



LOG

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Congressional Criticism Is Heavy

Few Salute Flag Pole on Kuwaiti Tanker Plan

Maritime labor leaders strongly criticized the administration's plan to re-flag 11 Kuwaiti tankers under the American flag, and politicians of both parties questioned the plan's political wisdom at recent congressional hearings. But all indications are that those ships will be sailing with U.S. Navy protection this month.

Kuwait requested the reflagging in an attempt to protect its ships from Iranian attack in the Persian Gulf, especially through the narrow Strait of Hormuz where Iran can control the area with sophisticated surface-to-ship missiles and other weapons. Kuwait has been a long-time ally of Iraq during the seven years of the Iran-Iraq war. It has allowed its ports to be used for shipment of commercial and military supplies to Iraq. Both warring nations have attacked commercial shipping in the Gulf.

"We do not propose to address this issue on a foreign policy basis, we do

feel qualified to discuss the merits of this scheme as it affects long-established national maritime policy," SIU President Frank Drozak told the House Merchant Marine and Fisheries Committee during a day-long hearing on the issue last month.

Much of the hearing centered around the manning requirements for reflagging. The administration has used a loophole in a 100-year-old law to claim that only an American captain is needed on each of the reflagged tankers. In addition, it has granted a one-year waiver for certain U.S. safety requirements. U.S. maritime law requires that any ship which flies the U.S. flag must carry a 100 percent U.S. citizen licensed crew and at least a 75 percent U.S. unlicensed crew.

During the reflagging paperwork, the Coast Guard claimed that because none of the ships would ever enter or leave a U.S. port, an American citizen crew would not be required.



SIU President Frank Drozak tells committee members that U.S. seafarers are ready and trained to crew any reflagged tankers. With Drozak are (from the left) James Patti representing the Masters, Mates and Pilots; Ed Kelly, vice president District-2 MEBA, and Joe Penot of the Radio Officers Union.

"[This] is apparently based on a provision in the law covering citizenship requirements on U.S.-flag vessels which provides that after leaving a U.S. port an American-flag vessel operating outside the commerce of the United States can replace both licensed and unlicensed U.S. citizen crewmembers if the operator is 'deprived' of U.S. citizen personnel. This exception to the rule is more than 100

years old and was clearly designed to cover an emergency situation where a U.S. crewmember would not be able to physically meet the vessel . . . This general and temporary exception is little used in today's world where the movement of seamen from a point in the United States to a foreign destination via air transportation is gener-

(Continued on Page 3.)

SIU's Sealift Conference Studies RFP's, Manpower and Training



The SIU's second Annual Sealift Conference brought together labor, industry and military representatives. Military work is the fastest growing segment of the maritime industry, but it also presents many problems. See pages 15-18 for a special report.

Marad OKs CDS Payback

Out of the entire maritime community, Marad and a few owners of large tankers are the only groups that ever supported CDS payback. Yet despite some of the most united opposition ever mounted against a proposal, Marad once again approved the CDS payback concept.

That means three huge tankers which paid back the CDS funds under a 1985 rule, which a federal judge later declared invalid, will be able to remain in the lucrative Alaskan oil trade. That domestic trade, according to American maritime law, is reserved for non-subsidized ship operators.

In January a federal judge ordered Marad to revise the rule because it did not meet legal requirements. A court will review the new rule and several groups are expected to file suit or seek injunctions against the CDS payback regulations.

In addition, a House-Senate conference committee, days after the Marad announcement, passed legislation which prohibits the Department of Transportation from using any funds to implement the new rule. The language is included in the FY 1987 supplemental appropriations bill. Because the rule was issued before the bill was

approved, CDS payback supporters say the restrictions do not apply. That issue may end up in court too.

One issue that is not in dispute is what the payback rule has done since the tankers were allowed into the domestic trade.

Contrary to DOT's original estimates that seven tankers would repay \$277 million in subsidy to the Treasury, during the effective period of the rule only three vessels elected to pay back the subsidy resulting in approximately \$106 million being returned to the U.S. Treasury. At the same time, however just as opponents of the rule-making had predicted, implementation of the rule cost the government \$182 million in defaults under the Title XI Vessel Loan Guarantee Program and the Economic Development Administration loan program. If the rulemaking is reinstated, DOT estimates that an additional \$88 million in Title XI defaults will occur. However, industry projections indicate that additional defaults will approach \$200 million based on the expected decline of Alaska North Slope oil production and the shift in the trade to the West Coast.

Historically, the Navy has relied on (Continued on Page 4.)

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President's Report

by Frank Drozak

There are many reasons why the administration's plan to reflag 11 Kuwaiti tankers under the Stars and Stripes is a bad idea. It has drawn criticism from Democrats and Republicans alike for various political and foreign policy reasons. But I'll leave it to the politicians and foreign policy experts to debate the wisdom of the move.

I am concerned with maritime implications of the reflagging. It seems as if the SIU, and all maritime interests, have been battling to protect our industry and our job security ever since the Reagan administration took office. We have seen attacks on cargo preference, the Jones Act, subsidies and now crew citizenship requirements. We are dealing with policy makers who are either ignorant of maritime law or are outright hostile to the U.S.-flag merchant marine. On some days I think it's the latter, on others I hope it's just ignorance.



the various maritime unions have come together to fight this assault. I appeared with representatives from the MM&P, D-2, the Radio Officers Union and the NMU at a recent hearing. In addition, all other maritime unions have lobbied against the plan.

This united front, rare as it is, may

"Under the reflagging plan, the only American citizen who will be required to be onboard a U.S.-flag ship, sailing with U.S. Navy protection, paid for by U.S. taxpayers' money, will be the captain. That's just flat-out wrong"

Under the reflagging plan, the only American citizen who will be required to be onboard a U.S.-flag ship, sailing with U.S. Navy protection, paid for by U.S. taxpayers' money, will be the captain. That's just flat-out wrong.

The administration based the crewing decision on a 19th century law and even misinterpreted that law. The law says that when a ship is "deprived" of an American crewmember while on a foreign voyage, a seaman of any nationality can be hired. That made a great deal of sense in the last century.

Today we can have a Seafarer from anywhere in the U.S. to a ship anywhere in the world within 24 hours. On top of that, I can't figure out how these tankers have been "deprived" of an American crew. We certainly haven't turned down any offer to crew the ships. The NMU hasn't. None of the officers' unions has.

Maybe the one silver lining to this reflagging controversy has been that

actually accomplish some good. Congress probably will let the 11 tankers sail with only an American captain. But that loophole could very well be closed thanks to an amendment from Rep. Mario Biaggi (D-N.Y.).

His amendment to the Coast Guard Authorizations bill would require 100 percent U.S. citizen crews for U.S.-flag ships. It approved, that would eliminate the possibility of the U.S. becoming a flag-of-convenience registry. Even today there are 25 U.S.-flag vessels which do not call on American ports; technically some of those American merchant sailors could be replaced by foreigners.

We are hoping that the united support from the maritime industry can get this vital piece of legislation passed. Shannon Wall, Gene DeFries, Ray McKay and I have sent letters to all House members urging their support. I think we'll get it.

* * *

NMU Celebrates 50th

The National Maritime Union is celebrating its 50th anniversary this year. Formed from the remnants of the old International Seamens Union in 1937, the NMU has been in the vanguard in the continuing battle to promote job security and rights for all seamen.

"The NMU has an important and a proud place in the history of maritime labor. We've gone around and around with each other in these 50 years, but the bottom line has always been the lives and working conditions of American seamen," said SIU President Frank Drozak.

The NMU's first president was Joe Curran, an AB who led a strike on the old U.S. Lines *California* in 1936. At the time West Coast sailors had established themselves and their union to the point where companies were using hiring halls. Seamen had won the eight-hour day, cash for overtime and higher wages than their counterparts in the East in the ISU.

In the fall of that year insurgents within the ISU had grown to a majority of the membership and a large East and Gulf Coast strike was called. In 80 days 25 seamen were killed in skirmishes with "goon squads" and police. But shipowners finally gave in and agreed to pay increases, overtime and the use of hiring halls.

In 1937, dissatisfied with both the ISU leadership and the American Federation of Labor (AFL), most members left the ISU and formed the NMU on May 3, and affiliated with the Congress of Industrial Organizations (CIO).

In 1938 the SIU was formed and became part of the AFL.

While the two unions differed on some issues, there were times of cooperation for common goals. Both unions paid a high price in keeping U.S.-manned ships crewed during World War II. Overall, more than 6,000 NMU and SIU men gave their lives in the war effort.

The early ideological differences that separated the two unions were part of a larger split within the labor movement. Yet by 1955, many of those differences had narrowed, as evidenced by the merger between the AFL and the CIO.

In the late 1950s the unions threw their joint support into trying to stop runaway, flag-of-convenience ships. A worldwide four-day strike tied up more than 200 ships. Efforts were made to organize foreign seamen into the International Maritime Workers Union formed by the NMU and the SIU.

During those years there was talk of merging the two unions, but while the NMU and the SIU have been able to unite on the important issues over the years (the 1970 Merchant Marine Act, Alaska oil ban, Jones Act protection, CDS payback and most recently the Kuwaiti reflagging scheme), getting together has proven difficult.

"The nature of the maritime industry has changed dramatically," Drozak said, "and we all have to change with it or we won't be there. But the one thing we're both concerned about is the men and women who crew these ships. We want to make sure there is a healthy merchant marine and that the workers sailing are given their due in security and respect. Maybe someday we can set aside our real and imagined differences, but until then we will work together where we can and protect our memberships where we have to."

Years ago our fights used to be on the waterfront. Today, this reflagging issue is another example of why playing the Washington game is so important. What is happening on Capitol Hill could mean the loss of hundreds of jobs or the protection of seafaring rights and law. That is why we are here.

That is also why we need your continued support for our Washington

activities. It may not always look it, but we're talking jobs when the SIU is talking to congressmen. The Kuwaiti plan is a key example. SPAD is what finances our presence and gives us the power to play in the same game with the corporate giants and the runaway flag millionaires. Keep that in mind. Donate to SPAD. We're talking about jobs and job security.



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Kuwaiti Reflagging Plans Take Heat from All Sides

(Continued from Page 1.)

ally done in less than 24 hours," Drozak said.

Government witnesses from the departments of State, Transportation and Defense had trouble justifying the interpretation of the law and if the ships were indeed "deprived" of a U.S. crew. When questioned, they simply stated that since the ships never will call on a U.S. port, American crews are not mandated.

Drozak explained to the committee that the crew requirement laws were designed to make sure a pool of trained civilian crews would always be available to the United States in time of emergency. Several other witnesses also noted that American merchant sailors have worked closely with the Navy in training exercises and are familiar with Navy operations.

Even James Patti, who testified for the Masters, Mates and Pilots (who are providing the captains for the ships), expressed concern that the Kuwaiti decision on manning will set a precedent for others to reflag without hiring U.S. crews.

Some witnesses and committee members asked why little effort was made to suggest the Kuwaitis charter some of the more than 40 modern U.S. tankers now laid up. While that was apparently suggested by Marad Administrator John Gaughan, he said he did not push the idea.

"Operators of U.S.-flag vessels have told me that they have offered their services to Kuwait and the administration and been refused," Drozak said.

Several bills have been introduced in both houses which would close the loophole allowing the use of foreign seamen on American ships. But there is little indication that any legislation prohibiting the Kuwaiti deal will pass.

The Senate Foreign Relations Committee approved a bill to delay the



During a break in the day-long hearing, SIU lobbyist Liz DeMato and Marad Administrator John Gaughan trade thoughts.

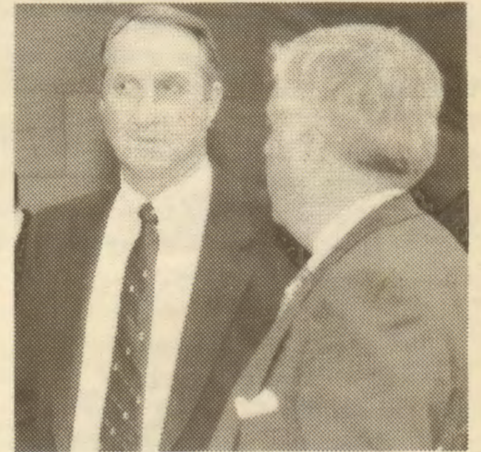
reflagging, and the House is expected to consider such a move later. But congressional leaders say their action is more an effort to get on the record opposing the plan than to actually stop it. They do not believe they have enough votes to override what would certainly be a presidential veto.

The major political objections are that the reflagging would align the U.S. with Iraq in the war and possibly drag the U.S. into the conflict, especially if the tankers or the Navy escorts are attacked. Critics also say the plan has been poorly thought out and is mainly an attempt to counter Soviet influence in the area. The Kuwaitis chartered three Soviet tankers earlier.

The oil from Kuwait goes mostly to Europe and Japan, and some congressional leaders have said those countries should help provide protection and foot the bills for escorts.

Perhaps the strongest criticism of the plan came from Rep. Tom Lantos (D-Calif.) who called it "ill-conceived and ill-advised."

"American foreign policy succeeds when our mission is clear, when the administration and the Congress act in concert and when the American people understand and support our goals. None of these conditions are present in the hastily concocted scheme to flag Kuwaiti tankers . . . This is a sham and a deception, a rent-a-Navy-scheme," he said.



Drozak and D-2's Ed Kelly confer in the hallway during a break in the hearings.



Labor presented a united front at the reflagging hearings. Above l. to r. are James Patti, MM&P; Ed Kelly, D-2; SIU's Drozak; Joe Peton, Radio Officers Union, and Tal Simpkins, NMU.

Jones Act on the Table

Free Trade Talks Held Between U.S., Canada

If you can answer the following question, you have a good understanding of the latest threat to the American-flag merchant marine.

Q: What's the film capital of North America?

A: Canada.

Surprising? Hardly. The Canadian dollar is undervalued in relation to its American counterpart. Any film producer who crosses the border enjoys an automatic 25 percent price advantage.

What does this mean for American seamen? A great deal. Right now, the United States and Canada are in negotiations over a proposed "free trade" pact which would eliminate most, if not all, so-called barriers to "free trade" between the two countries. On the list of topics to be discussed is the Jones Act, which restricts domestic shipping to American carriers.

Mel Pelfrey, vice president of District 2-Marine Engineers Beneficial Association, has met with government officials to make them understand that America's cabotage laws "are not barriers to free trade," but rather part and parcel of this nation's defense and transportation network. They enable, Pelfrey says, the United States to sustain "a strong merchant marine, able to carry the nation's commerce and provide assistance to the U.S. armed forces in time of emergency."

Numerous differences have arisen

between the two sides. "With under four months to go before negotiators must meet a deadline," wrote Leo Ryan in *The Journal of Commerce* earlier this month, "the U.S.-Canada free trade talks have entered the critical last phase. It promises to be a long, hot summer as the giant poker game draws to a close and the players must close their final cards."

"Their deadline is firm: in order for a trade pact to pass Congress under President Reagan's fast-track negotiating authority, the document must be completed by Oct. 5. If it is not, Congress will be free to amend whatever proposal the negotiators come up with . . ."

"Financial services have grabbed the limelight . . . But Canada is also pushing its own interests on the transportation front, proposing an extension of each country's airline landing rights in the other country. The Canadians are also trying to get Washington to agree to modify at least some aspects of the Jones Act so Canadian ships could get a share of the U.S. coastal trade now restricted to U.S.-built vessels manned by U.S. crews and registered in the United States."

If the Jones Act is weakened, predicts Pelfrey, the Great Lakes fleet would be put out of business.

Canada could then seek entry to other U.S. trades, such as the Alaska North Slope oil run, by building a

U.S. Runaways—Won't Fly Flag But Seek U.S. Navy Protection

When the Kuwaiti-reflagging story broke, Chris Dupin of *The Journal of Commerce* predicted that shipping companies would waste little time in exploiting any newly publicized loopholes in maritime law. His prediction has already been borne out. Days after the administration announced its decision to reflag the 11 Kuwaiti tankers, the Federation of American Controlled Shipping (FACS) was gearing up its lobbying machine.

FACS, composed of large multi-national corporations which have grown rich by evading American taxes, safety standards and wage rates, opposed the reflagging. Unfortunately, it used the occasion to plug two of its pet projects: getting the American government to protect Panamanian and Liberian-flag vessels operating in the Persian Gulf, and asking Congress to repeal a provision in last year's tax reform bill which required American owners of foreign-registered vessels to pay taxes on profits they made from the operation of vessels they had documented under foreign registries.

