



LOG

Official Publication of the Seafarers International Union • Atlantic, Gulf, Lakes and Inland Waters District • AFL-CIO Vol. 50, No. 6 June 1988

Spotlight on Inland

East and Gulf Coast Boatmen at Work



The SIU-crewed *Beaufort Belle* (Steuart Transportation) pushes a barge in Morehead City, N.C. See pages 12-15 for a special photo section on the East and Gulf coasts.

Services Mark Maritime Day

This year's Maritime Day carried a new spirit of recognition for U.S. merchant seamen who sailed during World War II. While ceremonies every year had honored their sacrifices, 1988 was the first year they could officially be called war veterans.

Earlier this year, after a decades-long fight, World War II-era seamen won veterans' rights. So far, more than 40,000 seamen have applied for veterans' status and the benefits that go with it.

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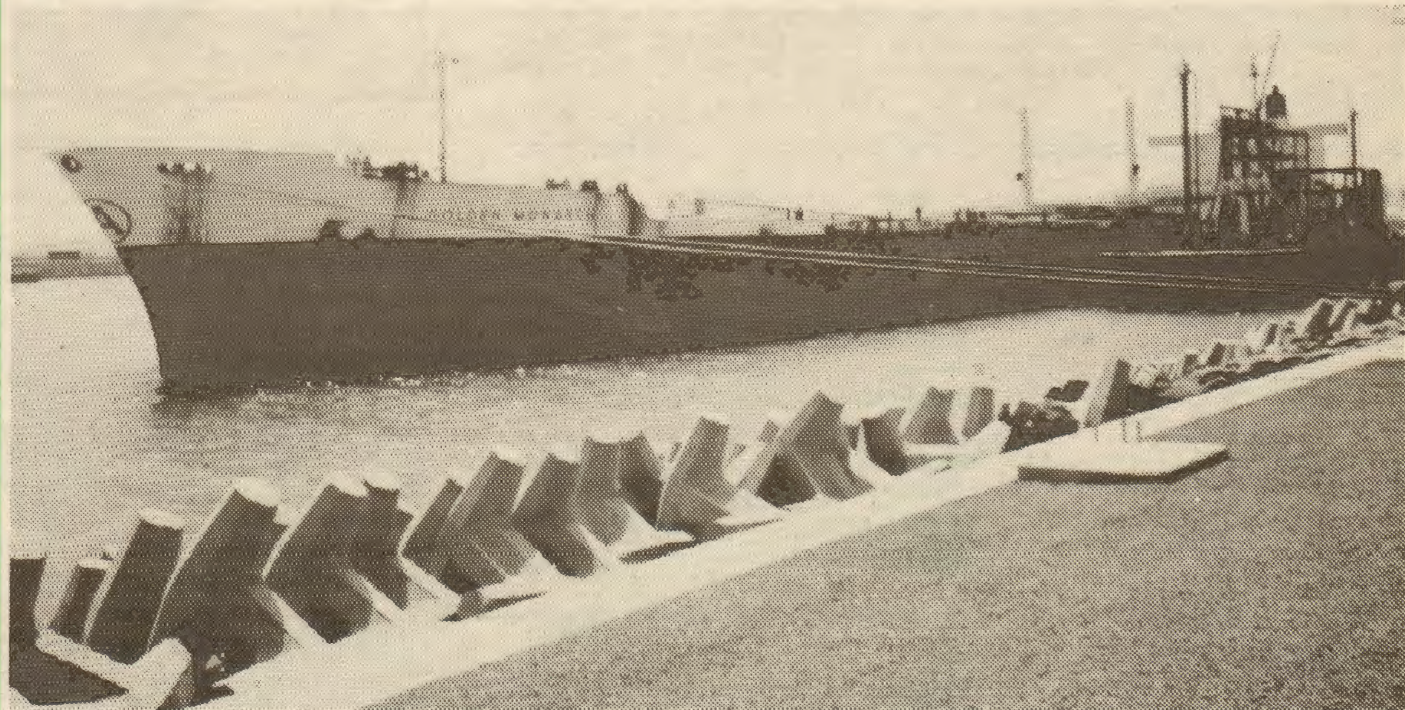
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SIU-Crewed Tanker

Golden Monarch Makes San Juan Payoff

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President's Report

by Frank Drozak

In a few months we will be marking the 50th anniversary of the founding of our Union, and I have been reflecting on the many struggles we have endured together, and the victories and disappointments we have shared. We are planning a special edition of the LOG in October to memorialize this milestone in our history. There will be features and photographs recounting our long and sometimes turbulent history: our early organizing victories, our major strikes, our early leaders, and our major beefs and breakthroughs. We want to make this an historical document that you will be proud to treasure and to show to your family and friends.

We want this special issue to do something else. We hope that it will validate and affirm the many

sacrifices of our older members who stayed for the long journey as we struggled to build our organization as one which truly cares for the well-being of all of our brothers and sisters. And we hope that it will ignite these feelings in our younger members so that we can continue our traditions and build for the future.

As I reflect on the many assignments I have had as an official of this organization, there are some common threads that are woven into the tapestry of my memories. From the very earliest days, when I came ashore to work as an organizer for our Union in Mobile, I learned that the SIU was an organization that put the job security of its membership above everything else. Throughout the years, as I represented this Union in Phil-

adelphia, San Francisco, New York and in Alaska, I met and worked with all of our officials and most of our membership. I have seen our membership on picket lines and at political rallies. I worked with them through long nights of contract negotiations and long days of building our school in Piney Point. I have seen our members make sacrifices of their time and energy when our organization was being challenged by employers or by an anti-labor government. I came to not only respect this membership, but to love them.

Every time we came to this membership with a new program or a new challenge, they responded. And that, precisely, has been and is our strength: that there is a mutual trust between the leadership and the membership of our Union, and that when called upon, we are united as one.

We need look no further than to what has happened within our industry and our organization in the past 10 years. The private sector of our industry has shrunk by nearly 50 percent, and yet every single full book member of this Union is assured a good-paying job whenever

he or she registers. This is because we had the foresight to prepare for the growing numbers of military support ships by providing training and upgrading to ensure that SIU members would be the best-qualified seamen available for these jobs. And, our members responded by taking advantage of the training and upgrading opportunities offered to them at Lundeberg School in Piney Point.

Today, we are the largest and strongest labor union representing unlicensed seamen anywhere in the world. And we are the best-trained and most experienced seafarers for today's fast, high-technology military support vessels.

All of this has been possible because we have a membership which is informed and is willing to take the risks of trying something new when the old ways no longer work.

I am proud to be a member of the Seafarers International Union. And I am proud and grateful for the support of this membership.



Pictured in front of the Capitol during their tour of Congress, this group of upgraders includes Greg Bell, Fred Rubin, Mark Lawrence, Guillermo O'Neal, Mike "Mad Dog" Clapsahw, Steve Migliara, Mark Field, John Beard, Ralph Thomas, Bob Richard and SIU Lobbyist Liz DeMato.

Sacco Is Named MTD Vice President

Michael Sacco (below) executive vice president of the Seafarers, has been appointed vice president of



the MTD by the MTD Executive Board. Sacco's appointment came following the resignation of William F. Zenga, business manager of Local 25, Marine Division, of the Operating Engineers. Zenga, saying the pressure of duties at Local 25 required that he vacate the vice president's post, did agree to serve as the MTD National Field Coordinator.

Sacco, 51, also serves as secretary-treasurer of the MTD's St. Louis Port Council. He is a member of the Executive Board of the Missouri State Labor Council, AFL-CIO. A native of Brooklyn, Sacco joined the SIU in 1959.

Zenga has been a member of the Operating Engineers since 1941. He is a member of the Executive Board of the New Jersey Maritime Advisory Council and the New York State Coastal Zone Management Advisory Committee.



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SIU Backs New Alaskan Oil Exploration Effort

The SIU and the rest of the maritime industry is awaiting action on an Alaskan oil development bill which could keep the Union's Alaskan tankers in business well into the next century.

Recently the House Merchant Marine Committee and the Senate Energy Committee approved legislation which would open a small coastal strip of the Alaskan National Wildlife Refuge (ANWR) to petroleum exploration and production. Currently the bill is in the hands of the House Interior Committee.

Some projections show that up to nine billion barrels of oil could be recovered in the ANWR coastal plain, a strip of land about 100 miles long and 20 miles wide, some 50 miles east of Prudhoe Bay. The area accounts for 8 percent of the total land in the ANWR.

"Development there is important for a number of reasons," said SIU President Frank Drozak. "The sup-

plies of oil on the North Slope are shrinking. Right now that accounts for about 20 percent of all domestic oil production. That oil has to be replaced for economic and national security reasons."

Currently the North Slope fields produce about 1.5 million barrels of oil a day. By the year 2000, that is predicted to drop to only 280,000 per day.

"We've got two choices. We can replace that oil with foreign oil and all the problems that go along with depending on a foreign source. Or we can try to replace it with oil produced here in the United States," said SIU Executive Vice President Mike Sacco.

North Slope oil keeps about 40 SIU tankers sailing, out of a total of about 70 tankers in the Alaskan oil trade. As less oil is produced, fewer ships will be needed. But industry experts hope that if ANWR exploration is

successful and production begins within the next 10 years, the new production will take up the slack in the demand for tankers.

"Obviously we are looking to protect Seafarers' jobs, but we have broader concerns too. The ANWR has to play a role in the nation's energy future. Development there is just one way to keep us energy self-sufficient," Sacco said.

The SIU backs efforts to examine alternate fuel sources and conservation.

Some environmental groups have opposed the development of the ANWR. But studies have shown production in the current North Slope fields has not had a major impact on wildlife and vegetation in that area.

"Provisions must be adopted which will maintain the ecology of the Arctic plain and not substantially interfere with the wildlife now utilizing that area," Drozak said.

A study by the Arctic Slope Regional Corporation, an Inupiat Eskimo-owned corporation, backs the development of the ANWR. Its study shows that Alaskan native people and the area's wildlife and vegetation can co-exist with oil production in the area.

"Congress will be faced with the problem of reconciling diverse goals on the national need for additional dependable energy supplies, the national need and interest in the preservation of wilderness or nearly wild lands, and the promise to Alaska natives regarding continued availability of subsistence fish and wildlife resources.

"These goals are not however mutually exclusive," the report said. "Given the oil and gas exploration and production technology existing today, the ANWR Coastal Plain can be opened to leasing that is consistent with all these important requirements."

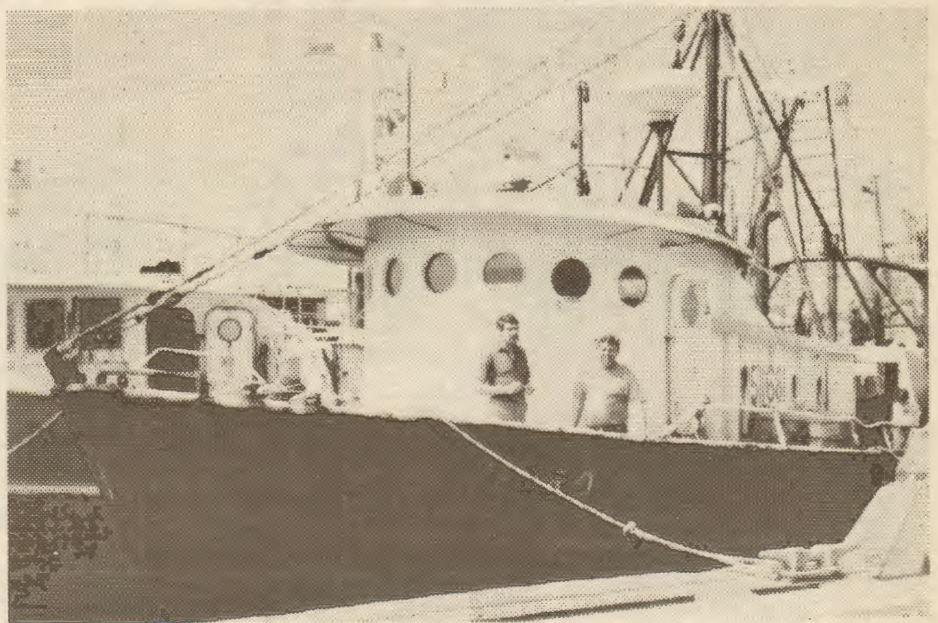
SIU Fishermen in New Bedford



Deckhand Gilberto Nunes puts a little fresh paint on the *Sao Pedro*.



One of the SIU fishing boats in New Bedford is the *Elizabet & Victoria*. Pictured above are crewmembers Jose Alho, Joaquim Marques, Jose Vagos and Manuel Afonso.



In between trips, the *Sao Pedro* ties up in New Bedford. Above are Engineer Manuel Roda and Mate Antonio Pimentel.

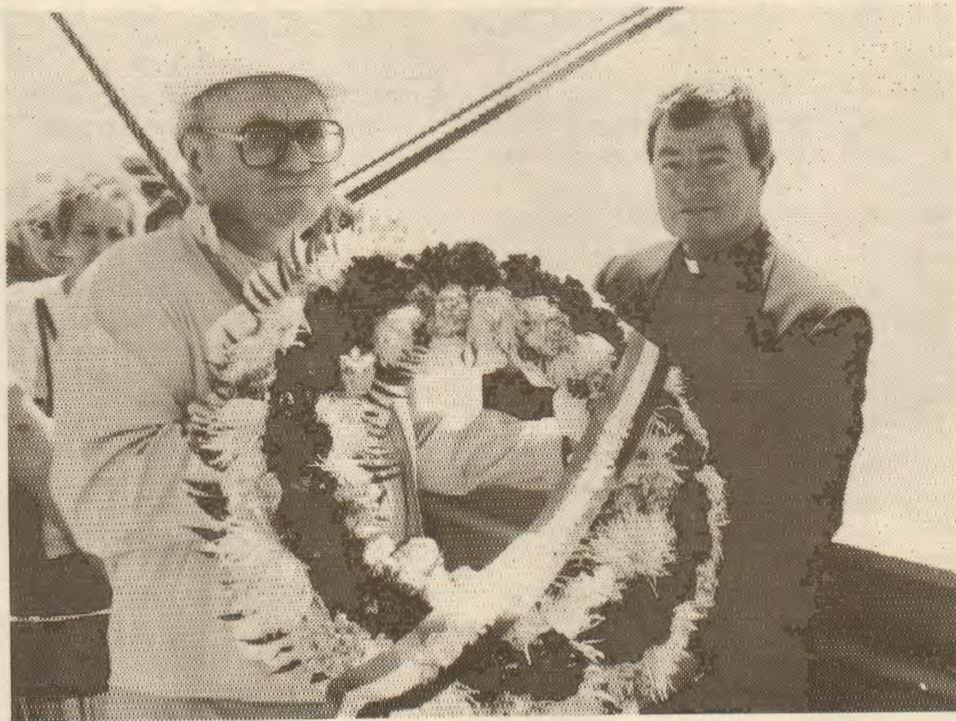
Maritime Day—A Time to Honor the Sacrifices

(Continued from Page 1.)

But those are the lucky survivors. More than 5,600 seamen died when 733 ships were sunk by enemy action in the war. That casualty rate was only second to the Marine Corps.

Below is the dedication of the wreath verse read at the New York and New Jersey services.

Almighty God, Lord of the storm and of the calm, the vexed sea and the quiet haven, of life and death; accept our prayers on behalf of all thy servants who have perished in following the perilous vocation of the seafarer. Bless this wreath to the memory of those whom we entrust into thy eternal keeping. Grant them the unending joys of your glorious kingdom of light and peace, in the blessed company of all your faithful people in every time and place; and grant to us the grace to abide in your will with our spirits strengthened and our faith renewed; in thy Name we ask it. Amen.



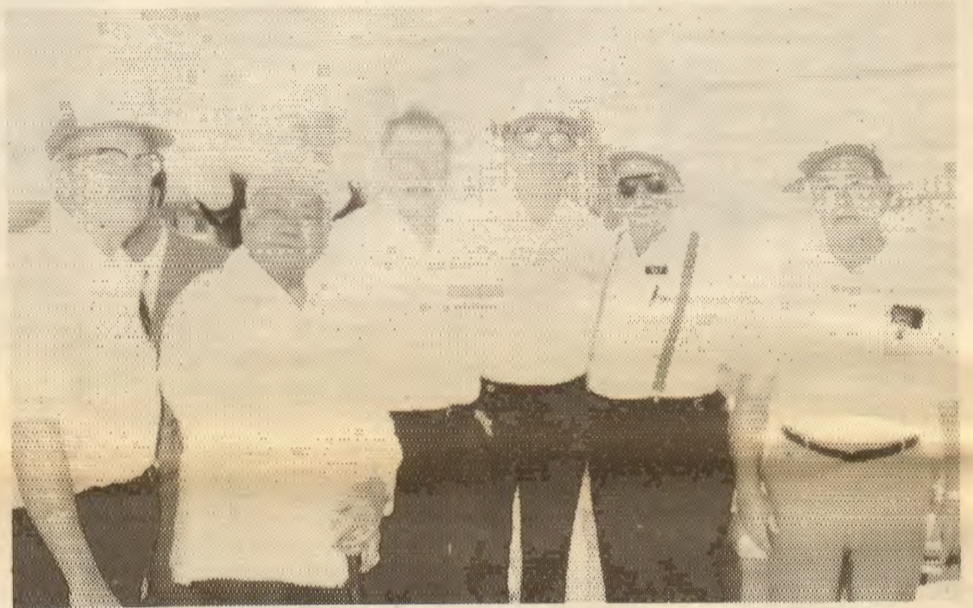
In San Francisco, Maritime Day services were held aboard the old Liberty ship *Jeremiah O'Brien*. Here, with the memorial wreath are SIU V.P. George McCartney (left) and Father John Heaney, chaplain and director of San Francisco's Apostleship of the Sea.



