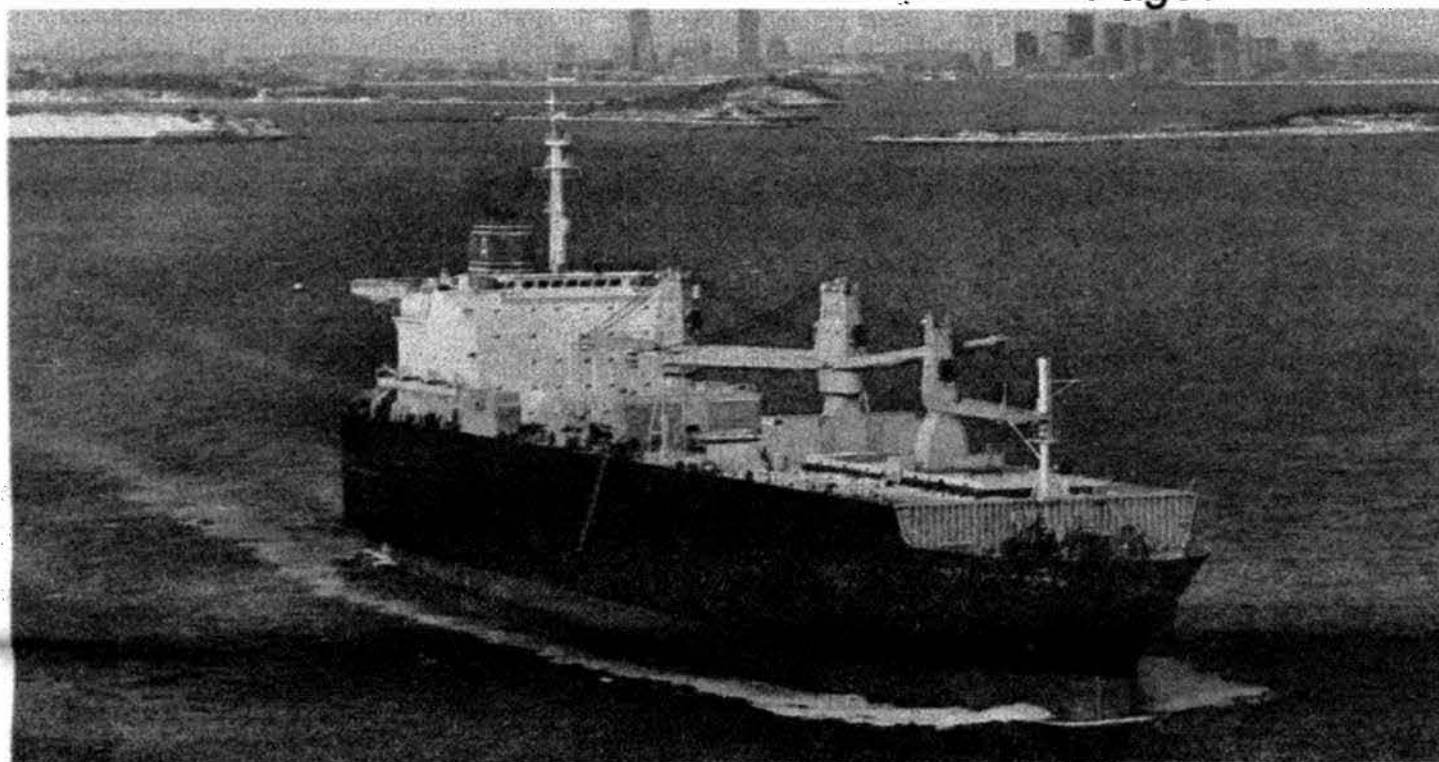


## USNS Bobo Completes Military Shakedown Trip

Pages 15-17



### Union Victorious In Outreach Case



The NLRB ruled this month that Outreach Marine Corp. was merely a front to oust the SIU from representation. Baltimore Port Agent AJ Raymond (left) informs Field Rep Dino Fire of the good news minutes after the decision. See page 9.

### SIU's Southern Cross Excels in Exercises

Page 23



### T-AGOS Crew-Up



The first of 12 new T-AGOS ships crewed with SIU members in Little Creek, Va. late last month. AB Mel Santos hauls his gear from the motel, where the crew was briefed, to a waiting truck. See pages 4 and 5 for story and pictures.

### Inside

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SHLSS News

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# President's Report

by Frank Drozak

All of you know by now that this Union is making a big effort to win military contracts. The reason we are doing that is because it means jobs.

We are not the only people in this business who are bidding on this military work. But we have been winning it. I'll be frank with you—to get these jobs we are bidding against a lot of other people who would love to win these Navy contracts. Competitive bidding means the people who can do it for the best and most economical price will win. If you examine the bids, you'll find there is hardly a dime's worth of difference in the economic packages between the competitors.

Something the SIU has realized, and I hope you have too, is that these new Navy jobs are the only game in town right now and they may stay that way for the near future. These new jobs are good jobs, despite what some people may say. What they are is a new opportunity for you and for your Union to find jobs and job security. We have these jobs, and as we prove ourselves we will be in a position to improve both the wage and fringe packages.

We just crewed up the first two of the new T-AGOS ships. There will be 10 others, with unlicensed crews of 12. We have crewed many of the new MSC ships, the Fast-Sealift Ships and the Prepositioning Ships. Along with those hundreds of jobs, we have shown the Navy how well we can operate the new craneships by our work on the *Keystone State*. The SIU will be part of a bid package for five Navy cable ships which will carry unlicensed crews of 50 to 60 each.

What we are trying to do, and what you are helping your Union prove by your performance, is to show the Navy that we have the workforce and the skills they need. We want to show them that civilian



merchant sailors can do a better job for them. And when we show them that, there will be more jobs for our membership.

I've had a chance to talk to the Navy brass, and they are impressed by the job you are doing. We are way ahead of the pack in training with our new crane courses at SHLSS, our underway replenishment skills. We, the SIU, are making headway where others are tailing behind our wake.

I recently spoke at a conference about the merchant marine's role in the nation's military sealift capacity, and I think we wised up some people. The military understands the need for sealift, and through various programs they are building up this nation's sealift capacity. But what I explained to them is the need for trained and skilled manpower. While maybe some 50,000 people have documents, most of those people haven't sailed for a long time. Most couldn't sail today's modern ships with new technology and smaller crews. That is why the military should open more and more jobs and missions to civilians, so experienced crews will be there when they are needed in a crisis. You can't take somebody off the street and turn him or her into a sailor overnight.

But if there is work available to

keep men and women up-to-date with the skills needed to crew today's ships, there will be a large pool of qualified sailors ready, if and when the military needs them. That is one reason we are trying to convince both the military and the politicians of the need to have civilians man many of the support functions for the military.

The fight works on two fronts. The first, of course, is to show the military that we are capable of doing the job, that we are dependable and skillful. I believe we are doing that now. The second is a bit more difficult. That is convincing the politicians and administration policy makers.

We in the SIU must maintain an active and visible presence in the political arena and that is where SPAD comes in. Through your contributions to SPAD, we are able

to help educate legislators and others about our special needs and how those needs relate to the nation's needs.

Also SPAD donations help keep our friends and allies in office and in power. It is certainly a lot easier to convince a friend of the validity of your position than it is to convert an enemy. SPAD is the cornerstone to the SIU's political clout, and it is also a pillar of your future job security.

The picture is not rosy in today's maritime industry, but I believe things are looking up. While some people sit and whine about the way things are, the SIU is doing something to make the future better. We are protecting our members, finding new jobs and looking to the future and the job security for all the men and women who sail SIU.

## Brock Named Labor Secretary



New U.S. Secretary of Labor William Brock is flanked by AFL-CIO Secretary-Treasurer Tom Donahue (left) and President Lane Kirkland as he met with the Federation's executive council earlier this month. Frank Drozak, a member of the AFL-CIO Executive Council, has served with the new labor secretary on international trade committees and said he holds Brock "in the highest regard."



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## Blended Credit Issue Heats Up

# Farm Interests Zero In on Cargo Preference Law

The Senate Merchant Marine Subcommittee held a dramatic and at times contentious hearing on S. 664, one of several bills seeking to overturn a recent federal court decision making the blended credit program subject to the cargo preference provisions of the P.L. 480 program.

The issue has attained priority status for both the maritime and agriculture industries, which are battling the effects of increased foreign competition, federal cut-backs and an overvalued American dollar. Spectators waited as long as two hours to get into the morning session. The afternoon session had to be moved to a larger room to accommodate the overflow.

SIU President Frank Drozak was part of a maritime panel that uniformly took exception to the bill. The panelists pointed out the P.L. 480 program was enacted with the expressed intention of promoting two American industries, not just one.

Representatives from the agricultural community all said pretty much the same thing. Blended credit was *their* program; the maritime industry should not be given relief at the expense of the farmers; and the recent ruling on the blended credit program made that program economically unfeasible.

Two of the senators, Daniel Inouye (D-Hawaii) and Sen. Ted Stevens (R-Alaska) took strong exception to those arguments, and pointed out that the P.L. 480 program was one of the last major promotional programs available to the maritime industry.

The two senators also blamed Agriculture Secretary John Block for creating an issue that did not

exist. It was Block, they said, and Block alone who decided to suspend the blended credit program. Nothing in the judge's decision required him to do so.

Several times during the day, witnesses from the maritime industry pointed out an important fact: P.L. 480 cargoes account for less than 2 percent of all agricultural exports yet are responsible for a large portion of cargo presently available to American-flag shippers.

In addition, these witnesses noted that the differential between American shipping costs and foreign-flag shipping costs was diminishing with each passing year.

In his testimony, Drozak noted that elimination of the P.L. 480 program would do little to turn things around for the agricultural community, but would deal a devastating blow to maritime.

According to Stevens, the subcommittee was pondering nothing less than the capability of the American-flag merchant marine to meet its seafaring duties. Any radical change in the existing program would have a serious effect on the national security of the United States.

Retired Admiral James L. Holloway III, one of the witnesses testifying at the hearing, said the same thing.

At one point during the day, Sen. Slade Gorton (R-Wash.) became so angry at testimony given by Deputy Undersecretary of Agriculture Richard Goldberg, that he blurted out, "We're getting nowhere . . . and I abandon my efforts to help you out."

In the morning session, Rep. Helen Delich Bentley (R-Md.), a member of the House Merchant Marine Subcommittee and a former chairperson of the Federal Maritime Commission, attacked the Agriculture Department for flagrantly violating P.L. 480 laws.

After Bentley had finished her testimony, Inouye looked at her and said, "Amen."

Earlier in the month, Bentley issued a series of warnings about the controversy surrounding the blended credit ruling. She believes that the blended credit issue has created a feeling of hostility towards the maritime industry—one that could lead to the elimination of the P.L. 480 program, a development that could conceivably jeopardize the continued existence of the American-flag merchant marine.

While some of the representatives of the agricultural community talked about their desire to see the American-flag merchant marine "remain strong and healthy," some

made no secret of their desire to end all subsidies to the industry altogether.

W. Glen Tussey, associate director of the Washington office of the National Farm Bureau Federation, called upon the federal government to repeal the Jones Act.

Inouye and Stevens expressed strong support for the American-flag merchant marine and the P.L. 480 program.

Gorton stated his belief that the American-flag merchant marine was an important strategic asset.

Two senators who testified at

the hearing—Don Nickels (R-Okla.) and David Boren (D-Okla.)—have led the fight to overturn the federal court ruling on the blended credit decision.

Sen. John Danforth (R-Mo.), chairman of the Senate Committee on Commerce, Science and Transportation, introduced testimony stating his opposition to the P.L. 480 program and his hope that some other method be devised to protect the interests of the maritime industry.

See page 31 for SIU upgraders comments on the hearings.



This group of upgraders visited Capitol Hill and saw SIU President Frank Drozak testify before the House Merchant Marine Subcommittee. They are (left to right) Robert Clifford, Jamie Miller, SIU Legislative Rep Liz DeMato, Bill Bragg, Al Gobeli, Isadore "Jimmy" Campbell, Mike Scaringi and SIU Legislative Director Frank Pecquex.



SIU President Frank Drozak and MEBA-1 President Jesse Calhoun discuss cargo preference matters during a break in recent Senate hearings. The pair, along with other maritime leaders, defended the 30-year-old cargo preference laws.

## Monthly Membership Meetings

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



# SIU Crews USNS Stalwart, New T-AGOS Vessel

It may have been the start of a new era for the SIU when 12 Seafarers from as far away as San Francisco and as nearby as Chesapeake, Va. gathered at a Virginia Beach motel in the last week of April.

The dozen unlicensed crewmembers had passed stringent background checks for security clearances, shots for a wide range of diseases, an intensive security briefing and even a shopping trip for black shoes, dungarees and chambray shirts. But they didn't know one thing—where in the world will they ride to on the SIU's new *USNS Stalwart*.

The *Stalwart* is the first of a dozen T-AGOS vessels which will be crewed by the SIU under a \$41.7 million contract won by Sea Mobility Inc. earlier this year.

"Military ships are the newest and biggest game in town, and about the only one too," SIU President Frank Drozak said.

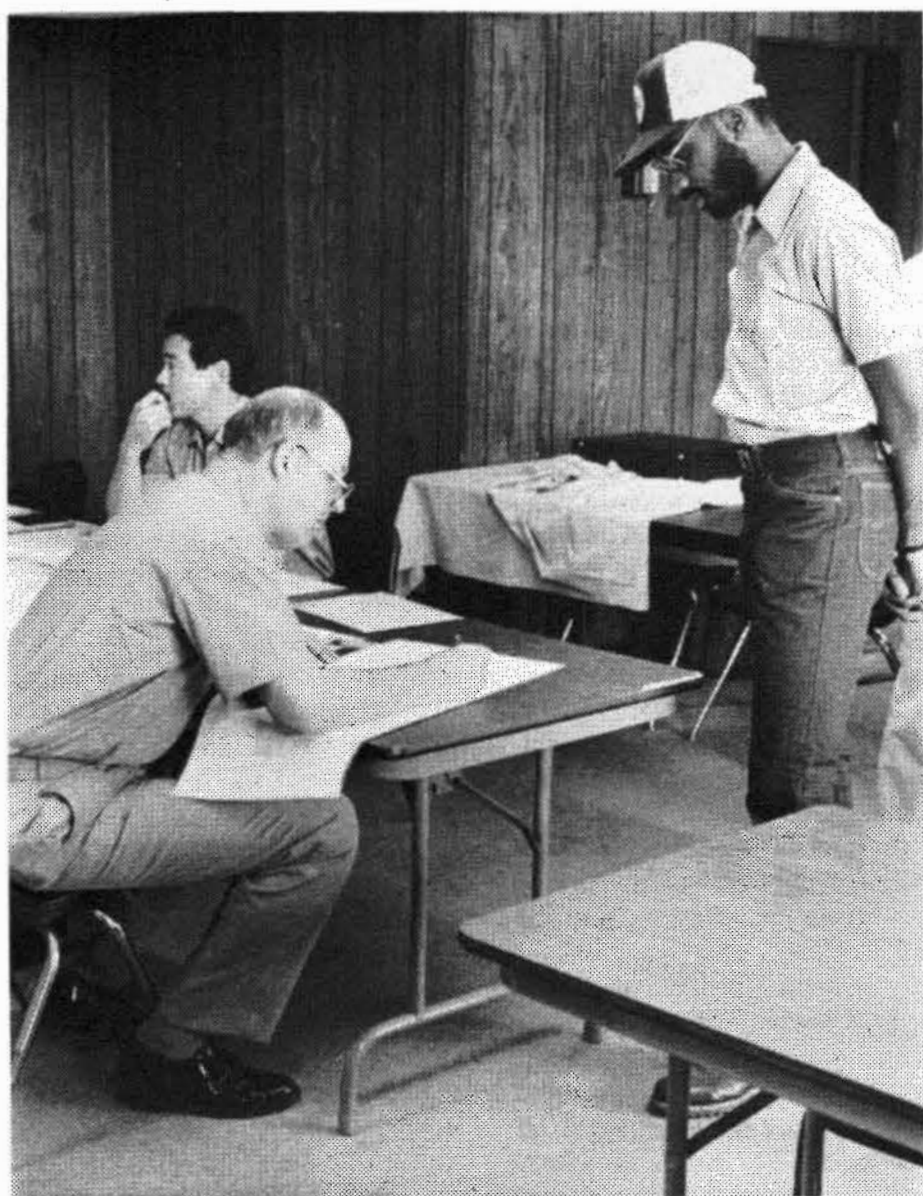
Because of that, several companies, some SIU-contracted, some with contracts with other unions and even non-union companies bid on the Military Sealift Command's proposal to operate six of the ves-

sels from Little Creek, Va. and six from Honolulu.

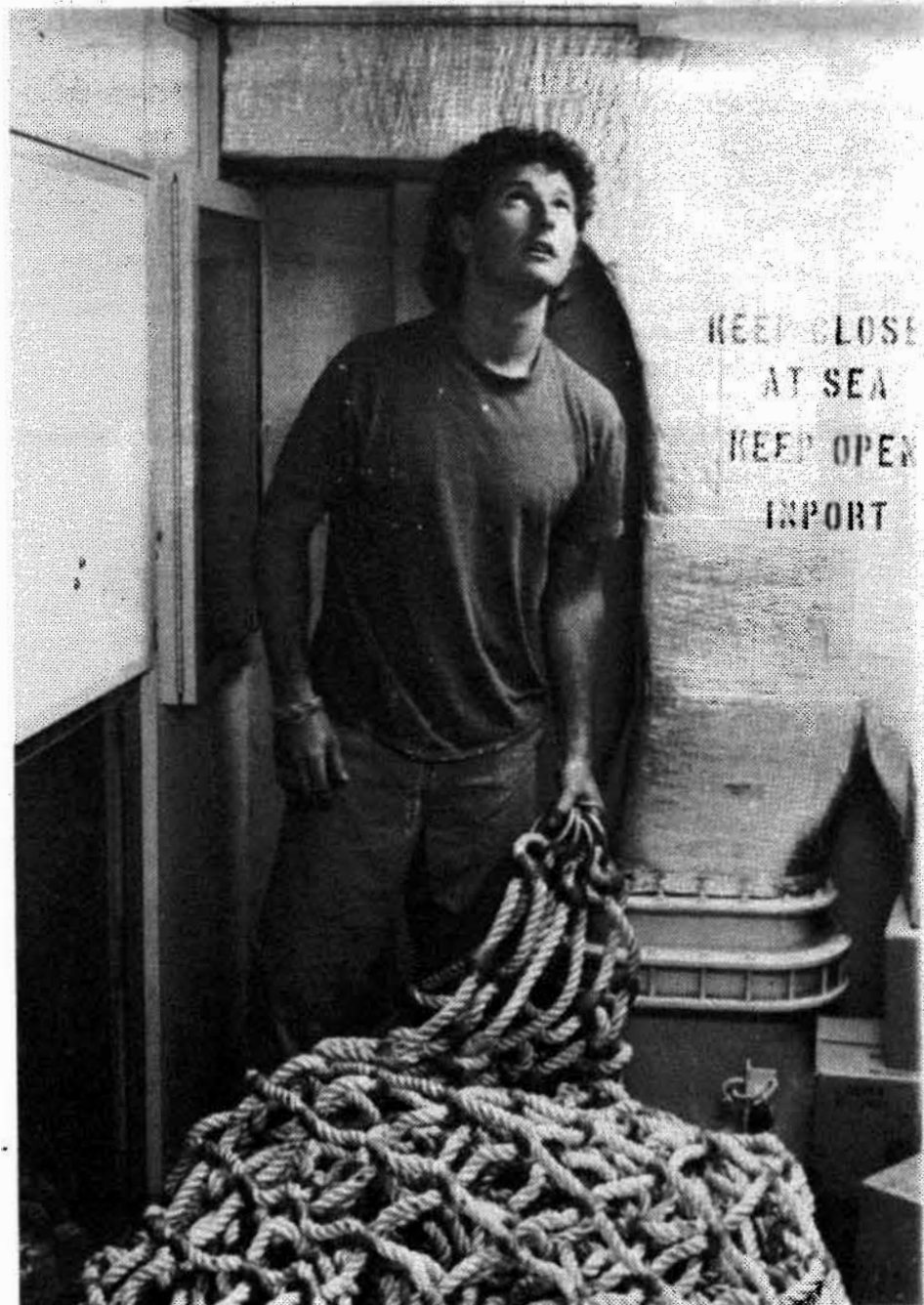
"We have to prove to the military that SIU civilian crews can operate these vessels both efficiently and economically. We had to reduce costs and that includes wages and benefits. But our foot is in the new door, and we've got a couple hundred more jobs," Drozak said.

Two other T-AGOS vessels are due out this year; the rest within the next two-and-a-half years. As the T-AGOS vessels come out of the Tacoma Boatyard, they will be crewed for about a year by MSC crews before being turned over to SIU and MEBA-2 crews. In addition, the vessels carry civilian technicians to operate the top-secret surveillance gear.

As the new crewmembers gathered for two days of meetings and article signings, the emphasis was on security and dependability. Even though most of the crew had undergone rigorous background checks to obtain secret clearances—the captain and first mate are required to hold top secret clearances—Ramona Spilman, the SMI chief of security, held a thorough security briefing.



Engine/Utility Herman Best signs on as Capt. John Eckman checks his articles. Second Mate Mel Sugiyama is in the background.



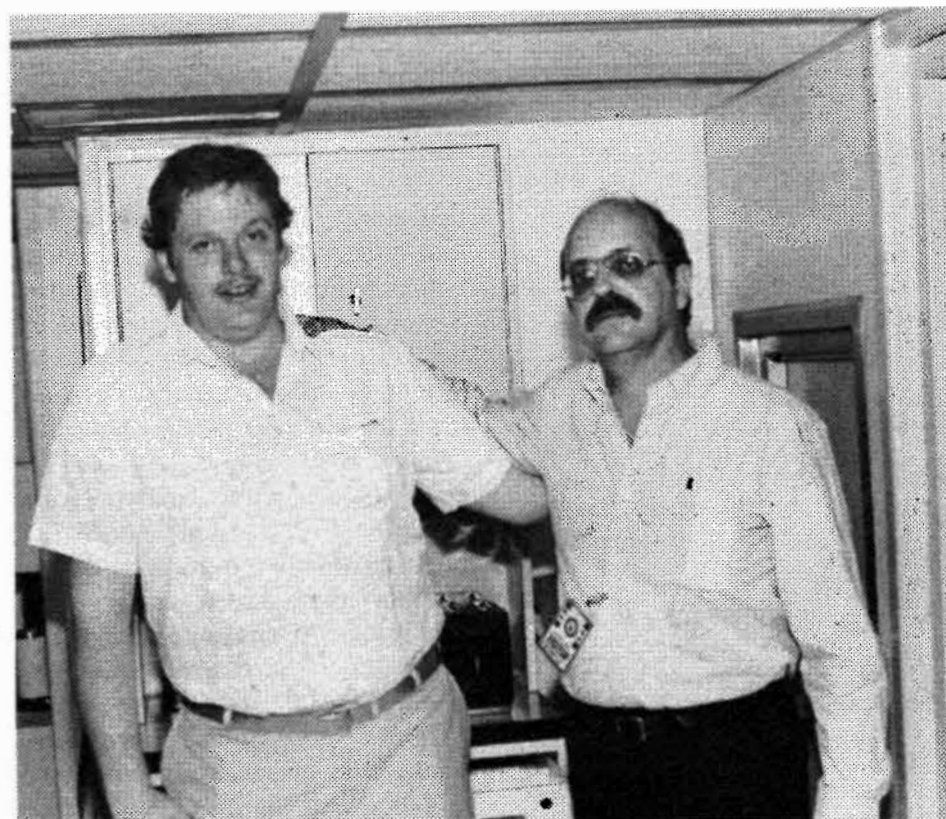
AB Steve McGuinness waits for topside help to raise the cargo net as the crew stocks stores their first day aboard.

Because both the job and the highly-sophisticated equipment are extremely secret, Spilman told the crew that they could very easily become targets for intelligence agents. She explained that some of the more valuable information foreign agents obtain does not come from high-placed secret agent types, but from information inadvertently revealed by ordinary employees.

Basically she told the crewmem-

bers to be wary of people who seem to be seeking information they really don't have a "need to know," such as what certain gear looks like, where it is aboard the ship, etc. Spilman told the crew to immediately contact the company, the Union or federal authorities if they suspect anything out of the ordinary.

(Continued on Next Page.)



Chief cook Brian Gross (left) and Norfolk Patrolman Mike Paladino take a minute in the hectic first day on the *Stalwart* to pose.



Because T-AGOS crewmembers will not know where they are going on each mission or what, if any, ports they will call in, each crewmember is required to be inoculated against yellow fever, typhoid and other illnesses.

Each T-AGOS vessel will be at sea for a minimum of 50 days and possibly as long as 75 days. When the vessels return to port for upkeep and maintenance, usually a 15-day period, the company will try to arrange maximum time off for the crewmembers before setting sail again. Each crewmember is expected to complete two voyages. If they choose to return to the vessel, they can stow their gear onboard and return to the same stateroom.

