

New Rule Allows Foreign Flags

DOD Fires on Cargo Preference Law

What began as a squabble between a small U.S. carrier, the Department of Defense and Iceland could open the doors of \$1.8 billion in guaranteed U.S. cargo to foreign ships.

The Department of Defense has proposed a rule to allow foreign-flag ships into a trade that since 1904 has been reserved for U.S.-flag ships (see editorial page 23). The Navy coordinates all military shipments.

Currently the 1904 Military Cargo Preference Act requires that 100 percent of all military cargo be shipped on American vessels, unless the cost is excessive and then 50 percent of the cargo may be shipped foreign. The Department of Transportation (DOT) has the final say if the cost is excessive.

Under the DOD proposal, the entire amount of military cargo could be opened to foreign shippers, and the Navy would be the group which determines if the rates are excessive.

The fear expressed by opponents to the action is that any time an American

bid for cargo is higher than foreign rates, the Navy will determine it is "excessive." No one in the industry denies foreign-flag shipping is cheaper.

"Sure foreign-flag ships charge cheaper rates. They pay their crews less, their ships cost less, they have fewer safety and other regulations to follow and they receive backing from their governments. But then nobody ever called the Liberian-flag fleet 'America's Fourth Arm of Defense' either," said SIU President Frank Drozak.

Now when the DOT attempts to determine if an American shipping firm is charging excessive costs, the basis is "whether the costs or the profits to the operator are excessive or otherwise unreasonable and not whether the cost is excessive to the government," said Jim J. Marquez, the department's general counsel.

The DOD proposal would give a contracting officer the right to deter-

mine if the costs are excessive and then waive cargo preference.

"It could be applied any time you have some bureaucrat who simply arbitrarily says your rates are excessive, without knowing what your costs are," said Albert E. May, executive vice president of the Council of American-Flag Ship Operators.

While some claim this move is an effort to cut costs, most industry observers say the new rule is an attempt to appease the government of Iceland.

For many years, supplies to a U.S. Air Force and Navy base were transported by three small Icelandic ships, because no U.S. carrier was in the trade. However, in 1985 Rainbow Navigation, Inc. was founded and claimed they had rights to the cargo under the 1904 Cargo Preference Act. Rainbow won the cargo but the government of Iceland put pressure on the U.S. to return the business, or at

(Continued on Page 24.)

All Roads
Lead to...
Diego Garcia?



Pages 12 & 13

Well Bless My Sole

New Bedford Fishing Fleet Gathers for Blessing

WHEN Herman Melville wrote *Moby Dick*, he gave mention to the whaling port of New Bedford, Mass. settled in 1640. It seemed to him the sturdy, small houses and flower beds had all been harpooned and pulled

up from the sea so much did the air hold the taste of salt, so much did generations pass on the whaling trade and sermons at Seamen's Bethel on Johnny Cake Hill offered up prayers for a successful voyage.

Today, New Bedford is a major fishing port and houses the largest assemblage of fishing boats anywhere on the East Coast. The pulpit at Seamen's Bethel is carved into the shape of a ship's prow. Fishermen's wives

still watch quietly from the docks for their husbands' return from the sea.

The most recent wave of immigration brought Portuguese fishermen and their families here. Many belong to the SIU. And each year in August the Portuguese community and all of New Bedford turn out to take part in the Feast of the Blessed Sacrament and

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The procession of New Bedford fishing vessels makes its way to the Coast Guard cutter and the blessing.

Bob Vahey Dead

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President's Column: SIU-NMU Merger, 'Pattern of Approval'

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New Seniority Rules for Military Ships

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President's Report

by Frank Drozak

THIS Union is in excellent shape. We have jobs for our membership, and they are good jobs. We have training programs which are providing our members with the skills to handle these new jobs responsibly and efficiently. And, as we continue to expand the job opportunities for this membership, we continue to grow as an organization.

But—this maritime industry is in terrible shape. It is in the worst shape that I have seen it in all of my years as a seaman and as a Union official. The last of the liner companies, Farrell, Lykes and U.S. Lines, are all in bad financial shape. Sea-Land, an unsubsidized company, an innovative leader in the industry worldwide, and for many years a financially stable organization, today is losing millions of dollars each quarter. Waterman, which astounded the industry by recovering from bankruptcy, is facing new difficulties because the Maritime Administration is letting other shipping companies into their trade routes.

The Reagan administration continues to steer a ruinous "free trade" course despite all of the warning signals. Efforts by some segments of our industry to make the U.S.-flag competitive on the high seas are ignored—deliberately. In a recent letter to Sen. Ted Stevens, chairman of the Senate's Subcommittee on Merchant Marine, the director of Reagan's Office of Management and Budget urged the senator to drydock any operating subsidy program because of "the lack of change in the areas of crew size and wages. . ." (See the full text of this letter published on this page.)

The fact is that the SIU has substantially restructured crew size and crew responsibilities which have resulted in significant savings to its contracted operators. And this has been done without compromising the job security of this Union's membership.

Let me give you an example. When Sea-Land designed and put into service 16 new diesel ships, 12 D-9s and four D-6s, this Union negotiated crew reductions for both types of vessels. According to figures published by the U.S. Maritime Administration, this results in a savings to Sea-Land of \$10 million per year. A significant operating cost reduction, and it was negotiated without compromising the job



security of SIU members or the safety of the ships.

We have been effecting these crew reductions wherever we can to do our part in making the U.S.-flag competitive. But, we can't do it all, and we can go no further alone.

We would hope that other unions would begin to take a look at their manning requirements in light of the reality of the shipping world as it is today, and to take positive actions within their organizations so that we can work together to save this industry. If we can do this together, we can together persuade Congress that whatever form of operating subsidies are then necessary to keep our industry viable and our nation's defense needs secure should be forthcoming.

* * *

Speaking of working together, this membership is well aware that we have been working toward the merger of maritime labor organizations. We feel that the unity of common efforts toward common goals is both necessary and proper. We have had many discussions about merger in the past 25 years. Just recently, at my request, AFL-CIO President Lane Kirkland sent letters to all of the maritime unions with a copy of our merger proposals.

During the past two months, the National Maritime Union has discussed these proposals in their publication, and has polled their membership. NMU President Shannon Wall wrote to me recently and said that "support for merger of all the unli-

(Continued on Page 23.)

Reagan Aide Misinforms Senate On Ship Crew Manning Issue

(See President's Report this page.)

EXECUTIVE OFFICE OF THE PRESIDENT

OFFICE OF MANAGEMENT AND BUDGET
WASHINGTON, D.C. 20503

Honorable Ted Stevens
Chairman
Subcommittee on Merchant Marine
Committee on Commerce, Science,
and Transportation
United States Senate
Washington, D.C. 20510

August 16, 1986

Dear Ted:

Thank you for your recent letter concerning S. 2662, legislation designed to reform the Operating Differential Subsidy (ODS) program.

The administration recognizes the need for meaningful ODS reform and would be pleased to explore with you ways to achieve a consensus on both the substance and cost of such a legislative package. S. 2662 already includes several reforms that the administration believes are important, such as authority for subsidized U.S.-flag operators to construct or acquire vessels at world market prices and increased operating flexibility necessary to respond more efficiently to market conditions.

I believe, however, that S. 2662 must go much further in restructuring the existing ODS program in order for it to be a meaningful reform package. Among other things, the administration is particularly concerned about the lack of change in the areas of crew size and wages, both of which need to be restructured to improve the long-term competitiveness of the U.S.-flag fleet.

Cost is also a critical area. I agree with your assessment that S. 2662 has significant budgetary problems and believe that its cost needs to be brought in line with the cost of the existing ODS program. Crew size and wage reforms will help achieve this goal as well as a hard look at the number of ships eligible for subsidy and the need for grants to the small operators.

With the end of this Congress quickly approaching, I can understand your sense of urgency in seeking early Senate action on S. 2662. On the other hand, I believe the substantive and budgetary problems associated with S. 2662 are too significant to await conference for resolution. Instead, I urge you to address these problems before S. 2662 is brought to the Senate floor.

Sincerely yours,
James C. Miller
Director

cc: Honorable John C. Danforth
Honorable Ernest F. Hollings
Honorable Daniel K. Inouye



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Bob Vahey, Architect of Many SIU Programs, Dies



Bob Vahey (left) was instrumental in developing many of the programs and issues that have helped the SIU stay afloat in troubled times. He is pictured with SIU President Frank Drozak.

Bob Vahey, who waged a heroic year-long battle against cancer, died Sept. 17. He was 40 years old.

Described by those who worked with him as "tireless" and "energetic," Bob was involved in every phase of this Union's activities.

Named special assistant to the SIU president in 1983, Vahey made a lasting contribution to the SIU and the maritime industry in such diverse areas as safety, education and grassroots political activity.

"Although Bob's name was not on the SIU ballot," said SIU President Frank Drozak, "he did more to protect the job security of this membership than almost anyone else I can think of."

Bob played a pivotal role in helping the SIU secure thousands of military-related jobs for its members.

"Bob Vahey was one of the first people to understand the importance of military work to the survival of the American-flag merchant marine," said SIU Vice President Red Campbell. "He did everything he could to push this organization in that direction."

At a time when the American-flag fleet has dwindled to fewer than 400 ships, fully one-third of the jobs available to SIU members are onboard military-contracted vessels.

One of the last things that Bob did before he entered the hospital for the final time was to secure a bid from Lavino Shipping Co., which means 300 more jobs for SIU members.

"I've never seen such a raw display of courage or devotion," said Mike Neumann, director of the Government Contracts Department of the Transportation Institute, who accompanied Bob to that meeting. "Bob knew he was dying, but all he could think about was the well-being of the membership."

"I think the Lavino thing kept him going," said Tom Messana, another assistant to the SIU president. "He would not let himself die until he secured those jobs for the membership."

"It was Bob Vahey," said SIU Vice President Roy "Buck" Mercer, "who

first came up with the idea of applying the Service Contract Act to the maritime industry."

Bob joined the SIU in 1979 to head its inland waters division. A veteran of the ACBL, Dixie and Outreach Marine beefs, he had been on the front line in the battle to protect the rights of Union members employed in the tug and barge industry.

He braved bullets in Jeffersonville, Ind. and time-consuming and often heart-wrenching legal maneuverings in the federal courts and the National Labor Relations Board to grapple with the growing anti-union trend in the tug and barge industry.

"Bob felt a personal sense of solidarity with our members in the inland industry," said John Fay, assistant secretary treasurer of the SIU. "He was not willing to see their wages and benefits cut."

"The battle to protect the rights and dignity of Union members on the rivers is still being waged," said SIU Vice President Mike Sacco. "We've had some wins as well as some losses. But when the final chapter is written, a great deal of credit will have to go to Bob Vahey."

"No matter how difficult or impossible a situation seemed," said SIU legal counsel Jim Altman, "Bob Vahey had a way of rallying the troops, of making things bearable through his optimism, professionalism and tenacity."

Before Bob joined the SIU in 1979, he was director of research for the Transportation Institute, a non-profit maritime research organization. His commitment to excellence helped transform that organization into one of the leading centers of maritime research in the country.

"Many of the maritime programs that were enacted in the 1970s would never have seen the light of day had it not been for Bob Vahey," said Richard Daschbach, former maritime counsel for the Senate Commerce Committee.

"I always knew," said Daschbach, "that I could rely on the integrity and professionalism of Vahey's research."

"Bob Vahey was the father of the

ocean mining and outer continental shelf issues," said Jean Ingrao, secretary-treasurer of the Maritime Trades Department. "He worked on developing programs relating to ocean thermal energy and cargo preference."

"He was the impetus behind the General President's Council on the Outer Continental Shelf," added SIUNA Vice President Jack Caffey.

Bob served as a delegate to the International Labor Organization in 1984, and wrote the Sealift Training Manual for the Seafarers Harry Lundeberg School of Seamanship. He coordinated the SIU's efforts to block construction of the Cross-Florida Pipeline.

"He was a brilliant mechanic," said Frank Paladino, head of the SIU's inland division.

"Bob Vahey was the only person I know who could have gone through all those RFPs (Request for Proposals)," said Red Campbell, in reference to the bidding system for Navy work. "Some of those proposals were in excess of 500 pages. It was Bob who alerted many of our owners to potential military work."

"Bob Vahey represented the finest of today's new breed of labor leaders," said Ron Rasmus, president of Admiral Towing and Barge Company. "We liked working with him because he understood and could balance the needs of Seafarers with the needs of the maritime industry today."

"Bob Vahey was instrumental in helping us shape a curriculum that was sensitive to the needs of the industry," said John Mason, head of curriculum development at the Seafarers Harry Lundeberg School of Seamanship. "If it weren't for him, we wouldn't have had a Sealift Conference, which was the first of its kind in the country, or a crane operator's course."

"It was Bob Vahey who sold the Navy on the idea that the military work could be performed by civilian mariners," said Bob Kesteloot, vice chairman of the Transportation Institute and former head of the Navy's Sealift Division. "The turning point came in 1985, when the *Southern Cross* became the first vessel manned by civilian mariners to do something more than just participate in exercises."

"The eyes of the Navy were really opened by the flawless performance of the SIU crew," said Kesteloot.

"More than anyone else I can think

of," said Marianne Rogers, the SIU's political director, "Bob Vahey maintained a standard of excellence. And he made people live up to that standard."

"Bob Vahey made an immeasurable difference in this Union's grassroots political efforts," said Rogers. "He had a genius for coordinating the efforts of a diverse group of people."

"Bob Vahey kept in daily contact with the ports," said Tom Messana. "He gave full support to the officials in the field. In return, he demanded that they maintain a certain standard in servicing the membership."

"Whenever I had a problem," said Don Anderson, port agent for Wilmington, "I knew that I could turn to Bob Vahey."

"You didn't mind working your guts out for him," said one official, "because you knew that he was working twice as hard as you were."

"Bob Vahey had an uncanny ability," said Jim Patti, head of the Maritime Institute for Research and Industrial Development and one of Bob's frat brothers at George Washington University more than 20 years ago, "to make practical use of any conversation."

"You'd say something to Bob," said Tom Messana, "and months later you'd find out he had used it as a basis for some new idea or program."

"He was a lovable guy," said Frank Paladino. "You could go in and talk to him about anything."

"He was more than a boss," said Jeanne Textor, his administrative assistant. "He was a friend."

"Once you reach a certain age," said SIU Legislative Director Frank Pecquex, quoting something Bob himself had said shortly before his death, "you finally understand that no one is indispensable. Yet while everyone can be replaced," said Pecquex, "it takes longer to replace some people than others."

"It will be many moons," said Pecquex, "before we'll see the likes of Bob Vahey again."

At his request, Bob Vahey was interred at the Seafarers Harry Lundeberg School of Seamanship. On the day of his death, SIU President Frank Drozak had the flags at the SIU headquarters building flown at half mast.

Bob is survived by his wife Elizabeth; his parents; and two brothers, William and Chris.



As an SIU representative to the International Labor Organization (ILO), Bob Vahey helped bring unions from around the world together to face common problems. Last year in Geneva, Switzerland, Vahey (right) and Richard Daschbach, who represented the Maritime Trades Department, confer at the ILO meeting.

The SIU in Washington

Seafarers International Union of North America, AFL-CIO

September 1986

Legislative, Administrative and Regulatory Happenings

Washington Report

"I knew the end was coming when the lights went dark. I pushed the children down on the floor and covered them with my body."

Those words were spoken by one of the hostages onboard the ill-fated Pan American World Airways Flight 73 in Karachi, Pakistan.

The woman was lucky. She and her children survived the 16-hour ordeal. Eighteen of the 389 passengers and crewmembers did not.

International travel in this day and age poses a problem. That is especially true for those people whose job it is to transport goods and materials on planes and ships.

Without these transportation workers, international commerce would be impossible. Yet it is they who are on the front line in the war against terrorism. Planes and ships have become natural targets for terrorists.

Indeed, after the raid on Libya, the Islamic Jihad promised to retaliate against "American embassies and ships."

In the Persian Gulf today, neutral ships (in the context of the Iran-Iraq War) are being stopped and searched.

These latest developments demonstrate how important it is for this country to have an adequate sealift capability as well as a comprehensive policy on terrorism. The SIU is dealing with this issue on many different levels, from its training school at the Seafarers Harry Lundberg School of Seamanship to its legislative staff in Washington, D.C.

Manpower Shortage

A hypothetical question: What if Libya were to continue to sponsor terrorist activities?

Many noted experts, including Richard Nixon and former Secretary of State Henry Kissinger, believe that this country should impose an embargo. But the question remains: Would this country have adequate sealift capability to do that?

Captain Robert W. Kesteloot, former director of the Navy's Strategic Sealift Division, and the new vice chairman of the Transportation Institute, says that "the U.S. merchant fleet will be nearly 250 ships short and would face a crew shortage of nearly 5,000 to 6,000 seamen in 1992 if a national emergency were to occur."

The key to correcting that situation, says Kesteloot, is cargo. Otherwise, the United States would remain a musclebound giant: overequipped in high-tech weaponry, but lacking in sealift and other conventional capabilities.

Trade Deficit Soars

August was a time for bad economic news. The trade deficit reached an all-time monthly high.

The country's economic performance continued to stagnate. In addition, the Office of Management and Budget (OMB) estimated that the fiscal year 1987 budget deficit would top \$163 billion.

What does that mean? According to the OMB, if across-the-board spending cuts under the Gramm-Rudman-Hollings deficit reduction law are still in effect, then non-defense programs would have to be slashed by 7.6 percent while defense programs would face cuts amounting to 5.6 percent.

For the Department of Transportation, that would mean a cut in spending authority for fiscal year 1987 of \$2.4 billion and a cut of \$500 million in estimated outlays. Maritime Administration operations and training, research and development outlays would be reduced by about \$4.7 million.

Drug and Alcohol Testing

The SIU outlined its reaction to a proposed rule by the Coast Guard on alcohol and drug abuse.

"Just like American society," said SIU President Frank Drozak, "people who work in the U.S. merchant marine face some serious drug and alcohol abuse problems."

"We at the SIU have done quite a bit on our own to help our people overcome the burden of addiction. We applaud the Coast Guard's efforts in this area."

"We do, however, object to certain aspects of the proposed rule. . . ."

Among the objections that Drozak cited were the provisions that would make it mandatory for seamen to turn someone in for drug use or else face loss of their own license; onboard alcohol and drug testing, and a rehabilitation program that would implement a six-month waiting period for anyone who is sent to or who volunteers to go to a rehabilitation program.

Drozak noted that the average seaman does not have the expertise to determine who is or is not on drugs, and that requiring them to turn someone in would create dissension onboard a vessel. If they feel someone's behavior poses a threat to the safety of a vessel, most seamen have enough sense to report that person.

Most of the tests presently employed in field alcohol and drug testing are notoriously unreliable. In some cases, there has been an inaccurate testing rate of 65 percent.

And while Drozak applauded the concept of allowing people to retain their documents by going through a rehabilitation program, he feels it should be up to a seaman's counselor to determine if he is fit to go back to work. To mandate a six-month waiting period would deter many people from seeking help.

Tax Reform

On August 16, House and Senate conferees announced the broad outlines of a compromise tax reform bill.

"Although the details of the final package remain sketchy," said SIU Legislative Director Frank Pecquex, "it would appear that the U.S. maritime industry fared very well. Almost without exception, every item or change sought by the SIU was included in the conference committee's final bill."

Among other things, the conference measure pretty much retains existing law with respect to the vessel Capital Construction Fund and the deduction of expenses while attending a convention onboard a U.S.-flag cruise ship. Both will continue. It repeals deductions that had spurred investment in so-called "flag-of-convenience vessels."

Service Contract Act

By an overwhelming 61-34 vote, the Senate

stopped anti-labor forces from gutting the Service Contract Act. The victory came when Sen. Ted Kennedy (D-Mass.) offered an amendment from the floor.

Since its inception in 1965, the SCA has set stringent wage standards for companies bidding for government-generated work. Under its provisions, a company cannot pay its workers less than prevailing local industrywide standards.

Language was included in the Senate version of the FY 1987 Department of Defense Authorization bill which would have severely restricted the application of these wage restrictions.

The SIU worked with the rest of organized labor to strike this language.

Cargo Preference

Under the Military Transportation Act of 1904, 100 percent of the nation's defense cargoes are reserved for U.S.-flag vessels. The Act waives this requirement, however, if no U.S. tonnage is available or if the rates charged by the U.S. carriers are excessive or "otherwise unreasonable."