In Mobile, Ala. retired MEBA member Yancy Hall prepares to throw wreath overboard.



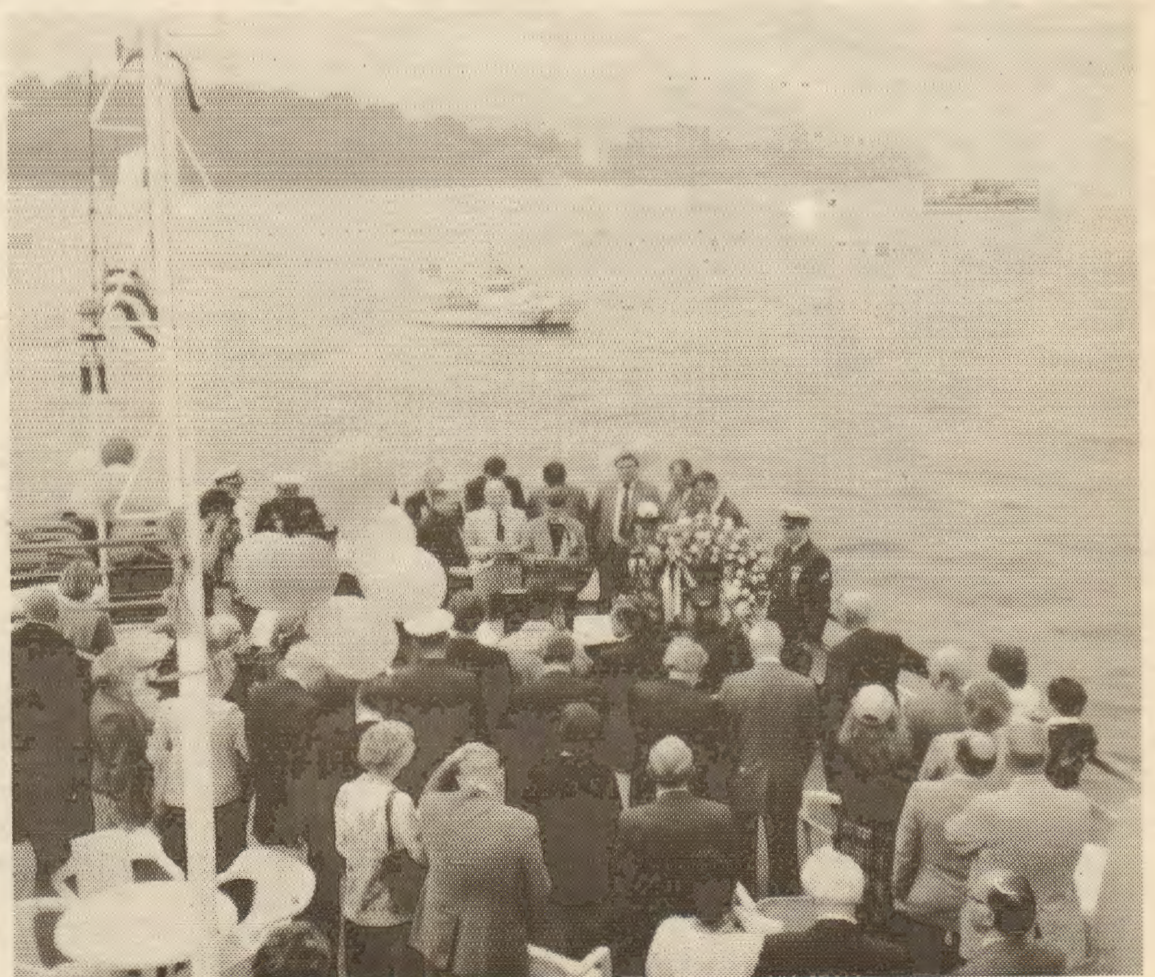
SIU V.P. Jack Caffey (left), SIU Rep John Leiter (center) and MEBA-2 V.P. Jerry Joseph at New York's Maritime Day.



Several retired merchant seamen took part in Mobile's ceremony. Pictured above are (l. to r., front row) J.P. Williams (MM&P), Phil Reyes (SIU) Mobile Port Agent Tom Glidewell, Ralph Smith (SIU), Charlie Avera (SIU), Jimmy Bartlett (SIU), (back row) Yancy Hall (MEBA) and Archie Gamble (MM&P)

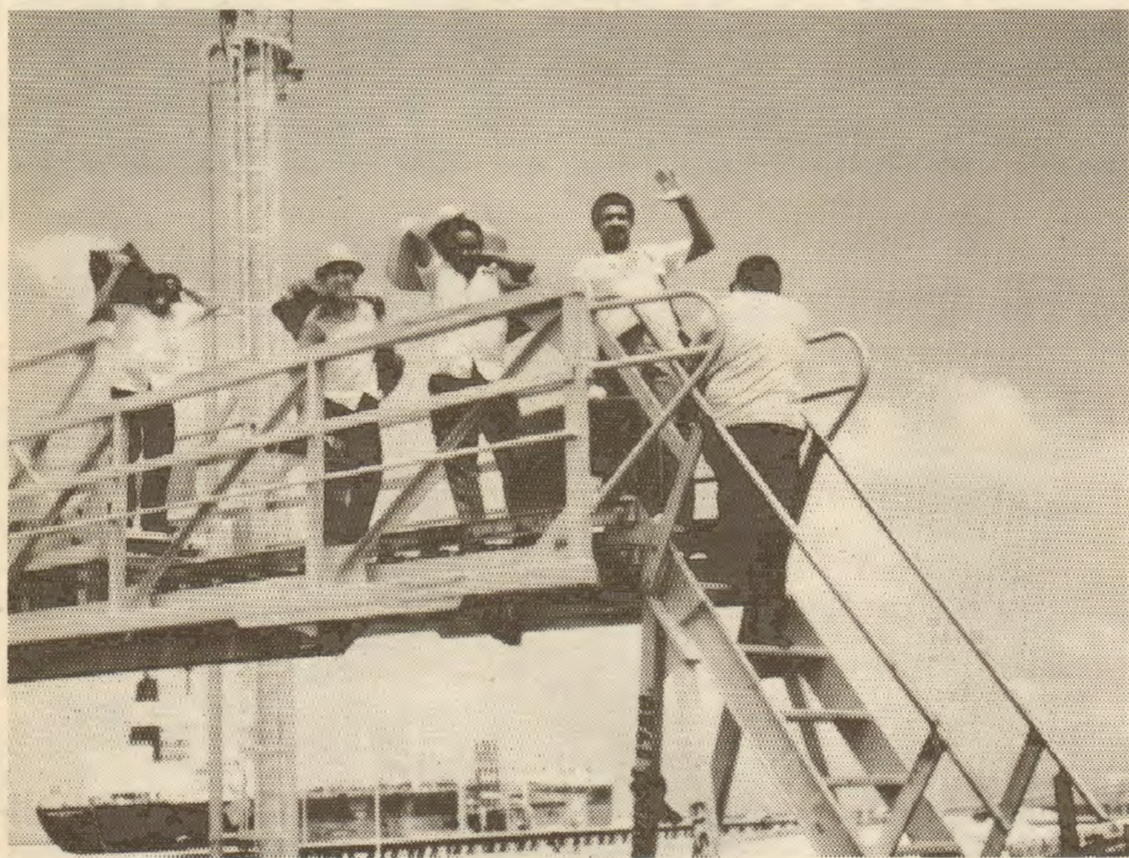


The U.S. Merchant Marine Academy Color Guard and the U.S. Navy Band at Washington's observance of Maritime Day.



In New York Harbor on Maritime Day.

The Golden Monarch In San Juan



Ready for the next voyage are (l. to r.) AB Angel Velez, AB Clemente Figueroa, S/A Jose Jorge, OS Victor Mondecki and (with his back turned) AB Angel Toucet.



Coming aboard for the next run on the *Golden Monarch* are AB Julio Mattos (left) and Relief Bosun Ruben Morales Jr.



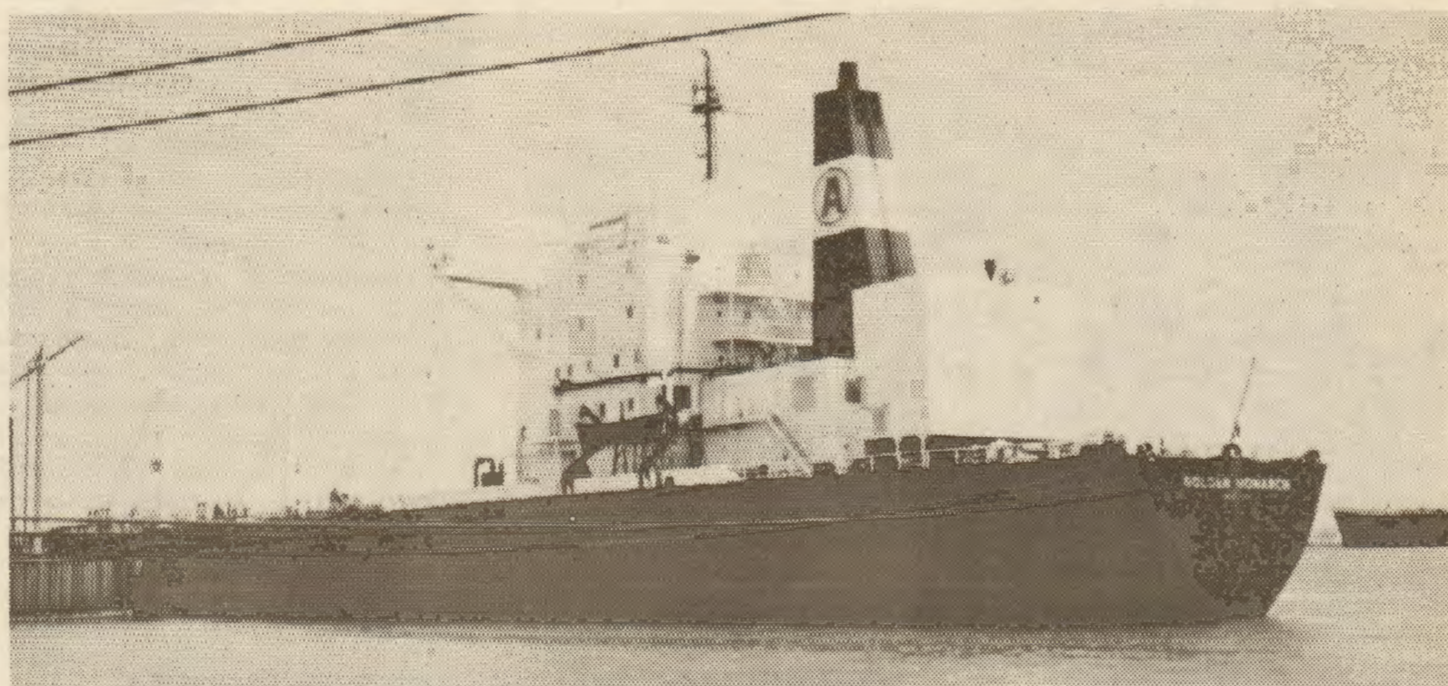
Photos by Angel Hernandez



Before the payoff, *Monarch* crewmembers wait for their books to be checked. They are (l. to r.) S/A Joseph Simonetti, Steward/Cook Floyd Bishop, AB Benaia Berberena, QMED Genaro Esposito, OS Teodoro Quinones, San Juan Port Agent Angel Hernandez and Assisting Patrolman Miguel Alicea.



AB Marvin Mason stands gangway watch on the *Golden Monarch* (Apex Marine) during its San Juan payoff.





Unique Unrep for USNS A.J. Higgins and Royal Yacht Britannia

by Bob Borden, PAO, MSCPAC

The newest oiler to join the MSCPAC fleet, the *USNS Andrew J. Higgins*, has a lot of underway replenishments in her future, but it's unlikely any will be as unique or memorable as the two she had in her recent past with a famous British vessel.

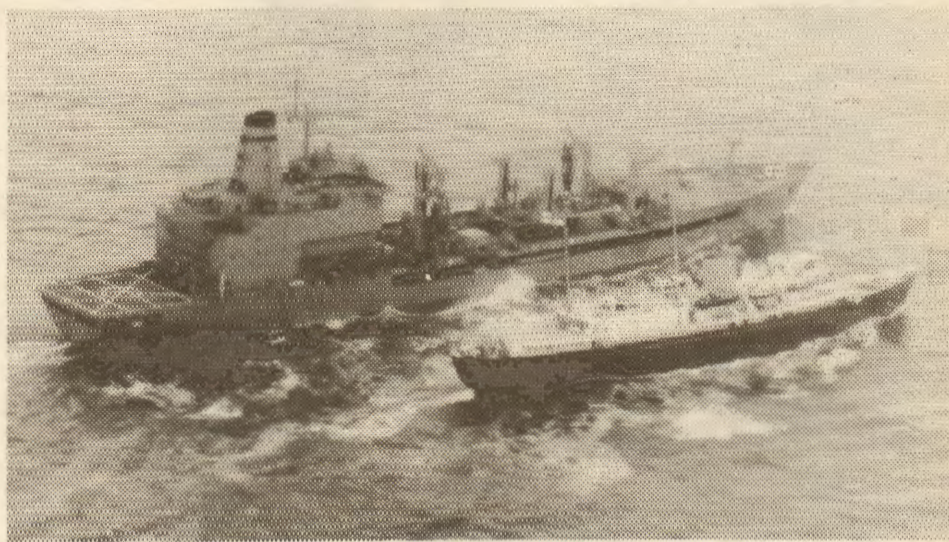
In March, the *Higgins* performed unrep's with the Royal Yacht *Britannia* between Southern California and Hawaii, and then again when the *Britannia* left Hawaii enroute to Australia. The Royal Yacht was in Southern California in late February berthed at the Long Beach Naval Station while Britain's Prince Andrew and his wife Sarah were in town promoting the United Kingdom to California business executives. When the 412-foot yacht set sail for Hawaii, the *USNS Higgins* left Long Beach at the same time. The *Britannia's* ultimate destination while in the Pacific was Australia to help celebrate that country's 200th anniversary. Like any other motor-propelled vessel, she needed fuel to make her way across the world's largest ocean, and the *Higgins* was glad to assist her.

"This is the first time I've ever had

an underway replenishment with a yacht," said Capt. Michael Watson, the master of the *Higgins* and a 26-year veteran of MSCPAC. "It's certainly not a normal situation, but it was quite an experience. There was good cooperation and communication between the crews and both replenishment operations went very smoothly." In Hawaii, Capt. Watson and the ship's OIC, Lt. Lon Winger, attended a reception aboard the *Britannia* while the ship was berthed at Pearl Harbor.

Noting that it was the first time in 34 years that the *Britannia* has taken fuel underway from a foreign fleet oiler, the flag officer of the Royal Yacht, Rear Adm. J. Garnier, said in a March message to the *Higgins* that he was most grateful for the two replenishments.

"The *Higgins'* very efficient and smart cooperation has greatly facilitated the execution of a very tight program," said Rear Adm. Garnier. "The efforts of all involved in arranging and conducting this valuable period of bi-lateral cooperation are acknowledged with gratitude and admiration."



The *USNS Higgins* replenishing the Royal Yacht *Britannia*. (Photo by PH2/AC J.C. Byrne III PATSQUADONE)

New Chief Staff Officer at MSCPAC

Capt. James P. Breece, USNR, assumed the duties of chief staff officer at MSCPAC in early May after relieving Capt. Peter S. Roder, who plans to retire from the Navy in June.

A 1961 graduate of the U. S. Naval Academy, Capt. Breece spent 10 years on active duty until he left the service in 1971 to work in the maritime shipbuilding and shipping industry on the Great Lakes. While employed in the commercial sector from 1971 to early 1974, Capt. Breece retained his commission as a selected reserve.

