

At Radcliff Materials, the vote was out to the rank-and-file on a new contract.

At Whitman Towing, a one-year extension on their present contract was granted.



Barge Capt. Lowell Jones (l.) and 2nd Tankerman Louis Smith (r.) are on the barge *Ocean 193* (Sonat Marine) recently at the GATX Dock in the port of Tampa.



AB Robert J. Hopkins (r.) with friend aboard the *M/V Freedom* (Sonat Marine) recently at the Gulf Drydock in the port of Tampa.

Inland Conference Looks to Future of Job Security

Delegates from more than 100 SIU inland companies will participate in a Crews Conference on June 3-8 at the SHLSS, Piney Point, Md. to find out "... where we are and where we are going" as far as the state of the inland industry is concerned.

The delegates, one or two from each company, licensed and unlicensed, will also come from the Great Lakes and the Mississippi River's *Delta Queen* and *Mississippi Queen*.

SIU President Frank Drozak summed up the purpose of the conference: "The inland towing industry is undergoing many changes. Conglomerates are moving in to take over companies we have worked with for many years. Competition from railroads is getting stiffer. The government is trying to put heavier tax burdens on our contracted companies. Some companies are asking for rollbacks; some operators are selling out.

"I think it's time that we get our tug and barge membership together to take a look at where we are and where we're going.

"We're going to have delegates from every one of our contracted tug and barge companies. We will have both unlicensed and licensed crewmembers from every one of our companies. We are going to talk about this industry, about the many problems we face, and what we are going to do together to protect the job security of all our members."

After the delegates and their wives check in to the conference on Sunday, June 3, the delegates will be welcomed to the meeting on Monday morning, June 4 by SIU Vice President Joe Sacco, who will be the conference chairman.

In the morning session, SIU official John Fay will explain the conference.

In the last part of the morning session, SHLSS Vice President Frank Mongelli and his staff will review the school's programs for the tug and barge industry. In the afternoon, delegates and their spouses will tour the school's educational facilities.

On Tuesday morning, June 5, New Orleans Port Agent Pat Pillsworth will talk on "Serving the Membership."

Next, New York Port Agent Augie Tellez will tell them about

the "SIU Constitution and Hiring Hall." Later, Philadelphia Port Agent Bob Stevens will explain to the delegates the "Union Structure." Then SIU Agent Jim Martin will tell them about "Communications and the LOG." This will be followed by the topic of "Handling Problems on Board Your Boat and Grievances and Beefs." Finally, there will be a showing of the movie, "Louisiana Crimp System."

In the afternoon session, Pat Pillsworth will chair the unlicensed workshops, SIU Vice President Mike Sacco will chair the licensed workshops.

The next day, Wednesday morning, June 6, the SIU Health and Pension Plans will be discussed by both Plans Administrator Leo Bonser and Plans Counsel Carolyn Gentile.

Afterwards, Union Secretary-Treasurer Joe DiGiorgio will give his report to the membership.

Later that morning, "Computers and How They Work for the Membership" will be explained by SHLSS Vocational Education Director John Mason.

The afternoon will be taken up with the workshop seminars and the wrap-up.

On Thursday morning, June 7, delegates will tour Union headquarters at Camp Springs, Md. Then comes lunch on Capitol Hill in Washington, D.C. and a talk by a congressman.

That afternoon, SIU Legislative Director Frank Pecqueux and Union Political Director Marianne Rogers will talk to the delegates about legislation and politics. They will then tour the capital area, visiting the White House and other national monuments.

The last day of the giant conference, Friday, June 8, delegates in the morning will hear from the Transportation Institute's Executive Director Peter Luciano and staff about "Issues Facing the (Inland) Industry" and about "Attitudes on the Union Movement and the Importance of Unions in the Tug Industry for the Future."

In the afternoon, delegates will attend the workshops and hear a conference wrap-up by SIU President Frank Drozak.

Brother Muscato Laid to Rest



It was a somber day in Jacksonville, Fla. following the funeral service for Seafarer Michael Muscato, who sailed with SONAT. Outside Christ the King Church with the casket are SIU pallbearers Walter Petty, Leon Jekot, Dan Campbell, James Dawson, Lisa Wright and Johannes Sorel. The family follows in the rear.

In Memoriam

Pensioner **Thomas J. Armbruster Sr.**, 81, succumbed to a heart attack in Philadelphia on March 5. Brother Armbruster joined the Union in the port of Philadelphia in 1961 sailing as a chief engineer for Taylor and Anderson in 1931. He was a former member of Local 1800. Boatman Armbruster was born in Philadelphia and was a resident there. Burial was in the Lakeview Cemetery, Cinnaminson, N.J. Surviving are two sons, Thomas, Jr. of Meadowbrook, Pa. and John.

beaux, La. and was a resident of Amite, La. Surviving are a brother, Nolan of New Orleans and a niece, Martha Branch.



Pensioner **Lawrence Edward Hobbs**, 70, passed away on March 30. Brother Hobbs joined the Union in the port of Houston in 1957 sailing as a mate for the G & H Towing Co. for 31 years. He was born in Houston and was a resident of Baytown, Texas. Surviving is his widow, Martha.

Pensioner **James Clifton Boudreaux**, 55, died on Jan. 8. Brother Boudreaux joined the Union in the port of New Orleans in 1957 sailing as a deckhand for Red Circle Towing from 1965 to 1967, Crescent Towing in 1968 and for the Gulf Canal Lines. He was born in Thi-



Pensioner **Skinner Waff**, 83, passed away in the Chowan Hospital, Edenton, N.C. on Dec. 3, 1983. Brother Waff joined the Union in the port

Pensioners



Brother Daigle was born in Texas and is a resident of Port Arthur.

Dennis Joseph Daigle, 67, joined the Union in the port of Port Arthur, Texas in 1965 sailing as a captain for Sabine Towing from 1964 to 1984.



Brother Ragan was born in Adell, Ga. and is a resident of Chickasaw, Ala.

Quiller Daniel Ragan, 63, joined the Union in the port of Mobile working as a barge repairer for Radcliff Materials from 1968 to 1984. Brother



Brother Mamo was a former member of the Masters, Mates and Pilots Union (MM&PU). He is a veteran of the U.S. Navy before World War II. Boatman Mamo was born in Philadelphia and is a resident of Newtown Sq., Pa.

Jerome Augustus Mamo Sr., 65, joined the Union in the port of Philadelphia in 1961 sailing as a captain for the Curtis Bay Towing Co. in 1956.



Brother Wallen was born in Penns Grove, N.J. and is a resident of Gibbstown, N.J.

William Raymond Wallen, 65, joined the Union in the port of Philadelphia in 1966 sailing as an oiler for the Curtis Bay Towing Co. from 1967 to



Brother Ford was born in Alma, Okla. and is a resident of Breckenridge, Texas.

Ernest Troy Ford, 62, joined the Union in the port of Houston in 1974 sailing deep sea. He also sailed inland for the Moran Towing Co. as a tankerman and AB from 1941 to 1983.



Brother Wilkins is a veteran of the U.S. Navy in World War II serving as a chief watertender aboard the *USS Trippe*. He was awarded the Victory Medal, the American Defense Theater rib-

Carl Ellis Wilkins, 62, joined the Union in the port of Norfolk in 1960 sailing as a captain for Gulf Atlantic Towing for 1951 to 1964 and for IOT and

bon with two bronze stars and with the Fleet Service Clasp, the European Theater of Operations (ETO) ribbon with three bronze stars and the Asiatic-Pacific Theater ribbon. Boatman Wilkins was born in Ransomville, N.C. and is a resident of Belhaven, N.C.



Brother Parker was born in Baldwin, Ala. and is a resident of Perdido, Ala.

Robert Eugene Parker, 65, joined the Union in the port of Mobile in 1965 sailing as a ship operator for Radcliff Materials from 1964 to 1980.



In the messhall of the *M/V Freedom* are (r. to l.) Mate Oscar Cutworth, Cook William Justi and AB Robert J. Hopkins.

Senator Ernest (Fritz) Hollings

SENATOR Ernest (Fritz) Hollings (D-S.C.) understands that "America's fourth arm of defense" must be rebuilt if it is to continue to defend America in the present and future as it has so diligently in the past.

To achieve this end, the senator has steadfastly supported every measure brought before the Senate on the U.S. maritime industry. He has worked to secure the ODS and CDS programs in order to maintain the U.S. fleet's presence and competitiveness on the world's oceans.

The senator realizes the United States must be energy self-sufficient and strongly advocates the ban on the export of Alaskan North Slope crude oil. In addition, he feels that filling the Strategic Petroleum Reserve at a maximum fill rate is another area that the United States must pursue for oil independence.

Hollings is concerned that American flags fly from many American ships as they sail into the ports of the world. He is unwavering in his support of P.L.-480 cargo programs for U.S.-flag ships.

As a champion of the underdog and the disadvantaged, Fritz Hollings has achieved much in his senatorial career to ease the burden of those not able to help themselves.

He awakened the conscience of the nation by conducting tours of the rural South in the late 1960s. He chronicled his findings by authoring the book "The Case Against Hunger." These efforts spearheaded the drive to provide proper nutrition for poor pregnant women and infants and low-cost preventive health care to the poor through community health centers.

Elected to the United States Senate in 1966, Hollings represents the state of South Carolina. He is the ranking Democrat on the Senate Commerce Committee, a member of the Senate Budget Committee and a member of the Senate Appropriations Committee. He serves as a member of several Senate task



Sen. Fritz Hollings

forces among them, the Democratic Policy Committee, National Ocean Policy Study Group and serves his Senate colleagues as an Assistant Majority Whip.

Senator Hollings, as his own biography states, "... is not afraid to stir controversy but always striving to make things work, has made a career of taking risks and breaking molds." Recently, when asked about the economy, he said, "I would move to make our economy competitive. We live in a dynamic, very competitive, international economy. Everybody is participating from up in the grandstand, caterwauling about non-applicable terms for free-trade, free-trade protectionists, not realizing that the only way is to enter the freeze. Like Roosevelt, to keep the banks open, he closed the doors. In order to remove a barrier, we'll have to raise one and then remove them both. The playing field is on a tilt, and you need your government to level up the playing field. And that's not a bunch of new laws. If you enforce your countervailing duties to trigger price mechanisms, your antidumping provisions, and everything else of that kind, you can level up the field—and understand, it's government-to-government enterprise."

"Never, in these United States, has the brain of man conceived, or the hand of man fashioned, so perfect a thing as the clipper ship... The FLYING CLOUD was our Rheims, the SOVEREIGN OF THE SEAS our Parthenon, the LIGHTNING our Amiens; but they were monuments carved from snow. For a brief moment of time they flashed their spender around the world, then disappeared with a sudden completeness of the wild pigeon."

Samuel Eliot Morison,
(Maritime History of Massachusetts)

Congressman James Oberstar

A MEMBER of the United States House of Representatives since his election in 1974, Congressman James Oberstar (D-Minn.) has diligently worked to rebuild America's merchant fleet and revitalize our declining maritime industry. His unwavering support of Great Lakes shipping is signified by his chairmanship of the Conference of Great Lakes Congressmen since 1975.

One of Congressman Oberstar's greatest achievements was the forgiveness of the Seaway Construction Debt. Year after year, Oberstar has introduced legislation absolving the debt, and he saw the fruition of his efforts with enactment of this legislation into law last year.

Oberstar was the driving force behind the demonstration program extending the winter navigation season on the Lakes. He has been a tireless crusader for Great Lakes' share of the P.L.-480 cargoes. And on the House floor, he has demonstrated a consistent record of support on critical maritime issues—recognizing that maritime bills are JOBS bills.

The congressman sits on key House committees whose jurisdictions directly affect the maritime and allied industries. Oberstar is a member of the House Merchant Marine and Fisheries Committee, and the House Public Works and Transportation Committee. On the Public Works Committee he is subcommittee chairman of its Economic Development Subcommittee. He is also a member of several House task forces, among them, Northeast-Midwest Congressional Coalition where he is co-chairman; Congressional Steel Caucus, Executive Board; Democratic Congressional Campaign Committee; and



Rep. James Oberstar

Democratic Study Group where he serves as vice chairman.

Elected to the House in 1974, Rep. Oberstar represents the Eighth Congressional District of Minnesota. This year, Oberstar has tossed his hat into the ring and is campaigning for the U.S. Senate from Minnesota. We need senators in the U.S. Senate like Jim Oberstar who recognize the essential economic benefits to the nation with a dramatic maritime policy.

At a recent conference at the Council of Lake Erie Ports, Oberstar said, "The United States has been jolted by oil embargoes, grain embargoes, dairy embargoes, worldwide recession, massive intrusion by foreign government-owned and subsidized maritime competition, and still the national consciousness has neither been alarmed into decisive action nor translated its concern into effective votes in Congress for legislation to bolster our merchant marine.

"We need a responsible, national self-interest approach to the rebuilding of our merchant fleet, a policy that recognizes that shipbuilding is a jobs program, an industrial development program and a national security program."

SIU has enthusiastically endorsed Congressman James Oberstar to the United States Senate.

Area Vice Presidents' Report

Gulf Coast, by V.P. Joe Sacco



OUR FIGHT to win the Dixie Carriers strike continues full force. This is a union-busting company and we intend to prove that point in court.

A \$21 million lawsuit brought by the Union against the company will be heard in the 165th State District Court in Harris, Texas. Right now, depositions are being taken from Dixie company officials.

Some very important decisions will be made in a case against Dixie before the National Labor Relations Board in New Orleans. Furthermore, there is the strong possibility that the Union will bring other charges against the company in the near future.

Our picketing, of course, continues where Dixie equipment docks are, and we are also pursuing our campaign to let the public know about Dixie's anti-labor practices.

On another note, I am very much looking forward to what I'm sure will turn out to be an historic conference for our inland members. For the first time, a general conference for SIU inland Boatmen from around the country will take place beginning on June 3 at the Seafarers Harry Lundeberg School of Seamanship in Piney Point, Md. Running through June 8, the conference will include both licensed and unlicensed inland Boatmen.

I'm happy to announce that a new three-year contract has been ratified at Crescent Towing by a vote of 131 to 3. Also, members are in the process of voting for a new contract at Radcliff Materials.

In Jacksonville, there has been a significant increase in shipping with the re-crewing of four ships. They are the *Cheyenne* and *Comanche* (both American Bulk Carriers); the *Overseas Harriette* (Maritime Overseas) and the *Ogden Yukon* (Ogden Marine).

In Houston, over 100 active Seafarers and retirees participated in a rally on May 4 demanding more jobs.

Also in that port, we crewed the *Achilles* (Newport Tankers) which was going to Portland, Ore. to pick up grain for Bangladesh and Pakistan.

East Coast, by V.P. Leon Hall



AT THE END of this month, the SIUNA will hold its triennial convention at the Seafarers Harry Lundeberg School of Seamanship in Piney Point, Md.

Just prior to the convention, an important Fish and Cannery Conference will be held at the school to deal with the many problems facing this segment of our workers.

Out of the port of Gloucester, Mass., Mike Orlando, who represents our fishermen, will be discussing the difficulties facing fishermen in the Northeast. Among other things, he'll talk about the unfair competition from imported Canadian fish, the need for tariffs, and the problems with insurance for fishing boats.

In other news concerning our East Coast fishermen, there may be a strike in Gloucester by our members who work the pogie boats. The menhaden pogie season, which usually runs through September, will be starting soon. The money our members would be earning would be so low that it would be impossible for them to make a living. If there's a strike, the three boats involved will be the *Rockaway*, the *Ida and Joseph* and the *Italian Gold*. I'll keep you informed on further developments.

As the LOG goes to press, I'm attending the first of several Crews Conferences for SIU Boatmen at SONAT, whose headquarters are in Philadelphia. I'll give you more details on this conference in my next column.

In Baltimore, Port Agent Al Raymond reports that he filled 28 jobs aboard the SIU-contracted *Long Lines* (Transoceanic Cable) which is on her way to the Azores for a repair job.

From the port of Norfolk comes word from SIU Rep Mike Paladino that the contract for SIU Boatmen at Sheridan has been ratified. Also in that port, there was a payoff onboard the SIU's newly-contracted ship, the *SS Keystone State* (Interocean Management).

Great Lakes & Western Rivers, by V.P. Mike Sacco



A NEW three-year contract has been ratified by our members at Great Lakes Towing Co. Meanwhile, contract negotiations are continuing with the Dredge Owners Association which represents a majority of the dredging companies on the Lakes.

Fitout of our deep draft SIU-contracted ships on the Lakes is almost complete. American Steamship is running 13 vessels and soon expects to fit out another one, the *Adam E. Cornelius*. A

15th American Steamship vessel may also be fitted out.

Kinsmen is running two ships and should be fitting out two more shortly.

Huron Cement is running three ships but this is on a day-to-day basis since there are shoreside problems.

Pringle has fitted out two vessels and Erie Sand and Gravel has most of their equipment running.

The 1,000-foot long ITB *Presque Isle* (Litton Industries) is also running. She primarily sails between two harbors, Minneapolis, Minn. and Gary, Ind. carrying ore pellets.

One of our inland companies on the Lakes, Luedtke Engineering, is beginning a job in Lansing, Iowa as well as a harbor-deepening project in Ludington, Mich.

That company is also continuing hydraulic work in Sandusky, Ohio.

In St. Louis, the good weather and a surge in the grain trade has helped inland shipping pick up.

Also in St. Louis, we helped Local 682 of the Teamsters during their recent successful strike. At nine different locations in the city where the strikers (mainly cement workers) were picketing, we gave out coffee and donuts.

West Coast, by V.P. George McCartney



SHIPPING in the port of San Francisco has been given a big boost recently by the crewing of two ships and the imminent crewing of a third.

The vessels we crewed were the tankers *Manhattan* (Hudson Waterways) and *Falcon Countess* (Titan Navigation). The crew of the *Falcon Countess* was flown to Singapore. Soon we will be flying out another full crew to her sister ship in the Far East, the *Falcon Lady*.