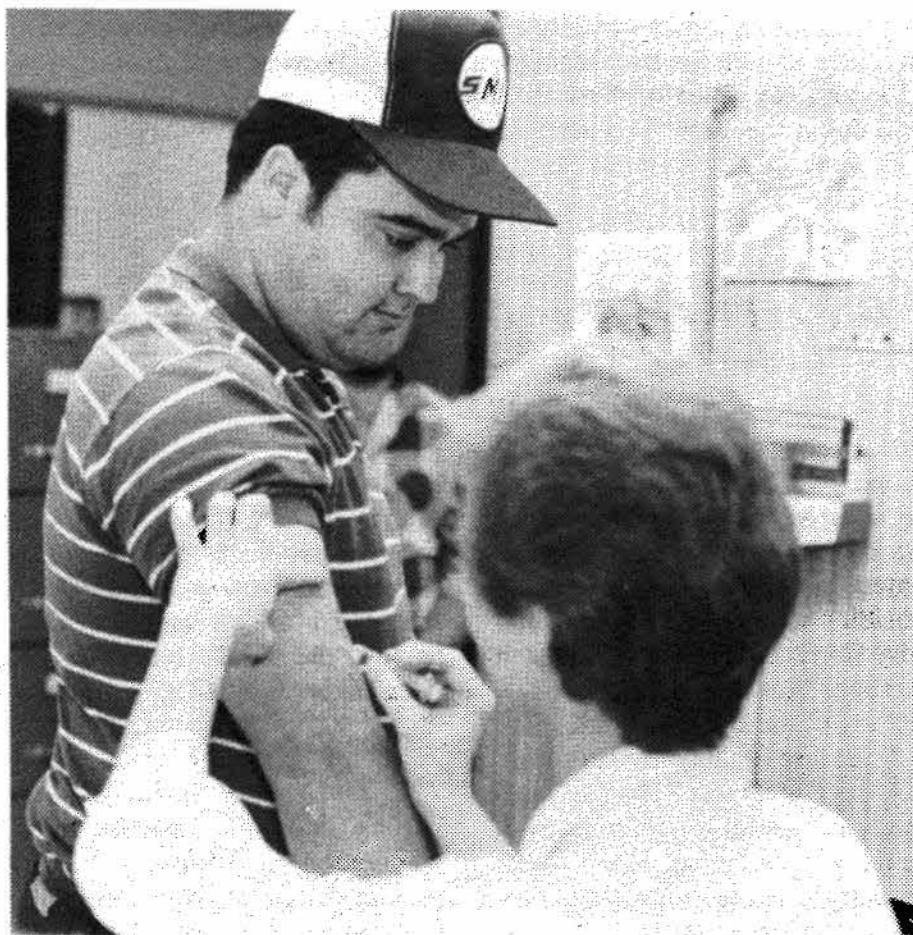
Because of the length of the voyages, the vessels are equipped

for crew comfort. Each crewmember gets a large private room with either a private shower and commode or facilities shared with the adjoining room. Both the crew mess and lounge are equipped with 25-inch color televisions with VCRs and stereos. A large stock of movies for all tastes will be available. In addition, there is a fully-equipped gym with a running machine, stationary bike, various weight machines and a speed bag. Each ship is equipped with a sickbay staffed by a qualified corpsman, who also is an SIU member.

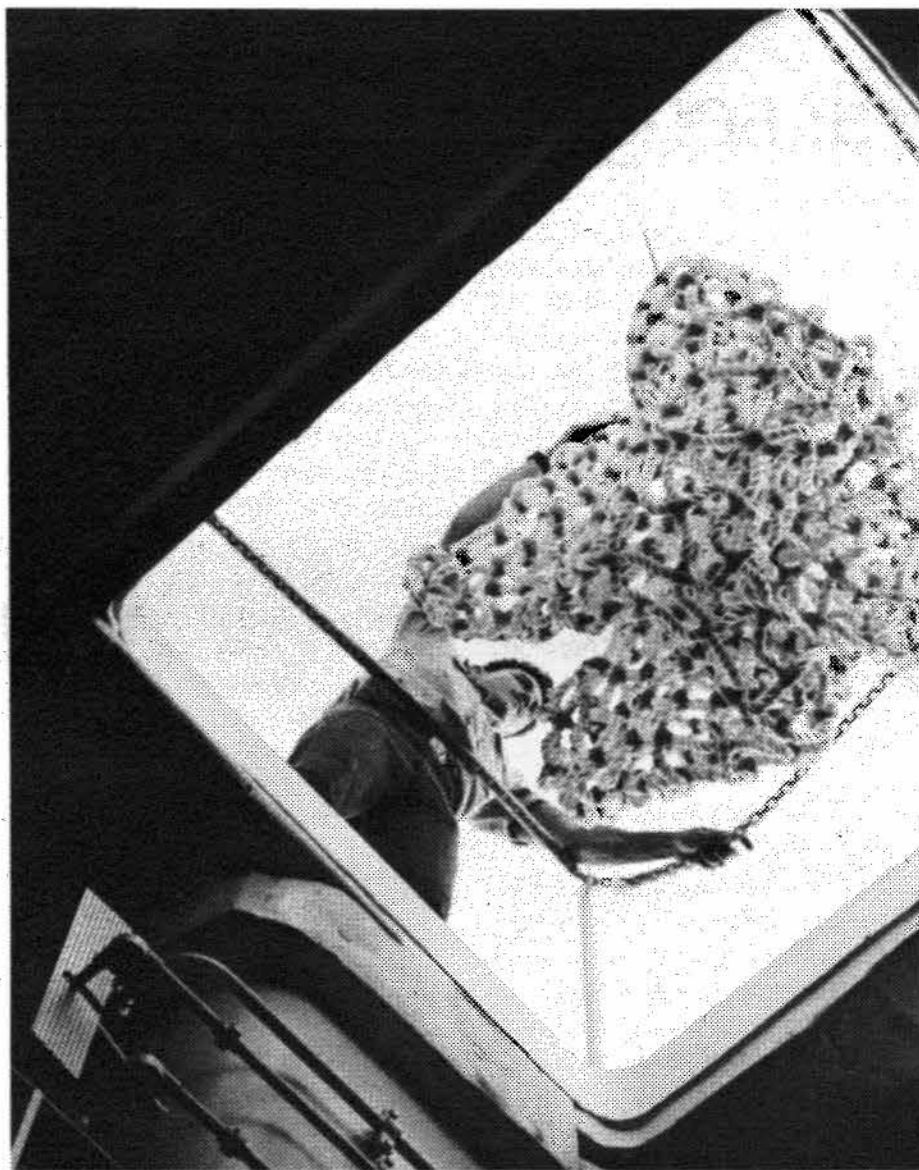
Following the briefings, the shots and the paperwork, the new Union crew took over the *Stalwart* at 10:01 a.m., April 26. After loading stores and settling in, the *Stalwart's* crew waited for orders to steam somewhere on some ocean at some time.



Stocking enough stores for a long voyage, Steward/Baker Henry Salles hauls in a box of fresh oranges.



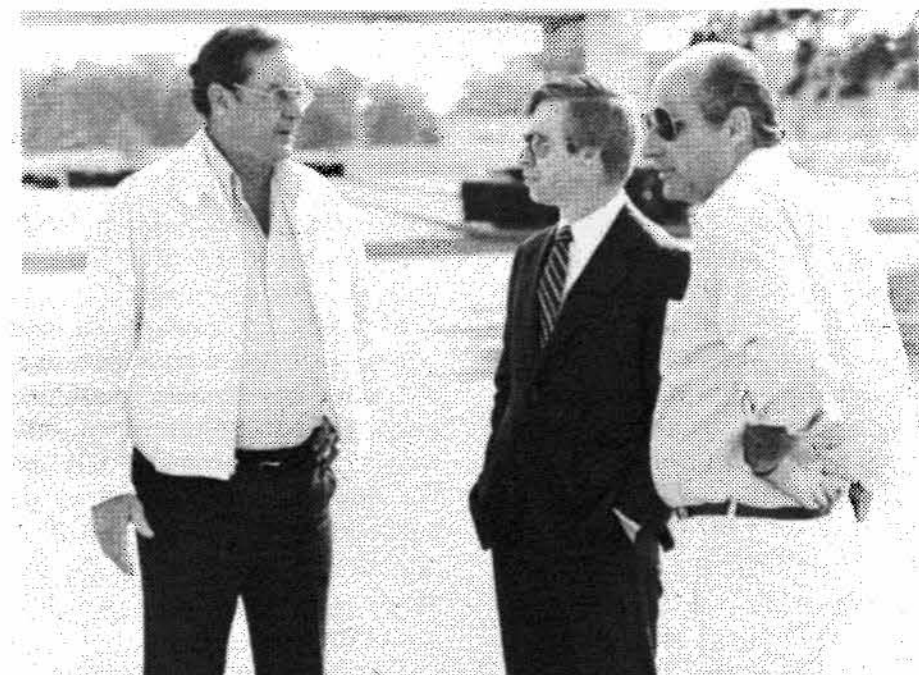
OS Joe Murphy gets one of several shots that *Stalwart* crewmembers were required to receive before shipping.



AB Mel Santos pulls the cargo net to him and gets ready to load more galley supplies.



QMED Lowell "Sparks" McKinney looks a bit underwhelmed by the selection of blue jeans. Each *Stalwart* crewmember was allotted two sets of "blues" for the trip.



Just before leaving for Little Creek Naval Base and the takeover of the *Stalwart*, Norfolk Port Agent Jim Martin (left), Sea Mobility Vice President Gary King (center) and SIU Inland Rep. Frank Paladino discuss some last minute arrangements.



# Passenger Ship Hearings Seem Like a Re-run

Once again the issue was passenger ships at a Capitol Hill hearing. And once again witnesses were divided, as they have been for the past three years: staunch supporters of rebuilding the U.S. passenger ship industry through re-flagging, led by the SIU; strident opponents, led by the Reagan administration and the owners of brand-new "no-ships-yet" shipping companies; and fence straddlers who want even more studies to tell them again that there are only two American passenger ships in business.

Rep. Mario Biaggi (D-N.Y.), chairman of the House Merchant Marine Subcommittee, called the oversight hearings to examine several proposals, including re-flagging of foreign-built passenger ships. After hearing several witnesses testify, including several operators with "plans" to build passenger ships in U.S. shipyards, a clearly exasperated Biaggi said, "This is *deja vu*."

Biaggi was referring to several efforts during the past years to revitalize passenger shipping through re-flagging. Each time the issue has come up, he said, suddenly companies crop up overnight with grand plans to build U.S. passenger ships, yet those ships never materialize.

Calling several past plans "sheer fabrication," he said, "I expect when testimony is given, there be some substance of truth. . . . We're going through this whole charade with the same players. We've got a chance to get some ships on line and we are passing it by."

Today more than 50 foreign-flag ships operate out of U.S. ports and take in about 5 billion American tourist dollars every year, SIU President Frank Drozak told the committee.

Drozak acknowledged the controversy surrounding re-flagging, saying opponents have called it a threat to U.S. shipbuilding and new building projects. "Yet as long as the controversy has raged, no progress has been made on any of the new building projects, no new vessels have been added to the fleet. It is time to give up these false hopes and to try the re-flagging alternative. Only through re-flagging, which costs the U.S. government nothing, can we actively begin to expand the U.S.-flag passenger fleet," he said.

Drozak and other supporters supported the concept of re-flagging with the following provisions:

- Allow coastwise or Jones Act privileges to such ships. Foreign-flag ships are not allowed to carry passengers between U.S. ports.
- There should be no limit to the number of the ships allowed to re-flag. The market is large and common business sense would not flood the trades.
- Set a time limit or "window" for re-flagging. Drozak suggested a two- or three-year window.
- The ships should be designed to convert to troop or hospital ships if needed in an emergency, and no Soviet or Soviet-bloc built ships would be allowed to re-flag.
- Once a ship has been re-flagged, any repair, alteration and annual maintenance should be done in an American shipyard. Allow existing U.S.-built ships to be reconstructed in foreign yards so these ships would not be at a competitive disadvantage.



SIU President Frank Drozak tells the House Merchant Marine Subcommittee that it's time to revive the U.S. passenger ship industry through re-flagging, which could provide thousands of jobs for seamen of all unions. Looking on is MEBA-1 secretary-treasurer Mario White.

## Commentary

### Flip-Flops and Contradictions

Since the Reagan administration took office, one of its major maritime programs has been the permission to build subsidized U.S.-flag ships in foreign shipyards. Yet the administration strongly opposes the re-flagging of foreign-built passenger ships.

During the recent passenger ship hearings, Maritime Administrator Adm. Harold Shear called the foreign building "the most significant" development for the U.S. merchant fleet in years, though he admitted that program "does not put work in American yards."

The administration's opposition to re-flagging is based on its "strong endorsement of the Jones Act."

Yet this is the same administration which recently initiated a plan to displace dozens of Jones Act tankers by allowing subsidized ships to compete in Jones Act trade, which goes against almost 50 years of American maritime policy.

He also said the administration wanted to protect the plans and projects for building passenger ships in American yards. He noted several "projects" under consideration.

Shear admitted that the action may have "a long term impact on construction in U.S. yards."

Rep. Dennis Hertel (D-Mich.) claimed that most of the so-called plans are for nothing more than "paper ships."

Shear, who has been through passenger ships hearings many times, may have shown his true feelings with the following statement.

"I can't say if any of these three [projects] will come to fruition. I've been down this path time after time after time."

Haven't we all, Admiral Shear?

## Alaska Ships Threatened

### CDS Payback Approved by DOT; Court Next?

Fifty years of maritime tradition were shattered this month when the U.S. Department of Transportation issued rules to allow subsidy-built tankers into the protected Jones Act trades. The move threatens up to 800 jobs and dozens of non-subsidized tankers mainly in the Alaskan oil trade.

The SIU has strongly opposed such a move. Last year the Union was instrumental in persuading Congress to pass a temporary ban on the action until May 15.

Thirty subsidized tankers, most ranging in size from 90,000 tons to as large as 300,000 tons, will become eligible to pay back their

subsidies and enter the trades. Department of Transportation figures indicate that as much as \$277 million could be paid back.

Ironically, the government might not recover that money because it will offer government guaranteed financing to operators. In other words, the government may loan the operators the money to pay back the government, and if the operators fail to keep up the payments, the government will have to eat the loss.

The SIU's main objections to the CDS payback have been the impact it would have on the Jones Act fleet and national security.

The operators built those ships without government money in exchange for the right to operate in the coastwise trades. The operators of the subsidized vessels accepted the millions in construction subsidies with the restriction that those ships could not compete with the Jones Act vessels.

Many of the ships in the Alaskan oil trade are smaller tankers (less than the 90,000 ton Panamax size) which are useful to the military if the need would arise. Many of the ships in the trade today could easily wind up in scrapyards.

DOT estimated as many as 800 seafaring jobs could be lost, and

others estimate that for each VLCC entering the trade, four or five smaller ships would be displaced. The DOT expects as many as 13 ships to pay back their subsidies.

Some industry groups indicated that legal action may be taken against the DOT, but none had been taken as of LOG press time.

## Personals

**John Wayne Springfield**

John (or anyone knowing John's whereabouts), please call your mother collect at (301) 646-1390 or write to her: Mrs. Willie Mae Phillips, 514 Coventry Rd., Baltimore, Md. 21229.



# The SIU in Washington

Seafarers International Union of North America, AFL-CIO

May 1985

Legislative, Administrative and Regulatory Happenings

## Washington Report

Stories about Vietnam and World War II have dominated the news this month.

There is much nostalgia in the air, as two different generations of Americans seem determined to relive at least part of their youth. At the same time, there is a serious effort going on to understand and even assimilate the two events which may have done the most to shape our present day perceptions of the world.

Having played a pivotal role in both conflicts, there is much that seamen can add to this dialogue.

Perhaps the day will soon come when the federal government will recognize the sacrifices and contributions that seamen made during World War II and grant them veterans's status in qualifying for benefits. American seamen provided this country with badly needed seafight support and in doing so suffered the second highest mortality rate of all combatant groups.

If the two conflicts have anything in common it is this: the United States was able to transport its troops and weapons overseas because it had an adequate seafight capability. Any plan to enhance this country's military standing in the world would be incomplete if it did not do something about upgrading the U.S.-flag merchant marine.

## Passenger Vessels

The decline of this country's passenger vessel industry has taken more than \$5 billion out of the American economy, SIU President Frank Drozak told the House Merchant Marine Subcommittee.

While more than 50 foreign-flag vessels are cashing in on the lucrative passenger vessel trade, the United States has only two such vessels operating around the Hawaiian Islands.

Given this state of affairs, Drozak urged the subcommittee to take action to allow foreign-flag passenger vessels to be redocumented under the American registry. He did this on national security grounds—passenger vessels serve an important auxiliary function in times of war—as well as on practical grounds.

According to Drozak, plans to build passenger vessels in the United States have not produced any results for 30 years. "No progress has been made on any of the new building projects," he said. "No new vessels have been added to the fleet. It is time to give up these false hopes and try the re-flagging alternative."

## Blended Credit

The Senate Merchant Marine Subcommittee held a free-wheeling, day-long hearing on S. 664 which, if enacted into law, would overturn a recent federal court decision on the blended credit program.

The blended credit program was designed to promote the export of U.S. agricultural commodities by financing the purchases at interest rates far below market values. The federal judge handling the case stated that the distinction that the Department of Agriculture had been making between "commercial" and "concessional" exports was not relevant and that the blended credit program fell under the jurisdiction of the 1954 Cargo Preference Act.

Witnesses at the hearing generally fell into two camps—maritime and agriculture. Generally speaking, those associated with agriculture want to reverse the federal court ruling while those associated with maritime wish to keep it in place.

Both industries have been hard hit by federal cutbacks and by the high value of the American dollar. Yet as Drozak noted during the hearing, reversing the federal court decision would do little to stimulate growth in the agricultural community, but would do a great deal of harm to the maritime industry.

Several witnesses during the day pointed out that the P.L. 480 cargoes account for less than 2 percent of all agricultural exports, yet provide the American-flag merchant marine with a large share of its remaining cargo.

A more detailed account of this story is carried elsewhere in this paper.

## American Shipper

David Howard, publisher of the *American Shipper*, wrote a hard-hitting and insightful article on the double standard that many people in the agricultural community use in arguing the P.L. 480 issue.

What follows are excerpts from the editorial:

### Ask Jesse Helms About It

Understandably, American farmers are upset that P.L. 480 money (which they consider to be their own subsidy) is used to pay the differential cost of using American cargo ships to transport P.L. 480 grain cargo to Third World nations such as India, Pakistan, Ethiopia and Egypt. The \$100,000,000 a year which Department of Agriculture spends to subsidize American-flag shipping could better be used to buy grain, according to the farmers.

I understand.

But if you really want to make a farmer mad, suggest that USDA might do still more good in Third World nations by using the P.L. 480 funds to buy wheat from Canada, Argentina, Poland, or even Russia (if Russia had any surplus to sell).

The outcry from the farm bloc would make the protest over Cargo Preference sound like a quiet whimper.

The point to remember is that P.L. 480 money spent on wheat and soybeans is no different from P.L. 480 money spent to cover ocean freight differential costs. It's a subsidy, approved by Congress to serve a national objective, and paid by taxpayers, who have the final voice in how it is used.

Over the years, American Shipper has consistently defended the right of shippers to choose ocean carriers on the basis of the shipper's own best interest. In the case of P.L. 480 cargo, the shipper in fact is the U.S. taxpayer who supports the objectives, controls the decision-making process, and finances all the transactions. He has a right to specify use of his own ships.

The only person in position to help farmers understand this issue is Sen. Jesse Helms, chairman of the Senate Agriculture Committee. It might help if someone in the maritime industry asked Senator Helms if he would like P.L. 480 money to be used buying wheat from Canada, Argentina, Poland or even Russia (if they had any surplus to sell and the price was right).

*I'll bet the senator and the farmers would understand.*

## Tax Reform

The tax reform plan formulated by the Department of Treasury earlier this year would have an adverse impact on the American-flag merchant marine.

It would eliminate many tax benefits that have helped promote the maritime industry, including the tax deduction for business conventions held onboard U.S.-flag passenger vessels. The revival of the American-flag passenger vessel industry is still in its infancy. Without existing tax incentives, the U.S. maritime industry would have trouble attracting willing operators and investors.

In addition, the plan seeks to tax contributions made to pension and welfare plans. This would be contrary to the general public policy of promoting good health, and would jeopardize the present level of benefits that many American workers now enjoy.

The plan would also place an additional strain on management-labor relations, which already are at their lowest point in years.

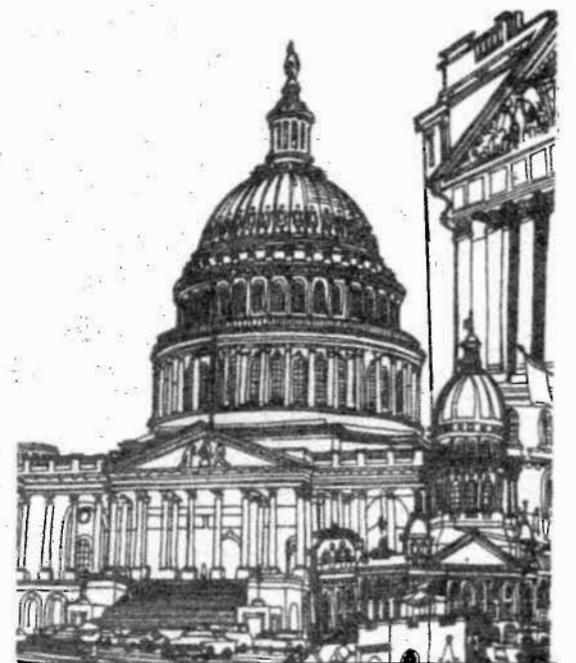
## Alaskan Oil

One of the most important issues facing American seamen is the continuation of the ban on the export of Alaskan oil. The ban, which is covered under the Export Administration Act, ran out when Congress failed to extend the EAA last year.

The export of Alaskan oil is now being controlled under emergency presidential powers. Yet it is important for this issue to be resolved legislatively, especially since there are a number of influential people lobbying hard to have the ban removed.

As of press time, the House had passed by voice vote H.R. 1786, which would extend the EAA for four years. Action is still pending in the Senate.

## Support SPAD



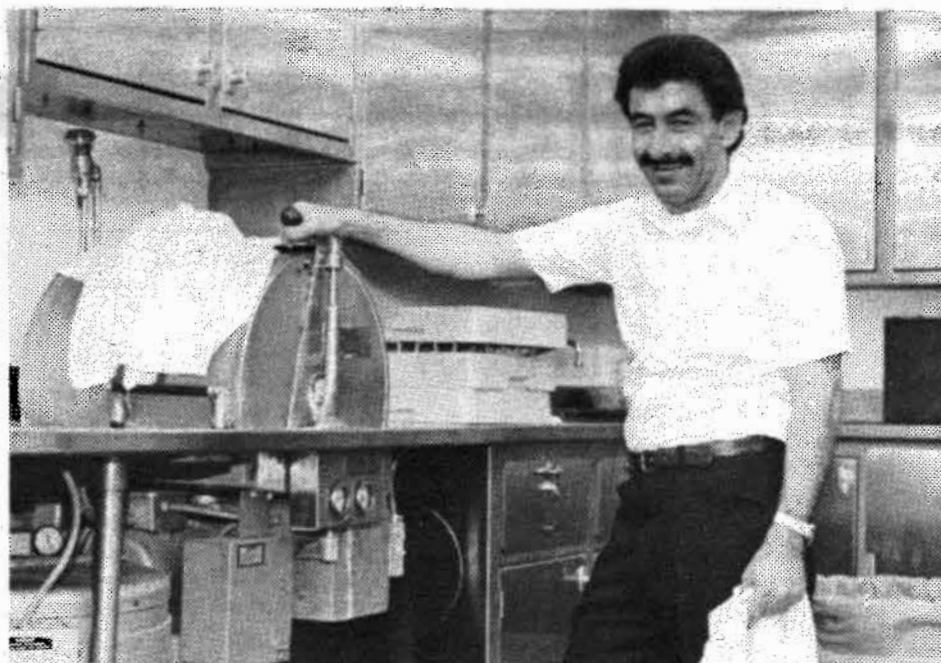


# Great Lakes Fitout

Part II—A new season begins.  
(See April 1985 LOG.)



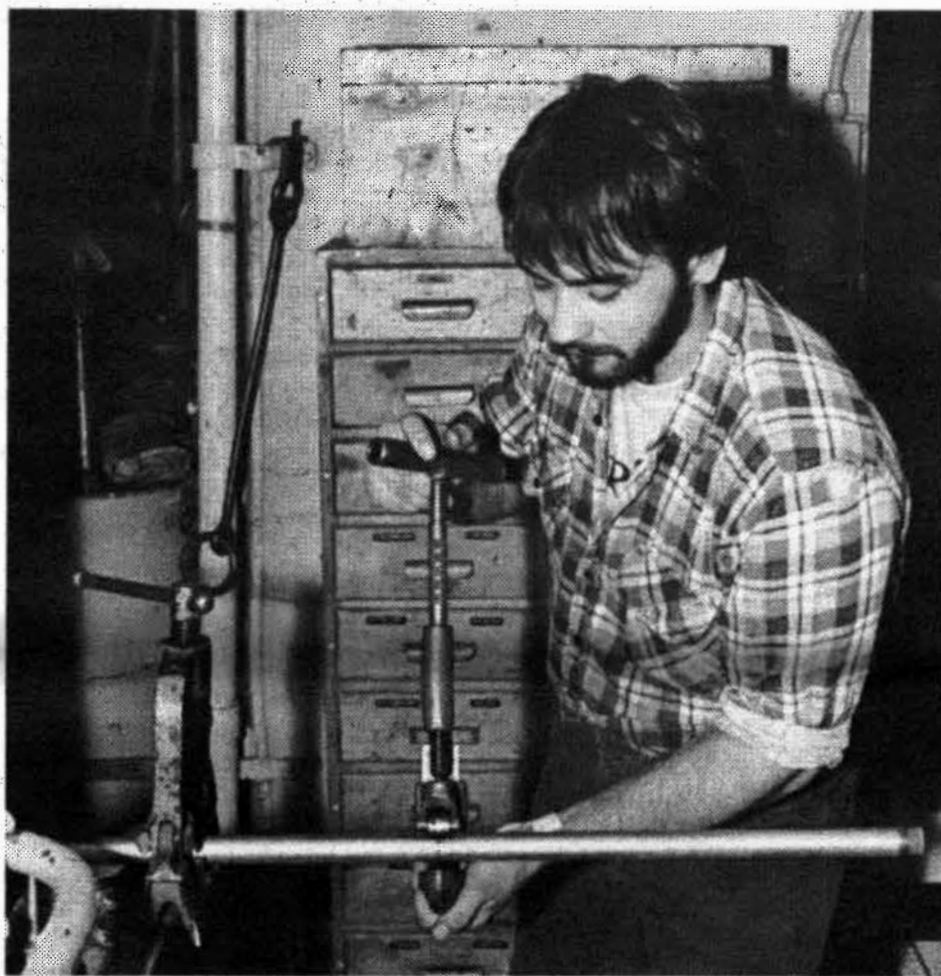
Richard Louma is not a basket case. He's simply doing a little painting on the *Charles E. Wilson*.