Under present regulations, the U.S. Maritime Administration is the agency charged with the responsibility for determining whether a U.S.-flag rate is excessive or unreasonable. Bowing to pressure from the U.S. Department of State, the Department of Defense has recently published a proposed rulemaking in the Federal Register which would transfer this authority to the Department of Navy.

"The SIU believes that such a change would be detrimental to the U.S.-flag fleet," said SIU Legislative Director Frank Pecquex.

The proposed rule also has garnered the opposition of *The Journal of Commerce*, which notes that it would strip the Maritime Administration of one of its more important functions.

Such a move, said *The Journal of Commerce*, might even make Marad expendable. That would prove disastrous for the maritime industry, said the *Journal*, because every industry that wants to protect its own interest must have at least one federal agency or department backing it.

Shipment of Coal to Military Bases

Both the Senate and House versions of the Department of Defense Authorization Act for fiscal year 1987 contain provisions which would require certain overseas U.S. military bases to convert from coal powered heating systems to district heat. Better known as "city steam heat" in the United States, district heat is a system whereby American forces surrender independent control of their own energy sources on U.S. bases and tie into municipal power plants.

"Aside from the national security concerns associated with such a move," said SIU Legislative Director Frank Pecquex, "it could force the layup of several SIU-contracted ships."

Because the Military Transportation Act of 1904 requires that 100 percent of the coal for these bases travel onboard U.S. vessels, it provides full-time employment for quite a few

(Continued on Page 7.)



Inland News

tug/tow
barge/dredge

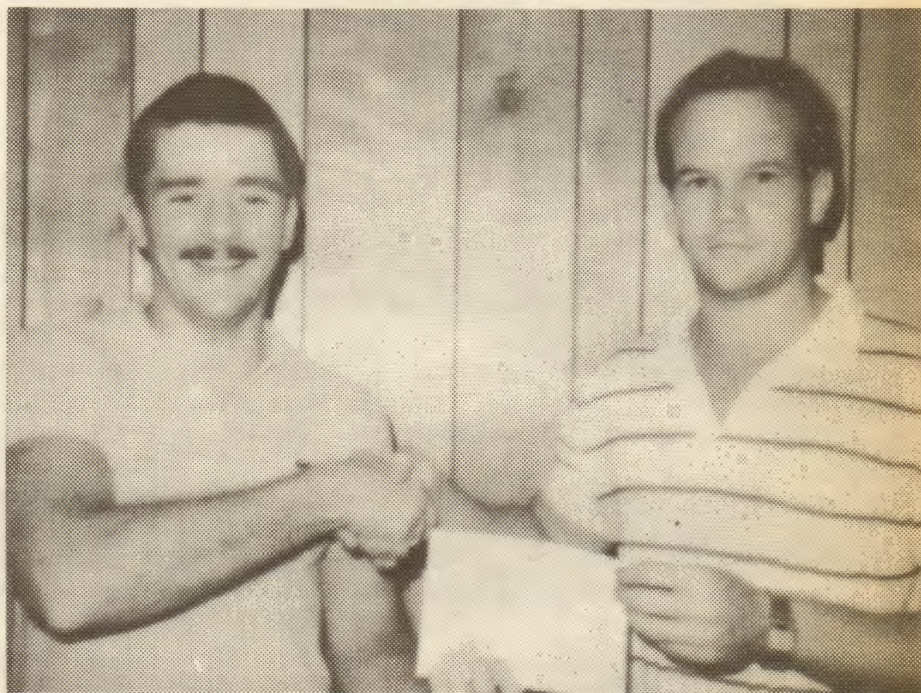
Sabine Captain First to Sign Up For Inland SPAD Checkoff

Frank Jewell, a captain for Sabine Towing in Port Arthur, Texas, not only helped come up with the first SPAD checkoff plan for Sabine, but became the first Boatman there to sign up for it.

The 29-year-old, who has been working tugs since shortly after high school, was on the contract committee which recently hammered out an agreement with Sabine.

"I told them if we could come up with a plan, I would be the first to sign up," he said.

After three years as a deckhand, Jewell was one of the first Boatmen to complete the Transportation Institute's Operator Scholarship Program at SHLSS. Then three years ago he upgraded again when he received his offshore license.



Capt. Frank Jewell (right) receives congratulations from Houston Rep Dean Corgey for being the first Boatman at Sabine Towing to sign up for SPAD checkoff.

INLAND LINES

Luedtke Engineering Dredging Buffalo Harbor

Luedtke Engineering has won the contract to dredge the Buffalo (N.Y.) Harbor.

Luedtke has also won the job to dredge the harbor of Racine, Wis. Dunbar & Sullivan will do the shoreside work there.

The Zenith Dredge Co. is on a dredge job in the Duluth, Minn. area.

The new contract for Boatmen at the Tampa Bay Pilots Assn. was signed, sealed and delivered.



A SPAD checkoff agreement was also included in a new three-year contract with C.G. Willis Towing. Aboard the tug *Roletta* in Paulsboro, N.J. are from the left, Whit Williams, deckhand; Herbert Williams, captain; Jim Martin, SIU Norfolk port agent, and James Carawan.

Tug Marion Moran Sails for Chile



The crew of the tug *Marion Moran* (Moran of Texas) gets a little free time as she awaits a berth in Galveston, Texas to take on a load of wheat bound for Chile. The crew is (front l. to r.) 2nd Mate Dick Holt, AB Jimmy Papis Jr., Asst. Engineer Paul Joiner, Chief Engineer Joe Kadak, (back row) Cook John Lee, Capt. Lou Vest, 1st Mate Jim Moran, OS Wade Wansley and AB Robert Wiggins.

Crowley Votes New Contract

SIU Boatmen at Crowley Marine in the ports of Wilmington and Long Beach, Calif., Philadelphia, San Juan, Lake Charles and Jacksonville early this month voted 165 to 114, with four ballots voided, for a new three-year contract. The last contract expired June 30.

In the ports of Wilmington and Long Beach, Calif., unlicensed Boatmen work 24-hour shifts manning 15 tug-boats, 20 barges and call boats. The bigger boats have 6-man crews and the smaller boats have 5-man crews. They dock ships and shift barges for the U.S. Navy and for private shipping there.

Crowley Marine also has unlicensed and licensed SIU Boatmen on their Caribe Towing giant sea-going tugs and barges on the run from the ports of Jacksonville, Fla. and Lake Charles, La. to San Juan, P.R. and return.

New Pensioners

Joe Albritten, 64, joined the Union in the port of St. Louis, Mo. Brother Albritten is a resident of Murray, Ky.



Pink Amos Jr., 60, joined the Union in the port of Norfolk in 1959. He sailed as a deckhand for the Chesapeake and Ohio Railroad from 1961 to 1986. Brother Amos is a veteran of the U.S. Army during World War II. He was born in Rutherfordton, N.C. and is a resident of Hampton, Va.



Cleverne Lord Bradberry, 65, joined the Union in the port of Port Arthur, Texas in 1975. He sailed as a cook for Sabine Towing from 1971 to 1976. Brother Bradberry last sailed out of the port of Houston. He was a former member of the Electricians Union. Boatman Bradberry is a veteran of the U.S. Army during World War II. Born in Center, Texas, he is a resident of Port Arthur.

Thomas Joseph Dujmovich Sr., 62, joined the Union in the port of Philadelphia in 1961. He sailed as a storekeeper and maintenance man for Curtis Bay Towing from 1948 to 1977. Brother Dujmovich was a former member of the IBL of AFL. He is a veteran of the U.S. Coast Guard during World War II. Boatman Dujmovich was born in Philadelphia and is a resident of Glenolden, Pa.

Benjamin Edward Edge, 61, joined the Union in the port of Norfolk in 1962. He sailed as a deckhand and chief engineer for Stone Towing in 1958 and for Cape Fear Towing from 1969 to 1976. Brother Edge also worked as a machinist for Coastal Motors from 1954 to 1958. He was a former member of the United Mine Workers Union, District 50 from 1958 to 1962. Boatman Edge is a veteran of the U.S. Army during World War II. A native of Bladen City, N.C., he is a resident of Wilmington, N.C.

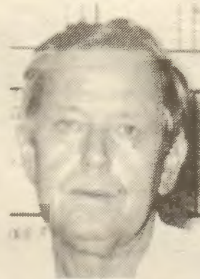


David B. George, 64, joined the Union in the port of Norfolk. He sailed as a deckhand. Brother George was born in North Carolina and is a resident of Wilmington, N.C.



Gustave Henry LeBlanc Jr., 65, joined the Union in the port of New Orleans in 1956. He sailed as a deckhand and captain aboard the tug *Coyle* (Coyle Line) from 1947 to 1957 and for Crescent Towing from 1958 to 1977. Brother LeBlanc last shipped out of the port of Mobile and

was a former member of MEBA, the Teamsters Union and the Elevator Construction Union. He attended the 1977 Piney Point Gulf Inland Educational Conference. Boatman LeBlanc is a veteran of the U.S. Navy during World War II. He was born in Gretna, La. and is a resident of Belle Chasse, La.



William "Will" Drue Savage, 60, joined the Union in the port of New Orleans in 1969. He sailed as a tanker man and deckhand for Dixie Carriers from 1967 to 1986.

Brother Savage last sailed out of the port of Wilmington, Calif. He is a veteran of the U.S. Marine Corps. Born in Jackson Parish, La., Savage is a resident of Houma, La.

Charles Hammond Yates, 62, joined the Union in the port of Houston in 1956. He sailed as a tankerman and AB for G & H Towing from 1951 to 1986. Brother Yates was born in Cape Girardeau, Mo. and is a resident of Houston.



Aboard the *Gulf Star* (Sheridan Transportation) are (l. to r.) SIU Rep Nick Celona; J. R. Thomas, AB; Steve Parrish, AB, and Steve Frantz, mate.

In Memoriam

Eugene Parham died on June 5. Brother Parham sailed for National Marine Service from 1975 to 1977 and for Sabine Towing in 1985.

Berry G. Walsh Jr., 58, died of a heart attack in Chesapeake, Va. on

July 23. Brother Walsh joined the Union in the port of Savannah, Ga. in 1957 sailing last as a captain for the C.G. Willis Barge Line. He was born in South Carolina and was a resident of Vidalia, Ga. Burial was in the Old Mt. Zion Cemetery, Lyons, Ga. Surviving is his widow, Mamie.

Dispatchers Report for Inland Waters

AUG. 1-31, 1986

	*TOTAL REGISTERED All Groups			TOTAL SHIPPED All Groups			**REGISTERED ON BEACH All Groups		
	Class A	Class B	Class C	Class A	Class B	Class C	Class A	Class B	Class C
Port									
Gloucester	1	0	0	0	0	0	1	0	0
New York	0	0	0	0	0	0	0	0	0
Philadelphia	1	0	4	2	0	4	6	0	5
Baltimore	3	0	0	10	0	0	3	0	0
Norfolk	60	8	0	38	13	0	92	26	0
Mobile	1	0	0	2	0	0	5	0	0
New Orleans	2	2	5	1	1	1	4	0	4
Jacksonville	2	1	4	0	0	0	2	1	4
San Francisco	0	0	0	0	0	0	0	0	0
Wilmington	10	1	11	0	0	0	14	6	15
Seattle	0	0	0	0	0	0	0	0	0
Puerto Rico	0	0	0	0	0	0	0	0	0
Houston	4	1	6	2	0	3	3	1	7
Algonac	4	5	0	7	8	0	17	29	0
St. Louis	0	0	7	1	1	7	1	1	0
Piney Point	1	1	1	0	0	1	0	1	0
Totals	89	19	38	63	23	16	148	65	44
Port									
Gloucester	0	0	0	0	0	0	0	0	0
New York	0	0	0	0	0	0	0	0	0
Philadelphia	0	0	1	0	0	1	0	0	1
Baltimore	0	0	0	0	0	0	0	0	0
Norfolk	10	2	0	10	2	0	11	2	0
Mobile	0	0	0	0	0	0	0	0	0
New Orleans	0	1	1	0	1	1	1	0	0
Jacksonville	0	0	5	0	0	2	0	0	3
San Francisco	0	0	0	0	0	0	0	0	0
Wilmington	0	0	1	0	0	0	0	0	1
Seattle	0	0	0	0	0	0	0	0	0
Puerto Rico	0	0	0	0	0	0	0	0	0
Houston	0	0	0	2	0	0	3	1	1
Algonac	2	2	0	0	0	0	25	22	0
St. Louis	0	0	0	0	0	0	0	0	1
Piney Point	0	0	0	0	0	0	0	0	0
Totals	12	5	8	12	3	4	40	25	7
Port									
Gloucester	0	0	0	0	0	0	0	0	0
New York	0	0	0	0	0	0	0	0	0
Philadelphia	0	0	0	0	0	0	0	0	0
Baltimore	0	0	0	0	0	1	0	0	0
Norfolk	9	1	0	13	0	0	15	1	0
Mobile	0	0	0	0	0	0	0	0	0
New Orleans	0	0	2	0	1	0	0	0	0
Jacksonville	0	0	1	0	0	1	0	0	1
San Francisco	0	0	0	0	0	0	0	0	0
Wilmington	0	0	1	0	0	0	0	0	1
Seattle	0	0	0	0	0	0	0	0	0
Puerto Rico	0	0	0	0	0	0	0	0	0
Houston	0	0	0	0	0	0	1	0	0
Algonac	1	1	0	0	0	0	18	7	0
St. Louis	0	0	1	0	0	0	0	0	2
Piney Point	0	0	0	0	0	0	1	1	0
Totals	10	2	5	13	1	2	35	9	4
Totals All Departments	111	26	51	88	27	22	223	99	55

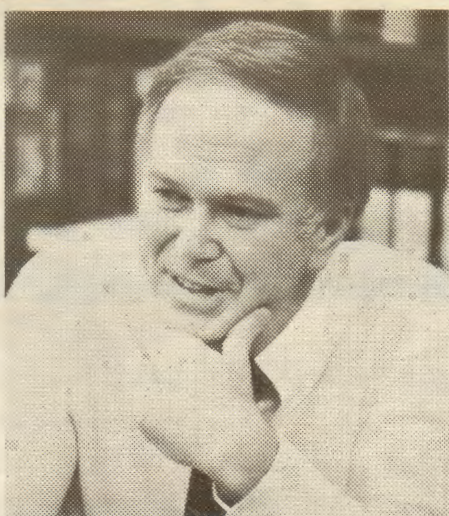
*"Total Registered" means the number of men who actually registered for shipping at the port last month.
***"Registered on the Beach" means the total number of men registered at the port at the end of last month.

THROUGH six terms in office, three in the state legislature and three in the U.S. Senate, Senator Bob Packwood has been a representative of the people of Oregon. In his re-election campaign, he once more has the full support of the Seafarers International Union.

Oregon, a deep-water port state, carries on important shipping for the nation's western seaboard. Maritime is a major component of Oregon's economy. While new technologies may be good to cure short-term problems caused by a slump in the timber industry, Packwood believes that maritime is the staple of Oregon.

Of primary interest to Senator Packwood is supplying maritime workers and enterprises, especially U.S.-flag shipping, with every bit of cargo that he could bring through his vote in Congress. In the Senate, Packwood has never been absent from the floor when the Senate has met to consider key maritime bills. Each time he has voted on the final version of legislation, he has voted on the side of the American flag. He has voted with the SIU on the cargo preference compromise, oil cargo preference, Alaskan oil export, the SPR fill rate, P.L. 480 cargoes, the convention tax deduction, TAK-X spending and T-5 spending, the Cunard waiver, shipping deregulation legislation, and the Senate resolution 1159. Only on the SPR fill rate vote in 1982 did Packwood take a position contrary to the SIU. Two years later, when the measure came up again in the Senate, he was to rejoin the SIU camp by voting for maintaining a fill rate on the Strategic Petroleum Reserve.

The youngest representative in the Senate at the time he took office, Senator Packwood rose quickly to assume chairmanship of the Senate Finance Committee. His main interest has been tax reform. As a Republican he has followed a conservative outline, seeking such changes as tax deductions for taxpayers who send their children to private schools and capital gains tax savings for companies. But he has also fought against proposals to tax employee benefits. In the debate



Sen. Robert Packwood
Oregon

on the 1985 tax reform package submitted to Congress, "If taxation of employee benefits is in the bill," he said, "that in and of itself will make the entire bill unacceptable to me and I will work hard to defeat it regardless of what else it contains."

On labor's side again in 1978, this time working on revising labor laws, Packwood favored elimination of labor laws that have limited union organizing and common-site picketing. Lifting such laws would give workers in the construction trades more freedom to act in support of their union during a strike by workers.

Packwood has been criticized by members of his own party for his pro-labor stands. He has also been criticized for his work to gain equal rights for women and for supporting anti-discrimination laws. Packwood is perhaps the most outspoken advocate of legalized abortion in the Senate today and has been the object of a movement by the New Right to unseat candidates favoring continuance of pro-choice laws.

In other areas, Senator Packwood has tried to bring deregulation of the broadcasting industry, equal insurance rates for women and men and non-discrimination in educational institutions receiving federal assistance. He serves on the Commerce, Science and Transportation Committee (and is a former chairman of the committee) and the Committee on Joint Taxation.

ban residents. Yet, since 1974, when Rep. Timothy E. Wirth was first elected to Congress, he has managed to support the interests of each of these divergent groups. The proof is in his re-election to office six times since his first campaign in 1974.

In addition, Congressman Wirth has been asked to support legislation affecting the maritime industry. Though Colorado is not a maritime state, but rather a new growth area of high technology industries, the congressman has given his vote on the following issues: He has voted for retention of the Convention Tax Deduction for business expenses on U.S.-flag vessels. In 1981 and 1982, he voted for Naval Construction subsidies and for the elimination of user fees as a means to clear up the U.S. share of the St. Lawrence Seaway debt.

Congressman Wirth favors a strong

defense and has worked hard to convince members of Congress to invest in strengthening the nation's conventional military forces which include the maritime fleet. He has lobbied to put Superfund environmental cleanup funds to use in his state and to keep essential social programs from being cut from the budget. He is a strong environmentalist working toward clean air legislation and an "Atari" Democrat who supports legislation aimed at promoting high technology education and industrialization.

In particular, the Colorado congressman is credited with blocking two efforts that would have had serious implications for Coloradans and the nation. One, a move to hasten energy exploration projects asked that local, state and federal laws be waived in some instances. Seeing that among other things, Davis-Bacon union wages

could have been waived if the effort passed, the congressman led the Commerce Committee to oppose the plan. In the end, the plan was so watered down that its originators stopped their lobby and it failed to pass out of the committee stage.

In the 1980 Congress, Wirth stood with five of his Democratic colleagues in the Budget Committee against that year's budget as it came onto the floor of the House. It had even greater cuts in social programs and increases in defense than the budget that was passed later that year. Together, the five congressmen were able to defeat the budget.

Wirth has served on the House Budget Committee and the Science and Technology Committee. He has also served as a member of the Energy and Commerce Committee.

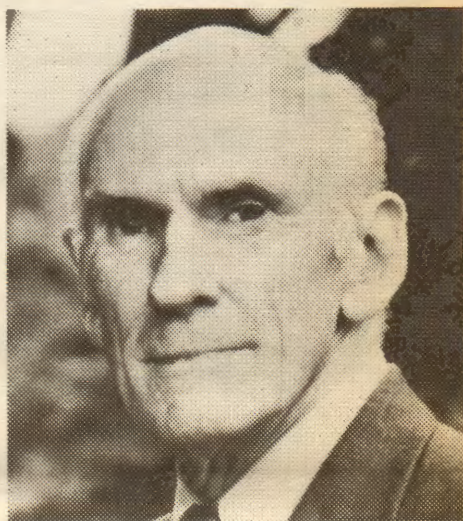
SENATOR Alan Cranston, senior Senator from California, is campaigning to serve a fourth term in office. He has served in the Senate as Democratic Whip since 1977.

Originally elected in 1968, the Democratic senator has faced uphill races in recent elections. California voters are wedded to a history of Republican endorsements and faithful to former Governor Ronald Reagan.

Beginning his political career in 1958, Cranston ran for California state controller. He won the race, the first time in 72 years that a Democrat had been elected state controller. In 1984, Senator Cranston ran for the Democratic presidential nomination losing to Walter F. Mondale.

Besides taking on difficult elections, Senator Cranston has often been at the center of difficult issues. He has been a leader of the nuclear freeze movement and a fervent believer in arms control, working to limit the spread of the nuclear capability to other nations. As part of his work on national defense, Senator Cranston has asked Congress to strengthen conventional armed forces and to rekindle national interest in the U.S. merchant marine.