However, up in the Northwest at Swan Island in Portland, Ore., two more SIU-contracted tankers have joined the other seven that are already laid up there. They are the *Bay Ridge* (Bay Tankers) and the *Golden Endeavor* (Apex). Meanwhile, in Beaver, Wash., two SIU-contracted Matson ships, on which we represent steward department members, have been in lay-up for nearly two years. They are the *Maunawili* and the *Maunalei*.

In other news from the Seattle area, 125 of our Seafarers along with other union members, took part in an anti-Reagan rally outside a log-loading facility in Tacoma.

Another demonstration in which the SIU took part was held down in the Wilmington, Calif. area. But this demonstration took place to support the Hotel and Restaurant Employees union which is on strike against a number of hotels and casinos in Las Vegas, Nev. The demonstration was held in downtown Los Angeles in front of the corporate headquarters of the Hilton Hotels. Also in Wilmington, our Seafarers are helping to elect Alexander Pope to a county supervisor's seat. The election comes up in June.

Here in San Francisco, a spectacular fire destroyed Pier 32. This pier had been the home for SIU-contracted Delta Lines. But luckily for the company, it had moved about seven weeks ago to Pier 96.

Finally, I and Seattle Port Agent George Vukmir want to extend our condolences to the family of Ed Kala. For over four years, Brother Kala had been the janitor at the Seattle hall. The former MC&S laundryman died of a massive heart attack.

Seafarers

HARRY LUNDEBERG SCHOOL OF SEAMANSHIP



Piney Point Maryland

Hands-On Experience in Crane Operation Taught at SHLSS

There's a lot of interest in cranes and crane handling these days; the Navy uses them for underway replenishment, the Merchant Marine uses them for cargo handling, and the Seafarers Harry Lundeberg School of Seamanship uses them for training.

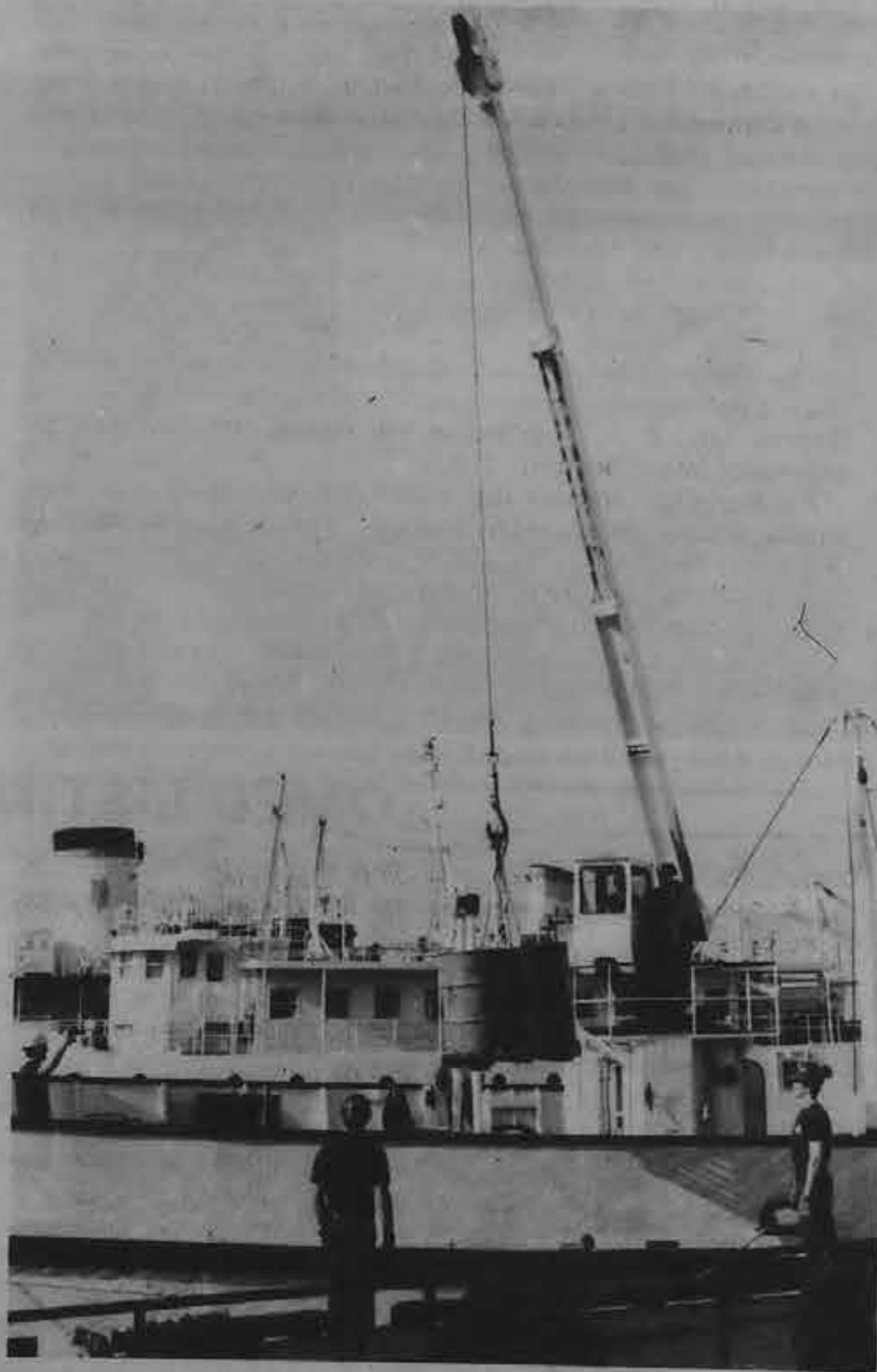
Students in the Advanced Oceans course, A.B. Upgrading classes, and the Bosun Recertification Program learn a wide variety of crane-handling skills. One skill

that each course stresses is safety. Hand signals, working cargo and crane rigging are all important, but safety is the primary concern of the instructors and students at SHLSS.

Crane operations play a vital role in Underway Replenishment, an area that is likely to become more important to the men and women of the SIU, and the Lundeberg School is training seafarers to meet the needs of a rapidly-changing industry.



The careful rigging and unrigging of cargo is practical at SHLSS.



Using the proper hand signal is important to the safety of the crew and the cargo.

GET YOUR FUTURE MOVING

Take the Diesel-Regular Course Offered at SHLSS

Familiarizing students with both high and low-speed diesel engine operations is the goal of the five week Diesel-Regular course at SHLSS. Upon completion of the course, the student will be able to completely overhaul a diesel engine and its auxiliary equipment.

The course has both classroom and shop training and covers both types of diesel engines as well as their construction and principles of

operation. The operation and maintenance of diesel plant auxiliary systems is also taught.

In addition, the student receives training in the various systems of diesel engines: fuel, air, lubrication and exhaust. The use of gauges, meters and test instruments is covered too.

This course is open to Seafarers who hold a QMED endorsement or have six months of service in the engine room onboard a tugboat.



Herman Neeley pulls the reconnection gear off a Cummins engine.



Michael (I.) and Mike Marth measure the cylinder lines.

QMED LISTING CHANGES

We have had a good response to the QMED listing that was published in the August 1983 issue of the LOG and have received several corrections to that list.

If you are a QMED please check the August list to verify our records of the courses you have taken. If you find any information to be incorrect send it, with the appropriate paperwork, to the Seafarers Harry Lundeborg School of Seamanship.

Following is a list of corrections which have been made to the QMED list.

NAME	DATE QMED	ASST. ENG.	WELDING	MAR. ELECT. MAINT.	MARINE ELECT.	PUMP/PMAN	REFRIG.	DIESEL	AUTO-MATION
Ackley, George	02/82			05/83	06/83		11/83	04/82	
Adamaitis, Anthony	12/80			08/81			11/81	10/81	
Anderson, Raymond	08/75		12/83	06/82			11/83	03/82	
Ballesteros, Cosme	08/82							07/77	
Beaman, Daniel	06/81					05/82	05/82		
Bell, Archibald	01/76								
Burns, Michael	10/83	10/83						02/81	
Byerley, Steven	04/82								12/83
Carr, John	04/79	05/82		02/80					
Chappel, Earl	09/74	10/83	08/74	05/78					
Cipullo, Eugene	12/83	12/83							
Clark, Terrill	04/76					12/83		12/83	
Clock, Raymond	04/82		12/83						11/83
Conway, Thomas	09/77	11/83							
Crane, Raymond	05/76	12/83							
Darney, George	12/81		12/82					10/82	11/82
Diaz, Robert	11/78	01/82							
Duncan, Charles	10/75		11/82	06/82			11/83	10/83	04/82

NAME	DATE QMED	ASST. ENG.	WELDING	MAR. ELECT. MAINT.	MARINE ELECT.	PUMP/PMAN	REFRIG.	DIESEL	AUTO-MATION
Edge, Richard	12/83		12/83						11/83
Fedesovich, John	04/75		05/82	10/81	10/81			04/82	05/82
Garcia, Alberto	07/80							02/78	12/83
Gary, Thomas	04/79							10/82	11/82
Gizzo, William	04/81	11/83	10/82			12/82	12/82	11/81	04/81
Grendahl, Ruoben	06/82								12/83
Hemby, Clarence	03/74								
Hines, Donald	12/73		06/83						
Katt, William	12/80		12/81			11/81			
Kennedy, Charles	10/83	10/83							
Langford, Clarence	12/76			12/82	02/83	11/81		10/81	
Linton, John	10/83	10/83				11/83		10/83	
Liweg, Exequiel	03/73		12/81	10/83		11/81			11/83
Maga, Thomas	02/73		04/82			11/83		05/82	05/82
McCauley, Roy	09/74		09/74	10/77	10/81	09/78		10/81	11/83
McGee, Joseph	04/83		12/83						11/83
Mitchell, Clay	12/81	11/83							
Moche, Jr. Spero	12/80	12/83	06/77			12/82		10/82	01/82
Murray, Brenda	05/83		06/83			11/83		10/83	
O'Toole, Michael	04/75								
Panko, Daril	12/82		12/83						11/83
Perdon, Sebastian	03/81			10/83					
Phillips, Donald	07/81					11/83			12/83
Raba, John	12/82		03/81			11/83		04/81	12/83
Reyes Jr. Frederick	12/78	12/83		04/81	04/82				
Russell, Paul	08/79	02/83	05/79			04/81		01/81	
Scrivens, Robert	04/82								12/83
Shaw, Lloyd	03/76					02/77			
Skubna, Jimmy	08/82		11/80						11/83
Slusser, William	02/77					02/77			
Stein, Warren	12/76	11/81	11/80						
Tremper, Michael	05/74		12/83						11/83
Varela, James	07/81		10/82	10/83				11/82	11/83
Zeller, Russell	07/75	07/83							

SHLSS COURSE GRADUATES



Refrigeration
Front row l. to r.: Ken Browning, Albert A. Brown, Steve Bigelow. Second row l. to r.: Imro Solomons, Gene Speckman, Mike Marth, George Darney, Raymond S. Brownlee, Ed Bloomfield, Eric Malzkuhn (Instructor), Randy L. Frazier.



Marine Electronics
Front row l. to r.: Danny Johnson, W.A. Smith, Victor DeGroot. Second row l. to r.: Carl Castagna, Charles Smith, Spurgeon Simpson Jr., Rene R. Rosario.



Able Seamen
Front row l. to r.: Tommy Benton, Ross Lightfoot, Victor Kelsey, Marvin Henry, Gary Cardillo. Second row l. to r.: Abs Easter (Instructor), Tom "Whitey" Wiehi, Philip Parial, Paul Corolan, Paul Lewis, James Wetz. Third row l. to r.: Dan Bullark, Pete Platania, David Farrell.

Apply Now for an SHLSS Upgrading Course



Seafarers Harry Lundeberg School of Seamanship Upgrading Application



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

Address _____ (Street)

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

Deep Sea Member Inland Waters Member Lakes Member Pacific

Social Security # _____ Book # _____ Seniority _____

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

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

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

Trainee Program: From _____ to _____
(dates attended)

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

Course(s) Taken _____

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

Date Available for Training _____

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

DECK

- Tankerman
- AB Unlimited
- AB Limited
- AB Special
- Quartermaster
- 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

ENGINE

- FOWT
- QMED—Any Rating
- Marine Electronics
- Marine Electrical Maintenance
- Pumproom Maintenance & Operation
- Automation
- Maintenance of Shipboard Refrigeration Systems
- Diesel Engines
- Assistant Engineer (Uninspected Motor Vessel)
- Chief Engineer (Uninspected Motor Vessel)
- Third Asst. Engineer (Motor Inspected)

ALL DEPARTMENTS

- Welding
- Lifeboatman

ADULT EDUCATION DEPARTMENT

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

STEWARD

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

COLLEGE PROGRAM

- Nautical Science Certificate Program
- Scholarship/Work Program

No transportation will be paid unless you present original receipts after course completion.

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 Lundeberg Upgrading Center, Piney Point, MD. 20674





Upgrading Course Schedule

June Through August 1984

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



Following are the updated course schedules for June through August 1984 at the Seafarers Harry Lundberg School of Seamanship.

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

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

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

Class schedules may be changed to reflect membership demands.

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

The following classes will be held through August 1984 as listed below:

Engine Upgrading Courses

Course	Check-In Date	Completion Date
Refrigeration Systems, Maintenance & Operations	June 17	August 3
Fireman/Watertender & Oiler	August 12	September 27
QMED	August 5	October 26
Marine Electronics	July 8	August 17
Welding	July 8	August 10
Tankerman	June 17	June 28
Third Assistant Engineer	June 10	August 17
Diesel - Regular	August 5	September 7

Deck Upgrading Courses

Course	Check-In Date	Completion Date
Lifeboatman	June 3	June 29
Celestial Navigation/ Towboat Operator	June 24	July 27
Celestial Navigation/ Third Mate	July 15	August 17
Quartermaster	June 24 August 26	August 10 October 12
Towboat Operator- Licence Preparation/ Upgrade	June 24	August 31

Recertification Programs

Course	Check-In Date	Completion Date
Bosun Recertification	August 26	October 8
Steward Recertification	October 21	December 3

Adult Education Courses

Course	Check-In/Completion Date	Length of Course
Developmental Studies	June 18 July 9 August 27	June 22 July 13 August 31
(GED) High School Equivalency Program		Open-ended
(ESL) English as a Second Language		Open-ended
(ABE) Adult Basic Education		Open-ended

Steward Upgrading Courses

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

**The Future Is Now
Are You Ready for It?
Take the SHLSS GED Program**



The Adult Education Department at the Seafarers Harry Lundberg School of Seamanship offers a high school equivalency program. Over 1700 seafarers have already received their GED diplomas at SHLSS. No matter when you left school or what your age, this program can help you. The classes are small and designed to meet your specific needs and interests while receiving the basic skills necessary to pass the exam.

With the everchanging needs of the maritime industry, Education is your key to the future. Take your first step by enrolling in the GED program. Contact SHLSS Adult Education Department or fill out the *Upgrading application* in this issue of the *Log*

Crews Conference



**Alfred Tousignant—
Baltimore**

SIU delegates were so busy during the 1984 Crews Conference and produced so many recommendations that last month's LOG just didn't have the room to use very many pictures.

So here are a few more of the delegates and their wives as they helped shape the future of the SIU during their two-week stay at Piney Point.



Verna and Gerald Payne—Brooklyn



**Scott Getman
Brooklyn**



**Charles Herrera—
New Orleans**



Inez and Ed Tinsley—Seattle



Vern Poulson—Seattle



Duke Duet—St. Louis



Richard Thoe—Mobile



**Frank Conway—
New Orleans**



Revisions to the SIU Stewards Guide were adopted at the conference following recommendations of a special subcommittee which included (l. to r.) Robert Campbell, Jimmy Golder and Robert Outlaw.

St. Clair's Ice Floes Finally Thaw, Flow Away



When an SIU-contracted auto ferry could no longer get through a massive sheet of ice on the St. Clair River, marooned Hansens Island residents received transport assistance from the U.S. Coast Guard cutter *Bristol Bay* that took residents to the mainland to work until the ice cleared.



Three SIU members standing in front of the Algonac hall survey damage to a dock sustained by an ice floe on the St. Clair River. They are (l. to r.) Loyde Rockwell, AB; Lynn Miner, AB; and Biagio Russo, porter.

Late season snowfall and a shift in westerly winds to the northeast insulated and moved a 40-mile sheet of ice into the narrow St. Clair River from Lake Huron, halting vessels from leaving ports and stranding 100 others in what is believed to be the worst winter thaw on the Great Lakes.

The ice jam that impeded navigation on the St. Clair for 15 days in mid-April brought maritime trade in the nation's heartland to a virtual stop, backing up traffic at either end of the river that is a vital link in a channel connecting lakes Huron, Erie, Superior and Michigan. On the St. Lawrence Seaway, Canadian silo-to-ship grain transfers were also affected by April's erratic nature.

Delays on the river cost vessel operators \$20,000 to \$25,000 for each day a ship was unable to fulfill scheduled cargo delivery, a total projected loss of \$22.5 million according to the Lake Carriers Association.

During the last weekend in April, the spring temperatures climbed and gusty winds buffeted the Lakes region. The ice, turned "the consistency of a slurpee," was densely packed to 15-foot depths and broke loose from the bottleneck's most northerly banks of the St. Clair River.

American and Canadian Coast Guard cutters which had been called to the river to escort convoys of lakers and ocean-going vessels waiting their turn to pass through the jam during daylight hours were able to chisel through the ice on April 30. Traffic resumed.

"It's finished. We have opened the river to unlimited navigation," a U.S. Coast Guard representative announced from Cleveland.

Navigation on the Great Lakes had begun two weeks early, in mid-March, to accommodate a need for iron ore at steel mills in the region.

Most of the ships were destined to the upper Lakes, having deposited cargoes at lower Lake ports. Several vessels were coal carriers. But "as many as 87 of the freighters that transport iron ore for the steel mills of the lower Middle West and carry Great Plains grain to world markets were idled, and lines of

anchored ships stretched down the Detroit River and into Lake Erie," according to a *New York Times* report.