FACS even had the gall to say that these flag-of-convenience owners should be given protection because they "paid" American taxes. Yet as they were asking for repeal of the Tax Reform Act, they had yet to pay taxes, and they had successfully evaded American taxes, safety standards and wage rates by relocating their operations overseas.

More than that, they created a serious sealift crisis for the United States and its NATO allies.

deep-sea fleet or acquiring ocean-going tonnage abroad.

In the May issue of the *American Maritime Officer*, Pelfrey reported that the following items are now on the table:

(1) The Merchant Marine Act of 1920—more commonly known as the Jones Act. The law reserves all domestic waterborne commerce for U.S. merchant vessels.

(2) U.S. "Buy American" laws, which require federal, state, and local government agencies to purchase goods and services from U.S. suppliers.

(3) The Capital Construction Fund program—CCF—set up in the Merchant Marine Act of 1936. CCF allows U.S. shipping firms to defer federal income tax payments on profits invested in American-flag ships built in U.S. yards.

(4) The U.S. merchant ship operating differential subsidy program established in the Merchant Marine Acts of 1936 and 1970. ODSA is *not* available for ships built abroad.

(5) The Maritime Administration's Title XI U.S. merchant vessel construction loan and mortgage guarantee

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July Marks 53 Years Since "Bloody Thursday"

The 53rd anniversary of "Bloody Thursday" was honored by West Coast seamen and unions July 3 in San Francisco. The observance was held on the corner of Steuart and Mission streets, site of a mural/sculpture honoring Nick Bordoise, Howard Sperry and all the maritime workers who stood united during the 1934 Longshoremen's Strike.

Bordoise and Sperry were the two trade unionists killed by San Francisco policemen when employers mounted a campaign to open up the port which had been shut down in the summer of 1934 by striking seamen and longshoremen.

As John Bunker, former head of the SIU's Historical Research Department, wrote, the West Coast strike marked the beginning of the modern seamen's movement.

"The Seafarers International Union of North America (and the National

Maritime Union) were born in the hectic, strike-ridden days of the Great Depression, the worldwide economic slump of the 1930s," wrote Bunker.

The Longshoremen's Strike of 1934 marked a turning point for maritime workers. Their clout had been weakened by decreased membership roles, a worsening economic situation and a bitter defeat during the 1921 general maritime strike.

"West Coast dockworkers," wrote Bunker, "had gone on strike May 1934 for more money, a 30-hour week, union-run hiring halls and a coast-wide contract.

"West Coast seamen walked off their ships in support of the dock workers and presented demands of their own for higher wages, union recognition in collective bargaining, and better conditions aboard the ship. East Coast sailors of the ISU (the precursor union of both the SIU and

NMU) then decided to support the strike in all areas. . . .

"The owners rejected all demands.

"Shipping in San Francisco and other West Coast ports was soon at a standstill. Within a few days, more than 50 ships were idle at their docks or at anchor. Piers were filled with cargo.

"Shipowners and other business interests then determined to open the port. Plans were made through the Industrial Association to run trucks through the gauntlet of pickets to get cargo off the piers, with Pier 38 as a start . . .

"On the morning of Thursday, July 3, more than 5,000 longshoremen, seamen and curious onlookers had gathered on the Embarcadero near Pier 38 . . . (The picketers and the police became engaged in a bitter fight after a convoy of trucks unloaded dozens of truckloads of cargo).

"There was no action on Independence Day, but by 8 a.m. on July 5

some 3,000 picketers had gathered on the Embarcadero. When a Belt Line locomotive came along with cars for the pier, the battle began again . . .

"Pickets set cars on fire, hundreds of policemen charged . . . A full scale engagement began, with bricks and bullets, clubs and tear gas on near-by Rincon Hill, a knoll along the waterfront. When police charged up the hill, shots were fired and two pickets were killed. Scores were wounded.

"The unions retaliated by calling a general strike on July 16. This action paralyzed the city. Nothing moved. Stores closed. Only a few restaurants were permitted to open. Business life came to a standstill.

"The 1934 strike, which lasted 39 days, resulted in substantial gains for both longshoremen and seamen, with the latter obtaining wage increases, a three-watch system onboard ship and better living conditions."

ILA's Teddy Gleason Retires, Led for 24 Years

A little more than 68 years ago Teddy Gleason joined the International Longshoremen's Association. In 1963 he was elected ILA president. The 86-year-old Gleason will retire August 1.

"The SIU and the ILA have had their differences for years, but I'll tell you this, Teddy Gleason fought for his membership. He was a tough, hard negotiator at an age way past when most men retire," said SIU President Frank Drozak.

Gleason began working on the New York docks when he was 15, in 1915. He worked steadily as an ILA docker until the Depression when he was blacklisted from the piers because of his union activity. Shortly after Franklin D. Roosevelt was elected president

of the U.S., laws guaranteeing the right to join labor unions were passed, and Gleason once again began work on the docks.

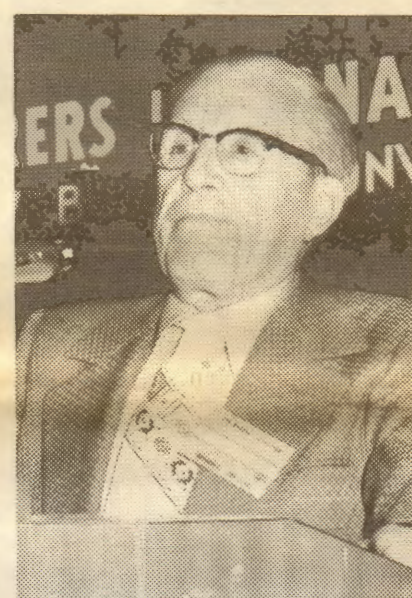
In the 1930s he was elected as a local union president and business agent. He advanced through the ILA's ranks as a general organizer, executive vice president and was elected international president in 1963. He is the senior ranking AFL-CIO vice president on the Executive Council. He is also a vice president of the International Transport Workers Federation and serves on its board of directors.

Gleason served the ILA during some very stormy times. In 1953 the union was expelled from the AFL-CIO following charges of racketeering and corruption. During that time the SIU

formed the International Brotherhood of Longshoremen. After six years of battling, the ILA was readmitted to the AFL-CIO in 1959.

Waterfront observers give Gleason credit for improving dockworkers' status from low-paid laborers to some of the best-paid and protected blue collar workers. He was able to begin the Guaranteed Annual Income program in 1964, a job security program, and won wage increases in each contract until 1986 when the depression of the maritime industry, a shrinking membership and new competition for jobs forced concessions and wage cuts for ILA members.

John Bowers, 61, ILA executive vice president since 1961, is expected to be elected to the top post.



Teddy Gleason

Marad OKs CDS Payback

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the privately owned commercial fleet as the primary source to supply it with militarily useful, handy-sized tankers to transport petroleum products dur-

ing a national emergency. Citing the disruptive effect of this rulemaking on the commercial fleet since the proposal's initial inception, the Navy in comments submitted to the Maritime

Administration on April 28, 1987 opposed reissuance of the payback scheme pointing out that it expects to buy a minimum of 20 tankers at a cost of more than \$200 million to meet requirements that the private sector is no longer able to fulfill. On top of this projected outlay, the Navy must spend an additional \$1 million per year for maintenance of each vessel in the Ready Reserve Fleet.

In addition to the layup of more than

10 militarily useful coastwise tankers resulting from the implementation of this rulemaking, our defense posture has been further weakened through the loss of hundreds of seafaring jobs. Such losses only highlight the conclusions reached in the Navy's 1986 Manpower Study that by 1992 the shortage of qualified seafarers for a wartime emergency will amount to more than 8,100 individuals or more than 25 percent of the Navy's requirements.

Senator Honored in Algonac



Pictured above at a reception held at the Seafarers hall in Algonac, Mich. are (l. to r.) Vernon Wallen, second cook, Lakes member; U.S. Sen. Carl Levin (D-Mich.); John Stafford, deckhand, Lakes member, and Larry D. Querry, SIU Field Rep. Algonac. The reception was held in honor of the St. Clair County Board of Commissioners, sponsored by the St. Clair County Democrats. Levin was an honored guest at the event.

U.S./Canada Hold Lakes Talks

(Continued from Page 3.)

program, also established in the Merchant Marine Act of 1936. Title XI backs private financing for U.S.-built, U.S.-flag tonnage.

(6) A 1965 amendment to a military appropriations bill requiring that hulls and superstructures of U.S. Navy vessels be constructed in U.S. shipyards.

(7) The Military Transportation Act of 1904, which requires that all U.S. defense cargoes be transported on U.S.-flag ships.

(8) Public Resolution 17 of the 73rd Congress, which requires that all cargoes generated by U.S. loans be carried on American vessels.

The resolution permits waivers to 50 percent when conditions warrant them.

(9) The Cargo Preference Act of 1954, which reserves 50 percent of all non-defense government cargoes for American-flag ships.

(10) The U.S. maritime-agriculture grain cargo preference pact included in the 1985 omnibus farm bill.

That just about covers every single maritime promotional program still on the books. Is it any wonder that *Amerika*, ABC's widely-publicized mini-series on an imaginary Russian takeover of the United States, was filmed north of the border?

Rep. Fred Grandy

REP. FRED GRANDY (R-Iowa) was sworn into the U.S. House of Representatives on Jan. 6, 1987. Winning the seat vacated by Berkley W. Bedell, who chose not to seek reelection due to health problems, Grandy represents Iowa's sixth congressional district, a largely agricultural area in the north-northwest corner of the state composed of 23 counties.

Grandy's entrance into politics began shortly after his graduation from Harvard College. His career began as a legislative aide and speech writer for Rep. Wiley Mayne (R-Iowa) who represented Grandy's home district in Iowa.

Following his tenure with Mayne, Grandy took some time off to pursue a long-time ambition in the theatre. He has appeared in several successful off-Broadway plays and two feature films. Beginning in 1975, Grandy became best known to TV audiences for his role as "Gopher" in the highly popular series "The Love Boat." Grandy also wrote several scripts for the show.

The congressman serves on the House Agriculture and Education-Labor committees. Both of these committees deal with many issues that affect his constituents. House Republican Leader Bob Michel, in commenting on the appointments, called it "almost unprecedented" that a freshman member of Congress is named to two major committees such as these.

In his first months in office, Grandy introduced his first piece of congressional legislation and has since co-sponsored other bills. "The Agriculture in Transition Program" and the



Rep. Fred Grandy

"Rural Worker Readjustment Act" were designed to target assistance to areas heavily impacted by the distressed farm economy, resulting in the displacement of farmers.

He also mounted a successful charge against a House Resolution that would have commended the European Economic Community for the 30th anniversary of its existence. "Now is not the time to be sending a bouquet to the Europeans," said Grandy, "considering some of their unfair trade practices that are hurting Iowa farmers."

Grandy said a host of European import protections and export subsidies have enabled the Europeans to "drastically reduce the ability of the American farmer to compete fairly for his share of the world market—depressing prices, causing enormous surpluses and expensive storage problems for the American industry." It was a symbolic vote, Grandy noted, "but a safe way to send a strong message to our trade partners in Europe that American farmers are tired of being pushed around."

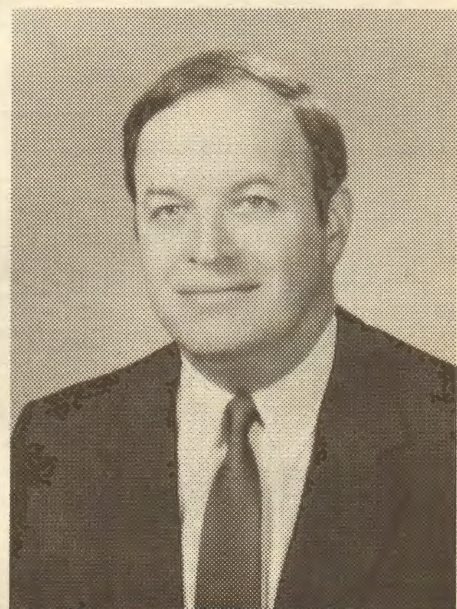
Sen. Richard Shelby

RICHARD C. SHELBY of Tuscaloosa, Ala., was elected on the Democratic ticket to the U.S. Senate on Nov. 4, 1986, following four terms as Alabama's seventh district congressman.

With a B.A. from the University of Alabama and a law degree from the University of Alabama School of Law, Shelby began his professional career as a practicing attorney and small businessman in Tuscaloosa. After working as the Tuscaloosa City Prosecutor and Special Assistant Attorney General for the state of Alabama, he was elected to the Alabama State Senate in 1970 where he served as chairman of the Legislative Counsel. Following eight years in the Alabama legislature, Shelby was ready to move on. He had worked to strengthen laws against child abuse and child pornography and was strict on the issue of government ethics.

Shelby was viewed as a progressive Democrat during most of his Alabama political career, but after his Nov. 7, 1978 election to the U.S. House of Representatives, he managed to erase that reputation, compiling a consistent conservative record on the floor and voting the industry position on all major issues in the Commerce Committee.

During those years, however, Shelby was able to establish a strong record of leadership. He sponsored a constitutional amendment requiring a balanced federal budget and pushed initiatives to improve Alabama's and America's business climate. He supported legislation to strengthen the farm credit system and to ease the regulatory burden on small businesses. He fought foreign trade prac-



Sen. Richard Shelby

tices and worked to provide funding for research on cancer and heart disease and to improve our social security and medicare programs.

As a member of the Senate, Shelby sits on the Committee on Armed Services, the Committee on Banking, Housing and Urban Affairs, and the Special Committee on Aging. He is also a member of the Congressional Competitiveness Caucus.

The Senate Armed Services Subcommittee on Projection Forces and Regional Defense, of which Shelby is a member, recently held a hearing on the issue of sealift. He attended the hearing and asked Admiral Walter T. Piotti Jr., commander of the Military Sealift Command, what was being done to build up the merchant marine force structure.

While the senator believes some progress has been made in this area of late, there is still far to go, and Shelby has given his assurance that he will continue to work toward solving this problem in the months and years to come.

E. B. McAuley, Veteran SIU Official, Dies at 63

Eustace "E. B." McAuley, who waged a 16-year battle against a debilitating spinal tumor, died June 11 at the White Bluff Manor Convalescent Center in Savannah, Ga. not far from his home. He was 63.

McAuley had served the SIU in a number of important positions and was a participant in some of its major campaigns, including the Isthmian and Cities Services organizing drives and the American Coal beef.

From 1954 to 1962 he served as an administrative assistant to the late Paul Hall. Along with Lindsey Williams, Bob Matthews and the late Sonny Simmons, he was responsible for negotiating contracts that led to substantial improvements in the wages, benefits and working conditions of SIU seamen.

From 1962 to 1964 he served as this Union's West Coast representative. He was later reassigned to the port of

New York where he helped to train a whole new generation of union officials.

"E. B. McAuley taught me everything I knew," said Jack Caffey, special assistant to SIU President Frank Drozak. "E.B. had a commanding knowledge of the contract," said SIU Vice President Mike Sacco. "He was an incredible teacher."

McAuley joined the Union in 1946 in Savannah. He was an official observer in the Isthmian elections and was chairman of the "Stop Work Committee."

After his retirement, McAuley continued to monitor events in the Union and maintained a lively correspondence with headquarters. Being laid up really helped him understand the benefits that he and the SIU had helped secure for the membership.

Writing about how important his Union pension was, McAuley said, "I

was thinking of letting my senator know that Social Security ain't what they say it is . . . Without a good union pension, people in this country ain't got too much goin' for them."

Known for his sense of humor, McAuley was well-liked by everyone who worked with him.

"E. B. was one of the most articulate spokesmen on behalf of the Union's program who ever climbed a gangway to make a payoff," said SIU Vice President George McCartney.

"E.B. McAuley made an important contribution to the development of this Union," said SIU President Frank Drozak. "He will be remembered."

A special service for McAuley will be held at Seafarers Haven Cemetery in late August where his ashes will be interred.

McAuley is survived by a daughter, Janet Dubinski, and two stepsons, Herbert and Joseph Reyes.



In the early 1960s, McAuley served as the SIU's West Coast rep, where this picture was taken.



Inland News

tug/tow
barge/dredge



Delta Queen's SIU Crews Win Praise for Professionalism

The SIU has always been proud of the fact that this Union produces some of the best seamen and boatmen in the world. The skills and professionalism come from our members' hard work and dedication and from the educational and training opportunities the SIU and the SHLSS provide all Seafarers.

The following letter from David W. Kish, Delta Queen Steamboat Co. vice president, is further proof that SIU members can crew any type of vessel that floats.

Dear Mr. Drozak:

This letter is to express Delta Queen's continued satisfaction with the Harry Lundeberg School of Seamanship. As time goes by, we are using the school more and more, with excellent results.