Porter Mohamed Ahmed has just finished cleaning up the dinner dishes onboard the *American Mariner* as she readied for the season in Sturgeon Bay, Wis.



Steward Joe Cherubini (left) and Second Cook Victor Natt have been shipmates aboard the *Medusa Challenger* for several seasons.



Wiper Ray Semerad readies to cut a section of pipe on the *Medusa Challenger*.



Here is the deck department on the *American Mariner* (l. to r.) AB Eugene Repko, Deckhand Tim Murkowski, Wheelsman Jim Brock, Watchman Lee Gabczynski and Watchman Albert Bzezinski.



A 1984 SHLSS graduate, porter Jason Palmer cleans up after a fitout meal on the *Charles E. Wilson*.





# Inland News

tug/tow  
barge/dredge

## Outreach Marine Ordered to Rehire 26 With Full Back Pay

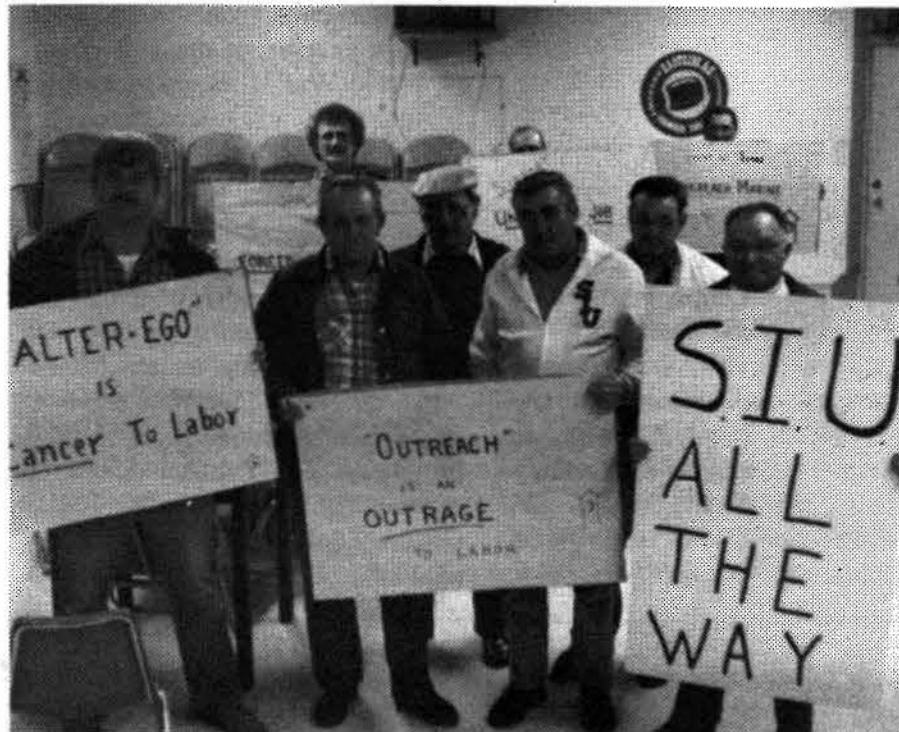
Baltimore NLRB administrative law Judge Marvin Roth ruled on April 26 that Outreach Marine Corp. had been set up to evade the SIU contract and ordered the company to reinstate 26 fired Boatmen and pay their back wages for the last year.

The unfair labor practices complaint against Outreach Marine and the firm's former owner, McAllister Brothers, was brought by the SIU and the NLRB.

Judge Roth ordered Outreach Marine to rehire 14 Boatmen immediately, restore 12 others to their former jobs with the same seniority, pay back wages to those fired, increase the wages of those still working to the rates in the SIU contract and reimburse the Union for the loss of dues.

The dispute started in late 1983 after McAllister Brothers of the ports of Baltimore, New York, Norfolk and Philadelphia failed to negotiate a new contract with the SIU. Then the company, which said it was losing \$750,000 a year, sold four of its tugs to Outreach Marine for \$1.9 million. But the sale let McAllister keep control over the new company.

Outreach fired nearly 40 ex-McAllister employees, refusing to rehire nearly 30 of them.



Fired Outreach Marine (McAllister Brothers) Boatmen with their picket signs gather for a meeting in the port of Baltimore hall last month.

"Wages, hours and other working conditions were drastically altered from those under McAllister's union contracts," Roth found.

Outreach Marine President Alcide S. Mann, Jr. testified that he thought he had no obligation to the SIU contract because his company was unrelated to McAllister Brothers.

The judge gave little credence to this since McAllister continued to advertise that it was operating in the port of Baltimore.

"McAllister sold its boats to Outreach in order to evade its obligations under the union contracts, which McAllister regarded as an intolerable financial burden," Roth ruled.

"I find that McAllister [president Anthony J. McAllister Jr.] and Mann understood at all times that Mann would repudiate the union contracts, and that such action was essential to the success of their arrangement," he said.

Roth found that McAllister and Outreach were "alter egos." "Outreach existed almost exclusively for the purpose of servicing McAllister's customers in Baltimore Harbor," he added.

SIU counsel James Altman pointed out that the judge held that Outreach captains were not supervisors and that their docking pilots are employees, not independent contractors.

Altman noted that the judge's opinion was "comprehensive, well-reasoned and amply supported by the facts in the record. An important decision."

## OSHA-Coast Guard Fight Continues in Court

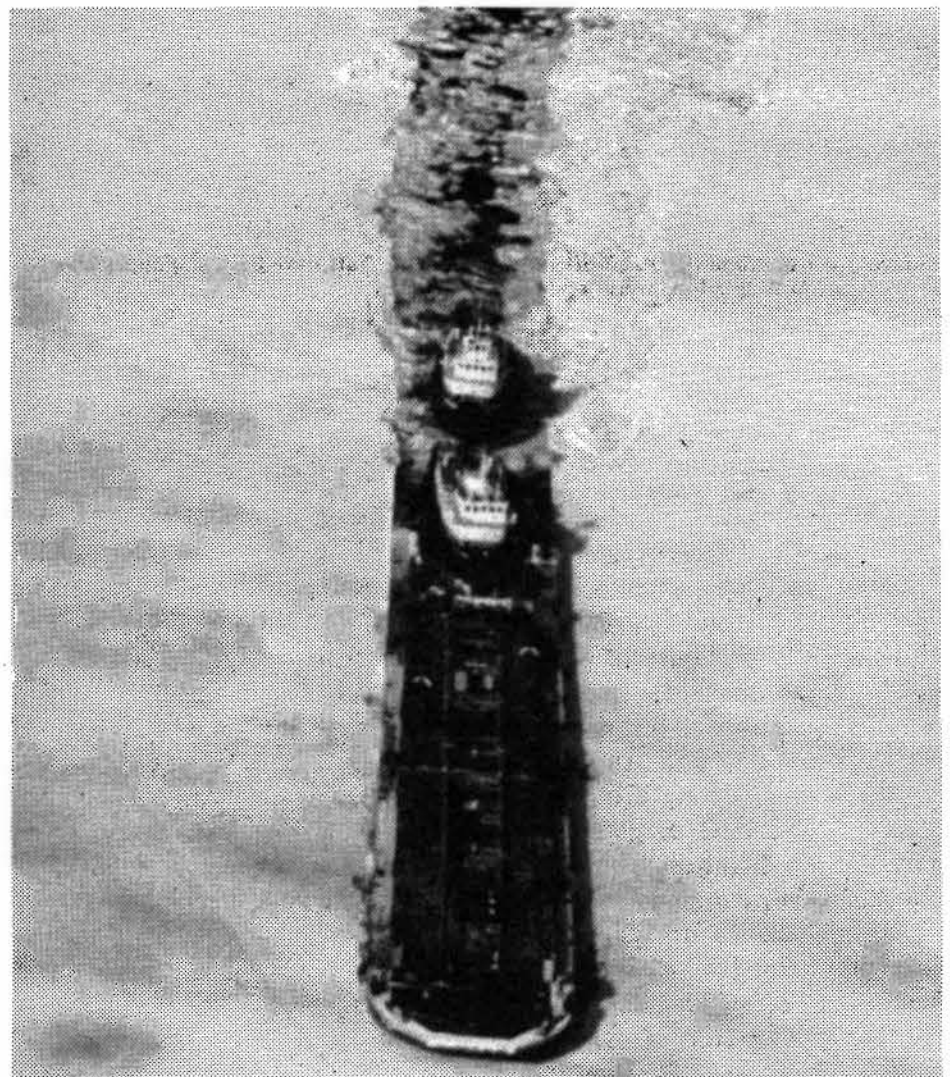
The battle between the Coast Guard and the Occupational Safety and Health Administration (OSHA), which will have an impact on some 7,000 SIU members on uninspected tugs and towboats, has entered the U.S. Court of Appeals.

The fight between the two federal agencies began when OSHA was created in 1970 to protect every American worker from hazards on the job and unsafe working conditions. The two agencies have battled over which one will set and enforce the safety standards on the hundreds of uninspected tugs and tows in the country.

Most of the court cases have centered around incidents where crewmembers were seriously in-

jured or killed. Representatives of the workers have filed petitions, as required by OSHA, for investigations into the accidents. But the courts have issued conflicting decisions on which agency is responsible for setting and enforcing the health and safety standards.

The most recent court case gave the Coast Guard jurisdiction over the vessels and upheld a company's refusal to allow an OSHA inspection of a dredge after a worker was killed while the dredge was operating off the coast of Florida. OSHA is asking the court to set aside that decision and allow the agency jurisdiction over the vessels.



Tugs Challenger and J.A. Hannah (Tampa Tug Corp.) force a path through the spring ice on the Great Lakes. The tugs are pushing, in tandem, a barge holding 61,000 barrels of product. This picture was taken in mid-March. Three weeks later the Lakes were open to traffic.



# New Pensioners

**Edward R. Covacevich**, 57, joined the Union in the port of Baltimore. He sailed as a deckhand and captain during World War II and intermittently for McAllister Brothers from 1945 to 1985, Charles H. Harper Associates from 1959 to 1960, Curtis Bay Towing from 1961 to 1973 and the Baker Whiteley Towing Co. time-to-time from 1963 to 1981. Brother Covacevich was born in Baltimore and is a resident there.



**William Rayford Esquerre**, 62, joined the Union in the port of Mobile in 1960 sailing as a deckhand and dispatcher for the Mobile Towing Co. starting in 1959.

Brother Esquerre previously had worked for the U.S. Air Force's Brookley Air Base from 1951 to 1957. He is a veteran of the U.S. Army in World War II. Boatman Esquerre was born in Mobile and is a resident there.



**Cyrus J. Gussman**, 64, joined the Union in the port of Port Arthur, Texas in 1964 sailing as a tankerman and chief engineer for Slade Towing from 1947 to 1985.

Brother Gussman is an infantry veteran of the U.S. Army in World War II. He was born in Morgan City, La. and is a resident there.



**Harry Morgan Hansen**, 63, joined the Union in 1939 in the port of Houston sailing as an AB, chief mate and captain for Red Stack Tugs and the Puget Sound

(Wash.) Tug and Barge Co. Brother Hansen was born in Norway and is a resident of New Bedford, Mass.



**George Hatgimisios**, 62, joined the Union in 1948 in the port of Baltimore. He sailed as a cook for the Taylor and Anderson Towing Co. from 1962 to 1974 and

for McAllister Brothers from 1975 to 1984. Brother Hatgimisios sailed as a chief steward during World War II and helped in an organizing drive in the port of Philadelphia in 1956. He is a veteran of the U.S. Army in World War II. Boatman Hatgimisios was born in Norwich, Conn. and is a resident of Light-house Pt., Fla.



**Norfolk Port Agent Stephen "Steve" John Papuchis**, 57, joined the Union in that port in 1961 sailing as a tankerman for McAllister Brothers.

Brother Papuchis was port agent from 1974 to 1984. He sailed deep sea from 1952 to 1956 and was a former member of the United Mine Workers Union from 1956 to 1961. Agent Papuchis is a veteran of the U.S. Navy in World War II. Born in Peabody, Mass., he is a resident of Norfolk.



**Paul Pusloskie**, 56, joined the Union in the port of Baltimore in 1956 sailing as a deckhand on the tug *Brittania* (Baker Whiteley Towing) for 26

years. Brother Pusloskie worked for the company from 1950 to 1981.

He also sailed for McAllister Brothers from 1981 to 1984. Boatman Pusloskie was a former member of the SUP and the ILA and is a veteran of the U.S. Army in the Korean War. Born in Pennsylvania, he is a resident of Baltimore.



**Lee Scopolites**, 72, joined the Union in the port of Mobile in 1968 sailing as a cook for Red Circle from 1972 to 1980.

Brother Scopolites sailed deep sea as a chief cook from 1967 to 1968. He is a veteran of the U.S. Army in World War II. Born in Mobile, Scopolites is a resident there.



**Robert Watson Small**, 63, joined the Union in the port of New Orleans in 1956 sailing as an AB for Dixie Carriers from 1967 to 1975.

Brother Small attended the SIU Louisiana Inland Crews Conference at the SHLSS in Piney Point, Md. He was a

former member of the NMU from 1943 to 1952. Boatman Small was born in Nelson Cty., Va. and is a resident of New Orleans.

**Stanley J. Stefanski**, 62, joined the Union in the port of Philadelphia in 1963 sailing for Merritt, Chapman and Scott from 1963 to 1964, Raymond International in 1965 and for the Industrial Lighterich Co. from 1965 to 1976. Brother Stefanski was born in Philadelphia and is a resident of Quakertown, Pa.



**Raymond Joseph Trosclair**, 63, joined the Union in the port of Mobile in 1974 sailing as an oiler for Radcliff Materials from 1959 to 1985.

Brother Trosclair is a veteran of the U.S. Army in World War II. He was born in Houma, La. and is a resident there.

**Elwood W. White**, 62, joined the Union in the port of Norfolk in 1961 sailing as a captain for Allied Towing in 1977. Brother White was born in Mobjack, Va. and is a resident there.

## Dispatchers Report for Inland Waters

APRIL 1-30, 1985

Port	*TOTAL REGISTERED All Groups			TOTAL SHIPPED All Groups			**REGISTERED ON BEACH All Groups		
	Class A	Class B	Class C	Class A	Class B	Class C	Class A	Class B	Class C
<b>DECK DEPARTMENT</b>									
Gloucester	0	0	0	0	0	0	1	0	0
New York	0	0	0	0	0	0	0	0	0
Philadelphia	3	1	7	4	0	1	5	2	12
Baltimore	1	0	0	6	0	0	1	0	0
Norfolk	50	7	0	42	4	0	60	8	0
Mobile	0	0	0	0	0	0	0	0	0
New Orleans	4	0	30	0	0	20	5	0	15
Jacksonville	0	0	0	0	0	0	0	0	0
San Francisco	0	0	0	0	0	0	0	0	0
Wilmington	2	0	3	0	0	0	9	4	3
Seattle	0	0	0	0	0	0	0	0	0
Puerto Rico	0	0	0	0	0	0	0	0	0
Houston	0	1	0	0	0	0	0	2	0
Algonac	18	1	0	31	0	0	36	11	0
St. Louis	6	0	12	7	0	4	7	1	23
Piney Point	1	1	0	0	0	0	1	1	0
<b>Totals</b>	<b>85</b>	<b>11</b>	<b>52</b>	<b>90</b>	<b>4</b>	<b>45</b>	<b>125</b>	<b>29</b>	<b>53</b>
<b>ENGINE DEPARTMENT</b>									
Gloucester	0	0	0	0	0	0	0	0	0
New York	0	0	0	0	0	0	0	0	0
Philadelphia	0	0	0	0	0	0	0	0	0
Baltimore	1	0	0	0	0	0	1	0	0
Norfolk	4	0	0	5	0	0	5	0	0
Mobile	0	0	0	0	0	0	2	0	0
New Orleans	0	3	4	0	3	4	2	0	7
Jacksonville	0	0	0	0	0	0	0	0	0
San Francisco	0	0	0	0	0	0	0	0	0
Wilmington	0	0	0	0	0	0	0	0	0
Seattle	0	0	0	0	0	0	0	0	0
Puerto Rico	0	0	0	0	0	0	0	0	0
Houston	3	0	0	0	0	0	3	2	0
Algonac	6	2	0	0	0	0	24	2	0
St. Louis	0	0	0	0	0	0	1	0	0
Piney Point	0	0	0	0	0	0	0	0	0
<b>Totals</b>	<b>14</b>	<b>5</b>	<b>4</b>	<b>5</b>	<b>3</b>	<b>4</b>	<b>38</b>	<b>4</b>	<b>7</b>
<b>STEWARD DEPARTMENT</b>									
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	2	1	2
Baltimore	9	0	0	0	0	0	3	0	0
Norfolk	5	0	0	4	0	0	5	0	0
Mobile	0	0	0	0	0	0	0	0	0
New Orleans	1	4	20	3	0	10	1	0	12
Jacksonville	0	0	0	0	0	0	0	0	0
San Francisco	0	0	0	0	0	0	0	0	0
Wilmington	0	1	0	0	0	0	1	2	0
Seattle	0	0	0	0	0	0	0	0	0
Puerto Rico	0	0	0	0	0	0	0	0	0
Houston	0	0	0	0	0	0	1	0	0
Algonac	0	0	0	0	0	0	4	0	0
St. Louis	0	1	2	1	0	1	0	2	2
Piney Point	1	0	0	1	0	0	0	0	0
<b>Totals</b>	<b>16</b>	<b>6</b>	<b>22</b>	<b>9</b>	<b>0</b>	<b>11</b>	<b>17</b>	<b>5</b>	<b>16</b>
<b>Totals All Departments</b>	<b>115</b>	<b>22</b>	<b>78</b>	<b>104</b>	<b>7</b>	<b>40</b>	<b>180</b>	<b>38</b>	<b>76</b>

\* "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.



## In Memoriam

Pensioner **Lee Irskel Clifton**, 60, died on March 31. Brother Clifton joined the Union in the port of Norfolk in 1963 working as a diesel mechanic for the Virginia Pilots Assn. from 1964 to 1983. He was born in Creswell, N.C. and was a resident of Mechanicsville, Va. Surviving are two daughters, Mary Quales of Norfolk and Terry Burgess of Jacksonville.



Pensioner **Bernard Anthony Davis**, 71, passed away from diabetes in the Humana Clear Lake Hospital, Houston on March 3. Brother Davis joined the

Union the port of St. Louis sailing as a captain for the Federal Barge Line from 1962 to 1976 and aboard the *M/V Mobile* (Gulf Canal Line). He was born in Alabama and was a resident of Kemah, Texas. Boatman Davis' remains were donated for medical research to the University of Texas Health Science Center, Houston. Surviving is his widow, Maye.



Pensioner **Vernon Christopher Diggs**, 71, passed away on March 29. Brother Diggs joined the Union in the port of Norfolk in 1972 sailing in the steward department for the W.P. Hunt Co.

from 1959 to 1978. He was born in Mathews Cty., Va. and was a resident of Mobjack, Va. Surviving is his widow, Iva.



Pensioner **Melvin John Hamilton Sr.**, 59, died on April 13. Brother Hamilton joined the Union in the port of Baltimore in 1959 sailing as a chief engineer for

Charles H. Harper Associates from 1955 to 1972. He was a veteran of the U.S. Coast Guard in World War II and a former member of the ILA. Hamilton was born in Baltimore and was a resident there. Surviving are his widow, Louise and two sons, James and Melvin Jr.

Pensioner **Thomas Harry Ranken Sr.**, 68, passed away on April 16. Brother Ranken joined the Union in the port of Norfolk in 1961 sailing as a chief engineer for Northeast Towing and for Allied Towing from 1959 to 1983. He was a former member of the NMU from 1954 to 1959. Boatman Ranken was

a veteran of the U.S. Navy Seabees in World War II. Born in Troy, N.Y., he was a resident there. Surviving are his widow, Claire; a son, Thomas Jr. and two daughters, Margaret and Grace.

**Alan Kent Rudd**, 55 succumbed to cancer in the U.S. Veterans Administration James A. Haley Hospital, Tampa on Dec. 2, 1984. Brother Rudd joined the Union sailing as a captain for the North American Trailing Co. (NATCO) and Crowley Marine. He was born in Kentucky and was a resident of Belleview, Fla. Interment was in the Bay Pines National Cemetery, Tampa. Surviving is his widow, Ruth of Tampa.



Pensioner **Ernest Relyea Sr.**, 72, passed away on April 4. Brother Relyea joined the Union in the port of New York in 1963 sailing aboard the tug *Hornell*

(E-L Railroad) from 1934 to 1974. He was a former member of the Teamsters Union, Local 518. Born in Hoboken, N.J. he was a resident of Clifton, N.J. Surviving are his widow, Lena; a son, Ernest Jr.; a daughter, Angie Besser, and a brother, James of Long Island, N.Y.

Pensioner **Dominick Turso**, 84, passed away from a heart attack on April 12. Brother Turso joined the Union in the port of New York in 1963 sailing as a ferryboat porter for the Erie-Lackawanna and Western Railroad (E-L) from 1917 to 1965. He was born in Hoboken, N.J. and was a resident there. Surviving are a daughter, Antoinette and a sister, Ann Perulli of Union City, N.J.

Pensioner **William Rossie Williams**, 73, succumbed to a stroke in the New Hanover Hospital Wilmington, N.C. on March 28. Brother Williams joined the Union in the port of Norfolk in 1962 sailing as a captain for the Cape Fear Towing Co. from 1943 to 1945 and for Stone Towing from 1945 to 1973. He was a former member of the United Mine Workers Union, District 50 from 1953 to 1962. Boatman Williams was born in Brunswick, N.C. and was a resident of Wilmington. Interment was in Greenlawn Park Cemetery, Wilmington. Surviving are his widow, Adelaide and a daughter, Deborah.

## Crowley Marine Nominates Mate Michael Getchell for Seamanship Award

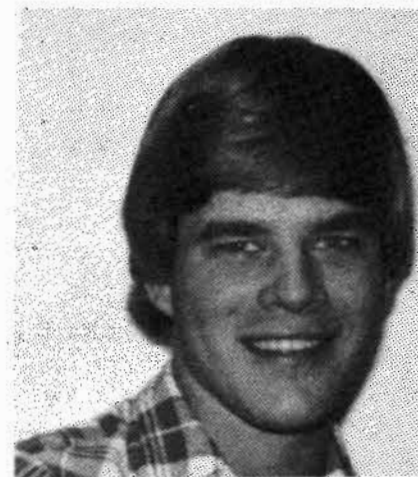
Crowley Marine recently nominated 2nd Mate Michael Steven Getchell, 29, of the tug *Centurion* out of the port of Jacksonville for MARAD's 1985 American Merchant Marine Seamanship Trophy.

The company said Boatman Getchell "performed an exemplary feat of seamanship in boarding our drifting TMT barge *Jacksonville* after she had parted her tow-wire in storm conditions off of the South Florida coast. His heroic actions averted an imminent grounding which could have resulted in extensive financial and environmental losses."

Getchell, a six-footer, joined the SIU and Crowley following his graduation in 1978 from the U.S. Merchant Marine Academy, Kings Point, N.Y., sailing on the M/Vs *Sentry* and *Adventurer*. He's a native of Oceanport, N.J. and resides in Jacksonville with his wife, Ann; son, Boyom, 4, and daughter, Keri, 5.

It all began on Nov. 23 about 12:30 p.m. The 137-foot *Centurion* was towing the 400-foot *Jacksonville* from that port to the port of San Juan, hitting northeasterly 20- to 30-foot waves and force-9 winds, parting the boats' connecting tow-wires 90 miles due east of St. Augustine, Fla.

Failing to pass a line around the barge's tow bridles, Getchell vol-



Michael Getchell

unteered the next day at 7:30 a.m. to board the barge as she drifted to 8 miles due east of Ponce de Leon Inlet.

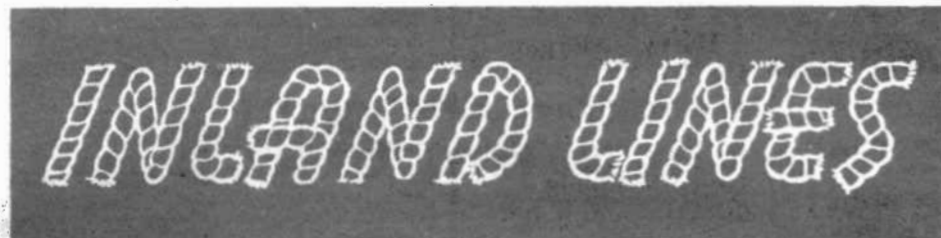
Noticing that the tug and barge were riding in synchronization in the 20-foot seas, the 2nd mate stood atop the tug's bow bulwark. Grasping the barge's fore-castle hand-rails, he pulled himself aboard.