Designated a Training and Administrative Reserve (TAR) officer when he returned to active duty, his initial assignment was commanding officer of the U. S. Naval and Marine Corps Reserve Center in Salt Lake City and the U. S. Naval Reserve Facility in Provo, Utah. Since then, some of his assignments have included chief staff officer with Destroyer Squadron Twenty Seven; executive and commanding officer of the *USS Tulare*; commanding officer of the *USS Mauna Kea*; and most recently, commanding officer of the *USS Vulcan*.



Capt. James P. Breece

Before assuming his new position May 9, Capt. Breece met with Oakland department heads and toured MSCPAC offices and ships in Seattle, Long Beach, San Diego and Honolulu, with stops at the TAGOS Support Unit at Pearl Harbor and a meeting with the MSCPAC representative to CINCPACFLT.

China Delegation Tours Mercy

A visiting delegation of distinguished doctors, scientists and educators from the People's Republic of China (PRC) toured the *USNS Mercy* April 29 on the last stop of their two-week tour of military medical facilities in the United States. The tour was sponsored by Dr. William Mayer, assistant secretary of defense for health affairs. Last year, Dr. Mayer and other DOD health officials visited several medical sites in China.

The PRC delegation, led by Gen. Liu Mingpu of the PRC People's Liberation Army, included eight senior medical and science defense officials.

They were accompanied by Major Gen. William P. Winkler, Jr., MC, USA, deputy assistant secretary of defense for medical readiness, a state department interpreter, and other DOD health officials.

After being welcomed aboard ship by Capt. W. T. Dannheim, USN, COMSCPAC, the visitors carefully took notes when Capt. Dannheim briefed them on the history of the ship and its humanitarian voyage to the Philippines and the South Pacific last year. Cdr. James Hanrahan, MC, USN, officer in charge of the ship's Medical



CDR James Hanrahan of the *USNS Mercy* leads a group of visiting Chinese military doctors and scientists on a tour of the hospital ship in Oakland.

Treatment Facility, led the group on a thorough 90-minute tour of the *Mercy* and her floating hospital.

Though the *Mercy* has hosted a number of dignitaries since she entered service with MSCPAC in late 1988, this was the first time the hospital ship has entertained a large delegation of senior foreign officials.

"The group has enjoyed their United States tour very much and to see this very unique ship is a fitting way for them to end their tour," said Gen. Winkler, who accompanied Dr. Mayer to China for 12 days in May last year. "There's been an exchange of mutually beneficial medical information

and I think that's very encouraging. It may lead to a broader exchange between our countries."

Capt. Dannheim did his part for diplomacy when he presented Gen. Liu with an engraved *USNS Mercy* plaque and *Mercy* hats to every member of the PRC delegation. In turn, Gen. Liu gave Capt. Dannheim a handsome emblem of the PRC Navy mounted on a plaque.

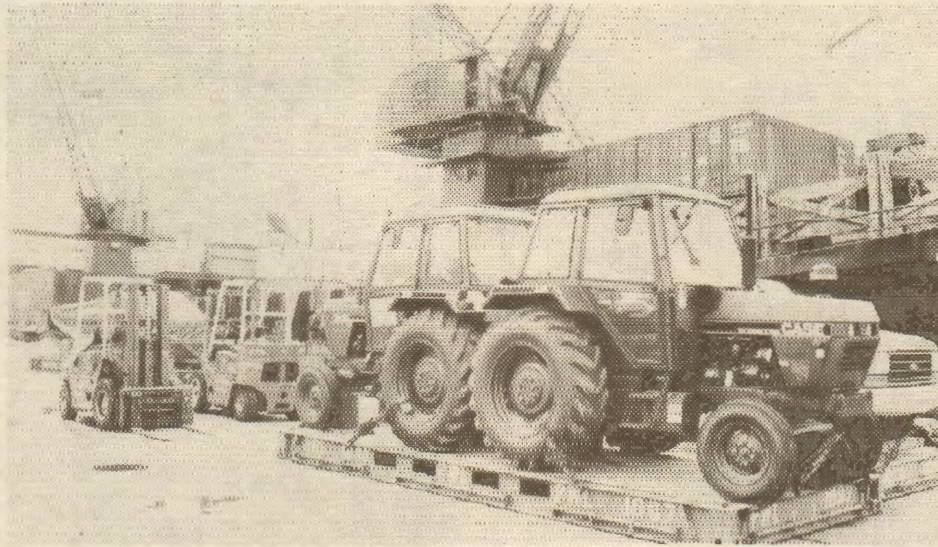
B.B.

Support SPAD

Annual Operation Cool Barge Under Way to Alaska

The annual tug and barge resupply operation to Alaska got underway from Seattle, Wash. in March and April when the initial loads of "Operation Cool Barge" material were put aboard barges bound for the nation's largest and most isolated state. By the time Operation Cool Barge ends in October, the MSC-contracted operation will have served 120 remote Alaskan sites with 14 million gallons of bulk fuel and about 5,000 short tons of dry cargo.

"We deliver just about everything from A to Z," says Lt. Col. Jasper H. Rogers, USAF, the commander of the Air Force Water Port Logistics Office (WPLO) in Seattle. WPLO is the staging site for Cool Barge and other government cargo headed for Alaska, North Canada and Greenland. Before the beginning of the Cool Barge season, the spacious WPLO warehouse—a former auto factory with the capacity to store more than five football fields of material—held enough Cool Barge dry cargo to satisfy customer needs for a year. "We've got construction supplies for sites undergoing renovation, medical supplies for health care sites and hospitals, and food, consumer products and just about anything else for the many areas served by Cool Barge," says Lt. Col. Rogers, who has a staff of 12 full-time and several seasonal employees to receive, store and crate all of the cargo that eventually goes to Alaska and other northern sites.



Operation Cool Barge cargo waits to be loaded onto a barge bound for Alaska.

MSC's tug and barge contractor for Cool Barge, Alaska Puget United Transportation Company (APUTCO), is responsible for the delivery of the government cargo to Alaska. Using a combination of barges, tugs and a number of lighterage vessels, the company delivers cargo to sites unreachable by ships and only occasionally resupplied by aircraft.

"Tugs and barges are still the best way to reach remote sites in Alaska," says Bill O'Shea, vice president of arctic operations for APUTCO. "It's certainly the most cost effective and operationally effective way to resupply Alaska.

"Even though we've been involved with Cool Barge for so long and make

it look easy, it isn't," says O'Shea, who's worked with the project for 30 years. "It's still a tough, harsh operation."

Craggy rocks and sandbars along the 34,000 mile Alaskan shoreline, along with 80 knot winds in the Aleutian Islands chain and ice in the Chukchi and Beaufort Seas above the Arctic Circle, help bring meaning to O'Shea's statement. Because timing is absolutely critical to the operation during the six months of "good weather" in Alaska, Cool Barge personnel sometimes work around the clock to meet their crucial delivery schedule. Operations begin in Southeastern Alaska in late March and move to the Alaskan Peninsula, the Aleutian Chain and

Bristol Bay by May. From there, dry cargo and fuel is moved into the Bering Sea and up the long, shallow Kuskokwim River during June and July. The last part of Operation Cool Barge in August and September is conducted in the Arctic before the sea freezes over for another season. Federal Cool Barge customers include the Air Force, Coast Guard and the Navy's Arctic Submarine Laboratory; the Bureau of Indian Affairs, the Federal Aviation Administration and the U. S. Fish and Wildlife Service, along with the National Weather Service and the Department of Health and Human Resources.

For many, the once-a-year tug and barge arrival to remote areas of Alaska is a time of joy. "The people still get excited when they see their cargo being delivered," says Kenneth Faris, APUTCO's administrative manager. "Whether it's a site along the coast or a village up a river, a lot of people come out to greet us, despite the fact it's become a routine, seasonal activity."

Though the \$6.4 million Cool Barge contract was awarded by MSC headquarters in Washington, much of the day-to-day work administering the contract is performed by MSCO personnel in Seattle and Alaska. "We're in contact with the two offices all the time during the Cool Barge season," says APUTCO's Faris. "Between them, there's a great deal of corporate knowledge out there and it's helped to ensure a very smooth operation." The people who depend on Cool Barge deliveries would no doubt agree.

B.B.

KNOW YOUR RIGHTS

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

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

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

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

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

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

KNOW YOUR RIGHTS



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

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

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

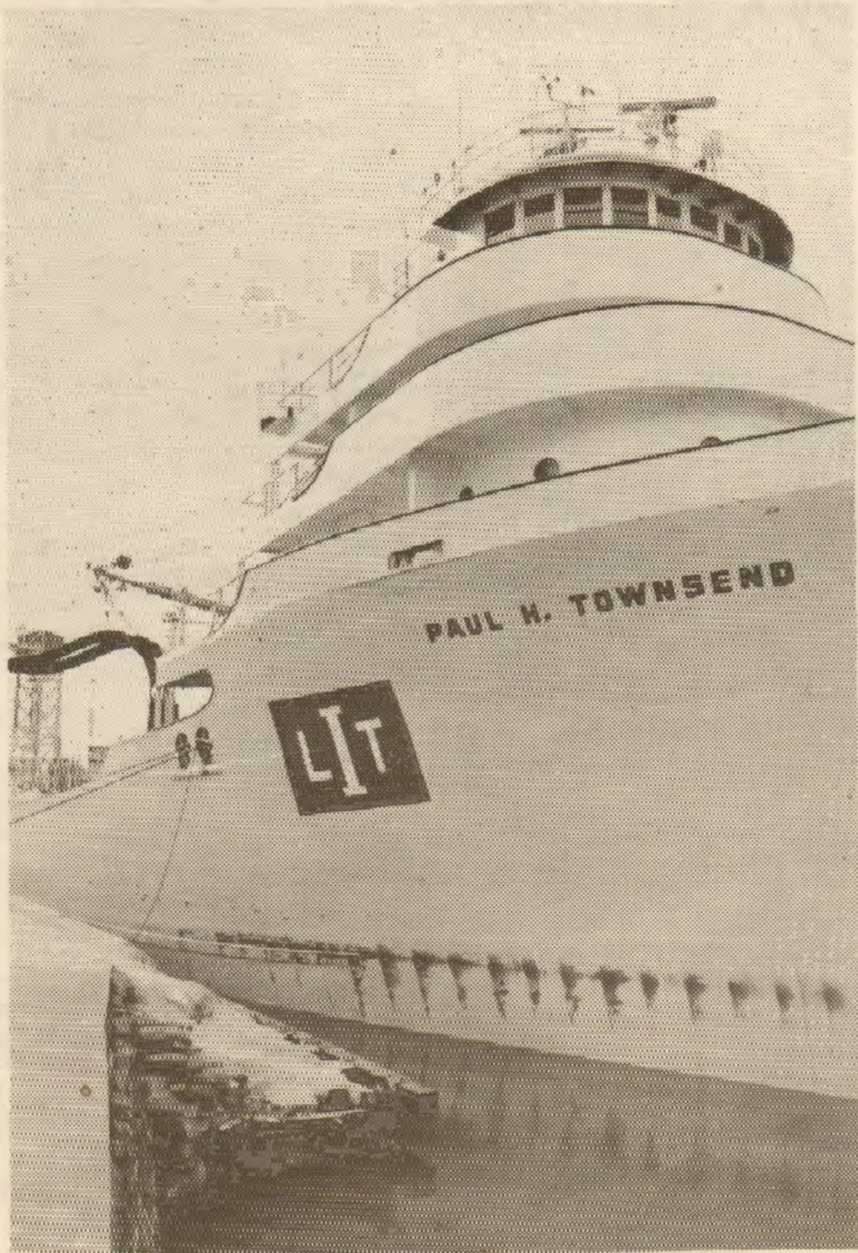
KNOW YOUR RIGHTS

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

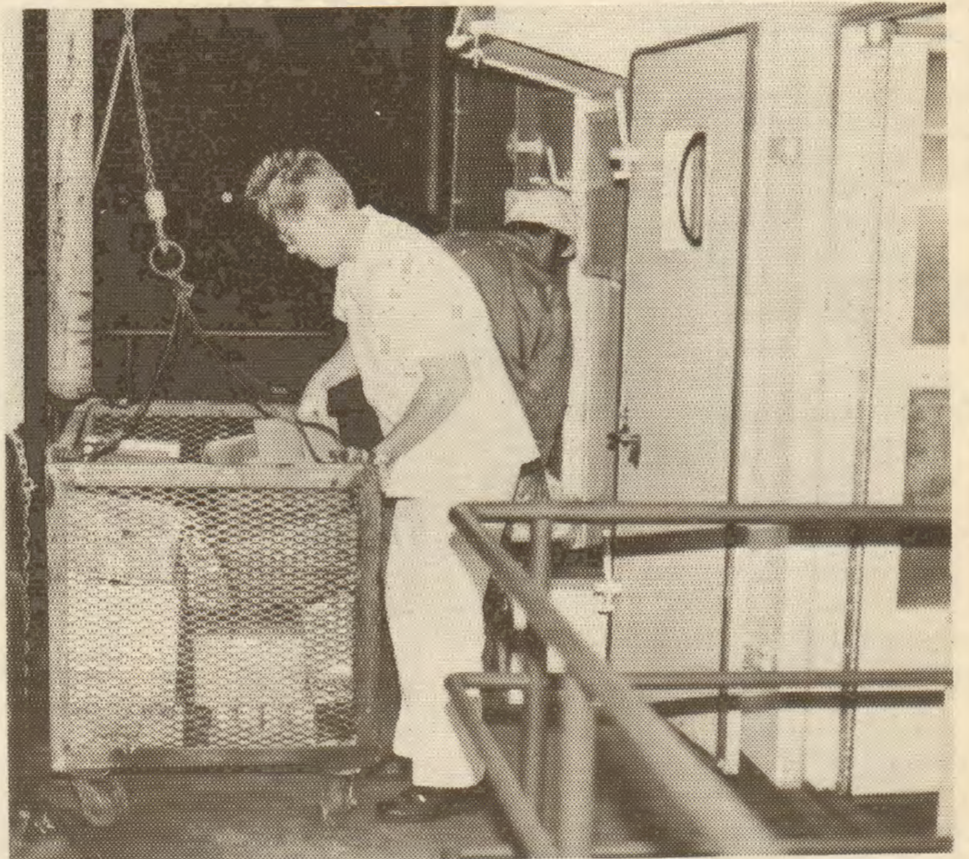
EQUAL RIGHTS. All members are guaranteed equal rights in employment and as members of the SIU. These rights are clearly set forth in the SIU constitution and in the contracts which the Union has negotiated with the employers. Consequently, no member may be discriminated against because of race, creed,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

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

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



The Paul H. Townsend tied up in Cleveland on the Cuyahoga River.



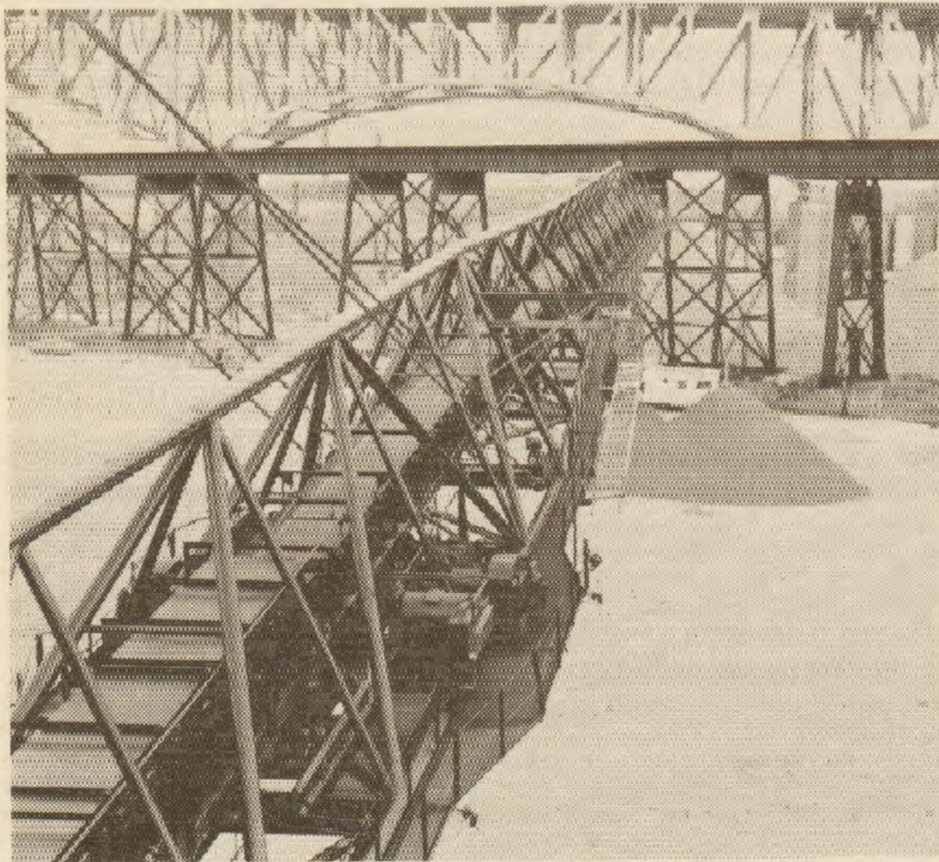
2nd Cook Kirk Diener stocks his galley on the Indiana Harbor.