Cranston voted to increase tonnage for U.S.-flag vessels. He supported the SIU on 1985 cargo preference legislation, Strategic Petroleum Reserve quotas, P.L. 480 cargoes, oil cargo preference and convention tax



Sen. Alan Cranston
California

deductions for passenger vessels. He also voted against export of Alaskan North Slope Oil.

For the labor movement as a whole, Senator Cranston has contributed to development of job training programs and child care assistance programs. He sponsored the Comprehensive Employment and Training Act (CETA) in 1973, a program that grew to include thousands of unemployed teenagers and displaced workers throughout the nation and provided sources of job education and employment.

Senator Cranston has served on the Banking, Housing and Urban Affairs Committee, the Foreign Relations Committee, and the Veterans Affairs Committee.



Rep. Timothy Wirth
Colorado

Colorado's 2nd district is home to wealthy oil magnates and poor hispanics, University of Colorado students and settled conservative subur-

Washington Report

(Continued from Page 4.)

U.S. vessels. "In an effort to protect jobs and not jeopardize the security of our military heating sources," said Pecquex, "the SIU has joined a coalition of other interested parties to eliminate the mandatory conversion provisions contained in the Department of Defense Authorization Act."

Strategic Petroleum Reserve

Responding to the financial crisis in the domestic oil producing states, the

Department of Energy has promised to maintain a 35,000 barrel-a-day fill rate for the Strategic Petroleum Reserve.

The SIU has long argued that such a move would not only benefit the oil industry, but would also protect American national security interests.

Under the P.L. 480 program, all such oil would have to be transported by American-flag vessels.

Seafarers

HARRY LUNDEBERG SCHOOL OF SEAMANSHIP



Piney Point Maryland

Army Reservists Come to Piney Point To Learn Cargo Handling With Seafarers

The SHLSS 32-ton Hagglund Crane was recently used by members of the U.S. Army Reserve 1173RD Transportation Unit from Boston, Massachusetts. These soldiers reported to SHLSS for their two week Active Duty Training in Cargo Handling and were integrated with SIU members who were undergoing the regular four week Sealift Operations and Maintenance Course.

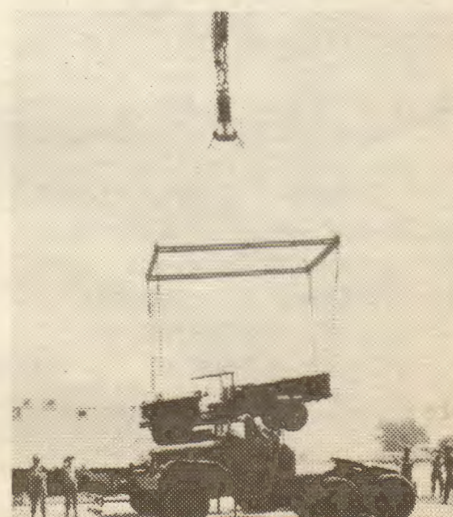
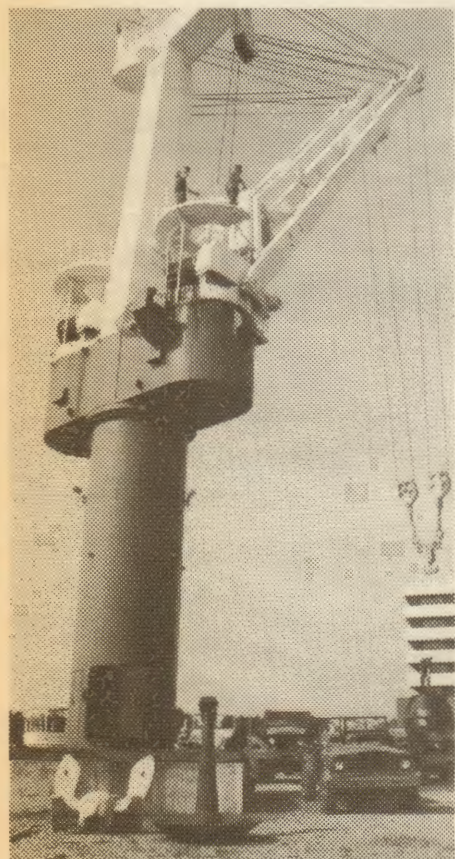
Since the Army Reserve accounts for 60% of all military cargo that would be loaded aboard the Ready Reserve Fleet during a national emergency, a common bond existed between seafarer and soldier during this training period.

The large numbers of outsize and heavy equipment, such as helicopters, tracked and wheeled vehicles, are of primary concern for the loadout of sealift vessels by the military and merchant marine. In addition to this type of cargo, 20 ft. and 40 ft. containers must also be loaded and stowed either below deck or topside. The extensive sealift training facility at SHLSS is ideally suited for this type of operation.

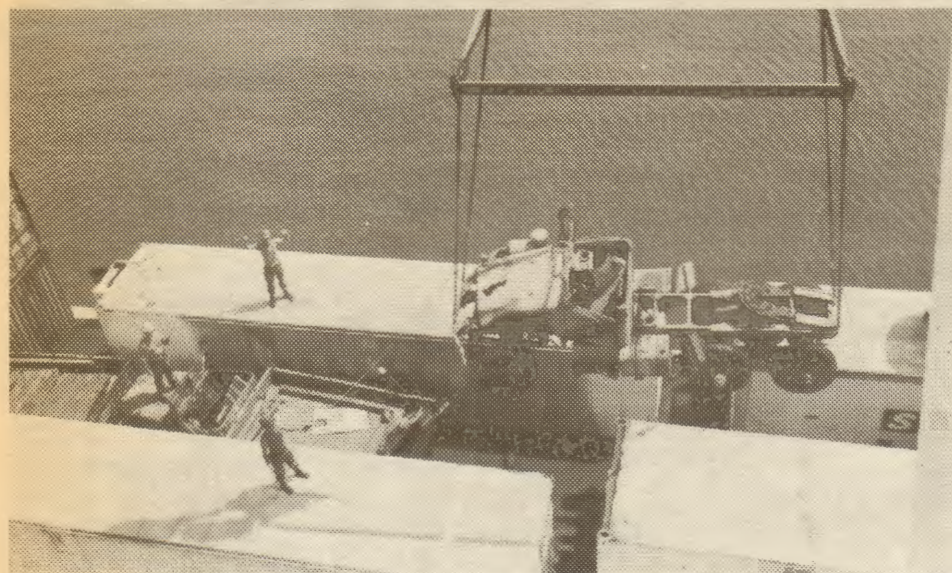
While training with the crane was the primary goal for the soldiers, fork truck operations were equally important and included in their schedule.

Under the instruction of Crane Operator John Russell and Fork Truck Instructor Joe Marshall,

these soldiers left the school trained and ready to perform as vital members of the sealift community's cargo handling team.



A truck is hoisted clear and ready to be placed on a barge.



SSG David Comeau (top) signals to hold position prior to placing a 2½ ton truck on a barge.



Fork Truck Instructor Joe Marshall (l) directs fork truck drivers, SP-4 Joseph Iannuzzi (c) and SSG Marco Morales (r), on where to set down the palletized ammunition containers.



SSG David Comeau (l) and SP-4 Joseph Iannuzzi control the tag lines as the crane operators prepare to place the aircraft engine on a barge.



The signalman SSG Marco Morales directs the operation and gives the hold signal.



Salvacion Harris, Edwin 'Red' Harris and daughter Kathy chat with SHLSS Vice President Ken Conklin

Seafarer Promotes American Goods

Red Harris is a seafarer who believes very strongly that Americans should buy American-made products. So strongly, in fact, that he has written a book about it. **Made In America: A Jobs Creating Manual** is published by Red-Blooded American

Enterprises, a company Harris set up to educate American consumers about the perils of buying foreign-made products.

"When people buy foreign products", says Harris, "they're really only hurting themselves. They may save a little money in the short run, but in the long run it will lead to the collapse of the American economy."

For example, Harris says, buying a foreign car does more than just put American auto workers out of a job; it is effectively a layoff of whole families. This has a domino effect that strains the entire economy when the worker and his family can't buy food and other necessities.

According to Harris, it isn't the government's fault that the economy is weak, and it isn't the fault of the companies or unions. The only one who is really to blame is the consumer.

"The most important thing anyone can do is to buy American. Sometimes it takes a little looking to find American products anymore, but we all have to do it or soon we will have no economy at all."



Big Red Departs SHLSS

The SHLSS Lightship *Big Red* has seen a lot of service in its 80 year history. The former U.S. Lightship *WAL-509* saw nearly sixty years of service as a U.S. Coast Guard "Relief Lightship — Search and Rescue Vessel."

The Coast Guard donated the ship to the school in 1968 where it was turned into a floating museum.

Recently this vessel was sold and on August 19, 1986 it was towed to Yonkers, New York where it will be used as a special catering restaurant.



Army Reserve 1173RD

Front row (l. to r.) Neil Coyle, SGT Larry Debnan. Second row: Bill Hellwege (Inst.), SSG David Comeau, SSG Paul Cully, SP-4 Joseph Iannuzzi, SP-4 John Pratt, SSG Marco Morales.

SHLSS Course Graduates



Hydraulic

First row (l. to r.) Chris Benzenbery, James Brock, Jim O'Meara, David Hamilton, Earl Macom. Second row: Todd Smith, Edwin 'Red' Harris, Gene R. Speckman, William G. Lignos, Joe Trauth. Third row: Bob Oppel, Joe Pomraning, Oswald Bermeo, Guston Vides.



Welding

First row (l. to r.) Mike Calhoun, Patrick Coppola, Robert Oppel. Second row: Bill Foley (Inst.), Chris Benzenberg, Spiros Perdakis, John Trent.



Diesel Engine Scholarship

l. to r. J. Christopher Clifford, Eric Malzkahn (Instructor), Leo G. McGeoghegan, Rudolph Salvaggio, Harold L. McDaniel, Billy Ben Harroff.



Towboat Operator Scholarship

First row (l. to r.) Chuck Taylor, Joseph Owens, Kenneth Glaser. Second row Stephen Judd, Willie Owens, Thomas White, Michael Davis.



Sealift Operations & Maintenance

First row (l. to r.) Lexa McClean, William Simmons, Joseph Krebs, Jack Freeman, Joseph A. Foote. Second row (l. to r.) Joe Marshal (Instructor), Mike Hasson, John Day, Joseph Jay Arnold. Third row (l. to r.) David R.C. Elliott, Hayden Gifford, Kris Carson, James E. Llewellyn. Fourth row (l. to r.) Jon Beard, Billy Ray Hanbury, Robert Carson, Thomas Hogan. Not pictured: Mike Bolger, and F. Mosebach.



Inland Trainee Group

Front row (l. to r.) Robert Williams, Joe Marshall (Instructor), Charles Butler Jr. Second Row (l. to r.) Ben Cusic (Instructor), Chris Schlumm, Steve Booth, Bill Weatherholt, Vern Hoenes. Third row (l. to r.) Roy Matteson, Gary Haskett, Dennis Jerry, Danny Fortner, Tom Casey (Instructor).



Sealift Operations & Maintenance

First row (l. to r.) Richard Dickerson (Inst.), John Russell (Inst.), Bill Hellwege (Inst.), Michael Hill, Billy Hill and daughter Larua, Owen Duffy, SSG David Comeau, SSG Paul F. Cully, Joe Marshall (Inst.). Second row: Harry Alongi (Inst.), David Timmons, Linda Turner, Bill Simmons, Victor DeJesus, Monroe Waltson. Third row: Javan Currie, Jose Nava, Glen James, Robert Adams, Herman Best, SP-4 John Pratt. Fourth row: Wayne Ballard, George Jacobs, Paul Titus, Thomas Sherrier, SSGT Marco A. Morales, SP-4 Joseph S. Iannuzzi, SGT Larry D. Debnam. Fifth row: Mike Calhoun, Klaus Brent, Donald Malozi, J.T. Thompson, Pamela Monaco Montoya, Carl Huffman, Jack Utz.

Upgrading Course Schedule

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

The following is the current course schedule for the 1986 school year at the Seafarers Harry Lundeberg School of Seamanship.

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

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

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

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

Engine Upgrading Courses

Course	Check-In Date	Completion Date
Marine Electronics (LASH Crane)	October 31	December 12
Diesel Engine Technology	November 7	December 19
Welding	November 7	December 5

Deck Upgrading Courses

Course	Check-In Date	Completion Date
Celestial Navigation	October 10	November 14
Lifeboat	October 6 October 10	October 17 October 24
Able Seaman	October 24	December 19
Radar Observer	November 14	November 28
Tankerman	December 1	December 11
Radar Observer (Renewal)	November 7 December 5	November 14 December 12

All Rating Upgrading Courses

Course	Check-In Date	Completion Date
Sealift Operations and Maintenance	October 17 November 14	November 14 December 12

Steward Upgrading Courses

Course	Check-In Date	Completion Date
Chief Cook	October 1	Jan. 9, 1987
Cook & Baker	October 1 November 19	Jan. 9, 1987 Feb. 27, 1987
Chief Steward	October 1	Jan. 9, 1987

Recertification Programs

Course	Check-In Date	Completion Date
Steward Recertification	November 3	December 8

Adult Education Courses

Course	Check-In Date	Completion Date
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For students who wish to apply for the GED, ESL, or ABE classes for this year, the courses will be six weeks in length and offered on the following date:

October 31 December 13

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

1987

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

Able-Bodied Seaman October 17 October 24

College Programs

Course	Check-In Date	Completion Date
Associates in Arts	1987	
Nautical Science Certificate	November 10	December 19

NOTICE To All SIU Members Who Are Scheduled To Attend SHLSS

You must present an up-to-date SIU clinic card before attending classes.

All students who are enrolled in a U.S. Coast Guard certified class must carry a valid clinic card and pass a Coast Guard approved physical examination before entering the course.

SPECIAL NOTICE TO

Third/Second Assistant Engineers of Steam Vessels

Do you hold either a Third or Second Assistant Engineer's License for Steam Vessels? If so, we want to bring to your attention the fact that there is a method of adding "motor vessels" to that license. As you well know, there is a demand for engineers of motor vessels in the industry.

The U.S. Coast Guard offers a "motor addendum" to those persons who obtain six months watch-standing seetime on a motor vessel as either Oiler, QMED or Junior Engineer while holding a license as Third or Second Assistant Engineer of Steam Vessels. However, the six months watch-standing seetime must be obtained after you receive your license.

The "motor addendum" consists of two examinations: (1) Propulsion Die-

sel Engines: Fuel and Lube Oil Systems and (2) Propulsion Diesel Engines: Cooling, Intake and Exhaust, and Drive Train Systems. Upon passing these exams the U.S. Coast Guard will add either Third Assistant Engineer-Motor Vessels or Second Assistant Engineer-Motor Vessels, depending on your license.

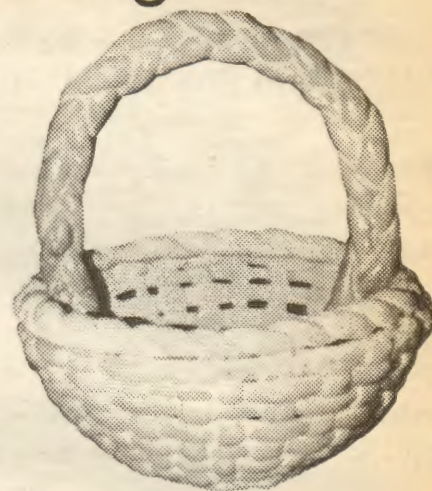
To assist you in preparing for the "motor addendum," the Seafarers Harry Lundeberg School is offering a four-week Motor Addendum preparation course. The course will be the last four weeks of the Original Third/Second Assistant Engineer of Steam or Motor Vessels course.

To make application or for further information, contact the Vocational Department of the Seafarers Harry Lundeberg School of Seamanship.



Recertified Stewards' Party Shows Off Baking Skills

At the end of their Recertified Stewards training at SHLSS, the class throws a culinary arts party with all sorts of fine food. Four members of the class (left) were (l. to r.) Peter Gonsalves, Yogo Gonsales, Franki Ross and Rudolf Spingat. At right is a bread basket made by the class. That's right, it's made from real bread. Rudolf Spingat (below) poses by his petit fours.



Old-Timer Seeks Club Mates

My name is Charles Hill, BK # H-573. I recently retired from the SIU and I am doing nothing but fishing in my lake in my backyard. I came up with the idea of starting a club for us rocking chair guys. It would be a means of keeping up communications with each other and possibly doing things we would enjoy together.

I know we've been spread out all over the country and that in a way is an advantage, especially to those traveling across country on vacations, etc. It would provide us with visitors from our past years of shipping and a lot of interesting sea stories retold.

I would appreciate it if you could put a write-up in the *Log*, describing my idea.

If anyone is interested, they could send me a letter with name, address, telephone number, the department that they worked in, hobbies and anything else that might improve on the idea.

Support SPAD

Fraternally,
Chuck Hill
Rt. 1 Box 107
Shepherd, Texas 77371



KNOW YOUR RIGHTS

FINANCIAL REPORTS. The constitution of the SIU Atlantic, Gulf, Lakes and Inland Waters District makes specific provision for safeguarding the membership's money and Union finances. The constitution requires a detailed audit by Certified Public Accountants every three months, which are to be submitted to the membership by the Secretary-Treasurer. A quarterly finance committee of rank and file members, elected by the membership, makes examination each quarter of the finances of the Union and reports fully their findings and recommendations. Members of this committee may make dissenting reports, specific recommendations and separate findings.

TRUST FUNDS. All trust funds of the SIU Atlantic, Gulf, Lakes and Inland Waters District are administered in accordance with the provisions of various trust fund agreements. All these agreements specify that the trustees in charge of these funds shall equally consist of Union and management representatives and their alternates. All expenditures and disbursements of trust funds are made only upon approval by a majority of the trustees. All trust fund financial records are available at the headquarters of the various trust funds.

SHIPPING RIGHTS. Your shipping rights and seniority are protected exclusively by the contracts between the Union and the employers. Get to know your shipping rights. Copies of these contracts are posted and available in all Union halls. If you feel there has been any violation of your shipping or seniority rights as contained in the contracts between the Union and the employers, notify the Seafarers Appeals Board by certified mail, return receipt requested. The proper address for this is:

Angus "Red" Campbell
Chairman, Seafarers Appeals Board
5201 Auth Way and Britannia Way
Prince Georges County
Camp Springs, Md. 20746

Full copies of contracts as referred to are available to you at all times, either by writing directly to the Union or to the Seafarers Appeals Board.

CONTRACTS. Copies of all SIU contracts are available in all SIU halls. These contracts specify the wages and conditions under which you work and live aboard your ship or boat. Know your contract rights, as well as your obligations, such as filing for OT on the proper sheets and in the proper manner. If, at any time, any SIU

KNOW YOUR RIGHTS



patrolman or other Union official, in your opinion, fails to protect your contract rights properly, contact the nearest SIU port agent.

EDITORIAL POLICY — THE LOG. The *Log* has traditionally refrained from publishing any article serving the political purposes of any individual in the Union, officer or member. It has also refrained from publishing articles deemed harmful to the Union or its collective membership. This established policy has been reaffirmed by membership action at the September, 1960, meetings in all constitutional ports. The responsibility for *Log* policy is vested in an editorial board which consists of the Executive Board of the Union. The Executive Board may delegate, from among its ranks, one individual to carry out this responsibility.

PAYMENT OF MONIES. No monies are to be paid to anyone in any official capacity in the SIU unless an official Union receipt is given for same. Under no circumstances should any member pay any money for any reason unless he is given such receipt. In the event anyone attempts to require any such payment be made without supplying a receipt, or if a member is required to make a payment and is given an official receipt, but feels that he should not have been required to make such payment, this should immediately be reported to Union headquarters.

KNOW YOUR RIGHTS

CONSTITUTIONAL RIGHTS AND OBLIGATIONS. Copies of the SIU constitution are available in all Union halls. All members should obtain copies of this constitution so as to familiarize themselves with its contents. Any time you feel any member or officer is attempting to deprive you of any constitutional right or obligation by any methods such as dealing with charges, trials, etc., as well as all other details, then the member so affected should immediately notify headquarters.

EQUAL RIGHTS. All members are guaranteed equal rights in employment and as members of the SIU. These rights are clearly set forth in the SIU constitution and in the contracts which the Union has negotiated with the employers. Consequently, no member may be discriminated against because of race, creed, color, sex and national or geographic origin. If any member feels that he is denied the equal rights to which he is entitled, he should notify Union headquarters.