Then he went to the barge's stern, directing the tug *Explorer* (Crowley) the next morning to tow the *Jacksonville* to Freeport in the Bahamas. He stayed aboard the barge until the storm subsided at 11 p.m. on Nov. 25.

### Personal

Mary Helen Makras

Please contact your brother, Stephen Makras, P.O. Box 6874, Tyler, Tex., 75711.



### North American Trailing Contract Vote 45-24

Licensed and unlicensed Boatmen riding the five hopper dredges and four launches of the North American Trailing Co. (NATCO) voted last month, 45 to 24, ratifying their new negotiated contract.

The licensed vote broke down to 20 for and 14 against, and the unlicensed vote was 25 for and 10 against.

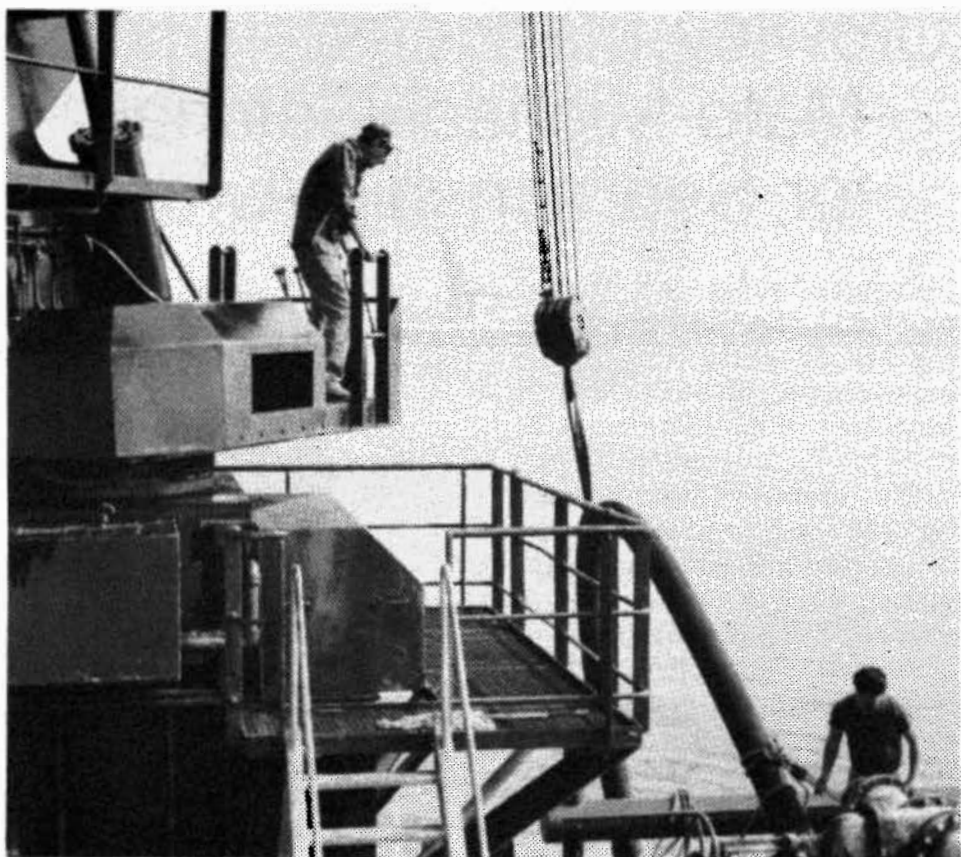
Counting the ballots on April 11 at SIU headquarters, Camp Springs, Md. was the Tallying Committee of Mate Ed Anderson for the licensed personnel and Chief Steward Ed Fuller for the unlicensed dredgemen. They were also a part of the Contract Negotiating Committee.

Highlights of the new contract are:

- Maintenance and Cure benefit raised to \$15 a day.
- Meal allowance to be \$5 for breakfast, \$5 for lunch and \$10 for dinner.
- On March 1, 1986, a 4 percent wage increase will be given either for wages and/or fringe benefits, to be determined by the SIU in order to maintain the level of fringe benefits programs.
- Wages and fringe benefits rates will be open to negotiation on Feb. 28, 1987.
- For deck and engine room personnel, two sets of coveralls will be issued yearly.
- Contribution rates for the various trust funds will be raised to the deep sea level.

(Continued on Page 22.)





Les Freeburn, bosun aboard the *T.T. Brooklyn*, left, and Tim Burke, AB, take on bunkers.



A view of the *T.T. Brooklyn's* deck.

# Eye on L.A.

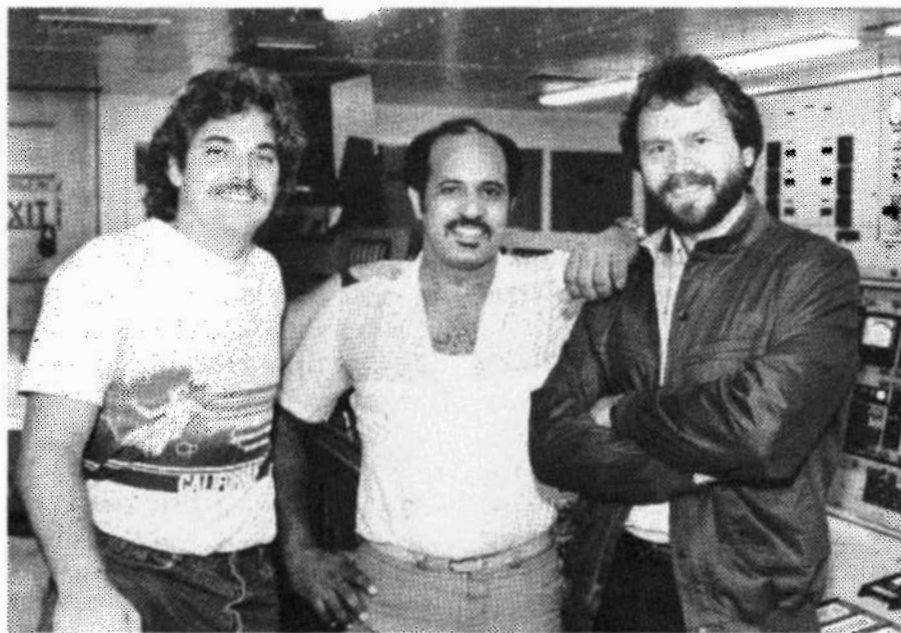
*Making quick stopovers in Los Angeles harbor recently were the Cove Liberty (Cove Shipping), T.T. Brooklyn (Apex Marine), OMI Columbia (OMI), and the Thompson Pass (Interocean Management). On these two pages, you'll see these ships and some of the hard-working men and women of the SIU who crew them.* (Photos by Dennis Lundy.)



SIU Patrolman Ray Singletary (center) gets the chance to talk with some of the men aboard the *T.T. Brooklyn*. From the left: M. Mohsen, OS; Ken Craft, bosun; Singletary; Sy Yaros, AB, and Steve Hynes, AB.



It's pretty quiet aboard the *Brooks Range* on Easter Sunday.



The mustachioed set aboard the *Thompson Pass* are, from the left: Rick Cavender, QMED; Fadel Salek, engine utility, and George Grupillion, 1st A/E (District-2 MEBA).





AB Kevin Gibbons, left, and AB Lloyd Rogers soak up some California sun before a cool trip to Alaska aboard the *Cove Liberty*.



Members of the *Cove Liberty* strike a patriotic pose. They are, from the left: Floyd Acord, chief pumpman; Allan Rogers, bosun; Felix Santiago, AB; Louis Angel Malave, OS; Charles Howell, AB, and Jack Alves, AB. Seated is John Stout, OS.



Chief Steward Pedro Laboy, left, and Mike Hidalgo, GSU, enjoy a chat on the sunny deck of the *Cove Liberty*.



At anchor in the port of Los Angeles is the *Cove Liberty*.



It's midnight aboard the *OMI Columbia*, and looking none the worse for wear are (standing, from the left): Richard Yakel, AB; Elwyn Ford, QMED/engine delegate; Kay Egland, visitor; Marshall Novack, AB/deck delegate; Tom Jay, AB, and "Superman" Milne, chief pumpman. Seated, from the left, are: Chester Moss, steward; Ray Singletary, SIU patrolman, and Joe Broadus, bosun.



David Boyd, QMED, makes a tool board on the *OMI Columbia*.



# Area Vice Presidents' Report

## Gulf Coast by V.P. Joe Sacco



AS was reported last month, things are running smoothly with the servicing of Dixie Carriers equipment. Crewmembers are glad to be working under an SIU agreement again, and are impressed by the perseverance that the Union showed in protecting their interests over the course of a grueling 22-month strike.

We concluded a Crescent Ship Docking contract in Mobile. For seamen shipping out of the port of Jacksonville, we have resumed negotiations with GATCO Towing.

We had a successful meeting in Jacksonville with representatives from Crowley on a labor-management program. It was attended by officials from the Gulf, SIU members and company officials.

The meeting was quite productive. It helped everyone involved in better understanding some of our problems. At the very least, it opened up a line of communication.

There has been a lot of grassroots political activity in Texas. Several elections were decided, and a run-off is scheduled for a state Senate seat.

I want to thank the rank-and-file membership in Houston for their support. Their votes helped make the difference, and so did the time that many of them contributed on behalf of candidates working towards a renewed maritime industry.

## East Coast by V.P. Leon Hall



I will be attending a ceremony held by the Seamen's Church Institute commemorating the contributions that merchant seamen made to V-E Day. The best tribute, I believe, would be for the federal

government to grant benefit status to merchant seamen who made a courageous and irreplaceable contribution to this country's war effort.

Dave Heindel took over as port agent in Philadelphia. He is a talented and dedicated Union official, and the members there will be well served by him.

Also in Philadelphia, Curtis Bay landed a Navy yard contract. Whenever the Navy needs someone to help them dock, they will call the company. SIU members will be happy to oblige, especially since it will mean more jobs.

The Union has been active in the local elections about to be held in Philadelphia. We have been working closely with the rest of organized labor to help elect local candidates that are sympathetic to the needs of seamen.

There has been a lot of political activity in Baltimore. Officials there attended an 80th birthday party for Councilman "Mimi" DiPietro. SIU President Frank Drozak attended.

I also want to wish SIU Rep Bobby Pomerlane a happy birthday. This dedicated official and ex-boxer has worked hard to put together a strong grassroots movement in Baltimore. As evidence of his success, Baltimore Mayor William Donald Schaefer attended his birthday party.

Schaefer, who has been called by some the best mayor in the United States, has been a strong friend of the American-flag merchant marine.

Fish landing has been low. Prices are low. Things have been so bad that some boats are making two trips to make one share. Some fishermen are leaving the industry altogether and seeking employment ashore.

The problem that I talked about last month concerning Gloucester Marine Protein, Inc., a dehydration plant, has not been resolved. It has caused headaches for fishermen from Boston to New Bedford. More on this next month.

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



THINGS are picking up on the rivers. The same can be said for the Great Lakes.

The *Mississippi Queen* is due to stop at St. Louis at the end of May. We will all be looking forward to seeing this grand old paddlewheel-er.

There have been a number of dredging projects started on the Great Lakes.

Dunbar and Sullivan Dredging Company will begin dredging operations at Point Mouillee, Mich. Work will commence at the entrance of the channel.

Luedtke Engineering Company has begun a breakwall project in Muskegon, Mich.

Great Lakes Dredging and Dock Company has begun its spring work on the Cuyahoga River.

The U.S. Corps of Engineers has postponed bidding on six jobs, probably because of an administrative backlog.

## West Coast by V.P. George McCartney



I have been meeting with representatives from APL to discuss the manning scales of the J-9s and C-10s, as well as the quality of life onboard those vessels. A committee is being elected that will eventually look into matters of design, layout and living quarters.

Seamen on the West Coast had a stake in the outcome of a corporate battle at Matson, where Bob Pfeifer, the chief executive officer there, won a proxy fight over Harry Weinberg. Had Weinberg, a real estate developer, been successful in his bid, then he would have sold off Matson, creating many headaches for the maritime industry out here.

Also at Matson, Wayne Brobst, the Director of Labor Relations, retired after 40 years. We at the SIU wish him well!

In Seattle, the officials and the membership have been busy doing some grassroots lobbying on two important issues for members: the passenger vessel issue and the ban on the export of Alaskan oil. Seattle is the first major port in the Lower 48, so seamen there would be the hardest hit if Alaskan oil were sold overseas.

The Union in Seattle is putting together a project to commemorate Maritime Day.

Also in Seattle, the *New York* (Bay Tankers) crewed up. We are all awaiting EPA approval of the *Apollo*, one of the new incinerator vessels.

## Government Services by V.P. Roy Mercer



THE 12 T-AGOS ships that were and are under construction in Tacoma, Wash. have been awarded to the Sea Mobility Company of Houston, Texas. Sea Mobility is an SIU-contracted company which won the right to operate the 12 ships on the basis of the lowest bid.

The bid was for a five-year period. When all 12 ships are completed, six will operate out of Honolulu and six will be based in Norfolk, Virginia.

On the MSCPAC vessels, we have been busy trying to sort out some beefs involving retroactive money paid to the unlicensed deck and steward departments, and in informing our members about elimination of the night watch in port rate, which became effective April 1, 1985. Finally, I want to urge members to remember their safety precautions and to wear Personal Protective Equipment onboard ship and in shipyards.

## Sea-Land Moves to Tacoma, Wash.

Sea-Land moved from the port of Seattle to Tacoma, Wash. on May 12 into a new \$6 million terminal with two berths on 76 acres with a 30-year lease.

On that day, the trans-Pacific *Sea-Land Endurance* was due to arrive, with the *Sea-Land Galveston* from Alaska due the next day.

On May 13, the new intermodal 91-freight car railroad will be ready to carry the cargo from the two ships.

On June 24, Sea-Land will dedicate the new Tacoma Terminal, which is expected to handle 400,000 containers a year.

Sea-Land Service has added the ports of Kandla, India; Karachi, Pakistan, and Chittagong, Bangladesh to its Mideast runs.



USNS 2nd Lt. John P. Bobo



**OFF MOREHEAD CITY**—The *USNS 2nd Lt. John P. Bobo* cruises off Morehead City, N.C. on a shakedown cruise to simulate war conditions. The specially-equipped Maritime Prepositioning Ship (MPS) sailed down from her launching yard in Quincy, Mass. to Newport News in late February, and then headed down

to Morehead City to pick up a contingent of Marines for the simulated war emergency exercises. The mission of the *USNS Bobo*, and the 12 other MPS vessels being built or converted, is to provide mobile logistic support for U.S. armed forces. The ships will be stationed at forward bases around the world near regions of potential crisis, and they will be fully loaded with military cargoes.

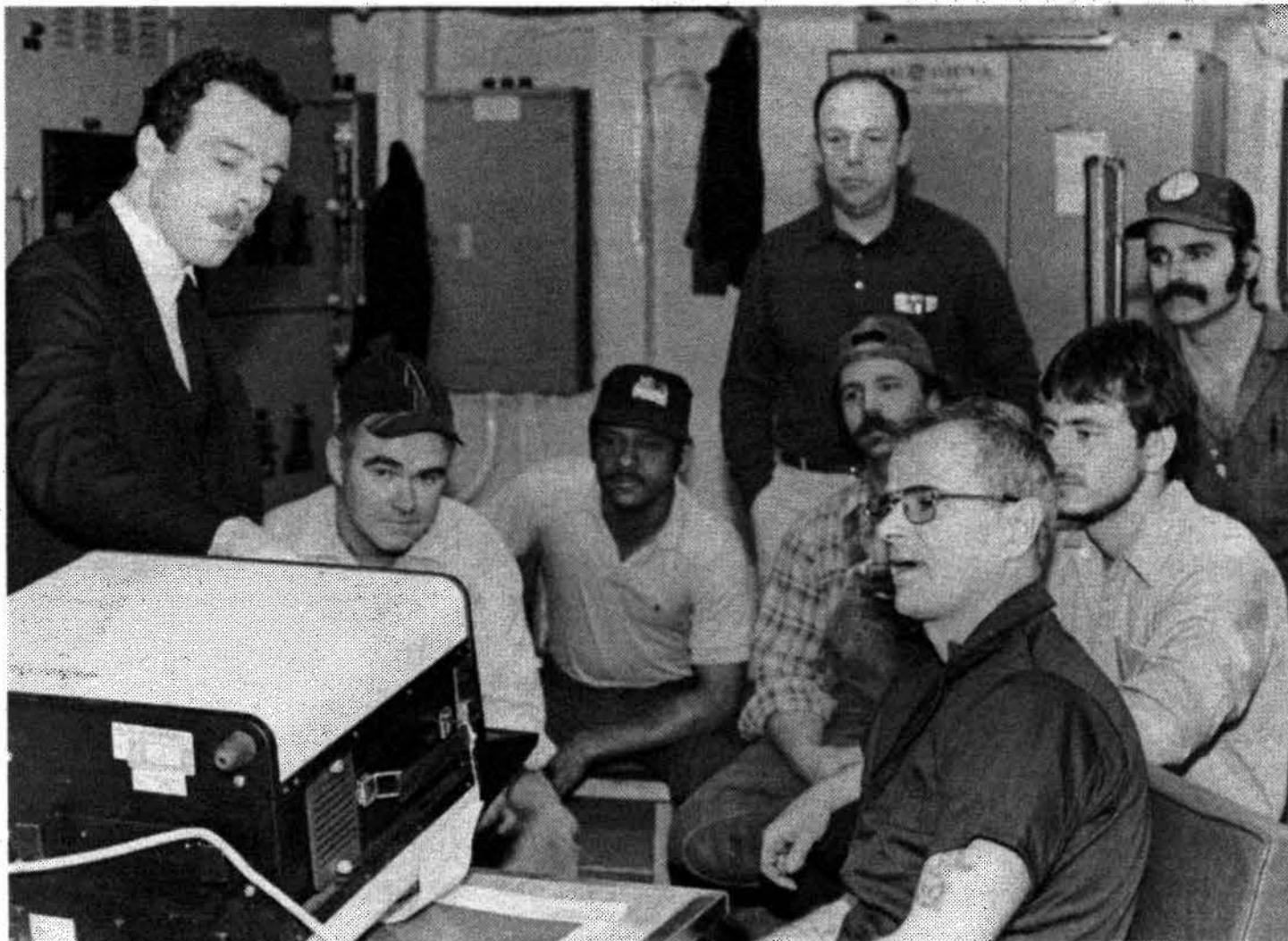
## SIU Crews Up All New Navy Chartered RO-RO

**IT WAS** an all SIU unlicensed crew that brought the new *USNS 2nd Lt. John P. Bobo* out of the shipyard at Quincy, Mass., and sailed her down to Morehead City, N.C. for her first military exercise.

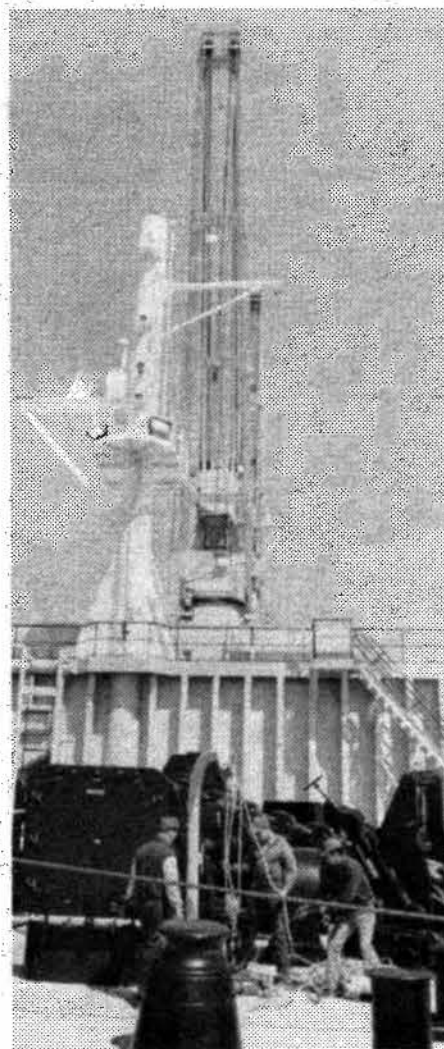
The 671-foot RO/RO is powered by twin medium speed diesels and has a service speed of 18 knots. The 22,700-ton vessel is fitted with five 40-ton cranes which will be operated and maintained by her unlicensed crew who received

hands-on training at the Seafarers Harry Lundeberg School of Seamanship in Piney Point, Md.

This military support ship can carry 1,400 vehicles, including tanks, jeeps, trucks and amphibious craft. With more than 100,000 cubic feet of space for general cargo, 18,000 cubic feet for refrigerated goods, and 230,000 cubic feet for ammunition, the *2nd Lt. John P. Bobo* will be capable of supporting a Marine amphibious brigade of 3,000 troops for 30 days.

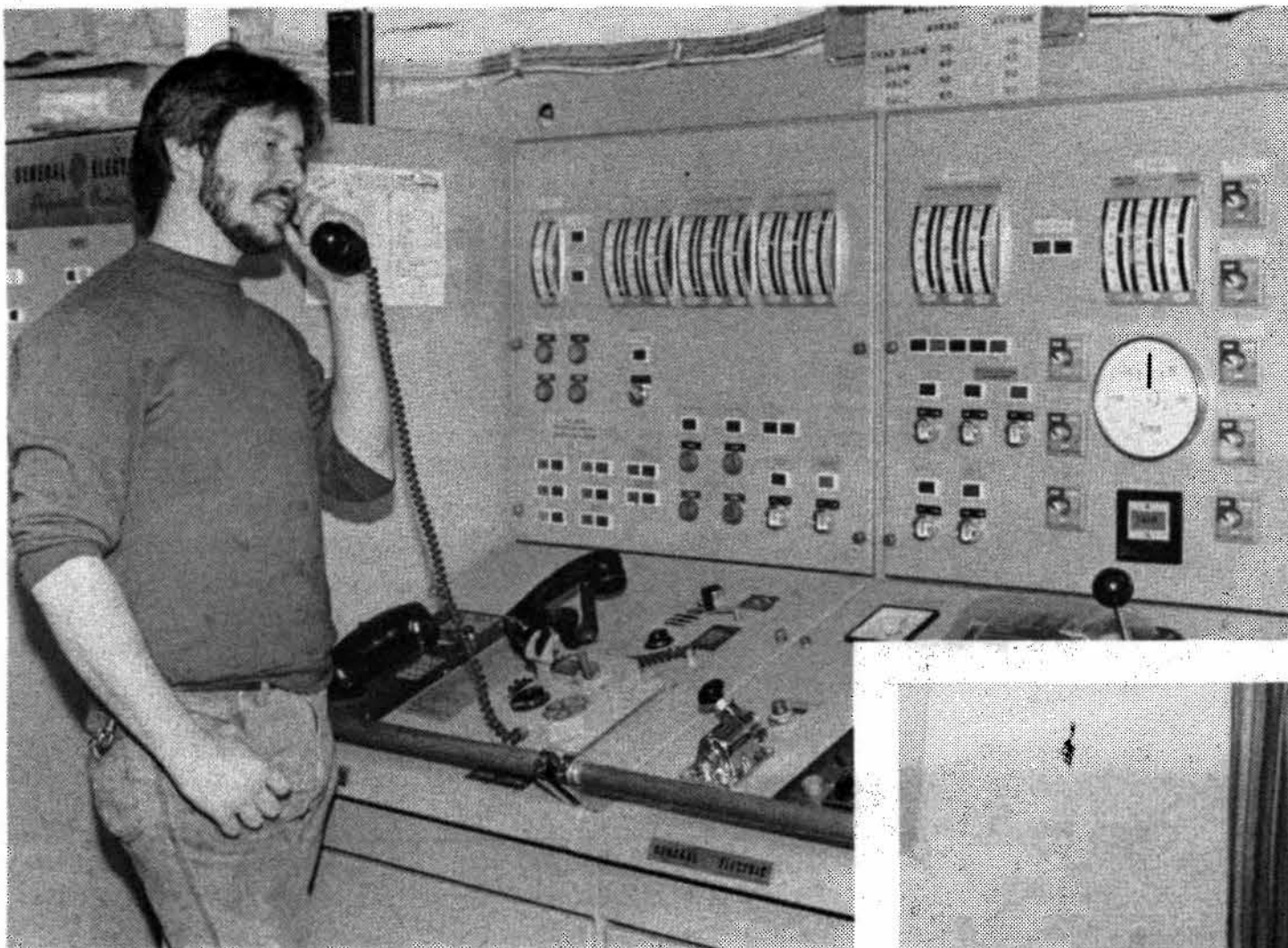


QMEDs and engineers learn how to operate the computer-controlled cargo hold air conditioning system. The instructor is Andre Moldeovaneau. Standing center is Jim Childs, chief of safety and training for American Overseas Marine. Seated clockwise from left are Chief Engineer Dennis Crowley, 3rd Engineer Noel Thompson, QMED Electrician Danny Beeman, QMED Larry Barker, 1st Engineer Kevin Muse, and 2nd Engineer Gustav Pfister.