Back in January 1986, we had an initial group of four go for a two-week course in firefighting, first aid, CPR, safety and seamanship. Last January, the course expanded to three weeks and our number of participants doubled.

Beyond this course, we have had quite a few of our people enroll in the standard courses. One crew-member just returned with a QMED

and Electronics endorsement and we now have another going for the Fireman-Watertender-Oiler course.

Overall, the school has done a number of things for our company. It has improved our operations and the professionalism of our crew. Our loss history is better and we even experienced a decrease in our P & I premiums. There is a certain pride in being skilled at what one does. More than anything, the school has brought our crews that pride.

Sincerely,

David W. Kish

Marine Contracting & Towing



The tug *Samuel A. Guilds* is one of the several boats SIU members crew for Marine Contracting and Towing.



These SIU Boatmen work for Marine Contracting and Towing in Charleston. They are (l. to r.) Deckhand Joseph S. Whitt, Capt. Robert G. Mazyck, Deckhand/Capt. Mike Sistare, Engineer Jerry Lockaby, Capt. Ben Whaley and Chief Engineer Leroy C. Bazemore.

SIU Captain Named Docking Pilot President

Capt. Henry W. Gamp, a veteran SIU tugboat captain for Curtis Bay Towing Co. in Baltimore, has been elected president of the Atlantic and Gulf Coast Docking Pilots Association.

"Docking pilots are tugboat captains who board and then dock ships. We are employed by various tugboat companies. Most of us in fact work for SIU-contracted companies," Gamp said.

Capt. James Register of Cape Fear Towing was elected vice president and Capt. George L. Moore of Moran Towing of Florida was re-elected as secretary/treasurer.

The Atlantic and Gulf Coast Docking Pilots Association is an organization dedicated to strengthening the common bonds of docking pilots throughout the Atlantic and Gulf Coast seaboard of the United States. It encourages the utilization of docking pilots thus promoting safety in berthing and unberthing in harbor movements. It reviews local, state and national legislation affecting docking pilots and makes proposals and recommendations. We work to increase the usefulness of docking pilots to shipping companies, shipping agents, stevedores, harbor masters and the public at large.



SIU Boatman in Charleston, S.C. crew the boats of Marine Contracting and Towing. Pictured above are (l. to r.) Deckhand Walter Lyon Jr., Capt. Steve Browder and Deckhand/Engineer Warren E. Fort Jr.

In Memoriam

Pensioner **Jack Flemming**, 86, succumbed to cancer April 23. Born in North Carolina, Boatman Flemming joined the Union in 1957 in the port of Baltimore. He retired in 1969. Burial was at King Memorial Park in Randallstown, Md. Flemming is survived by his wife, Larnice, of Baltimore.

Clyde M. Merryman, an active SIU member, died Feb. 9 of a heart attack. He was 54. Born in Arkansas, Boatman Merryman joined the Union in 1973 in the port of Paducah. He sailed in the deck department, most recently with National Marine. Burial was at Pine Hill Cemetery in Jonesboro, Ark. Merryman is survived by a daughter, Beverly J. Horn, and a sister, Rebecca Parish.

Chesley R. Sabiston, 49, died March 17 of respiratory failure. Born in North Carolina, Boatman Sabiston joined the Union in 1980. He sailed in the steward department. An active member at the time of his death, Sabiston last sailed with Steuart Transportation Co. Burial took place at the Willis Family Cemetery in Williston, N.C. He is survived by his wife, Elna Inez, of Williston.



Pensioner **John C. Simpson**, 65, died of cancer March 8. Born in North Carolina, Boatman Simpson joined the Union in 1961 in the port of Norfolk. He sailed in the deck department,

most recently with McAllister Brothers, retiring as a captain in 1982. Burial was at Rosewood Memorial Park in Virginia Beach, Va. Simpson is survived by his sister, Connie H. Leary, of Chesapeake, Va.



New Pensioners

The following Inland members have retired on pension:

- Baltimore**
Adam Wodka
- Jacksonville**
John S. Williams
- Mobile**
Jerry Lee Carl Sr.
- New York**
Robert W. Kutzner
Gerald J. Cooke
- Norfolk**
Virginia K. Haynie
Julian R. Wilson
- Philadelphia**
Guenther F. Bischoff
- Wilmington**
John L. O'Rourke

Curtis Bay's MacLeod to Head Moran Towing



Malcolm MacLeod (second from left), former president of the SIU-contracted Curtis Bay Towing in Baltimore, has been named president and chief operating officer of Moran Towing and Transportation. Moran is Curtis Bay's parent company and is located in Greenwich, Conn. Pictured are SIU Inland Rep. Frank Paladino, MacLeod, Bill Ditweiler, president of Steamship Trade, and Baltimore Port Agent Bobby Pomerlane.

Negotiations at Curtis Bay in Baltimore

This is the 1987 Contract Negotiating Committee for SIU members at Baltimore's Curtis Bay Towing. They are (front row l. to r.) Engineer Bill Epps, Shop Rep. Edward Pfrang, Capt. Roman Jankowiak (back row) Mate Robert Gordy and Deckhand Robert Henninger.



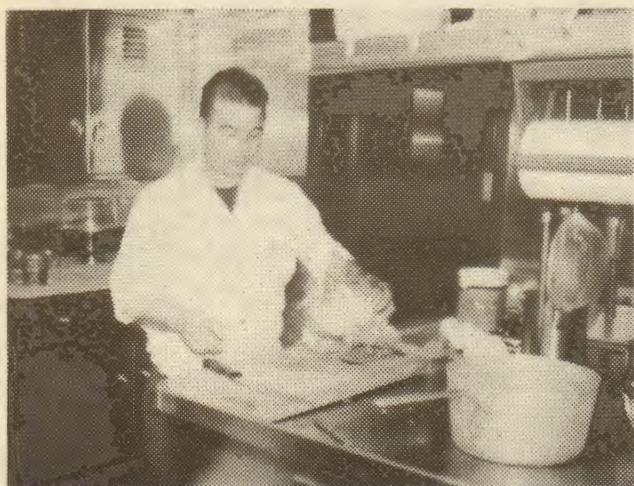
Dispatchers Report for Inland Waters

JUNE 1-30, 1987

Port	*TOTAL REGISTERED All Groups			TOTAL SHIPPED All Groups			**REGISTERED ON BEACH All Groups		
	Class A	Class B	Class C	Class A	Class B	Class C	Class A	Class B	Class C
DECK DEPARTMENT									
New York	0	0	0	0	0	0	0	0	0
Philadelphia	0	0	3	0	0	1	4	0	6
Baltimore	6	0	0	6	0	0	4	0	0
Norfolk	37	5	0	42	8	0	40	13	0
Mobile	1	1	0	1	1	0	0	0	0
New Orleans	1	0	0	1	1	0	1	0	0
Jacksonville	1	7	14	1	4	6	0	3	8
San Francisco	0	0	0	0	0	0	0	0	0
Wilmington	4	3	32	51	21	48	13	9	39
Seattle	0	0	0	0	0	0	0	0	0
Puerto Rico	0	0	0	0	0	0	0	0	0
Houston	6	1	2	3	4	2	11	3	2
Algonac	17	4	0	22	3	0	26	7	0
St. Louis	0	0	6	0	0	2	0	2	28
Piney Point	0	0	1	0	0	1	0	0	2
Totals	73	21	58	89	42	60	99	37	85
ENGINE DEPARTMENT									
New York	0	0	0	0	0	0	0	0	0
Philadelphia	0	0	1	0	0	0	0	0	0
Baltimore	0	0	0	0	0	0	0	0	0
Norfolk	12	3	0	15	2	0	25	3	0
Mobile	0	0	0	0	0	0	0	0	0
New Orleans	0	1	0	0	1	0	0	1	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	3	0	0	0	0	0	5
Seattle	0	0	0	0	0	0	0	0	0
Puerto Rico	0	0	0	0	0	0	0	0	0
Houston	2	1	0	2	0	0	0	4	0
Algonac	14	4	0	20	1	0	16	4	0
St. Louis	0	0	0	0	0	0	0	0	0
Piney Point	0	0	0	0	0	0	0	0	0
Totals	28	9	4	37	4	0	41	12	5
STEWARD DEPARTMENT									
New York	0	0	0	0	0	0	0	0	0
Philadelphia	1	0	0	1	0	0	0	0	3
Baltimore	0	0	0	0	0	0	0	0	0
Norfolk	9	2	0	7	1	0	11	7	0
Mobile	0	1	0	0	1	0	0	0	0
New Orleans	0	1	0	0	0	0	0	2	0
Jacksonville	0	4	4	0	3	1	0	1	3
San Francisco	0	0	0	0	0	0	0	0	0
Wilmington	0	1	4	0	0	0	0	3	6
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	3	1	0	4	1	0	4	1	0
St. Louis	0	0	1	0	0	0	0	0	1
Piney Point	0	0	0	0	0	0	0	0	0
Totals	13	10	9	12	6	1	15	14	13
Totals All Departments	114	40	71	138	52	61	155	63	103

***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.

All's Well Aboard the Sgt. Matej Kocak



"Speedy" Sal Buzali, assistant cook

The *Sgt. Matej Kocak* (Waterman) is a smooth running ship, thanks to the efforts of a fine SIU crew. So says Milton J. Phelps, steward/baker, who sent along these photos.

The voyage started in Rota, Spain, with a stop in Las Palmas, Canary Islands. The next port of call was Morehead City, N.C., where the ship will lie at anchor for approximately one month. Then, following MSC exercises in the Atlantic, it's up to Boston and back across to Spain where the present crew will be relieved.

And from the crew: "A vote of confidence to President Frank Drozak and the Negotiating Committee for their efforts on our behalf. Keep up the good work!"



Charles Yancey, GSU pantry (left), and Archie Rowe, GSU B.R., in a moment of levity.

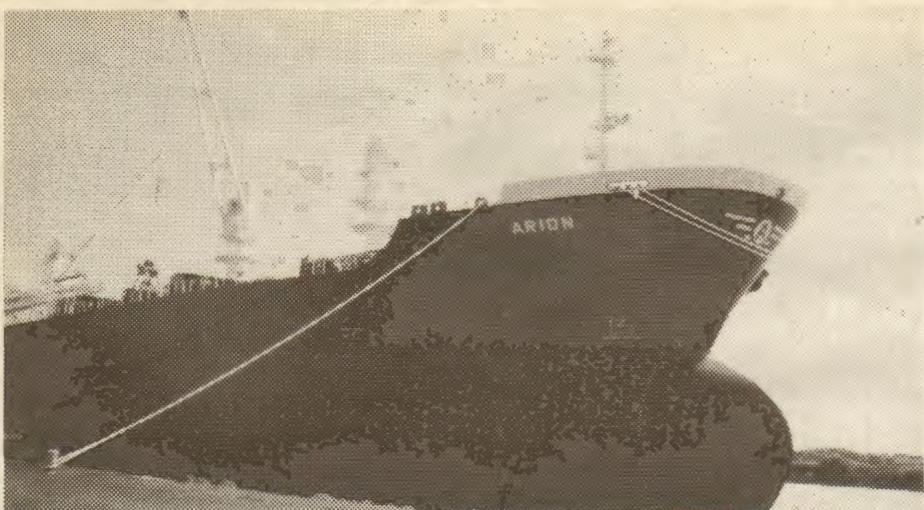


"Chef Louie"
(Louis Babin, chief cook)

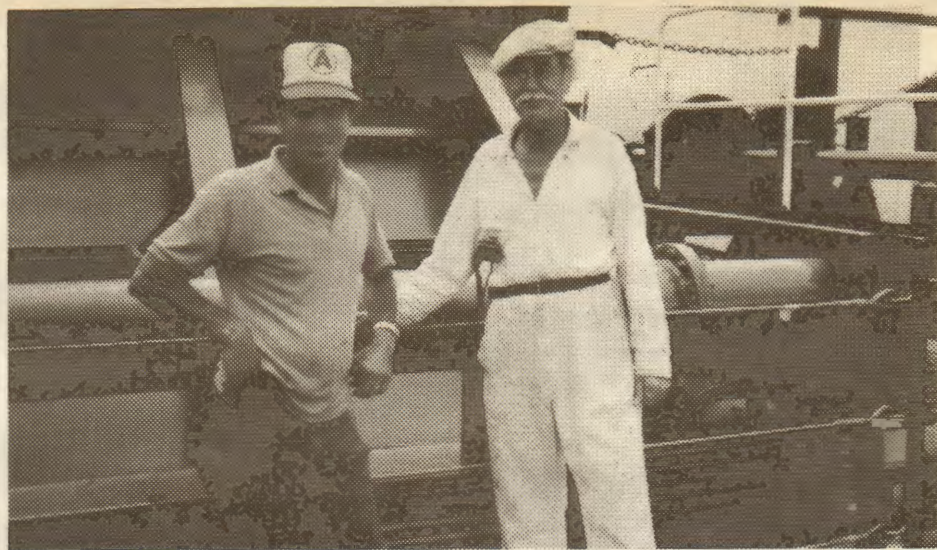


John Kane, bosun

SIU's Arion Pays Off In Tampa



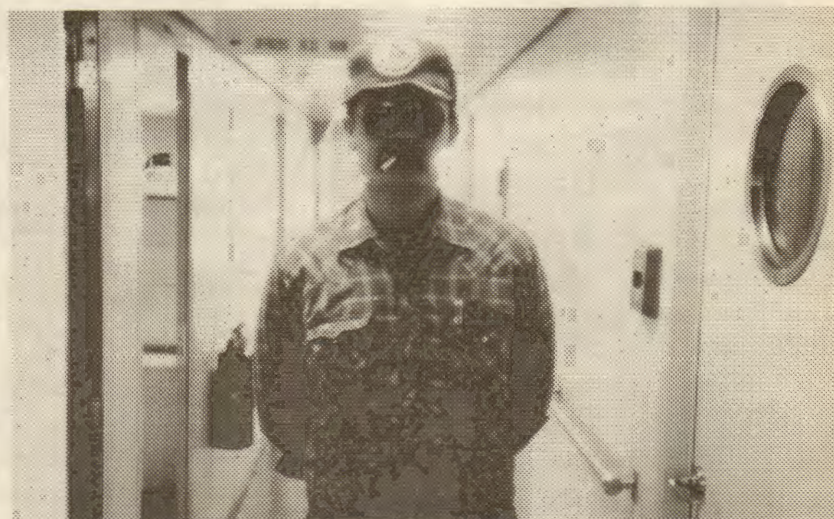
The *Arion* (Apex Marine), SIU's newly-contracted vessel on a recent visit to Tampa.



Chief Mate Tony Kostalos (a former SIU member), left, and Bosun Richard Wardlaw at the *Arion's* payoff in Tampa.



At payoff (l. to r.): Jimbo Padgett, QMED; Willie Harris, steward/baker, and Bill Connolly, steward assistant.



James Redgate, AB

Seafarers

HARRY LUNDEBERG SCHOOL OF SEAMANSHIP



Piney Point Maryland

Second Annual Sealift Conference

SHLSS Is the Key to Manpower

Training and manpower requirements for the growing military sector of the Maritime Industry was the thrust of the second Annual Sealift Conference, held June 22-24, 1987, at the Seafarers Harry Lundeberg School of Seamanship in Piney Point, Md.

Participants at the conference included representatives from 15 SIU-contracted companies which have secured military work contracted out by the Navy; officials from the SIU-AGLIWD and District 2-MEBA; ma-

rine transportation and defense specialists from the Transportation Institute, and representatives from the military and from various government agencies.

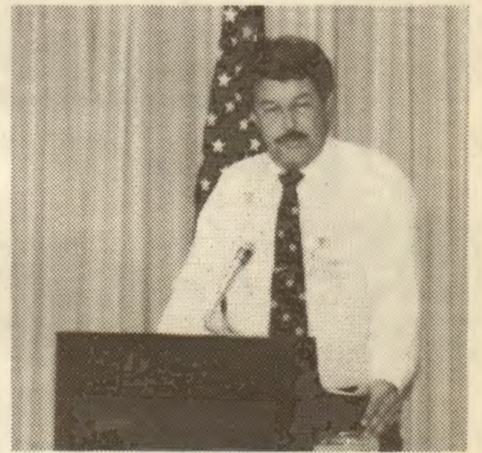
Bill Hellwege, Sealift training coordinator, gave an overview of the Sealift Maintenance and Operations course; Bart Rogers, manpower coordinator for the SIU, talked about the functions of the manpower office and how this vital operation can be improved.