SEAFARERS POLITICAL ACTIVITY DONATION — SPAD. SPAD is a separate segregated fund. Its proceeds are used to further its objects and purposes including, but not limited to, furthering the political, social and economic interests of maritime workers, the preservation and furthering of the American Merchant Marine with improved employment opportunities for seamen and boatmen and the advancement of trade union concepts. In connection with such objects, SPAD supports and contributes to political candidates for elective office. All contributions are voluntary. No contribution may be solicited or received because of force, job discrimination, financial reprisal, or threat of such conduct, or as a condition of membership in the Union or of employment. If a contribution is made by reason of the above improper conduct, notify the Seafarers Union or SPAD by certified mail within 30 days of the contribution for investigation and appropriate action and refund, if involuntary. Support SPAD to protect and further your economic, political and social interests, and American trade union concepts.

If at any time a member feels that any of the above rights have been violated, or that he has been denied his constitutional right of access to Union records or information, he should immediately notify SIU President Frank Drozak at Headquarters by certified mail, return receipt requested. The address is 5201 Auth Way and Britannia Way, Prince Georges County, Camp Springs, Md. 20746.

Clue #1

What's 9,721 miles southeast of Grundy, Va.?

Clue #2

What's south of the Equator and north of the Tropic of Capricorn?

Clue #3

Where can you get a free haircut?

Too bad. Time's up and you've lost the car. The correct answer, as several hundred Seafarers who have been there know, is Diego Garcia, an island in the Indian Ocean that is probably smaller than the town of Grundy.

Anchored off this small island in the British Indian Ocean Territories are usually about a dozen or more American-flag ships under charter to the MSC. It's a Maritime Prepositioning Ships' location.

These ships carry everything from tanks to supply American military forces if they are ever needed in that part of the world.

Last month when Headquarters Rep Carl Peth left Camp Springs to service the ships, eight SIU-contracted vessels were there, with more than 100 Seafarers onboard. In addition, seven other U.S.-flag ships were in the anchorage.

The five Maersk Line ships, all carrying enough gear to outfit a 3,000-man Marine amphibious brigade, were the *Cpl. Louis Hauge Jr.*, *1st Lt. Alex Bonnyman*, *PFC James Anderson Jr.*, *PFC William Baugh* and the *Pvt. Harry Fisher*. All these ships are named after Congressional Medal of Honor winners.

In addition, the *Falcon Leader* (Seahawk Management) and the *Overseas Valdez* (Maritime Overseas Corp.) were floating at anchor off the island. Also the semi-submersible *American Cormorant* (Pacific Gulf Marine) which carries several military tugs aboard was at Diego Garcia.

After getting a job on one of these MPS ships, it takes a bit more time to



Diego

A Speck in the Indian Ocean Is Home to 100



Stationed in Diego Garcia, the *American Cormorant* is a semi-submersible ship, which also carries tug boats and other gear. Above is the crew (l. to r. front) Mohamed Abdullah, AB Tony Spurgeon, S/B Nancy Heyden, S/A Albert De La Alma, AB Robert Crooks, (middle) Chief Cook Mavna Wilson, AB Charles Davis, (rear) AB Michael Moore, S/A Alonzo Belcher, AB James Bernachi, QMED Michael Coyle and Bosun Wallace Perry.

Photos by Carl Peth



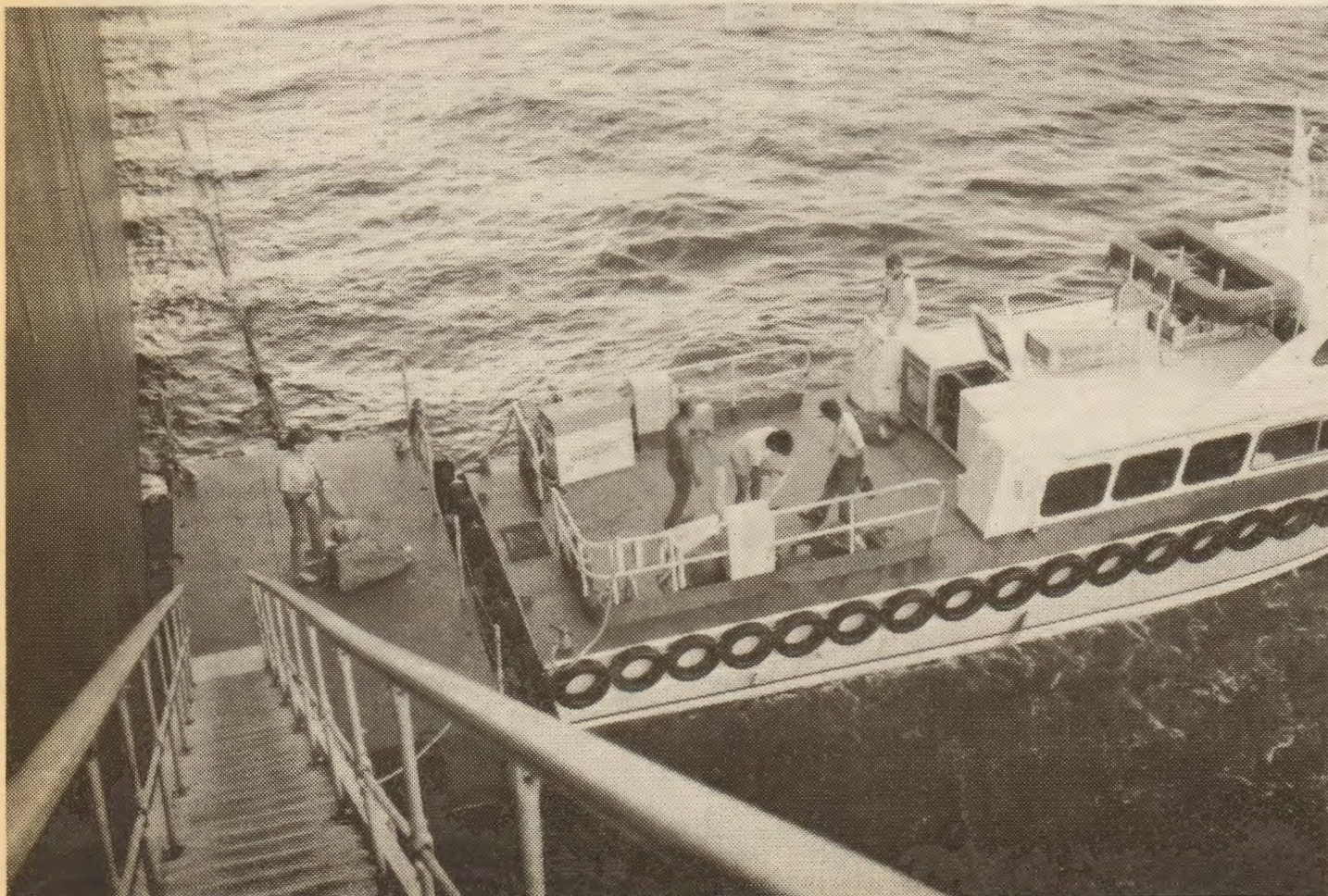
Above is the crew of the *Pvt. Harry Fisher* (l. to r. front) AB Fred Bischoll, Bosun Rich Minutello, S/A Lufti Nagi, (rear) Chief Cook Andrew Marcus, QEE Calvin Langley, AB Mike Masek, AB Robert Bakeman, GUD/E David Diamond, S/A Saleh Hassen, ALU James Gladney and S/B Eddie Johnson.



Gathered in the lounge is the crew of the *PFC James Anderson Jr.* (l. to r. front) S/A Jack Freeman, AB Jason Poss, QEE J. Zokari, AB George Callard, S/A Hasan A. GUD/E Larry Cole.



The crew of the *PFC James Anderson Jr.* (l. to r. front) AB Charles Boles, AB Gregory Lees, Tankersley, (standing) AB David Deese, Ortega, S/B Tom Maley, GUD/E Tom Bernard Blunt and Bosun/AB Alfonso Ar.



A launch service at Diego Garcia ferries supplies and crews from ship to shore. Here the launch is alongside the *PFC James Anderson Jr.*



A shipboard barbeque is a special treat on the *PFC James Anderson Jr.* Steward Assistants Lufti Nagi (left) and Saleh Hassen are serving the table.



Seafarers on Prepositioning Ships



On the 1st Lt. Alex Bonnyman, (l. to r. sitting) S/B Alan Guryev, ACU Gary Lackey, (standing) S/A Naji Archie Ware, Chief Cook Greg Linkos and



l. to Rich
twin
AB



The Overseas Valdez delivered a load of oil to Diego Garcia. In the galley are Chief Cook Henry Planel (left) and S/B Ray Mann.

get aboard than a taxi ride from the hall to the waterfront.

"I was lucky," Peth said, "I got a charter from Newark via Paris and Cairo. It only took a little more than 20 hours. That was the Cadillac of repat flights. Some of those military C-141 flights take about 48 hours."

Normally a tour of one of the MPS ships is four months on and two off. "But it's a different kind of sailing," Peth said.

During an average month, exercises might take the ship (by itself or sometimes with another) out for anywhere from one to three nights. During those exercises the crew will practice underway replenishment, helicopter landings and man overboard drills. In port, the order of the day is usually general maintenance work and other drills.

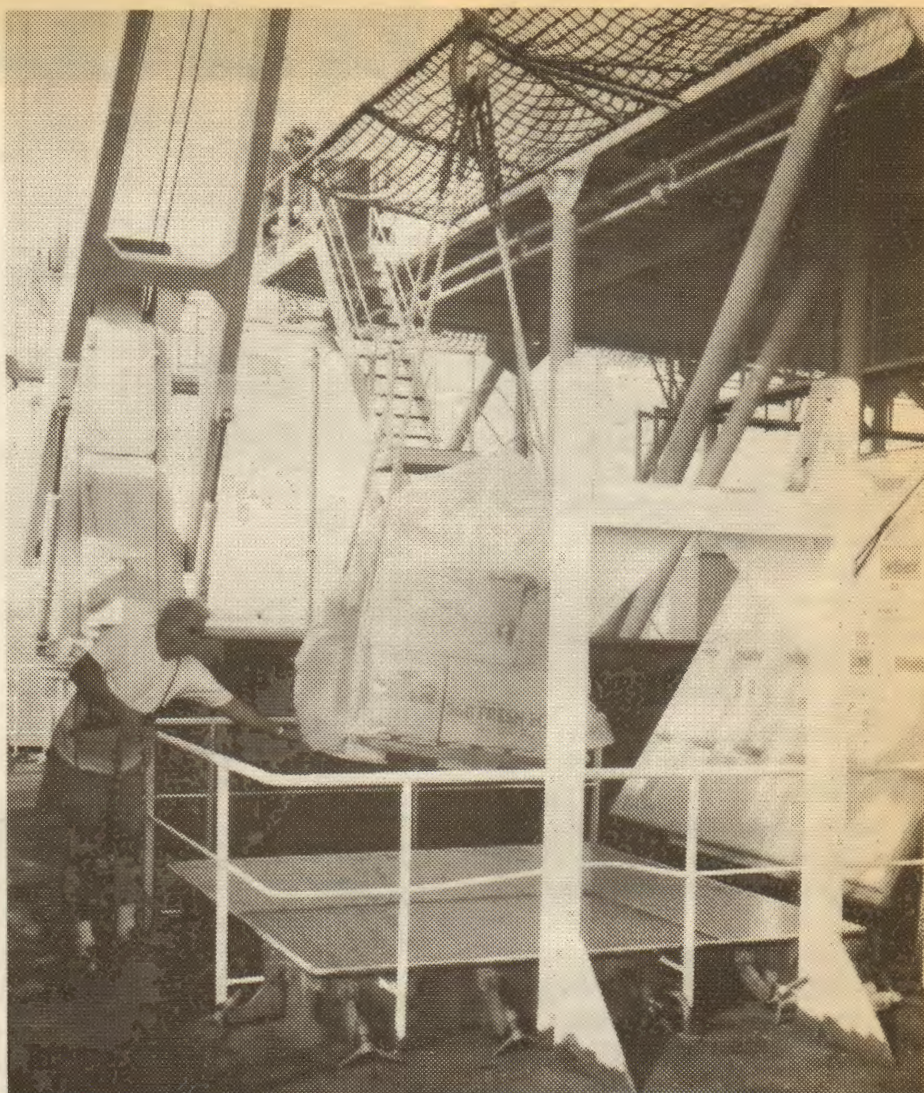
Diego Garcia may be tiny and it may be in the middle of nowhere, but the island does provide some amenities you couldn't find if you spent most of your time at sea with fast turn arounds in port.

A launch service runs 10 trips a day from shore to the ships. Once ashore, a seaman can take a college course or drink a beer. The University of Maryland and Central Texas College have an extension center. In addition, there is a Seaman's Club with a gift shop, restaurant and bar.

There is also a medical clinic, a library, Post Office, barber shop (with free haircuts), tailor shop, Stars and Stripes Book Store, ice cream stand, a post exchange and a chapel.

The island also is home to an officers club, CPO club and E.M. club, bowling alley, swimming pool, a beach, hiking and jogging trails, a gym, movie theater and a package store. A Seafarer can swim, snorkel, sailboat and windsurf off the island too.

There's a lot more to do on Diego Garcia than there is on a ship in the middle of the North Atlantic. But as Peth said, it is a very different kind of sailing, not for everybody, but not bad work if you can get it.



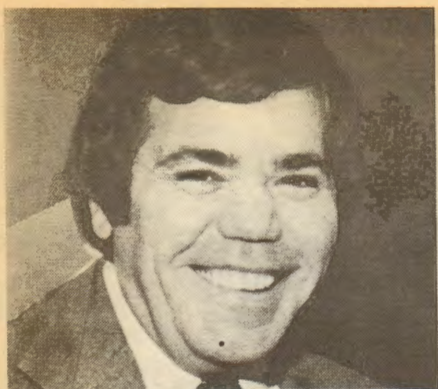
On the 1st Lt. Alex Bonnyman, Bosun Jim Spencer takes on stores delivered by the launch service. More than 1,000 eggs depend on his smooth operation of the crane through the hand controls.



One of the first MPS ships crewed was the Cpl. Louis Hauge. Pictured above is the current crew: S/A William Gigante, Bosun Gus Koutouros, AB David Brantley, Chief Steward Georg Kenny, Chief Cook Maureen Kenny, AB Robert Trainor, AB Sal Ciculla, GUD/E Ali Amran, S/A Lisa Wright, AC Ivan Salis, Cook/Baker "Bill the Baker" Seidenstricker, AB Jim McHugh, AB Carlos Irizarry, S/A David Collison, GUD/E Clarence Pompey and QEE Charlie Lore.



Here is one of the tugs the American Cormorant carries on its decks.



Gulf Coast
By V.P. Joe Sacco

SHIPPING in the Gulf area has been steadily picking up. In New Orleans this month, the *Pollux* will go on sea trials for two weeks. This will require a full crew. The *Bellatrix* will be right behind her when she returns, also requiring a full crew.

Most importantly, we are urging our membership to assist the SIU with the Lavino ships and all the Navy vessels. We have worked hard to get these jobs. There is a lot at stake for the Union and our membership in terms of job security.

In Jacksonville, this past month we crewed up the *Falcon Duchess* and the *Ogden Willamette*. I am also happy to report that there is plenty of relief work for those who are short on sea-time for their eligibility.

In the inland division in Houston, notification has been sent to Higman Towing Co. in Orange, Texas for re-opening of the contract for negotiations. Also, the Tampa Pilot contract has been successfully negotiated and ratified by the SIU membership in Tampa, Fla.

I was informed last week that National Marine Service Inc. is being sold to a private investor group under the name of National Barge Lines of New Orleans. It also was made known that Dravo Mechling took over the three vessels and 141 barges through a short-term charter. This will make Dravo the largest tank barge fleet in the industry. The attorneys for the SIU have filed suit with the 5th Circuit Court of Appeals in New Orleans to protect the interests of our members. At this time, no trial date for a hearing has been set. I will keep the membership advised.

We are now under the second year of the contract for the unlicensed personnel of Dixie Carriers. We still have a \$21 million law suit pending in the District Court in Harris County, Texas dealing with the agreement for licensed Boatmen. The personnel aboard these boats now understand the importance of an SIU agreement and recognition. We still have a lot of work to do with this company, and we will keep the membership posted.

The Red Circle Transportation Co. contract has been negotiated and ratified by the membership in New Orleans. In Mobile, a contract was successfully completed with Admiral Towing Co. located in Pensacola, Fla. These are all new jobs where four tugs are exclusively assigned to do work for the military, and two tugs are assigned to do commercial work in that area. They are SIU top to bottom.

In April we were successful in negotiating the first SIU Inland Political Activities Contribution checkoff with Sabine Towing Co. in Port Arthur. We

Area Vice Presidents' Report

also were successful in negotiating this same PAC clause with Red Circle and other companies. This is a very important step for all inland members, one that will give us a stronger voice in maritime issues affecting our jobs and job security.



Government Services
by V.P. Roy Mercer

IT is interesting to note the changes in Government Services shipping that have taken place since the merger of the Military Sea Transport Union into the Seafarers International Union, Government Services Division, almost five years ago.

The most notable change is the administration's decision to contract out to private industry work that is or was performed by Federal Civil Service employees. To this end, the Military Sealift Command is in the process of contracting out to private industry many of their nucleus ships under the Government OMB Circular A-76 Program. This simply means that certain MSC ships are bid for operation as per MSC specifications by private steamship operators. If the successful bidder's price is 10 percent lower than the MSC operational price, the private operator takes the ships over for operation.

Most recently, the 12 MSC oceanographic ships that President Drozak and Vice President Campbell have been telling you about are a result of the A-76 program. You may wonder why more of our members in the Government Services Division do not take these jobs. The fact is that MSC has not released any permanent marine personnel from their rolls as yet. We have been able to hire those few MSC seamen who were under temporary MSC status with less than one year service. The MSC must conduct a Reduction in Force, a government procedure of laying off employees by category. As yet, the MSC has not used this system but has chosen to keep these excessive seamen on the government rolls. As long as the MSC sailors are on the government rolls, they cannot seek employment with, in this case, Lavino Shipping Co. because it would be a conflict of interest.

The SIU has been very successful in that SIU-contracted companies have been the low bidders in winning these military contracts, but it is up to you, the members, to take these jobs. The Lundeberg School is here for the purpose of helping and assisting the membership. If you are reluctant to take one of the military jobs because you feel that you are not qualified, sign up

for a course at Piney Point. I guarantee when you leave you will not only know about military ships, but will know how to operate that gantry crane you see on the school grounds.

With more MSC ships up for bid, and with an SIU-contracted company having the best chance to win these ships, it behooves us to do our part in not only taking these jobs, but doing a yeoman's job while we are out there. Not only do you help yourselves, but you help your fringe benefits and your Union.



Great Lakes
by V.P. Mike Sacco

THE activity on the inland waterways is at its high mark at this time of the year. Orgulf Transportation is crewing new boats in an effort to handle its grain contracts. This means more jobs for our membership.

In the last few months, we have had to start an Inland Deckhand Training Program at Piney Point to train new members to meet the demand for unlicensed personnel at Orgulf. We have had three classes so far this year, and one is in progress at this time. We expect to start a fourth class Sept. 15.

The Orgulf contract comes at an important moment. The number of jobs on the Lakes and the inland rivers has been steadily declining for the past several years. The basic reason for the decline in the Lakes freighter business has been the so-called "Free Trade" position taken by the Reagan administration in allowing unlimited imports of foreign cars, car parts and steel.

Those foreign-subsidized products make it extremely difficult for American steel mills and manufacturers to compete. LTV, the nation's second largest steel producer, has filed for bankruptcy, and other major producers are in danger of doing the same. And American steelworkers are out on the streets.

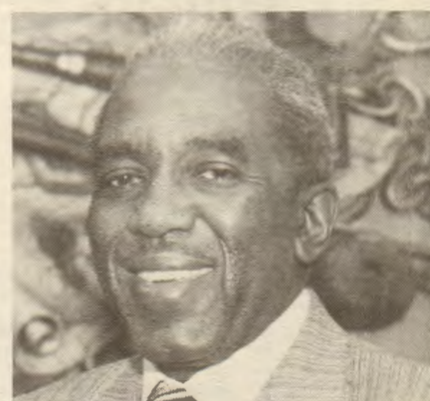
Driven by the threat of "going under," large steel and other manufacturing companies have embarked on new cost-saving moves. Pensions and medical benefits for the elderly are being drastically cut. Companies declaring bankruptcy are tearing up their signed labor agreements as if they had never been agreed to.