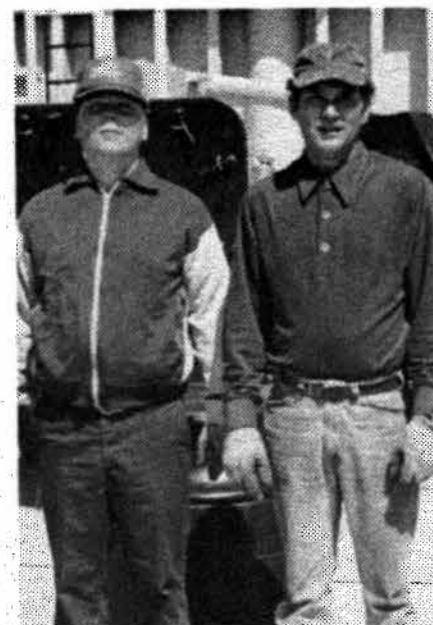


One of the five 40-ton pedestal cranes looms over the foredeck.





QMED/Pumpman Tim Stagg takes a call at the engine room console in port

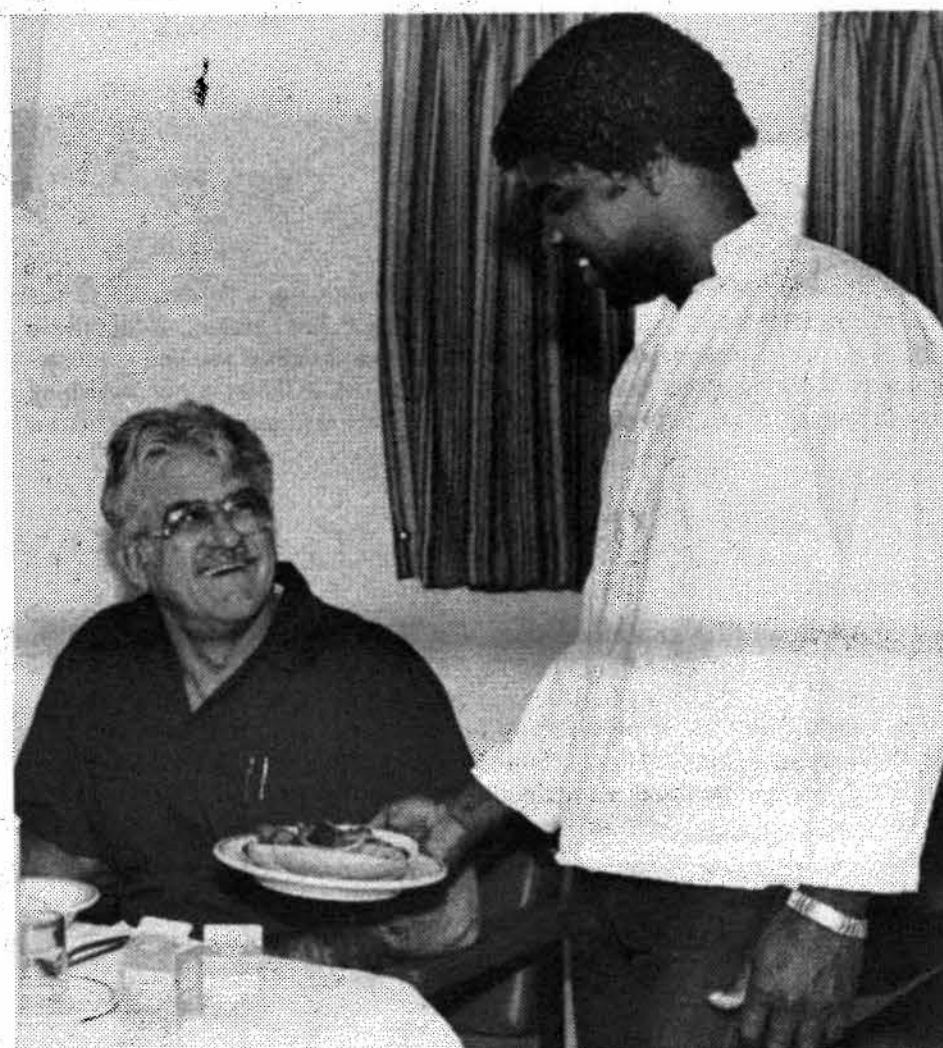


ABs Stanley Castanza, left, and James Jerscheid posed for this photo on the foredeck.

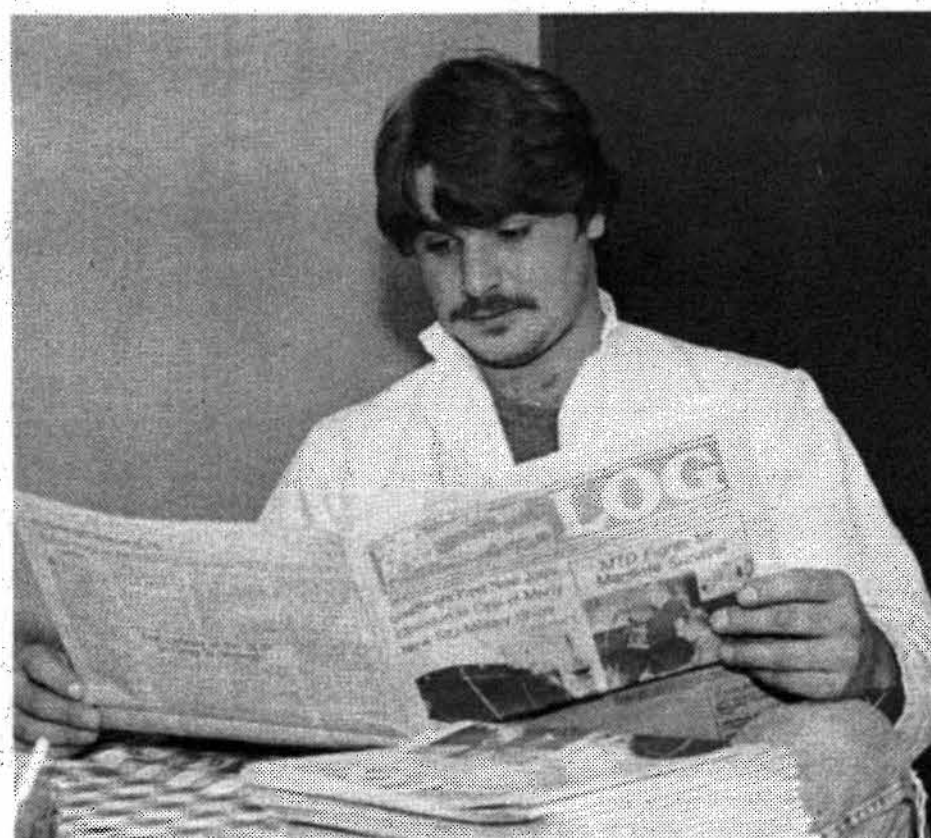
## 2nd Lt. John P. Bobo



GSU Janet Price takes pride in her work, and it shows.



Dwayne Landry, saloon messman, gets a smile of approval from Capt. Gerald Williams.



BR Hans Schmuck catches up on the latest news in maritime.





Bosun John H. "Red" Wilson Jr., right, puts the beef in it as he works with AB Stanley LaGrange to bring cargo-securing gear up from the No. 1 hold. At left is deck department delegate AB William King.



AB James Jerscheid rigs a falls into the No. 1 hold.

## 2nd Lt. John P. Bobo



During a recent payoff of the *Bobo*, some of the crew posed for this photo with SIU Rep Mike Paladino (seated). From left are ABs Jimmy Ocot and William King, and Steward Assistants William Perry and David Banks.



Frank DiCarlo II, chief cook, serves up a hot lunch.



James Blackwell, second cook/baker, keeps the crew happy with doughnuts and pastries.



# Seven Winners of Logan Scholarships Named

Three Seafarers and four dependents have been awarded \$60,000 in college scholarships under the SIU's Charlie Logan Scholarship program. Three alternates also were named by the scholarship committee.

Alan Black, 30, a QMED from Charles City, Va., was the winner of the four-year, \$10,000 scholarship. He said he plans to use the award to complete his undergraduate studies at Virginia Commonwealth University and then pursue a law degree with specialization in admiralty and international law. He has been an SIU member since 1978.

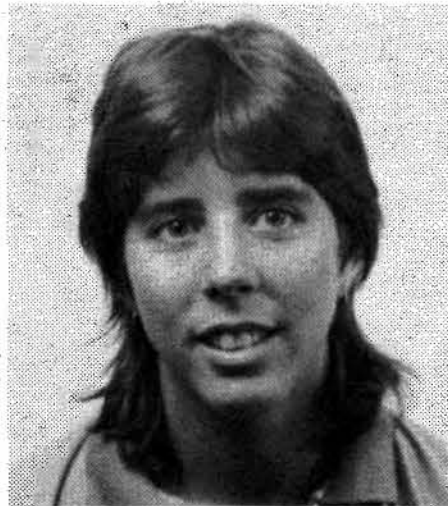
Two other deepsea members re-

ceived \$5,000, two-year scholarships. Mary Reeves Courtney, 28, of Jacksonville plans to use the



Alan Black

scholarship to return to college for a Bachelors Degree in education. She joined the SIU in 1979 and has been sailing as an AB since 1981.



Mary Reeves Courtney



Joanne Alcorn

of Neptune Beach, Fla. Alcorn is a Boatman for Crowley Towing and Transportation. She plans to attend Jacksonville University in the fall and major in business administration.

Daniel Foster, 18, of Belhaven, N.C. is currently studying at the North Carolina School for the Arts. An accomplished pianist, Foster hopes to eventually transfer to either Julliard or Peabody conservatories. His goal is to perform as a concert pianist and to teach. He is the son of Charlie and Frances Foster. Foster works for Sonat Marine.



Daniel Foster

A degree in physical therapy is Yvonne Jewett's college goal. The 17-year-old daughter of Russell Jewett and Joyce Standfuss plans to attend Grand Valley State College in Michigan. Her father works for NATCO aboard the *Manhattan Island*.



Yvonne Jewett

Chris Owens, 17, wants to earn a degree in chemical engineering and chemistry. The son of Bulkfleet Marine Capt. David and Wendy Owens of Bahannon, Va. is undecided on which of the nation's top science schools he will attend in the fall.

## Seafarer Remembered in Scholarship Donation

The parents and friends of Seafarer Griffith Hugh Hutton, who died last year, have donated \$8,500 in his memory to the SIU's Charlie Logan Scholarship program.

Hutton's parents, William and Miriam Hutton of Chevy Chase, Md. and friends of the late Seafarer collected the money and donated it on behalf of the Hugh Hutton Scholarship Fund, which is expected to grow.

A 1975 graduate of the SHLSS Entry Trainee Program, Hutton

shipped out of the port of Baltimore as an LNG AB. His last ship was the *Pride of Texas* (Titan Navigation). He also attended college in Maryland and was a former member of the United Brotherhood of Carpenters and Joiners of America.

He was born in New York City and was resident of Chevy Chase. Hutton was 30 years old when he died Sept. 9, 1984. He is survived by his parents.

## Are You Missing Important Mail?

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

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

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

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

HOME ADDRESS		PLEASE PRINT		Date: _____	
Your Full Name _____		Social Security No. _____		Phone No. ( ) _____	
Street _____		Apt. or Box # _____		City _____ State _____ ZIP _____	
Book Number _____		<input type="checkbox"/> SIU <input type="checkbox"/> UIW <input type="checkbox"/> Pensioner   Other _____		UIW Place of Employment _____	
This will be my permanent address for all official union mailings. This address should remain in the Union file unless otherwise changed by me personally.					
(Signed) _____					





## First Headquarters Port Meeting in Piney Point

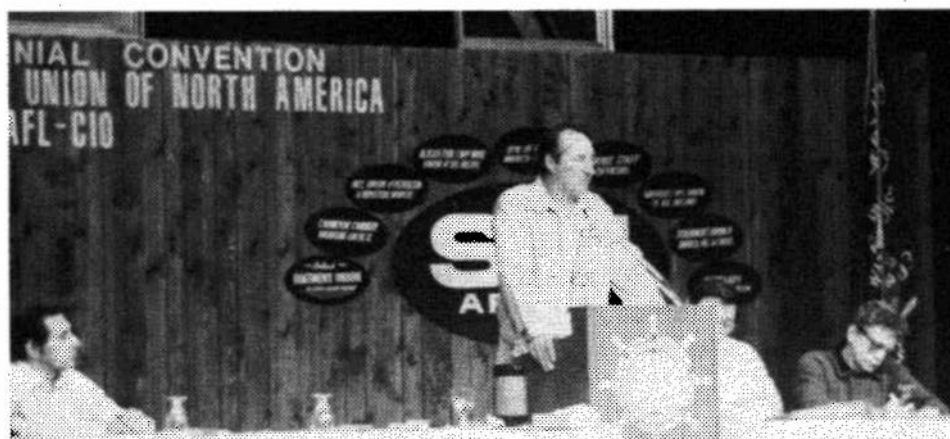
In the fall of 1984, SIU members voted on and passed several amendments to the SIU Constitution. Among these was an amendment to make Piney Point, Maryland a constitutional port and the official SIU Headquarters port. April 8, 1985 was the first constitutional meeting.

Frank Drozak and other SIU officials reported to the membership on the state of the industry, and activities in Washington, D.C. and around the country. These reports were videotaped and sent to all ports for use in their monthly

membership meetings.

One of the highlights of this meeting was the graduation of the Recertified Bosuns class. This was the first class to graduate at Piney Point. The graduation was previously held in Brooklyn, New York.

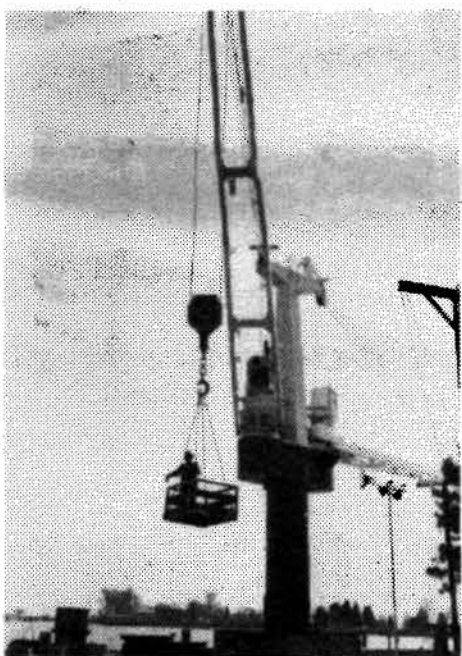
Now that Piney Point is a full constitutional port, SIU members can register and ship from Piney Point, and enjoy the full range of port services which are available to them. This is especially important to members who are attending classes at the Seafarers Harry Lundeborg School of Seamanship.



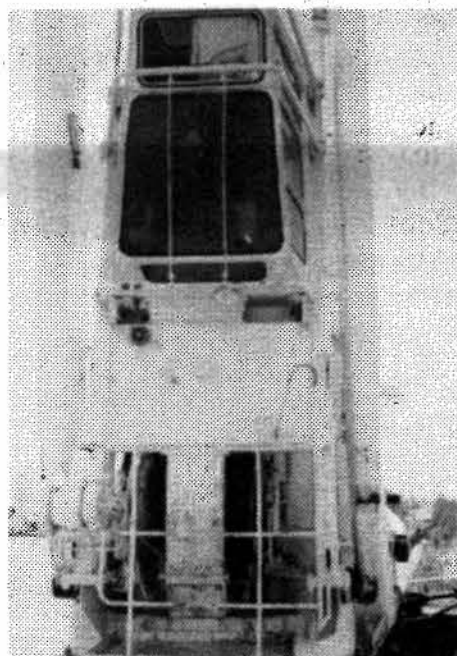
SIU President, Frank Drozak discusses the state of the industry during the first SIU Port Meeting at Piney Point.



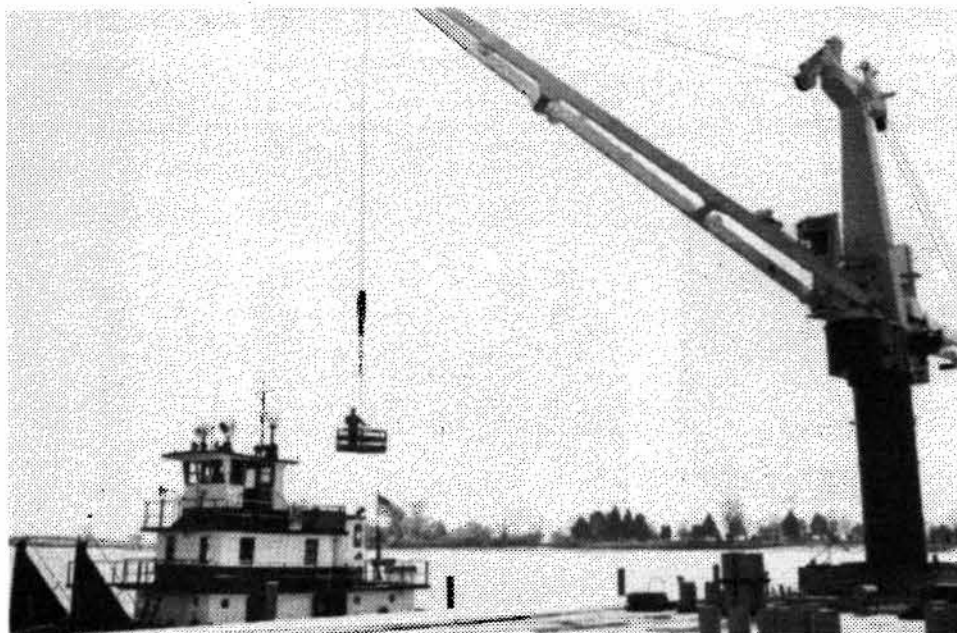
The Recertified Bosun class is the first class to graduate from the new Constitutional Port of Piney Point.



Using hand signals, SHLSS Instructor, Ed Boyer directs the placement of the skip box.



Crane Operator Randy Garay is the first SIU member to complete the five-day crane course.



Transferring a skip box from the dock to a push boat is one of the exercises performed during the crane course.

## Lift Yourself into the Future... With the New SHLSS Crane Course

To prepare SIU members for employment on U.S. military contracted vessels, the Seafarers Harry Lundeborg School of Seamanship created the Sealift Operations and Maintenance course. The school purchased a 32 ton, twin boom, Hagglund crane for the crane portion of this course. For students, instruction on the crane consists of cargo rigging, safety rules, learning hand signals, and an overview of crane operations. ABs, Recertified Bosuns, and Third Mates receive an additional five-day comprehensive crane operation course.

This course includes classroom instruction and hands-on experience. The students progress through more and more complicated crane operation techniques. They learn crane controls, crane and sling capabilities, load calculations and

characteristics, and how to maintain load stability.

Practical crane operation is the result of following the three rules - safety, efficiency and speed. Safety for personnel, safe handling of cargo and equipment are the most important consideration. The crane operator is in control of tons of steel and hundreds of thousands of dollars worth of equipment and cargo. Efficiency of the operation consists of making as few moves as possible to safely transfer the cargo. Speed is derived from the safety and efficiency of the operation.

The modern crane is a complex machine, capable of extremely precise control. It can lift incredible weights time after time and safely move them with a minimum of personnel, and do it faster and more efficiently than any other system.



## SHLSS Adult Education Department



## Continues Ties With Military Education

The attendance of the Eleventh Worldwide Military Services Education Conference by SHLSS Adult Education faculty members, Sandy Schroeder and Durella Rodriguez, is the latest in a series of meetings and events with Navy educators. This biennial conference, co-sponsored by the Department of Defense and the University of Maryland, was held April 23 - 26 at the University of Maryland, University College in College Park, Maryland.

The invitation for this conference was the result of an earlier meeting with Ken Smith, Director of Navy Education, Norfolk, Virginia. SHLSS Adult Education instructors, Durella Rodriguez and Mary Coyle, met Mr. Smith at the Military Educators sessions during the National Adult Education Conference in Louisville, Kentucky, in November, 1984. Mr. Smith has since been instrumental in providing the Adult Education Department with contacts that are helping this

school keep abreast in current military educational technologies.

The most helpful contact has been Mr. Larry Stotsberry, the Education Specialist at the Navy Campus office at Patuxent Naval Air Test Center. Mr. Stotsberry has visited SHLSS and shared with us reading curriculums and video tapes that are currently being used by the Navy. Durella Rodriguez has met with Mr. Stotsberry several times at the Navy Campus office. She has found out more about Navy programs that are being offered to their students and has had access to many of the materials that are applicable to SIU members.

Because of the increasing involvement between SIU and military contracted ships, there has been a growing awareness of military educational services that are relevant to SIU members. The Adult Education department will continue to explore military educational services and incorporate new ideas that can benefit SIU members.

## Girl Scout Troop 2207 Visit SHLSS



First row l. to r.: Jendi Verge, Heather Smith, Karen Milstead, Kristy Gove, Tami Fragler, Suzanne Brann, Mary Bean, Jaye Linnen. Second row l. to r.: Lynee Peden, Angela Johnson, Michelle Smith, Kefah Amin, Felecia Rosier, Kendra Terrell, Michelle Rosier, Jenny Miller, Jennifer Hawkins, Debbie Textor. Third row l. to r.: Don Nolan, Ken Conklin, Laura Textor, Jeanne Textor, Dick Textor, Mary Brann (Troop Leader), Carol Smith, Bobbie Miller (Co-Leader), Ed Gildersleeve.

## Fleet Delegate for the Stuart Tankermen Visits SHLSS



Fleet Delegate for the Stuart tankermen, Robert Rimmel, discusses port services with Piney Point, Port Agent, Edd Morris.

## SHLSS COURSE GRADUATES



### Welding

First row l. to r.: Louis Diesso, Harvey Bailey, Manuel Alvarez, Thomas Ball, Kenneth Nilsen. Second row l. to r.: Michael Glass, Miguel Rivera, Frank Andryauskas, Bill Foley (Instructor).



### Diesel Engine Technology

First row l. to r.: Jimmy Skubna, Paul Crow. Second row l. to r.: Jose Valle, Chuck Gallagher, Francisco E. Torres, Manuel Rodriguez. Third row l. to r.: Isadore Campbell, Eric Malzkunn (Instructor), John Perry.



### Southern Cross/Sealift Operations & Maintenance

Front row l. to r.: Joe Marshall (Instructor), Hugh S. Woods, Rafael Rivera, Juan Patino, John Cronan. Second row l. to r.: Blademiro Santana, Drew Brown, Pete Trolanos, Martin Ramos, James Dickens, Carlos M. Sotto.



### Sealift Operations and Maintenance

Front row l. to r.: Steve Castle, Joel Lechel, Jimmy Skubna, Manuel Rodriguez. Second row l. to r.: Joe Marshall (Instructor), Michael Scaringi, Robert Halkerston, Michael Vanderhorst, Eric Plakslin. Third row l. to r.: Craig Holdredge, Thomas Wiehl, Keith Bennett, Robert Maddox. Fourth row: David Farrell.



### Able Seaman

Front row l. to r.: Richie Burgers, Martin Tighe, Joseph LeBeau, Nathan Stein, Joe Gludice, Tim O'Brien. Second row l. to r.: Jeff Johnston, Doug Hodges, Ronald Charles, Fletcher McRee, Eugene Finley, Mike Dehnert, Raymond Rainey, David Abell, John Sutherland. Third row l. to r.: Norbert Hinrichs, Mike Wittenberg, John Craven, John O'Connell, Joseph Allum, Ron Hellner, Bob Richardson.



### Cruise Ship Training Class

Front row l. to r.: Jock Morris, Judy Acosta, Hanapih Ismail, Michael Kiya u, Joellito Abarca, Robinson Tacang, Connie Velasques. Second row l. to r.: Anthony Rivera, Lincoln Pinn, Glenn Ferguson, Chris Nagy, Dien Short, Bob McCloskey, Mark Feltman, Lawrence Wells, Carl Milldrum III, Ben Cusic (Instructor).



# Upgrading Course Schedule

## Engine Upgrading Courses

Course	Check-In Date	Completion Date
Welding	June 28	August 1
Marine Electrical Maintenance	August 30	October 31
Second/Third Assistant Engineer	June 14	August 16
Refrigeration	August 2	September 19

## Steward Upgrading Courses

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

June Through August 1985



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

Following are the updated course schedules for June through August 1985, at the Seafarers Harry Lundberg School of Seamanship. **SIU Representatives in all ports** will assist members in preparing applications.