The ice acted like a vacuum, adhering to hulls and ships' screws. Ships with and without Coast Guard escort became trapped, many for days as the ice quickly filled in behind the cutters' lead path.

SIU ships awaiting passage through the jam included among their number seven American Steamship Co. vessels and ships operated by Pringle Transit Co., Huron Cement Co. and Kingsman Station Co., according to SIU Algonac Patrolman Joe Sigler.

An SIU manned auto ferry which provides daily shuttle service to the several hundred residents of Hansens Island to the mainland near Algonac's SIU hall was having difficulty making the river crossing. Coast Guard cutters made the run for 10 days.

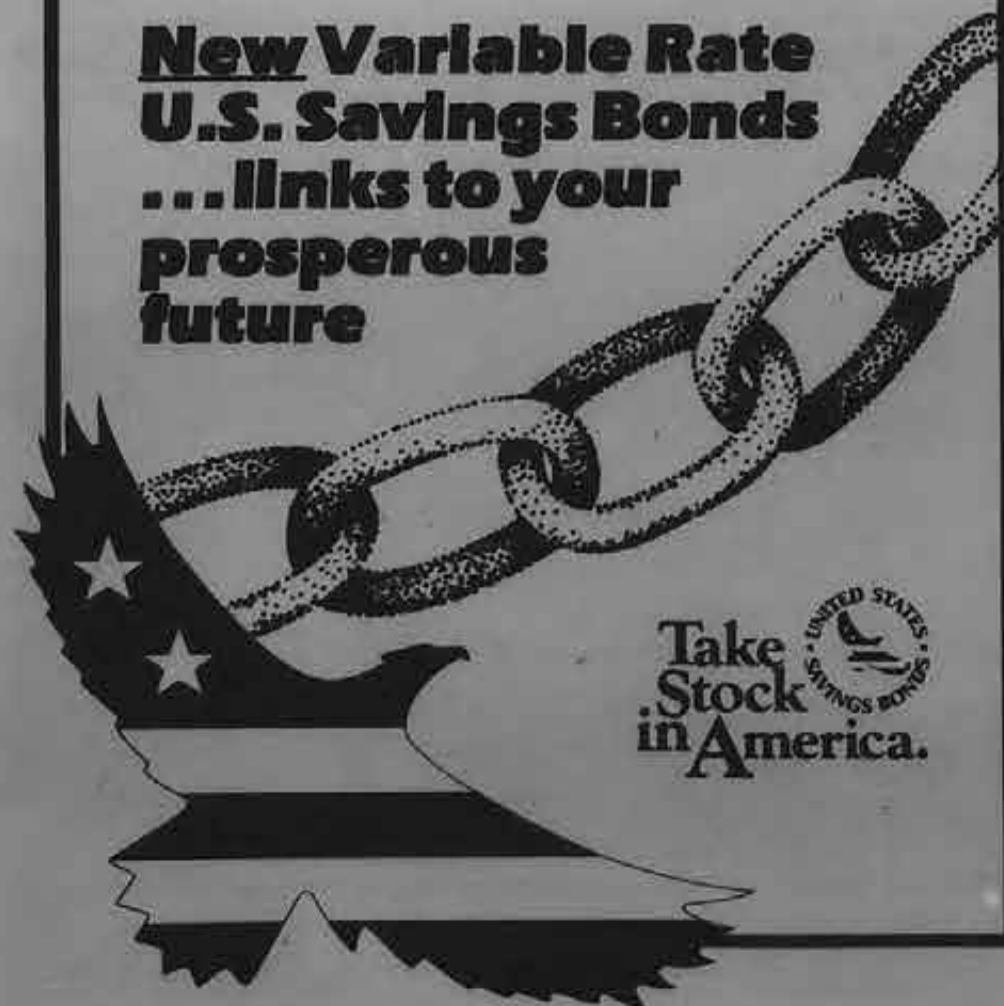
Ironically, a quarter of a century ago to the day, April 25, the parade on the Lakes was quite another occasion. There were crowds and confetti as elegant liners anchored alongside St. Lawrence Seaway ports for the first time. The occasion was the birth of ocean shipping on the Great Lakes with the ceremonious opening of the St. Lawrence Seaway, "the Fourth Seacoast" as it was called.

The Great Lakes has never been able to overcome a shortened shipping season due to the weather. During the '70s and '80s, recession years, Great Lakes shipping declined until in recent years there has been a slight increase in trade. The Seaway handles about one-half its shipping capacity.

Industry forecasters on April 25 were wondering how the thaw would affect things. Even then they said they do not expect the April weather will have a bearing on the total year-end volumes and the recent steady increase.

By May 1, icy April was gone. "The sheet of ice is moving," Joe Sigler confirmed. "There are 18 miles of ice left to go from the river into Lake St. Clair, and when the river moves it usually mean summer is here."

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Seafarers to the Rescue

SIU's Independence Saves Man From One-way Voyage

Mickey Weems just intended to do a bit of paddling off the island of Maui, Hawaii on Jan. 27. The wind and the currents, however, had set him on his way to a solo voyage across the Pacific Ocean.

But in the dark, with winds of about 20 to 30 knots and 8-foot seas, the crew of the SIU-contracted *S.S. Independence* (American-Hawaii Cruises) spotted the stranded Weems clinging to his small craft (a cross between a kayak and a surfboard) and rescued the 26-year-old Maui resident.

Because it was impossible to maneuver the large ship close enough to bring him aboard a side port, Seafarers manned the motor-launch to retrieve Weems and bring him aboard. While the launch was being lowered, other crewmembers tossed life rings into the water and manned a spotlight to keep Weems in sight during the operation.

Earlier in the day, Weems set off from Maui to the island of Lanai, about 10 miles. "I started back about 3:30 p.m. The current helped me but the wind and the waves were in the wrong direction," he said.

With the wind picking up, it knocked his small craft over and the currents began carrying him past the islands and out to sea. The *Independence* had been anchored off Lanai.

"Just before dark, it [the ship] began to grow larger. I thought I was hallucinating. Then I realized it was coming toward me. I don't know how it happened but it passed about 25 yards from me. I was yelling at the top of my voice," Weems said.

After he was pulled from the water, cold and tired but not injured, he was the special guest at a party that night. Later the SIU crew took up a collection to raise money for his airfare back to Maui and he was taken to Honolulu the next day to catch his plane . . . a much less eventful trip.



Fireman Leslie Lorber helps Weems after his rescue.

The SIU crew and officers who manned the rescue boat which plucked Mickey Weems from the sea include Douglas Stahl, carpenter; OS Donald Malozi; Bosun Mate Rudy Santos; Capt. Lawrence Kelley; First Officer Mark Zarynoff; AB Chris Curcio; OS Mike Presser; OS Mark Pearson and AB Gary Snodgrass.



OS Mike Presser and Joiner Bill Anderson help Mickey Weems onboard the *Independence* after his rescue.



SIU crewmembers raise the rescue launch aboard the *Independence*.



SIU crewmembers Mark Pearson, Chris Curcio, Mike Presser, Jim Palumberi (boat engineer), Gary Snodgrass and Bill Anderson raise the rescue boat back aboard.

LOG Photo Contest Winners Chosen



Honorable Mention: "Breakwater Construction" was taken at the Luedtke Engineering Co. in Lake City, Minn. by Norman P. Guild of Goetzville, Mich.



First Place, Color: Taken aboard the *Sea-Land Charleston* by B. Isenstadt, AB, from Glendale, N.Y.



First Place, Black/White: "Dad Going Back to Sea" is the title of this photo by Marvin Mason (St. Petersburg Beach, Fla.) of his son, Matthew.



Honorable Mention: These beautiful cloud formations were taken by Michael Bentley of Brooklyn, N.Y.

Last June, when the LOG photo contest was first announced, we weren't quite sure of the response we would receive. We got off to a slow start, and in December the entry deadline was extended a few more months.

The wait was well worth it. We had a difficult time selecting from among the many excellent photos we received.

But in the end, we made our choices. One first place winner was selected in the category of black/white photos and one for color photos, with the others receiving honorable mention awards.

We believe the winning photos on these two pages give a real feeling for the life of a Seafarer—the majesty and

peace of the open ocean, the power of an ocean storm, the loneliness of the seafaring life, the welcome signs of home.

Our first place winners will receive an SIU cap and jacket; the honorable mentions will receive an SIU cap. We thank all of you who participated in this contest. And remember—the LOG always welcomes pictures from you.



Honorable Mention: Here's a shot from the wing of the *El Paso Arzew*, taken during a storm in the North Atlantic by J. David Sternrich of Allentown, Pa.



Honorable Mention: "1st of Chicago" was snapped by Norman P. Guild of Goetzville, Mich.



Honorable Mention: Rudi Rabe from Trenton, Mich. sent us this photo of a Crowley barge outbound from Texas City.

The SIU in Washington

Seafarers International Union of North America, AFL-CIO

May 1984

Legislative, Administrative and Regulatory Happenings

WASHINGTON REPORT

President Reagan dominated the news recently with his trip to China. Nothing much was settled, but he looked good and probably helped his chances for re-election. His smiling, friendly manner seems to reassure people. Unfortunately, there is a gap between the picture that he paints of the world and what is actually happening.

So far at least, the Democrats are giving him a free ride. There is a great deal to question in his performance so far, both domestically and as leader of the free world.

People have been talking about the Olympics—why did the Soviets do it?—the \$22 million lotto, and the seemingly inexplicable collapse of the New York Yankees, who are mired in the cellar of the Eastern Division of the American League. Yet the biggest story right now is the departure of Martin Feldstein from the government.

Why Feldstein? Because Feldstein, who was President Reagan's chief economic advisor, was the one figure in the Reagan administration willing to tell the truth about the mounting budget deficits. This has not endeared him to the other officials in the Reagan administration, who are more concerned about getting re-elected than with confronting what is fast becoming the most important issue of the past 20 years.

The economic recovery that President Reagan likes to talk about is built on sand. The budget deficits, which are expected to top a trillion dollars over the next four years, are being ignored. Yet they will almost certainly drive interest rates past the point where they were a year ago, when the country was in the worst recession since the Great Depression.

As it now stands, the bottom will probably fall out of the American economy sometime after the November election. We can expect another round of high interest rates, increased inflation and rampant unemployment. And the pity is that there is still time to do something about the problem, but nobody seems to care.

GRASSROOTS

On April 14, several thousand people poured into SIU halls across the country to listen to officials talk about the grass-roots program: the issues that prompted the SIU to launch the program and the things that each person can do to make sure that it is a success.

The April 14 meeting was not a one-shot deal. It was just the beginning of a long-term program that will last until the November election and hopefully beyond.

Shortly after the April 14 meeting, President Drozak conducted a tour of 21 cities where he talked to politicians, labor officials and community leaders about the

problems facing the American-flag merchant marine. The tour ended in New York, where President Drozak's message was warmly received.

The highlight of the New York meeting came when Drozak opened the discussion up to the audience. Dozens of leading citizens pledged to help the American-flag merchant marine. Carol Berman, a salty assemblywoman who has maintained close ties with the Labor Movement, was so impressed by the presentation that she promised "to get my ass back to Albany to spread the word. There's a lot that can be done on a local level, and I intend to do it."

COMMERCE STATISTICS

The economy is not the only thing being ignored in Washington. The ability of this country to defend its overseas interests is also being ignored.

Statistics released by the Commerce Department show that the American maritime industry has reached its lowest point since the start of World War II. There are now fewer than 560 vessels in the American registry, a drop of some 1500 since the Korean War.

The ability of a country to transport troops and cargo overseas in the event of an international crisis is tied directly to the health of its merchant fleet. While potential hot-spots have multiplied over the past few years, the ability of this country to bring troops and cargo to these hot-spots has diminished.

Ironically, the same administration that has allowed this country's sealift capability to dwindle to the point of no return is the same administration that has increased spending for the Defense Department by tens of billions of dollars. Taken separately or as a whole, it is hard to find the logic in many of the administration's actions.

To give just one example: the Reagan Administration has fought tooth and nail to protect funding for the MX system. It fought just as hard to eliminate funding for the Construction Differential Subsidy program. The MX system, which costs \$2 billion, will be obsolete before it is ever built. The Construction Differential Subsidy, a relative bargain at \$100 million, helped this country maintain a minimum shipbuilding base.

GREAT LAKES

Efforts to achieve year-round shipping on the Great Lakes received a serious setback when the House Committee on Merchant Marine and Fisheries removed a winter navigation provision from a \$13 billion water rights bill.

The proposal, which would have authorized \$600 million for new equipment and construction to keep the locks ice-free and to extend the shipping season, would have helped to revive the moribund

mid-west economy, which has not fully recovered from the last recession.

INSIDERS REPORT

The House Merchant Marine Subcommittee held meetings on H.R. 3289, a bill that seeks to establish a blue-ribbon commission to study the defense aspects of the American-flag merchant marine.

The highlight of the meeting came when Capt. Vladil Lysenko, who served with the Soviet merchant marine for 30 years before defecting to the West in 1975, carefully outlined the close relationship between the Soviet-flag merchant marine and the defense forces.

Particularly effective were the captain's observations of his own training.

"I know," he said, "the role which passenger vessels would play as hospital ships and freighters would assume as base or mother ships for the submarines of the Soviet navy. We were trained in chemical and radiological warfare procedures as well. And then there are the intelligence missions that the merchant and fishing fleets do."

ALASKAN OIL

One of the few bright spots for the American-flag merchant marine came earlier this year when both the House and the Senate extended the ban on the export of Alaskan oil. The move probably saved thousands of jobs for American seaman at a time when they could ill-afford to lose them.

In order for the bill to be passed into law, Senate and House conferees must work out a compromise version of the Export Administration Act, which contained the ban. While a final version of the compromise bill has not been reached, Senate and House conferees have accepted a House-passed provision extending the export ban at least until 1987.

That date, however, is subject to change once the conferees agree to an expiration date for the entire new law.

READ AMERICAN

The Senate Commerce, Science and Transportation Committee last month approved a measure requiring that certain U.S. overseas mail be carried on U.S.-flag merchant vessels.

The bill, S. 188, which was sponsored by Sen. Daniel K. Inouye (D-Hawaii), would give American vessels preference to haul mail at rates lawful under the 1984 Shipping Act or at fair and reasonable rates to the government.

If two or more American-flag operators seek to carry mail on the same route, competitive bidding would be required.

No companion bill has been introduced in the House, and no floor action has yet been scheduled in the Senate.

SIU's Jade Phoenix Leaves Old Tonnage Record in the (Grain) Dust



The *Jade Phoenix* (Titan Navigation), shown here offloading wheat at Shafaga, Egypt last year, just broke her own record for the largest grain shipment ever carried on a U.S.-flag ship. The *Jade Phoenix* left Seattle Wash. with a load of 112,500 tons of wheat for Egypt last month. That massive load of grain broke the old record of 110,000 tons the *Jade*

Phoenix set last year. But maybe even more important than the size of the shipment was the cost, which has dropped some 43 percent because of the ship's large capacity and efficiency. The U.S. government, which footed the bill under the PL 480 program, saved \$4.3 million on this shipment alone, proving that if given the chance, Americans sail ships that can compete with the rest of the world.

Maritime Defense Study Moves in House Action

Despite administration opposition, the House Merchant Marine subcommittee marked up and passed along to the full committee a proposal to establish an expert, blue-ribbon panel to study the decline of the merchant marine and its role in the nation's defense, and how to solve these problems.

If adopted and signed into law, the panel would consist of seven members from shipbuilding and shipping labor and industry groups, plus a member from each house of Congress. In earlier hearings, SIU Presi-

dent Frank Drozak suggested the commission be expanded from the original five members.

A deadline for the commission's report also was included, with the preliminary report due June 15, 1985 and the final report Sept. 30, 1985.

The Reagan administration said during hearings that there was no need for such a study group because the problems of the fleet and its defense capabilities were already part of the departments of Defense and Transportation.

"They've had three years to

figure out what to do, how to make sure that the U.S. fleet can meet its defense demands, and what have they have done? The number of ships continues to shrink and the Army admits there is not enough capacity to meet its needs in an emergency. So maybe somebody else ought to handle the problem and come up with some answers," Drozak said.

The main areas of the commission's concern would include the full spectrum of the national security role of the merchant marine, including

sealift capability and maintenance of a strong shipbuilding and repair base.

"The commission should recommend well-crafted solutions. Its findings and recommendations should be publicized widely. The lack of public understanding about maritime and its vital role in national security is one of the reasons this essential industry has been all but ignored. We believe that public awareness of present conditions will result in broad support for proposals to solve maritime problems," Drozak said.

Freak Wave Damages SIU Fishing Vessel On Georges Bank

GLOUCESTER, MASS. . . . An SIU-contracted fishing boat suffered \$40,000 in damages recently when a freak wave hit the vessel 120 miles from shore.

The 96-foot trawler, *Global*

Enterprise, had been out fishing five days on Georges Bank when at 9:30 p.m. on March 20 a huge wall of water shattered two of the four windows in the front of the pilot house.

There was more than a foot of water in the pilot house.

The captain, Cecilio Cecilio, said he let the *Global Enterprise* "go fair wind to get away from the seas." Plywood was put

over the shattered windows.

One of the boat's radios still worked and a vessel out of New Bedford was beside the *Global Enterprise* in 25 minutes and escorted her to Gloucester.

Cancer: Prevention Best Cure, Here's How

Before today, you may not have thought of cancer and good news together. Now, though, the news about cancer is getting better—the best news is about cancer prevention.

In the past few years, scientists have identified many causes of cancer. Today it is known that about 80 percent of cancer cases are tied to the way people live their lives. For example, the foods they eat, the work they do, and whether they smoke all affect their likelihood of getting cancer.

Once you know some of the factors that increase the possibility that you might get cancer, you can take some control over them. Some are hard to control—like your work environment; but others are easy—like eating good foods. This column tells you some things you can do every day to help protect yourself from cancer.