Around The Great Lakes

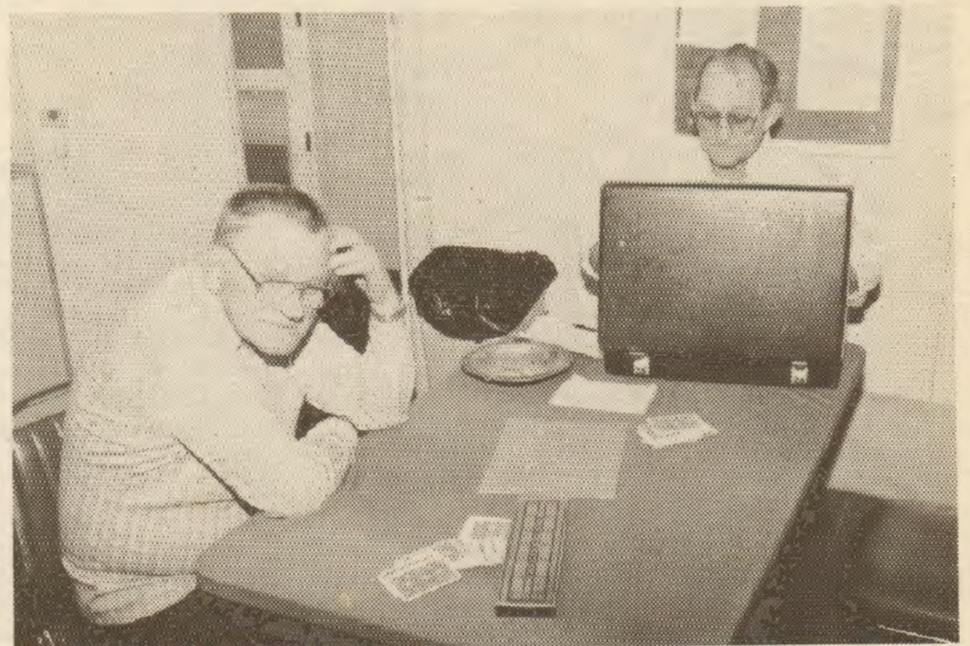
SIU Lakes Sailors Look to 1988 Shipping Season as More Jobs Are on Horizon



Wheelsman Perry Willis waits for the ladder to be secured.



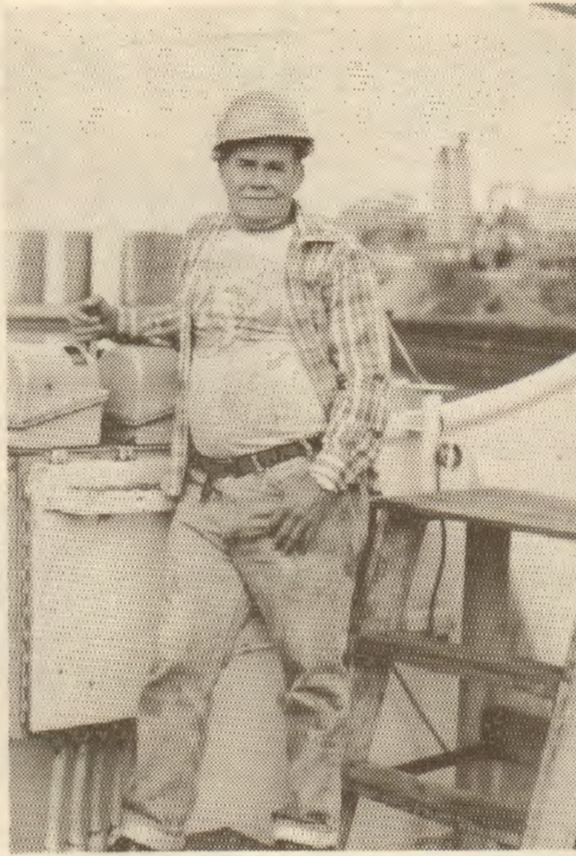
Soon that small pile would grow to mountain size as the Thayer discharged her first cargo of the year in Cleveland.



Ray Kline (left) and Port Agent Jack Allen are former shipmates. Now, Watchman Kline sails aboard the Townsend.



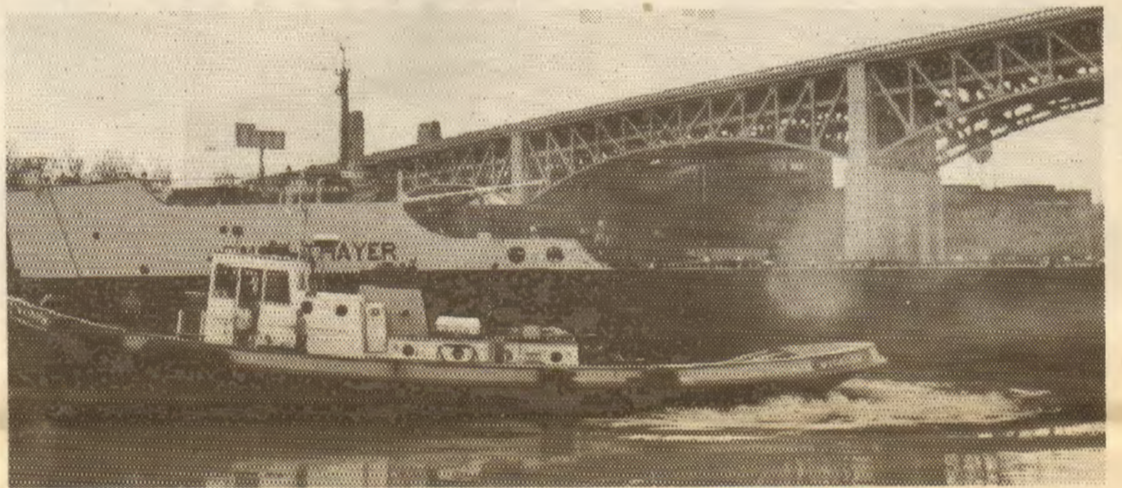
Deckhand Melvin Kirchoff on the *Townsend*.



Watchman Robert Allen.



Time for a cup of coffee for Asst. Conveerman Walt Lesczynski on the *Reiss*.



With the help of a tug, the *Thayer* nears its dock.



Here the pair of deckhands take a line.



Deckhand Mousa Saleh checks the oars on a *Reiss* lifeboat.

East Coast by V.P. Jack Caffey

WE have come across some last minute snags in our tentative agreement with the Seafood Producers Association in New Bedford. As soon as we get all the names and addresses of the crewmembers there, we will be sending out a copy of the Union's final proposals for ratification.

We have reached a tentative agreement with Maritrans. Many of you will remember the company as Harbor Towing.

Some good news concerning World War II veterans. A city bill renaming Battery Park City in honor of merchant seamen serving in World War II has been signed. There will be a ceremony June 8 at City Hall, where Mayor Ed Koch will sign the bill.

We are gearing up for the November elections. This promises to be a landmark election for the maritime industry. The American-flag merchant marine stands at a crossroads. If the next administration fails to take any constructive steps to halt the decline of our industry, then there might not be an American-flag merchant marine left to save.

The recently released president's Commission on Merchant Marine and Defense stands as a blueprint for the industry's revival. The chances are slim that any action will be taken on the report during this session of Congress. But by being politically active, we can make sure that whoever becomes the next president understands where we stand on this issue.

Great Lakes by Exec. V.P. Mike Sacco

THE Canadian Free Trade Agreement is running into fierce opposition among Canadian nationalists and trade union members who see it as a sell-out of their interests.

Workers north and south of the border have been vigorous in their denunciation of the treaty. Thanks to the timely actions of SIU President Frank Drozak and SIU of Canada head Roman Gralewicz, maritime was removed from the treaty.

So far at least, shipping has picked up in the region. Much of that has been due to a turnaround in the steel industry. But industry experts predict a slowdown in the near-future. The only thing in question is the degree. This, of course, will have important consequences for shipping up here.

Meanwhile, SIU members employed on dredging jobs have been doing quite well. Dunbar and Sullivan is working on two dredging projects in the Saginaw Bay area, one in Point Lookout, Mich., the other in Sebewaing.

Meanwhile Leudtke Engineering has been working on an hydraulic electrical project in Gary, Ind. And bids will soon be opening up for the Buffalo River and Harbor Dredging project.

An accident including a Greek-flag vessel tied up traffic on the Chicago River recently. Great Lakes Dredging and Dock won an emergency contract to free the stranded vessel.

One last thing, the Union is looking to stimulate work in the badly depressed tug and barge industry.

Area Vice Presidents' Report

Some industry figures estimate that \$400 million could be generated annually for the industry if the Military Traffic Management Command (MTMC) were encouraged to use the tug and barge industry to move military cargo.

Gulf Coast by V.P. Joe Sacco

SHIPPING has been very good in the Gulf. Military work has provided the bulk of our new job opportunities.

The SIU has reached a contract with Crescent Towing of Mobile to extend the present contract for another year. We are also in negotiations with GATCO Towing. Tom Glidewell is handling the negotiations for the Union.

The SIU has been active on the grassroots level. We will participate in the Democratic State Convention, which will be held June 15 in Houston, Texas. In addition, we have been active in the State Fed and the various central labor bodies.

Education and political activity remain the keys to turning things around for the maritime industry. I therefore urge every member who has not registered to vote to do so. Also, make sure that you take time out to upgrade your skills at Piney Point.

Government Services by V.P. Buck Mercer

THERE are two issues of vital importance to the MSC membership of this organization that are remotely related and should be resolved with management. The resolution of the first problem—"reliefs"—will help curtail the number of "disciplinary actions" that have begun to pile up, which is the second issue.

In the recent past, the SIU office has received a number of requests from members aboard ships to "make sure my relief gets here." This cry is being heard more and more often these days. The "relief," however, shows up weeks or months later, if at all.

Crewing of vessels is strictly the responsibility of MSC and MSCPAC, as is the furnishing of replacements and/or "reliefs."

An unlicensed mariner is assigned to a vessel for a six-month period, after which he/she is due to be relieved, unless, with the blessings of the master, they choose to remain, thereby extending their tour-of-duty. Those wanting to be relieved are required to request a relief 30 days prior to the end of the six-month commitment. All this is fine, except MSCPAC has been unable to fulfill their commitment and furnish on-time replacements.

The mariner, who possibly has personal obligations at home, cannot or should not depart the vessel until his "relief" arrives. If no replacement arrives at the ship, the mariner begins to devise ways and means of leaving the ship. Quite often, they do not use good judgment, and leaving their ships shorthanded results in a serious "dis-

ciplinary action" which is MSCPAC's way of dealing with an already serious problem.

While "disciplinary action" is a necessary shipboard evil, the MSC sailor must watch his/her every move ashore—domestic or foreign—and, for that matter, at home. There is a charge of "conduct unbecoming a government employee," which applies aboard ship, ashore or at home.

So, between the MSCPAC's failure to furnish on-time "reliefs" for their mariners and the heavy obligation the mariner is under to MSCPAC, it is no wonder why disciplinary actions are running at a very high pitch.

West Coast by V.P. George McCartney

WORLD WAR II created an unprecedented demand for American shipping, which made it easier for maritime unions like the SIU to organize new workers. Wages and working conditions which had been depressed ever since the ill-fated strike of 1921, improved dramatically.

Yet as the war drew to a close, it became obvious that maritime unions would have to work twice as hard just to stay even. Signs of an anti-union backlash were becoming apparent. In addition, the transition from a war to peace time economy would inevitably have far-reaching repercussions for American seamen.

An agent's conference in New York in March 1945 helped prepare the SIU for the post-war era. The structure of the Union was streamlined and strengthened. A new position was created, Director of Organizing, which was filled by New York Port Agent Paul Hall, who later became president of the Union.

Under Hall's direction, a strong foundation was laid. Successful organizing drives were conducted against such companies as Isthmian and Cities Service. The Union gradually assumed a leadership role, both in the maritime industry and in the labor movement.

Throughout the 1950s, the SIU was able to build upon the organizing gains that had been made during the immediate post-war era. Wages and benefits were continually upgraded. New union halls were erected.

An emphasis was placed on education and training, which made it possible for the Union to adopt to the technological changes which were sweeping the maritime industry.

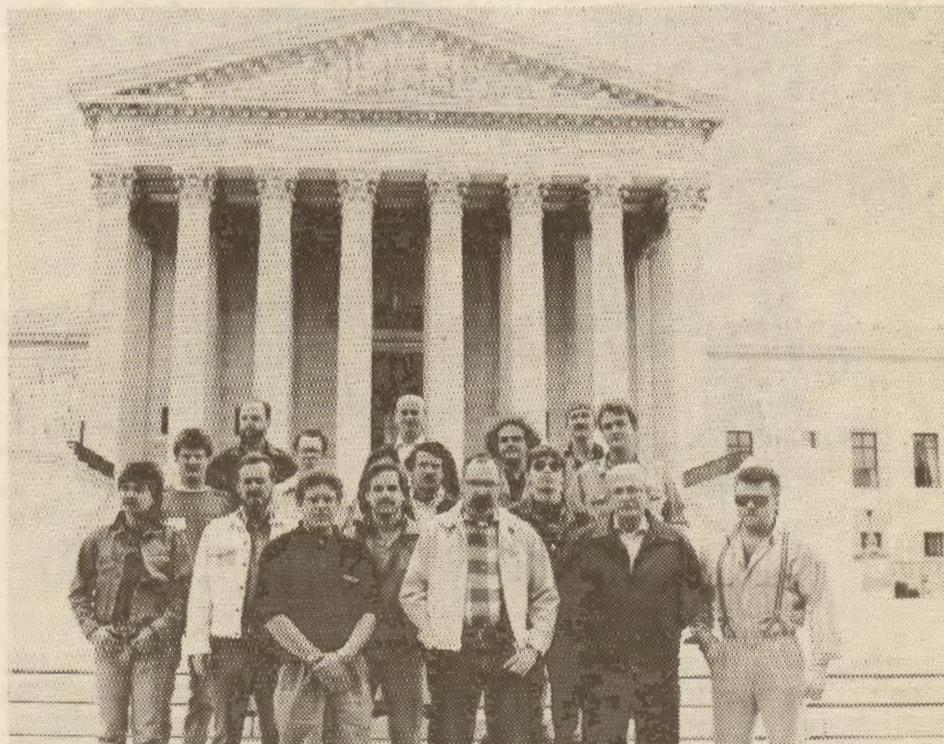
The SIU saw itself thrust into the national limelight on an issue of central importance: combatting organized crime on the waterfront and in the labor movement. Paul Hall worked closely with AFL head George Meany in making sure that American workers were represented by clean, democratic unions.

Throughout the '50s, the SIU often found itself at odds with its traditional rival, the National Maritime Union. The competition between the two outlived the merger between the AFL and CIO in 1955.

Still, the SIU and the NMU were able to work together on the more important issue facing American seamen: the mass exodus of American shipping companies to flag of convenience registries. Despite some victories in the courts, the unions' promising efforts to sign up FOC vessels was stopped dead in the water by a 1963 Supreme Court ruling.

Legislation which the SIU helped pass in 1954, the P.L. 480 "Food for Peace" program, made it possible for the SIU to improve the wages and benefits of its membership during a time of retrenchment for the maritime industry. The Union was successful in beating back efforts to dismantle the program.

By 1962, the SIU had become a key player on the national scene. In recognition of the productive role the SIU had played in numerous areas, the SIU's president was appointed to the Executive Council of the AFL-CIO by the Federation's president, George Meany. This marked a new stage in the Union's development. It was the beginning of the SIU's leadership in maritime labor—in organizing, in bargaining, in training and education, and in political action.



On their way for a tour of Capitol Hill, these SIU upgraders stopped at the Supreme Court. The group includes Wayne Halsall, Charles Polk, Piney Point Port Agent Al Raymond, Dan Spooner (Manpower), Jimmy Hendrix, Steve Migliara, Kevin Struzik, Richard Worthy, Melvin Layner, Tom Warner, Owen Duffy, Mike Peck, Dave McGrath, Richard Buchanan and Jim Floyd.

SIU's Sam Houston, Atlantic Spirit Pay Off in Busy New Orleans



The Sam Houston ties up in New Orleans.