## Deck Upgrading Courses

Course	Check-In Date	Completion Date
Radar Observer	June 14 June 28	June 20 July 11
Quartermaster	July 19	August 29
Sealift Operations & Maintenance	June 7 July 26	July 11 August 29
Third Mate	July 5	September 13
Master/Mate Freight & Towing	July 5	September 13
Simulator Course	July 12 July 26 August 9	July 18 August 1 August 15

## Recertification Programs

Course	Check-In Date	Completion Date
Steward Recertification	June 3	July 8

## Adult Education Courses

Course	Check-In Date	Completion Date
(ESL) English as a Second Language	August 16	September 13
(ABE) Adult Basic Education	August 16	September 13
(DVS) Developmental Studies	June 21 June 28 August 16	June 26 July 5 August 23
(GED) High School Equivalency Program	August 2	September 14



## Seafarers Harry Lundberg School of Seamanship Upgrading Application



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

Address \_\_\_\_\_ (Street)

\_\_\_\_\_  
(City) (State) (Zip Code) Telephone \_\_\_\_\_ (Area Code)

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

Social Security # \_\_\_\_\_ Book # \_\_\_\_\_ Seniority \_\_\_\_\_

Date Book Was Issued \_\_\_\_\_ Port Issued \_\_\_\_\_ Port Presently Registered In \_\_\_\_\_

Endorsement(s) or License(s) Now Held \_\_\_\_\_

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

Trainee Program: From \_\_\_\_\_ to \_\_\_\_\_  
(dates attended)

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

Course(s) Taken \_\_\_\_\_

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

Date Available for Training \_\_\_\_\_

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

VESSEL RATING HELD DATE SHIPPED DATE OF DISCHARGE

SIGNATURE \_\_\_\_\_ DATE \_\_\_\_\_

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

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

I am interested in the following course(s) checked below:

### DECK DEPARTMENT

- ☐ Tankerman ☐ Quartermaster  
☐ AB Unlimited ☐ Celestial Navigation  
☐ AB Limited ☐ 1st Class Pilot  
☐ AB Special  
☐ Towboat Operator Inland  
☐ Towboat Operator (NMT 200 miles)  
☐ Towboat Operator (Over 200 Miles)  
☐ Master/Mate Inspected Towing Vessel  
☐ Third Mate  
☐ Radar Observer Unlimited  
☐ Simulator Course

### ENGINE DEPARTMENT

- ☐ FOWT ☐ Automation  
☐ QMED—Any Rating ☐ Diesel Engine  
☐ Marine Electronics  
☐ Marine Electrical Maintenance  
☐ Pumproom Maintenance & Operation  
☐ Refrigeration Systems Maintenance & Operations  
☐ Chief Engineer/Assistant Engineer (Uninspected Motor Vessel)  
☐ Second/Third Asst. Engineer (Inspected)

### STEWARD DEPARTMENT

- ☐ Assistant Cook ☐ Chief Cook  
☐ Cook & Baker ☐ Chief Steward  
☐ Towboat Inland Cook  
☐ Three Man Steward Dept.

### ALL DEPARTMENTS

- ☐ Welding ☐ Lifeboatman  
☐ Sealift Operations & Maintenance

### ADULT EDUCATION DEPARTMENT

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

### COLLEGE PROGRAM

- ☐ Nautical Science Certificate Program  
☐ Scholarship/Work Program

☐ Other \_\_\_\_\_



## Inland Lines

(Continued from Page 11.)

- Arrangements will be made to provide for upgrading of licenses at the AMO-D2 School at Dania, Fla. until courses can be given at the SHLSS, Piney Point, Md.
- Radar and simulator programs will be available at the SHLSS in the near future.
- The Union will provide legal counsel to any licensed officer if their license is in jeopardy in the normal course of their duties except for willful misconduct.

Competition in the dredge industry has increased in the past four years. There are now four non-union dredge companies plus the U.S. Army Corps of Engineers dredges competing with NATCO.

North American Trailing spends \$700,000 each year to keep their dredges in shape. The dredges are *Sugar Island*, *Dodge Island*, *Manhattan Island*, *Northerly Island* and *Padre Island*. The launches are *St. Mary's River*, *Miami River*, *East River* and the *Hudson River*.

### Sabine Towing Boatmen Get 3.3% COLA

Licensed and unlicensed Boatmen at the Sabine Towing and Transportation Co. in the port of Houston got a 3.3 percent Cost of Living Adjustment wage increase.

### Mobile's Crescent Towing Gets New Contract

A new three-year contract was negotiated for Boatmen of the Crescent Towing and Salvage Co. in the port of Mobile.

Included in the terms of the new contract, effective May 1, were a COLA wage hike and a wage-related pension stipulation.

### Curtis Bay of Pa. Wins Navy Yard Pact

In the port of Philadelphia, Curtis Bay Towing won a contract with the U.S. Navy Yard to help in docking naval vessels coming into the yard for repairs and maintenance.

### SIU Boatmen-Crowley Marine Meet

At the monthly meeting between SIU Boatmen and Crowley Marine management in the port of Wilmington, Calif., the topic of survival suits for Crowley crewmembers was discussed.

They came to the conclusion that the survival suits were needed only for the colder northern waters, and that training was required to use the suits.

### Great Lakes D & D Wins 2 Jobs

The Great Lakes Dredge and Dock Co. won a \$15.8 million contract last month from the U.S. Army Corps of Engineers to continue maintenance dredging of Baltimore Harbor's 42-foot main shipping channel. The winning bid was \$2.5 million higher than the Corps' cost estimate of the job.

The second contract awarded to the Great Lakes D & D was a \$7.8 million job to dredge 2.2 million cubic yards at the Port Everglades, Fla. 250-acre South Port Container Terminal site.

## SEAFARERS TRAINING & RECREATION CENTER Reservation Information

Name: \_\_\_\_\_

S.S. # \_\_\_\_\_ Book # \_\_\_\_\_

Address: \_\_\_\_\_

Telephone # \_\_\_\_\_

Number in Party \_\_\_\_\_

Date of Arrival: 1st Choice \_\_\_\_\_

2nd Choice \_\_\_\_\_

3rd Choice \_\_\_\_\_

(Stay is limited to 2 weeks)

Date of Departure \_\_\_\_\_

Send to:

Seafarers Training & Recreation Center

Piney Point, Md. 20674

(Phone: 301-994-0010)

The job was to dredge a 500-foot wide and 46-foot deep channel beginning at the site's entrance. Starting now, the work is expected to be completed by mid-November 1985.

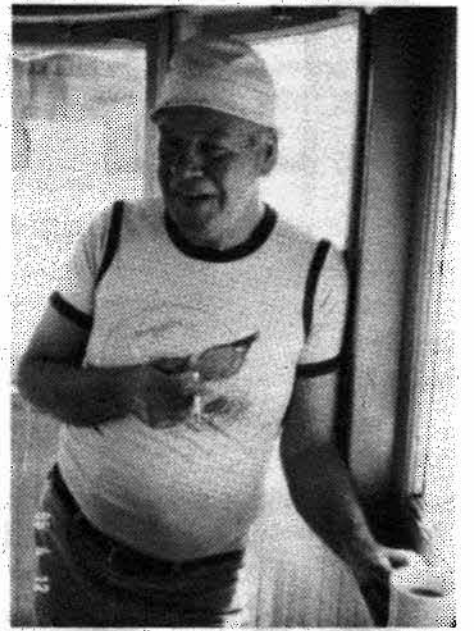
### Great Lakes Towing Expands

Great Lakes Towing's ship assistance, wrecking, bottom work and icebreaking services also will be done in the future at the ports of Green Bay, Manitowoc, Menominee and Sturgeon Bay, Wis.

## In the Port of Philadelphia



Working on the lines of the tug *Pioneer* (Crowley Marine) are AB Remy Sampson, left, and AB Charles "Chuck" Hawkinberry.



Taking a coffee break on the tug *Jeff* (Curtis Bay Towing) is Eugene "Ducking" McCullough, deckhand, before docking the aircraft carrier *Independence*.

## SIU Goes to NLRB On Sonat Marine

The SIU is awaiting the decision of the National Labor Relations Board (NLRB) trial hearing early this month after filing an unfair labor practices complaint against Sonat Marine of the ports of Philadelphia and Baltimore.

The charge is that the company had refused an SIU "informational request" on data on their captains, mates and barge captains as to whether "they were supervisors."

If the Union receives a favorable decision from the NLRB, Sonat would have to make good on the past contributions due to the SIU's fringe benefits plans since the old contract would still be in effect.

### Your Holiday at the SHLSS Vacation Center:

## What It Will Cost

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

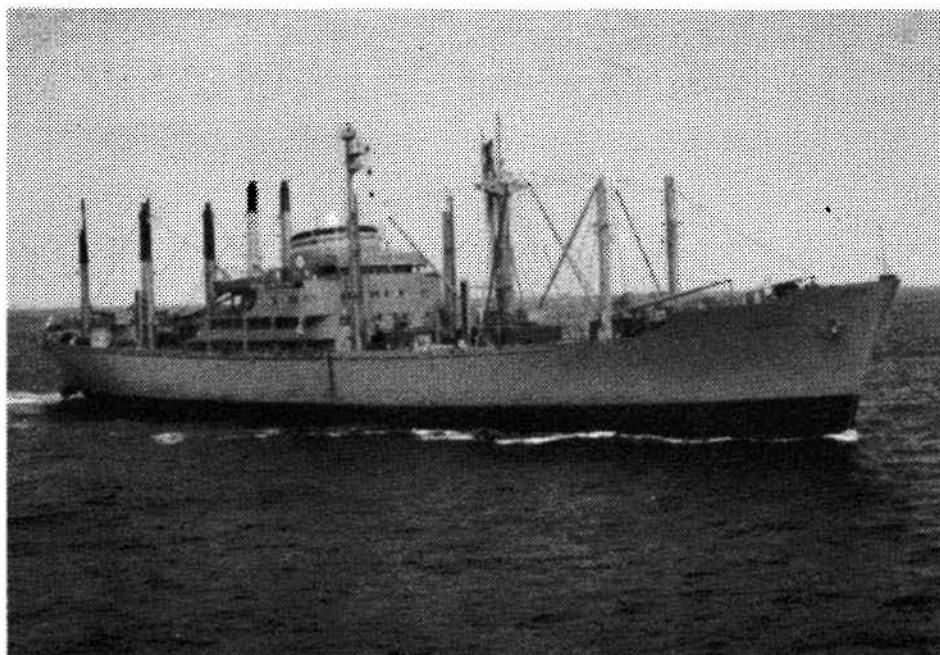
ROOM RATES: Member \$30.00 per day  
Spouse \$5.00 per day  
Children \$5.00 per day

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

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

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





The *Southern Cross*, a converted C-3 with a highly-trained SIU crew of 58 unlicensed seamen, drew high praise from the Navy for her performance in March during underway transfer operation exercises with a Navy supply vessel, the *USS Sylvania* in the photo at



right. Seafarer Robert Hurk, who sails as cook/baker and chief cook, was aboard the *Southern Cross* and shot these step-by-step photos of the cargo transfer maneuvers between the two ships. (See April 1985 LOG.)

## Southern Cross and Sylvania Complete Cargo Transfer



The first step in the cargo transfer maneuvers involves shooting a line from the *Sylvania* to the *Southern Cross*.

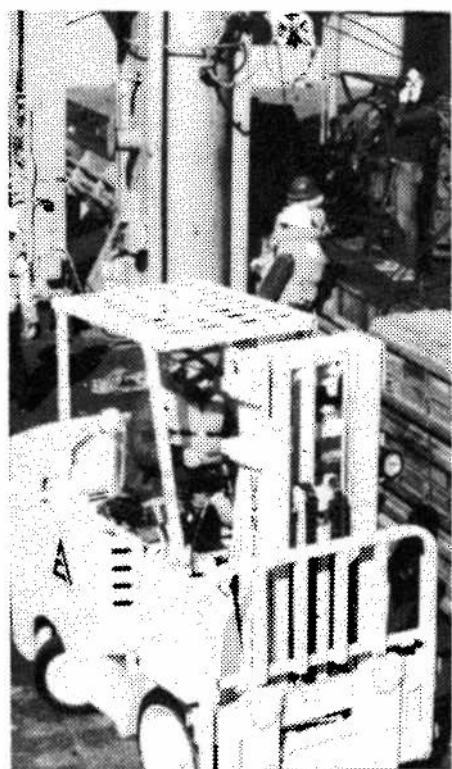


Members aboard the *Southern Cross* take in the shot line.

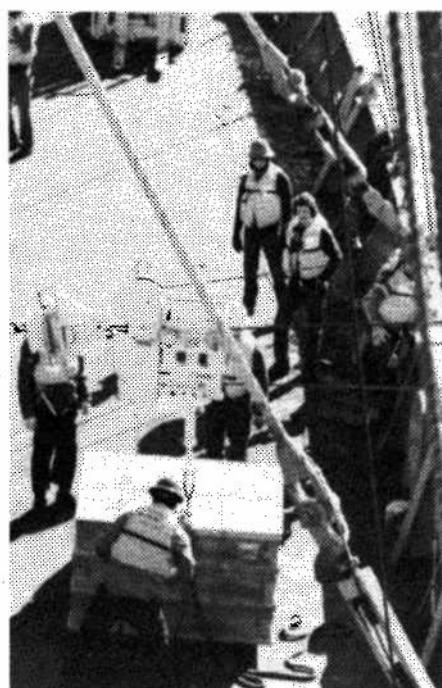


A cargo hookup is then attached to the padeye which allows the cargo to be raised and lowered.

Photos by Robert Hurk



A forklift aboard the *Southern Cross* is used to move the cargo closer to the hookup area.



The cargo is now ready to go across.



The cargo is received aboard the *Sylvania*.



The cargo transfer maneuvers successfully completed, the *Sylvania* turns away.



# Transcolorado Ends 2½ Year Mission with Praise

Military Sealift Command officials last month honored Seafarers aboard the *S.S. Transcolorado* for their work in helping to raise the curtain on yet another stage in the nation's rapid defense program.

In April the former WWII tramp freighter and her crew arrived in the United States from a two-and-a-half year long, but peaceful, mission as the first ship in the Near-Term Preposition Force deployed by the MSC to the Mediterranean region.

In letters of appreciation, Stephen A. Wise, commander of the Mediterranean Military Sealift Command, cited an "outstanding performance," and MSC captains Gene Laski and Charles Gonaghy wrote that the crew displayed "teamwork and unanimity of purpose in fulfilling their unique and dangerous assignment."

At Sunny Point, N.C., the last stop before payoff in Jacksonville, Fla., the ship's cargo, a stockpile of disarmed explosives, was off-loaded to box cars. The nation was reliving the 10th anniversary of the evacuation of American troops from Saigon as demolitions experts emptied the stowage area in the ship's hull, handling each explosive "like a baby," according to crewmember Steven Coker.

Under charter with the MSC since 1967, the *Transcolorado* may have been a deterrent to hostilities in the Mediterranean because of its carriage of explosives, a spokes-

man for the Hudson Waterways Corporation, the vessel's Operator, said.

The *Transcolorado* is one of 17 vessels in the Near-Term Force, established in 1980 to provide mobile, military storage supply lines to support a Marine effort anywhere in the western hemisphere. Several years ago, cells were constructed in the hull of the *Transcolorado* for safer stowage, with the explosives stacked in an orderly fashion in the cells. According to SIU official in charge of contracts, Angus "Red" Cambell, the only way the explosives could be ignited would be if the vessel itself were strafed by enemy fire.

Like many seamen sailing merchant vessels, Steven Coker said he has wartime service transporting arms to Vietnam and Korea. He was "no more nervous than on any other ship," he said, because the warheads are always separated for transport. "SIU members did not handle the explosives," he recalled, "but they did have to go into the stowage areas to take temperature readings and check for leaks."

During the Mediterranean mission, the vessel also participated as the lead commodore ship in joint naval/maritime convoy exercises called Bright Star 83 and Distant Hammer 84. They did so "without complaint" said Commodore Wise.

MSC officials also praised the SIU members for the stamina to



work for such a long voyage. Relief time was given to some of the crewmembers every 120 days. But Coker stayed on.

Newly home from the tour, he said he will be ready to go back to work in about six weeks. "I just

want enough time to be able to go fishing where I know what kind of fishing there is where I have my home. And to see my wife and my family. After I catch one that measures in at a fair size, I will be ready to go back in about six weeks," he said.

## Decision Due in June

# Outlook Bleak for WWII Seamen's Benefits

More than 200,000 young American men served in the U.S. merchant marine in World War II. More than 6,000 were killed by enemy air attacks, submarines and naval gunfire and tens of thousands were wounded and injured in combat. Their reward: a final payoff when they arrived home and an occasional tip-of-the-hat on Maritime Day.

Since the end of the war, many efforts have been made to bring these veterans some sort of recognition, from full veteran's status

to something as simple as an American flag at their deaths.

But for 40 years, both congressional and administrative action have failed to bring recognition to the men who sailed the hostile seas.

"Sometimes, I think they're just waiting for all of them to die," said one proponent of recognition.

"It's a damn shame. These people sacrificed a lot. Some were killed, some were wounded and some captured by the enemy and spent years in prisoner of war

camps. Anyone who was ever aboard a ship under attack knows they saw combat. They deserve a lot more than they've gotten," said SIU President Frank Drozak.

There is an avenue besides congressional action to rectify the situation—the Military Service Review Board. That board set up various requirements for non-military veterans of wartime service to be recognized and receive some veterans benefits. Groups as diverse as World War I dieticians, telephone operators, civilian employees on Guam and Wake Islands and others have been granted some sort of recognition. Each petition on behalf of merchant sailors has been turned down.

The Joint Maritime Congress has headed a drive by maritime labor unions and other industry groups, including the SIU, to recognize the merchant seamen of World War II.

The review board apparently has decided on all merchant marine applications but won't reveal its decision until next month. Indica-

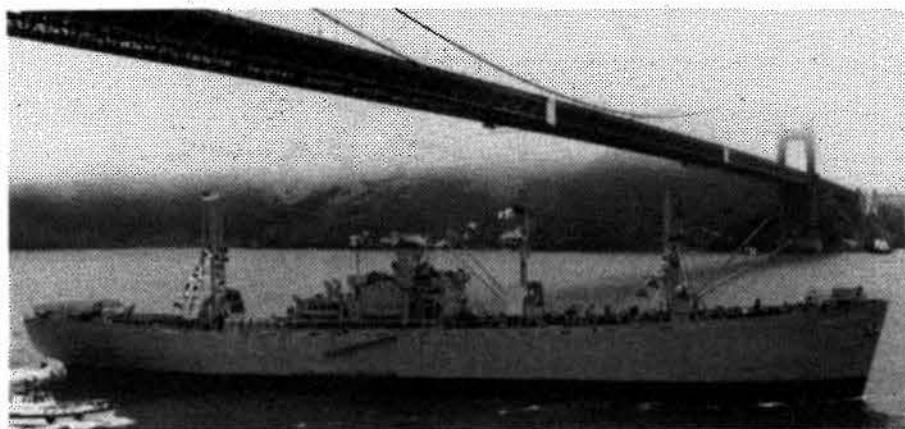
tions are that it will not be favorable.

To satisfy the review board's requirements, the following conditions must be met:

- ★ Was there military training?
- ★ Was there military capability?
- ★ Was the contribution critical to the success of a military mission?
- ★ Was the group subject to military discipline, justice and control?
- ★ Were members allowed to resign?
- ★ Were members subject to assignment in a combat zone?

The answers to all the questions are yes. The JMC has submitted hundreds of pages of proof and documents to the review board.

Perhaps the government is simply waiting for the remaining World War II seamen to die, to simply vanish as so many merchant ships did on the world's oceans. If that is the case, it will leave an oil-slick of guilt on American history.



The *Jeremiah O'Brien* is one of the last WWII Liberty Ships. It is also one of the only tributes left to the sacrifice and service of the 200,000 American seamen who served.



# Digest of Ships Meetings

**LNG ARIES** (Energy Transportation Corp.), April 13—Chairman Donald Rood; Secretary F.T. Motus; Educational Director D. Panko; Engine Delegate Mark Freeman. No beefs or disputed OT were reported. There is \$186 in the ship's fund which will be turned over to the chairman. Most of the video games belong to the ship's fund as well. Following the safety meeting, the captain called in all delegates to discuss a letter received from ETC regarding some adjustments and freezing of supplies. This matter also was brought up at the ship's meeting, and a decision will be made by headquarters. A suggestion was made to change the coveralls worn on deck to a lighter shade, especially while working in Indonesia where it is so hot. The hard hats should also be of a lighter material. A vote of thanks was given to the steward department for the Easter pool party and for the good meals prepared and served. Next port: Nagoya, Japan.

**LNG CAPRICORN** (Energy Transportation Corp.), March 24—Chairman M.B. Woods; Secretary R.H. Forshee; Deck Delegate Michael Kadderly; Engine Delegate Walter E. Kimbrough; Steward Delegate William Christmas. No disputed OT. The \$315 in the ship's fund is on deposit with the master. Chairman Woods led a discussion of the importance of taking advantage of the upgrading facilities at Piney Point. He also emphasized the role that SPAD plays in getting and keeping seafaring jobs. Members spoke about the Union-dedicated career of Frank Mongelli and thus brought to everyone's attention the extent of the Union's loss. A vote of thanks was given to the steward department for a job well done, and a special moment of silence was stood in memory of Frank Mongelli. Next port: Nagoya, Japan.

**GROTON** (Apex Marine), March 17—Chairman Florus Christos; Secretary Marvin Deloatch; Educational Director Johnnie Long; Deck Delegate George Cruz; Steward Delegate Ali S. Hydera. No disputed OT. The chairman reported that the M/V Groton is enroute from Houston, Texas to Piney Point, Md. with a load of oil and that everything is running smoothly. Marvin Deloatch, the secretary, stressed to all crewmembers the importance of contributing to SPAD "to help the Union fight for a stronger merchant marine." A motion was made to temporarily (while shipping is slow) change the vacation rule so that members can collect or cash their vacation at any time rather than wait 120 days. A vote of thanks was given to the steward department for a good job. Next port is Piney Point, Md.; then back to Houston for payoff.

**INGER** (Reynolds Metals), March 1985—Chairman Stanley Jandora; Secretary John Iverson; Educational Director Oscar Ortiz; Engine Delegate Edward F. Boyce; Stew-



At 1015 hours on March 1, 1985 in the Gulf of Mexico, all hands gathered on the fantail of the *Sgt. Matej Kocak* to cast the ashes of Sandra Townsend upon the high seas "where they will remain forever in the ancient order of the deep."

ard Delegate Thomas C. Barrett. No disputed OT reported. One man was taken off ship by the Coast Guard just before departure from New York. The deck department, therefore, sailed one man short, and the bosun will hold that ordinary's position until a replacement comes aboard. A ship's fund will be established from an arrival pool which the secretary will set up at the next port. The *Inger* has a long trip ahead of her, and the chairman said, "We'll pull together SIU style." The educational director mentioned that he has a number of forms available for upgrading and that those with the required amount of time should do so. A discussion was held about the lack of movies aboard ship, especially since it looks like an around-the-world voyage. The entire crew attended an equatorial crossing party. It was a great success and the chief engineer took movies of the event. All hands were initiated into the mysteries of Neptune's realm and received a piece of foolscap ("suitable for framing"). Refreshments were provided by the captain and stewards. "A solidly middling time" was had by all. "Pictures will be forthcoming." Next ports: Mombasa, Kenya; Crockett, Calif., and Long Beach, Calif.

**OVERSEAS CHICAGO** (Maritime Overseas), March 29—Chairman J.R. Thompson; Secretary Clyde Kreiss; Educational Director Mark Sawin; Deck Delegate H. Darrow; Engine Delegate E. Whisenant; Steward Delegate A. Brown. Some disputed OT was reported in the deck department. There were also a number of beefs in that department. These beefs mainly pertain to parts of the contract that need clarification: new rules, OT, and rates and wages. There is \$5 in the ship's fund. A discussion was held as to why some members in the deck department are turned on to OT and others are not. Also, why survival suits haven't been issued to the crew. A vote of thanks was given to the steward for the fine food prepared and served by his department. Next port: Baton Rouge, La.

**PFC EUGENE A. OBREGON** (Waterman Steamship Corp.—MSC), March 30—Chairman Jim Todd; Secretary Jim Bartlett; Educational Director Fred Johnson; Deck Delegate Stanley Zeagler; Engine Delegate Stephen Dinnes; Steward Delegate Cecil H. Martin. No disputed OT. The chairman announced that the ship will anchor in Lynnhaven Anchorage and that launch service will be every two hours. The *Obregon* will then sail on April 6 for a port in Spain, as yet unknown. Everything is running smoothly at the present time. The antenna has even been hooked up so that members can watch movies in their rooms. One problem noted was that the Bendix and Navy crews have been taking over the crew's lounge so that there is no way the members can get in to watch a movie. A vote of thanks was given to the steward department for "some fine food," and one minute of silence was observed in memory of our departed brothers and sisters.

**PONCE** (Puerto Rico Marine), March 24—Acting Chairman/Secretary C.M. Rice; Educational Director V. Brunell; Deck Delegate H. Bentz; Engine Delegate H. Kinsman Jr.; Steward Delegate F. Sirignano. No disputed OT was reported in any of the three departments. There is \$360 in the ship's fund. The acting chairman reported that the relief bosun, J. Busalacki, will get off in Jacksonville on March 29 and that the permanent bosun, R. Burton, will rejoin the ship. A problem of one day's pay for the cook and baker and for the OS who joined the last voyage in San Juan will be

brought up with the patrolman at payoff. A letter was received from Vice President "Red" Campbell pertaining to Puerto Rico Marine's management and their problems. A discussion was held and the crew felt that the Union "will do what is necessary to assist in solving the situation for the good of all."

**SAN JUAN** (Puerto Rico Marine), March 17—Chairman John Green; Secretary Clyde J. Gibson; Educational Director Jerry J. Thompson. Everything is running smoothly with no beefs or disputed OT. The educational director mentioned to members that it would be advisable for them to obtain a "secret" clearance from the government in order to qualify for some of the new military contracts. To find out about getting a clearance, check with your local Union hall. A reminder was given to all hands to please keep the TV turned down and the doors closed so that men off watch can get some sleep. An "overwhelming vote of thanks" was given to the entire steward department for the outstanding food and service they provide. Next ports: Elizabeth, N.J. and San Juan, P.R.

**SEA-LAND CONSUMER** (Sea-Land Service), March 24—Chairman P. "Blackie" Wagner; Secretary Lorri Anne Davis; Educational Director Arthur R. Baredian. The deck department sailed short one AB from Jacksonville, but there were no beefs or disputed OT reported. This particular meeting's main issue concerned transportation expenses. It was felt that the articles should have nothing to do with whether or not members receive transportation expenses. "We should receive it if we do not return to our port of engagement. . . . It does not make sense to ride the ship to a port from which you did not receive the job when we are told constantly to return the job to the port we received it from." The secretary reminded all hands that he has all sorts of applications (medical, dental, vacation, upgrading, repair lists, etc.), and to check with him if you need one. A vote of thanks was given to the steward department for a job well done. Next ports: Port Everglades, Fla. and New Orleans, La.