Help Yourself

Answer the following questions to identify your own personal risks of developing cancer. If you answer yes to any of these questions, there is something you can do to protect yourself. Check the chart in this column.

- Do you smoke?
cigarettes yes no
pipes yes no
cigars yes no
- Do you use smokeless tobacco products?
chewing tobacco yes no
snuff yes no

- Do you often work or play in the sun?
 yes no
- Are you taking estrogens?
 yes no
- Do you work with or near industrial cancer-causing agents, such as asbestos, nickel, uranium, chromates, petroleum, vinyl chloride?
 yes no
- Do you have X-rays taken frequently?
 yes no
- Do you eat foods that are high in fats?
fried foods yes no
whole milk/cheeses yes no
fatty meats yes no
potato chips yes no
- Do you have more than two drinks of an alcoholic beverage per day?
 yes no

You can control many of the factors that cause cancer. This means that you can help protect yourself from the possibility of getting cancer. You can decide how you're going to live your life—which habits you will keep and which ones you will change.

The habits that help protect you from cancer are many of the same ones that help keep you feeling healthy and fit.

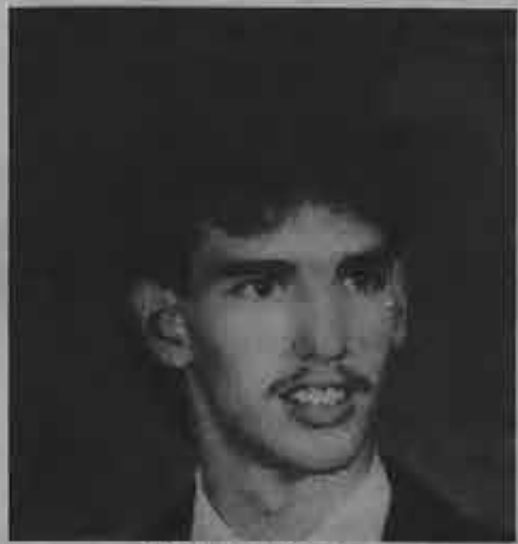
Facts On Cancer Risk Factors

Known Risk Factor	The Risk	Action
Alcohol	Heavy drinking, especially with smoking; increased risk of mouth, throat, liver and esophagus cancer.	If you drink alcohol, do so only in moderation. (One or two drinks per day is considered moderate.)
Cigarettes, Cigars, Pipes	Increased risk of lung cancer. For cigarette smokers, 10 times that of nonsmokers.	Don't smoke. Low-tar, low-nicotine cigarettes do not eliminate risk of getting cancer.
Chewing Tobacco, Snuff	Increased risk of mouth cancer.	Don't use smokeless tobacco products.
Estrogens (for menopause)	Long-term, high-dose use; increased risk of cancer of the uterus.	Take estrogens only as long as necessary.
Occupation	Exposure to one or a combination of certain known cancer-causing industrial agents (nickel, chromate, uranium, asbestos, petroleum, vinyl chloride) in many cases with smoking; increased risk of several cancers.	Know and follow health and safety rules of your workplace. If provided, wear protective clothing; use safety equipment (masks, respirators, etc.). Don't smoke.
X-rays	Overexposure (for example, a large number of X-rays over a long period of time); increased risk of many types of cancers.	Avoid X-rays that aren't medically needed. Be sure X-ray shields are used to protect other parts of your body when possible.
Sunlight	Long exposure and no sunscreen protection; increased risk of skin cancer.	Don't stay in the sun for more than brief periods of time without protection (hats, long sleeves, long pants, sunscreen lotions).



NO ONE LIKES TO WORK WITH A JUNKIE ! YOU'RE A PROFESSIONAL SEAMAN RULE NARCOTICS OUT!

SIU Scholarships Open College Doors for Eight



Kerry Kenny

The Seafarers' Charlie Logan Scholarship Program has awarded eight "winners" a combined total of \$70,000 in scholarship grants, enabling these young people to see their dreams become reality.

Seafarer Stephan McGurgan, 27, of Providence, R.I., is the winner of the \$10,000 four-year Seaman award. Brother McGurgan sails as an AB and was graduated from SHLSS in 1977. During his teen years, McGurgan held a variety of odd jobs working his way through high school. Stephan's goal is to earn a Master's degree in Fine Arts from the Rhode Island School of Design where he is currently completing his second sophomore semester.

His alternate, Seafarer Alan Black, 29, of Charles City, Va., is a 1979 SHLSS graduate and sails as a QMED. He has at-



Michael Uniacke

tended Virginia Commonwealth University and Virginia Polytechnic Institute. His goal is to specialize in both international and admiralty law.

Special Seaman Award winner Russell Williams, 27, of Seattle, Wash., has his third mate's license and hails from a seafaring family. Williams' father sailed during World War II and his uncle is presently an active seafarer. Williams plans to study for a degree in English composition and become fluent in the Spanish language at the University of Washington where he is currently enrolled.

Winner of the two-year award, Seaman Joseph Frassetta Jr., 29, of Springfield, Penn., has sailed with SIU for six years where he achieved his A-seniority rating. Brother Frassetta is now attending Penn State University where he is majoring in forestry and wildlife. Upon graduation, Frassetta plans on joining the Peace Corps, "where I will help others to help themselves."

Also a winner of the two-year award, Brother Michael Uniacke, 24, of Mandham, N.J., sailed as an AB and was graduated from SHLSS in 1977. With the Charlie Logan Scholarship, Uniacke will continue his studies at Seminar College at the New School of Social Research. "My plan," said Uniacke, "is to hone the skills that will make me more effective as an educator and administrator."

Their alternate is Seafarer Mark Clark, 26, of Eatontown, N.J., who attained his A-seniority in 1980 at SHLSS. Brother Clark has applied to Rutgers University where his major field of study will be business management.

Dependent winner Conrad Chavez, 18, of Seattle, Wash.,

is the son of deep-sea Seafarer Vincent Chavez who sails on the *Sea-Land Liberator*. Conrad has had a prestigious high school career and hopes to pursue a career in architecture and urban planning. Now in his sophomore year, Conrad will continue to study toward his goal at Seattle University.

Dependent winner George Curry, 17, of Philadelphia, Penn., is the stepson of Seafarer Joseph Catherman. Brother Catherman is a deckhand employed by McAllister Brothers Towing Company. An honor



George Curry

student at West Catholic High School, George has applied to Drexel University where he will study mechanical engineering.

Dependent winner Kerry Kenny, 17, of Hephzibah, Ga., is the son of Chief Steward Carroll Kenny who has sailed with SIU since 1944. Kerry was not only the student council president of Hephzibah High School but the treasurer of its Latin and science clubs as well. Kenny has applied to the University of Georgia where he will start in its pre-medical program.

Dependent winner Lisa Wolf, 17, of Elmhurst, N.Y., is the daughter of AB Seafarer Ronald Wolf. Active in all aspects of high school life with her participation in St. Vincent Ferrer High School's Glee Club, Guitar



Lisa Wolf

Club and Library Club, Lisa was also the homeroom representative for the Student Council. Lisa has been a "candy striper" at St. John's Hospital in Queens and at Manhattan's Eye, Ear, Throat Hospital. She is now a volunteer at the East Eye Clinic. Lisa hopes to acquire a Bachelor of Science degree in nursing from Hunter College.

Dependent alternate Philip Ho, 18, of San Francisco, Calif., is the son of retired Chief Steward Jung Kong Ho. Philip is a senior at Sacred Heart High School where he competes in intramural sports. Applying to the University of California at Berkley, Ho will pursue a career in computer science.

We congratulate all these "winners," and SIU Lundeberg stetsons from around the country and the world are thrown in the air to toast these scholarship winners' continued success.



Mark Clark

Seafarers Poetry

Dead Ahead!

by Todd Johnson

(written to encourage today's many bright men and women who plan on making the sea their life to take advantage of the upgrading opportunities available at Piney Point)

With a brain out of gear, work clothes on,
A case of beer that won't suffice,
You sail the seven seas, for this is the life
Of a working man's paradise.

"Put down that gangway! Heave up those lines!"
You've heard those words before.
But you're the fool, not me, my friend,
For the School awaits to offer you so much more.

So study hard, keep your head on straight
(That piece of paper plays a wonderful tune).
And don't look back, as you enter the door
That reads atop—"Saloon."

An attempt to make a real quick buck
Got your picture all across the town.
A little bit, not even alright,
But a kilo?? You can't flush down.

Beached for good, no road to follow,
You search for a trusting friend.
And with it you find the bottle
(Along with broken dreams that won't mend).

A better road to follow is to shoot for the stars,
For your mind is worth more than priceless jade.
So, get off your butt, get in your time,
And strive for better pay—
UPGRADE!!

(Continued from Page 2.)
roots campaign to bring the message of our members and our industry to the people and to the candidates in their own backyards.

We are going to fight to protect the job security of our membership wherever and whenever we must.

Aboard the Transcolumbia



The *Transcolumbia* (Hudson Waterways) was in Long Beach, Calif. recently, where photographer Dennis Lundy caught these crewmembers at work in the galley. They are (l. to r.): Lawrence Banks, steward/baker; Walter Orzechawski, 3rd cook; and John Foster, a saloon mess.

Personals

Relatives of Clayton Englund

Will the relatives of the late Clayton Englund please get in touch with Kody Smith, Rte 7, Box 362, Bay Saint Louis, Miss. 39520 or call (601) 467-2538.

George Marton

It is very important that you immediately contact Claude J. Nonnette re. a death in the family. Call (206) 322-4675.

Vincent Raul Rodriguez

Please contact your daughter Cynthia Marie Rodriguez at 1020 Eaver #223, Palmdale, Calif. 93550, or telephone (805) 273-5080.

Directory of Ports

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(314) 752-6500

WILMINGTON, Calif.

408 Avalon Blvd. 90744
(213) 549-4000

Dispatchers Report for Deep Sea

April 1-30, 1984

Port	*TOTAL REGISTERED			TOTAL SHIPPED			Trip Reliefs	**REGISTERED ON BEACH		
	Class A	All Groups Class B	Class C	Class A	All Groups Class B	Class C		Class A	All Groups Class B	Class C
DECK DEPARTMENT										
Gloucester	3	2	0	0	0	0	0	6	5	1
New York	72	17	0	57	16	0	0	145	52	0
Philadelphia	11	7	0	0	2	0	0	10	6	0
Baltimore	10	4	1	14	16	0	0	13	6	1
Norfolk	12	9	0	10	4	0	0	30	27	0
Mobile	9	1	0	18	11	0	0	28	7	0
New Orleans	43	6	0	19	2	0	2	117	23	1
Jacksonville	44	16	5	22	11	0	0	72	25	9
San Francisco	25	10	0	20	2	0	4	73	35	2
Wilmington	18	16	0	9	6	0	0	53	39	0
Seattle	31	11	0	28	14	0	0	59	36	1
Puerto Rico	5	5	0	16	10	0	1	10	7	0
Honolulu	7	15	1	2	15	2	0	7	30	1
Houston	36	8	0	24	5	0	0	107	34	1
Piney Point	0	0	0	0	4	0	0	0	0	0
Totals	326	127	7	239	118	2	7	730	332	17
ENGINE DEPARTMENT										
Gloucester	1	1	0	0	0	0	0	2	5	0
New York	56	12	0	26	9	0	1	127	26	0
Philadelphia	5	5	0	1	0	0	0	5	4	0
Baltimore	5	1	1	3	0	0	0	15	5	1
Norfolk	6	5	0	2	2	0	0	24	14	0
Mobile	9	5	0	10	2	0	0	17	8	0
New Orleans	34	9	0	28	0	0	8	82	25	1
Jacksonville	30	14	3	21	6	0	0	35	13	2
San Francisco	15	7	1	12	1	0	2	57	25	4
Wilmington	20	7	0	7	7	0	0	39	20	1
Seattle	27	12	0	22	15	0	2	45	32	2
Puerto Rico	2	4	0	9	4	0	5	10	8	0
Honolulu	1	8	5	1	34	36	2	3	13	13
Houston	35	8	0	12	2	0	0	72	22	0
Piney Point	0	0	0	0	4	0	0	0	0	0
Totals	246	98	10	154	88	36	20	633	220	24
STEWARD DEPARTMENT										
Gloucester	1	2	0	0	0	0	0	3	3	0
New York	33	8	0	32	14	0	0	58	34	0
Philadelphia	3	1	0	2	1	0	0	3	1	0
Baltimore	7	2	0	7	6	0	0	9	2	0
Norfolk	4	0	0	1	5	0	0	16	4	0
Mobile	4	1	0	5	5	0	0	13	2	0
New Orleans	20	3	0	21	5	0	4	46	7	0
Jacksonville	13	5	0	13	6	0	0	16	7	2
San Francisco	19	27	1	14	26	0	4	47	64	3
Wilmington	4	7	0	4	7	0	0	12	14	0
Seattle	18	7	1	15	11	0	0	26	15	2
Puerto Rico	5	0	0	5	4	0	0	8	2	0
Honolulu	3	26	22	0	47	63	12	7	38	58
Houston	18	2	0	4	1	0	0	53	5	1
Piney Point	0	0	0	0	8	0	0	0	0	0
Totals	152	91	24	123	146	63	20	317	198	66
ENTRY DEPARTMENT										
Gloucester	2	4	0	0	0	0	0	2	8	0
New York	19	88	4	0	0	0	0	44	224	10
Philadelphia	5	10	0	0	0	0	0	5	9	0
Baltimore	4	12	0	0	0	0	0	10	30	0
Norfolk	1	26	0	0	0	0	0	10	66	0
Mobile	2	9	0	0	0	0	0	5	16	0
New Orleans	24	24	1	0	0	0	0	48	82	3
Jacksonville	14	23	2	0	0	0	0	20	54	2
San Francisco	11	80	7	0	0	0	0	28	182	25
Wilmington	1	22	0	0	0	0	0	13	72	4
Seattle	7	27	2	0	0	0	0	18	55	3
Puerto Rico	3	9	1	0	0	0	0	6	27	4
Honolulu	2	93	112	0	0	0	0	8	131	165
Houston	15	25	0	0	0	0	0	30	77	3
Piney Point	0	16	0	0	0	0	0	0	0	0
Totals	110	468	129	0	0	0	0	247	1,033	219
Totals All Departments	834	784	178	516	350	101	47	1,827	1,783	326

**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 April was down slightly from the month of March. A total of 1,014 jobs were shipped on SIU-contracted deep sea vessels. Of the 1,014 jobs shipped, 516 jobs or about 51 percent were taken by "A" seniority members. The rest were filled by "B" and "C" seniority people. Since the trip relief program began on April 1, 1982, a total of 579 relief jobs have been shipped.

Support SPAD

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 & Abarbanel
358 Fifth Avenue
New York, New York 10001
Tele. # (212) 279-9200

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.

Barker, Boudreaux, Lamy,
Gardner & Foley
1400 Richards Building
837 Gravier Street
New Orleans, La. 70112
Tele. # (504) 586-9395

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
100 West Harrison Plaza
Seattle, Wash. 98119
Tele. # (206) 285-3610

TAMPA, FLA.

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

'Angels' crew cargo craft

The following article is reprinted with permission from the Pacific editor of *Stars and Stripes*.

Pusan (USN)—Meet "Frankie's Angels"—three women in a thin crew on a massive merchant ship, supervised by a gruff grandfather who admits to being a male chauvinist but gamely nods to changing times.

Women aboard one of the civilian cargo ships delivering goods needed for exercise Team Spirit '84? In former years, Frank DiCarlo might have shrugged



DiCarlo and his 'Angels' (left to right), Byers, Price and Plyler. (USN, Bud Sharkey)



that off as something out of never-was fantasy or a long-running television series.

But here he is, chief steward aboard the *American Eagle*, watching more than 30 years of men-only tradition vanish as he bosses a chief cook and two utility stewards—all women.

He's been at sea for longer than three decades, broken only by two years as an Army mess sergeant in Korea, frankly owning up to a distaste for women at sea.

Still . . .

"I've got no complaints about the work they do."

Chief Cook Debbie Byers didn't come aboard as a fumbling, wide-eyed novice. She's been sailing for five years, trained at a union school. In 1982, while sailing for South America, Debbie met an engineman named Frank Byers. They married, and after long effort got the same ship—sharing a cabin on the *American Eagle*.

"There haven't been any problems," she says. "The crew is nice."

Steward Cheryl Plyler has two years of college and wants to be a chief steward.

"When I started, I gave myself five years. Now I've changed that to eight."

She's made 30 port calls in the Far East and likes the life and the money.

"You can make of it what you want. You can take the money and blow it all when you get into port, or you can invest it."

A frugal sort, Cheryl invests. Janet Price tells of a hard life as a sailor, sitting six weeks in a union hall waiting for a ship, "Everyday just sitting, waiting." When a Mideast shuttle came up, everyone else gave it a miss. She signed on—and was later grateful to get the *American Eagle*, guaranteed employment that might not be around if she signs off.

"I might not get another ship for a long time," she says. "I've seen it happen before."

Most of the *Eagle* crew has been aboard since August and

none are in any hurry to move elsewhere.

Byers, Plyler and Price are keeping a firm hand on the helm of employment. Everybody on the *Eagle*—except maybe DiCarlo—calls them "Frankie's Angels."

A man with a reputation for good food and ribald humor, he's taken a que-sera attitude about the distaff side at sea.

"We were in Pusan for one night, and I took them all out to dinner," DiCarlo says. "And I paid the check."

Personals

Dalton William Stanley

If anyone knows the whereabouts of the above, please contact his daughter, Brenda Stanley, at 62, Ipsden Bldgs., Windmill Walk, London SE1 8LT, England.

Carl Jordon

Please call Vernie Hyde at (504) 436-7471 or write 180 Madeira Dr., Avondale, La. 70094.