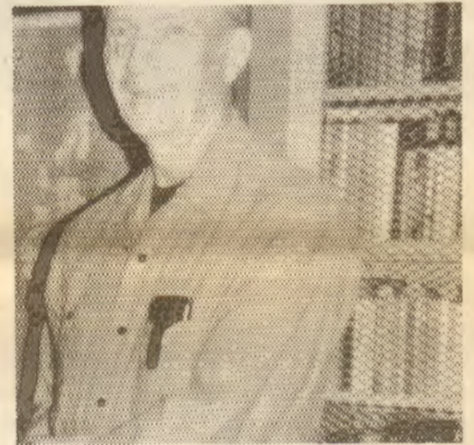
Steward/Baker Nick Andrews puts a pot on for the Sam Houston crew.



Here is part of the Atlantic Spirit's crew. From the left are Chief Cook I. Johns, Chief Steward Keno, QMED O. Flores, New Orleans Bosun R. Garay, Patrolman Nick Celona, and AB Bonefont.



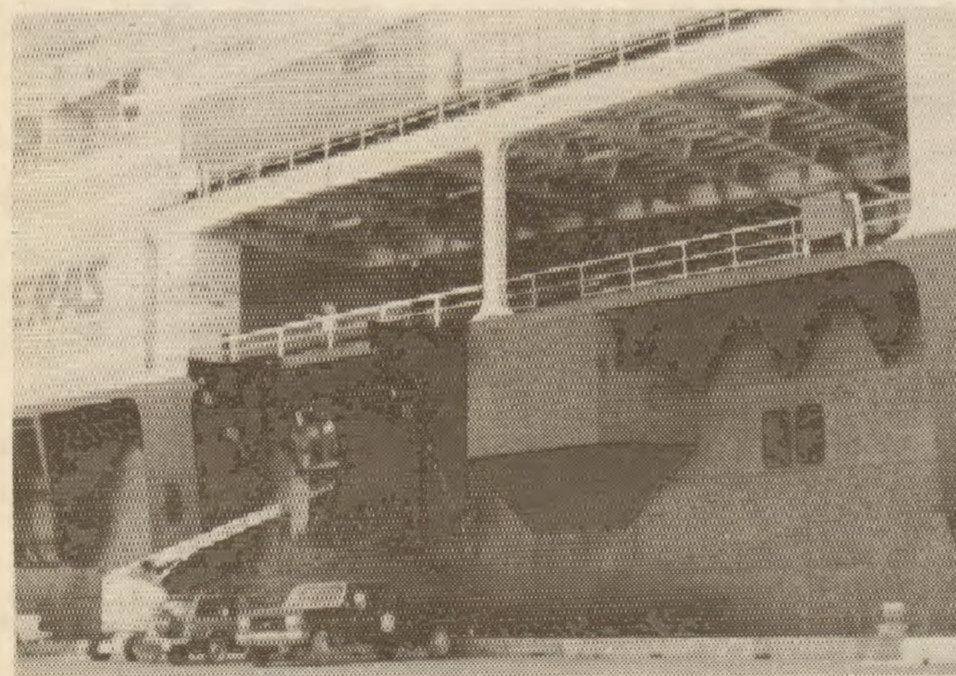
AB H. Bentz is sailing aboard the Atlantic Spirit (Puerto Rico Marine).



AB Ivey Cox, sailing on the Sam Houston, is an old friend of Frank Mongelli, the late vice president of the SHLSS.



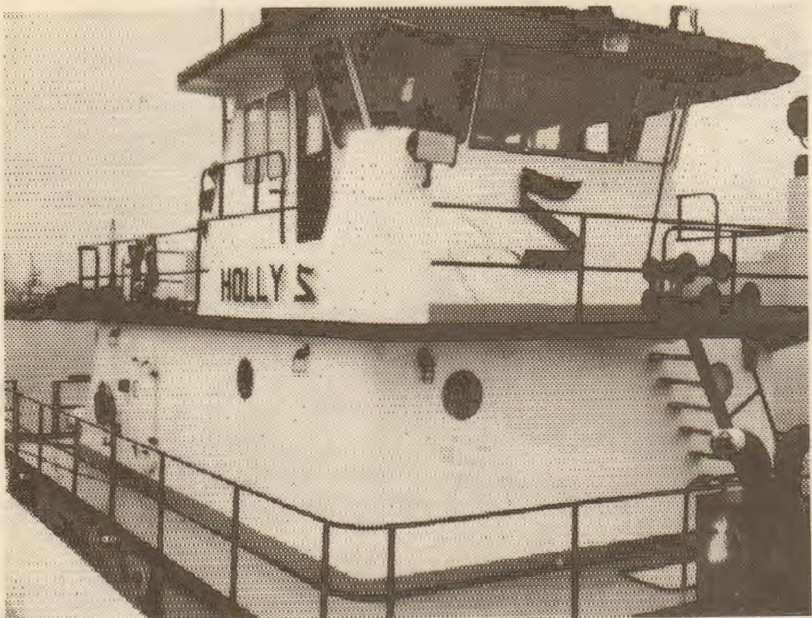
Here is part of the crew of the Sam Houston (Waterman) during its payoff in New Orleans, (l. to r.) AB N. Bryant, AB C. Carter, AB M. Zimbro, AB D. Miller, Messman R. Hall and Steward/Baker Nick Andrews.



The Atlantic Spirit.



The counter is always a busy place at the New Orleans hall. Here Port Agent Ray Singletary (right) discusses business with long-time member Mr. Boone.



The SIU crewed tug *Holly S* (Steuart Transportation) in Chesapeake, Va.



Inland News

Healthy Gulf and East Coast Is Backbone of Boatmen's



Onboard the *Peggy S* are Asst/Engineer James Thomas (left) and Mate Alan Thomas Sr.



Shamokin Capt. Hilton S. Foster Sr. (right) is preparing to retire next year.



The *Monitor* (Crowley) is a deepsea tug working the Gulf of Mexico and Puerto Rico. Above are (l. to r.) AB Hutchins, 2nd Mate Lee Wallace, Cook Joe Smith and Mate Bill Smith.



The crew of the *Titan* (Sabine) is pictured above while it is tied up at Lake Charles. The crew is (l. to r.) Deckhand Larry Gaston, Chief Engineer Allen Brunet, Capt. Joseph Cournilf and Deckhand Curtis S. Abshire.



Waiting for the weather to clear is the *Express Marine*, one of the last tugboats owned by Express Marine.



In Texas City, the crew of the *Joe M. Powell* is pictured above. Pictured above are (l. to r.) SIU Reps Robert Jardell and Sidney Thomas and Tugboat Captain...

tug/tow
barge/dredge

Inland Work
Job Security



In Lake Charles, the crew of the *Hermes* (Sabine) poses (l. to r.) Capt. Richard Mantalvo, Asst. Engineer Gary Boyless and deckhands Charles Durgin and Kenny Moore.



...h runs from Lake Charles, La. to Mobile
...ary Matthews, Rep. John Arnold, AB T.
...t Clavette, Capt. Larry Blecher and Chief



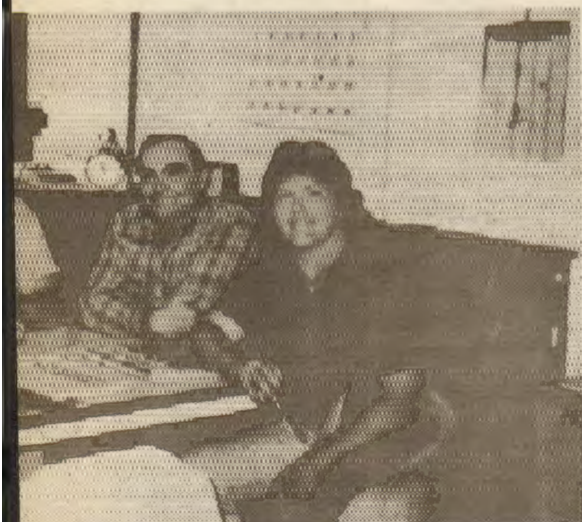
On the *James Justice* (Orgulf) are Lead Deckhand Jay Brown and Deckhand Robert Shaw.



Engineer John Tanner (foreground) and the rest of the *Peggy S* crew load new line aboard the tug.



...crewed *Shamokin* in Norfolk, Va. The tug is
...tily-owned towing companies.



...Higman) takes a break at the Amco docks.
...Arnold, Tankerman Tom Brown, captains
...erman Dominic Bailey.

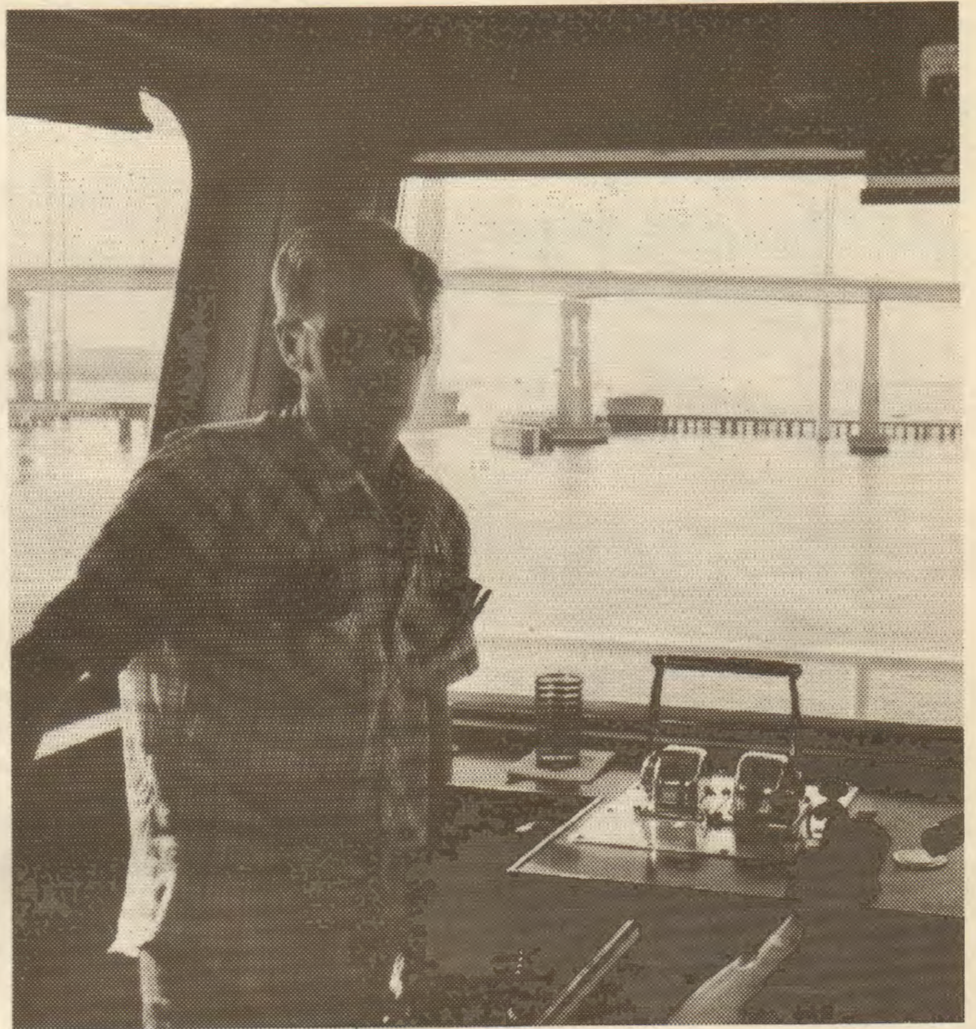


The tug *Holly S* is another SIU-crewed boat in Chesapeake, Va. Its crew (l. to r.) is Capt. Gerald Tyler, Engineer Craig Falta, Mate Todd Guzman, Asst/Eng. Allen Foote and AB/Tankerman Don McDowd.

East and Gulf Coast Boatmen at Work



In Morehead City, N.C., the SIU crewed *Beaufort Belle* (Stuart Transportation) pushes a barge into the Texas Gulf Terminal.



Capt. Melvin Willis on the bridge of the *Beaufort Belle*.



SIU Boatmen in Morehead City also work for Carteret Towing. Pictured above are Engineer James E. Willis, Engineer Linwood A. Calhoun, Capt. Brian K. Willis, Capt. Mark E. Price and Engineer Morris W. Mace.



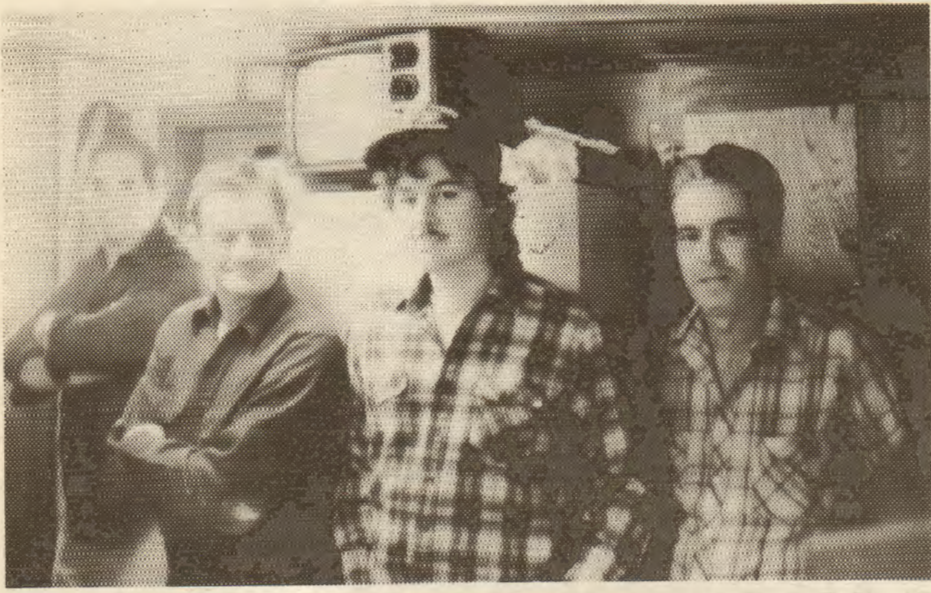
Allied Marine's *Sea Robin* recrewed recently after a months-long lay-up. Pictured above onboard in Norfolk, Va. are (l. to r.) SIU Rep Richie Wilson, AB Thomas Quirante, Cook Dave Laffan, Mate Mike Forrester and Capt. Erik Eriksen.



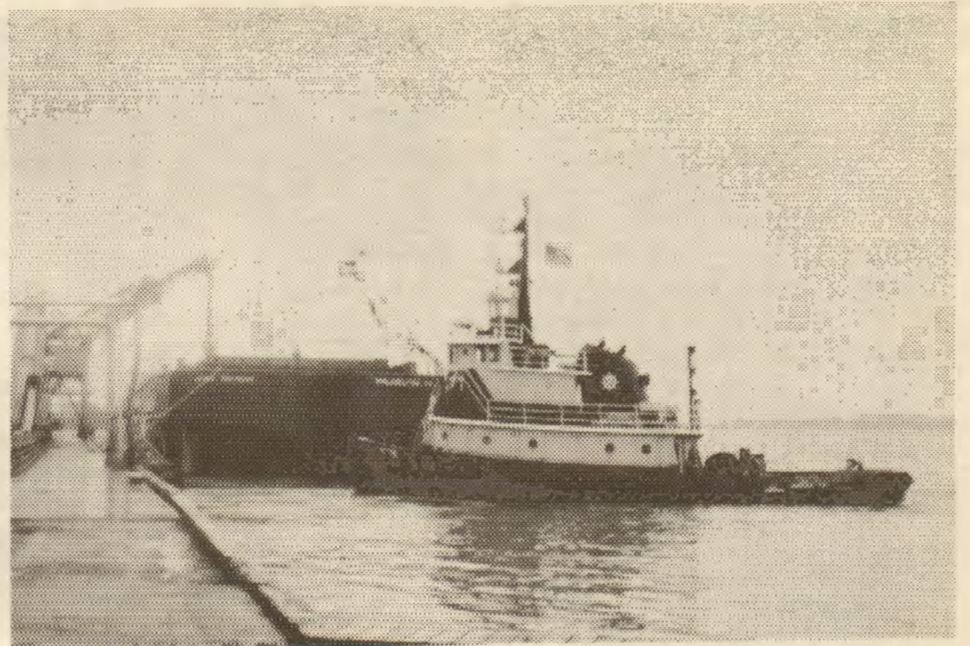
June Hughes is the cook on the *James Justice*.



The crew of the *Beaufort Belle* is (l. to r.) Capt. Melvin Willis, Deckhand Mike Taylor, Cook Paul Jones, 2nd Engineer Steve Hopkins, and Mate Wallace Main.