**SEA-LAND MARINER** (Sea-Land Service), April 7—Recertified Chairman B. Mignano; Secretary S. Amper; Educational Director A. Bell; Deck Delegate James Wade; Engine Delegate K. Patterson; Steward Delegate Alfred Flatts. All departments are running smoothly at this time with no beefs or disputed OT. This will be a short run for the *Sea-Land Mariner*—just 21 days from Oakland to Yokohama to pick up the *Innovator's* cargo, and then back to Seattle. From then on, the ship will be on her normal five-week schedule except for the yard period. About two months ago, Brother E.A. Gomez sent a letter to the Union on behalf of all Sea-Land ship crewmembers, asking for help in finding a way or means of transportation from the Sea-Land pier in Kobe, Japan, which is very far from the downtown area. No reply has yet been received regarding this matter, which is a big problem to all concerned. Next ports: Yokohama, Japan and Seattle, Wash.

**SGT MATEJ KOCAK** (Waterman Steamship Corp.—MSC), March 1—Chairman William Kratsas; Secretary Lee de Parlier; Educational Director Don E. Peterson; Deck Delegate William E. Ashman. The only disputed OT reported was on the part of the company, disputing the Mardi Gras Longshore Holiday in Pensacola, Fla. The chairman will inquire about OT for taking on stores while on day work. The chairman also noted that since the *Sgt Matej Kocak* has two Hagglund twin-deck cranes, it would behoove all ABs to attend SHLSS to learn how to operate them. Everybody has to work together and be alert. The secretary stressed the continued

need for SPAD contributions. He said that with the outcome of the last presidential election, SPAD donations are still needed. "We need to elect and influence congressmen who will vote for programs vital to our industry. Supporting grassroots programs through your SPAD donations is a big step toward that goal. Don't be a drop-out." Everyone was given a copy of the Waterman/MSC contract and the high points were explained. The steward gave a brief eulogy to the Union's deceased brother, Frank Mongelli, who died in January, and appreciation was extended to the steward department for the fine food prepared this voyage. The ashes of Sandra Townsend, wife of Alfred Townsend, former superintendent engineer for Waterman Steamship Co., were committed to the deep (see photo this page). Next ports: Pensacola, Fla. and Norfolk, Va.

**STAR OF TEXAS** (Titan Navigation), April 1—Chairman Gene Paschall; Secretary J.R. Fletcher; Engine Delegate Les Lorber; Steward Delegate Harry J. Curry; Deck Delegate H.C. Scott. No beefs or disputed OT. The ship will pay off in New Orleans on April 8. The chairman noted that it has been a very good trip with one of the best crews and officers. He reminded everyone to read the LOG in order to keep abreast of what's happening in the maritime industry. The secretary expressed his thanks to all hands for their cooperation this trip, especially with the reduced crew in the steward department. A vote of thanks was given to the steward department for the excellent food and service in the ship's cafeteria. Report to the LOG: "Most of the crew took a tour to Cairo from Alexandria, Egypt and brought back souvenirs from their trip to the pyramids." Next port: New Orleans, La.

**LNG VIRGO** (Energy Transportation Corp.), March 17—Chairman Fred Pehler; Secretary Jim Golder; Educational Director F. Reyes. The only disputed OT is left over in the steward department from the last steward and captain. A letter has gone to headquarters explaining the problem. The chairman announced that he just returned to the *LNG Virgo* and wants everyone to try and work together "in the good old SIU fashion." The vessel is due to go into the shipyard soon, so a repair list will be needed. A discussion was held on the proposed "break-out" of the SIU Pension Plan. No one knows the details as yet, but further information is expected by late March. An SIU patrolman is expected onboard when the ship gets back to Japan. He will then be able to fill in the details and report on the meeting between the SIU and ETC. The educational director also had a few words to say. "You guys all know you are spending a lot of time in Indonesian territory. So please remember it is their country; respect it. Also be careful while you are ashore." And when dignitaries come aboard, all hands were reminded to be alert and respectful. "Show concern for your job. Your jobs are provided by the SIU, and they are the only people you deal with." (This last statement was made in response to complaints that some of the officers are nosing around into steward department and SIU affairs.)



Official ships minutes also were received from the following vessels:

**LNG AQUARIUS**  
ARCHON  
AURORA  
BAYAMON  
CONSTITUTION  
OVERSEAS ARCTIC  
OVERSEAS HANNETTE  
OVERSEAS VALDEZ  
ROBERT E. LEE  
ST. LOUIS

**SEA-LAND ADVENTURER**  
SEA-LAND ECONOMY  
SEA-LAND EXPRESS  
SEA-LAND PACER  
SEA-LAND PIONEER  
SEA-LAND VOYAGER  
SPIRIT OF TEXAS  
ULTRASEA  
ULTRAMAR



## Deep Sea



Jacksonville Patrolman Anthony "Tony" Charles Aronica, 55, joined the SIU in the port of New York in 1959 sailing as an AB bosun and deck delegate. Brother Aronica began sailing in 1953. He sailed last on the dredge *Sugar Island* (NATCO) from 1979 to 1984. Seafarer Aronica was port dispatcher from 1960 to 1963 and from 1968 to 1978. As a crewmember of the *SS Ponce* on Christmas Day, 1978, he was later commended by U.S. Assistant Secretary of Maritime Affairs Samuel B. Nemirow for helping to rescue three survivors of the sunken shrimp boat, the *Ginger B*. Aronica also attended the 1981 Piney Point Educational Conference. He's a veteran of the U.S. Air Force in the Korean War. A native of Pittston, Pa., he is a resident of Jacksonville, where he owns a bar.



Edward Barrie Biss, 65, joined the SIU in the port of New York in 1950 sailing as a chief electrician. Brother Biss hit the bricks in the 1962 Robin Line beef. He is a veteran of the U.S. Navy in World War II. Seafarer Biss was born in Wallington, N.J. and is a resident of Ormond Beach, Fla.



Leslie Sidney Blanchard, 63, joined the SIU in 1944 in the port of New Orleans sailing as a cook and chief steward. Brother Blanchard was born in Louisiana and is a resident of New Orleans.



Joseph Leon Bourgeois, 58, joined the SIU in 1942 in the port of Boston sailing as a recertified bosun. Brother Bourgeois graduated from the Union's Recertified Bosuns Program in 1976. He was a former member of the Gloucester (Mass.) Fishermen's Union. Seafarer Bourgeois was born in Salem, Mass. and is a resident of Milton Mills, N.H.



Ralph Bullard, 63, joined the SIU in the port of New York in 1955 sailing as a chief cook. Brother Bullard is a veteran of the U.S. Navy in World War II. He was born in Alabama and is a resident of Philadelphia.



Luis Campos Sr., 62, joined the SIU in the port of New York in 1956 sailing as a chief electrician. Campos was born in Honduras and is a resident of Baltimore.



John Joseph Doyle, 62, joined the SIU in the port of New Orleans in 1956 sailing as a bosun. Brother Doyle worked on the New Orleans Delta Line Shoregang as a deck maintenance from 1953 to 1975. He is a veteran of the U.S. Army in World War II. Seafarer Doyle was born in New Orleans and is a resident of Harahan, La.



James Preston Edwards, 64, joined the SIU in the port of Houston in 1969 sailing as a FOWT. Brother Edwards was born in Boaz, Ala. and is a resident of Houston.



Juan Valeriano Fernandez, 62, joined the SIU in 1944 in the port of New Orleans sailing as a bosun for the Delta Line, Sea-Land and the Waterman Steamship Co. Brother Fernandez was born in San Juan, P.R. and is a resident of Everett, Wash.



Thomas David Foster, 63, joined the SIU in 1944 in the port of New York sailing as a recertified bosun. Brother Foster graduated from the Union's Recertified Bosuns Program in 1976. He sailed in the World War II Allied invasion of Vichy's Southern France at the port of Marseilles. In 1946, Seafarer Foster was aboard the Victory ship *SS Blue Island* (Waterman), when on a "clear night" she hit a lighthouse in the Skagerrak and Kattegat Straits between Denmark and Sweden. Foster was born in Baltimore and is a resident of Dundalk, Md.

Salvatore Frank Jr. 63, joined the SIU in 1939 in the port of Providence, R.I. sailing during World War II and in the Vietnam War as a bosun and later as a recertified bosun and ship's delegate. Brother Frank was graduated from the Union's Recertified Bosuns Program in 1980. He was on the Strike Committee in the 1941 Bonus beef and hit the bricks in the 1946 SIU-SUP Anti-Commie strike and General Maritime beef and the 1947 Isthmian strike. Also he walked the picket lines in the 1957 Bill Line beef, the 1968 *SS Val Chem* and the 1961 Maritime strike. Seafarer Frank also attended the SHLSS-MEBA, District 2 School of Engineering and Navigation in Brooklyn, N.Y. in 1969. For his war service, he was awarded the Vietnam War Service Bar and the World War II Merchant Marine Combat Bar and Defense Medal, Atlantic War Zone Bar, Mediterranean-Middle East War Zone Bar, Pa-

cific War Zone Bar and the Philippine Liberation Medal with a Battle Star. Frank was born in Pawcatuck, Conn. and is a resident there.



Norman Garn, 61, joined the SIU in the port of New Orleans working as an AB on the Waterman Shoregang in 1978. Brother Garn was also a Piney Point instructor. He is a resident of Metairie, La.



Rene Geiszler, 65, joined the SIU in 1948 in the port of New York sailing as a QMED for Sea-Land. Brother Geiszler is a veteran of the U.S. Army after World War II. He was born in Antwerp, Belgium and is a resident there.



Calixto Licier Gonzalez, 57, joined the SIU in the port of San Juan, P.R. in 1955 sailing as a recertified bosun. Brother Gonzalez also sailed during World War II. He graduated from the Union's Recertified Bosuns Program in 1975. Seafarer Gonzalez is an infantry veteran of the U.S. Army in the Korean War. Born in San Juan, he is a resident of Rio Piedras, P.R.



William Gonzalez, 51, joined the SIU in the port of New Orleans in 1963 sailing as a chief steward. Brother Gonzalez was a New Orleans delegate to the 1973 Piney Point Educational Conference. He was born in Puerto Rico and is a resident of New Orleans.



William Koltonuk, 65, joined the SIU in the port of Philadelphia in 1959 sailing as an AB. Brother Koltonuk was born in Philadelphia and is a resident of Camden, N.J.



Harold Edwin Long, 65, joined the SIU in 1947 in the port of New York sailing as an AB and bosun. Brother Long is a veteran of the U.S. Army in World War II. He was born in Salem, Iowa and is a resident of Metairie, La.



William George MacDonald, 60, joined the SIU in 1947 in the port of Baltimore sailing as an AB. Brother MacDonald is a veteran of the U.S. Army during Korean War. He was born in Grand Rapids, Mich. and is a resident of Seattle.





**Andres Ortiz Maldonado**, 62, joined the SIU in 1945 in the port of New York sailing as an AB, and deck and ship's delegates. Brother Maldonado worked on the Puerto Rico Marine Shoregang, Port Elizabeth, N.J. in 1980. He was born in Puerto Rico and is a resident of the Bronx, N.Y.



**Lionel Arondel McLaughlin**, 65, joined the SIU in 1942 in the port of Miami, Fla. sailing as a MEBA, District 2, 3rd assistant engineer from 1971 to 1985. Brother McLaughlin was born in Cuba and is a naturalized U.S. citizen. He is a resident of North Lauderdale, Fla.



**George Anthony Nuss**, 58, joined the SIU in 1949 in the port of New Orleans as an AB and deck maintenance. Brother Nuss worked on the New Orleans Delta Line Shoregang in 1978. He was born in Louisiana and is a resident of New Orleans.



**Nicholas Joseph Oppedisano**, 65, joined the SIU in the port of New York in 1950 sailing as an AB. Brother Oppedisano is a veteran of the U.S. Navy in World War II. He was born in Maine and is a resident of Portland, Maine.



**Arnaldo Orellana**, 59, joined the SIU in the port of New York in 1959 sailing as an oiler. Brother Orellana was on the picket line in the 1965 District Council 37 beef. He was born in Honduras and is a resident of Trujillo Alto, P.R.



**Ruel Church Palmer**, 56, joined the SIU in 1945 in the port of Boston sailing as a recertified bosun. Brother Palmer graduated from the Union's Recertified Bosuns Program in 1975. He was born in New Bedford, Mass. and is a resident of Martinez, Calif.



**Stephen "Steve" Piatak**, 68, joined the SIU in the port of New York in 1967 sailing as a chief steward. Brother Piatak was a Union organizer on Esso tankers from 1957 to 1966. He received a commendation from Sea-Land for providing a 1976 Thanksgiving Day dinner aboard the *SS Seattle* after an engine-room fire knocked out the ship's power. Seafarer Piatak is a veteran of the U.S. Army in World War II. A native of Cementon, Pa., he is a resident of Phoenix, Ariz.



**Ernest Winfield Pierce**, 66, joined the SIU in the port of Boston in 1953 sailing as an AB, most recently on the *SS Sea-Land Liberator*. Brother Pierce was born in New Bedford, Mass. and is a resident of Seattle.



**Tomas Ramirez**, 63, joined the SIU in 1947 in the port of New York sailing as a bosun. Brother Ramirez sailed in World War II. He walked the picket line in the 1961 Greater N.Y. Harbor beef. Seafarer Ramirez was born in Puerto Rico and is a resident of Playa Ponce, P.R.



**Roosevelt Robbins Sr.**, 65, joined the SIU in 1942 in the port of New Orleans sailing as a recertified chief steward for the Delta Line. Brother Robbins was born in Alabama and is a resident of Philadelphia.



**Leonard Russi**, 65, joined the SIU in 1948 in the port of Baltimore sailing as a cook. Brother Russi was born in Connecticut and is a resident of San Francisco.

**Jose Jacob Valenzuela**, 57, joined the SIU in the port of Seattle in 1953 sailing as a FOWT. Brother Valenzuela is a veteran of the U.S. Army after World War II. He was born in Calexico, Calif. and is a resident of Manzanillo Colina, Mexico.



**Humbert Fernandez Vina**, 63, joined the SIU in the port of Wilmington, Calif. in 1959 sailing as an AB. Brother Vina was born in Luauco, Spain and is a resident of San Francisco.



**Standish Brunell "Woody" Woodell**, 62, joined the SIU in 1943 in the port of New York sailing as a FOWT and engine delegate. Brother Woodell also sailed in the Vietnam War and pounded the bricks in the 1961 Greater N.Y. Harbor beef. Seafarer Woodell was born in Hyer, W.Va. and is a resident of Sacramento, Calif.



Brother Odell Powell (center) and his wife Mildred traveled to the SIU hall in Norfolk, Va. to receive his pension supplement check from Norfolk Port Agent Jim Martin.

## Pensioner's Corner

### Great Lakes

**Leon Kornacki**, 62, joined the Union in 1946 sailing inland in the port of Buffalo, N.Y. He sailed as a deckhand for Merritt, Chapman and Scott in 1962 and for the Great Lakes Towing Co. from 1970 to 1977. Brother Kornacki was Buffalo tug agent in 1970. He is a veteran of the U.S. Army in World War II. Boatman Kornacki was born in Wilkes-Barre, Pa. and is a resident of West Valley, N.Y.

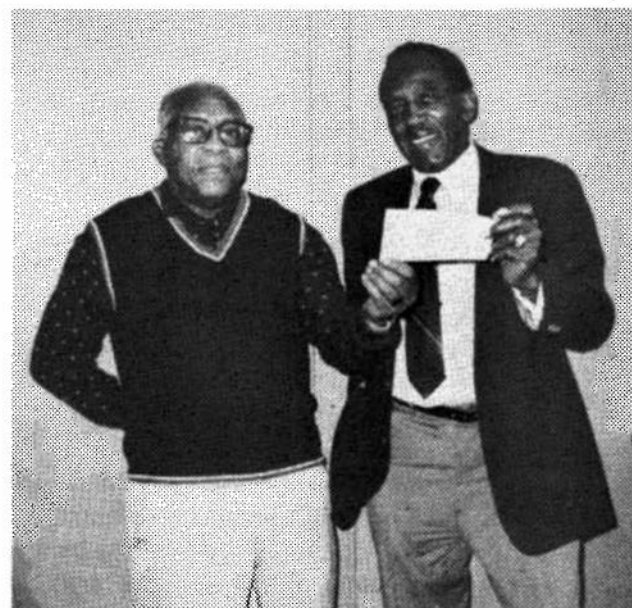


**Nelson Robert Sprinkett**, 64, joined the Union in the port of Detroit in 1960 sailing as an AB wheelsman for the Boland and Cornelius Steamship Co. from 1960 to 1970. Brother Sprinkett helped to organize the company from 1960 to 1961. He was a former member of the Seamen's National Brotherhood of the Great Lakes and the United Auto Workers Union and also is a veteran of the U.S. Army in World War II. Seafarer Sprinkett was born in Sault Ste. Marie, Mich. and is a resident of Davenport, Fla.

### Atlantic Fishermen

**Hughes Simon Amero**, 65, joined the SIU-merged Gloucester Fishermen's Union in 1946 in the port of Gloucester, Mass. sailing as a fisherman until 1979. Brother Amero was born in Massachusetts and is a resident of Gloucester.

**Joseph P. Scola**, 62, joined the SIU-merged Gloucester Fishermen's Union in the port of Gloucester, Mass. in 1965 sailing as a fisherman. Brother Scola was born in Gloucester and is a resident there.



SIU Atlantic Coast Vice President Leon Hall (r.) presents Seafarer Theodore Goodman his first pension check at the Union hall in New York. Brother Goodman, who joined the SIU in 1942 in the port of New Orleans, sailed for many years as chief steward. He is now living in New York City.





## Deep Sea



Pensioner **Edward Alexander Boyd**, 81, passed away on April 11. Brother Boyd joined the SIU in 1939 in the port of New Orleans sailing as a bosun. He was born in Mobile and was a resident of Brantly, Ala. Surviving are two daughters, Sarah Smedley of Prattville, Ala. and Bernice, and a sister, Sarah.

**Thomas Julian Brand**, 60, died on March 4. Brother Brand joined the SIU in the port of Savannah, Ga. in 1952 sailing in the engine and steward departments. He was born in Georgia and was a resident of Lake Wales, Fla. Surviving are his widow, Janeen; a son, Carl, and two daughters, Phyllis and Faye.



Pensioner **John David Cantrell Jr.**, 60, died on April 16. Brother Cantrell joined the SIU in 1944 in the port of Mobile sailing as a chief electrician and chief cook. He was born in Whistler, Ala. and was a resident of Mobile. Surviving are his widow, Flora; a son, Vincent, and a daughter, Lancra.



Pensioner **John Wilhelm Carlson**, 73, passed away on April 11. Brother Carlson joined the SIU in 1941 in the port of Baltimore sailing as a FOWT for Sea-Land. He hit the bricks in the 1961 Greater N.Y. Harbor beef. Seafarer Carlson was born in Georgia and was a resident of Savannah, Ga. Surviving are two brothers, Alexander of Savannah and Alfred of Humana, Ga.



Pensioner **Armand Garcia De Jesus**, 56, died on April 17. Brother De Jesus joined the SIU in 1946 in the port of New York sailing as a cook. He also sailed during World War II. Seafarer De Jesus was born in Fajardo, P.R. and was a resident there. Surviving are his widow, Maria; his mother, Martha of Brooklyn, N.Y., and a son, Santiago.



Pensioner **Antonio Ferreira**, 67, died of a heart attack in New Port Richey, Fla. on April 4. Brother Ferreira joined the SIU in 1945 in the port of Baltimore sailing as a FOWT. He was on the Sea-Land Shoregang, Port Elizabeth, N.J. from 1966 to 1975 and walked the picket line in the 1965 District Council 37 beef. Seafarer Ferreira was a veteran of the U.S. Army in World War II. Born in Brazil, he was a naturalized U.S. citizen and a resident of New Port Richey. Burial was in Meadowlawn Cemetery, Elfers, Fla. Surviving are his widow, Connie; a son, John, and a daughter, Dianah.



**Jesse Francis Gindhart Sr.**, 72, succumbed to cancer on June 7, 1984. Brother Gindhart joined the SIU in 1947 in the port of Philadelphia sailing as a pumpman. He was born in Pennsylvania and was a resident of Philadelphia. Seafarer Gindhart was a former member of the International Brotherhood of Teamsters, Chauffeurs, Warehousemen and Helpers of America Union, Local 1263, in 1976. Surviving are his widow, Isabella; a son, Seafarer Jesse Gindhart Jr., and eight other offspring.



Pensioner **Melvin Edward Jones Jr.**, 60, died of cancer in Friendship, Md. on March 31. Brother Jones joined the SIU in 1947 in the port of Norfolk. He was born in Baltimore and was a resident of Portsmouth, Va. Interment was in the Solomons Is. (Md.) Methodist Cemetery. Surviving are a daughter, Bonnie Apostot of Navarro, Calif. and his mother, Bertha Thompson of Portsmouth.



**Perry Keliikoa**, 47, died of heart failure in the Providence Medical Center, Seattle on Feb. 27. Brother Keliikoa joined the SIU in the port of Seattle in 1974 sailing as a recertified bosun for IOT. He graduated from the Union's Recertified Bosuns Program in 1982. Seafarer Keliikoa was born in Hawaii and was a resident of Seattle. Cremation took place in the Yar-

ington Crematory, Seattle. Surviving are his widow, Shirley and a son, Joshua.

Pensioner **William Ransome Magruder**, 70, passed away on March 31. Brother Magruder joined the SIU in the port of New York in 1968 sailing as a chief steward. He also sailed during the Vietnam War. Seafarer Magruder was born in Atlanta, Ga. and was a resident of Tampa. Surviving are a son, Douglas of Jonesboro, Ga. and a daughter, Jeanne of Atlanta.



Pensioner **Eugenio Taytay Marte**, 80, passed away from a heart attack in the St. Joseph West Mesa (N.M.) Hospital on March 16. Brother Marte joined the SIU in 1944 in the port of New York sailing as a FOWT. He received a Union Personal Safety Award in 1961 for riding an accident-free ship, the SS Steel Surveyor. Seafarer Marte was born in the Philippine Is. and was a resident of Rio Rancho, N.M. Interment was in the Vista Verde Cemetery, Rio Rancho. Surviving are his widow, Gliceria of Tangalon, P.I. and a daughter, Consolacion (Consuelo) Trance of Rio Rancho.



Pensioner **Burton A. Owens** died on March 31. Brother Owens was a resident of Baytown, Texas. Surviving is a cousin, Linda Bova of Houston.



Pensioner **James Thomas Regan Jr.**, 66, died of emphysema at home in New Orleans on March 8. Brother Regan joined the SIU in the port of New Orleans in 1954 sailing as a cook. He also sailed during World War II. Seafarer Regan was born in New Orleans. His remains were donated to the Louisiana State University Anatomical Board, New Orleans. Surviving is his widow, Dorothy.



Pensioner **Salvador Rivera**, 70, passed away recently. Brother Rivera joined the SIU in 1946 in the port of New York sailing as a chief steward for Sea-

Land. He sailed in World War II. Seafarer Rivera also hit the bricks in the 1961 Greater N.Y. harbor beef. A native of Puerto Rico, he was a resident of Guayanilla, P.R. Surviving is his widow, Catalina and a daughter, Wanda Jones of Wilmington, N.C.

Pensioner **Louis Rodriguez** died on April 4. Brother Rodriguez joined the SIU-merged Marine Cooks and Stewards Union (MCS) in the port of San Francisco. Surviving is a daughter, Anna Cruz.



Pensioner **Henry James Schreiner**, 74, succumbed to cancer on March 31. Brother Schreiner joined the SIU in the port of New Orleans in 1962 sailing as a chief steward. And he sailed during the Great Depression and in World War II. He was on the New Orleans Delta Line Shoregang in 1970. Seafarer Schreiner was born in New Orleans and was a resident of Gretna, La. Surviving are his daughter and son-in-law, Mr. and Mrs. Vincent D'Antoni Jr. of Mer-aux, La.



Pensioner **Roman Szczygiel**, 72, passed away from heart failure on April 28. Brother Szczygiel joined the SIU in 1947 in the port of New York sailing as a chief pumpman. He was on the picket line in the 1965 District Council 37 strike. Seafarer Szczygiel was born in Poland, was a naturalized U.S. citizen and a resident of Denver, Colo. Surviving are his widow, Rose and a daughter, Ramona of Lakewood, Colo.



Pensioner **Leon Jackson Webb**, 60, died recently. Brother Webb joined the SIU in the port of New Orleans in 1958 sailing as a chief cook. He was a veteran of the U.S. Navy in the Korean War. Seafarer Webb was born in Lewis Cty., Ga. and was a resident of Enigma, Ga. Surviving are his mother, Jettie of Enigma; a brother, Lawrence, and a sister, Lois Smith, also of Enigma.





**James Francis Williamson Sr.**, 67, died on Feb. 15. Brother Williamson joined the SIU in the port of San Francisco in 1957 sailing as a recertified bosun. His last ship was the *SS Sea-Land Explorer*. He also was a veteran of the U.S. Navy in World War II. Seafarer Williamson was born in Akron, Ohio and was a resident of San Francisco. Surviving are his widow, Adeline and a son, James Jr. of San Francisco.