SPAD and other politically supportive funds have become the voice of labor. Pressure is being brought to bear to stop the wanton disregard of workers' rights, and the government is responding—at least in the Congress.

Earlier this year, the House of Representatives passed a trade bill, but it

was vetoed by an indifferent Reagan administration.

That same administration has dragged its feet and ultimately diminished funds for badly needed dredging and marine construction projects. The few jobs that come up for bid are attacked by non-union, price-cutting companies to such a degree that our contracted companies have to seek contractual concessions from us to stay in the ball game.



East Coast
by V.P. Leon Hall

SHIPPING has been good in all deepsea ports on the East Coast this month.

In New York, we crewed up the new bulk carrier *MV Aspen* for a grain run to Pakistan.

In Philadelphia, contract negotiations will begin with Interstate Oil Transport Sept. 29.

In that same port, Coleman Launch Service negotiations also are coming up.

In Baltimore, the Union has won some favorable decisions relative to the "alter ego" case against McAllister Brothers (Outreach Marine). The Union will stay on top of any new developments as far as the McAllister/Outreach issue is concerned. Hopefully, within the next month or so, a favorable conclusion can be reached on behalf of those members who lost their jobs illegally.

In Baltimore, the SIU is involved in two organizing drives: Harbor Cruises, which will soon be going to a hearing, and Hale Towing.

In Norfolk, we crewed up the *SS Pride of Texas*.

Our inland members in Norfolk have agreed to new three-year agreements with Ocean Towing and Lynnhaven Launch Service. Also, wage re-openers were negotiated and signed for Cape Fear Towing and Stuart Transportation.

Union officials are working on a new agreement for Allied Towing.

In New Bedford, the Union has won jobs and back wages for some of our members. The Union is continuing to pressure those boat owners who continue to defy the decision of the National Labor Relations Board.

In addition, the Union is preparing to go before an administrative law judge to win back pay wages and reinstatement for those members who were fired illegally.

The SIU has picked up three more fishing boats that were organized over the last few months and is continuing to organize the non-union fishing vessels in the area.

Anyone wishing to help out with this organizing should contact their local agent for details.

(Continued on Page 23.)



Military Sealift Command Displays Ship Models at Expo '86

Vancouver, B.C.—MSC brought its impressive exhibit and four ship models to the 1986 World Exposition in late July to this largest and busiest port on the West Coast of the Americas. By all indications, MSC's one-week appearance in Vancouver was favorably received by the global public and fair organizers who have already hailed Expo '86 as a world-class success.

Upwards of 145,000 people a day passed through the gates of Expo '86 to see a dazzling array of exhibits that reflected the fair's theme, "World in Motion—World in Touch." MSC's display was part of Expo's Marine Commerce period and featured beautiful, hand-made models of the *USNS Zeus* (T-ARC 7), *USNS Henry J. Kaiser* (T-AO 187), the chartered ship *M/V Lyra* and the MPS vessel, *Pfc. William B. Baugh*.

Among the thousands of visitors who passed through the giant tent that housed MSC's and other maritime exhibits were commander and Mrs. William G. Sandberg (USN-Ret.) of San Diego. When they viewed the glass-enclosed case of the *Zeus* and discovered the scale model was made by their friend, Cmdr. Bill Benson (USN-Ret.), who died three months ago, they said he would have been honored to have his work on display with MSC at the world's fair.

Most visitors were either curious about MSC and the ship models or had their own unsolicited comments to make.

"I know about MSC," said Martin Smith, a Canadian marine engineer who had seen the real *Zeus* and *USNS Neptune* in Vancouver before. "You guys have all the weird-looking ships."

An older gentleman from the United States stared at the paneled MSC exhibit which explained the MSC's mission through written information and photographs. "I remember this organization when they called it MSTs," said Joe Swan, a retired merchant mariner from Chicago. "Ever hear of the *SS Texan*? I was on her for a while when she was chartered to MSTs back in 1952." Swan ticked off the names



The glass-enclosed case houses a scale model of the *USNS Zeus* (T-ARC 7), an MSCPAC cable ship which was displayed at Expo '86.

of a few USNS ships he remembered: The *Gen. Collins*, *Gen. Patrick* and the *Bald Eagle*. "I guess they were turned into razor blades a long time ago," he laughed, admiring several photographs of ships in the current MSC fleet.

One woman who forgot her geography lessons thought the U.S. government was purchasing Russian-built ships. "It says here this ship was built in Odense," said the perturbed woman, reading a small metal plate attached to the base of the *Pfc. William B. Baugh*. "The U.S. government is in real trouble if it has to buy ships built in Russia."

"I can assure you we're not doing that," said Lt. Cmdr. Don Norman, a reservist from Seattle who helped staff the MSC exhibit. "Odense is in Denmark. Perhaps you're thinking of Odessa, which is in Russia." (Editor's Note: The U.S. is still in trouble if it has to buy its ships at Odense. We should have a functioning shipbuilding industry in the U.S.A.)

A number of U.S. Marines on va-

cation in Vancouver with their families recognized the MPS vessel right away. "She's one of the ships that will support us," said a Marine officer. "The Maritime Prepositioning Ships are our bread and butter."

MSC's Carl Beauchert, who coordinates the MSC's exhibit program, estimated 10,000 people daily walked past or browsed in the vicinity of the MSC static display. At the close of the Marine Commerce segment of Expo '86, Beauchert accepted an attractive plaque on behalf of COMSC from Capt. Mike Williamson for having one of the best designed, informative exhibits among the many other maritime companies and organizations participating in the Marine Commerce period.

"It was important to the show that we get a wide variety of maritime firms to participate," said Capt. Williamson, a former master aboard British merchant ships who supervised marine events at Expo '86. "With MSC's international reputation, you were a splendid addition to Expo '86."

MSC's appearance at the world exposition was a first for the command. Carl Beauchert, who designs MSC exhibits, hopes it won't be the last. Expo '88 is scheduled to take place in Brisbane, Australia.

Capt. William T. Dannheim Named MSCPAC Commander

Captain William T. Dannheim, USN, has taken over as commander of MSCPAC. He relieved Captain Manuel A. Hallier, USN, on Aug. 12, 1986 in a retirement ceremony held at San Francisco Bay's Treasure Island.

Hallier had served as MSCPAC commanding officer since May 1984. Rear Admiral Walter T. Piott Jr., USN, commander, Military Sealift Command, commended Hallier for his many accomplishments during his naval career.

"We will be exchanging one good officer for another," said SIU Vice President Roy "Buck" Mercer. "Hallier served admirably during his stint as MSCPAC head. We expect that Dannheim will do the same."

Dannheim brings a wealth of experience to his new job. His most recent assignment was with the Organization of the Joint Chiefs of Staff. Before that, he was assigned to duty on the staff of the commander in chief, United States Atlantic Fleet/Atlantic Command, where he served as executive assistant to the deputy.

He has earned many prestigious awards, including the Navy Cross and the Bronze Star medal with the Combat "V." He is a graduate of the Georgia Institute of Technology and

holds a Master of Arts degree in government from Georgetown University.

Dannheim received his commission from the Officer Candidate School in Newport, R.I. in 1963. Upon receiving his commission, he served tours of duty on the *USS Metscher* (DL-2) and the *USS Norfolk* (DL-1).

He graduated from destroyer school in 1967, after which he was ordered to the *USS Meredith* (DD-890) as weapons officer. In 1969 he attended the U.S. Naval Postgraduate School in Monterey, Calif. He then served a tour of duty in Vietnam.

In 1971 Captain Dannheim was ordered to the staff of the Chief of Naval Operations, where he served under the deputy chief of naval operations (surface warfare).

In August 1975 he assumed duties as commissioning executive officer on the *USS Elliot* (DD-967).

Following graduation in 1979 from the Naval War College, Dannheim was assigned to the Office of the Secretary of the Navy, where he served as executive assistant to the director, Office of Program Appraisal. He then served as a federal executive fellow at the Brookings Institute in Washington, D.C.

CORRECTION

The March 1986 issue of the LOG carried an article on page 27 regarding the Pumpman pay scale. In accordance with Article IV, Section 1 of the 1985 New Standard Tanker Agreement, that article should read as follows: "On all vessels carrying a QMED/Pumpman, he shall be paid in accordance with his QMED classification in effect, or at the rate applicable to the Chief Pumpman, whichever is higher."



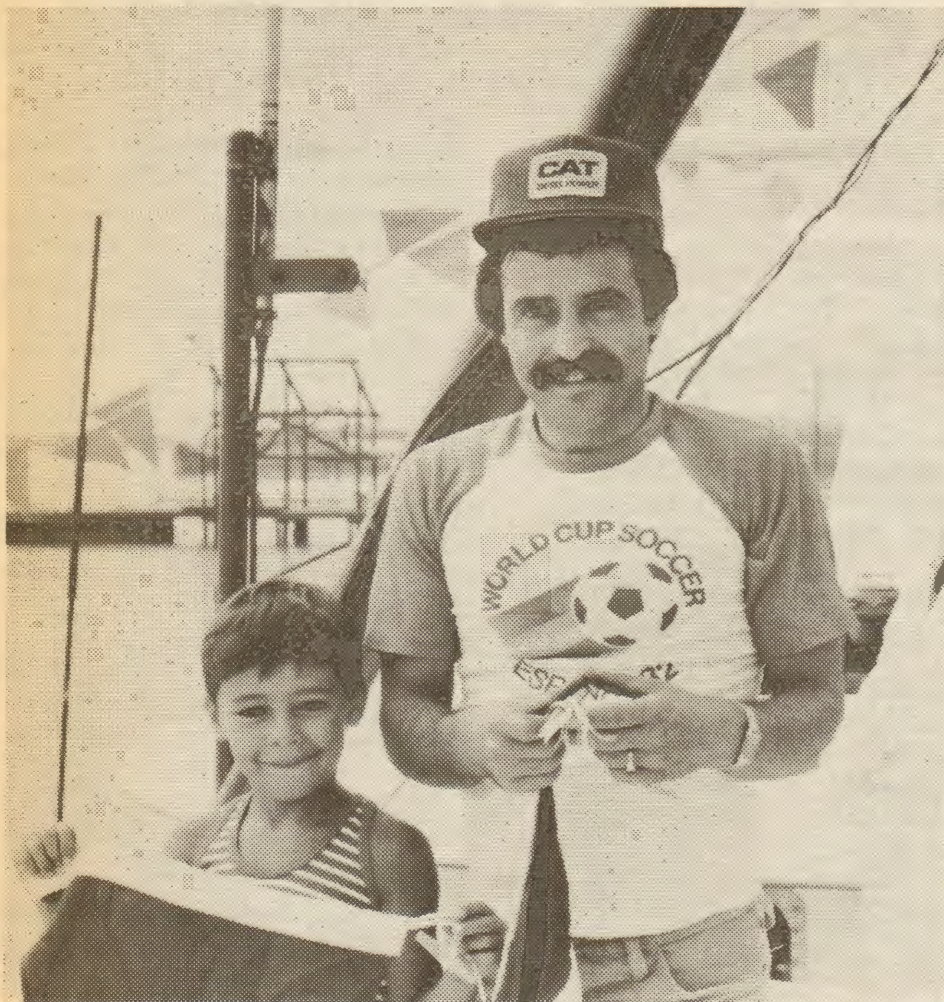
The crew of the *USNS Zeus* was happy to see their SIU Brother and Business Agent George Grier. From the left, front row: Gregory Green, George Grier, Charles Grover, Lloyd Staton. Second Row: Jesse Fruge, Charles Washburn, David Ritchie, Donald Persian, Harry Atwell, Richard Mello. Back Row: Clifford Stanley, Rodney Kubiak.

New Bedford Comes Together for Fleet Blessing



Retired SIU Fishermen's Union member Antonio Pdosantos and his wife, Dalia.

Story and Photos
by
Lynnette Marshall



Father and son Francisco and Michael Ferreira on the *Vila de Ilhavo*. Ferreira is a member of the SIU Fishermen's Union and a native of Portugal as are many of the fishermen of New Bedford. About 98 percent of SIU-contracted vessels in the fleet have Portuguese speaking crews. Forty years ago, according to SIU New Bedford Representative Henri Francois, as soon as a fisherman's son finished school he went to work on a fishing vessel. Today, the children of New Bedford fishermen are going to college.



Women in the galley of the *Imigrante* prepared traditional Portuguese dishes for dinner and supper meals.

(Continued from Page 1.)

regale in their native culture.

The festival arrived August 17 this year. Rose Catulo, a frail woman in her 80's watched the festival unfold from inside her parked car beside the Portuguese wharf. This year she could not make it onto the *Imigrante* as she had in previous years for the festival day. She arrived in America 12 years ago through Boston Harbor after her husband, a fisherman in Portugal, passed away. With a shawl over her light frame keeping off the dank sea air, she could see the festival, hear Portuguese folksongs and watch as American and Portuguese flags were raised on fishing vessels.

The chief events of the festival are the actual blessing of the fleet and a contest for the most beautiful vessel. To ready for the competition, fishermen and their families begin decorating the boats early in the morning of the festival.

Up and down the pier, banners fly in the wind and in the hands of children. Fishermen climb high on the boats, carefully, slowly, until the ban-

ners hang one after another, boat after boat. Tissue paper flowers and brightly colored streamers of all kinds are pasted onto the vessels. Guests arrive bringing covered dishes.

At 11 a.m. the fishing boats cast off from the pier. They made a short journey down the harbor. Each was then blessed as it passed before the Coast Guard cutter where religious leaders stood with city officials, Union officials and the press. Then, ships' captains dropped a rose in memory of Father Hogan who for years had blessed the fleet but died just before this year's festival. Prayers were offered for the safety of the crews in the coming year. On a smaller Coast Guard boat, judges looked over the fishing boats to decide which would win the festival's most beautiful boat contest.

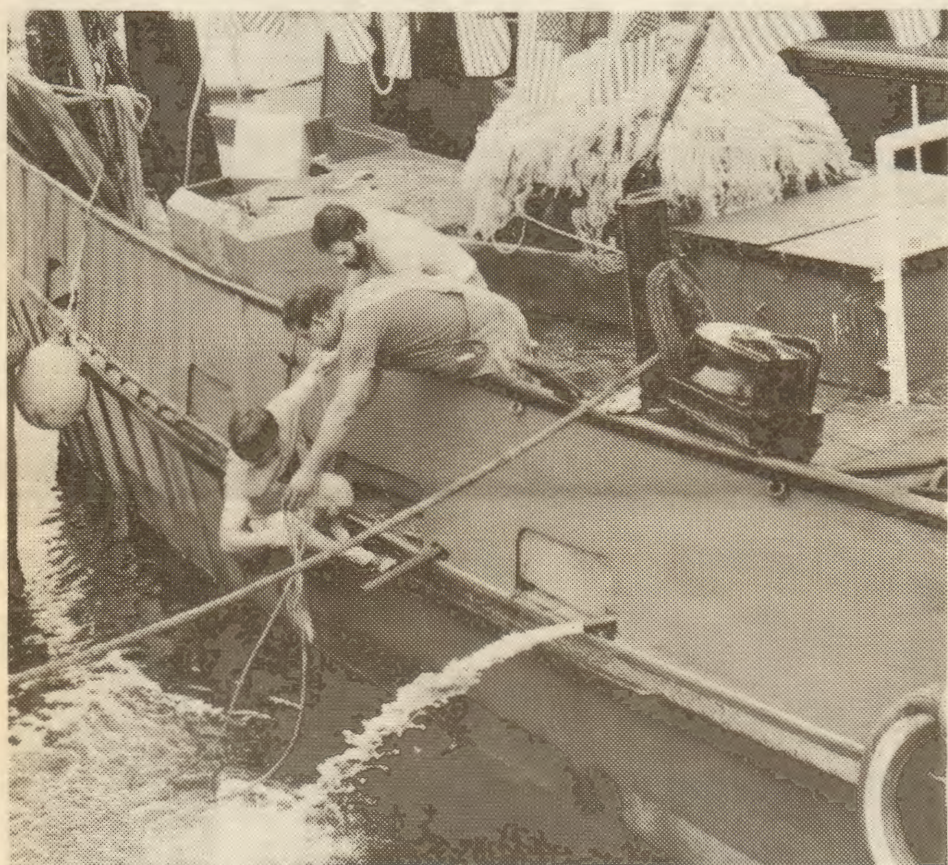
The vessels returned to the piers. Bottles of Portuguese wine were poured into paper cups. Children tried to catch fish off the stern and climbed railings onto neighboring vessels. As the sun went down, word reached the *Imigrante* and the other vessels—the *Sangor* was awarded first place.



Cleaning baskets of sardines flown in from Portugal for the feast are SIU fisherman Augusto Rosa, and friend, Francisco Oliveira, on the *Imigrante*.



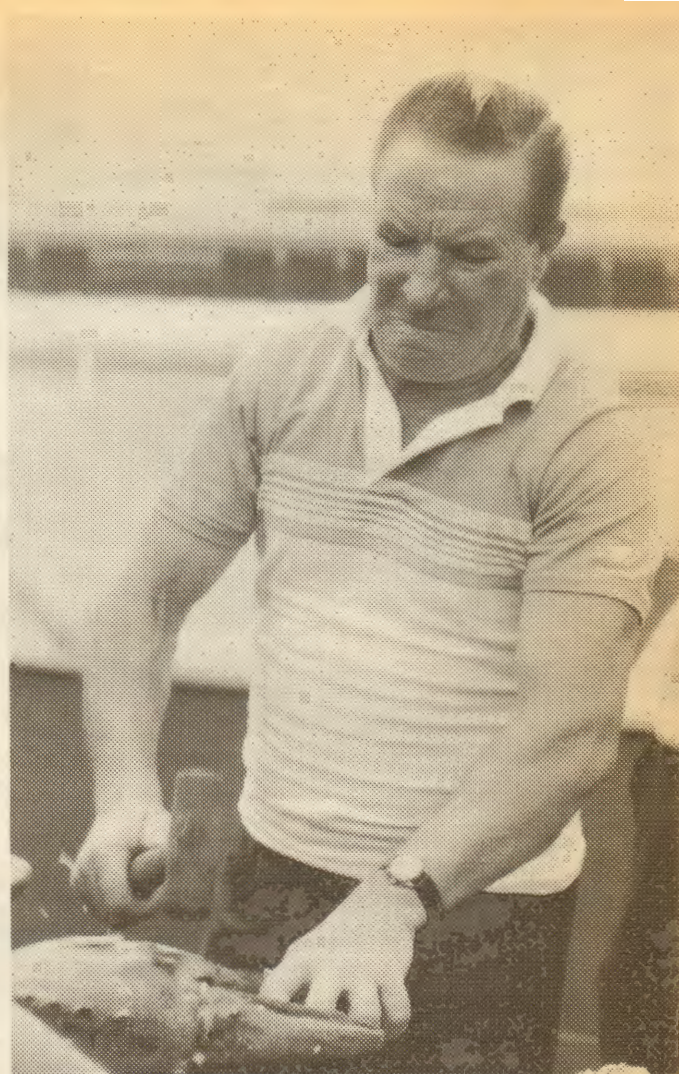
SIU fishermen, friends and family together on the *Linda and Ilda*.



SIU fishermen Domingos Figuero, Manny Suza and Joseph Estrella on the *Galaxy* rescue a plank that fell into the water as they readied their boat to sail in the festival procession.



Families and crewmembers trimmed the *Lady Laura* in red and white, from banners to tissue flowers to a new dressing of paint. The *Lady Laura* entered the contest held each year to judge the most beautiful boat in the New Bedford fishing fleet.



Gel Carlos cracks open a lobster for a sumptuous table buffet laid out on the *Imigrante*.



The feast on the *Imigrante*: cakes of all kinds, sweet rice, caramel and pineapple molds of gelatin, lobster salad, rice with hot savory spices, fish chowder, brown Portuguese bread to make into sandwiches of barbequed meats and wafer light sardines. More platters are brought from the kitchen. Then cleared before supper is served.



Pensioner's Corner

Deep Sea



Edmund Abualy, 65, joined the SIU in 1941 in the port of Jacksonville. Brother Abualy graduated from the Union's Recertified Bosuns Program in 1975 and last shipped out of the port of Philadelphia as a recertified bosun. Seafarer Abualy hit the bricks in the 1946 General Maritime and the 1947 Isthmian beefs. A native of the Madeira Is., Portugal, he is a resident of Woodbury, N.J.