Aboard the tug *Petrel* are (l. to r.) Mate Jimmy Taylor, Engineer Jimmy Smith, AB Willie Owens and Cook James Ambrose.



The tug *Petrel*, owned by SIU-contracted Allied Marine, is ready to tie up at the Allied dock in Hopewell, Va.



The *BC 10* (Texas Gulf Marine) is a spare boat used when needed in Morehead City, N.C. With the *Pamlico* laid up for repairs, SIU Boatmen operated the *BC 10*. Pictured above are (l. to r.) SIU Rep Danny Griffin, Engineer Gerald Huneycutt, Capt. Jack Thomas and Mate/Cook Ty Saunders.



On the *Shamokin*, the crew goes over some of the latest contract proposals. From the left are Capt. Hilton S. Foster Sr., Chief Engineer Robert Fulford, SIU Rep Richie Wilson and AB/Cook Russel Hudgins.



Deckhands George Davis (left) and Marshal Saunders Jr onboard a Texas Gulf Barge in Moorehead City.



A pair of SIU-crewed tugs, the *Ocean Star* (Sheridan Transportation) at the dock and the *Petrel*.

Personals

Frank Smith

Please call or write Blackie Sanchez, Star Rt. 2, Box 753, Satsuma, Fla. 32089. Phone number: (904) 328-5916.

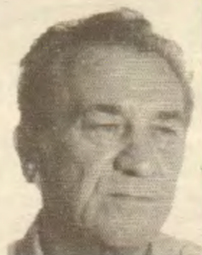
Capt. H.H. Hiss

Salvatore T. Nevola, your chief mate aboard the *SS Martin Van Buren* when she was torpedoed in 1945, would like you to get in touch with him. Please call him collect (516) 959-6177.

Pensioners

Correction

Due to an editor's error, several pictures of new pensioners in last month's LOG were incorrectly placed in the Deaths column. Below are their pictures. The LOG regrets the error.



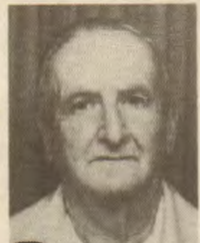
Jack Sommer



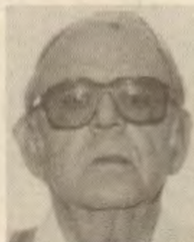
Joseph R. Hales



John James E. Lewis



Thomas J. Henry



Claude R. Newman



Jene Legg

Charles S. Oski
Peter C. Schaefer
John J. Terry
Charles Williams
Joe A. Worrell

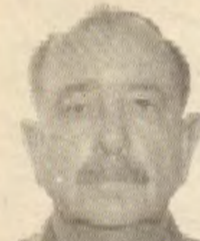
Gloucester Fishermen
Dominic Parisi
Donald A. Sutherland



Lewis J. Albertson



Edward F. Fabian



Leroy Benoit



Raul Giron



William Dean



Thomas H. Holt



Sammy M. Evans



Clarence Morse Jr.

Harry Constantine
Raymond J. Glespen
James R. Kelly
Carl E. Lamb
Milton A. Lirette
Harold E. McCoy

C.L. Granger
Desmond T. Kenny
Ralph R. Nay
George E. Pretare
Floyd Simmons

Deaths



James A. Davis



George Tolliver



Herlies A. Evans Jr.



Henry S. Kasprzynski



King Sea Koo



Edward Moore



John J. Kulas



James Sammon Jr.

Edward Moore
Frederick Peet
Marcus Peralta
Doyle Platt
Casimiro Raguinan
James Stewart
George Tolliver
Osby Taylor

Inland

James Davis
Harold Hess
Alvis Hughes
Arthur Lewin
James Sammon
Charles Ussun

Great Lakes

Arvis Benson
Barney Dahl
Ward Johnson
Robert E. Matheson
Edward Murphy

Ralph Arendian
William Adams
Homer Baldwin
Lawrence Belanger
Ray C. Brue
Robert Brunner
Peter Canessa
Anthony Conti
James Derrickson
Allen Dunn

Pedro Erazo
Herlies Evans
Floron Foster
Raymond Gomez
Charles Gray
Forest Holdrin
Henryk Kasprzynski
King Koo
John Kulas
Morinosuke Kamikihara
Walter Laughridge
Way Lee
Richard Leihy
Robert Liegel
Manuel Madarang
Richard Martinez
James Meeks
Juan Mojica

(Continued from Page 24.)

ILO

Treaties ratifying two conventions of the International Labor Organization were signed by President Reagan. This was the first formal U.S. adherence to new ILO standards in 35 years.

The president's action followed ratification of the two treaties, and brought success to the SIU's long fight to win ratification.

One of the two treaties, Convention 147, requires nations to establish minimum standards for working and living conditions for crews on seagoing vessels registered under their flag.

Military Domestic Cargo

The use of the nation's domestic waterways system is once again recognized as an efficient, cost-effective alternative to the truck and rail movement of cargoes shipped by the Military Traffic Management Command (MTMC), according to a story written by Dave Kameron in the May issue of *Currents*.

"Some estimates exceed \$400 million annually in potential revenues to be earned by water carriers from MTMC shipments," writes Kameron. "The industry awaits these developments eagerly."

Support
SPAD

Dispatchers Report for Inland Waters

MAY 1-31, 1988

Port	*TOTAL REGISTERED			TOTAL SHIPPED			**REGISTERED ON BEACH		
	Class A	Class B	Class C	Class A	Class B	Class C	Class A	Class B	Class C
	All Groups			All Groups			All Groups		
	DECK DEPARTMENT			ENGINE DEPARTMENT			STEWARD DEPARTMENT		
New York	0	0	0	0	0	0	0	0	0
Philadelphia	1	2	5	1	0	0	0	2	5
Baltimore	7	0	0	4	0	0	6	0	0
Norfolk	54	4	0	20	2	0	63	19	0
Mobile	0	0	0	0	0	0	0	0	0
New Orleans	1	0	0	0	0	0	1	1	0
Jacksonville	3	1	5	1	0	3	2	1	2
San Francisco	0	0	0	0	0	0	0	0	0
Wilmington	3	3	10	6	4	10	60	36	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	3	4	0	1	2	0	5
Algonac	27	7	0	12	0	0	66	28	0
St. Louis	0	0	3	1	0	0	0	1	3
Piney Point	0	0	0	0	0	0	0	0	0
Totals	99	17	26	49	6	14	200	88	15
New York	0	0	0	0	0	0	0	0	0
Philadelphia	0	0	0	0	0	0	0	0	0
Baltimore	0	0	0	0	0	0	0	0	0
Norfolk	7	1	0	6	2	0	10	5	0
Mobile	0	0	0	0	0	0	0	0	0
New Orleans	0	1	0	0	0	0	0	2	0
Jacksonville	0	0	0	0	0	0	0	0	0
San Francisco	0	0	0	0	0	0	0	0	0
Wilmington	0	0	1	0	0	0	27	5	0
Seattle	0	0	0	0	0	0	0	0	0
Puerto Rico	0	0	0	0	0	0	0	0	0
Houston	1	0	0	0	0	0	1	0	0
Algonac	16	3	0	4	0	0	42	20	0
St. Louis	0	0	0	0	0	1	0	0	0
Piney Point	0	0	0	0	0	0	0	0	0
Totals	24	5	1	10	2	1	80	32	0
New York	0	0	0	0	0	0	0	0	0
Philadelphia	0	0	0	0	0	0	0	0	0
Baltimore	0	0	0	0	0	0	0	0	0
Norfolk	2	1	0	1	0	0	8	4	0
Mobile	0	0	0	0	0	0	0	0	0
New Orleans	1	0	0	0	0	0	1	1	0
Jacksonville	0	0	2	0	0	0	0	0	2
San Francisco	0	0	0	0	0	0	0	0	0
Wilmington	0	0	1	0	0	0	40	8	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	0	0	0
Algonac	9	3	0	1	0	0	22	7	0
St. Louis	0	0	0	0	0	0	0	0	0
Piney Point	0	0	0	0	0	0	0	0	0
Totals	12	4	3	2	0	0	71	20	2
Totals All Departments	135	26	30	61	8	15	351	140	17

***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.

Seafarers

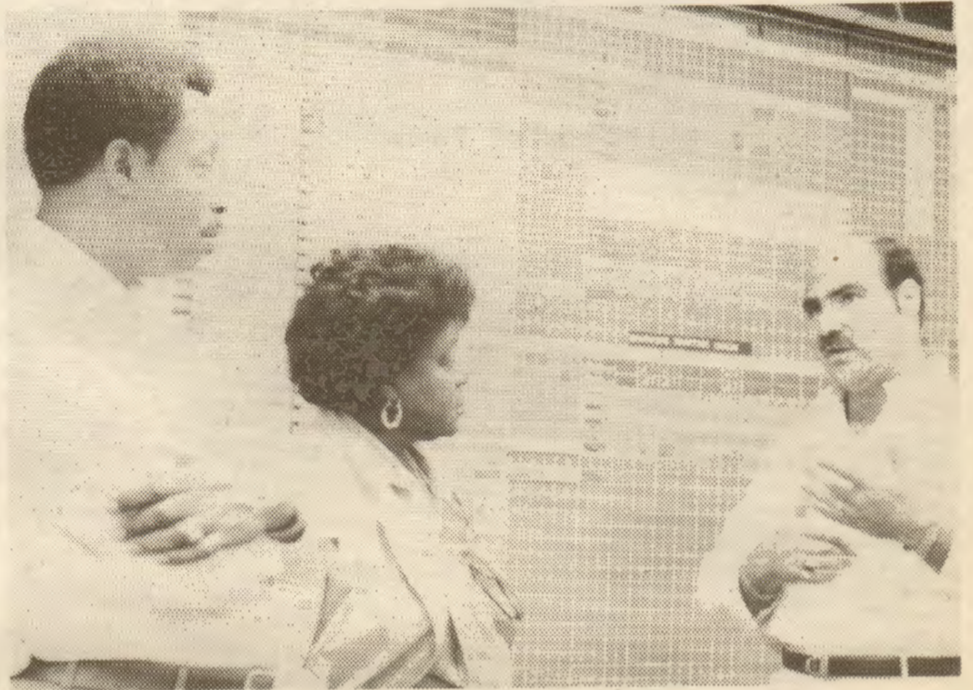
HARRY LUNDEBERG SCHOOL OF SEAMANSHIP



Piney Point Maryland

SHLSS Hosts Distinguished Guests

On May 24 and 25, SHLSS hosted guests from the U.S. Virgin Islands Governor's Council. The council's main interest was in stimulating the Virgin Islands' job market for merchant mariners. Escorted by UIW officials Steve Edney (National Director), Amos Peters (UIW Caribbean Region V.P.), and James Coppin (UIW Caribbean Region Assistant V.P.), were U.S. Virgin Islands officials, Ms. Gloria Canegata (Dir. of Job Training & Partnership Administration) and Dr. Aubrey Roebuck (Assist. Commissioner of Education). Welcomed by Major Ken Conklin, the contingent was given a VIP tour of all the SHLSS's facilities, including the Farm and the Seafarers Addiction and Rehabilitation Center.



Dr. Aubrey Roebuck and Ms. Gloria Canegata listen attentively as Manpower Coordinator Bart Rogers explains the intricate workings of the Manpower Office.

The Virgin Islands Governor's Council delegation tours the Manpower Billing Office. Left to right: Bart Rogers, Gloria Canegata, Amos Peters—UIW, James Coppin—UIW, Steve Edney—UIW, Jackie Knoetgen—SHLSS Dean of Education, Bill Eglinton—SHLSS Vocational Director, and Gay Fowler—Office Manager.

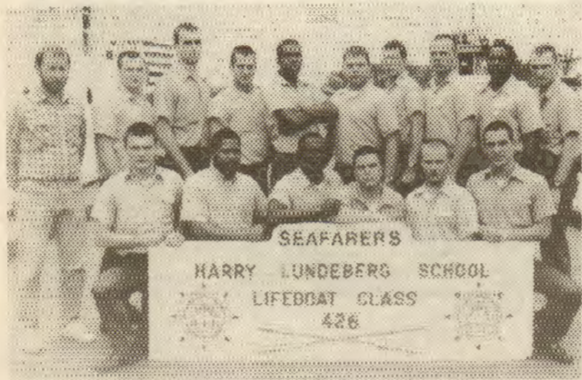
Gloria Canegata lectures SHLSS vocational instructors during their Co-operative Vocational Education course. These instructors are working towards their Advanced Professional Certification in Trade and Industrial Education from the University of Maryland.



Officers from Progressive Driver Services, Inc. and their UIW chief shop steward toured SHLSS facilities with Manpower Coordinator, Bart Rogers. Pictured, left to right are: Brian Doherty—Atlantic Coast UIW V.P., John Lucero—UIW Shop Steward, Doug Harmon—President of Progressive Driver Services, Inc., Michael Reese—Vice President of Progressive Driver Services, Inc.



SHLSS Course Graduates



Lifeboat Class #426

First row (l. to r.) Warren Barroner, Darrell Weatherspon, Carlos Carroll, Anthony Dagy, Francis Dyer, Luigi Malta, (second row) Ben Cusic (instructor), Troy Robin, Steven Hoskins, Michael J. Sopczak, William Thomas, Richard Keenan, Patrick Barton, Jeffrey Fry, Richard Rose and Byran Shepard.



Upgraders Lifeboat

Kneeling (l. to r.) Muharam Husin, Robert "Pit Bull" Milan, Abraham Daif, (second row) Ben Cusic (instructor), Jerry Hobbs, Elizabeth Martinetti, Aron McCallon and Herb Curry Jr.



MSC Lifeboat

Kneeling (l. to r.) Gilbert Galcia, Ali Said, Juan M. Sanchez, (second row) Ben Cusic (instructor), Lenin Delgado, Jean Battle, Jose Ocasim, Angel Luis Perez Jr., (third row) Gerald Soriano and Joseph Wise.



Recertified Bosuns

Front row (l. to r.) Fareed A. Khan, Bennie R. Hobbs Jr., Edward M. Cain, Joseph Artis, Mike Russo, Eddy Stivaear, (second row) Carrol Heick, James O'Mara, Robert Newby, Pete Hulsebosch, Louie Zizzo and Claude Dockery.



Sealift Class

First row (l. to r.) Allen Bright, John McCabe, Keith Shanaberger, Jim McGinnis, Charles Wharton (second row) Bill Hellwege (instructor), Eddie Cain, James O'Mara, Bennie R. Hobbs Jr., Louie Zizzo, Fareed A. Khan, Eddy Stivaear, Roy E. Matteson, (third row) Carrol Heick, Joseph Artis, Pete Hulsebosch, Kevin Struzik, Joey Clements, Mike Goins, Robert Newby, Chuck Dockery and A. Hansen.



Sealift Class

First row (l. to r.) V.L. Kirksey, Allan Bright, John McCabe, (second row) Harry Alonzi (instructor), A. Hansen, Mike Goins, Kevin Struzik and Lorenzo Nelson.



Sealift Class

(l. to r.) Stephen Migliara, Michael Peck, Elizabeth Martinetti, Bobby "Pit Bull" Milan and Michael McIlwain.



Diesel Engine

Front row (l. to r.) William Behan, Owen Duffy, (second row) Eric Malzkuhn (instructor), Don Malozzi and Floyd Acord.



Welding

Front row (l. to r.) Stephen Migliara, Cizi Grycko, Melvin Layner, (second row) Michael Peck, Charles Polk, Bob Hamil and Bill Foley (instructor).



College Programs Class

(l. to r.) Jeffrey L. McPherson, Greg Linkous and Mike Harat. Not pictured are Steve Parker, Jack Freeman and John Thompson.



Canadian Seamanship Training Program

First row (l. to r.) Ken LeBlanc, Rickey Kelland, Michele Bertrand, Jill Vance, Gary Lambert, Daniel Desjardins, Jerry Hryckowian, (second row) Bruce R. Kelland, Mary Catherine Bonnar, Wieslaw Witzak, Elvis Jones, Fred Gagne, George Finney, David Power, Brain Laramee, (third row) Lloyd Doe, Terry McCormick, Robert Playford, Derek Mitchell, Survine Anthony, Stephane Descheneaux, Joseph Clark and Jim Moore (instructor).



1988 Upgrading Course Schedule



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

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

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

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

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

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

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

Deck Upgrading Courses

Course	Check-In Date	Completion Date
Able Seaman	June 13	July 22
	July 25	September 2
	September 19	October 28
	October 31	December 9
Radar Observer Unltd.	July 18	July 29
Radar Refresher/Renewal	Open-ended, 3 days (Contact Admissions Office for starting date.)	
Radar Recertification	Open-ended, 1 day (Contact Admissions Office for starting date)	
Lifeboat	May 30	June 10
	June 27	July 8
	July 25	August 5
	August 22	September 2
	September 19	September 30
	October 17	October 28
LNG — Self Study Safety Course	November 14	November 25
	December 12	December 23
	(This course is not offered as a separate course, but may be taken while attending any of the regularly scheduled courses.)	