## Great Lakes



Pensioner **Valloyd Louis Foisy**, 70, died on April 25. Brother Foisy joined the Union in the port of Lorain, Ohio in 1961 sailing as a lead deckhand. He was born in Ohio and was a resident of Lorain. Surviving is his widow, Florence.



Pensioner **Casmer Julius Skowronek**, 69, passed away from heart failure on arrival at the Alpena (Mich.) Hospital on April 10. Brother Skowronek joined the Union in the port of Alpena in 1960 sailing as a conveyorman for the American Steamship Co. from 1959 to 1972. He was born in Posen, Mich. and was a resident of Alpena. Burial was in Holy Cross Cemetery, Alpena. Surviving is his widow, Jackie.

## Atlantic Fishermen

Pensioner **Anthony Manzo**, 66, died on April 10. Brother Manzo joined the SIU-merged Gloucester Fishermen's Union in 1939 in the port of Gloucester, Mass. He was born in Portsmouth, Va. and was a resident of Gloucester. Surviving is his widow, Mary.

Pensioner **John T. McKay** died on April 10. Brother McKay joined the Gloucester Fishermen's Union in the port of Gloucester. He was a resident there.

## Personals

### Orvill McGinnis

Please contact your aunt, Flornie Hines, at 4002 Sharon Park Lane, Apt. 19, Cincinnati, Ohio, or call at (513) 733-5584.

### Garry Sande

Graduation is June 15 and 18th birthday is Aug. 18. Please call Linda at (415) 442-5450 or (415) 672-3544.



Pensioner **Jose F. Seda Wiscoviche Sr.**, 78, passed away from lung failure on Dec. 18, 1984. Brother Wiscoviche joined the SIU in 1941 in the port of New York sailing as a bosun. He was born in Ponce, P.R. and was a resident of Bayamon, P.R. Surviving are his widow, Luz Maria; two sons, Jose Jr. and Enrique, and a sister, Mrs. Belesky.



Pensioner **Joseph L. Kete**, 75, succumbed to pneumonia on April 1. Brother Kete joined the Union in the port of Chicago, Ill. in 1961 sailing as a deckhand for Dunbar and Sullivan. He began sailing in 1950. Boatman Kete was born in Yugoslavia and was a resident of Hayward, Wis. Surviving are his widow, Mary and a nephew, Rudolph.

Pensioner **Sheldon Gilbert Jr.**, 79, passed away from heart failure in the Paul Oliver Hospital, Frankfort, Mich. on April 14. Brother Gilbert joined the Union in the port of Frankfort in 1959 sailing as an oiler for the Ann Arbor (Mich.) Carferries. He was born in Elberta, Mich. and was a resident there. Burial was in the Gilmore Twp. Cemetery, Elberta. Surviving is his widow, Beatrice.

## 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.



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

## Dispatchers Report for Great Lakes

APRIL 1-30, 1985

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
Port	DECK DEPARTMENT								
Algonac.....	78	18	5	114	28	1	6	29	7
Port	ENGINE DEPARTMENT								
Algonac.....	32	11	6	51	11	2	4	20	5
Port	STEWARD DEPARTMENT								
Algonac.....	11	5	1	26	9	0	3	5	2
Port	ENTRY DEPARTMENT								
Algonac.....	85	24	15	0	0	0	14	34	30
Totals All Departments.....	206	58	27	191	48	3	27	88	44

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

## Directory of Ports

Frank Drozda, President  
Ed Turner, Exec. Vice President  
Joe DiGiorgio, Secretary-Treasurer  
Leon Hall, Vice President  
Angus "Red" Campbell, Vice President  
Mike Secco, Vice President  
Joe Secco, Vice President  
George McCartney, Vice President  
Roy A. Mercer, Vice President

### HEADQUARTERS

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

### ALGONAC, Mich.

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

### BALTIMORE, Md.

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

### CLEVELAND, Ohio

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

### DULUTH, Minn.

705 Medical Arts Building 55802  
(218) 722-4110

### GLOUCESTER, Mass.

11 Rogers St. 01930  
(617) 283-1167

### HONOLULU, Hawaii

707 Alakea St. 96813  
(808) 537-5714

### HOUSTON, Tex.

1221 Pierce St. 77002  
(713) 659-5152

### JACKSONVILLE, Fla.

3315 Liberty St. 32206  
(904) 353-0987

### JERSEY CITY, N.J.

99 Montgomery St. 07302  
(201) 435-9424

### MOBILE, Ala.

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

### NEW ORLEANS, La.

630 Jackson Ave. 70130  
(504) 529-7546

Toll Free: 1-800-325-2532

### NEW YORK, N.Y.

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

### NORFOLK, Va.

115 3 St. 23510  
(804) 622-1892

### PHILADELPHIA, Pa.

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

### PINEY POINT, Md.

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

### SAN FRANCISCO, Calif.

350 Fremont St. 94105  
(415) 543-5855

### SANTURCE, P.R.

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

### SEATTLE, Wash.

2505 1 Ave. 98121  
(206) 441-1960

### ST. LOUIS, Mo.

4581 Gravois Ave. 63116  
(314) 752-6500

### WILMINGTON, Calif.

408 Avalon Blvd. 90744  
(213) 549-4000

## Dispatchers Report for Deep Sea

APRIL 1-30, 1985

Port	*TOTAL REGISTERED All Groups			TOTAL SHIPPED All Groups			Trip Reliefs	**REGISTERED ON BEACH All Groups		
	Class A	Class B	Class C	Class A	Class B	Class C		Class A	Class B	Class C
DECK DEPARTMENT										
Gloucester	6	4	0	1	0	0	0	8	7	1
New York	56	11	0	42	8	0	3	137	35	1
Philadelphia	9	6	0	1	0	0	0	16	12	0
Baltimore	6	1	1	2	0	0	2	16	8	0
Norfolk	8	9	2	4	4	0	1	27	17	0
Mobile	11	3	0	2	0	0	0	18	6	0
New Orleans	72	19	0	68	12	0	0	37	28	2
Jacksonville	41	11	0	44	39	1	0	76	35	1
San Francisco	40	12	0	38	15	0	4	67	17	3
Wilmington	30	16	3	19	2	0	2	47	27	0
Seattle	48	18	0	32	9	0	2	71	34	0
Puerto Rico	11	4	0	12	6	0	1	14	5	0
Honolulu	6	20	2	8	30	0	5	5	12	1
Houston	50	14	1	33	7	1	0	86	23	1
St. Louis	0	0	0	0	0	0	0	0	0	0
Piney Point	0	0	0	0	1	0	0	0	0	0
Totals	394	148	9	306	133	2	28	625	266	18
ENGINE DEPARTMENT										
Gloucester	2	2	0	1	1	0	0	3	4	0
New York	45	4	1	29	1	0	3	103	15	1
Philadelphia	7	2	0	0	1	0	0	19	7	0
Baltimore	4	1	0	1	2	0	3	23	3	1
Norfolk	6	5	0	3	1	0	0	16	10	0
Mobile	6	3	0	0	4	0	0	13	6	0
New Orleans	45	4	0	38	1	0	0	56	6	0
Jacksonville	21	5	0	28	7	0	0	47	10	2
San Francisco	30	13	0	9	6	0	3	55	19	5
Wilmington	15	8	1	12	6	0	1	31	10	0
Seattle	27	7	0	12	61	0	1	53	22	2
Puerto Rico	7	2	0	3	1	0	1	18	5	0
Honolulu	4	21	3	5	26	3	7	1	13	4
Houston	34	8	0	14	3	0	0	81	22	0
St. Louis	0	0	0	0	0	0	0	0	0	0
Piney Point	2	0	0	0	2	0	0	2	0	0
Totals	255	85	5	156	123	3	19	521	152	15
STEWARD DEPARTMENT										
Gloucester	0	2	0	1	0	0	0	0	4	0
New York	19	3	0	26	5	0	4	55	11	0
Philadelphia	1	1	0	0	0	0	0	6	4	0
Baltimore	4	2	0	1	0	0	1	19	1	0
Norfolk	4	3	1	4	3	0	0	14	1	0
Mobile	9	1	0	1	1	1	0	18	10	0
New Orleans	32	5	0	31	15	0	0	43	5	0
Jacksonville	8	5	0	11	7	0	0	11	10	0
San Francisco	63	6	0	40	3	0	3	108	13	5
Wilmington	9	5	0	16	1	0	0	20	6	0
Seattle	34	5	0	32	11	0	0	44	16	1
Puerto Rico	7	3	0	11	1	0	0	12	4	0
Honolulu	6	23	5	32	248	228	0	19	132	89
Houston	17	1	1	12	1	0	0	39	3	1
St. Louis	1	0	0	0	0	0	0	1	0	0
Piney Point	0	0	0	0	0	0	0	0	0	0
Totals	214	65	7	218	296	229	8	409	220	96
ENTRY DEPARTMENT										
Gloucester	0	1	1					1	5	2
New York	35	45	3					54	87	4
Philadelphia	2	6	0					7	31	0
Baltimore	4	4	0					1	14	1
Norfolk	1	6	0					6	27	0
Mobile	2	5	0					1	7	0
New Orleans	37	28	2					37	48	5
Jacksonville	9	22	0					13	44	1
San Francisco	59	30	2					107	74	6
Wilmington	8	16	0					26	63	0
Seattle	34	34	4					41	79	8
Puerto Rico	11	8	0					16	20	0
Honolulu	7	103	136					0	24	0
Houston	15	14	2					27	47	2
St. Louis	0	0	0					0	0	1
Piney Point	0	5	0					1	8	0
Totals	224	327	150	0	0	0	0	338	578	30
Totals All Departments										
	1,087	625	171	679	552	234	47	1,893	1,216	151

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

Shipping in the month of April was up from the month of March. A total of 1,512 jobs were shipped on SFU-contracted deep sea vessels. Of the 1,512 jobs shipped, 679 jobs or about 45 percent were taken by "A" seniority members. The rest were filled by "B" and "C" seniority people. A total of 47 trip relief jobs were shipped. Since the trip relief program began on April 1, 1982, a total of 1,071 jobs have been shipped.

## Support SPAD



## Upgraders See Hill Action First-Hand

# Union's Stance and Fight on Cargo Preference Draws Praise

This month a group of SIU upgraders had a chance to witness one of the biggest maritime battles in recent years in Washington, the farm industry's attack on the nation's cargo preference laws. After the Senate hearing they were asked to record their impressions. Here are some excerpts from their essays.

**Milton Alvarez—A-904**

The issues of blended credit and P.L. 480 are vital and life-giving to the survival of the merchant marine. The merchant marine of today is being battered from all directions as the policies of an erratic administration are being put to test. The farmers, who before the elections were head-over-heels for Ronald Reagan, now feel that they have been sold out. It seems that for vengeance sake they, the farmers, want to step on the merchant marine.

Seeing that this is happening, you can conjecture that there is a lot of ignorance on their part as to what the merchant marine is about. They have to see and realize that it doesn't cost any more to ship their cargo on American ships than on a foreign line and that this also keeps the jobs and revenue in America.

The outlook now in America is that we have lost that spark of patriotism and we are succumbing to greed and avarice no matter what the cost to our fellow workers and people. In this integral way, the SIU has been a bastion to wake up America and see the path that is leading down the road. For me, the SIU has developed very strong survival instincts within myself, for my country and its people. The participation of this membership has kept this drive alive, and I pray that we can reverse this ugly trend that is changing America.

**Norman MacBean—M-2287**

Going to Washington to attend the Senate Merchant Marine Committee's hearing on the issues of blended credit and cargo preference was a very satisfying and uplifting experience. These positive feelings are in direct contrast to those feelings shared by the Bosun class upon returning to the School after their attendance at the Senate Agriculture Committee's hearing on the same issues.

SIU leadership and anyone else speaking on behalf of U.S.-flag shipping that day before the Senate Agriculture Committee found themselves in a hostile environment indeed. I was fortunate enough to see that situation reversed this last Monday when I watched our SIU leadership and other spokespersons for U.S. maritime well received and supported by the majority of the Senate Merchant Marine Committee.

In being aware of these issues and their monumental impact on the future of our

maritime industry in this country, and in comparing the Bosun classes experiences with my own, I received a very valuable insight to the importance of our presence and our voice in Washington, D.C. It is there that we have enemies who would like to do us harm, and it is there that we must stand united with our friends to protect what is ours.

We must keep alert and active on the political front because if we do not, there are plenty of misinformed and greedy adversaries who would take away from us what we have struggled so hard to attain.

**Michael Masek—M-2366**

On May 6, 1985 I had the opportunity of visiting a Senate hearing in Washington, and seeing our union president, Frank Drozak, go to bat for us seamen in the SIU. I know that our SPAD dollars are being well spent.

If it were left up to the American farmers, we would all be left high and dry on the beach because they do not want to ship one bushel of wheat on American bottoms.

I think Frank Drozak did a good job in that hearing, and it is nice to know that someone is in there fighting for us.

I got the feeling while I was there, that if we had no one in Washington, we would all be bidding farewell to the American shipping.

I'd like to say to my fellow shipmates, keep those SPAD dollars coming in.

We must be in Washington!

**Michael Murdock—M-2359**

I was very impressed with the hearing on Cargo Preference S.664. I have never been to one before and had a front row seat for the action. I never really knew how strong the farmers were against it. I don't think "cargo preference" should be an issue at all. I honestly believe that war is a thing of the past; but ships will always be available as long as we are carrying the exports of the U.S.A.

I was shocked and insulted to learn at this hearing, that the farmers have already shipped millions of tons of wheat on foreign-flag ships. We must fight this to win. If we don't get "cargo preference" I believe like Senator Ted Stevens said at the hearing, "the merchant marine will die by the end of the decade." The farmers are saying that we are just a burden on their back and they already have enough problems. They suggest that we seek money from somewhere else, some other means. This is ridiculous since cargo exports and trade is our future, our right.

My conclusion was drawn at the hearing when Admiral James L. Holloway III, USN Retired, said speaking on expense,

"It's cheaper to ship a ton of coal from Virginia to Rotterdam on a U.S. merchant ship than it is to transport a ton of coal from Newport News to Hampton Roads" then left it open. I summarize this by saying to the farmers, maybe they would like us to bring in a foreign railroad and truckers to save a few dollars at the expense of the working man, tax paying supporters of the U.S.

I am very grateful for the opportunity to attend the hearing. Our president, Frank Drozak, put together a great piece as did Representative Helen Bentley. We are fortunate to have people like them. They deserve much credit. We had the upper hand in this one, but I wondered where all of our other maritime unions were.

**Leslie Stravers—S-2186**

The issues of blended credit and P.L. 480 are serious issues, and without them the U.S. merchant marine may for all practical purposes become extinct.

It doesn't cost the farmer any more on an American ship than any other ship. The proof of those figures are in black and white. Our battle is with greed and ignorance. The farmers want government money and they want all of it.

My presence at the Senate Merchant Marine Sub-Committee hearing in Washington certainly shed a lot of light for me and I wish everyone could get a taste of it. The battle is obviously very tough, and without the SIU's organization and pres-

ence in Washington, the battle would very likely be lost. The participation of this membership is vital. Truly our future is at stake.

**Edward Wilisch—W-1090**

The hearing aroused some very strong feelings on my part. I could both see and feel the utter frustration of having to wheel and deal up on the Hill. Nothing good ever happens overnight. A long, drawn-out battle to gain anything. Should you but once drop your guard, you can and will lose it all.

There were some bright spots. I got to see that we do have some very good, some very powerful friends up there. Representative Helen Bentley, who took time out from her busy schedule to come down and testify on our behalf. Another good friend of ours, Senator Daniel Inouye from Hawaii, responded to her testimony with but one word which seemed to say it all. His response was, "Amen." Senator Ted Stevens from Alaska, who chaired the meeting. He made it more than clear whose camp he was in. I genuinely appreciated many of his remarks. Admiral Holloway gave a valuable testimony pointing out the importance of the maritime industry as the 4th arm of the national defense. During the morning Sen. Paul Trible pinned the farm industry down with some very astute questions. He could get, as he claimed, "no satisfaction" from their elusive answers.

By the end of the hearing, a verbal accord, of sorts, seemed to have been reached. At least one of the agriculture industry representatives, a Mr. Tussey, made a statement to the effect that he'd like nothing better than to see the Jones Act repealed. All seemed to be somewhat in agreement. The Maritime Industry is in dire need of some immediate help.

## Personals

**Biago Di. Mento**

Please get in touch with your wife, Purificacion Manzano, c/o Yolanda Exconde, Reading And Bates Const. Co., P.O. Box 2827, Khartoum, Sudan.

**Donald F. Giovanni**

Please contact Alfred G. Onishea, son of Josephine Ocon, at 2427 Alameda Dr., Bossier City, La. 71111 or call (318) 746-8120.

**Andrew Lee Hill**

Your brother, James Hill, is very sick. Please contact him at Tampa Heights Hospital, Tampa, Fla. 33605, or call (813) 238-9054.

**Charles Philip Marker**

Please contact your daughter Emilia Delores Marker Bigley at (202) 675-5266.

**Donald I. ("Mo") Piper**

Donald I. Piper, or anyone knowing his whereabouts, please contact Steven Piper, P.O. Box 6, San Luis Rey, Calif. 92068.

**Clarence Henry Riddel Jr.**

Your daughter (Edith Buckhannon's daughter), Joyce Grimm, would like you to contact her at RD #4, Box 305, Cameron, W. Va. 26033. "Please write."



**YOU  
WORKED  
HARD  
FOR YOUR  
PAPERS  
DON'T LET  
DRUGS  
TAKE  
THEM AWAY.  
... DRUGS  
CAN KILL  
YOU!**

*Frank EVERS S.I.U.*



# Drozak and Chief of Naval Operations Agree: Merchant Marine Is Vital to National Defense

SIU President Frank Drozak and Chief of Naval Operations Adm. James D. Watkins recently shared a panel at the Amphibious Warfare Strategic Sealift Conference. The conference helped outline some of the problems and solutions for the merchant marine's role in the nation's defense. Here are some of their comments.

## Drozak

When it comes to the U.S. merchant marine, the question always is: Will we be there to do the job the U.S. military envisions for us with the crews we have?

To answer that question, you must be aware that the modern U.S. merchant marine is a far more diverse industry than 20 years ago. Our ships have gotten larger, our crews smaller, and automation has grown. We also have seen the introduction of new classes of vessels that were once merely a naval architect's bold new idea.

Over much of this period we were capable of meeting the nation's sealift needs, both in numbers of ships and qualified manpower. Today, however, we find ourselves at a crucial crossroads. Recently, MARAD reported that the active U.S.-flag fleet has dropped below 400 ships. This decline, if not reversed by positive government action, will severely harm the nation's merchant marine manpower needs by driving away new blood from entering the industry.

The average age of an SIU member today is 37 years. It will be difficult for the industry, however, to keep younger skilled seamen unless job opportunities are sufficient to earn a livelihood. Few, if any, merchant seamen can continue experiencing long-term periods of unemployment without giving serious consideration to looking for employment in another industry.

If the present shipping depression continues, our sealift capability will be put to a severe test. We can eliminate this concern by working together as government, industry and labor to develop programs to provide long-term job security.

***"It will be difficult for this industry to keep younger skilled seamen unless job opportunities are sufficient to earn a livelihood."***

At the Seafarers Harry Lundeberg School of Seamanship, we have initiated specific programs that every seaman must take that teach military skills such as damage control; firefighting; and cargo handling. We have spent hundreds of thousands of dollars on cranes, advanced cargo gear, and related realistic training for military work.

We want to do our part and are doing it.

The Navy, however, must do theirs.

The Navy cannot expect us to man 100 Ready Reserve Fleet vessels overnight without giving us the opportunity to frequently man and operate these laid-up vessels. You would not put an untrained crew on an aircraft carrier and steam it out in 72 hours. Yet, you expect us to do that with RRF vessels.

You must assure that at a minimum, our crews get enough time on these vessels to gain proficiency in them. You should use as a model your SL-7 fast sealift ship program, in which you keep skeleton crews on these laid-up vessels. These crewmen provide the skilled nucleus needed for vessel activation. You should do no less for the rest of the RRF. This is a vital requirement.

Budget allocations should be made for shipboard crews too, or you may wake up one morning to find yourself ship-rich but crew-poor. Development of a skeleton crew concept on these vessels is the absolute safe minimum policy in this area.

We should also be given more extensive work to do in the non-combatant Navy support area. The Navy should stop hauling its own ammo, fuel and supplies. We can man your ships that do these jobs. We can do your tug work. We can run the Air Force's launches and the Army's tugs and LSV's. There is nothing about these crafts that is any different from commercial operations.

The more you give us to do in this area, the more you do to keep us ready and to train more of our members in how to assist you.

Finally, the Navy should apply the Service Contract Act to all its contracts where applicable, and most would be, so there is a decent floor placed on wage rates. If you let wages be bid down too low, you will not get the type of crews you need.

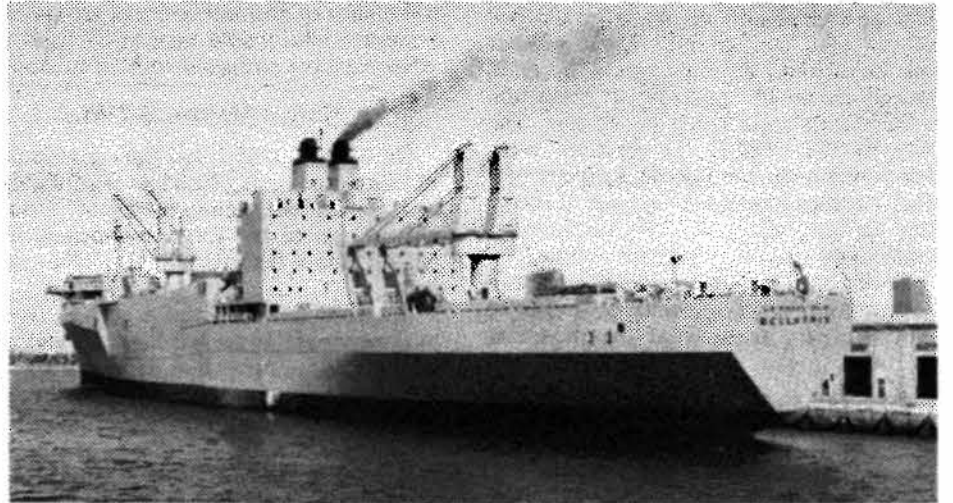
In summary, our message is: Give us the full mission in peacetime that you expect us to do in an emergency. Give us a level of work that will sustain a broad-based mix of companies and unions. Let us do your support work at fair wages and concentrate your military resources and manpower on combatant vessels and missions.

If you do that, you will find that come a crisis, we will be there to support and assist you as ably and loyally as we have done in every U.S. war and crisis.

## Admiral Watkins

With the 1980s and the Reagan administration came dramatic new awareness in the need for American sea power. A commitment was made to the American people—they would have a 600 ship Navy on the seas by the decade's end. But sea power, more than combatant ships alone, is having a strong merchant marine as well. And, herculean efforts are still needed to correct deficiencies in our U.S.-flag fleet. I don't have to remind this audience that our merchant marine has fallen from first in the world in 1950 to tenth place today.

Can we allow this vital arm of sea power to atrophy by default any further? I say, no. If we do, our nation could easily be crippled by a determined foe, and they know it. Our merchant fleet must not only provide efficient, economical



and profitable commercial services in peacetime, but must also be ready to carry men, material and supplies as a naval auxiliary force in times of emergency. A well-sized U.S.-flag fleet is an essential element of deterrence for a maritime nation.

In fact, it is estimated that more than 1,000 merchant shiploads per month would be required to reinforce and resupply Europe during the first 180 days of a conflict. Since our national strategy of forward defense implies that armed conflict will usually occur far from our shores, strategic sealift capabilities are absolutely essential to our defense.

But, if we had to confront a threat in various oceans and regions, would we be assured of victory with our merchant marine of today?

Answering that question brings the need for a strong maritime fleet into sharp focus. Today, our sealift studies show that it would essentially take every single U.S.-flag merchant ship—and most of those of our allies—just to support our forward deployed forces in a large-scale conflict. And, that doesn't even include any additional ships for attrition.

The result is that our national economy and industrial base would be hostage to foreign-flag shipping for vital services and import of natural resources. This is not a comfortable position for an insular nation . . . particularly one with globe-spanning commitments and dedicated to the defense of the free world.

In March of 1984, we formally recognized strategic sealift as the third major function of the Navy along with sea control and power projection. This reemphasized the increasing importance of strategic sealift to our overall military and deterrent capabilities.

***"It would take every single U.S.-flag ship—and most of those of our allies—just to support our forward deployed forces in a major conflict."***

Today, sealift is one of the fastest growth areas in the Navy budget. Our new awareness of sealift can be seen as we pump \$20 billion directly into the maritime industry for new ship construction, ship conversions, charter programs, operations and maintenance. While I have repeatedly testified about the necessity of a strong merchant marine on Capitol Hill, I think our actions are proof positive of our commitment.

But the Navy cannot bear the total responsibility for revitalizing the maritime industry. Shipyards, labor unions and ship operators all must demonstrate their awareness and determination. There are no quick fixes or easy injections of subsidies which can correct these problems. The Navy's effort, while significant, is not enough. It is a modest injection where a transfusion is needed.

There is an abundance of cargo carried for use by this nation and exported to other nations. We must carry more of this cargo. We must learn to compete better in the real-world marketplace today to ensure survival of our merchant marine tomorrow. Since there will always be a differential between our wages and costs, and those of others with whom we are competing, we must get smarter, more efficient and use American ingenuity.

The time is now for developing a strong merchant marine. Time is now for countering a threat which is significant and growing. The time is now for enhancing effectiveness of our forward-deployed strategy which heavily depends upon a strong merchant marine.