But while the focus of the conference was on manpower and training, it was the Request for Proposal (RFP) process that elicited the most heated discussions.

Red Campbell, SIU vice president of contracts, talked about the RFP process and the difficulty involved in

obtaining military work that has been contracted out to the private sector. He noted that it often takes more than a year to process such a bid and that companies can spend anywhere from \$50,000 to \$600,000 just to do the preparatory work on the bid—without any assurances that they will get the work.

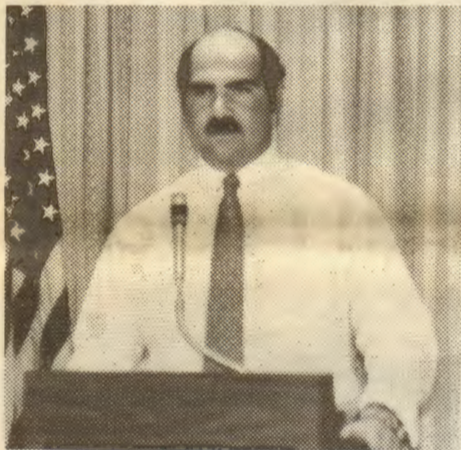
SIU President Frank Drozak also addressed the RFP problem. "I don't know what's going on," Drozak said, "but the administrative roadblocks in the RFP process have been multiplying." Drozak summed up by saying, "The goal of the MSC program is to have the ships ready for sea at any time they are needed. It will take cooperation from all sides of the triangle—government, management and labor—to make this program work."



Bill Hellwege, Sealift coordinator, explains the Sealift Operations and Maintenance program at SHLSS.

During the second day of the conference, government and military representatives were asked by Union officials and company representatives for an assessment of the SIU's training program and for suggestions on how to make it more relevant to the military's needs. "Tell us what you want," said SHLSS Vice President Ken Conklin. "We can do anything here."

The information and ideas exchanged during the second Annual Sealift Conference pointed the way toward solving the problems that now exist with the growing military sector work. Taking it a step further, representatives agreed that next year's conference would also include panel discussion groups to address specific issues facing the maritime industry.



Bart Rogers, SIU manpower coordinator, talks about manpower procedures and requirements.



Ken Conklin, SHLSS vice president, welcomes representatives to the second Annual Sealift Conference at SHLSS.



Larry Byers, Waterman; Bart Rogers, SIU manpower coordinator, and Anne Kane, Ocean Shipholding.



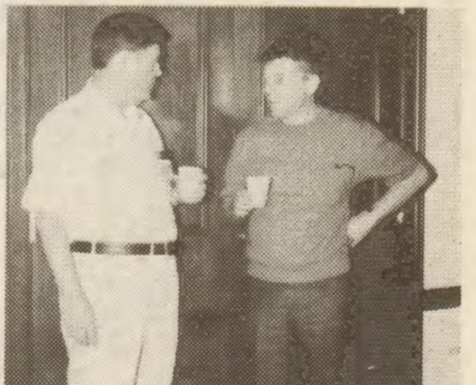
Mickey Lewis, MSC, and SIU Vice President Buck Mercer talk about personnel and training requirements on MSTU vessels.



John Hinkell (left), MSC, and Martin Fink, NAVSEA, discuss training and equipment.



SIU President Frank Drozak makes a point to Captain Frank Johnson of Strategic Sealift.



Joe Conwell (left), Bay Tankers, and SIU Vice President Red Campbell speculate on TAKR operations during a break.



SIU Vice President Red Campbell talks about the RFP process.



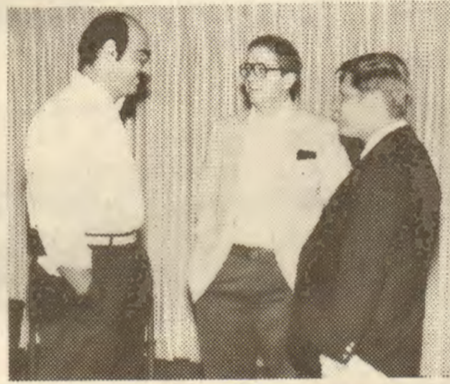
Ron Spencer (left), MEBA-2, and Captain Peter Muth, USCG, consider the common goals of the maritime industry.



Laymond Tucker, director of culinary services, addresses the conference on the SHLSS culinary department and what it can do for our companies.



SFC Meany (left) and Lt. Col. Edmunds confer on reserve training at SHLSS.



Bart Rogers, SIU manpower coordinator; Larry Byers, Waterman, and Bob Holmstead, MAERSK, share a lighter moment.



SIU President Frank Drozak (center left) listens to Lt. Col. Edmunds talk about load-out procedures on military vessels.



From the left: Mike Swayne, Transoceanic Cable; Joe Conwell, Bay Tankers; Bob Rogers, IOM, and Bill Lockwood, IOM, have a final word following the conference.



Richard Evans (left), Puerto Rico Marine, and Chris Krusa, MSC, reminisce during a coffee break.



SIU Vice President Red Campbell; Peter Lawrence, AMSEA, and Bill Fennick, AMSEA, listen to a point being made at the conference.



Major Carlos Tibbetts (left) and Bob Bryan, Marad, reflect on "Stick Boom" ships left in the Reserve Fleet.



Harry Glennon (left), Sea Mobility, makes a point on manpower requirements for the TAGOS ships.

—A High School Diploma Can Open A Lot Of Doors For You—

“According to statistics, one third of all American adults over the age of 16, and out of school, do not have high school diplomas.” Thus, since 1970, the Seafarers Harry Lundeberg School of Seamanship has offered seafarers the opportunity to earn their high school equivalency (GED) degree.

The skills obtained in the GED program help seafarers in preparing for their job, for future upgrading and college courses, and for their everyday situation. Recently, six seafarers successfully completed the SHLSS GED program. John Davis, Candido Castro, Ronald Koski, Jay Anderson, Willie Lindsey and Glen James have joined over 2,000 seafarers who have completed the GED program. Three of these six seafarers have already upgraded since receiving their diplomas and the rest plan to upgrade in the near future. These seafarers recognized the need to improve their skills for upgrading. As vocational education becomes more advanced and specialized, the need for academic skills to master highly technical instructional manuals is evident.

SHLSS's GED program offers skill improvement in the reading areas of science, social studies, and literature as well as in the other content areas of math and English. Diagnostic tests are given in the content areas to determine what the student needs to learn or review. The GED instructors evaluate the tests and design a course of study that will meet each student's specific needs. Students work at their own pace through small group or individualized instruction. Even though the GED program is a non-graded course, the students are given regular progress reports to evaluate their GED performance. These evaluations guide students in their studies.

Many students have experienced success in the GED program because of the special learning conditions. With personal and creative approaches used in the GED instruction, the students progress confidently through the course materials. At the same time, interest and motivation is enhanced when enthusiastic instructors demonstrate how basic skills can be applied to the student's maritime career. The program also includes study and test-taking skills which

not only prepares the student to sit for the one day state administered test, but also prepares the student for future courses.

The GED program is only one of the many successful

educational opportunities offered at SHLSS to prepare the seafarer for the future and the program has already opened doors for many seafarers.



These SHLSS upgraders recently completed the six-week GED program and have gained the skills and confidence for future vocational courses. Kneeling (l. to r.) Willie Lindsey, Candido Castro, Ronald Koski. Second row: John Davis, Jay Anderson, Glen James.

—Don't Miss Your Chance— —To Improve Your Skills—

Apply now for the Adult Education program or course that you would like to take in 1987. The Seafarers Harry Lundeberg School of Seamanship Adult Education Department will offer the Adult Basic Education (ABE), High School Equivalency (GED), and English As A Second Language (ESL) programs two more times this year. They will be offered August 3 through September 14 and November 2 through December 14, 1987. These six-week long programs are available to all SIU members who are in good standing with the Union and have paid their dues. It is important to note that seafarers will be given travel reimbursement for successful completion of the Adult Education courses as they do for any of the vocational courses.

All the Adult Education programs have been designed to help the seafarer reach his educational goals. The Adult Basic Education program will help improve basic English, reading, writing, math and study skills. The English As A Second Language program can help a

seafarer improve his use of the English language by emphasizing reading, writing and speaking skills. The High School Equivalency program will prepare him for the GED exam by studying in the five content areas of science, social studies, English, math and literature. All of these programs stress skills that can be applied to the seafarer's maritime career. Interested seafarers may find it helpful by taking an Adult Education course prior to a scheduled upgrading class. However, seafarers may come back for the Adult Education classes at any scheduled times.

In order to register for a course, it is important to send in your application as soon as possible for processing. Applicants can be pretested and arrangements made prior to the scheduled course dates. If you are interested in any of these programs, look for the SHLSS course schedule and fill out the application form in this issue of the LOG. If there are any questions, write to:

Sandy Schroeder
Director of Adult Education
SHLSS Piney Point, MD 20674.

Don't Miss Your Chance to Improve Your Skills How?

SHLSS has self-study materials in many areas. Upon your request, SHLSS will send them to you to study in your spare time.

You can use these skills:

- ★ on your job.
- ★ to improve your skills for upgrading.
- ★ to further your education.

Please send me the area(s) checked below:

MATH

- Fractions
- Decimals
- Percents
- Algebra
- Geometry
- Trigonometry
- (Plane)
- (Spherical)

ENGLISH: Writing Skills

- Grammar Books
- Writing Business Letters

SOCIAL STUDIES

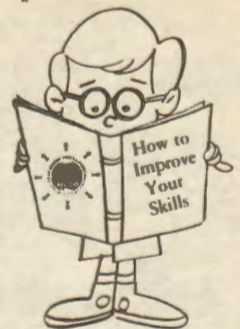
- Geography
- U.S. History
- Economics

STUDY SKILLS

- Listening Skills
- How To Improve Your Memory
- How To Use Textbooks
- Study Habits
- Test Anxiety
- Test Taking Tactics
- Stress Management
- Notetaking Know-How

COMMUNICATION SKILLS

- Basic Metrics



Name _____

Street _____

City _____ State _____ Zip _____

Book No. _____ Social Security No. _____

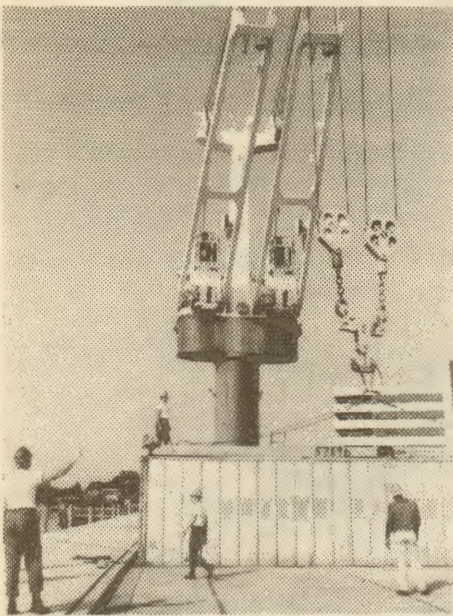
Department Sailing In _____

Cut out this coupon and mail to:

Adult Education Department
Seafarers Harry Lundeberg School of Seamanship
Piney Point, Maryland 20674

Send it today!

Navy Seabees and Army Personnel Conduct Combined Training at Seafarers Harry Lundeberg School



Military personnel prepare to lift a 40 foot container with our recently acquired 40 foot container spreader.

Twelve Navy Seabees and two Army Cargo Handling personnel joined forces to attend the Hagglund Crane course at SHLSS.

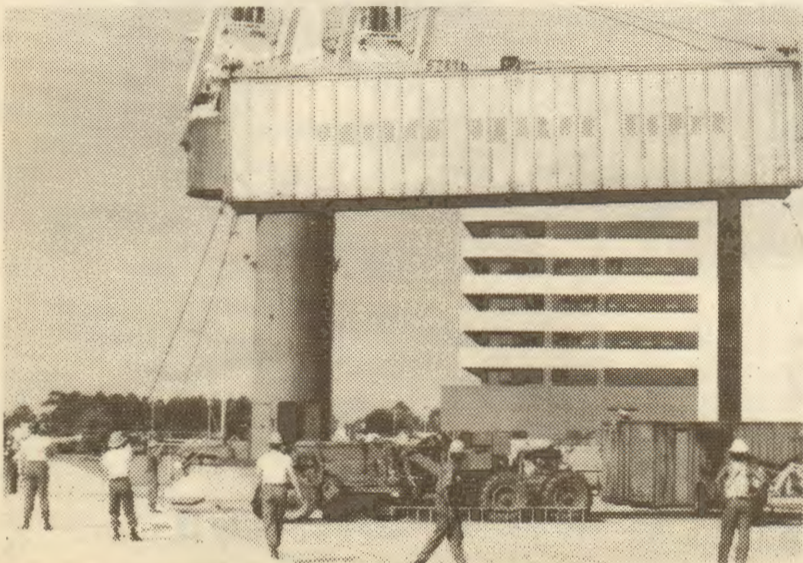
The Navy men, from the Navy Reserve Cargo Training Battalion in Yorktown, Va., and the Army personnel, attached to the Army Transportation School in Ft. Eustis, Va., trained

and worked together under the watchful eyes of Richard Dickerson, crane instructor.

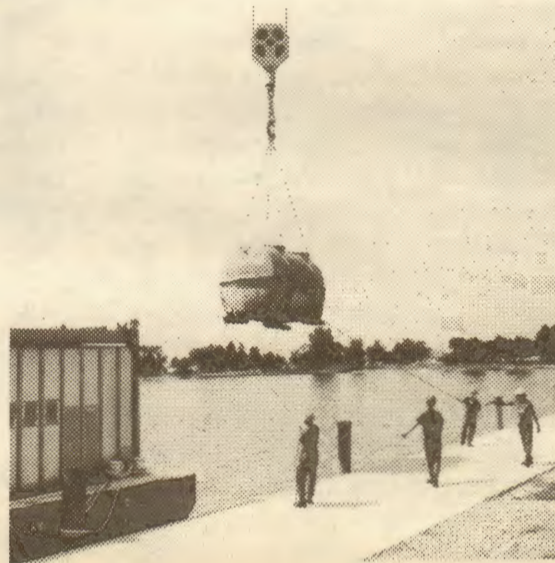
This was the first time that two military services trained together at SHLSS. Since June 1986, a total of 105 military personnel have trained on the SHLSS Hagglund Crane.



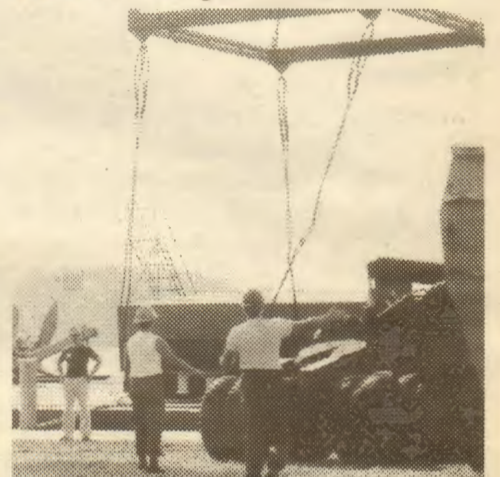
A military truck is lifted clear of the barge as the signalman gives the slew signal which will move the crane to the right.



The signalman on the left gives the signal to raise the jib and the 40 foot container clears the pad.



Richard Dickerson instructs his students in placing a Jet engine in its container on a barge.



One of the Navy Seabees signals "slew the crane to the right" prior to hooking up to a semi-truck.

SHLSS COURSE GRADUATES



Navy Training Group

First row: (l. to r.): CMCA Peter Worthington, CM3 Gary Vandoren, Richard Dickerson (Instructor). Second row: CE3 Eugene Boucher, EO3 Mark Langdon, CM1 Jeffrey Inman, CM2 Stephen Ohls. Third row: EO1 Russell Johnson, SW3 Kurt Searone, BU1 Steven Miller. Fourth row: CE3 Mark Phillips, BU1 Patrick View, EO3 James Swann.



QMED

Front row: (l. to r.) Jimmy Soto, Chuck Clark, Kenneth Biddle, Ron Koski, Gary D. Fuller, Jose A. Quinones, Charles D. Lore. Second row: Ellis Young, David Dunklin, Milton Israel, Ronald Lukas, Guy V enus, Stephen Migliara, Kirk D. Bushell, John Anderson. Third Row: Charles Polk, L. Craig, Stan Sporna, Terrance "T" Reed, Mark A. Sundling.