Thomas Alvin Baker, 65, joined the SIU in the port of Norfolk, Va. in 1964 sailing last as a chief steward. Brother Baker attended the 1975 Piney Point Crews Conference. He also worked as a chef at the CPO Club, Norfolk from 1959 to 1962, chef and steward at Hodges Seafood, Portsmouth, Va. from 1962 to 1963 and as a cook and butcher at the Lafayette Yacht Club from 1963 to 1964. Seafarer Baker is a veteran of the U.S. Navy during World War II. Born in Erwin, Tenn., he is a resident of Princeton, W. Va.



John "Johnny" Benedict, 58, joined the SIU in 1947 in the port of New Orleans sailing last as a bosun. Brother Benedict walked the picket lines in the 1946 General Maritime and the 1947 Isthmian beefs. He also worked on the Delta Line Shoregang, New Orleans from 1975 to 1981. Seafarer Benedict was born in New Orleans and is a resident of Harahan, La.



Granville Ward Davis, 65, joined the SIU in the port of Houston in 1964 sailing last as a QMED. Brother Davis also sailed during World War II and is a veteran of the U.S. Navy before that war. He also sailed inland for Mobile Towing and Gulf Canal in 1964 and for G & H Towing in the port of Galveston in 1968. Seafarer Davis was born in Houston and is a resident there.



John Calvin Griffith, 62, joined the SIU in the port of New York in 1951 sailing as a chief electrician, ship's delegate and last as a QMED. Brother Griffith attended the 1970 Piney Point Crews Conference No. 6. He last shipped out of the port of Houston. Seafarer Griffith was born in Wilkes-Barre, Pa. and is a resident of Houston.



Joseph Hicks, 68, joined the SIU in the port of San Francisco in 1955 sailing last as a chief cook and recertified chief steward. Brother Hicks graduated from the Union's Recertified Chief Stewards Program in 1982. He sailed with the U.S. Maritime Service in 1948. Seafarer Hicks sailed 33 years with APL and also sailed as a 3rd purser. A native of Shreveport, La., he is a resident of San Francisco.



Algernon Whittier Hutcherson, 70, joined the SIU in the port of New York in 1969 sailing last as a recertified chief steward. Brother Hutcherson graduated from the Union's Recertified Chief Stewards Program in 1984. He last sailed out of the port of Norfolk. Seafarer Hutcherson is a veteran of the U.S. Navy during World War II and the Korean War. Born in Portsmouth, Va., he is a resident there.



Walker Taylor La Clair, 64, joined the SIU in 1948 in the port of Norfolk last sailing as a bosun. Brother La Clair last shipped out of the port of Houston. He hit the bricks in the 1946 General Maritime, 1947 Isthmian and the 1948 Wall St. beefs. Seafarer La Clair is a veteran of the U.S. Army in World War II. A native of North Carolina, he is a resident of Galveston, Texas.



Everett Woodson Lambe Sr., 66, joined the SIU in the port of Norfolk in 1951. Brother Lambe last shipped out of the port of Houston as a chief steward. He was born in North Carolina and is a resident of Cold Springs, Texas.



Raymond Joseph McPhillips, 60, joined the SIU in 1943 in the port of Baltimore sailing last as a FOWT out of the port of Houston. Brother McPhillips is a veteran of the U.S. Navy during World War II. He was born in Warren, R.I. and is a resident of Houston.



Gerald Linburg Nance Sr., joined the SIU in 1947 in the port of Norfolk sailing as a chief electrician and last aboard the *C/S Long Lines* (AT&T). Brother Nance was on the picket lines in the 1946 General Maritime and the 1947 Isthmian beefs. He was born in North Carolina and is a resident of Chesapeake Va.



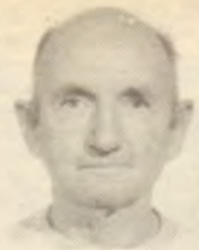
Michael "Mike" Nash Sr., 57, joined the SIU in the port of New York in 1951 sailing last as a quartermaster. Brother Nash also worked on the Sea-Land Shoregang, Port Elizabeth, N.J. in 1979. He is a veteran of the U.S. Navy in World War II. Seafarer Nash was born in Elizabeth, N.J. and is a resident of Freehold, N.J.



Reidar Meinick Nielsen, 65, joined the SIU in the port of New York in 1953 last sailing as a chief electrician. Brother Nielsen was born in Norway and is a resident of Ostre Halsen, Norway.



Anthony Notturmo, 62, joined the SIU in the port of Galveston, Texas in 1951 sailing last as a recertified bosun. Brother Notturmo graduated from the Union's Recertified Bosuns Program in 1981. He also worked as a journeyman plumber. Seafarer Notturmo attended the 5th Piney Point Educational Confer-

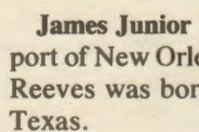


ence. He is a veteran of the U.S. Army during World War II. A native of Philadelphia, he is a resident of Villas, N.J.

Donald L. Peters, 73, joined the SIU in the port of Wilmington, Calif. last sailing as a QMED. Brother Peters is a resident of South Gate, Calif.



Stanley Francis Prusinski, 63, joined the SIU in 1948 in the port of New York sailing as a cook. Brother Prusinski walked the picket lines in the 1946 General Maritime, 1947 Isthmian and the 1948 Wall St. beefs. He last sailed out of the port of Algonac, Mich. and received a 1960 Union Personal Safety Award for sailing aboard an accident-free ship, the *SS Alcoa Polaris*. Seafarer Prusinski is a wounded veteran of the U.S. Army during World War II. Born in Chicago, Ill., he is a resident there.



James Junior Reeves Jr., 57, joined the SIU in the port of New Orleans in 1967 sailing as a cook. Brother Reeves was born in Ohio and is a resident of Buna, Texas.



William "Bill" Howard Reynolds Sr., 64, joined the SIU in the port of Baltimore in 1955. He sailed as an oiler last out of the port of Houston. Brother Reynolds helped to organize the Atlantic Steamship Co. and ran for Union office in 1971. Seafarer Reynolds is a wounded veteran of the U.S. Army Infantry and Paratroops in both World War II and the Korean War serving as a sergeant. A native of Millville, W.Va., he is a resident of Bacliff, Texas.



Olavi A. Rokka, 65, joined the SIU in the port of New York last sailing as a deck engineer. Brother Rokka is a resident of Massapequa, N.Y.



Albert John Sacco, 63, joined the SIU in 1947 in the port of New York sailing last as a recertified bosun. Brother Sacco graduated from the Union's Recertified Bosuns Program in 1983. He last sailed out of the port of Wilmington, Calif. Seafarer Sacco also sailed during the Vietnam War. He hit the bricks in the 1946 General Maritime, 1947 Isthmian, 1948 Wall St., 1961 Greater N.Y. Harbor and the 1962 Robin Line beefs. Sacco is a veteran of the U.S. Air Force in World War II. A native of Illinois, he is a resident of San Diego, Calif.



Alexander Sokolowski, 62, joined the SIU in 1942 in the port of New York. He sailed as an AB and 3rd mate, most recently out of the port of New Orleans. Brother Sokolowski was on the picket line in the 1946 General Maritime, 1947 Isthmian and 1948 Wall St. beefs. He received a 1961 Union Personal Safety Award for sailing aboard an accident-free ship, the *SS Steel Voyager*. A native of Massachusetts, he is a resident of New Orleans.



George Silva, 61, joined the SIU in the port of Boston, Mass. in 1952 sailing as a FOWT. Brother Silva last sailed out of the port of Baltimore. He was born in Massachusetts and is a resident of Sykesville, Md.



Charles Walter Spence, 59, joined the SIU in the port of Wilmington, Calif. in 1966. He sailed as an AB and deck delegate. Brother Spence last shipped out of the port of Houston. He was a former member of the ILWU. Seafarer Spence is a veteran of the U.S. Navy in the South Pacific during World War II. Born in Norfolk, Neb., he is a resident of Corpus Christi, Texas.



Alexander Szmir, 65, joined the SIU in the port of Philadelphia in 1951 sailing as an AB. Brother Szmir was born in Philadelphia and is a resident there.



Richard Dale Thoe, 59, joined the SIU in the port of Mobile in 1965 sailing last as a recertified bosun. Brother Thoe graduated from the Union's Recertified Bosuns Program in 1976. He also worked as an electrician. Seafarer Thoe is a veteran of the U.S. Navy in World War II. A native of Brainerd, Minn., he is a resident of Mobile.



Raymond Joseph Thomas Jr., 66, joined the SIU in 1942 in the port of New York sailing last as a chief steward. Brother Thomas last shipped out of the port of Mobile. He was born in Alabama and is a resident of Mobile.



William Clinton Traser, 72, joined the SIU in 1944 in the port of New York. He last sailed as a QMED. Brother Traser hit the bricks in the 1961 Greater N.Y. Harbor beef. He was born in Richmond, Va. and is a resident of Houston.



Bryan "Bill" Varn Jr., 66, joined the SIU in 1943 in the port of Savannah, Ga. He sailed as a cook and chief steward. Brother Varn also worked as a Sea-Land port steward in Port Elizabeth, N.J. He received a 1960 Union Personal Safety Award for sailing aboard an accident-free ship, the SS *Raphael Semmes*. Seafarer Varn hit the bricks in the 1961 Greater N.Y. Harbor beef. A veteran of the U.S. Army during World War II, Varn is a native of Florida and resides in Durant, Fla.



James Erwin Watler, 65, joined the SIU in 1947 in the port of New Orleans sailing as an AB. Brother Watler last shipped out of the port of Houston. He was on the picket lines in the 1946 General Maritime and the 1947 Isthmian beefs. Seafarer Watler was born in the Grand Cayman Is., B.W.I. and is a resident of Houston.

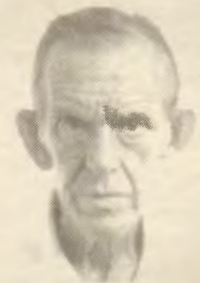


Howard Frederick Welch, 70, joined the SIU in the port of San Francisco in 1964 sailing as an OMU. Brother Welch last shipped out of the port of Jacksonville. He also worked as a stationary engineer. Seafarer Welch was born in Hyatt, Tenn. and is a resident of Jacksonville.

Larry Poy Young, 67, joined the SIU in the port of New York in 1956 sailing as a cook. Brother Young began sailing in 1940. He hit the bricks in the 1961 Greater N.Y. Harbor and the 1962 Robin Line beefs. Seafarer Young was born in Canton, China and is a naturalized U.S. citizen. Young is a resident of New York City.



Walter Frederick J. Gunn Sr., 59, joined the Union in the port of Cleveland, Ohio in 1960. He sailed as a deckhand and scowman for the Great Lakes Dredge and Dock Co. from 1950 to 1960 and for Great Lakes Towing in 1975. Brother Gunn last shipped out of the port of Jacksonville. He was a former member of the Dredge Workers Union from 1948 to 1951 and the Oil, Chemical and Atomic Workers Union from 1951 to 1961. He was a Lakes SIU trustee in 1970. Laker Gunn also worked as a stationary fireman and is a veteran of the U.S. Air Force during World War II. Born in Cleveland, he is a resident of Light House Point, Fla.



Stanley Francis Thompson, 62, joined the Union in 1948 in the port of Detroit. He sailed as an AB, tankerman, dredgeman and tugman for the Great Lakes Dredge and Dock Co. from 1945 to 1960, Marine Towing in 1962 and for Great Lakes Towing in 1970. Brother Thompson was a SIU official and organizer from 1963 to 1964. He was a former member of the Bartenders and Teamsters Unions. Laker Thompson is a veteran of the U.S. Navy in World War II. A native of Quincy, Mass., he is a resident of Ormond Beach, Fla.



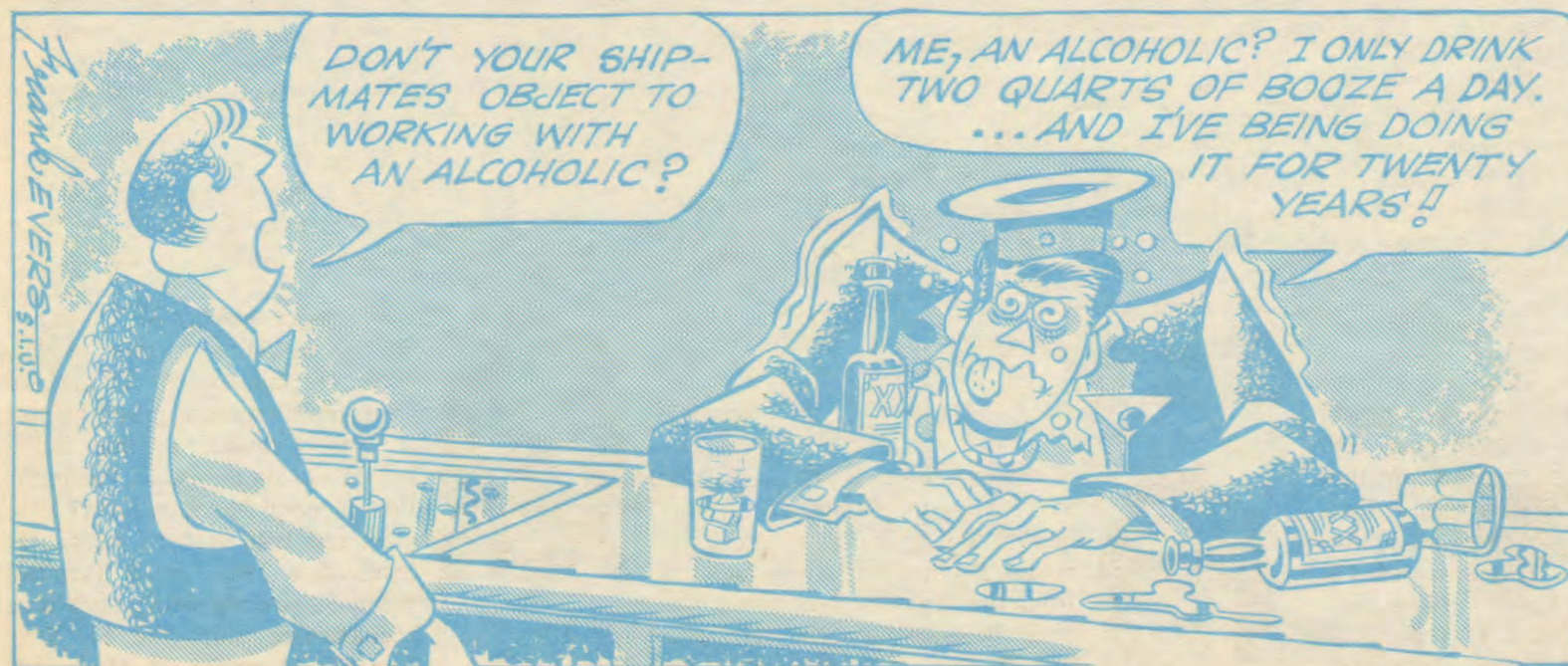
Henry Joseph Kozlowski, 63, joined the Union in the port of Detroit in 1960 sailing as a tunnelman and AB. Brother Kozlowski last sailed out of the port of Cleveland. He is a veteran of the U.S. Army in World War II. Laker Kozlowski was born in Cleveland and is a resident there.

Great Lakes

Ernest Frederick De Merse, 58, joined the Union in the port of Detroit in 1952. He sailed as a deckhand, scowman and dredgeman for Dunbar and Sullivan from 1955 to 1961 and for the Great Lakes Dredge and Dock Co. in 1961. Brother De Merse was a former member of the Laborers Union from 1950 to 1953. He is a veteran of the U.S. Air Force after World War II. Laker De Merse was born in Racine, Mich. and is a resident of Brimley, Mich.

Atlantic Fishermen

Hughes S. Amero, 66, joined the SIU-merged Gloucester Fisherman's Union in the port of Gloucester, Mass. Brother Amero is a resident of Gloucester.



WHY
DRINK YOUR-
SELF INTO
THE GRAVE
?
HELP IS
AVAILABLE,
CONTACT
YOUR
PORT AGENT
OR THE
S.I.U.
DO IT NOW!

Deep Sea



Pensioner **Roy Watson Anderson**, 77, passed away from heart failure in the Baptist Medical Center, Jacksonville on July 3. Brother Anderson joined the SIU in the port of

Jacksonville in 1963 sailing as a FOWT and cook. He was born in Oklahoma and was a resident of Jacksonville. Cremation took place in the East Coast Crematorium, Jacksonville Beach, Fla. Surviving is his widow, Elizabeth.



Pensioner **Charlie Burns**, 60, died on Aug. 2. Brother Burns joined the SIU in the port of New York in 1955 sailing as an AB. He was a veteran of the U.S. Navy during World

War II. Seafarer Burns was born in Louisiana and was a resident of New Orleans. Surviving are his widow, Helen; two daughters, Elishia Brewster and Margaret Wilcox; his father, John and his mother, Elishia Pratts, all of New Orleans.

Charles Bertell Eagleson Sr., 45, died on July 31. Brother Eagleson joined the SIU in the port of Houston in 1956 sailing last as a QMED. He was born in New York City and was a resident of Houston. Surviving are his widow, Jean; two sons, Charles Jr. and Jason; a daughter, Penny Curry, and his mother, Anna Booth of Houston.

Pensioner **Joseph George Edwards Sr.**, 73, succumbed to cancer in the Shelby Hospital, Center, Texas on Aug. 12. Brother Edwards joined the SIU in the port of New Orleans in 1958 sailing as a cook and waiter. He also worked 30 years as an office manager and junior executive. Seafarer Edwards was a veteran of the Louisiana National Guard Infantry before World War II. Born in New Orleans, he was a resident of Center. Cremation took place in the East Texas Crematory, Kilgore, Texas. Surviving is his widow, Olga.

Pensioner **Loyd J. Griffis**, 77, passed away recently. Brother Griffis joined the SIU in 1945 in the port of Mobile sailing last as a deck engineer. He was a veteran of the U.S. Navy during World War II. Seafarer Griffis was born in Mississippi and was a resident of Beaumont, Miss. Surviving is a niece, Winifred Bellamy of Gautier, Miss.

Antoine "Steve" Gurney, 56, died on June 11. Brother Gurney joined the SIU in the port of Baltimore in 1959 sailing as an oiler. He last sailed out of the port of Seattle and was a former member of the Canadian Seamen's Union. Seafarer Gurney was a veteran

of the U.S. Army after the Korean War. Born in Canada, he was a resident of Hoguam, Wash. Surviving are his widow, Dolores; two sons, Tony and Billy; a daughter, Sharon March of Hoguam, and three aunts, Irene Kolinchuk and two others of Transcona, Manitoba, Canada.



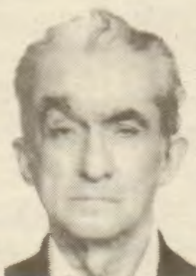
Pensioner **Louis Philip Hagmann Jr.**, 79, succumbed to a lung ailment at home in Metairie, La. on July 27. Brother Hagmann joined the SIU in the port of Lake Charles, La. in

1957 last sailing as a chief steward. He was born in New Orleans. Burial was in the Metairie Cemetery. Surviving are three sons, Dewey, George and Raymond, and three daughters, Joyce, Michelle and Eugenie, all of New Orleans.



Pensioner **Fredrick "Red" Edgar Hansen**, 74, passed away from heart failure in the Ralph K. Davies Hospital, San Francisco on June 1. Brother Hansen joined the SIU-

merged Marine Cooks and Stewards Union (MC&SU) in 1939 in the port of San Francisco sailing as a bellboy, laundry foreman and steward on PMA ships. He began sailing on the West Coast in 1931. Dec. 8, 1941 he was aboard the *SS President Madison* (APL) with a contingent of U.S. Marines in Balikpapan, Borneo when he learned of Pearl Harbor. Seafarer Hansen was also a MC&SU official and organizer. A native of Oakland, Calif., he was a resident of San Francisco. Hansen was a model train enthusiast and stamp collector. Burial was in the Cypress Lawn Park Cemetery, Colma, Calif. Surviving are his widow, Dorothy and a sister, Mabel Sandbote of Walnut Creek, Calif.



Pensioner **Antonio Ibarro**, 75, passed away on June 28, Brother Ibarro joined the SIU in 1944 in the port of New Orleans sailing as an AB. He hit the bricks in the 1946 General

Maritime beef. Seafarer Ibarro was born in Puerto Rico and was a resident of New York City. Surviving are his widow, Praxedes and a son, Maxwell of Naranjito, P.R.



Pensioner **Herbert Paul Knowles**, 71, passed away on Aug. 14. Brother Knowles joined the SIU-merged MC&SU in 1946 in the port of New York sailing last as a chief steward.