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

Steward Upgrading Courses

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

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

Engine Upgrading Courses

Course	Check-In Date	Completion Date
QMED - Any Rating	July 11	September 29
Fireman/Watertender & Oiler	May 23	July 1
	August 22	September 30
	June 27	August 19
Marine Electrical Maintenance	October 3	November 11
Refrigeration Systems Maint. & Op.	August 8	September 2
Refrigerated Containers—Advanced Maint.		
Pumproom Maint. & Operations	August 1	September 9
	September 19	October 28
Variable Speed DC Drives	September 5	October 14
Electro-Hydraulic Systems	November 7	December 16
Automation	November 21	December 16
Welding	November 21	December 16
Hydraulics	May 30	June 24
	October 17	November 11
Third Asst. Engineer/Steam or Motor	Open-ended (Contact Admissions Office for Starting Date)	

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

Recertification Programs

Course	Check-In Date	Completion Date
Steward Recertification	July 5	August 8
Bosuns Recertification	September 26	November 7

Adult Education Courses

Course	Check-In Date	Completion Date
For students who wish to apply for the GED, ESL, or ABE classes in 1988, the courses will be six weeks in length and offered on the following dates:		
High School Equivalency (GED)	July 5	August 15
	August 29	October 10
	October 31	December 12
English as a Second Language (ESL)	July 5	August 13
	August 29	October 7
	October 31	December 10

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

Developmental Studies (DVS)	April 11	April 15
	(Offered prior to the Third Mate & Original Second Mates Course)	
ABE/ESL Lifeboat Preparation Course	June 6	June 24

This Three week course is an Introduction to Lifeboat and is designed to help seafarers prepare themselves for the regular Lifeboat course which is scheduled immediately after this course. This class will benefit those seafarers who have difficulty reading, seafarers whose first language is not English, and seafarers who have been out of school for a long time.

College Programs Scheduled for 1988

Course	Check-In Date	Completion Date
Associates In Arts or Certificate Program	May 23	July 15
	August 8	September 30
	October 17	December 9



Seafarers Harry Lundeberg School of Seamanship Upgrading Application



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

Address _____
(Street)

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

Deep Sea Member Inland Waters Member Lakes Member Pacific

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

Social Security # _____ Book # _____ Seniority _____ Department _____

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

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

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

Trainee Program: From _____ to _____ Last grade of schooling completed _____
(dates attended)

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

Course(s) Taken _____

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

Date Available for Training _____ Primary Language Spoken _____

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

DECK

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

ALL DEPARTMENTS

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

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

ENGINE

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

STEWARD

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

COLLEGE PROGRAM

- Associates In Arts Degree
- Certificate Programs

ADULT EDUCATION DEPARTMENT

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

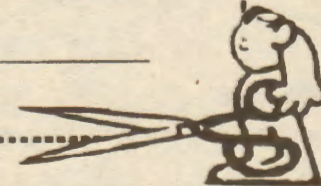
With this application **COPIES** of your discharges **must** be submitted showing sufficient time to qualify yourself for the course(s) requested.
 You **must** also submit a **COPY** of the first page of your union book indicating your department and seniority, as well as, a **COPY** of your clinic card. The Admissions Office **WILL NOT** schedule until this is received.

VESSEL	RATING HELD	DATE SHIPPED	DATE OF DISCHARGE

SIGNATURE _____ DATE _____

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

Rev. 2/88



Digest of Ships Meetings

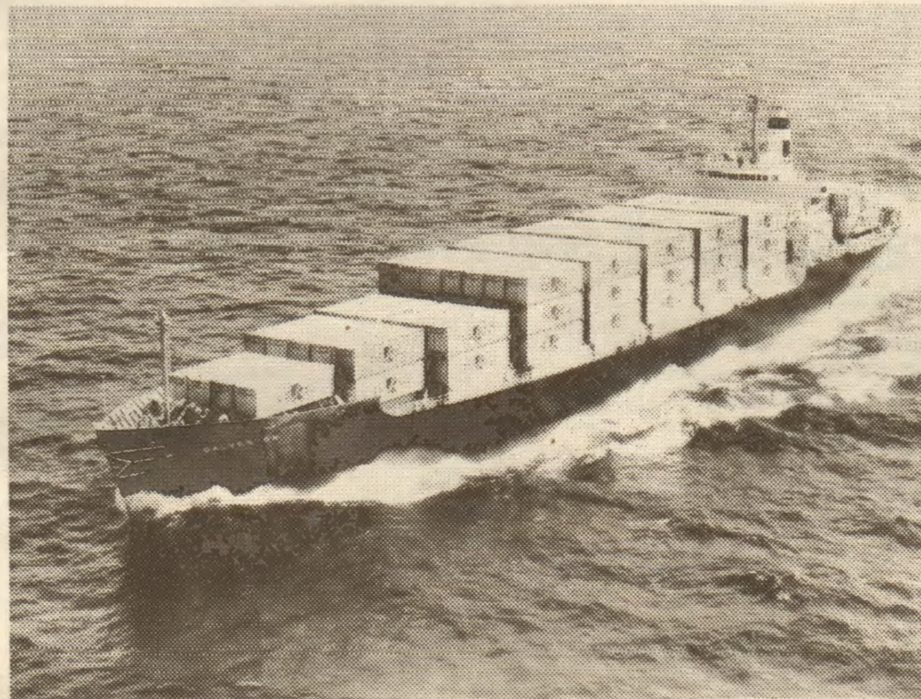
ADONIS (Apex), April 16—Chairman Carlos Canales, Secretary Frank Costango, Educational Director M.J. Brennan, Deck Delegate W.T. Byrne, Engine Delegate Robert Johnston, Steward Delegate Charles Brown. No beefs or disputed OT reported. The repair lists should be turned in so that the necessary work can be completed. There is \$42 in the ship's fund. LOGs were brought onboard at the last U.S. port by the boarding patrolman and were passed out to all departments. It was noted that as soon as the freezer is repaired, ice cream will once again be available. A discussion was held on the rumor that the Union is going to close some of the hiring halls, change the shipping rules and ship by telephone. A vote of the crew present showed a majority would be against such a move. Next port: Beaumont, Texas.

BAYAMON (Puerto Rico Marine), May 1—Chairman Edward Ellis, Secretary Paul Stubblefield, Educational Director David Able, Deck Delegate D. Brown, Engine Delegate James Combes, Steward Delegate Charles Ratcliff. No disputed OT. Payoff will be May 3. The chairman is checking the time of arrival so that a patrolman can be on hand for payoff as early as possible. The ship's movies have not been changed in more than six weeks and some loose tiles need to be fixed in the mess area and in the private rooms. Otherwise, all is running smoothly aboard ship. A vote of thanks was given to the steward department for the fine food and good service. Members were reminded to return to the ship a little early since it has been leaving right on time. Next port: Jacksonville, Texas.

COVE TRADER (Cove Shipping), May 1—Chairman G.F. Pryor, Secretary W. Braggs, Educational Director F. Kiaemgy, Deck Delegate J. Poleate, Engine Delegate T. Koubek, Steward Delegate H. Jones. Some disputed OT was reported in the deck and engine departments. The captain was asked to put out the draw before arrival in Baton Rouge. The chairman reminded crewmembers to cooperate in helping keep the ship in tip-top condition and also stressed the importance of contributing to SPAD. Two new washing machines have been requisitioned for the crew. A reminder also went out that when traveling, crewmembers should check on transportation rates before leaving the Union hall. Next port: Baton Rouge, La.

1ST LT. JACK LUMMUS (AMSEA), April 4—Chairman Mark Stevens, Secretary K. Dormody, Educational Director/Engine Delegate Randy Tannis, Deck Delegate Gary Coats, Steward Delegate Ellen Jobbers. No beefs or disputed OT reported.

But if members have a beef, they should go through their department delegate as a first step. There is \$218 in the ship's fund. Clarification on the clothing allowance for the deck department was requested as was clarification on the reimbursement policy for living expenses when caught ashore due to canceled launches or an early sail. Members also expressed the desire to have a Union official visit the ship at least once every year. They also would like information on an economic price adjustment for 1987. Repair of the crew VCR is



being looked into. The *Lummas* has been anchored off the Republic of Korea for one month and will depart April 15. Next port: Guam.

PUERTO RICO (Puerto Rico Marine), May 1—Chairman A. Armada, Secretary J.R. Colls, Educational Director W. Stevens, Deck Delegate T. Trioglou, Engine Delegate R.L. Oppel, Steward Delegate A.L. O'Neill. No beefs or disputed OT reported. Payoff will take place as soon as the boarding patrolman comes onboard. There has been some talk of a layup in June or July. One man got off sick in Puerto Rico and remained there in the hospital. A replacement was called in Baltimore. The steward department was given a vote of thanks for a job well done. Next port: San Juan, P.R.

SEA-LAND HAWAII (Sea-Land Service), April 15—Chairman Robert F. Garcia, Secretary R. Linasan, Educational Director S. Pardon Jr. No beefs or disputed OT reported. There is \$170 in the VCR fund.

The captain thanked everyone for their help in cleaning the ship for the Japanese public health inspection in Okinawa. Out of a possible 95 points, "we got a perfect 95 and a two-year health certificate." The educational director stressed the importance of upgrading at Piney Point. He noted that the SIU must have enough qualified members to man the ships, otherwise "we will lose the jobs to the licensed personnel." Next port: Long Beach, Calif.

SEA-LAND KODIAK (Sea-Land Service), March 28—Chairman William C. Feil, Secretary Ken Hayes, Educational Director C. Cunningham, Deck Delegate Earl Brannan, Engine Delegate Jan Haidir, Steward Delegate Richard Sanderson. Some minor beefs in the deck department and some disputed OT in the engine department was

SEA-LAND LIBERATOR (Sea-Land Service), April 17—Chairman R. O'Rourke, Secretary C. Modellas, Educational Director W.C. Barrineau, Deck Delegate Erik Jensen, Engine Delegate C. Dunn. No beefs or disputed OT reported. One wiper was hurt in the engine room and got off in Kobe, Japan. His replacement came aboard in Hong Kong. The chairman talked about the importance of voting in the upcoming national elections—especially of backing a candidate who is pro-maritime. He also stressed the importance of contributing to SPAD. Next port: Oakland, Calif.

STAR OF TEXAS (Seahawk Management), April 30—Chairman Gene Paschall, Secretary I.R. Fletcher. No beefs or disputed OT. Three men were logged and fired in the deck department for refusing the captain's order to turn to on overtime. The ship will go into drydock on arrival in Galveston. The chairman reminded all members to be sure to register to vote in the upcoming elections and to support the SIU's political programs by contributing to SPAD. Everyone was asked to leave their rooms in order. A hearty vote of thanks was given to the steward department for a fine job. Next port: Galveston, Texas.

USNS H. H. HESS (T-AGS 38), April 10—Chairman David R. Park, Secretary D.R. Cook, Deck Delegate James Hoban. No beefs or disputed OT reported. With regard to contract negotiations, the chairman noted that any changes or alterations to the contract should be submitted in writing to Deck Department Delegate James Hoban, who will then submit it to SIU Vice President "Red" Campbell. Members were advised that any trash thrown over the side should be biodegradable and weighted. It was further suggested to get rid of styrofoam cups and plastic drinking cups. Other suggestions made were to have linen handed out the day before berthing inspection and to change the time of the Union meeting so that steward department personnel can attend. Next port: Pearl Harbor, Hawaii.



Official ships minutes also were received from the following vessels:

- AMBASSADOR
- ATLANTIC SPIRIT
- OVERSEAS NATALIE
- SEA-LAND INDEPENDENCE
- SEA-LAND INNOVATOR
- SEA-LAND PACIFIC
- SEA-LAND TRADER
- SUGAR ISLANDER

'A Public Apology . . .'

I would like to apologize to the Sea-Land crew who made a large retirement pennant for me that I threw overboard, besides not attending the retirement party.

I had been very uptight about the treatment we were given after World War II, the innuendos about draft status, pay and other things.

I thought that the two years retirement credit for being in the military was adding insult to injury.

To my Union brothers who were lost or disabled, God bless you. I hope you made it to Valhalla.

To the mothers and fathers, your sons were men amongst men.

To the wives and sweethearts, your man had guts.

To the children, I am sorry your dad was not with you while you were growing up and denied the funds for a proper education, like the sons and daughters of the military were given.

Vincent J. Meehan M-13
Sasebo, Japan

Monthly Membership Meetings

Port	Date	Deep Sea Lakes, Inland Waters
Piney Point	Tuesday, July 5	10:30 a.m.
New York	Tuesday, July 5	10:30 a.m.
Philadelphia	Wednesday, July 6	10:30 a.m.
Baltimore	Thursday, July 7	10:30 a.m.
Norfolk	Thursday, July 7	10:30 a.m.
Jacksonville	Thursday, July 7	10:30 a.m.
Algonac	Friday, July 8	10:30 a.m.
Houston	Monday, July 11	10:30 a.m.
New Orleans	Tuesday, July 12	10:30 a.m.
Mobile	Wednesday, July 13	10:30 a.m.
San Francisco	Thursday, July 14	10:30 a.m.
Wilmington	Monday, July 18	10:30 a.m.
Seattle	Friday, July 22	10:30 a.m.
San Juan	Thursday, July 7	10:30 a.m.
St. Louis	Friday, July 15	10:30 a.m.
Honolulu	Friday, July 15	10:30 a.m.
Duluth	Wednesday, July 13	10:30 a.m.
Jersey City	Wednesday, July 20	10:30 a.m.
New Bedford	Tuesday, July 19	10:30 a.m.

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

Dispatchers Report for Great Lakes

MAY 1-31, 1988

Port	*TOTAL REGISTERED All Groups			TOTAL SHIPPED All Groups			**REGISTERED ON BEACH All Groups		
	Class CL	Class L	Class NP	Class CL	Class L	Class NP	Class CL	Class L	Class NP
DECK DEPARTMENT									
Algonac	0	28	1	0	36	7	0	16	2
ENGINE DEPARTMENT									
Algonac	0	7	2	0	10	7	0	10	2
STEWARD DEPARTMENT									
Algonac	0	3	2	0	10	5	0	5	2
ENTRY DEPARTMENT									
Algonac	0	11	17	0	0	0	0	10	16
Totals All Departments	0	49	22	0	56	19	0	41	22

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

Directory of Ports

Frank Drozak, *President*
Joe DiGiorgio, *Secretary*
Mike Sacco, *Executive Vice President*
Angus "Red" Campbell, *Vice President*
Joe Sacco, *Vice President*
George McCartney, *Vice President*
Roy A. Mercer, *Vice President*
Steve Edney, *Vice President*
Jack Caffey, *Vice President*

HEADQUARTERS

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

ALGONAC, Mich.

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

BALTIMORE, Md.

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

CLEVELAND, Ohio

5443 Ridge Rd. 44129
(216) 845-1100

DULUTH, Minn.

705 Medical Arts Building 55802
(218) 722-4110

HONOLULU, Hawaii

636 Cooke St. 96813
(808) 523-5434

HOUSTON, Tex.

1221 Pierce St. 77002
(713) 659-5152

JACKSONVILLE, Fla.

3315 Liberty St. 32206
(904) 353-0987

JERSEY CITY, N.J.

99 Montgomery St. 07302
(201) 435-9424

MOBILE, Ala.

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

NEW BEDFORD, Mass.

50 Union St. 02740
(617) 997-5404

NEW ORLEANS, La.

630 Jackson Ave. 70130
(504) 529-7546

NEW YORK, N.Y.

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

NORFOLK, Va.

115 Third St. 23510
(804) 622-1892

PHILADELPHIA, Pa.

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

PINEY POINT, Md.

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

SAN FRANCISCO, Calif.

350 Fremont St. 94105
(415) 543-5855

SANTURCE, P.R.

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

SEATTLE, Wash.

2505 1 Ave. 98121
(206) 441-1960

ST. LOUIS, Mo.

4581 Gravois Ave. 63116
(314) 752-6500

WILMINGTON, Calif.