Navy/Army Training Group

First row: (l. to r.) SKSN Bolt, BM2 Downey, BM1 Ford, Richard Dickerson (Instructor). Second row: EM1 Jenkins, SFC Mutchie, SN Harvie. Third row: SSG Bellamy, BM C. Schley, BM3 Blackmon. Fourth row: BM1 K. L. Cross, BM1 D. C. Hatt. Fifth row: SK2 Hillyard, BM2 G. J. Hawkins, BM1 D. R. Morrow.



Lifeboat

(L to R.) Ben Cusic (Instructor), Richard Ferneti, Obald H. Ali.



Able Seaman

First row: (l. to r.) R. G. Broadway, John Gilliam, Raymond Corpus, Ronnie Giangrosso, Steve Schwedland. Second row: Jim Brown (Instructor), Sherman Hudson, Glen Roy. Third row: K. L. Kirksey, Bill McNeal.



Sealift Operations and Maintenance

Kneeling: (l. to r.) Glenn Roy, Ralph Broadway, Raymond Dailey. Second row: Steve Schwedland, John Miranda, Sherman Hudson, John Gilliam, Charles Smith, Harry Alongi (Instructor). Third row: K. L. Kirsey, C. D. Polk, L. Craig, Scott Speed, Ed King.



Steward Recertification

First row: (l. to r.) Emanuel Douroudous, Ruperto Peralta, Jaime Quinones, Sigrid Connard, James Jones, Joseph Williams. Second row: Henry Manning, Frederick Washington Sr., Guillermo Thomas, Larry Ewing, Robert Brown, Robert Hess, Laymon Tucker (Instructor).



Sealift Operations and Maintenance

Front: John T. Adams. First row (l. to r.): Gebar Ogbe, Kenneth Moore, Kenneth Booher II, Ron Adriani, M. Russo. Second row: Jerry Hobbs, Rick Hoffman, June Hughes, Paul Jagger, Tyler Womack, Kim Dormody, Leonard Earl Johnson, Bill Heliwege (Instructor). Third row: Liz Greenberg, H. McClung, John Holtschlag, Lamont T. Lovick, Andre Bennett, Julius Ceaetes.



Lifeboat

(L. to R.) Gebar Ogbe, Ron Giangrosso, June Hughes, Wilhelmina Ortiz.



1987 Upgrading Course Schedule



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

August 1987 — December 1987

The following is the current course schedule for August 1987 — December 1987 at the Seafarers Harry Lundberg 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.

Engine Upgrading Courses

Course	Check-In Date	Completion Date
QMED - Any Rating *Sealift Operations & Maint.	September 21 December 14	December 11 January 8
Fireman/Watertender, Oiler *Sealift Operations & Maint.	August 10 October 5	October 2 October 30
Fireman/Watertender, Oiler *Sealift Operations & Maint.	October 12 December 7	December 4 December 31
Variable Speed DC Drive *Sealift Operations & Maint.	September 21 November 2	October 30 November 27
Electro-Hydraulic Systems *Sealift Operations & Maint.	November 9 December 21	December 18 January 15
Refrigeration Containers — Advanced Maintenance *Sealift Operations & Maint.	August 31 October 12	October 9 November 6
Diesel Engineer — Regular *Sealift Operations & Maint.	October 12 November 23	November 20 December 12

Deck Upgrading Courses

Course	Check-In Date	Completion Date
Able Seaman/Sealift Operations & Maintenance	August 31 September 28 October 26	October 23 November 20 December 18
Sealift Operations & Maintenance	August 10 September 28 October 26 November 23	September 4 October 23 November 20 December 18
Celestial Navigation	November 2	December 4
Radar Observer	August 17 December 7	August 28 December 12
Radar Observer (Renewal)	Open ended course, however, must notify SHLSS before entering this course.	
Towboat Operator	September 7	October 30
Inland Deck Shiphandling Simulator	October 12	October 16

Recertification Programs

Course	Check-In Date	Completion Date
Steward Recertification	August 31 November 2	October 5 December 7
Bosun Recertification	September 21	November 2

Steward Upgrading Courses

Course	Check-In Date	Completion Date
Assistant Cook *Sealift Operations & Maint.	September 2 October 19	October 16 November 13
Assistant Cook *Sealift Operations & Maint.	October 14 November 30	November 27 December 24
Assistant Cook *Sealift Operations & Maint.	November 25 January 11	January 8 February 5
Cook and Baker *Sealift Operations & Maint.	September 2 November 2	October 30 November 27
Cook and Baker *Sealift Operations & Maint.	October 14 December 14	December 11 January 8
Chief Cook *Sealift Operations & Maint.	September 2 November 2	October 30 November 27
Chief Cook *Sealift Operations & Maint.	October 28 December 28	December 25 January 22
Chief Steward *Sealift Operations & Maint.	September 2 November 2	October 30 November 27
Chief Steward *Sealift Operations & Maint.	October 28 December 28	December 25 January 22

Adult Education Courses

Course	Check-In Date	Completion Date
High School Equivalency (GED)	August 3 November 2	September 14 December 14
Adult Basic Education (ABE) & English as a Second Language (ESL)	August 3 November 2	September 11 December 11

For students who wish to apply for the GED, ESL, or ABE classes for the first six months of this year, the courses will be six weeks in length and offered on the following dates:

The Developmental Studies Class (DVS) will be offered one week prior to some of the upgrading classes. They will be offered as follows:		
FOWT Towboat Operator	August 3 September 7	August 7 September 11

College Programs

Course	Check-In Date	Completion Date
Associates in Arts	August 17 October 26	October 19 December 18

Third Mate Course Update

The Celestial/Terrestrial Navigation—Third Mate course offered at the Seafarers Harry Lundberg School is a quick paced course and should not be taken unless the student is prepared to surrender his social life to six (6) hours of study per night seven days per week. It is not a course that should be taken lightly, a basic understanding of navigation is needed.

Celestial/Terrestrial Navigation is offered prior to the Third Mates course and it will last approximately six (6) weeks. It is advisable for the Third Mate candidate to take this course, the basic Celestial and Terrestrial Navigation are very important parts of the Third Mates training. Those who feel proficient in these sections will benefit by this course. They can use the time to hone their navigation skills.

Following navigation will be Navigation General, Deck General, Rules of the Road and Safety, each section lasting approximately two (2) weeks. Please keep in mind these dates are not rigid. They will fluctuate according to the needs of the student.

Celestial and Terrestrial Navigation Schedule

March 14, 1988 — April 29, 1988

Third Mate Schedule

April 29, 1988 — June 24, 1988

Apply Now for an SHLSS Upgrading Course



Seafarers Harry Lundeberg School of Seamanship Upgrading Application



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

Address _____ (Street)

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

Deep Sea Member Inland Waters Member Lakes Member Pacific

Social Security # _____ Book # _____ Seniority _____ Department _____

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

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

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

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

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

Course(s) Taken _____

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

Date Available for Training _____

Primary Language Spoken _____

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

DECK

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

ENGINE

- FOWT
- QMED—Any Rating
- Variable Speed DC Drive Systems (Marine Electronics)
- Marine Electrical Maintenance
- Pumphoom Maintenance & Operation
- Automation
- Refrigeration Systems Maintenance & Operations
- Diesel Engine Technology
- Assistant Engineer (Uninspected Motor Vessel)
- Chief Engineer (Uninspected Motor Vessel)
- Third Asst. Engineer & Original Second Asst. Engineer Steam or Motor
- Refrigerated Containers Advanced Maintenance
- Hydraulics
- Electro-Hydraulic Systems

STEWARD

- Assistant Cook Utility
- Cook & Baker
- Chief Cook
- Chief Steward
- Towboat Inland Cook
- ALL DEPARTMENTS**
- Welding
- Lifeboatman
- Sealift Operations & Maintenance

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

COLLEGE PROGRAM

- Associates in Arts Degree
- Nautical Science Certificate

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

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

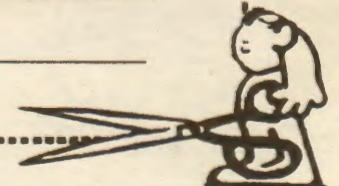
VESSEL	RATING HELD	DATE SHIPPED	DATE OF DISCHARGE

SIGNATURE _____ DATE _____

RETURN COMPLETED APPLICATION TO:

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

Rev 5/87



RFP Problems Highlight SIU Sealift Conference

The only way a company can secure military work is through the Request for Proposal (RFP) process. Once the RFP game was just a bit complicated; now it can be a nightmare.

That was the message from industry and union delegates at the SIU's annual Sealift Conference last month in Piney Point. While the conference's focus was on manpower and training for the growing military sector, the RFP process elicited the most heated dialogue.

Participants included representatives from 15 SIU-contracted companies which have secured military work contracted out by the Navy, officials from the SIU-AGLIWD and District 2-MEBA, marine transportation and defense specialists from the Transportation Institute, and representatives from the military and various government agencies.

The main topic of discussion turned out to be a recent RFP award. Most people in the industry believe that the award raises serious questions about the RFP process.

The Military Sealift Command (MSC) put out an RFP to attract bids for operating a hospital ship. A number of companies spent more than a year preparing their bids, only to find out the MSC had prepared one also and declared itself the winner.

Many companies questioned the methods employed by MSC in making its determination. According to an appeal filed by Marine Transport Lines (MTL), which is not an SIU-contracted company, the MSC used questionable figures in computing its wage rates, manning requirements and training costs. MTL also alleged that MSC did not make public information known inside the agency.

The MSC turned down MTL's appeal. While the SIU-contracted companies are competitors for the same work, they made no bones that all private maritime companies share a common concern: to ensure the RFP process be as fair as possible.

Interested companies spent anywhere from \$50,000 to \$600,000 in preparing their bids, only to come

away with the impression that the bid was not put out in good faith. Top-level staffers—accountants, researchers and lawyers—spent more than a year preparing the detailed, voluminous and often confusing RFP's. "If the MSC was not serious about making this RFP," said one company representative, "then these people's time and expertise were wasted."

"This decision should not be allowed to stand," said another company representative. "If it is somehow not overturned, then no one in the business will be willing to spend the time and money going through a process that is perceived as being inherently unfair."

The ironic thing, said SIU President Frank Drozak, is that private companies could save the government millions of dollars by operating just one vessel on a short-term basis. "Multiply that by several years and dozens of ships, and you're talking about a potential savings of hundreds of millions of dollars, maybe even billions."

Yet there was more on these delegates' minds than just government waste. "Let's not kid ourselves," said one company representative. "The short-term survival of most American-flag companies depends on obtaining this kind of work. There's nothing else left."

That goes for unions even more so, because they don't have the option of reflagging.

During the two-day conference, union representatives presented figures demonstrating just how important this military work is to their survival and to the job security of their members.

Take the SIU. During the past three years, the American-flag merchant marine has declined by 25 percent. During this same time, the Union has been able to pick up 58 new vessels generating more than 700 new jobs. No other union can make this claim.

As for the stated objective of the conference, reviewing the training facilities at Piney Point, none of the company representatives present expressed any dissatisfaction with the SIU training program.

A few company representatives made specific suggestions with regard to the AB Sealift course. A number wrote comments like "excellent" and "very good" on questionnaires they had filled out before the conference began.

During the conference, one or two of the company representatives alluded to the letters of commendation that SIU crews had received in performing support functions in military operations and exercises.

Some company representatives



The SIU is willing to go to any lengths to protect the job security of its members, said SIU President Frank Drozak.

praised the work that Bill Hellwege and the rest of SHLSS staff have done in building the Sealift program from scratch.

Still, the companies had one major concern about the training program, which is that the MSC has not spelled
(Continued on Page 18.)

Bidding for Military Work Is Costly

Not many SIU members understand the difficulty involved in obtaining military work that has been contracted out to the private sector. If it wasn't the only game in town, then most people would probably rather not be bothered with bidding for it.

For one thing, even if you get this military work, it is usually only for a short period, the average time being around three years. Once your charter is up, you have to rebid all over again. And there's no guarantee that you'll win.

It often takes more than a year to process a bid. Companies spend anywhere from \$50,000 to \$600,000 just

to do the preparatory work on the bid. And if a company doesn't get the work, it's money poured down the drain.

Lately, there have been a number of disturbing signs that the RFP process is not being conducted properly. This adds one more problem to the Union's list of concerns.

When the Union first got involved in going after this work, the average size of a Request for Procurement (RFP) was 200 pages. Four years later, it's 800 pages.

"I no longer need to own barbells," said SIU Vice President Red Campbell at the second Annual Sealift Conference. "I now pick up RFP's to stay in shape."

"I don't know what's going on," said SIU President Frank Drozak at the same conference, "but the administrative roadblocks in the RFP process have been multiplying. The Reagan administration has to check into this, especially since privatization of this kind of work is the centerpiece of its maritime program."

Robert Kesteloot, vice chairman of the Transportation Institute and the former head of the Navy's Sealift Division, has a plan to revise the present RFP process to make it more equitable.

Among other things, Kesteloot would overhaul the present system of procuring RFP bids, which involves what is known as a two-step process.

The two-step process works like this: First, a determination is made to see if a company is "qualified" to perform the work. Once that is deter-

mined, the contract automatically goes to the lowest bidder.

Sometimes, says Kesteloot, the lowest bidder is not always the best equipped to handle the job. More weight should be placed in finding a contractor who is both inexpensive and qualified.

What sometimes happens, said one company official, is that four or five companies will be dubbed "qualified." That puts them all on equal footing, even though one company may have a great deal of experience with the kind of work to be performed (i.e., cable laying) and another one has little or no experience.

Still, as the system now stands, the work automatically goes to the lowest bidder, even if the company has never done the work before.

If the company cannot meet its obligations, then the work goes back to the military and is lost to the private sector even though there are qualified companies capable of handling it.

Kesteloot would prefer a "one-step" system which would weigh both the cost of the bid made by the companies and their work records.

Of course, none of the companies could get this work without a ready supply of skilled mariners.

"Manpower is our greatest need," said one company representative. "It is important that we be able to fill a slot at a moment's notice."

When making a bid, the company not only has to put in a resume for itself, but it has to file separate resumes for the crewmembers who are expected to fill the slot.



Representatives from various branches of the military discuss the day's events at the second Annual Sealift Conference.

SHLSS Makes Sure Seafarers Have Skills For New Military Jobs

Several years ago, SIU officials realized that military work was the only growth area for the private merchant marine. To ensure that Seafarers would have an opportunity to work these specialized jobs, new training programs were designed to meet the military's needs. In addition, these programs provide SIU-contracted companies with reliable and trained manpower when they bid for the military work.

The goal of the Seafarers Harry Lundeberg School of Seamanship (SHLSS) is to provide sealift training to all SIU members. Because of the reduced manning level found aboard military contracted vessels, it is necessary that crewmembers from the deck, engine and steward departments be appropriately trained. The SIU presently has under contract or has bids on 80 ships with various companies. This has led to a need for a more coordinated effort and cooperation for training.

Since an estimated 60 percent of the work available to SIU members will be in the military sector by 1990, the training for the military ships has become essential. As in any new program, there are problems to solve and new potentials to be explored. This conference is designed to do both. With the shipping companies, labor and government working hand-in-hand, this can certainly be accomplished for the benefit of all concerned. Training is the KEY to the success of this industry, and we want to make this program the best—and it will be with your help.

The Sealift Operations and Maintenance Program was developed in early 1984 by the vocational teaching staff at the school. The program was designed to meet the training requirements to man and operate the specialized equipment of military-contracted ships. The first program was developed when a contract was awarded to Inter-Ocean Management for the *Keystone State ACS-1*, which was the first heavy lift crane ship.

This type of ship operation was new to all concerned and placed a unique training requirement upon the school. Personnel have to be trained to operate the heavy lift cranes. This requirement was met in two ways. The first was to send a deck instructor from SHLSS to the ship to observe procedures and collect data that could be implemented in a curriculum for the crane course. Shortly afterward, a three-day training course for crane operations was established at the school, and SIU members were sent to the school prior to reporting aboard the *Keystone State*. Crewmembers were then given additional classroom instruction along with hands-on training by SHLSS instructors aboard the *Keystone State*. These training procedures established the crane operator pool required to meet manning needs. The second was to acquire a 32-ton Hagglund shipboard crane for installation at the school. The crane allowed the school to conduct training without the constraints or interferences of everyday shipboard activities.

The next major development in the school's program occurred when a contract was awarded to Sea-Land for four T-AKR class ships (converted SL-7's) for military use. A need for additional training besides crane operations became evident. The task then became to train the ships crews in all phases of sealift operations. This was done in two ways. First, a deck instructor from the school was sent to these ships to coordinate training of the crew. Second, members were trained at the school so that a large manpower pool of trained seafarers would be available to man these ships.