He was born in New Jersey and was a resident of Rodeo, Calif. Surviving

are his widow, Wilma and a son, J. Knowles.



Pensioner **Robert Lee McDavitt**, 60, died of heart failure in the U.S. Veterans Administration Medical Center, Jackson, Miss. on July 27. Brother McDavitt joined the

SIU in the port of New Orleans in 1950. He sailed as a chief pumpman and 2nd assistant engineer. In 1967 he graduated from the Union-District 2, MEBA School of Engineering, Brooklyn, N.Y. and he walked the picket lines in the 1946 General Maritime and 1947 Isthmian beefs. Seafarer McDavitt was a veteran of the U.S. Navy in World War II. Born in Fort Madison, Iowa, he was a resident of McComb, Miss. Interment was in the Hollywood Cemetery, McComb. Surviving are his mother, Jeanette and a brother, Thomas of McComb.



Vincent Tierney, 33, died on July 5. Brother Tierney joined the SIU following his graduation from the Harry Lundeberg School of Seamanship Entry

Trainee Program, Piney Point, Md. in 1977. He sailed as an AB. A former member of the Metal Wire Latherers Union, Local 46, N.Y. from 1969 to 1975, Seafarer Tierney was born in New York City and was a resident of Land O' Lakes, Fla. Surviving are his parents, John and Alice of Tampa; a brother, Joseph of the Bronx, N.Y., and a sister, Barbara Drugan of Bayville, N.J.



Pensioner **Ching Shing You**, 74, passed away on Aug. 5. Brother You joined the SIU in the port of New York in 1957 sailing last as a chief steward. He hit the bricks in the 1961

Greater N.Y. Harbor and the 1965 District Council 37 beefs. Seafarer You also worked in the Lotus Garden Restaurant and at the Hotel Oceanic Restaurant in New York. A native of Shanghai, China, he was a naturalized U.S. citizen and a resident of New York City. Surviving are his widow, Yan Hau and a brother, Thomas of New York City.

Great Lakes



Pensioner **Theodore Johannes Hansen**, 77, passed away from cancer in the Manor Care Nursing Center, Lucas Cty., Ore. on July 26. Brother Hansen joined the Union in

the port of Buffalo, N.Y. in 1962 sailing last as a chief steward. He sailed for the Boland and Cornelius Steamship Co. from 1963 to 1964. Laker Hansen was born in Germany and was a naturalized U.S. citizen. Hansen was a resident of Toledo, Ohio. Burial was in the Ottawa Hills Park Cemetery, Toledo. Surviving is a daughter, Sharon Hornyak of Toledo.

Monthly Membership Meetings

Port	Date	Deep Sea Lakes, Inland Waters
Piney Point	Monday, October 6	10:30 a.m.
New York	Tuesday, October 7	10:30 a.m.
Philadelphia	Wednesday, October 8	10:30 a.m.
Baltimore	Thursday, October 9	10:30 a.m.
Norfolk	Thursday, October 9	10:30 a.m.
Jacksonville	Thursday, October 9	10:30 a.m.
Algonac	Friday, October 10	10:30 a.m.
Houston	Tuesday, October 14	10:30 a.m.
New Orleans	Tuesday, October 14	10:30 a.m.
Mobile	Wednesday, October 15	10:30 a.m.
San Francisco	Thursday, October 16	10:30 a.m.
Wilmington	Monday, October 20	10:30 a.m.
Seattle	Friday, October 24	10:30 a.m.
San Juan	Thursday, October 9	10:30 a.m.
St. Louis	Friday, October 17	10:30 a.m.
Honolulu	Thursday, October 16	10:30 a.m.
Duluth	Wednesday, October 15	10:30 a.m.
Gloucester	Tuesday, October 21	10:30 a.m.
Jersey City	Wednesday, October 22	10:30 a.m.

Digest of Ships Meetings

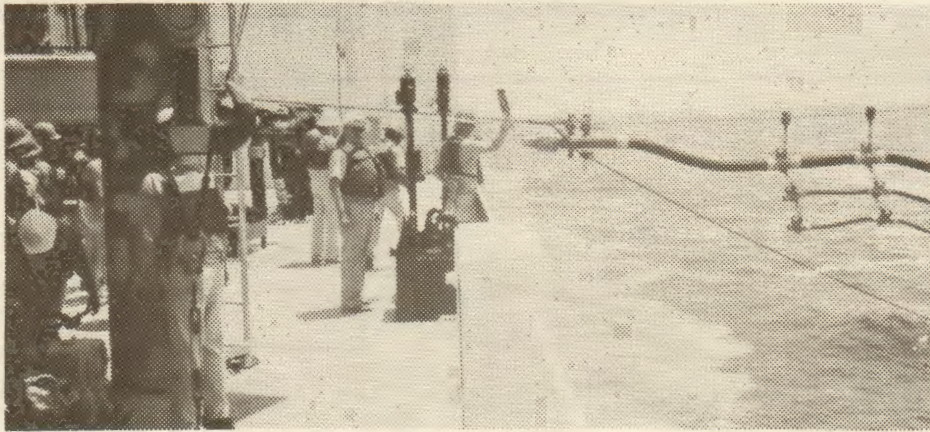
AURORA (Apex Marine), August 10—Chairman C.A. Cuttires; Secretary Joseph Bennett Jr.; Deck Delegate H.D. Jackson; Engine Delegate Juan Rodriguez. No disputed OT. There is \$105 in the ship's treasury. The *Aurora* will pay off in Houston, Texas on Aug. 13 and will immediately start loading for the next voyage to Haifa, Israel. A wire was sent to headquarters requesting clarification on the shipping status of two ABs. The response was not clear, and the matter will be taken up at payoff. The secretary noted that the voyage was very good "thanks to the seamen aboard who were more brotherly to one another than I have ever witnessed during my time at sea. I hope there is a future for guys such as these." All movies are to be turned in before arrival in Houston so that they may be exchanged for new ones. It was suggested by the members that something positive be done about the welfare payments to doctors and hospitals for bills incurred due to illness. "Many of us are ending up with bad credit because of this." A vote of thanks was given to the steward department for a very good job of feeding and for the wonderful cookout. Next port: Houston, Texas.

BORINQUEN (Puerto Rico Marine), July 27—Chairman Donald Wagner; Secretary C. Carter. No beefs or disputed OT. There is \$13 in the ship's treasury. Correspondence from SIU Vice President "Red" Campbell concerning pension funds was read and explained fully to the membership. The letter was posted in hopes of tabling any written motions in future meetings. A special vote of thanks was given to Vice President Leon Hall for his efforts to reduce the required time for New York State unemployment insurance from 23 weeks to 15 weeks. The bosun urged all qualified members to consider applying for the Sealift Operations and Maintenance course for future employment opportunities and job security. The steward is taking a well earned vacation next trip and was given a vote of thanks for a job well done. Next port: Port Elizabeth, N.J.

FALCON CHAMPION (Titan Navigation), July 13—Chairman J. Chermesino; Secretary Paul Cox; Educational Director D. White; Deck Delegate Carl Schmidt. Some disputed OT was reported in the deck department. The ship's treasury is doing quite well with a balance of \$4 after flower donations (\$115) and other expenses (\$111). The movie fund now has \$165.74, and the balance in the popcorn fund is \$7.14. The *Falcon Champion* is going into the shipyard on July 21. The captain stated that the crew would be kept aboard provided the Union agrees to let the company furnish security in lieu of a deck department gangway watch. The Union was notified. Vice President "Red" Campbell said that it is OK if the crew agrees. A vote of crewmembers showed 8 in favor of staying, 4 in favor of going home. An official reply is still being awaited from headquarters. The next stop is England. Crewmembers were reminded to declare all items, and any member getting off should make sure his room is clean. Expressions of deepest sympathy were given to Brother Charlie Mann and his family on the loss of his brother. Flowers were sent from the crew and officers. The steward maintains a library of approximately 650 movies. They are enjoyed by all, and crewmembers were asked to help keep them in good order. Apart from one complaint about the food, a vote of thanks was given to the steward and his department for a job well done. The cooking and baking have been excellent. The steward explained that "this is not the States. The quality of stores are the best that can be purchased in the area." Next port: England.

MAJOR STEPHEN W. PLESS (Waterman-MS), August 3—Chairman R.E. Hagood; Secretary B.W. Stearns Jr.; Educational Director B. Stearman; Deck Delegate Arnold Bustillo; Engine Delegate

Earl N. Gray Jr.; Steward Delegate Antonio Prizmik. No beefs or disputed OT. There is approximately \$700 in the ship's fund to buy VHS movies and recreational equipment to be used aboard ship. The *Pless* will pay off on Aug. 11 while at anchorage at Lynnhaven, Va. and will then shift to another anchorage later that day. It is not known exactly when the "B" team will arrive onboard for the rotation of crews, but all members were reminded to clean their rooms and turn in all linen to the soiled linen locker. The secretary reported that on July 31 the *Pless* played host to the commanding general and the staff of the



Crewmembers aboard the PFC Eugene A. Obregon receive the hose from the USS Platte during UNREP exercises.

6th MAB for a briefing on an upcoming operation in Europe. The ship recently received a communication from the commanding general expressing his appreciation for the fine luncheon. He was impressed "with all of our efforts, the cleanliness, good condition of the ship and of our overall professionalism in having the *Pless* 'on station and ready.'" Questions were asked about the new SIU contract, and a suggestion was made to hire a SIU shoregang for stowing voyage stores—or at least call three stand-bys for the steward department. Two crewmembers, A. Bustillo and R. Bell Sr., will retire after this voyage. "We all wish them good luck and a long life." A vote of thanks was given to the steward department for a job well done. In its report to the LOG: "While on station in Portland, Maine, the ship held two outdoor barbecues for the people of Portland and the adjacent town. We had over 300 visitors to these parties. In turn, the ship was invited to a New England Clam Bake and Lobster Dinner (given by the Chamber of Commerce, Portland) at House Island, the site of a fort in the War of 1812. A good time was had by all who attended."

OMI CHARGER (OMI), July 27—Chairman F. Schwarz; Secretary R. Fluker; Educational Director/Treasurer Wiley Yarber; Deck Delegate John Landry; Engine Delegate L. Craig; Steward Delegate Melvin Morgan. No disputed OT. The steward just joined the ship and noted that the galley is not in good shape. The range and oven need repair, the reefer boxes need fixing, and the galley needs to be sprayed for roaches. He said that the steward department is doing a good job of working under these conditions, but that the two hours OT each day are not enough to keep the department clean. A VCR is aboard ship with 80 assorted movies. Members are asked to take care of the machine. The chief pumpman will pick and sign out movies as needed. A problem was brought up about draws on the *OMI Charger*. It appears that every time a crewmember puts in for a draw, the captain says there is not enough money onboard. This will be taken up with headquarters and the company. Next port: New York.

PVT EUGENE A. OBREGON—V. 6TC (Waterman-MS), June 15—Chairman William Kratsas; Secretary Lee de Parlier; Educational Director Ronnie L. Herian. Some disputed OT was reported in the deck department which will be referred to the boarding patrolman at payoff. There is \$14 in the ship's treasury. The

Obregon will arrive at Lynnhaven anchorage. Customs forms were handed out and the launch schedule will be posted. Two days transportation will be paid, with meal money, out to Cadiz. The vessel met up with the *USS Platte* off the Virginia Capes and participated in an UNREP exercise. The U.S. Navy commended the crew for their skill and professionalism and thanked them for their hospitality. New rules for ship security have been posted; ID cards have been issued to all hands. Marine guards may be assigned to the ship while in port. If so, "show them courtesy and make them feel welcome. They are there for our protection." No new training films are onboard that the members haven't already seen. A suggestion was made to send copies of the monthly headquarters meeting. Another suggestion was to supply refrigerators in each crew room. A vote of

thanks was given to the steward department for their continued good job of food preparation and service. Next port: Norfolk, Va.

SEA-LAND ADVENTURER (Sea-Land Service), July 27—Chairman Robert U. Dillon; Secretary Glenn C. Bamman; Deck Delegate Philip Poole; Steward Delegate Harry E. Jones. No beefs or disputed OT reported. The chairman stressed the importance of contributing to SPAD and the job security it provides—particularly with the military-contracted vessels. The secretary spoke on the need to consolidate the various maritime unions into a single voice instead of having the different unions work at cross purposes. Cooperation between the unions and the contracted companies can benefit all, especially while shipping is in a slump. The educational director advised members to upgrade their skills at Piney Point. "It's the only way to stay competitive in today's world." A vote of thanks was given to the steward department for a job well done. Next port: Port Elizabeth, N.J.

SENATOR (CCT), July 21—Chairman Mark Lamar; Secretary George W. Luke; Educational Director Eric Bain; Engine Delegate Dennis R. Baker; Steward Delegate Angel B. Correa. No beefs or disputed OT. The ship is due in Miami on July 22 for a payoff. Everything is running smoothly. The chairman said, "I have had the pleasure of sailing with a very good crew. The bosun has been very helpful in all ways and should be given a vote of thanks. We have had a nice trip." A number of suggestions were made. The first was that the SIU not merge with any other union outside of "our own AFL union." A second was that a new washing machine is badly needed for the crew laundry room. The membership also feels that the clinic in Jacksonville, Fla. is too far from the Union hall. A clinic closer to the hall should be obtained or the Union should furnish transportation to and from the present clinic. A vote of thanks was given to the bosun and to the steward department for jobs well done. Next port: Miami, Fla.

STAR OF TEXAS (Titan Navigation), July 20—Chairman G. Paschall; Secretary I.R. Fletcher; Educational Director J. Nathan; Engine Delegate Walter E. Sargent; Steward Delegate B. Young Jr. No disputed OT. The chairman re-emphasized the importance of contributing to SPAD and encouraged everyone to take advantage of the upgrading courses offered at Piney

Point. A vote of thanks was given to the entire crew for helping keep the ship free of coal dust and for making the five passengers feel welcome. The passengers were Ray and Rita Hale-Torres and their daughter Tanya, along with Robert and Christine Rockwell. Both families were returning home after retiring from the military forces, and both families expressed their gratitude for the reception they received from the entire crew. Mail still continues to be a serious problem aboard the *Star of Texas*. Mail addressed to the Fleet Post Office has never been delivered, and some crewmembers have not received mail since last May. A vote of thanks was given to the steward department for an excellent job. Next port: Philadelphia, Pa.

LNG VIRGO (Energy Transportation Corp.), August 10—Chairman Billy Nuckols; Secretary C. Shirah; Educational Director Engine Delegate Tom Curtis; Deck Delegate Albert C. Pickford; Steward Delegate Udjang Nurdjaja. Some disputed OT was reported in the engine department. The new feeding plan was brought up, and the secretary said he had been told that if the ship was not getting the proper foods, to bring the matter to ETC in Japan. It seems that food is coming from everywhere but the U.S.—ham from Denmark, chicken from Brazil, beef from New Zealand. When the food problems have been settled with ETC, all records will be sent to SIU headquarters. Next port: Himeji, Japan.

Official ships minutes also were received from the following vessels:

ALTAIR	PANAMA
AMERICAN CORMORANT	PAUL BUCK
AMERICAN EAGLE	PHILADELPHIA
AMERICAN FALCON	ROBERT E. LEE
LNG AQUARIUS	ST. LOUIS
ARCHON	SAN PEDRO
LNG ARIES	SEA-LAND CONSUMER
ATLANTIC SPIRIT	SEA-LAND DEVELOPER
CAPE DECISION	SEA-LAND ECONOMY
COVE LIBERTY	SEA-LAND EXPLORER
1ST LT. BALDOMERO LOPEZ	SEA-LAND INDEPENDENCE
GALVESTON	SEA-LAND INNOVATOR
GOLDEN ENDEAVOR	SEA-LAND LEADER
MOKU-PAHU	SEA-LAND LIBERATOR
OMI CHAMPION	SEA-LAND PACER
OMI MISSOURI	SEA-LAND PATRIOT
OMI WABASH	SEA-LAND PIONEER
OVERSEAS HARRIETTE	SEA-LAND PRODUCER
OVERSEAS NATALIE	SEA-LAND VENTURE

Personals

Mike Dumars

Please contact Daniel Lee Hanbury at 2950 Cottage Knoll Dr., Mobile, Ala. 36609, or call at (205) 633-0056.

Bill Earl Linn

Your old friend William A. Todd would like to get in touch with you. Write him at 5108 NW 47, Oklahoma City, Okla. 73122, or call at (405) 787-6520.

Edward McGunnigal

Please get in touch with your nephew, Bill McGunnigal, at 1320 5th St., Peru, Ill. 61354, or call (815) 223-7863.

Daniel J. McMullen

Celia Stajkowski and her husband often think about you and really would be pleased to hear from you. You can write them at 310 Cameron St., Reading, Pa. 19607.

Isadore Ostroff

Josephine O. Mize is trying to locate you. Please write her at 1805 North Berry Rd., Ajo, Ariz. 85321.

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

AUG. 1-31, 1986

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.....	0	33	2	0	76	6	1	21	7
ENGINE DEPARTMENT									
Algonac.....	0	13	1	0	32	1	0	5	0
STEWARD DEPARTMENT									
Algonac.....	0	6	0	0	16	0	0	4	0
ENTRY DEPARTMENT									
Algonac.....	2	37	4	0	0	0	2	22	7
Totals All Departments.....	2	89	7	0	124	7	3	52	14

***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.

Directory of Ports

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

HEADQUARTERS

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

ALGONAC, Mich.

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

BALTIMORE, Md.

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

CLEVELAND, Ohio

5443 Ridge Rd. 44129
(216) 845-1100

DULUTH, Minn.

705 Medical Arts Building 55802
(218) 722-4110

GLOUCESTER, Mass.

11 Rogers St. 01930
(617) 283-1167

HONOLULU, Hawaii

636 Cooke St. 96813
(808) 523-5434

HOUSTON, Tex.

1221 Pierce St. 77002
(713) 659-5152

JACKSONVILLE, Fla.

3315 Liberty St. 32206
(904) 353-0987

JERSEY CITY, N.J.

99 Montgomery St. 07302
(201) 435-9424

MOBILE, Ala.

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

NEW BEDFORD, Mass.

50 Union St. 02740
(617) 997-5404

NEW ORLEANS, La.

630 Jackson Ave. 70130
(504) 529-7546

Toll Free: 1-800-325-2532

NEW YORK, N.Y.

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

NORFOLK, Va.

115 Third St. 23510
(804) 622-1892

PHILADELPHIA, Pa.

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

PINEY POINT, Md.

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

SAN FRANCISCO, Calif.

350 Fremont St. 94105
(415) 543-5855

SANTURCE, P.R.

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

SEATTLE, Wash.

2505 1 Ave. 98121
(206) 441-1960

ST. LOUIS, Mo.

4581 Gravois Ave. 63116
(314) 752-6500

SUBIC BAY, Rep. of Philippines

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

WILMINGTON, Calif.