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

APRIL 1-30, 1984

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	68	8	1	84	20	0	64	12	1
	ENGINE DEPARTMENT								
Algonac	26	4	0	44	4	0	31	6	0
	STEWARD DEPARTMENT								
Algonac	12	1	0	20	0	0	9	2	0
	ENTRY DEPARTMENT								
Algonac	62	23	0	0	0	0	46	34	1
Totals All Departments	168	36	1	148	24	0	150	54	2

**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.

Honors Seafarer's Request

Stonewall Jackson Pays Off in Brooklyn



The SIU-contracted *Stonewall Jackson* (Waterman) is shown here docked at Pier 7 in Brooklyn, N.Y.

As the SIU-contracted *Stonewall Jackson* (Waterman) made her way up to New York from the Gulf of Mexico in late February, the crew fulfilled the request of a long time Seafarer.

SIU Pensioner Maxwell 'Jake' Earl Longfellow, who died on Jan. 2, had wanted his ashes scattered in the Gulf off a Waterman ship. Most of his fellow Seafarers attended the ceremony for 65-year-old Brother Longfellow who joined the SIU in 1939 in the port of Mobile. Before his retirement he sailed in the steward department.

At the payoff of the *Stonewall Jackson* in New York at Brooklyn's Pier 7 on March 2, SIU Representative Bob Selzer discussed a number of important Union issues and answered several questions that the members had about the Welfare Plan.

The LASH carrier *Stonewall Jackson* makes regular runs of approximately 80 days from the U.S. Gulf and East Coasts to the Middle East. She stops at ports in countries such as Egypt, Jordan, Saudi Arabia and India. On this trip, however, the captain said there were no plans to enter the troubled Persian Gulf.



Putting together a delicious meal is Chief Cook S.A. Simsuangco.



Relaxing for a while are Seafarers Vincent Kirksey (l.), QMED, and Thomas Bonner, AB.



GSU Irvin Matthews sets the table in the crew's mess.



AB Mark Russo (l.) discusses a point with Bosun Carl Lineberry.



Preparing the day's lunch are GSU's Irvin Matthews (l.) and James Marriner. In Brother Marriner's case, the name certainly fits the job.



Shown in the galley of the *Stonewall Jackson* are Thomas 'Curly' Liles (l.), chief steward, and Jose F. Santiago, BR and steward delegate.



SIU Rep Bob Selzer (r.) takes some notes as he listens to Bosun Carl Lineberry.



Bringing in some of the ship's stores is AB Muslim Muhammad.



The ship's committee aboard the *Stonewall Jackson* are, from the left: Leon Kleinman, engine delegate; Joseph Richoux, deck delegate; Carl Lineberry, chairman; Frank Quebedeaux, educational director; Thomas 'Curly' Liles, secretary-reporter, and Jose F. Santiago, steward delegate.



Deep Sea

John Mason Alden, 59, died of head injuries in the Baptist Medical Center, Jacksonville, Fla. on April 12, 1983. Brother Alden joined the SIU in the port of Philadelphia in 1965 sailing as a bosun and quartermaster. He began sailing in 1950 and was a graduate of the Andrew Furuseth Training School, Baltimore in 1962. Seafarer Alden was also a deep sea diver. He was a veteran of the U.S. Navy in World War II and the U.S. Air Force serving as a volunteer Airman/2nd class from 1954 to 1959. Alden was born in Walpole, Mass. and was a resident of Switzerland, Fla. Cremation took place in the Evergreen Cemetery Crematory, Jacksonville. Surviving are three children and a brother, Calvin.

Edward Allen Bem, 23, died in the Bristol Va. Hospital of injuries sustained when his motorcycle hit a truck on Feb. 19. Brother Bem joined the SIU following his graduation from the Seafarers Harry Lundeberg School of Seamanship (SHLSS) Entry Trainee Program, Piney Point, Md. in 1979. He sailed as a steward's assistant. Seafarer Bem was born in Bel Air, Md. and was a resident of Zephyrhills, Fla. Burial was in the Azen Cemetery, Konnarock, Va. Surviving are his mother, Edna of Bristol and a sister Rhonda Garehart of Zephyrhills.



Pensioner Paul Brady Sr., 85, passed away on March 29. Brother Brady joined the SIU in 1938 in the port of Mobile sailing as a chief cook and chief steward. He was a veteran of the U.S. Artillery in World War I. Seafarer Brady was born in Maryland and was a resident of Aberdeen, N.C. Surviving are his widow, Dorothea and a son, Paul Jr.



Pensioner Herman Sabro Christensen, 76, died in Amsterdam, Holland on Jan. 31. Brother Christensen joined the SIU in 1945 in the port

of Norfolk sailing as a bosun and deck delegate. He hit the bricks in the 1965 District Council 37 beef. He was born in Sonderholm, Denmark and was a naturalized U.S. citizen. Seafarer Christensen was a resident of Amsterdam. Surviving is his widow, Anna.



Pensioner Juan Rosario Cruz, 73, passed away from heart failure on June 5, 1983. Brother Cruz joined the SIU in 1944 in the port of San-turce, P.R. sailing in the engine room. He received a 1960 Union Personal Safety Award for riding an accident-free ship, the *SS Alcoa Patriot*. Seafarer Cruz was born in Fajardo, P.R. and was a resident there. Surviving is his daughter, Martha of Fajardo.



Clinton Cleveland, 58, died of arteriosclerosis in Jacksonville, Fla. on Feb. 29. Brother Cleveland joined the SIU in the port of Wilmington, Calif. in 1969 sailing as a steward utility. He sailed for Sea-Land. Seafarer Cleveland was born in Clark City, Ala. and was a resident of Jacksonville. Burial was in the Oakland Cemetery, Mobile. Surviving are a son, Carnel of Mobile and a cousin, Willie Cleveland of Jacksonville.

Leo Baronia Garcia, 76, passed away recently. Brother Garcia joined the SIU in the port of New York in 1964 sailing in the steward department. He was born in the Philippines and was a resident of Olawgapa City, P.I. Surviving are his widow, Emerita and a cousin, Clarence Baronia of Seattle.



Pensioner John Benjamin Johnson Jr., 75, passed away in St. Vincent's Hospital, Portland, Ore. on April 3. Brother Johnson joined the SIU in the port of Seattle in 1963 sailing as a bosun. He was a veteran of the U.S. Navy

before World War II. Seafarer Johnson was born in Pearidge, Ill. and was a resident of Newbergh, Ore. Cremation took place in the Willamette, Igard, Ore. Crematory and his ashes were scattered at sea from the air. Surviving are his widow, Betty Lou and a daughter, Linda of Portland.



Pensioner Steve Juhasz, 64, died on March 27. Brother Juhasz joined the SIU in the port of Houston in 1960 sailing as an AB during the Vietnam War. He was a wounded veteran of the U.S. Navy in World War II. Seafarer Juhasz was born in Richmond, Ind. and was a resident of San Francisco.

Pensioner Joseph Kekauoha died recently.



Pensioner Fa-cundo Marcello Lacsamana, 71, succumbed to cancer in the West Side District Hospital, Taft, Calif. on March 25. Brother Lacsamana joined the SIU in the port of San Francisco in 1973 sailing as an AB. He was born in Manila, P.I. and was a resident of Fellows, Calif. Cremation took place in the Chapel of Light Crematory, Fresno, Calif. and his ashes scattered at sea off San Pedro, Calif. Surviving are his widow, Era of Derby Acres, Calif.; a son, Larry and a brother, C. B. De Marque.



Pensioner Armando "Al" Lavagno, 71, passed away from lung failure in the Humana Hospital, Brandon, Fla. on March 22. Brother Lavagno joined the SIU in 1939 in the port of Miami, Fla. sailing as an AB. He was also a tilesetter. Seafarer Lavagno was born in Hackensack, N.J. and was a resident of Valrico, Fla. Cremation took place in the Tampa Bay Crematory, Brandon. Surviving is his widow, Addie of Brandon.



Pensioner Albert Griffin Lee, 58, died on March 14. Brother Lee joined the SIU in 1949 in the port of Mobile sailing as a FOWT. He was a veteran of the U.S. Army in World War II. Seafarer Lee was born in Alabama and was a resident of McKenzie, Ala.



Joseph James Logan, 48, died of heart disease in Mobile on Feb. 15. Brother Logan joined the SIU in the port of Mobile in 1955 sailing as an oiler. He was born in Mobile and was a resident there. Interment was in Springhill Gardens Cemetery, Mobile. Surviving are his widow, Olean and a brother, Harry of Mobile.

William Ernest McCay, 57, succumbed to cancer on Feb. 15. Brother McCay joined the SIU in the port of New York in 1968 sailing as an AB. He was also a steamfitter. Seafarer McCay was a veteran of the U.S. Navy in World War II. A native of Pensacola, Fla., he was a resident of Warrington, Fla. Surviving is his mother, Madeline Browne of Warrington.

Samuel Ihert McHugh, 67, died of heart failure in the New Orleans U.S. Veterans Administration Medical Center on Dec. 31, 1983. Brother McHugh joined the SIU in the port of San Francisco in 1966 sailing as a cook. He was a former member of the Retail Clerks Union and was a veteran of the U.S. Army in World War II. Seafarer McHugh was born in New Orleans and was a resident there. Burial was in the Masonic Cemetery, New Orleans. Surviving is a sister, Patricia Morgan of New Orleans.



Pensioner James Harold Naylor Jr., 61, died of lung failure in Doctor's Hospital in Mobile, Ala. on Jan. 19. Brother Naylor joined the SIU



in the port of Mobile in 1952 sailing as a chief steward. He began sailing in 1945. Seafarer Naylor was on the picket line in the 1965 District Council 37 beef. A native of Ft. Ogden, Fla., he was a resident of Coden, Ala. Burial was in the Valhalla Gardens Cemetery, Mobile. Surviving are his widow, Angela Elaine and a daughter, Patti.

Pensioner Raymond Rosales Obidos Sr., 79, passed away from heart failure in the Chinese General Hospital, Manila, P.I. on Feb. 3. Brother Obidos joined the SIU in the port of New York in 1952 sailing as a chief steward for the Isthmian Line. He began sailing in 1932. Seafarer Obidos was a veteran of the U.S. Navy in World War II. Born in Pontenedra Capiz, P.I., he was a resident of La Loma, Quezon City, P.I. Burial was in the Himalayan Memorial Cemetery, Quezon City. Surviving are his widow, Fidelia; a son, Raymond Jr.; two brothers, Vincente and Gonzalo and a sister, Nenita O. German.

Jesse Raymond Pope, 56, succumbed to cancer in the U.S. Veterans Administration Hospital, Biloxi, Miss. on Jan. 11. Brother Pope joined the SIU in the port of Mobile in 1976 sailing as an AB. He was a veteran of the U.S. Navy and Coast Guard in World War II. Seafarer Pope was born in Birmingham, Ala. and was a resident of Mobile. Interment was in the Memorial Gardens Cemetery, Mobile. Surviving is his widow, Tessie.

Pensioner John Charles Ramsey, 73, passed away on Feb. 12. Brother Ramsey joined the SIU in 1944 in the port of New York sailing as a deck engineer. He was a veteran of the U.S. Army. Seafarer Ramsey was born in Bedford, Va. and was a resident of Franklin, Pa. Surviving are his widow, Mildred; a daughter, Mary Crofnahan and a brother, James.

Steven "Steve" Reitz, 31, died on March 21. Brother Reitz joined the SIU after his graduation in 1973 from the Seafarers Harry Lundeberg School of

Seamanship Entry Trainee Program in Piney Point, Md. He sailed as an AB and deck delegate. In high school he studied horticulture. Seafarer Reitz was a SP/4 veteran of the U.S. Army in the Vietnam War serving as an armorer and supply clerk. He was awarded the U.S. National Defense Service Medal, Vietnam Service Medal and the Vietnam Campaign Medal with Device and Bar. Born in Patuxent River, Md., he was a resident of Plattsburg, N.Y. Surviving are his parents, Jacob J. and Alberta Reitz of Bryans Road, Md.

Pensioner Leroy Manning Roberson, 59, died of heart-lung failure in Mercy Hospital, New Orleans on Dec. 28, 1983. Brother Roberson joined the SIU in the port of New York sailing as an AB. He received a Union Personal Safety Award in 1961 for sailing aboard an accident-free ship, the *SS Del Valle* (Delta Line). Born in Raton, N.M., he was a resident of New Orleans. Interment was in the St. Vincent de Paul Mausoleum, New Orleans.

Pensioner Henri Joseph Robin Jr., 71, passed away on Feb. 22. Brother Robin joined the SIU in 1945 in the port of Baltimore sailing as a chief steward. He sailed 42 years. Seafarer Robin was a veteran of the U.S. Navy before World War II. A native of Annapolis, Md., he was a resident of Gifford, Wash. Surviving is a sister, Louise Shaffer of Hampton, Va.

Pensioner Charles Paul Rondo, 67, died on April 25. Brother Rondo joined the SIU in 1949 in the port of Tampa, Fla. sailing as a FOWT. He was a veteran of the U.S. Army in World War II. Seafarer Rondo was born in Maryland and was a resident of Baltimore. Surviving are a

brother, Samuel of Baltimore and two cousins, Joseph Rondo and Mary of Essex, Md.



Pensioner Arthur Oscar Roy, 59, died on March 20. Brother Roy joined the SIU in 1945 in the port of New York sailing as a bosun and ship's delegate. Seafarer Roy was a veteran of the U.S. Navy in World War II. He also sailed during the Vietnam War. Born in Nashua, N.H., he was a resident there. Surviving are his widow, Theresa and a niece, Elaine.



Pensioner Ernesto Palacios Rubio, 76, succumbed to heart disease in San Juan, P.R. on Feb. 28. Brother Rubio joined the SIU in 1942 in the port of New York. He walked the picket line in the 1962 Robin Line beef. Seafarer Rubio was born in Mayaguez, P.R. and was a resident of Santurce, P.R. Surviving is his widow, Delia.

James Carl Savage, 47, died on Dec. 21, 1983. Brother Savage joined the SIU in the port of New Orleans in 1962 sailing as an AB for the Delta Line. He began sailing in 1954. Seafarer Savage was born in Maine and was a resident of New Orleans. Surviving are his widow, Patricia, a daughter, Jodiclyn Auailien of New Orleans and his mother, Alma of Gorham, Maine.



Pensioner Louis Schremp, 85, passed away on Feb. 1. Brother Schremp joined the SIU in the port of New Orleans in 1957 sailing in the steward department. He was born in Louisiana and was a resident of New Orleans. Surviving are his widow, Gladys and a godchild, Gladys Booth.

Pensioner Leonard H. Shaw died on March 9. Brother Shaw joined the SIU in the port of New Orleans. He was a resident there.



Pensioner Felix Lumpas Serrano, 77, succumbed to heart-lung failure in the Kaiser Foundation Hospital, San Francisco on Jan. 5. Brother Serrano joined the SIU in the port of New York in 1955 sailing as a chief cook. He sailed for 30 years. Seafarer Serrano was born in the Philippines and was a resident of San Francisco. Interment was in Holy Cross Cemetery, Colma, Calif. Surviving are his widow, Elisea; a daughter, Mila of San Francisco and a brother, Irenid of the Philippines.



Pensioner Julius Silagyi, 70, passed away on Feb. 27. Brother Silagyi joined the SIU in the port of New Orleans in 1958 sailing as a cook and FOWT. He began sailing in 1948 and hit the bricks in the 1961 N.Y. Harbor beef. Seafarer Silagyi was a veteran of the U.S. Army Infantry in World War II. Born in Cleveland, Ohio, he was a resident of Pensacola, Fla. Surviving is his widow, Ruth.



Pensioner Oscar Bernard Smith, 69, passed away from natural causes in the Brookdale Hospital, Brooklyn, N.Y. on Feb. 4. Brother Smith joined the SIU in the port of New York in 1955 sailing as a recertified chief steward since 1980. He began sailing in 1948. Seafarer Smith received a 1961 Union Personal Safety Award for sailing aboard an accident-free ship, the *SS Seatrain New Jersey*. He also attended a Piney Point Educational Conference. Born in Cuba, he was a naturalized U.S. citizen and resided in Brooklyn. Cremation took place in the Trinity Crematory in New York City. Surviving are his widow, Lynette; a son, Douglas; a daughter, Pamela and a sister, Mrs. Murdell Edwards of Brooklyn.

(Continued on next page.)



(Continued from Page 31.)



Pensioner **Robert Lincoln Smith**, 75, passed away in the Sunrise Hospital, Las Vegas, Nev. on Feb. 8. Brother Smith joined the SIU in the port of San Francisco in 1971 sailing as a QMED and 2nd engineer. He was a veteran of the U.S. Navy before World War II. Seafarer Smith was born in Malone, N.Y. and was a resident of Las Vegas. Surviving are his widow; a daughter, Margo C. Abbruscato of Brooklyn, N.Y., and a sister, Norma Skoisyora of Long Lake, N.Y.



Pensioner **Oscar S. "Blackie" Stevens**, 82, passed away on March 17, St. Patrick's Day. Brother Stevens joined the SIU in the port

of Mobile sailing as a bosun. He was a patrolman, took part in all beefs and helped to organize the American Coal Co. Seafarer Stevens was a veteran of the U.S. Navy after World War I. A native of Arkansas, he was a resident of Megargel, Ala. Surviving are his widow, Ida Mae and a son, Seafarer Lewellyn Stevens.



Pensioner **George Walter Stidham**, 67, died on Feb. 8. Brother Stidham joined the SIU in the port of New York in 1951 sailing as an AB. He was a veteran of the U.S. Navy Seabees in World War II. Seafarer Stidham was born in Eureka, Calif. and was a resident of Los Angeles. Surviving is his mother, Gladys Bray of Los Angeles and a brother, Clyde of Pico Rivera, Calif.



Pensioner **John Urzan**, 61, died on April 11. Brother Urzan joined the SIU in the port of New York in 1954 sailing as a bosun. He attended a Piney Point Educational Conference and was a veteran of the U.S. Navy in World War II. A native of Troy, N.Y., he was a resident there. Surviving are a brother, Walter of Troy and a sister, Mary Barachak of Schnectady, N.Y.