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

Dispatchers Report for Deep Sea

MAY 1-31, 1988

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										
New York	53	8	5	37	9	5	9	80	16	2
Philadelphia	3	2	8	2	2	6	0	6	3	2
Baltimore	9	8	1	4	9	0	3	13	5	1
Norfolk	9	7	3	12	6	2	3	17	7	3
Mobile	12	1	1	12	1	2	2	15	5	4
New Orleans	29	6	6	25	6	4	1	58	8	5
Jacksonville	29	10	2	34	10	4	3	47	12	0
San Francisco	27	6	14	26	5	4	9	55	8	16
Wilmington	18	11	1	11	7	1	3	30	9	1
Seattle	38	6	5	30	5	4	10	62	4	2
Puerto Rico	21	2	0	21	3	0	4	20	1	0
Honolulu	2	9	3	5	12	5	4	6	10	2
Houston	31	8	5	33	10	5	4	43	2	3
St. Louis	0	3	0	0	1	0	0	0	2	1
Piney Point	4	3	6	2	2	2	2	7	3	4
Totals	285	90	60	254	88	44	57	459	95	46
ENGINE DEPARTMENT										
New York	30	7	0	12	3	0	0	53	9	2
Philadelphia	6	2	1	2	1	1	0	4	1	0
Baltimore	9	4	0	4	2	0	0	11	5	1
Norfolk	9	6	1	9	3	2	0	11	4	1
Mobile	9	0	0	4	1	0	0	14	2	0
New Orleans	22	6	5	22	3	2	2	41	16	7
Jacksonville	21	1	3	18	3	2	1	27	3	4
San Francisco	21	7	0	21	6	2	2	34	10	5
Wilmington	16	6	0	11	5	1	1	19	6	0
Seattle	24	4	2	15	2	1	1	31	7	3
Puerto Rico	6	1	0	8	1	0	0	10	0	0
Honolulu	0	3	3	1	1	5	0	1	6	2
Houston	14	4	0	20	2	0	2	33	4	2
St. Louis	0	0	0	1	0	0	0	0	0	0
Piney Point	2	1	1	2	1	1	0	2	3	0
Totals	189	52	16	150	34	17	9	291	76	27
STEWARD DEPARTMENT										
New York	20	6	2	12	6	0	4	33	6	2
Philadelphia	0	1	0	0	0	0	0	1	1	0
Baltimore	3	0	0	0	0	0	0	4	2	0
Norfolk	5	1	0	3	1	1	1	6	2	0
Mobile	4	1	0	5	1	1	0	3	1	0
New Orleans	7	2	1	5	2	1	3	25	3	3
Jacksonville	8	6	1	11	6	1	0	16	6	2
San Francisco	45	10	3	26	4	1	13	78	15	7
Wilmington	12	1	1	11	2	0	0	22	4	3
Seattle	23	8	2	14	4	1	4	29	10	3
Puerto Rico	3	1	0	3	1	0	2	6	0	0
Honolulu	4	19	22	4	23	17	69	9	27	25
Houston	13	0	1	13	0	1	3	24	0	1
St. Louis	0	0	0	1	0	0	0	0	0	0
Piney Point	5	6	3	2	6	3	0	3	6	1
Totals	152	62	36	110	56	27	99	259	83	47
ENTRY DEPARTMENT										
New York	21	23	3	14	15	4	0	34	33	3
Philadelphia	2	2	1	0	2	1	0	3	5	0
Baltimore	3	5	0	0	3	0	0	4	5	0
Norfolk	3	4	3	2	6	3	0	7	8	8
Mobile	3	4	2	1	3	1	0	3	7	1
New Orleans	10	8	10	6	7	7	0	28	15	22
Jacksonville	3	6	7	1	6	9	0	5	10	4
San Francisco	23	10	17	19	7	5	0	56	22	37
Wilmington	12	8	6	6	8	1	0	20	13	13
Seattle	14	5	0	12	5	0	0	34	15	3
Puerto Rico	7	5	1	6	6	1	0	11	10	0
Honolulu	3	63	137	3	52	99	0	6	95	208
Houston	7	8	3	12	3	3	0	14	11	7
St. Louis	0	1	1	0	0	0	0	0	1	1
Piney Point	0	6	1	0	2	2	0	1	5	4
Totals	111	158	192	82	125	136	0	226	256	311
Totals All Departments	737	362	304	596	303	224	165	1,235	510	431

***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 May was down from the month of April. A total of 1,288 jobs were shipped on SIU-contracted deep sea vessels. Of the 1,288 jobs shipped, 596 jobs or about 46 percent were taken by "A" seniority members. The rest were filled by "B" and "C" seniority people. A total of 165 trip relief jobs were shipped. Since the trip relief program began on April 1, 1982, a total of 7,638 jobs have been shipped.

One Columnist, Shaken, On the Rocks

(Editor's Note: The following series of articles was written by *San Francisco Chronicle* columnist Jon Carroll. We are publishing them here with permission of the writer and the *Chronicle* in the hope that the message will help someone to recover from alcoholism.)

On Saturday, April 9, accompanied by my wife and mother-in-law, I checked into the Center for Chemical Dependency at Alta Bates Hospital in Berkeley. (The center has since moved to Herrick Hospital.) At the time of my admission, it was suggested by the nurse that I might want to register under a pseudonym.

I chose "Herman Melville."

An hour later, half-drunk and all scared, I was greeted by my roommate, a young black musician. "Herman," he said, jovially. I had by that time forgotten all about my pseudonym. I thought he was introducing himself.

"Jon," I said, sticking out my hand. He looked at me.

"Kenneth," he said.

At that moment, I believe we were both convinced that we were about to share a room with a crazy person.

At the time of my admittance, my blood pressure was 188/120, despite the fact that I was already taking medicine for hypertension. Both my red blood cell count and white blood cell count were substantially below normal. My liver enzyme numbers, on the other hand, were somewhere above the ozone layer and approaching outer space.

The nurse gave me enough Valium to sedate an elephant and sent me to bed without supper.

My self-diagnosis at the time was that my difficulties were caused largely by the consumption of large amounts of vodka per day. Medical experts were quick to confirm my assumption.

Hi, I'm Jon. I'm an alcoholic.

I don't like the phrases "recovering alcoholic" or "recovered alcoholic." Alcoholism is a progressive, incurable and fatal disease. You would no more speak of a "recover-

ing alcoholic" than you would of a "recovering diabetic."

(I don't want to enter the newly heated debate about whether or not alcoholism is a disease; that's not what this column is about. But I would present three pertinent facts:

(First alcoholism is the nation's No. 3 killer, ranking behind only heart disease and cancer on the Malady Hit Parade. Second, the American Medical Association has recognized alcoholism as a disease since 1954. Third, the largest group of sober alcoholics in the world, Alcoholics Anonymous, which has more than 1 million members, bases its program on the disease model.) But this column, and the ones subsequent, is not about AA. Anonymity is a good idea; I do not choose to mess with it. The Center for Chemical Dependency is not run by AA; indeed, AA runs no treatment centers of any kind.

CCD does use the 12-step program developed by AA, but it also uses everything from aerobics to psychotherapy.

Nor will these columns detail the history of my chemical dependency. I figure that's pretty much my own business. If you're looking for spicy details, God knows there are enough drunk celebrity as-told-to horror stories in your local bookstore.

Finally, these columns are not about temperance. My only reaction to real social drinkers is one of envy. If you can stop whenever you want, if you can leave a wine glass half-full or have just one cocktail, more power to you. I can't.

Thirty-one days later, when I left the hospital, my blood pressure was 106/72. My red and white blood cell counts were normal. One liver enzyme count was still slightly elevated; there's a lot of cleaning up to do down there. I had gained five pounds and the rest of my life.

What happened in between?

My Short Time In the Big House

I did not know what to expect. There I was at the Center for Chem-

ical Dependency at Herrick Hospital, a voluntary and indeed grateful patient, just coming out of two and half days of alcohol detox.

(Note to beginners: Try never to get yourself into a situation in which you have to endure detoxification from alcohol. It's sort of like 48 hours of continuous dentistry, only all over your body.)

If I thought about it at all, I supposed that we would wander around in bathrobes sipping tea. We would sit in the day room and watch television and quarrel over soap operas. We would be taught some sort of craft, perhaps, like knitting.

Nope.

CCD was a cross between a very good high school and a very bad summer camp, with a little bit of ashram thrown in. I found out later that it had a reputation as a tough program, and it was. Not tough in the Synanon sense—you didn't have to sit in a chair while people screamed "slime-sucking hairball" at you for long periods of time—but strict and demanding.

You had to be at every scheduled event on time—late twice, and you lose your precious five-hour Sunday pass. No smoking or drinking coffee during meetings or other events. No leaving the room during meetings or lectures. Nurses could and would report overheard conversations; nurses could and would enter rooms at any time.

No caffeine. No chocolate. No television. Outgoing calls between 6 and 11 in the evening only. No leaving the unit unescorted except to visit a halfway house or go to a funeral—no weddings; they drink at weddings.

In other words, the Constitution as we know it was suspended at CCD. We were being brainwashed, and they needed our undivided attention. And the loony thing is: We gave it to them.

We could have walked out of

there whenever we wanted. Pack your clothes; snap your wrist band; by-by. But we didn't; we stayed there and went to all the lectures and group meetings; did the homework; read the literature; carried out assignments that went against some of our strongest instincts for social self-preservation.

Because our lives had become unmanageable; because we were addicts; because we wanted to alter that situation.

Naturally, there was a certain amount of, uh, ambivalence about this lifestyle, a certain amount of circular self-doubt; Remind me once again what the hell I'm doing here . . . oh, yeah, right, vodka and despair. Gee, but I feel fine now . . . oh, yeah, right, that's because I'm here.

When a likely target of opportunity appeared on the horizon, however, the therapeutic community (that was us) did take the opportunity to fire a few shots across its bow.

Like the food. The food was not good. The food was bad. Every week a dietitian would lecture us on good nutrition; she would hand out documents. Some particularly healthy vegetables rated five stars on the chart.

None of these vegetables ever appeared on our menus. Sometimes, what we ordered on our menus did not appear on our plates. Sometimes, the plates themselves did not appear. It was like the hospital was at war with itself.

I finally figured out why the food was so lousy: It was supplied by Marriott, which owns Host International, the people with a stranglehold on airport cuisine, the masters of captive audience cookery.

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Next month: The democracy of addiction.

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Name: _____

S.S. # _____ Book # _____

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Telephone # _____

Number in Party _____

Date of Arrival: 1st Choice _____

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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 SIU in Washington

Seafarers International Union of North America, AFL-CIO

June 1988

Legislative, Administrative and Regulatory Happenings

Washington Report

More than 100 of the nation's top maritime leaders gathered for this year's annual Merchant Marine Memorial Service at the Department of Transportation. The service coincided with the official observation of National Maritime Day.

National Maritime Day was created in 1933 to promote public awareness of this nation's maritime heritage. It marked the anniversary of the first transatlantic voyage by a steamship, the *SS Savannah*, May 22, 1819.

The Merchant Marine Memorial Service is the only national memorial which honors those American seafarers who lost their lives in service to their country. During World War II alone, 733 American vessels were sunk, and 5,638 merchant seamen and officers were lost as a result of enemy action.

Fletcher Study

The timing could not have been more ironic. On the same day that the nation was honoring the contributions that American seamen have made to the defense and economic development of this nation, the Fletcher School of Law and Diplomacy unveiled a study which called for the elimination of all federal subsidies to the American-flag merchant marine.

The report, entitled "New Directions for United States Merchant Marine Policy: Problems and Perspectives," said that this country's maritime industry had declined to the point where it was no longer feasible to pump any more money into subsidies.

The authors of the report, two graduate students from the prestigious Fletcher School of Law and Diplomacy in Medford, Mass., called for an expanded role for the Effective U.S. Control fleet. Emphasis was placed on repealing Subsection F of last year's Tax Reform Act, which made American-owned but foreign-registered vessels subject to federal income tax for the first time.

The recommendations contained in the study were fairly predictable in light of the fact that it was funded by the (Ole) Skaarup Foundation, a flag-of-convenience think tank. What was not predictable was the near-unanimous rejection of the study by most segments of the maritime industry.

"It's full of more holes than a well used dart board," wrote *The Journal of Commerce* in a front page story on the seminar.

Many members of the audience and some panel members were even more blunt. "It's categorically bad, amateurish, biased, an undergraduate piece of work and most disappointing," said Admiral Harold E. Shear, former head of the Maritime Administration.

One bright note emerged from the day's proceedings: many of participants praised the high quality of American crews and the successful efforts of American maritime unions in improving shipboard productivity.

Andrew Gibson, former head of Marad and now the chairman of Automar, an SIU-contracted company, said that American seamen were "the finest in the world, bar none." Two representatives from the military, Brig. General Edward Honor and Ret. Navy Vice Admiral and former MSC Commander Kent Carroll, also praised the quality of American seamen, but warned of a possible shortage of

skilled mariners within the next few years.

One of the most damning criticisms came from Dr. Alan Cameron, a member of the president's Commission on Merchant Marine and Defense, which recently issued a set of recommendations aimed at reviving this nation's flagging maritime industry.

Noting that the members of the commission had spent a year collecting information on the American-flag merchant marine and interviewing representatives from all segments of the maritime industry, Cameron was astonished that the Fletcher study did not even refer to the COMMAD report. A former dean of the Fletcher School, Cameron noted that "if this study had been presented to me, I would have sent it back, because it does not display even a minimal acquaintance with maritime literature or sources, either at the primary or secondary level."

Defense Commission

Another major criticism of the report was its failure to adequately discuss the strategic role played by the American-flag merchant marine in the defense of this nation.

It was a busy Maritime Day. On the same day that the Fletcher study was unveiled, hearings were being held on Capitol Hill concerning the recommendations issued by the president's Commission on Merchant Marine and Defense.

It was the second of four scheduled hearings. While there was mixed reaction to certain recommendations (i.e., shipbuilders were against allowing American operators to build foreign, while many operators strongly supported the concept), there was overwhelming support for the report's central thesis:

"There is a clear and growing danger to the national security," said the report, "in the deteriorating condition of America's maritime industries.

"There is today insufficient strategic sealift, both ships and trained personnel, for the United States using only its own resources as required by defense planning assumptions, to execute a major deployment in a contingency operation in a single distant theater such as Southwest Asia. Without decisive action, the situation will worsen substantially by the year 2000.

"Major government effort is urgently required, indeed overdue, to revise our national objectives, policies and commitments in order to reverse the decline of the maritime industries."

Trade

Before embarking to the Soviet Union for a summit with Mikhail S. Gorbachev, President Reagan found time to veto the Omnibus Trade Bill because it contained a modest plant closing provision.

The veto was easily overridden in the House. Most observers believe, however, that the vote in the Senate will fall short by one or two votes.

The legislation had contained a number of important provisions relating to the maritime industry. "Despite our objections to one or two provisions in the bill," said Frank Pecquex, director of the SIU's legislative department, "we were strongly in favor of it being passed. Something has to be done to reduce the inequities in the international trading system."

"We have a tremendous anomaly," said Al May, executive vice president of the United Shipowners of America. "Never in the past 20 years have the U.S. carriers been in as good a position to expand and prosper."

What is needed, in the opinion of May and most other maritime officials, is an effective maritime policy and a more equitable trading system.

Sewage Sludge Bill

Despite efforts to weaken existing cargo preference laws, the House of Representatives joined the Senate in strengthening the provisions of the Jones Act by passing S. 1988 which was signed into law June 7.

The legislation spells out Jones Act coverage for the transportation of sludge and other "valueless" material within the 200-mile Exclusive Economic Zone.

"The SIU strongly supports expanding this promising area of employment opportunities," said Augie Tellez, headquarters representative, at the Union's June membership meeting.

Alaskan National Wildlife

"It is hard to see why absolutely pristine preservation (of the Alaskan National Wildlife Reserve) should take precedence over the nation's energy needs," said *The New York Times* in a lead editorial.

The editorial, written after news of a negative Interior Department study was leaked to the public, made the following observation:

"The amount of oil that could be recovered from the Wildlife Refuge is not known. But it seems likely that the coastal plain . . . contains several billion barrels.

"Most [members of Congress] are willing to accept a little environmental damage in return for a lot of oil. Hence the relevance of the experience at Prudhoe Bay, which now yields 20 percent of total U.S. oil production.

"No species is reported to be endangered. No dramatic permanent changes in ecology are forecast. Much of the unpredicted damage has arisen because more oil has been produced than originally predicted. Even so, the total acreage affected by development represents only a fraction of 1 percent of the North Slope wilderness."

Liner Subsidy

There is near-unanimous agreement that any improvement in the maritime industry is tied to resolution of the liner subsidy question. Yet according to *The Journal of Commerce*, "prospects for passage of maritime subsidy reform legislation this year appear to be very dismal.

"Five bills, including a Reagan administration proposal, are pending, but sources on both sides of Capitol Hill say the legislation is dormant.

"Earlier this year, the House Merchant Marine and Fisheries Committee held a series of hearings on the reform proposals that underscore the differences and difficulties of achieving a consensus . . . The only remaining glimmer of hope for action on subsidy reform this year appears to be the effort by the Commission on Merchant Marine and Defense to get an endorsement of its recommendations from executive agencies."

(Continued on Page 16.)