510 N. Broad Ave. 90744
(213) 549-4000

Dispatchers Report for Deep Sea

AUG. 1-31, 1986

Port	*TOTAL REGISTERED			TOTAL SHIPPED			Trip Reliefs	**REGISTERED ON BEACH		
	All Groups Class A	All Groups Class B	Class C	All Groups Class A	All Groups Class B	Class C		All Groups Class A	All Groups Class B	Class C
DECK DEPARTMENT										
Gloucester	2	3	0	1	3	0	1	6	5	0
New York	46	17	0	53	12	1	15	110	29	0
Philadelphia	5	3	0	3	1	0	1	8	4	0
Baltimore	7	8	0	3	3	0	0	18	10	0
Norfolk	9	11	1	14	9	0	2	18	10	2
Mobile	10	5	1	8	4	1	0	15	5	0
New Orleans	42	2	5	37	2	2	8	94	9	5
Jacksonville	32	10	1	34	6	1	6	46	21	3
San Francisco	34	11	6	20	3	1	4	59	19	7
Wilmington	14	5	0	13	4	1	5	33	9	3
Seattle	36	6	0	29	10	0	11	69	12	1
Puerto Rico	10	1	0	11	2	0	1	23	0	0
Honolulu	5	14	4	4	14	7	10	8	13	2
Houston	36	5	0	35	5	0	8	64	11	1
St. Louis	0	0	0	0	0	0	0	0	0	0
Piney Point	1	0	0	1	0	0	0	3	4	0
Totals	289	101	18	266	78	14	72	574	161	24
ENGINE DEPARTMENT										
Gloucester	0	1	0	0	0	0	0	2	5	0
New York	33	5	0	32	2	0	3	68	6	0
Philadelphia	2	2	0	3	2	0	0	5	1	0
Baltimore	7	0	0	4	0	0	1	14	3	0
Norfolk	13	2	1	9	5	1	2	17	3	0
Mobile	10	3	0	9	1	0	0	8	3	0
New Orleans	28	8	3	22	3	1	4	50	13	4
Jacksonville	24	3	0	22	4	0	5	39	7	0
San Francisco	21	8	1	5	6	0	1	32	7	2
Wilmington	13	2	2	11	5	1	2	28	5	1
Seattle	17	6	0	12	7	1	4	44	10	0
Puerto Rico	9	3	1	11	3	0	0	11	2	0
Honolulu	8	14	8	4	14	9	5	11	15	6
Houston	24	7	0	16	4	0	1	37	7	0
St. Louis	0	0	0	0	0	0	0	0	0	0
Piney Point	6	3	0	1	1	0	0	6	4	0
Totals	215	67	16	161	57	13	28	372	91	13
STEWARD DEPARTMENT										
Gloucester	1	0	0	1	0	0	0	0	1	0
New York	14	2	0	19	0	0	6	36	8	0
Philadelphia	1	0	0	1	2	0	0	1	0	0
Baltimore	4	1	0	3	0	0	1	7	1	0
Norfolk	8	4	1	9	1	0	0	7	4	1
Mobile	3	2	0	4	1	0	1	8	2	0
New Orleans	17	3	3	13	2	1	6	32	4	2
Jacksonville	17	7	0	11	6	0	1	15	6	0
San Francisco	38	3	1	22	1	0	4	69	4	1
Wilmington	14	4	0	12	1	0	7	18	7	0
Seattle	21	6	0	22	2	0	10	32	7	2
Puerto Rico	6	0	0	3	1	0	1	10	1	0
Honolulu	7	20	35	6	27	28	40	8	20	40
Houston	14	0	0	15	0	0	3	22	1	0
St. Louis	0	0	0	0	0	0	0	0	0	0
Piney Point	5	5	1	0	2	0	1	5	4	1
Totals	170	57	41	141	46	29	81	270	70	47
ENTRY DEPARTMENT										
Gloucester	2	2	1	0	1	0	0	2	3	1
New York	17	32	3	12	22	3	0	47	67	2
Philadelphia	1	4	0	1	2	0	0	2	7	0
Baltimore	4	4	0	0	3	0	0	9	4	1
Norfolk	10	10	2	7	14	0	0	10	14	5
Mobile	1	5	0	3	8	0	0	2	6	0
New Orleans	10	13	6	15	11	0	0	24	27	19
Jacksonville	11	8	1	8	12	0	0	12	17	5
San Francisco	44	13	4	23	6	0	0	72	30	9
Wilmington	12	8	0	6	5	0	0	24	25	2
Seattle	22	18	4	20	15	1	0	40	36	3
Puerto Rico	5	3	0	0	0	0	0	14	21	2
Honolulu	6	80	186	4	111	151	0	6	90	274
Houston	10	6	0	15	2	0	0	18	8	1
St. Louis	0	0	0	0	0	0	0	0	0	0
Piney Point	0	4	0	0	3	0	0	1	4	0
Totals	155	210	207	114	215	155	0	283	359	324
Totals All Departments	829	435	282	682	396	211	181	1,499	681	408

***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 August was up from the month of July. A total of 1,470 jobs were shipped on SIU-contracted deep sea vessels. Of the 1,470 jobs shipped, 682 jobs or about 46 percent were taken by "A" seniority members. The rest were filled by "B" and "C" seniority people. A total of 181 trip relief jobs were shipped. Since the trip relief program began on April 1, 1982, a total of 3,549 jobs have been shipped.

Defense Shot

Could Send Industry to Life Boats

The Department of Defense is right. Foreign-flag ships haul cargo cheaper than U.S. ships. But will a foreign-flag ship that carries military families' furniture to Germany in peacetime, carry tanks to the Middle East in war time? Absolutely not.

That's why the DOD wins the Cut-Off-Your-Nose-To-Spite-Your-Face award.

Earlier this summer the DOD issued a proposed new rule which would allow it to circumvent the Military Cargo Preference Act which requires that 100 percent of American military cargo be shipped on American vessels.

They want to allow foreign-flag ships the cargo when U.S. rates are "excessive" (see story page 1).

"The right to carry government cargo is the only reason anybody has a U.S.-flag ship," said one industry executive.

Figures show that the Navy (through the Military Sealift Command) paid about \$1.8 billion dollars to ship cargo last year. Other estimates show that foreign ships offering the same services might save the Navy 10 to 30 percent. In other words, the Navy might save \$180 to \$540 million.

That sounds like a lot. But what

Editorial

would they lose in exchange? Very possibly a good portion of the ships they would have to count on in an emergency—Sea-Land, U.S. Lines, Lykes Brothers, and American President Lines—the backbone of the U.S. liner fleet.

Even with the money from military cargo, between them U.S. Lines, Sea-Land and APL lost more than \$200 million. The revenues received from cargo preference are not making these companies barrels of profits.

The DOD has to remember that the merchant marine has a role in national defense. The merchant marine is partner to the Navy. Most military planners agree that today there is a short-

fall of U.S. merchant ships and seamen if a national emergency ever did arise. The Navy knows that. Look at their buildup of the nation's reserve fleet. Look at the dozens of newly-built or converted ships serving the Military Sealift Command: TAKX, Maritime Preposition and others. Those ships are there because the U.S.-flag merchant marine has been dwindling for decades.

If the folks at the Pentagon don't want to overcome a strategic sealift shortfall, then maybe it's right for a field grade procurement officer who hasn't shipped anything but a desk for years, to determine that company's rates are excessive and let a Liberian ship lay up an American ship.

That doesn't sound like good planning.

'Hyatt Is Union'

Because of solid labor backing and the support of hundreds of allied organizations and individuals, our boycott of the Hyatt-Regency New Orleans has been successful—last month the hotel signed a first contract with SEIU Local 100, and the service workers there now have a chance at the kind of wages, benefits and working conditions they deserve.

For us, the contract means the end of a five-year struggle. For organized labor and our friends, it represents a significant step forward in a part of the country that is particularly hostile to labor unions.

We thank you for honoring our boycott and for supporting our campaign. And now we ask that you conscientiously patronize the Hyatt-Regency New Orleans and enjoy the service of a unionized workforce you helped win!

Again, our heartfelt thanks.

**Sincerely and fraternally,
John J. Sweeney
International President**



Letters To The Editor



'Thanks for the Help . . .'

I received from your legislative office copies of postcards sent to members of the House of Representatives and Senate by Seafarers members urging support of the veto override of H.R. 1562. I was very pleased to see that postcards were sent from a wide variety of states including Maryland, New Jersey, Texas, Washington, Alabama, New York and Arizona.

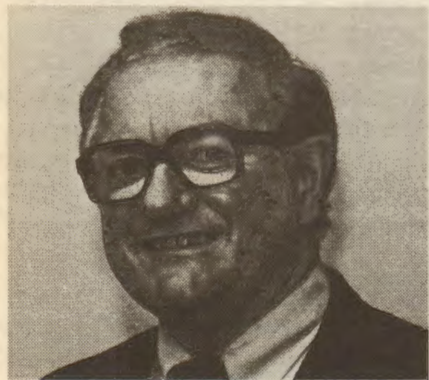
On behalf of the ILGWU let me thank you and the members of the SIU for all of your support and help in this vital effort to override the president's veto of the Textile and Apparel Trade Enforcement Act on August 6, 1986.

With every good wish.

**Sincerely,
Evelyn Dubrow
Vice President
Legislative Director**

Vice Presidents

(Continued from Page 14.)



West Coast
by V.P. George McCartney

I would like to give you a rundown on what is happening on the West Coast and Hawaii.

Starting with the port of San Francisco, our three main companies on the coast are American President Lines, Matson Navigation and Sea-Land. In addition, we have tankers of Maritime Overseas and Ogden Marine regularly visiting the Bay Area and occasionally paying off there.

As a result of the rotary shipping rules now in effect, we have a pretty

good turnover in jobs, and while the old happy homesteaders who used to stay on the same ship four or five years or longer in some instances might not like it, I feel very strongly that the change in our shipping rules has been for the best of all concerned, particularly in view of the fast turnaround and short stays in port of today's modern container vessels and tankers. And the overwhelming majority of our members on the coast have told me that they prefer it this way.

In addition to the deepsea ships, we have approximately 200 inland jobs with Crowley, depending on how many tugs and barges are operating in the Long Beach-Los Angeles harbors.

Out in Hawaii, the two cruise ships *Independence* and *Constitution* continue to run with full passenger loads which is very welcome indeed considering the number of jobs this provides the members.

In addition to the two cruise ships, all of the Matson ships pass through Hawaii. We also have the two sugar vessels *Moku Pahu* and *Sugar Islander* visiting regularly. The cable ship *Charles L. Brown* is home ported in Honolulu and provides quite a few

jobs for our members out there. There are also quite a few military ships and an occasional tanker coming through the Islands. So all in all, Honolulu has become one of our bigger ports as far as employment opportunities go.

And I hope that you all realize that these new employment opportunities didn't just happen by accident. They came about as a result of long, hard work on the part of your Union—starting right at the top with President Frank Drozak's untiring efforts on your behalf. The most recent victory with the Lavino ships will mean more than 300 new jobs for our members, and our Vice President of Contracts, Red Campbell, has just successfully negotiated increases and improvements in this contract.

So now it is up to you, the membership, to take these jobs and prevent any of these ships from sailing short or being delayed at any time. Our reputation is on the line, and only you—the rank and file—can protect our good name by sailing these ships and doing the best job that you can while aboard as a capable, competent, professional SIU seaman. It is only in this way that we can continue to pros-

per and grow, enjoying the security of good shipping for all our members in the years to come.

President's Report

(Continued from Page 2.)

censed deep sea unions, NMU, SIU, MFU and SUP, into one new organization was obvious and enthusiastic."

I am encouraged by this positive response from the NMU and I will be meeting with Shannon in the near future. I will keep our membership fully informed, and at all times will keep the job security of our membership in mind.

* * *

Bob Vahey is dead. I have lost a good and trusted friend, and this Union has lost a valued worker. Bob's energy, dedication and sense of responsibility to this organization and to this membership were without equal. Bob would be the first to say, "We must move on." We will do that, but we will miss him.

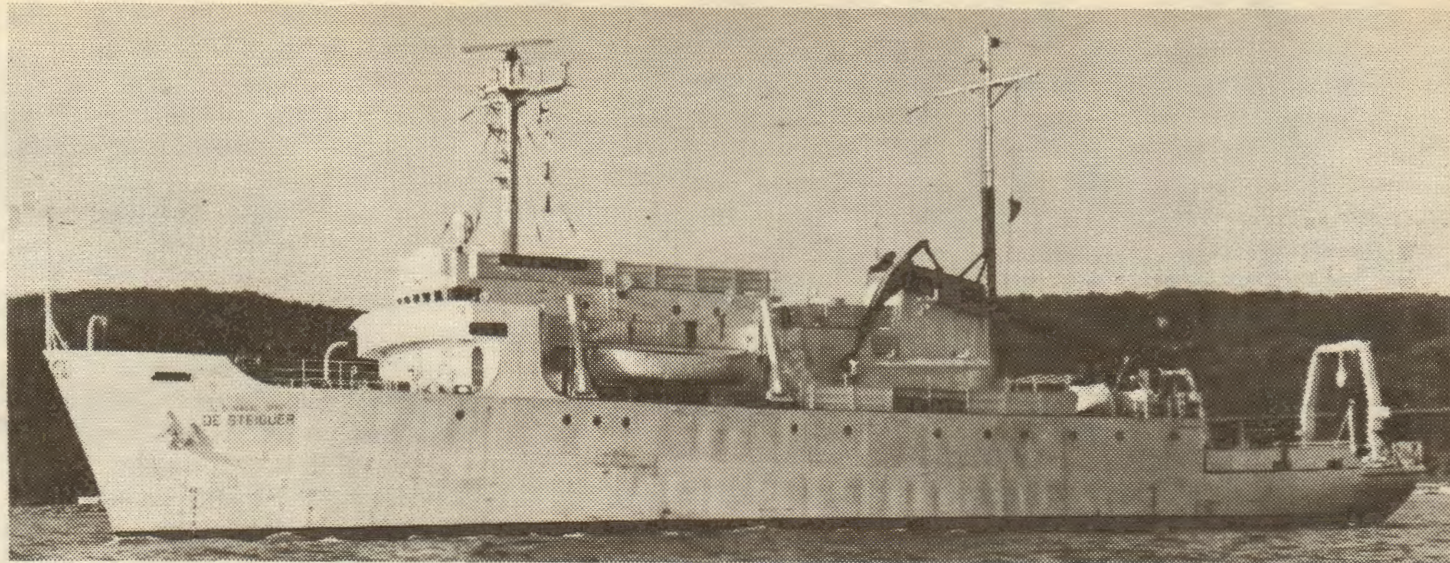
New Force of 12 Ships Opens 300-Plus Jobs

Negotiators for the SIU and Lavino Shipping Company (LSC) have reached tentative agreement on a contract for 12 ships. The oceanographic research ships will be under charter to the Military Sealift Command. The contract runs for the life of the charter, about four years.

"We've been able to reach a surprisingly strong contract in the areas of wages and seniority, especially in light of the shipping situation for most American companies," said SIU President Frank Drozak.

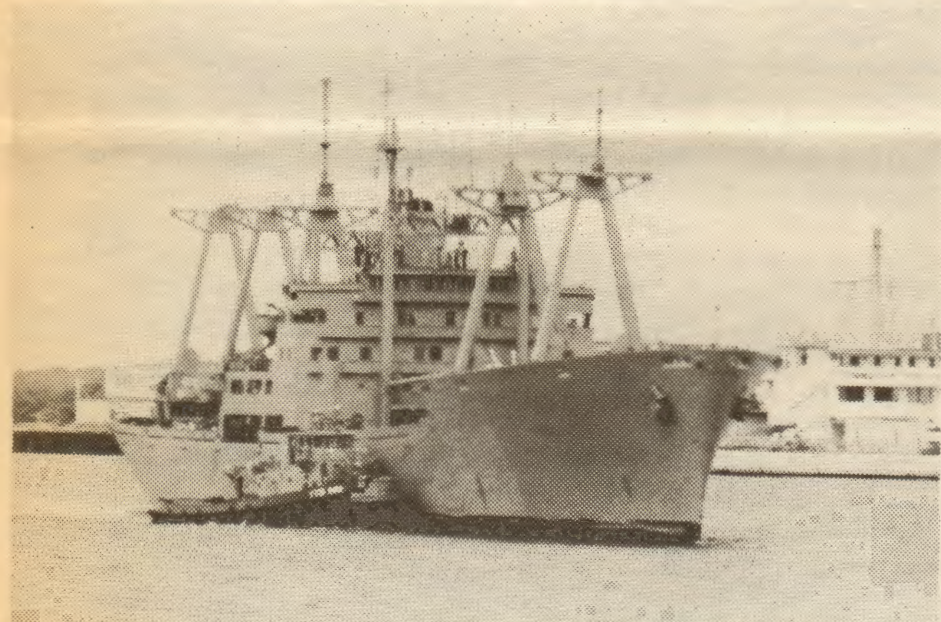
The ships, which will operate throughout the world, will carry various sized crews depending on the missions, said Red Campbell, SIU vice president and contract chief. He added that the ships mean more than 300 Seafarers will be able to find new work and job security.

A special seniority clause in the new pact will enable Seafarers to move up the seniority ladder in a shorter period of



The USNS De Steiguer is one of the 12 new oceanographic ships Seafarers will man under a new contract with Lavino Shipping Co.

time. A wage scale has been agreed to and has been sent to all ports and vessels manned by SIU personnel. Campbell urged Seafarers interested in shipping on the new vessels to familiarize themselves with the new contract before accepting employment in order to avoid any misunderstanding after shipping out.



The USNS Hess is assisted by a tug. She's another of the new ships under SIU contract.

DOD

(Continued from Page 1.)

least part of it, to their country's ships.

Last year a U.S. District Court upheld Rainbow's claim to the business. That's when the DOD issued its new proposals.

The Navy's Military Sealift Command spent about \$1.8 billion to ship cargo overseas last year. American liner companies such as Sea-Land, American President Lines, U.S. Lines and Lykes received a substantial portion of that cargo. But even with those military contracts, the companies lost money. Between them, Sea-Land, U.S. Lines and APL lost more than \$200 million.

"This would pull another leg out from under an industry that is already on the verge of total collapse," May said.

In a letter from eight House members including Rep. Walter B. Jones (D-N.C.), chairman of the Merchant Marine and Fisheries Committee, and the committee's ranking Republican, Rep. Robert W. Davis (Mich.), the defense role of the merchant marine was stressed.

"We have been willing to pay to assure an adequate supply of ships to meet our economic and military needs . . . The U.S.-flag merchant marine is an important part of our national defense," they wrote.

The Transportation Institute, Marad and several large U.S. shipping firms issued comments challenging the Navy's rule. The Department of Defense is expected to issue its final ruling by late September or early October. If the proposal is unchanged, court action is expected.

SAB Amends Seniority Rules for Military Ships

The Seafarers Appeals Board has amended rules and procedures for advancing to "A" seniority shipping rights, and for registering and shipping aboard military support vessels.

The new rules will provide an opportunity for all SIU members with "B" seniority and a rating above the entry level to advance to "A" seniority by shipping aboard the defined military vessels for 18 months, provided they fully comply with the tour of duty for which they are hired, whether permanent or temporary, and provided they complete the two-week orientation program conducted at the Seafarers Harry Lundeberg School of Seamanship in Piney Point.

With regard to registration and shipping on military support ships, rules are in effect to assure that these vessels will be fully crewed and ready to sail on time. To effect this policy, the new rules provide:

- The seaman being relieved must report to the Union hall to register within 48 hours of being relieved;
- The seaman has the responsibility of maintaining contact with the port agent of the port registered relative to his return to the vessel;
- The seaman must return to the vessel at the completion of his relief by reclaiming his job from the hiring hall shipping board no later than the

day prior to the vessel's arrival in port;

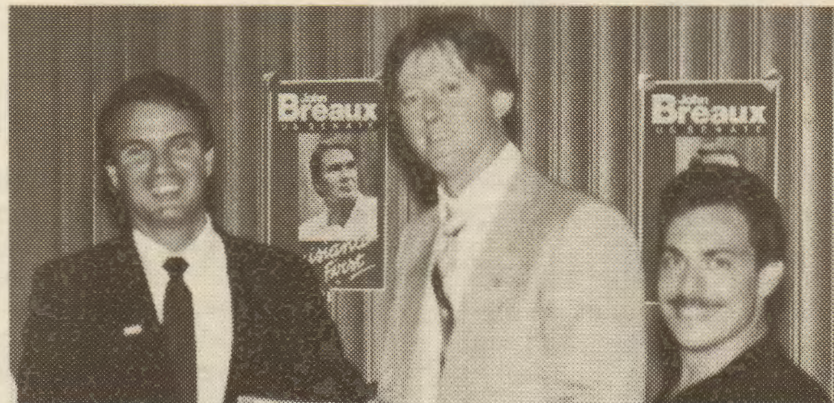
- The seaman who is registered to return to his vessel must notify the port agent at the port registered at least 15 days prior to his scheduled return to his assigned vessel that he intends to return to that vessel.

Failure to reclaim his job or to confirm his intended return to the assigned vessel will cause his job to be shipped in accordance with the Shipping Rules, and will require that seaman to re-register.

In announcing the shipping rule changes, SIU Vice President Angus "Red" Campbell said: "This Union has worked hard to get these 1,000 or more jobs for our membership, and we have the responsibility to see to it that these ships are properly manned to meet the requirements of the military agencies to which they are chartered. We are training our members to qualify to take these jobs, and we are offering them seniority incentives to take these jobs and to stay aboard for their full tours."

Campbell noted that many letters of commendation on the outstanding performance of SIU crews have been published by the Navy, and he said that more and more of the membership are understanding that these jobs have become the "cornerstone" of our job security.

SIU, SPAD Back Breaux



Rep. John Breaux's (D-La.) bid for the Senate got a boost last month when the SIU hosted a rally for the candidate at the New Orleans hall. The rally helped raise funds and generate publicity for the SIU-backed Senate hopeful. Above (l. to r.) are Breaux, New Orleans Port Agent Ray Singletary and Patrolman Nick Celona.