Atlantic Fishermen

Pensioner **Thomas Roland O'Brien**, 64, succumbed to heart failure in Gloucester, Mass. on March 10. Brother O'Brien joined the SIU-merged Atlantic Fishermen's Union (AFU) in the port of Gloucester in 1980 sailing as a fisherman. He was born in Gloucester and was a resident there. Cremation took place in the Harmony Grove Crematory, Salem, Mass.

Great Lakes

Pensioner **William Louis Cerka**, 66, died of lung failure in the Munson Medical Center, Traverse City, Mich. on March 23. Brother Cerka joined the Union in the port of Elberta, Mich. in 1953 sailing as a chief electrician for the Ann Arbor (Mich.) Carferries, Frankfort, Mich. He was a veteran of the U.S. Army during World War II. Laker Cerka was born in Detroit and was a resident of Thompsonville, Mich. Burial was in the Thompsonville Cemetery.

Pensioner **Bernard A. McIearney**, 69, passed away on Jan. 12. Brother McIearney joined the Union in the port of Detroit in 1961 sailing as a porter for the American Steamship Co. in 1961. He was a former member of the United Auto Workers Union (UAW) Local 7. Laker McIearney was born in Toronto, Canada and was a naturalized U.S. citizen. He was a resident of Detroit. Surviving is his sister, Kathleen Hatmaker of Brighton, Mich.

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 he 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.

Tuna Fishing Jobs at Stake

SIU Calls For Higher Tuna Tariffs

In an effort to save American tuna fishing and processing jobs, the SIU has joined several other groups in an attempt to raise the tariffs on foreign tuna which is being dumped on the American market through a regulation loophole.

In a petition to the International Trade Commission (ITC), the Union and others in the group explained that when tuna tariffs were originally determined, a 35 percent tax on imported, canned tuna packed in oil was levied but only a 6 percent fee was set for water-packed tuna.

"When the duties were first fixed, no tuna was packed in water. The duty category was meant to be a catch-all for all fish canned 'not in oil,'" the petition said.

Currently water-packed tuna accounts for two-thirds of all tuna sales in the United States. Virtually all of the imported tuna is water-packed. Because of cheap foreign labor and the low duty, imported tuna has been

sold at prices undercutting domestic tuna by more than 30 percent.

Because of the imports, more than 5,000 processing workers have lost their jobs. Twenty-four tuna boats are tied up and not working and dozens of others are on the verge of bankruptcy. In addition, about 500 fishing jobs have been lost.

"We're not asking for a special privilege, we're just trying to get things back on a fair and even footing. Foreign tuna companies have taken unfair advantage of the import loophole for water-packed tuna. Our tuna fleet did fine competing against other fleets when most of the tuna was packed in oil. We're just asking that things are equalized so we can save jobs," SIU President Frank Drozak said.

If the ITC does not grant the tariff increase, the petition cites the very "real future possibility that . . . the industry will cease to operate, resulting in a significant closure of plants and the

liquidation of the domestic fishing fleet."

In addition to the ITC petition, 24 members of Congress sent a letter to the ITC supporting the increased duty and urging the ITC to act quickly.

"It is not too stringent to say that the United States tuna industry is universally recognized as the model fishery—one that other nations seek to emulate. If the industry is to be able to continually increase efficiency and remain competitive, however, rapidly increasing imports of low-priced tuna must be curbed. Absent an effective period of relief, we may well lose our tuna industry," the letter said.

Joining the SIU-affiliated Fishermen's Union of America, Pacific and Caribbean Areas in the ITC petition were the United Industrial Workers, the United States Tuna Foundation, The American Tunaboat Association and the Fishermen's Union ILWU No. 33.

Farewell to Two Philly Old-timers

Funeral services were held recently aboard the SIU-contracted *Overseas Harriette* (Maritime Overseas) for two Philadelphia old-timers. They were Pete Hoggie of the steward

department and Anthony "Puff Puff" Korsik of the deck department. The services were held while the ship, which is a well-known vessel in Philadelphia, was en route to Holland.

Falcon Tankers Crew Up

Two Falcon tankers have been crewed and another may provide more jobs for SIU members this month. Seahawk Management Inc. has chartered the three ships.

The *Falcon Princess* was crewed in Mobile in late March where she picked up a load of grain for Egypt. On May 7 a crew for the *Falcon Countess* was flown out to Singapore. In addition, the *Falcon Lady* will be in Singapore later this month and could be crewed then.

personals

Harvey Hill

Please call your nephew, Richard Hill, at (714) 532-4884.

Chester Miller

Please contact your wife, Elsie Miller, at 1542 A. Mendoza St., Sampaloc, Manila, Philippines.

At Sea/Ashore

President Cleveland Goin' to Jakarta

On May 20, the SS *President Cleveland* (American President Line) will sail from Sacramento, Calif. to Jakarta, Indonesia with a cargo of 8,912 metric tons of bagged rice.

Crowley Seeks OK to Buy 4 Ships for Delta

Crowley Marine will ask MARAD for the green light to buy four cellular RO/RO containerhips for its subsidiary, Delta Line.

The ships for the South American run will have a capacity of 1,950 20-foot containers with delivery set for late 1986.

They would be built in the Verolme Estaleiros Reunidos do Brazil S.A., Jacuanga.

Stonewall Jackson, Robert E. Lee Sailin' to Somaliland

On May 25 from a Gulf port, the RO/RO *Stonewall Jackson* (Waterman) will haul 3,570 metric tons of bagged rice, 2,100 metric tons of bagged flour and 1,000 metric tons of drummed soybean oil to Berbera, Somaliland.

From June 16 to June 25, also from a Gulf port, the RO/RO *Robert E. Lee* (Waterman) will sail to Berbera with a cargo of 3,600 metric tons of bagged flour, 3,570 metric tons of bagged rice and 1,000 metric tons of drummed soybean oil.

Achilles Off to Karachi in May

On May 26 from Portland, Ore. or a Puget Sound-Columbia River port, the ST *Achilles* (Newport Tankers) will voyage to Karachi, Pakistan with 40,000 metric tons of wheat.

Puerto Rico Marine 2nd Ship on Jax Run

On May 8, Puerto Rico Marine added a second RO/RO ship, the *Puerto Rico*, on its run between the port of Jacksonville and San Juan, P.R.

There will be two sailings weekly, Tuesdays and Fridays, with the Friday run being direct to San Juan. On Tuesday, the *Puerto Rico* will make a stop in the port of Charleston, S.C. On each run, the ship will carry 546 20-foot units and 120 vehicles.

Support SPAD

PMA Shipping Scene

April 1984

	REGISTERED	SHIPPED
SAN FRANCISCO		
Class "A"	71	13
Class "B"	9	0
Class "C"	3	0
Relief	3	2
Grand Total (All Groups)	83	15
WILMINGTON		
Class "A"	12	9
Class "B"	3	1
Class "C"	0	0
Grand Total (All Groups)	15	10
SEATTLE		
Class "A"	14	9
Class "B"	2	0
Class "C"	2	0
Relief	2	0
Grand Total (All Groups)	18	9
HONOLULU		
Class "A"	4	2
Class "B"	1	3
Class "C"	0	0
Grand Total (All Groups)	5	5

Pensioner's Corner

Deep Sea



Julius De Vaun Andrews, 62, joined the SIU in the port of Norfolk in 1962. Brother Andrews was born in North Carolina and is a resident of Shallotte, N.C.



Tony Anthony Baroni, 65, joined the SIU in the port of New Orleans in 1959 sailing as a wiper. Brother Baroni began sailing in 1947. He is a veteran of the U.S. Army in World War II. Seafarer Baroni was born in New Orleans and is a resident there.



Meredith Lynn Bishop, 65, joined the SIU in the port of Houston in 1961 working on the Galveston (Texas) wharves from 1961 to 1970. Brother Bishop was born in Washington Cty., Iowa. He is a resident of Galveston.



Stanley Joseph Cieslak, 62, joined the SIU in 1942 in the port of Boston, Mass. sailing as an AB. Brother Cieslak is a veteran of the U.S. Army in World War II serving as a sergeant and heavy machinist for the 60th Infantry Regiment, Co. D, Hdqs., 9th Infantry Div. He fought in the Ardennes, Rhineland and Continental Europe battles. And was awarded the Combat Infantry Badge, Victory Medal, Purple Heart, ETO Theater Campaign ribbon and the Belgian Fourragere ribbon and the German Army of Occupation Medal. Seafarer Cieslak was born in Boston and is a resident of Charlestown, Mass.

Victor Austin Cover, 66, joined the SIU in 1947 in the port of Philadelphia sailing as a chief electrician. Brother Cover was born in Milburn, N.J. and is a resident of Goldsboro, Md.



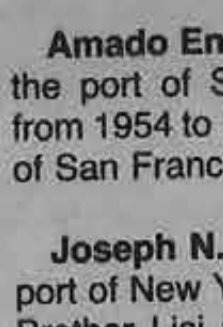
Woodrow Wilson Dickinson Sr., 65, joined the SIU in the port of Mobile in 1970 sailing as a FOWT. Brother Dickinson is a veteran of the U.S. Coast Guard in World War II. He was born in Deer Park, Ala. and is a resident of Lucedale, Miss.



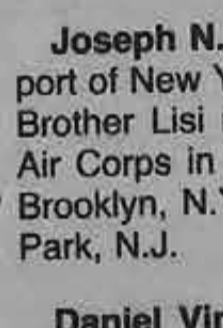
Donald Joseph Hewson, 60, joined the SIU in the port of Baltimore in 1957 sailing as an OMU. Brother Hewson sailed for Sea-Land. He was born in Albany, N.Y. and is a resident of Pensacola, Fla.



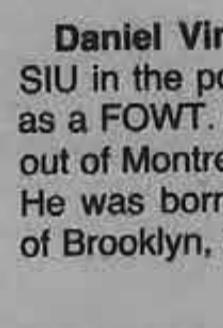
John Henry Kennedy, 68, joined the SIU in 1944 in the port of New Orleans sailing as a cook. Brother Kennedy sailed during the Vietnam War. He was born in Bessemer, Ala. and is a resident of Houston.



Amado Enrile Lato, 66, joined the SIU in the port of San Francisco in 1954 sailing from 1954 to 1983. Brother Lato is a resident of San Francisco.



Joseph N. Lisi, 65, joined the SIU in the port of New York in 1960 sailing as an oiler. Brother Lisi is a veteran of the U.S. Army Air Corps in World War II. He was born in Brooklyn, N.Y. and is a resident of Kendall Park, N.J.



Daniel Vincent Maloney, 65, joined the SIU in the port of New York in 1973 sailing as a FOWT. Brother Maloney began sailing out of Montreal, Canada from 1952 to 1980. He was born in Australia and is a resident of Brooklyn, N.Y.



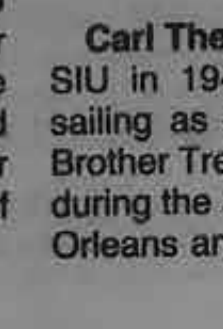
Calvin Dixon Morris, 59, joined the SIU in the port of Seattle in 1957 sailing as an AB. Brother Morris was born in Arkansas and is a resident of Forth Worth, Texas.



George Ramey, 64, joined the SIU in the port of Wilmington, Calif. in 1970 sailing as a FOWT. Brother Ramey was born in Bancroft, La. and is a resident of Seattle.



John Jerome Schwabland, 65, joined the SIU in 1939 in the port of Baltimore sailing for Sea-Land. Brother Schwabland sailed during World War II on the Bull Line Puerto Rico run when he was torpedoed twice. In 23 years of sailing, he was in three collisions—one in N.Y. Harbor (in which eight were killed). He was born in Baltimore and is a resident there.



Carl Theodore Treitler Sr., 59, joined the SIU in 1944 in the port of New Orleans sailing as a chief cook for the Delta Line. Brother Treitler is a veteran of the U.S. Army during the Korean War. He was born in New Orleans and is a resident of Arabi, La.



Clinton Wallace Smith, 56, joined the SIU in 1946 in the port of Boston. When he retired he was sailing as a LNG QMED. Brother Smith is a veteran of the U.S. Army in the Korean War. He was born in Mississippi and is a resident of Louisville, Miss.



Jose Paul Vasquez, 60, joined the SIU in the port of New York in 1955 sailing as a steward utility. Brother Vasquez began sailing in 1946. He was born in Puerto Rico and is a resident of Fajardo, P.R.



Cleveland Walker, 63, joined the SIU in the port of New Orleans in 1952 sailing as a bosun. Brother Walker was also a ship's delegate. He was born in Shelbyville, Ky. and is a resident of Jacksonville, Fla.



Vernon Chandler Warren, 62, joined the SIU in 1946 in the port of New York sailing as an AB. Brother Warren hit the bricks in the 1954 East Coast longshoremen's beef. He also attended the 1970 Crews Conference No. 12 at the Seafarers Harry Lundeberg School of Seamanship (SHLSS) in Piney Point, Md. Seafarer Warren is a veteran of the U.S. Marine Corps in World War II. Born in Boston, Mass., he is a resident of New Orleans.



Murry Wilkerson, 59, joined the SIU in 1948 in the port of Mobile sailing as a chief cook and steward department delegate. Brother Wilkerson is a veteran of the U.S. Navy in World War II. He was born in Alabama and is a resident of Mobile.

Great Lakes



Robert Edwin Bruckman, 62, joined the Union in the port of Ashtabula, Ohio in 1961 sailing as an oiler for Great Lakes Towing from 1943 to 1983. Brother Bruckman was born in Ashtabula and is a resident there.

Official Notice

[Application No. L-4771 et al.]

Seafarers Harry Lundeberg School of Seamanship et al.; Proposed Exemptions

AGENCY: Pension and Welfare Benefit Programs, Labor.
ACTION: Notice of Proposed Exemptions.

SUMMARY: This document contains notices of pendency before the Department of Labor (the Department) of proposed exemptions from certain of the prohibited transaction restrictions of the Employee Retirement Income Security Act of 1974 (the Act) and/or the Internal Revenue Code of 1954 (the Code).

Written Comments and Hearing Requests

All interested persons are invited to submit written comments or requests for a hearing on the pending exemptions, unless otherwise stated in the Notice of Pendency, within 45 days from the date of publication of this Federal Register Notice. Comments and requests for a hearing should state the reasons for the writer's interest in the pending exemption.

ADDRESS: All written comments and requests for a hearing (at least three copies) should be sent to the Office of Fiduciary Standards, Pension and Welfare Benefit Programs, Room C-4526, U.S. Department of Labor, 200 Constitution Avenue, NW., Washington, D.C. 20216. Attention: Application No. stated in each Notice of Pendency. The applications for exemption and the comments received will be available for public inspection in the Public Documents Room of Pension and Welfare Benefit Programs, U.S. Department of Labor, Room N-4677, 200 Constitution Avenue, NW., Washington, D.C. 20216.

Notice to Interested Persons

Notice of the proposed exemptions will be provided to all interested persons in the manner agreed upon by the applicant and the Department within 15 days of the date of publication in the Federal Register. Such notice shall include a copy of the notice of pendency of the exemption as published in the Federal Register and shall inform interested persons of their right to comment and to request a hearing (where appropriate).

SUPPLEMENTARY INFORMATION: The proposed exemptions were requested in applications filed pursuant to section 408(a) of the Act and/or section 4975(c)(2) of the Code, and in

accordance with procedures set forth in ERISA Procedure 75-1 (40 FR 18471, April 28, 1975). Effective December 31, 1978, section 102 of Reorganization Plan No. 4 of 1978 (43 FR 47713, October 17, 1978) transferred the authority of the Secretary of the Treasury to issue exemptions of the type requested to the Secretary of Labor. Therefore, these notices of pendency are issued solely by the Department.

The applications contain representations with regard to the proposed exemptions which are summarized below. Interested persons are referred to the applications on file with the Department for a complete statement of the facts and representations.

Seafarers Harry Lundeberg School of Seamanship (the Training Plan) Located in Piney Point, Maryland

[Application No. L-4771]

Proposed Exemption

The Department is considering granting an exemption under the authority of section 408(a) of the Act and in accordance with the procedures set forth in ERISA Procedure 75-1 (40 FR 18471, April 28, 1975). If the exemption is granted the restrictions of section 406(a) of the Act shall not apply to:

- (1) The proposed purchase of a parcel of real property (the Real Property) by the Lundeberg Maryland Seamanship School, Inc. (the Corporation), a subsidiary of the Training Plan, from Steuart Investment Company (Steuart), a party in interest with respect to the Training Plan;
- (2) the past payment by the Training Plan of a \$50,000 good faith deposit (the Deposit) to Steuart in connection with the proposed purchase;
- (3) the payment by Steuart to the Training Plan of interest on the Deposit on the date of settlement; and
- (4) a \$100,000, 90 day interest free extension of credit by Steuart to the Training Plan as part of the subject purchase transaction, provided that the terms and conditions of the transactions are at least as favorable to the Training Plan as those which the Plan could receive in similar transactions with an unrelated party.

Effective Date: The effective date of the proposed exemption, if granted will be: (1) April 1, 1983 as to the payment of the Deposit; and (2) the date of the grant of this exemption as to the proposed purchase, the payment of interest on the Deposit and the extension of credit.

Summary of Facts and Representations

1. The Training Plan is an employee welfare trust which provides job training and upgrading to employees of employers which have collective bargaining relationships with the Seafarers International Union of North America (the Union) or its affiliates. It is

administered by a board of trustees (the Trustees), half of whom are appointed by the Union and half by employers. It is funded through contributions from approximately 220 employers, pursuant to the terms of collective bargaining agreements with the Union. The Training Plan had a net worth of \$25,067,916 as of December 31, 1982.

2. The Corporation, a title holding company wholly owned by the Training Plan, holds title to the training facilities. In addition, the Corporation is responsible for the day-to-day operation of the training facilities.