The program design developed from these two early experiences includes Underway Replenishment, Helicopter Operations, Damage Control, Fork Truck Operations and Crane Operations. The School's acquisition of the Hagglund crane, in addition to the school's extensive waterfront equipment, optimized the school's training capabilities to conduct the above listed programs. A large classroom with a capacity for 40 students was exclusively designed for the use of the Sealift course.

Curriculum Development

The curriculum development effort has been directed to meet the needs of our military-contracted companies. In developing the curriculum, the deck instructors acquired as much written material as possible, visited the ships to better understand the training needs and equipment and worked closely with the companies and the military. All areas of needed training were investigated: Underway Replenishment, Helicopter Operations, Damage Control, Fork Truck Operations and Crane Operations. A thorough Sealift Operations and Maintenance manual was compiled by the staff at SHLSS. The manual has been continually revised and updated and is now in its 12th edition. Thirty-one videotapes have been acquired to supplement all aspects of the Sealift Training Program.

(Continued on Page 18.)

Conferees Impressed With SIU/D-2 Unity

Delegates to the second Annual Sealift Convention were quick to see the close working relationship between the SIU and District 2-MEBA. For many people, that was the highlight of the two-day conference.

In an industry where unity is an often stated but rarely achieved goal, the working relationship between District 2 and the SIU-AGLIWD offers an important lesson.

While other licensed unions have tried to infringe upon the job security of unlicensed seamen, District 2 understands that seamen must unite if they are to protect their interests in a changing world.

Alone among the licensed unions, it has encouraged unlicensed seamen to make their way up the foc's'le. A good number of District 2 members got their start in the industry sailing as wipers or ordinary seamen in the SIU-AGLIWD.

The close working relation-

ship between the SIU and District 2 dates back more than 30 years when the Brotherhood of Marine Engineers, the forerunner of District 2, was founded as an affiliate of the SIUNA.

In 1960, the BME became an affiliate of the Marine Engineers Beneficial Association. But the close association between the SIU-AGLIWD and the licensed union never stopped.

Ray McKay, president of District 2, often alludes to the close ties between the two organizations. Two of his sons made their way up the foc's'le to become licensed officers.

"I know what Piney Point did for my boys," said McKay, "It gave them a chance to make something of their lives. It has done the same for hundreds of other seamen who have taken advantage of the SIU's training facilities and the close association between our two unions."



Ron Spencer, director of Marine Engineering for D-2's Navigation School, chats with a representative of the military. Dwindling crew sizes are making it very difficult to maintain vessels, he said.



"Let's not kid ourselves," said Harrison Glennon, president of Sea Mobility Inc. "Military work is the only game in town."

Robert Holmstead, personnel manager for Maersk Lines, said his company spent \$600,000 preparing one RFP bid.



New S New J New S

Only a few years ago know Baldomero Lopez Bobo. Now they are military-contracted ships others.

The SIU has been a and ready crews for a While others in the moan and groan about industry, the SIU—its bership—is forging a security and to provide

Following is the list of ships crewed by the SI

SHIP

Algol
Altair
American
Cormorant
Alatna
Antares
Assurance
Baldomero Lopez
Bellatrix
Bonnyman
Cape Decision
Cape Douglas
Cape Ducato
Cape Henry
Cape Horn
Cape Hudson
Capella
Chatahoochee
Contender
Cpl. Louis Hauge
Denebola
Gem State
Grand Canyon State
Gus W. Darnell

Harry Fisher
Indomitable
Jack T. Lummus
Keystone State
Lawrence Gianella

2nd Lieutenant J.P. Bobo
Major Stephen Pless
Nodaway
Paul Buck

Persistent
PFC James Anderson
PFC William Baugh
PFC Eugene A. Obregon
PFC Dewayne T. Williams
Pioneer Contractor
Pollux
Prevail
Regulus
Richard G. Matthiesen
Samuel L. Cobb

Sgt Matej Kocak
Southern Cross
Stalwart
Triumph
USNS Bartlett
USNS Bowditch
USNS Chauvenet
USNS Desteiguer
USNS Dutton
USNS H H Hess
USNS Harkness
USNS Kane
USNS Lynch
USNS Silas Bent
USNS Wilkes
USNS Wright
USNS Wyman
Vindicator
William R. Button

kills jobs ships

go, Seafarers didn't
ez from 2nd Lt. J.P.
crewing those two
ps and more than 60
ble to supply trained
variety of missions.
maritime industry may
out the state of the
s leaders and mem-
ead to protect its job
highly trained crews.
f military-contracted
U as of last month.

COMPANY

IMC
Bay Tankers
PGM

Crowley
IMC

Sea Mobility
Amsea

IMC
Maersk

Barber
Barber

Barber
Barber

Barber
Barber

IMC
Crowley

Sea Mobility
Maersk

Bay Tankers
IOM

IOM
Ocean

Shipholding
Maersk

Sea Mobility
Amsea

IOM
Ocean

Shipholding
Amsea

Waterman
Crowley

Ocean
Shipholding

Sea Mobility
Maersk

Maersk
Waterman

Amsea

IOM

Bay Tankers

Sea Mobility

Bay Tankers

Ocean

Shipholding

Ocean

Shipholding

Waterman

IOM

Sea Mobility

Sea Mobility

Lavino

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Lavino

IOM

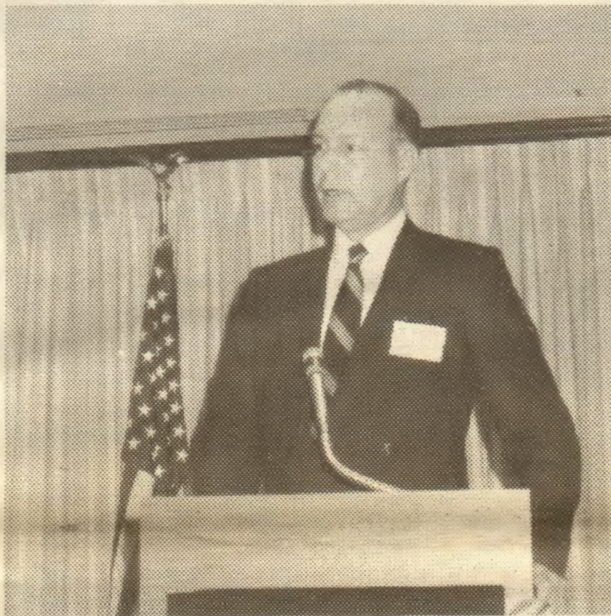
Lavino

Sea Mobility

Amsea



Cmdr. Michelle L. Lewis, with the Military Sealift Command, speaks with another delegate during a break in the conference.



Capt. Robert Kesteloot (USN Ret.), vice chairman of the Transportation Institute, wants to overhaul and streamline the RFP process.

Mercer Reminds MSC That Good Crews Are Backbone of Fleet

SIU Vice President Buck Mercer, head of the Union's Government Services Division, addressed the second Annual Sealift Conference. Among other things, he told the MSC officials present that they should listen more closely to suggestions that the Union makes with regard to conditions and complaints.

"A member can come to me to talk about something that's bothering him quicker than he can go to a captain," said Mercer. "There are a lot of conditions that are bothering the people out there. You have to correct them."

For one thing, said Mercer, members just don't understand why the MSC feels the need to hold up their pay or why it doesn't automatically give a CIVMAR his shipping card when he signs off a vessel. While these are relatively minor matters to the MSC, said Mercer, they are extremely important to the individual seamen.



SIU Vice President Buck Mercer told representatives from the MSC that they need to iron out some problems. Union officials play an important part in boosting the CIVMAR's morale, he said.

Strategic Sealift: A Key to Our National Defense

The following questions and answers are based on an article written by Capt. Robert Kesteloot, USN (Ret.), for *Seapower* magazine. Kesteloot is vice-chairman of the Transportation Institute, a non-profit maritime research organization. His last active duty assignment was as director of the Strategic Sealift Division in the Strategic Office of the Chief of Naval Operations.

Q: How important is Sealift?

A: Let me quote Winston Churchill: "The battle of the Atlantic was the dominating factor all through [World War II]. Never for one moment could we forget that everything happening elsewhere, on land, at sea, or in the air, depended ultimately on its outcome, and amid all other cares we viewed its changing fortunes day by day with hope or apprehension."

Q: What does this have to do with sealift?

A: Well the battle of the Atlantic was one great big supply effort to provide England with the necessary tools, cargo and manpower to fight the Axis war machine. And the overwhelming majority of that cargo was carried on commercial merchant vessels.

Q: Do you support the administration's plan for a 600-ship Navy?

A: Yes. To ensure control of the seas requires a strong Navy, composed of the right kind of ships. But just as important is the means to transport all of the equipment and supplies of war to the scenes of battle. World War II, the Korean and Vietnam Wars, and the Falkland conflict all served to validate the necessity of a strong merchant marine.

Q: What about airlift?

A: Despite the claims of those who advocate the merits of airlift—and those merits are very real, but very limited—the fact is that in time of war 95 percent of all dry cargo and 99 percent of all petroleum products required by the front-line forces must move by sea.

Q: What kind of ships are needed for this resupply effort?

A: Not the haze-gray ships of the Navy, but rather the "black-bottoms" of the merchant marine. Commercial sealift—or perhaps, the non-availability of that sealift—is going to play a crucial role in any future conflict involving the United States.

Q: Why is that?

A: Every potential U.S. adversary or ally, except for Canada and Mexico, is overseas. There is no plan for major overseas military operations—whether it be a contingency operation in some remote corner of the globe or part of a general war involving the Soviet Union—that does not postulate use of the seas for the injection of U.S. and/or allied military forces and the sustaining of an American presence in the area. Former Chief of Naval Operations Adm. Thomas B. Hayward perhaps said it best: "Without adequate and reliable sealift, none of the military plans is executable."

Q: How would you describe America's military strategy?

A: The United States relies on and is committed to a "forward defense" strategy, the rationale for which is to move the nation's front line of defense to shores as distant as possible from the U.S. mainland.

Q: Is this sensible?

A: Of course—it's in the interest of every American that any potential conflict be as far away from our shores as possible. But to make this plan work the United States must possess an assured way to get the required men, materials and supplies to the war zone and to sustain, on an indefinite basis, the combat forces there.

Q: Is this being done now?

A: Hundreds of billions of dollars are now spent by the United States each year on defense, but very little on the sealift needed to transport the equipment bought with those dollars. The defense strategy of the United States, in effect, ignores the importance of mobility and, therefore, lacks credibility.

Mercer pledged to do all he could to help those MSC members who were suffering from alcohol or drug addiction to get back on the road to recovery. Again, he asserted, an understanding union representative can make

a big difference to a CIVMAR who is in trouble.

"They can talk to us," said Mercer. "They can go to us for help."

Mercer, like the other delegates
(Continued on Page 18.)

Crews Are Key

(Continued from Page 17.)
present, said that this country needed to do a great deal more to improve its sealift capability. Among other things, said Mercer, this country needs a comprehensive maritime policy to stimu-

late activity in both the government-controlled and private fleets.

Despite the occasional problems that crop up onboard vessels, said Mercer, the SIU has the finest sailors in the world.

(Continued from Page 16.)

Equipment Acquisition

As the curriculum was developed, the need for equipment that would be necessary for conducting training became apparent. This equipment is still being acquired through a variety of sources by various means including company donations, government surpluses and school purchases.

In the Crane program, we now have various military vehicles, boats and container equipment to instruct and practice the actual lifts that are required for shipboard load-on and load-off operations.

Two Clark 6000-lb fork trucks are used to simulate shipboard operations on our extensive obstacle and cargo handling facilities.

Additional UNREP equipment has been acquired and updated to supplement our extensive inventory in this area.

Actual helicopter equipment has been obtained to better demonstrate this operation aboard ship.

Damage Control equipment and training aids are still being added and developed in addition to what has already been acquired.

Student Enrollment

The Sealift Program is a required course for all members at the school. Union members apply for the program through the SHLSS Admissions Office. Upon completion of the program, students are given a course certificate and are placed on the Sealift Trained Personnel Computer printout. This shows the member's training and the date of course completion. The list is constantly updated for manpower and is a valuable tool in supplying our companies with trained sealift members.

The first Sealift class began in January 1985. As of today, 22 classes have completed training, qualifying over 500 SIU members in the Sealift Program. In addition, a total of 105 military personnel have completed the Hagglund Crane Course.

The stories and photographs for this special report on the SIU's second Annual Sealift Conference were prepared by LOG Associate Editor Max Hall.

Specialized Training

The variety of vessels, types of operations and service branches involved in military operations have created different training needs for the companies under military contracts and for the military itself. With Army, Navy and Marine Corps personnel involved in cargo handling for many of these ships, a mutual goal of supplying trained crane operators has been realized. The school has conducted crane training on our 32-ton Hagglund crane for both Army and Navy personnel. These specialized training programs were conducted at the school for the Army Transportation School in Fort Eustis, Va., for the Navy Cargo Handling and Port Group in Williamsburg, Va. and for the 1173rd Transportation group, Boston, Mass. Continuous training of Armed Forces' personnel is also conducted on the *SS Keystone State* on the Lake Shore Crane Operations.

Another specialized type of training that has been conducted by SHLSS staff is training at sea. A mobile team of instructors has been requested by the companies and sent to train our members at sea for UNREP, Damage Control, Fork Truck, and Crane Operations during the last two years. This mobile team has been well received by our companies and members. The team supplies the necessary training so that the crews can make the transition between civilian practices and military requirements in addition to refresher training in these areas.

To complement the training on our 32-ton crane, a Hagglund Crane Maintenance Course was developed by the SHLSS vocational staff. This course offers classroom and practical training in preventive and corrective maintenance to the Hagglund crane.

A growth area for specialized training in the future is the use of the SHLSS Simulator, a multifunction bridge with deep sea and inland simulation systems which can be utilized for training in UNREP station keeping and bridge watch keeping.

We hope that our specialized training programs can be developed successfully in the future with the cooperation of the companies, military and the SHLSS staff.

RFP Problems Highlight SIU Sealift Conference

(Continued from Page 15.)
out a set of concrete training requirements for privately-owned maritime companies. This, in turn, increases the companies' training expenses and makes it difficult for them and the unions to plan for future development.

During the second day of the conference, representatives from the government and military were asked by union officials and company representatives for an assessment of the SIU's training program and for suggestions on how to make it more relevant to the military's needs.

"Tell us what you want," said SHLSS Vice President Ken Conklin, "We can do anything here."

The government officials present made few remarks about the school's

training facilities. A few, however, did express some concern about the dwindling size of American-flag crews.

Union officials and company executives alike stressed that manpower was the key to making this whole program work, and that the uncertain state of the American-flag merchant marine was making it difficult to maintain an adequate-sized pool of skilled mariners. Too many skilled mariners, licensed and unlicensed, are leaving the field because they can't find work.

Robert Kesteloot, Transportation Institute vice chairman and former head of the Navy's Sealift Division, referred to a study conducted by the Navy which predicts a serious manpower shortage of skilled mariners within a few years. "If something isn't done," said Kesteloot, "then we won't have enough men and women to crew our vessels, if we should choose to build them."

Kesteloot also talked about ways of improving the RFP process. Among other things, he would overhaul the present system of procuring RFP bids, which involves a two-step process. Not enough weight is placed on a company's previous work experience, he said.

Mention was made of the government's Ready Reserve Program, which has become a costly and ultimately ineffective way of beefing up this country's sealift capability. All the delegates present stressed that the only

way to secure adequate sealift power is through a long-term program which provides the American-flag merchant marine with adequate cargo.

At the end of the first session, Drozak addressed the company delegates and talked about the Union's commitment to protecting the job security of the membership. This entails certain things, he said.

For one thing, it means working closely with SIU-contracted companies to garner whatever work is available to the American-flag merchant marine.

Two: It means making sure that the SIU crews receive the best possible training in order to be better equipped to handle the challenges of the future: intermodal operations, high-technology, sealift support functions.

Three: The government has to enact a long-range program to create cargo for the American-flag merchant marine. Unless that is done, Drozak said, there can be no real job security for any American seaman. If the American-flag merchant marine is allowed to decline at its present rate, then within five years there will be no industry left to save.