3. Steuart is a 90% owner of Steuart Transportation Company (the Subsidiary), which operates tug boats and barges and other equipment used for the transportation of petroleum products. The Subsidiary is a party to a collective bargaining agreement with the Union, under which agreement it makes contributions to the Training Plan. The Subsidiary accounts for less than one percent of the annual employer contributions to the Training Plan.

Neither Steuart nor the Subsidiary appoint or have the power to appoint trustees to the Training Plan. No individuals affiliated with either Steuart or the Subsidiary are trustees of the Training Plan.

4. The applicant represents that the Training Plan is structured to approximate certain conditions at sea which include the need for self sufficiency. In order to foster self sufficiency skills and for reasons of cost savings, the Training Plan maintains cattle and hog herds to provide meat for its trainees and staff. The applicant further represents that since 1967 the Corporation has owned farm land on which it grows feed for its cattle and hogs.

5. The applicant represents that the cleared portion of farm land owned by the Corporation became insufficient for its purposes and that in 1977 the Corporation began renting approximately 155 acres of farm land (the Land) from Steuart. The Land is located near the training facility. The initial lease for the Land (the Lease) dated February 14, 1977, provided for a rental rate of \$15 per acre or \$2,325 per year. The Training Plan continued to lease the Land at the same rental rate through December 31, 1982. The Training Plan has continued to use the Land for crop production in 1983 but no lease payments have been made in anticipation of the purchase of the Real Property by the Corporation nor are any payments contemplated. The applicant represents that the Lease is exempt under Prohibited Transaction Exemption 78-6.¹

6. The Land is part of the Real Property, a 505 acre tract owned by Steuart. The Real Property is located adjacent to the facilities of the Training Plan. In early 1983 the Trustees and Steuart began discussing the purchase of the Real Property by the Corporation, as Steuart was interested in selling the Real

Property. The applicant represents that the Training Plan is interested in obtaining the Real Property in order to continue and expand its farming activities and in anticipation of future expansion of its training facility. The Trustees represent that the proposed purchase of the Real Property is in the best interests and protective of the participants and beneficiaries of the Training Plan as it will enable the Training Plan to meet these expansion needs. The Corporation and Steuart orally agreed that the Corporation would purchase the Real Property. On April 1, 1983, the Deposit was transferred from the Training Plan to Steuart and on April 19, 1983, a \$1,100,000 contract of sale was prepared and signed only by a representative of Steuart. Steuart will pay interest on the Deposit. The interest will be calculated based on 90 day certificate of deposit rates as computed and paid by the Maryland National Bank, Leonardtown, Maryland during the period April 1, 1983 to date of settlement and will be paid as a lump sum on the date of settlement. In the event that settlement is not consummated, Steuart will return the Deposit, plus interest.

7. The applicant seeks an exemption to permit the Corporation to purchase the Real Property from Steuart for \$1,100,000 including the previously paid Deposit, \$950,000 in cash and a \$100,000 interest free promissory note payable by the Corporation 90 days after settlement. On April 4, 1983, Carl R. Baldus, Jr., Accredited Rural Appraiser and Michael J. Martin of Baldus Real Estate, Inc. appraised the Real Property and determined that it had a fair market value of \$1,500,000. On April 14, 1983, Leo K. Farrall, III, Residential Member, American Institute of Real Estate Appraisers, appraised the Real Property and determined that it had a fair market value of \$1,103,000. On April 20, 1983, J. Spence Howard, Jr., a real estate agent appraised the Real Property and determined that it had a fair market value of \$1,300,000.

8. In summary, the applicant represents that the proposed transaction will satisfy the criteria of section 408(a) of the Act because: (1) The Trustees represent that the proposed purchase of the Real Property is in the best interests and protective of the participants and beneficiaries of the Training Plan; (2) the proposed purchase is essentially a one time transaction where the purchase price will be completely paid within 90 days of settlement; and (3) the proposed purchase prices less than the price determined by three independent appraisers.

For Further Information Contact: David M. Cohen of the Department, telephone (202) 523-8671. (This is not a toll-free number.)

¹ The Department expresses no opinion as to whether the Lease is covered by Prohibited Transaction Exemption 78-6.

Pensioner's Corner



Don Gerald Jaloszynski, 59, joined the Union in the port of Frankfort, Mich. in 1962 sailing as a GSU for the Cement Transit Co. from 1962 to 1983 and for the American Steamship Co. Brother Jaloszynski was born in Michigan and is a resident of Manistee, Mich.



Wayne Roland Perkins, 65, joined the Union in the port of Alpena, Mich. in 1963 sailing as a cook for the Huron Cement Co. Brother Perkins is a veteran of the U.S. Army during the Korean War and World War II. He was born in West Branch, Mich. and is a resident of Mt. Dora, Fla.

Wilbert Lawrence Pinney, 62, joined the Union in the port of Duluth, Minn. in 1961 sailing as a captain for Great Lakes Towing from 1946 to 1983. Brother Pinney is a veteran of the U.S. Army in World War II serving as a staff sergeant and assistant safety engineer and radio operator for the 2824th Petroleum Distribution Co. of the Corps of Engineers. He fought in the Rhineland (Germany) Campaign Battle and Central Europe Campaign Battle. Laker Pinney was awarded the American Defense Theater Service ribbon, European, African, Middle East (ETO) Theater Service ribbon, Asiatic-Pacific Theater Service ribbon and the Philippine Liberation ribbon with a bronze star. Pinney was born in Two Harbors, Minn. and is a resident of Duluth.

Atlantic Fishermen

Tony J. Palazola Jr., 64, joined the SIU-merged Atlantic Fishermen's Union in the port of Gloucester, Mass. sailing for the Gloucester Fishermen Co. from 1967 to 1981.

Tom Seale, 62, joined the AFU in the port of Gloucester in 1980 sailing for the Gloucester Fishermen Co. from 1946 to 1983.

Henry Ward Irvine, 62, joined the Union in the port of Sault Ste. Marie, Mich. in 1961 sailing as a linesman for Dunbar and Sullivan in 1970. Brother Irvine is a veteran of the U.S. Army in World War II. He was born in Ogdensburg, N.Y. and is a resident of Sault Ste. Marie.

AMERICAN IS BEAUTIFUL

Buy American... and look for the Union Label

UNION LABEL AND SERVICE TRADES DEPARTMENT, AFL-CIO

Digest of Ships Meetings

LNG ARIES (Energy Transportation Corp.), April 1—Chairman R. D. Schwartz; Secretary F. Motus; Educational Director M. Denardo; Deck Delegate C. Kahl; Engine Delegate Q. Kimbrough; Steward Delegate K. DeWitt. No disputed OT. The bosun talked to the members about writing their congressional representatives—seeking their support for legislation to aid the maritime industry. He also stressed the importance of donating to SPAD. A suggestion was made that the company send magazines to the crew just as they do to the officers. The need was again expressed for more blank meeting and crew list forms. The steward department was given a vote of thanks for the fine service, good meals and pool parties.

BAY RIDGE (Bay Tankers), April 1—Chairman Luigi J. Alleluia; Secretary James Temple; Educational Director A. N. Zhivarin; Steward Delegate James Johnson. No disputed OT. The chairman reminded those members with 125 days aboard ship that they would have to be getting off. The ship is going into the shipyard in May. Since some ships only pay off every three or six months, it was suggested that a representative come out to the tankers when they are in port—not just at payoff. It was also suggested that men shipping out to the *Bay Ridge* should bring some OT sheets and current LOGs with them for the crew. A problem was noted with respect to washing greasy clothes in the machines. This problem can be alleviated by pre-washing such clothes in a degreaser before using the machines. A vote of thanks was given to the steward department for the good food and freshly-baked bread.

LNG CAPRICORN (Energy Transportation Corp.), March 19—Chairman Sam T. Brooks; Secretary Charles L. Shirah; Educational Director and Engine Delegate Don Busby; Deck Delegate Robert Munroe; Steward Delegate Lawrence Conlon. No disputed OT was reported; however, a request for clarification of the wiper's duties was sent to Red Campbell. There is \$387 in the ship's fund. The bosun talked about the importance of members being active in all Union programs. He suggested that one way to keep current on what's happening is to read the LOG. The educational director said he hoped that video tapes of Frank Drozak's report to the membership would be made available to all SIU ships. It was noted that Drozak had reported for several months on the position of the Reagan administration and how it has turned a deaf ear to the problems facing the maritime industry. Many changes are needed in order for the SIU to become competitive. Delegates elected in the constitutional ports will take the members' recommendations to the Crews Conference in Piney Point to find ways to meet the problems that are facing the Union. There has been a slight problem with shipboard magazines and reading material not being handled

properly. The ship's committee will take care of this. And consideration of others was stressed—of their privacy and of their individuality. It was also noted that shower clogs are not acceptable in the messroom—socks must be worn with shoes. The members agreed that the food aboard the *LNG Capricorn* and the staff in the steward department are excellent. And so a vote of thanks—not just a formality—was given to them.



CHARLESTON (Apex Marine), March 11—Chairman W. Feil; Secretary Robert S. Hess; Educational Director J. Parrish. Some disputed OT was reported in the steward department. The bosun said that he spoke with the captain on the first day of sailing and stressed that there would be cooperation on all matters. He noted that any beefs should be discussed by the respective department delegate and resolved by the ship's committee if possible. He also made it clear that if a member takes no interest in the workings of the Union and does not participate in any of its affairs, then that member should not complain how the Union operates. The steward informed the members of the upcoming elections and urged members to vote for candidates favorable to the maritime industry. He also went over the upgrading opportunities available at Piney Point and said that he has the necessary applications for those people who are interested. A motion was made to get the Coast Guard to inspect soot and smoke in the passageways of the ship. Another motion was made that vacation benefits should be paid by the company and not by the Union. Several items onboard need attention. The first is a request that crewmembers not dump coffee grounds in the water fountain. The second is a request for a new washing machine. And a third is that the toilets be fixed on the mate's deck. A vote of thanks was given to the steward department for a job well done.

COVE LEADER (Cove Shipping), March 25—Chairman F. H. Johnson; Secretary H. W. Roberts; Educational Director W. J. Beatty; Deck Delegate H. L. Scott; Engine Delegate A. Day; Steward Delegate T. Dansley. No beefs

or disputed OT reported in any of the three departments. Donations are being solicited for the ship's fund. The bosun reported that the swimming pool has been cleaned and painted by the crew and is now ready to use. Paint for the decks and foc'sles will come aboard in Long Beach, and the steward department is waiting for their decks, heads and showers to be painted like the rest of the ship. It is not yet certain whether the next two trips will be to the West Coast or to Panama. The secretary noted that the crew needs clarification on the transportation for "B" men who have to leave the ship after 125 days and also on relief jobs. The educational director urged all hands

to read the LOG. Shipping is in a slump right now and everyone needs to be informed of the Union's actions and progress. The captain rechecked the COLA money and has corrected the list. It is now posted with the right amount. A vote of thanks was given to the steward department for the fine job they've done, and the chairman thanked the department delegates for their cooperation on draw lists, the check list and for generally keeping the ship clean. Of special note to the LOG comes the following. "The captain got a bunch of Harry Lundeberg 'stetsons' which most of the crew had never seen . . . and sells them in the slop chest. Most of the crew are wearing them for old times." One minute of silence was observed in memory of our departed brothers and sisters. Next port: Valdez, Alaska

DEL ORO (Delta Line), March 25—Chairman William Kratsan; Secretary Henry B. Donnelly; Educational Director W. E. Ward; Deck Delegate A. Machado; Steward Delegate J. Tucker. There were no reports of disputed OT from any of the three departments. The bosun noted that he won't know where the ship will pay off until Monday, but that it definitely will make another trip loading rice for Africa. He also said that the captain was pleased with the performance of the crew and of the accident-free trip. A general discussion was held about the COLA finally coming through and about the agreement on the part of crewmembers that rotating crews is a good idea, especially while shipping is slow. A vote of thanks was given to the steward department.

DEL RIO (Delta Line), March 11—Chairman John Moss; Secretary H. Scypes; Educational Director R. Grif-

fin. No disputed OT was reported. The chairman stressed the importance of donating to SPAD, especially with the elections coming up next November. He also urged all members to complete the questionnaires received from Union headquarters pertaining to suggestions and recommendations for the upcoming contract negotiations. The secretary suggested that in the future, when a company pulls a ship from layup, the steward and bosun should be called in a few days ahead of time to get things worked out for the crew. Related to that issue, a separate letter addressed to Red Campbell was attached to the ship's minutes pertaining to conditions aboard the *Del Rio*. The vessel was improperly stored for a 45-day trip and no provision was taken for delays. This led to water shortages and rationing, showers cut off, washing machines available only on certain days, no air conditioning, etc. The letter went on to say that nobody is blaming the people on the ship, but the apparent cause of all this was that the company pulled the ship out of layup and was supposed to take 10 days to get it back into shape. After only four days, she was out to sea. It was also noted that the cost of living adjustment was not included at payoff. A vote of thanks was given to the steward department. One minute of silence was stood in memory of our departed brothers and sisters. Next port: Dakar, Senegal; then back to New Orleans for payoff.

LNG GEMINI (Energy Transportation Corp.), March 25—Chairman T. Hawkins; Secretary Edward S. Haber; Engine Delegate Paul R. Wolf. Everything is running smoothly with no beefs or disputed OT reported. There is \$155 in the ship's fund. The bosun reported on communications received from headquarters and then posted them for all to read. He also urged all qualified members to attend upgrading courses at Piney Point and stressed the importance of donating to SPAD. Members were warned to keep away from drugs, especially in Indonesia where they seem to abound. And he thanked all hands for the rescue operation of six Japanese fishermen. The *LNG Gemini* collided with a Japanese fishing boat on March 23 at 13:10 hrs. The fishing boat sank and the *Gemini* rescued the six fishermen aboard. The captain handled the ship very well in the rough and shark-infested waters, and the crew contributed many needed items to the fishermen who had lost everything when their life raft overturned. A vote of thanks was given to the steward department for the fine food and great pool parties each trip, and a vote was also given to the deck department for keeping the messhall and pantry clean. Heading to Indonesia and Himeji, Japan.

OGDEN CHARGER (Ogden Marine), April 1—Chairman Theodoros Gallas; Secretary Simon Gutierrez; Educational Director Guy Venus; Deck Delegate Edward L. Collins; Engine Delegate Elkin Kent; Steward Delegate J.C. Mahaffey. No disputed OT. With the new arrival pool, there is now \$153 in the ship's fund to be used for the purchase of tapes and movie rentals for the new VHS recorder. The recorder was recently purchased for \$905. This money was raised by do-



Members of the *Stonewall Jackson* attend a burial service at sea for Brother Newson.

nations from some of the members and by buying chances on the arrival pools. The secretary thanked everyone for their help in getting this new machine and for recording 34 movies already. He said he hopes "we can keep this good thing going and keep everyone happy." Members were reminded that when they get off, they should leave their rooms clean for the next person. A vote of thanks was given to the steward department from the officers and crew for a job well done. Next Port: Staten Island, N.Y.

OGDEN LEADER (Ogden Marine), March 18—Chairman Fred Sellman; Secretary Floyd Mitchell Jr.; Educational Director A. Alexakis; Deck Delegate Jorge Osrio; Engine Delegate Edward Ezre; Steward Delegate George Quinn. No disputed OT reported. There is \$68 in the ship's treasury. There is an unconfirmed chance of a payoff this trip, according to the chairman, who noted that the usual practice is to have a payoff when the captain leaves. Everything is running fairly smoothly, although one AB had to leave the ship due to appendicitis. It was fortunate for him that the ship had just arrived in Panama and he was able to be operated on that very morning. The *Ogden Leader* was also involved in a rescue at sea. On the afternoon of Thursday, March 8, at approximately 1533 hrs., the ship rescued four fishermen from their sinking vessel in the Gulf of Mexico. The men were picked up and taken to Baytown, Texas, where they departed for their homes in Florida. A repair list will be put up by the steward. All delegates should be sure to have their men check the areas and see if there are repairs needed. One item already noted is the refrigerator in the crew messroom which still doesn't get cool enough. A vote of thanks was given to the steward department. Next ports: Baytown, Texas and Bayway, N.J.

OVERSEAS ALASKA (Overseas Maritime), March 25—Chairman N. Matthy; Secretary G. Richardson; Educational Director G. Dalman; Deck Delegate John B. Noff; Engine Delegate Andrew Lopez. No disputed OT. There is \$155 in the ship's fund. The bosun reminded crewmembers that if they want to leave while in port, they should see the patrolman about getting a relief. He also suggested that everyone write their congressmen and senators about supporting the Boggs bill. There is a fresh coat of paint on deck, so all hands were asked to be careful. Non-skid pads are still needed on the stairs to the bridge. It is hoped that the movies can be exchanged this trip for some new ones. Next port: Texas City, Texas.

ROVER (Ocean Carriers), March 1—Chairman S. Jansson; Secretary

E. Harris; Educational Director G. Meaden; Deck Delegate Thomas Bluit; Engine Delegate Gennaro Esposito; Steward Delegate Jose Cubans. No disputed OT was reported. There is \$21 in the ship's fund. All communications received from headquarters were posted. Some good news is, according to the bosun, that the Union wrote to the company about getting a new movie machine. A problem in the deck department was brought up. Pumpmen were handling the butterfly hoses on deck, and this is the job of the unlicensed deck department. It was noted that the next time this occurs, the bosun should call out the deck department members to do the job. A majority of the *Rover* crew would like the shipping rules to be left as they are; they oppose permanent jobs. Members were reminded that when the ship is stationed in Diego Garcia, they have to give 18 days notice if they want to leave. Next port: Guam.

SEA-LAND DEVELOPER (Sea-Land Service), March 25—Chairman Ted Tolentino; Secretary Robert W. (BeBop) Ferrandiz; Educational Director K. Amos; Engine Delegate R.W. Blethen; Steward Delegate Francisco Ancheta. No disputed OT. There is \$28 in the ship's fund. The bosun thanked those crewmembers who sent letters to their congressional representatives. In all, there were 21 letters mailed, and the stamps were purchased out of the ship's fund. The secretary noted that the *S-L Developer* is the cleanest in the D-9 fleet—so say the curio salesmen of Japan and Taiwan. This fact, he feels, is due to the crew—one of the best he has ever sailed with. All departments do their share to maintain that cleanliness. The educational director stressed the educational and upgrading opportunities available to all Seafarers at Piney Point. A motion was made suggesting that Sea-Land provide the ship's personnel with transportation from gate to dock (and vice versa) in all Far East ports just as they do in all U.S. ports. This was requested because crewmembers feel it is dangerous to walk through the terminals in the Far East. A vote of thanks was given by all to the steward department for a job well done. And the chief steward, in turn, thanked the crew for helping keep the public areas clean. Heading out to Yokohama, Kobe and Hong Kong; then back to Oakland for payoff.

SEA-LAND INDEPENDENCE (Sea-Land Service), March 18—Chairman William Mortier; Secretary George W. Gibbons; Educational Director Michael H. O'Toole; Engine Delegate Eugene R. Ceccato; Steward Delegate Peter A. Siems. No disputed OT was reported. There is \$205 in the ship's fund. The bosun urged all members to write their congressional representatives on the shipping issue and other legislation that will benefit the U.S. merchant marine. He also stressed the importance of donating to SPAD because these contributions help the Union and, in the long run, the individual members. The secretary noted that the ship may pay off in Elizabeth, N.J. and that a few men will be getting off. He said that he didn't exactly know how the Crews Conference in Piney Point would benefit the members, but that everyone is hoping for the best.

Digest of Ships Meetings

A number of suggestions were made to help keep things in working order and running smoothly. One was that when members are through using any working gear, it should be put back into the gear locker. Another was to keep feet off the chairs and coffee tables. A third was that the ship's TV needs repair. The crew was thanked for helping to keep the messroom and recreation room clean, and a vote of thanks was given to the steward department for a job well done. One minute of silence was observed in memory of our departed brothers and sisters. Next port: Halifax, Nova Scotia.

SEA-LAND VOYAGER (Sea-Land Service), March 25—Chairman J.L. Gomez; Secretary S. Platak; Deck Delegate Stewart Dixon; Engine Delegate E.L. Clayton Jr. No disputed OT. The bosun held a brief talk on the happenings this voyage—mainly about men being fired and getting off ship. Also, the wiper claimed that his room was searched without him being there and that certain personal articles are now missing. A search of a crewmember's room requires his presence, as per the patrolman's statement. The ashes of Brother Oscar Smith were buried at sea on March 13. The burial service was conducted at 1300 hrs by Capt. H. Storm, with crewmembers and officers in attendance. The *Sea-Land Voyager* was the last ship on which Smith served, sailing as a steward. Next port: Elizabeth, N.J.

STAR OF TEXAS (Titan), March 30—Chairman Robert Dillon; Secretary H. Jones Jr.; Deck Delegate Ronald K. Carraway; Engine Delegate Marcus L. Dennis. No beefs or disputes were reported. There is \$1700 in the ship's fund. The secretary talked about the new training and recreation facility at Piney Point, Md. and urged all members to take advantage of the programs offered there. He also stressed the importance of writing your

senators and congressmen and letting them know how you feel about any proposed legislation which might help the Union and your jobs. A vote of thanks was given to the steward department for a job well done. Next port: Gramercy, La.

STONEWALL JACKSON (Waterman), March 11—Chairman Carl Lineberry; Secretary Thomas Liles Jr.; Educational Director Francis C. Quebedeaux; Deck Delegate J. Richoux; Engine Delegate Leon Kleinman; Steward Delegate Jose Santiago. No disputed OT was reported. The *Stonewall Jackson* is in the Middle East right now and should be at the Suez Canal by Friday. The first port of cargo discharge is on the other end of the canal. There were two burials at sea this voyage. Brother Jake Longfellow was laid to rest in the Gulf, and Brother Wilbur Newson was committed to the deep in waters around Atlanta. The trip so far has been a good one, and the regular patrolman made a special trip back to the *Stonewall Jackson* to discuss the lodging beef. The educational director stressed the safety factor aboard ship, especially the need to stay clear of the danger zones when the crane is being used. Several problems were brought up. One was that the crew was supposed to get 20 extra movies this trip but only got 10 from the suppliers. Also, anchor and arrival pools were to be run for the movie fund, and extra juice was to be left out after breakfast. A minute of silence was observed in memory of our departed brothers and sisters. Heading through the Suez Canal and then to the Gulf of Aqaba, Jordan.

Official ships minutes were also received from the following vessels:

ITB BALTIMORE	OVERSEAS ARCTIC
COVE SAILOR	OVERSEAS MARILYN
INGER	SANTA ROSA
LNG LEO	SAN PEDRO
MARINER	SEA-LAND ECONOMY
OAKLAND	SEA-LAND PRODUCER
OGDEN MISSOURI	SEA-LAND VENTURE

Monthly Membership Meetings

Port	Date	Deep Sea Lakes, Inland Waters
New York	Monday, June 4	2:30 p.m.
Philadelphia	Tuesday, June 5	2:30 p.m.
Baltimore	Wednesday, June 6	2:30 p.m.
Norfolk	Thursday, June 7	9:30 a.m.
Jacksonville	Thursday, June 7	2:00 p.m.
Algonac	Friday, June 8	2:30 p.m.
Houston	Monday, June 11	2:30 p.m.
New Orleans	Tuesday, June 12	2:30 p.m.
Mobile	Wednesday, June 13	2:30 p.m.
San Francisco	Thursday, June 14	2:30 p.m.
Wilmington	Monday, June 18	2:30 p.m.
Seattle	Friday, June 22	2:30 p.m.
Piney Point	Friday, June 8	3:00 p.m.
San Juan	Thursday, June 7	2:30 p.m.
St. Louis	Friday, June 15	2:30 p.m.
Honolulu	Thursday, June 14	2:30 p.m.
Duluth	Wednesday, June 13	2:30 p.m.
Gloucester	Tuesday, June 19	2:30 p.m.
Jersey City	Wednesday, June 20	2:30 p.m.

'Everyone Can Help . . .'

In reference to the special meeting to be held on April 14, 1984, I am sorry to say that my poor health will prevent me from going down there. However, as a registered voter here in Berks County-Amity Township, I will do everything possible to try and get the right candidate in there who will help the national maritime industry. I also will write letters to my congressmen and senators and urge them to support any maritime bills.

If I can be of more assistance, please do not hesitate to let me know. I hope that I can still do good to help our fine Union.

God bless the SIU and all its members and President Frank Drozak.

Sincerely,
John N. Chiorra C 410
Douglassville, Pa.

'In Praise of Piney Point . . .'

My husband and I very much enjoyed attending the new facility in Piney Point, Md. As an upgrader, Bob successfully completed the First Class Pilot course with the help of John Chancellor, his instructor.

The new "Home Away From Home" is just that. The rooms are very nice. And the food is just out of this world! Thanks, Romeo, for that great shrimp scampi recipe!

Sincerely,
Mr. and Mrs. R. Kiefer
Sharon Hill, Pa.



(Reprinted from the April 29, 1984, San Francisco Sunday Examiner & Chronicle)

Having just recently completed an inter-island cruise aboard American Hawaii Lines' *SS Constitution*, I also would like to refute the recent criticism of that ship. While in Honolulu we made a last-minute booking for five days of cruising, disembarking at Kahalui. (It is my understanding that AHL will book "short" four- and five-day cruises on a space available basis.) This spur-of-the-moment decision proved to be one of my most pleasant experiences.

Both my companion and myself found our room and facilities to be very good. The ship, by the way, was christened by the late Princess Grace of Monaco, and the movie "An Affair to Remember" was filmed aboard.

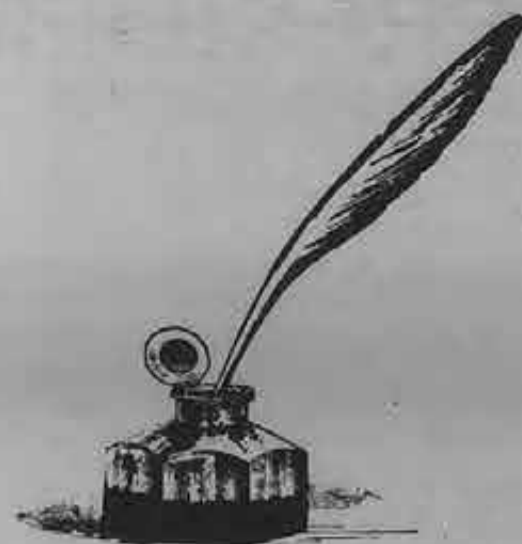
We were impressed by the attention and professionalism of the entire crew; all the way from the captain, Harry Wu, a jolly and amiable gentleman who hails from Taiwan via New York, to a bright and witty waitress by the name of Rose, who not only saw to it that her own tables were content, but others as well.

Considering a 400-per seating capacity, the food was well prepared and served, except that some passengers found the fare too salty (sea air?) or desired more exotic/continental menu selections.

Although a trans-Pacific crossing may prove too sedate to some, their regular inter-island cruises with several excursions at each of the four ports of call should prove more than ample diversions for the vast majority of us looking to get "away from it all."

Charles R. Louda
Livermore, Calif.

Letters To The Editor



(The following letter was published in the April 8, 1984 edition of the Florida Times-Union, Jacksonville, Fla.)

'U.S. Merchant Fleet Grows Weaker Under Reagan . . .'

I am American merchant seaman. I have been out of work over six months.

Merchant seamen and shipyard workers suffer from some of the highest unemployment figures in the nation, 50 percent.

American ships are being built in foreign yards. Most maritime subsidies have been eliminated or reduced.

Over the past 35 years, we have had promises from five different presidents that they would revitalize the U.S. merchant fleet.

None of these promises has been translated into action.

The merchant marine is the fourth arm of defense, but the arm is not very strong. It cannot supply troops and materials to sustain U.S. action on one front, let alone two.

Free trade is a myth.

In 1960, the Soviet Union had a fleet of 600 ships. Today that fleet consists of more than 2,700 ships with another 600 under construction. Today, the United States has fewer than 600 ships that fly the American flag.

Think about that, a United States with no merchant marine. No American flags on the high seas or outside the United States.

President Reagan made some very specific promises to the maritime industry in 1980. He delivered laid-up ships (some 120), closed American shipyards and put thousands of American seamen and shipyard workers out of work.

Under the Reagan administration, we are left with no viable maritime policy and a trade policy that encourages only imports.

The administration has ended the construction differential subsidy program so that shipbuilding can find foreign havens.

Come on Jacksonville, we are a seaport. Let's put the American flag on ships at our piers.

Vote a president who will be for all American workers.

John A. Damian
Jacksonville Beach, Fla.

'In Praise of the SIU Clinics . . .'

We who go to sea today are the luckiest seamen in the world. For I can remember back to 1945, when such health care [as the Seafarers Welfare Plan] did not exist. We sailed—and if we were sick, well then we just didn't make it.

Yes, today many of us just take the clinic for granted. This is not right in my experience.

You and your staff are truly the ones in whose hands we put our lives. I am saying that without you and your staff, there would be no SIU members sailing today, for all of us would fall apart.

The treatment I received from you and your staff does not exist today in any other union. You, Dr. Flippo, did not only see I was taken care of. You also took time out of your busy schedule to come and see me in the hospital. And when I was released, you made sure that a follow-up examination was done.

You and your staff took care of me every step of the way. When I was ready, you then returned me to continue my career at sea.

Can there truly be enough thanks for what you have done? Never. So I say on behalf of all SIU members sailing today, thank God there are doctors such as you and your entire staff.

Alive today due to your care,
Ruby DeBoissiere
Chief Steward, Ogden
Champion

PRESIDENT'S PRE-BALLOTING REPORT

The following report was presented at all SIU Constitutional Port Membership meetings in May, as well as at all SIU halls holding informational membership meetings in May.

May 7, 1984

Pursuant to Article X, Section 1(e) of our Constitution, I am submitting at this regular May membership meeting of this election year, my Pre-Balloting Report.

The balloting for our General Election of Officers for the term 1985-1989 will commence on November 1 and continue through December 31, 1984. The election will be conducted under the provisions of our Constitution, as amended and effective January 15, 1981, and such other voting procedures as our Secretary-Treasurer may direct.

I have, in consultation with our Executive Board and Port Representatives, made a careful appraisal of the needs of our Constitutional Ports: New York, Philadelphia, Baltimore, Detroit, Houston, New Orleans, Mobile, San Francisco and St. Louis. We have carefully considered the changes that have taken place in the deep-sea and inland field, with a view toward meeting the opportunities for expansion through means of organizing.

Since our last General Election of Officers, the membership of the Seafarers International Union of North America, Atlantic, Gulf, Lakes and Inland Waters District voted affirmatively to approve the merger of a former sister affiliate, Military Sea Transport Union, into our organization, the Atlantic, Gulf, Lakes and Inland Waters District. The former Military Sea Transport Union membership will, of course, be participating as members of our organization in the forthcoming General Election of Officers.

It is my recommendation, in accordance with our Constitution, that the following offices be placed on the ballot in the 1984 General Election of Officers for the term 1985 through 1989.

HEADQUARTERS

- 1 President
- 1 Executive Vice President
- 1 Secretary-Treasurer
- 1 Vice President in Charge of Contracts and Contract Enforcement

- 1 Vice President in Charge of Atlantic Coast
- 1 Vice President in Charge of the Gulf Coast
- 1 Vice President in Charge of the Lakes and Inland Waters
- 1 Vice President in Charge of the West Coast
- 4 Headquarters Representatives

NEW YORK

- 1 Agent
- 8 Joint Patrolmen

PHILADELPHIA

- 1 Agent
- 2 Joint Patrolmen

BALTIMORE

- 1 Agent
- 2 Joint Patrolmen

MOBILE

- 1 Agent
- 2 Joint Patrolmen

NEW ORLEANS

- 1 Agent
- 3 Joint Patrolmen

HOUSTON

- 1 Agent
- 3 Joint Patrolmen

SAN FRANCISCO

- 1 Agent
- 2 Joint Patrolmen

DETROIT

- 1 Agent
- 1 Patrolman

ST. LOUIS

- 1 Agent
- 1 Patrolman

In accordance with the above-mentioned Article X, Section 1(e) of our Constitution, I am required to recommend a bank, a bonded warehouse, regular office thereof, or any similar depository, to which the ballots are to be mailed, no later than the first regular meeting in October of this year. I will make such recommendation to the membership before such deadline.

As provided for in Article XII, Section 1, nominations open on July 15, 1984 and close on August 15, 1984.

I wish to further advise the membership that by virtue of the merger with our Union of the international affiliate Military Sea Transport Union a few years ago, a proposed constitutional amendment providing for a "Vice President in Charge of Government Military Maritime Operations" will be submitted to the membership, and subject to membership action

thereon, as constitutionally provided, will appear on the ballot at the same time balloting takes place for the election of officers later this year.

Also to appear on the ballot at the same time, subject to membership action as constitutionally provided, is a further proposed constitutional amendment which will change the title

of "Patrolman" to "Port Employee."

The foregoing constitutes your President's Pre-Balloting Report and subject to my further recommendation as to the depository to be made hereafter, I recommend its adoption.

Fraternally submitted,
Frank Drozak
President

The Promises

A Rerun of 1980?

Well, at least the Reagan administration is honest. Maybe cynical or brassy would be better words.

At a recent Merchant Marine subcommittee hearing, Russell F. Stryker, deputy administrator for the Maritime Administration, spent a great deal of his time opposing most of the programs the SIU has supported in an effort to revive the merchant marine; construction and operating subsidies, shipyard work for merchant ships and others. Of course he didn't say what might take the place of all the programs that the administration has sunk in the last three years.

But, not to worry, he said. Something will be done.

Oh yeah? When?

"It would be my hope there would be something coming before the election," Stryker said.

Our question is, Why the sudden

concern for a November deadline? What was wrong with 1981 or 1982 or 1983?

Could it be that the administration has been diligently laboring since it took office to implement the massive program of revitali-

Editorials

zation Candidate Reagan made when he was seeking support and election? It must be an incredible program after three years of study. The administration must have nothing but good ideas left because they've used up all the bad ones in the last three years—ODS buy-outs, CDS paybacks, CDS cancellation, build foreign, buy foreign, ship foreign.

Or could it be that it's just an election year?

Sealift Vital

New Navy Discovery

Is it proper to shout "Eureka" when one discovers something which has been hiding in plain sight. If it is, then dozens of high-ranking Washington military experts must be shouting because here is what they "officially" discovered.

"The successful deployment and sustainment of military forces worldwide in support of military strategy and national security objectives is heavily dependent upon sealift . . . Commercial U.S. merchant marine assets will carry the lion's share of the lift required in time of war. Those ships have steadily declined because of a worldwide slump in the shipping industry."

Seriously, according to a May 4, 1984, four-page press release, the U.S. Navy just "formally recognized the long-standing role of strategic sealift as the third major function" of the Navy.

In reality, what the administration has discovered is that their

policies of neglect concerning the merchant marine have forced the Navy to take on jobs that historically had been part of the role of the U.S. merchant marine. The Navy knows it needs ships to move troops and materials. The Navy also knows the private U.S. merchant marine does not have the capacity or the equipment to move what is needed in a major conflict.

So the Navy has developed three very reasonable programs, two Prepositioning Forces and the Fast Sealift ships. That's fine as far as it goes.

What the administration needs to discover now is that the U.S. private merchant marine is a vital and necessary force. It needs to discover that with a comprehensive and complete maritime policy that same private U.S. merchant marine could be counted on to fulfill its role.

When they discover that, then perhaps we will shout "Eureka."

SPAD

CHECK-OFF
IT'S A SMALL
PRICE TO PAY



IT'S
JOB
SECURITY!

IT'S
POLITICAL
POWER

Frank EVERS
S.I.U.