Four: The SIU will make sure that unlicensed seamen receive a fair shake. Recently, licensed unions have been trying to infringe upon the jurisdictional rights of our members. That must stop:

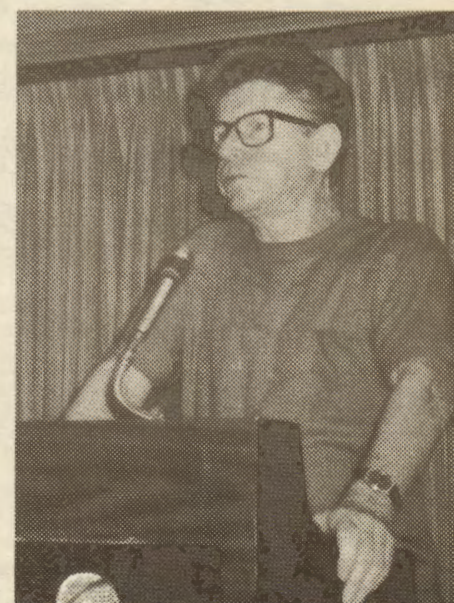
Five: The SIU will work closely

with any maritime union that respects the job security of our membership. Right now, the only union that fits that description is District 2-MEBA, which has always encouraged unlicensed seamen to come up through the focs'le.

Six: The Union will continue to invest in programs that will make SIU seamen more productive and competitive. An example of this is how the Union has computerized its shipping records to respond more effectively to companies' manpower requests. If we can't man the vessels, we won't get the jobs.



Manpower and fairness of the RFP process are the two most important issues, said D-2 Vice President Jerry Joseph.



Recent developments have called into question the fairness of the RFP process, said SIU Vice President Red Campbell.



Award to MSCPAC Mariner

by Bob Borden
PAO, MSCPAC

For his superior work and performance aboard the *USNS Mispillion* from March 1986 through the end of last year, Third Mate Willard Bickford has been awarded the MSCPAC Mariner Award of Excellence. He was presented the award, along with a \$2,000 check, in ceremonies at MSCPAC headquarters June 3.

The grandson of a captain in the merchant marine and the son of a retired chief steward, Bickford first went to sea with the Coast Guard after attending the Oregon Institute of Technology. He was a boatswain mate with the Coast Guard for four years before he left the service to sail as an OS and AB with the merchant marine along the West Coast and across the Pacific. He also served as a quartermaster with the National Oceanic and Atmospheric Administration (NOAA) aboard a survey ship before joining MSCPAC in 1984. Since then, Bickford has sailed on the *USNS Albert J. Myer*, *Pasumpsic*, *Chauvenet* and *Mispillion*.

It was his work on the *Mispillion* which gained Bickford this prestigious award. Noted a portion of the nominating message from the ship to MSCPAC headquarters: "Mr. Bickford's talent, knowledge, and expertise in navigation, CBR defense, damage control and firefighting go far and above that of the average third mate. His performance of duties and his capacity for carrying through assignments surpasses the guidelines of his job description. He never fails to give 100 percent."

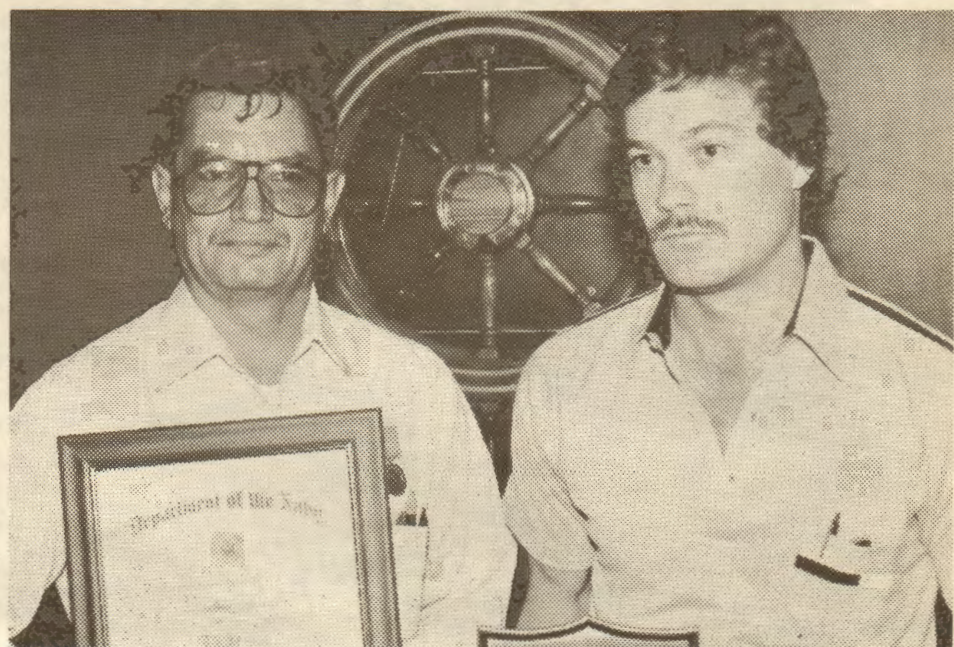
The Russian nuclear power plant disaster at Chernobyl last year influenced Bickford to assist in improving the *Mispillion's* chemical, biological and radiological (CBR) defense capabilities.

"I think there's a real need to upgrade our ships' capabilities to defend

themselves against any kind of attack," said Bickford. "I've tried to make people aware of this and it was a team effort aboard the *Mispillion* that helped us to update the ship's defense to the highest attainable level."

Bickford credits part of his success aboard ship with the amount of training MSCPAC has provided him and others ashore and afloat. "I'm impressed with the amount of training we've received, especially aboard ship," he says. "That's where it should be done."

Quiet and unassuming, Bickford says he was surprised to hear he won the MSCPAC Mariner Award of Excellence. "I really didn't think I did anything outstanding except what was required of me," he said modestly.



MSCPAC Engineer Benjamin Roybal, left, receives the Navy's Meritorious Civilian Service Award, while Third Mate Willard Bickford is presented with the MSCPAC Mariner Award of Excellence.

Heroes of the Mispillion Are Rewarded

by Bob Borden
PAO, MSCPAC

Five civil service mariners who helped correct the extreme list of the *USNS Mispillion* when she went aground last year near Sasebo, Japan, are being rewarded for their bravery and heroism.

Second Assistant Engineer Ben Roybal and Pumpmen Charley White, Joe Beauchamp and Tenthson Shannon, along with Third Engineer George Hopkins, are the recipients of the Navy's Meritorious Civilian Service Award and MSCPAC Special Act Awards.

Ben Roybal never expected to receive an award for his actions on March 15, 1986, when the *Mispillion* ran aground while the ship was undergoing sea trials. In fact, Roybal didn't expect to survive the wreck, nor did his three pumpmen or Hopkins. When the ship hit the shoals at 2:24 that Saturday afternoon, the impact of steel against rock shuddered

the ship for 15 seconds before the oiler grinded to a halt.

Roybal and his pumpmen, who were standing on the ship's tank deck, heard a loud hissing sound after the ship finally stopped. They believed, correctly, that the noise was from pressure flowing into some tanks, with ballast going out into the sea through holes in the bottom of the tanks. Other tanks, they assumed, must be flooding with sea water. The four men immediately ran to cargo control where Roybal called the Auxiliary Machinery Room (AMR) and ordered an auxiliary generator to be placed on the line.

A steady starboard list, tilting the ship at the rate of three degrees a minute, quickly forced the shutdown of the engine room, resulting in the loss of electrical power and lighting throughout the ship. Even the emergency lighting was out because the batteries had been removed during the *Mispillion's* overhaul period at the Japanese shipyard. If there was any work to be done to save the ship, it would have to be done in darkness.

Third Engineer George Hopkins elected to stay in the Auxiliary Machinery Room when Roybal called to ask for his help in putting a diesel generator on line so Roybal would have power for the pumps in the pump room. Alone in the AMR with no overhead light and trying to remain steady on his feet despite a severe list, Hopkins, using a hand flashlight, worked on putting a two-story high, 20-foot long auxiliary engine on line. He was successful. The pump room now had the power it needed.

Meanwhile, Roybal, White, Beauchamp and Shannon were 50 feet below the main deck inside the *Mispillion's* pump room trying to correct the ship's 20 degree list. Like Hopkins, they were all working with only their flashlights.

"I was scared and I felt like running but there was no place to run to," said Roybal, who was at MSCPAC headquarters in early June to accept his Meritorious Civilian Service Award. "We didn't know if anyone was still on the ship or if the ship might roll over at any time. We just tried to do our job as best we could. I guess it was pride that kept us down there."

After Roybal and his crew lined up the large valves in the pump room, they climbed six decks up to cargo control to light off the pumps that would pump ballast to other tanks and bring the *Mispillion* back to an even keel. Roybal and his men returned to the pump room two more times, and Roybal went down there a third time on his own to make sure the valves were still lined up and the pumps were working. Within 15 minutes of the grounding, and with their ship listing heavily to starboard, five men acting without regard to their own safety saved the *Mispillion* and her crew from certain disaster. The fleet oiler slowly righted herself to the point where she was out of immediate danger.

"I didn't think I was going to come out of that pump room alive when we first went down there," said Roybal, a 22-year veteran of MSCPAC. "The fear I experienced left me without any energy. All my muscles were relaxed and I felt this was the end. Now I know what a person goes through when he thinks he's about to die."

MSCPAC Damage Control Officer Dale Krabbenschmidt, who was aboard the *Mispillion* for a training mission when she went aground, later wrote a report of the incident and still another memo recommending awards for the men who saved the vessel.

Noted Krabbenschmidt, "These men operated below decks in uncertain conditions with no certainty that they would live past the end of the event."

"Smart Ship" Winners Announced

The following MSCPAC USNS ships were the recipients of Fiscal Year 1986 Smart Ship Awards in their category and are entitled to fly the E pennant. The ships selected in recognition of their superior performance during FY 1986 include the *USNS Kawishiwi*, winner of the coveted GANO Award. The *Kawishiwi* has been a consistent "Smart Ship" winner of her class and exemplary of the entire MSCPAC fleet in maintaining a high degree of readiness.

The *USNS Observation Island* was Smart Ship winner in the missile range ship category. Among other important facts, the *Observation Island* met all her operational requirements, all un-

anticipated commitments and all additional taskings during FY 1986.

In the towing and salvage category an award went to the *USNS Catawba*. Among other things, the *Catawba* met 100 percent of her commitments while maintaining an immaculate appearance.

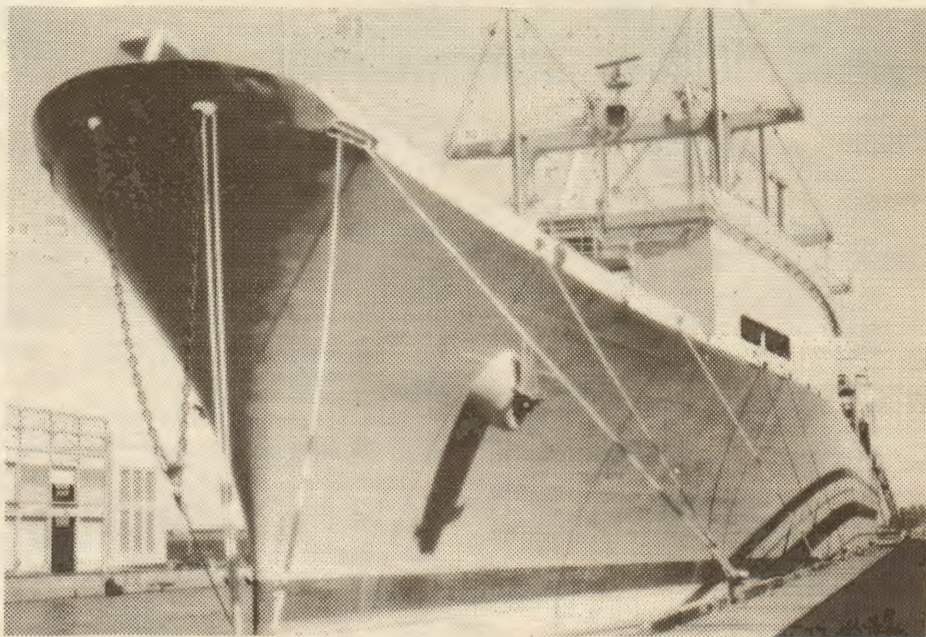
The *USNS Zeus*, a cable laying/repair ship, was also the winner of the Smart Ship Award for her completion with ease of the arduous assignments to which she was committed.

Finally, the *USNS Mercury* received the Smart Ship Award by meeting or exceeding all requirements for readiness, maintenance, appearance and operational proficiency.

USNS Wright



Bosun Jack Pierce, left, and AB Mike Wittenberg, prepare to give a coat of paint to the decks of the *USNS Wright*.



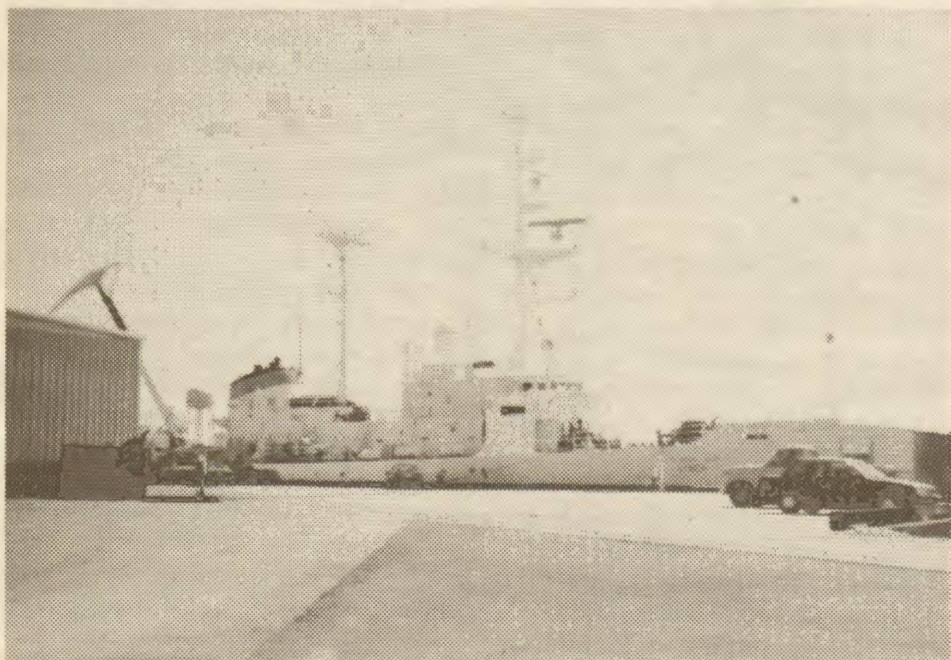
The *USNS Wright* (T-AVB-3) docked at Pier 82 in Philadelphia.

USNS Lynch

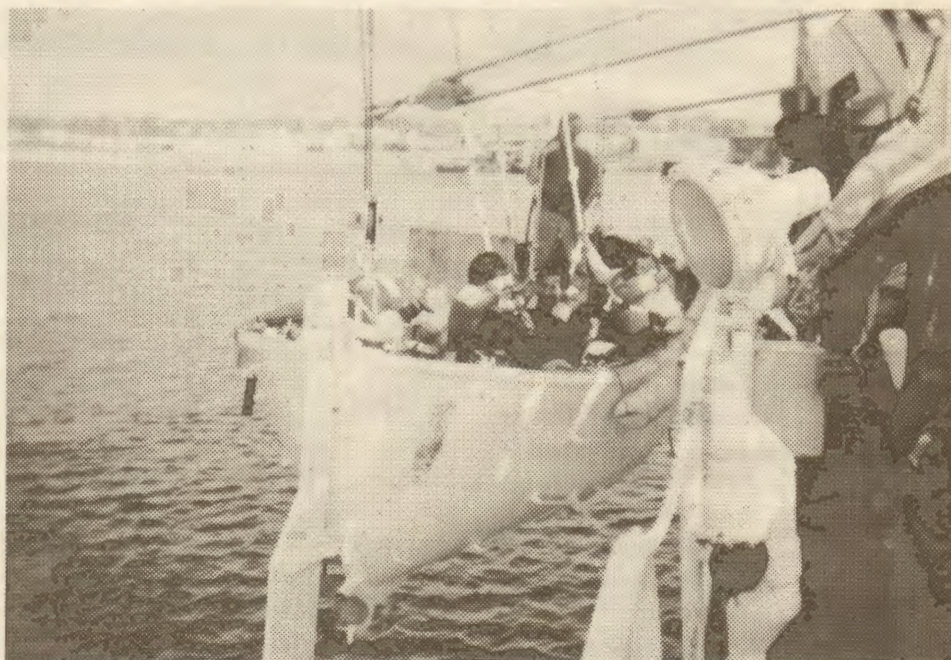


At an informational meeting at NORDA, crewmembers of the *USNS Lynch* include (l. to r.) Christopher Doyle, OMU; Joseph E. Lozen, DEU; David Peters, S.A.; Ray Snow, AB; Reynaldo Vanta, chief steward; Daniel C. Eckert, AB, and Luis A. Malave, AB.

CREWMEMBERS aboard the Lavo-ino-contracted ship, the *USNS Lynch* (T-AGOR-7), were treated to a tour of the Naval Ocean Research and Development Activity (NORDA) offices in Bay St. Louis, Miss. recently. There they were able to view various pieces of oceanographic equipment including an electron microscope. They also got to see firsthand the processing of some of the samples the *Lynch* collected on a voyage to the Bahamas last March and renewed friendships with some of the scientists who accompanied them on that trip. Thanks to Daniel C. Eckert, ship's chairman, for sharing these photos with the LOG.



The *USNS Lynch* dockside at Gulfport, Miss.



Testing the lifeboats on the *USNS Lynch* involves actually lowering the boat into the water. In the boat are 1st Asst. Eng. Jim White, 3rd Mate Steve Snell, DEU Joe Lozen, Bosun Howard Knox and OMU Chris Doyle. ABs Bob Trigg and Luis Malave tend the frapping lines as 3rd Mate Nelson Marshal releases the brake to lower away.

Digest of Ships Meetings

BOSTON (Sea-Land Service), June 11—Chairman William Feil, Secretary A. Burdette. No beefs or disputed OT. A new treasurer, Paul Lewis, was elected. Minutes of the previous meeting were read. The crew is awaiting word on the contract negotiations and believe there should be some news by payoff. Some repairs are still needed and should be taken care of next trip. The chairman said he talked with the captain regarding safety procedures aboard ship—and everything is OK. There was some discussion on the Seafarers Maritime Union (SMU), and members were urged to keep an open mind regarding this venture. Next port: Anchorage, Alaska.

GREAT LAND (TOTE), June 2—Chairman John Nolan, Secretary Jack Utz, Educational Director Larry Hines, Deck Delegate John Noble, Steward Delegate John Pratt. No beefs or disputed OT. The chairman reported that a new phone booth is to be put on the TOTE dock for the convenience of all ships' personnel. He also reminded members to see the patrolman before leaving ship, and that since he, himself, was getting off this trip, a new chairman would be elected. (Russ Caruthers was elected to fill the position.) All hands must have a passport before signing on a TOTE ship. It was believed, however, that when the company or the Union ships a man through an error, the seaman should not have to pay whatever expenses are incurred and thus be penalized for someone else's mistake. Also, when a job is called from the board, members want to see the job called correctly. "Too many times in the past year, a 180-day job is called when it is only a relief job—and more often, a job is called as a relief when it is actually 180 days."

OMI COLUMBIA (OMI), May 31—Chairman Joseph R. Broadus, Secretary C.R. Moss, Educational Director Author G. Milne. No beefs or disputed OT reported. The chairman reminded all members that their Union contract runs out June 15. He also noted that it's never too late to upgrade your skills and stressed the importance of donating to SPAD "to keep these ships running with American flags." There are plenty of movies onboard; crewmembers should just be sure to return the tapes back to the movie room. On a personal note, Chester Moss said that he was grateful to the Union for paying his sick wife's bills. She died Feb. 24 following a long illness. "She was going to send a thank-you card, but she never got well to do so, so I thank you." A vote of thanks was given to the steward department for a job well done. One minute of silence was observed in memory of our departed brothers and sisters.

ROVER (Ocean Carriers), May 24—Chairman Douglas K. McLeod, Secretary E. Harris, Educational Director Dan Kinghorn, Deck Delegate R. Bolling, Engine Delegate C. Miles, Steward Delegate A. Young. No beefs or disputed OT. The chairman reported on the response received from headquarters regarding the ice machine, new mattresses and the dollar rate for deck and engine men cleaning their own rooms. According to Vice President "Red" Campbell, the company is to buy new mattresses in Guam; the ice machine question is still pending because the engineers told the captain that the

machine is making ice to capacity; and the dollar rate was straightened out. There is a need for blank forms aboard ship—for ships minutes, OT, vacation, crew lists—and any other forms needed for routine business. Up-to-date LOGs would also be appreciated. A discussion on the Seafarers Maritime Union (SMU) was held. Next ports: Japan and Guam.

SEA-LAND PIONEER (Sea-Land Service), May 31—Chairman Calvin James, Secretary Sam S. Brown, Educational Director J. Dellinger. No beefs or disputed OT. The chairman commented



Aboard the *Sgt. Matej Kocak* are James Wilson, A.B.; Don Peterson, electrician, and, with his back to the camera, John Kane, bosun.

that this was a smooth-running ship and thanked each crewmember for a job well done. He also thanked the steward department for doing a good job. The secretary said he will talk to the port steward about the imitation seafood from Japan that is being stored aboard ship. He also mentioned that he had the skipper talk to the company about having enough towels for one trip so that the steward assistant doesn't have to wash them all the time. And the educational director stressed the importance of contributing to SPAD. Next port: Elizabeth, N.J.

SEA-LAND VENTURE (Sea-Land Service), May 10—Chairman Ervin L. Bronstein, Secretary Charles Corrent, Educational Director Hugh Wells, Engine Delegate Jimmie Ray Graydon, Steward Delegate Robert Lee Scott Sr. No beefs or disputed OT. There is no ship's treasury. All needed funds (for movies) are collected through arrival pools. The chairman said there was the possibility of a 20-25 day lay-up in June, but nothing is certain yet. He also announced that his six months are up and asked that a new bosun be elected ship's chairman. (Brother Waiters was voted in by acclamation.) The secretary said that this has been a great crew. "It's been our department's pleasure to accommodate you brothers and sisters." A discussion was held about the new SMU, and members will wait for the patrolman to explain more about it. A vote of thanks was given to Brother Bronstein for a job well done. And special thanks were given to the steward department, particularly Brother Robert (Sweet Mix) Scott Sr. for all his efforts. "A well-fed crew makes a happier and harder worker out of all of us." Next port: New Orleans, La.

SGT. MATEJ KOCAK (Waterman), June 1—Chairman John J. Kane, Secretary Milton J. Phelps, Educational Director Donald Peterson, Deck Delegate Pedro Kratsas, Engine Delegate Michael J. Tremper, Steward Delegate Sal Buzali. No beefs or disputed OT. Everything is running smoothly aboard the *Sgt. Matej Kocak*. A microwave oven was purchased with money from the pool and has been set up in the crew pantry. Movies for the VCR will be purchased as well. All members were reminded that smoking on open decks is prohibited. A discussion was held about other safety procedures. The chairman thanked all departments for their cooperation and hard work—especially to the steward department for the anniversary

dinner and cake (John Kane's first anniversary of being "on the wagon"). One minute of silence was observed in memory of our departed brothers and sisters. Next port: Morehead City, N.C.

STONEWALL JACKSON (Waterman), May 31—Chairman Tom M. Nelles, Secretary Jerry Jones Jr., Educational Director Lawrence R. Taylor, Deck Delegate Walter G. Koulback, Engine Delegate Jose Ortiz, Steward Delegate G. Watkins. Some disputed OT was reported in the deck department. One man was sent home sick from Karachi; a replacement was received in Madras. It was stressed that if any member has a beef, he should fill out a beef sheet at the hall. "Don't just talk about it, do something." A vote of thanks was given to the steward department for a job very well done. Next port: New York.

WESTWARD VENTURE (IOM), June 14—Chairman George S. Vanover, Secretary Donald Frounfelter, Educational Director John Ross, Deck Delegate Ray Ramirez, Engine Delegate Joseph "Red" Krebs, Steward Delegate William M. Sharp. No beefs or disputed OT. In the deck department, the new GUDE missed the ship in Tacoma. The chairman was advised to call the Seattle hall from Anchorage. The chairman noted that a meeting was held June 12 in Tacoma with Port Agent George Vukmir presiding. A vote was taken at that time to accept the new Union contract. It was unanimously approved by the rank and file membership present. John Ross (chief electrician/educational director/treasurer) was welcomed back. He reported \$122 in the ship's fund and recommended that the money be used to purchase new books and magazines for the library. All members were thanked for their cooperation in helping make this a pleasant voyage for everyone. Next port: Tacoma, Wash.

Official ships minutes also were received from the following vessels:

AMBASSADOR	OMI SACRAMENTO
AMERICAN EAGLE	OMI WABASH
ATLANTIC	OVERSEAS JUNEAU
AURORA	PONCE
BORINQUE	SEA-LAND CONSUMER
CAGUAS	SEA-LAND DEFENDER
CAPE DOUGLAS	SEA-LAND DEVELOPER
LNG CAPRICORN	SEA-LAND FREEDOM
COVE LIBERTY	SEA-LAND INNOVATOR
1ST LT. B. LOPEZ	SEA-LAND LEADER
GALVESTON	SEA-LAND PRODUCER
GUS DARNELL	STALWART
ITB MOBILE	STAR OF TEXAS
MOKU PAHU	USNS BARTLETT
OMI HUDSON	

Personals

John O. Frazier

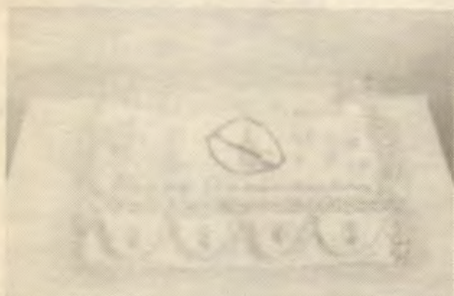
Please contact your sister, Dorothy F. Bolling at 103 Steele Rd., Slidell, La. 70461; or telephone at (504) 469-7441.

Jose M. Castell

Please get in touch with your wife, Margot Castell, 62 Sherman Ave., Staten Island, N.Y. 10301.

Monthly Membership Meetings

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



A cake celebrating John Kane's first anniversary "on the wagon." Kane is the bosun on the *Sgt. Matej Kocak*.



Deep Sea



Pensioner **Edgar S. Bagley**, 72, died of leukemia May 8. Brother Bagley joined the SIU in 1973 in the port of Houston. He sailed in the engine department. Born in North Carolina, Seafarer Bagley went on pension in 1981. His body was donated to the University of Texas for medical research.



Pensioner **George L. Bales**, 77, died April 21. Brother Bales joined the SIU in 1939. He sailed in the deck department and was active in the General Strike of 1946 and the Isthmian beef of 1947. Born in Louisiana, Seafarer Bales retired in 1974. Burial was at Pine Crest Cemetery in Mobile, Ala. He is survived by a son, James P. Bales, of Deerfield Beach, Fla.

Pensioner **Warren H. Cassidy** died of a heart attack April 9. He was 65. Brother Cassidy joined the SIU in 1947 in the port of New York. He sailed in the steward department and retired on pension in 1978. Cremation took place in Rockledge, Fla. Seafarer Cassidy is survived by his sister, Pat Davis, and a niece, Marilyn Kearney, both of Melrose, Mass.

Pensioner **George Craggs**, 68, died of lung disease May 3. Born in Illinois, Brother Craggs joined the SIU in 1947 in the port of New York. He sailed in the steward department and was active in the 1946 General Strike and the 1947 Isthmian beef. Seafarer Craggs went on pension in 1976. Cremation took place in West Paducah, Ky. He is survived by his wife, Eugenia, of West Frankfurt, Ill.



Pensioner **Stephen E. Emerson**, 85, died of pneumonia March 24. Brother Emerson joined the SIU in 1951 in the port of Baltimore. He sailed in the deck department and was active in the 1946 General Strike and the 1947 Isthmian beef. Emerson was born in New Hampshire. He went on pension in 1964. Burial was at Mt. Pisgah in Poughkeepsie, Ark. He is survived by his wife, Maude, of Bentonville, Ark.

Pensioner **Roger Gilderman** died March 22 of a heart attack. He was 78. Born in New York, Brother Gilderman joined the SIU (Railroad Marine) in 1960, first sailing in 1942 with Bush Terminal Railroad Co. He sailed in the deck and engine departments. Seafarer Gilderman retired on pension in 1969. Cremation took place in Hebron, Ohio. He is survived by his wife, Florence, of Hebron.

Pensioner **Theodore Goodman**, 69, succumbed to heart problems April 7. Born in Louisiana, Brother Goodman joined the SIU in 1942 in the port of New Orleans. He sailed in the steward department, first with Eastern SS Co., most recently as a chief steward with Sea-Land. Seafarer Goodman went on pension in 1984. He was buried at Rose Hills Memorial Park in Putnam Valley, N.Y. He is survived by his wife, Greta; twin daughters, Karen and Sharon, and Sheila Wright.

Pensioner **Edward C. Grell**, 83, died of natural causes April 26. Born in the Virgin islands, Brother Grell joined the SIU in 1939 in the port of New York. He sailed in the steward department and participated in the General Strike (1946) and the Isthmian beef (1947). Seafarer Grell retired on pension in 1970. Burial was at St. John's Cemetery in Queens, N.Y. He is survived by a daughter, Elizabeth Sanchez, of Tampa, Fla.



Pensioner **Stanislaw Guzi**, 70, died of cancer April 13. Born in Pennsylvania, Brother Guzi joined the SIU in 1967 in the port of New York. He sailed in the deck department and retired on pension in 1984. Burial was in New Jersey. Seafarer Guzi is survived by a sister, Helen Heck, of Turnersville, N.J.

Pensioner **Nicholas Kondylas** died in an automobile accident April 27. He was 80. Born in Greece, Brother Kondylas joined the SIU in 1946 in the port of New York. He sailed in the steward department. Kondylas hit the bricks in the 1946 General Strike and went on pension in 1971. Cremation took place in Baltimore, Md. He is survived by his wife, Renate, of Baltimore.



Herbert E. Lane, 65, died of a heart attack March 16. Brother Lane joined the SIU in 1968 in the port of Seattle. He sailed in the engine department as a wiper/electrician, most recently (1981) aboard a Sea-Land vessel. Born in South Carolina, Seafarer Lane was cremated at Masonic Memorial Gardens in Reno, Nevada. He is survived by his wife, Chong.

Pensioner **Hans Lee**, 67, died of cancer March 28. Born in Norway, Brother Lee joined the SIU in 1968. He sailed in the deck department, most recently with Sea-Land Service. Seafarer Lee retired in 1984. Burial was at Evergreen Memorial Park in Seattle, Wash. He is survived by his daughter, Linda.

Pensioner **John F. McGarrigle** died May 4 of pneumonia and lung cancer. He was 76. Born in Maine, Brother McGarrigle joined the SIU in 1952 in the port of New York. He sailed as

an FOWT in the engine department and retired in 1976. Seafarer McGarrigle was buried at St. Stanislaus Cemetery in Cheektowaga, N.Y. He is survived by his wife, Veronica, of Buffalo, N.Y.

Pensioner **Vincent E. Monte**, 86, died April 14 of a heart attack. Born in the Philippines, Brother Monte joined the SIU in 1946 in the port of Boston, but actually first sailed in 1942 aboard the *Ogden Sacramento*. His last vessel was with Sea-Land. He sailed in the steward department. Seafarer Monte was active in the General Strike (1946) and the Isthmian beef (1947). He retired on pension in 1974. Burial was at Woodlawn Memorial Park in Colma, Calif. He is survived by his wife, Lily, of San Francisco.

Pensioner **Louis Pinilla** died of heart disease April 24. He was 70. Born in Puerto Rico, Brother Pinilla joined the SIU in 1943 in the port of New York. He sailed in the steward department and retired on pension in 1981. Burial was at Rio Grande Cemetery in Rio Grande, P.R. He is survived by his wife, Luz M. Diaz, of Puerto Rico.



John P. Quirke died of respiratory problems aboard the *OMI Wabash* April 12. He was 36. Born in Brooklyn, N.Y., Brother Quirke was a graduate of the Seafarers Harry Lundeberg School of Seamanship in Piney Point, Md. He joined the SIU in 1973. Burial was in Brooklyn. Seafarer Quirke is survived by his wife, Audrey; a son, Anthony; a step-daughter, Marie, and a step-son, Christopher.



Pensioner **Robert M. Roberts**, 72, died of lung cancer April 5. Brother Roberts joined the SIU in 1960 in the port of Detroit. He sailed in the deck department. Born in West Virginia, Seafarer Roberts retired on pension in 1978. His body was cremated in Green Bay. Surviving is a son, Phillip D., of Sturgeon Bay, Wis.



Pensioner **William L. Robinson**, 57, died May 2. Brother Robinson joined the SIU in 1950 in the port of New York. He sailed in the deck department and hit the bricks in the 1946 General Strike and the 1947 Isthmian beef. First sailing aboard a Waterman SS vessel, Robinson retired on pension in 1986. He is survived by a daughter, Tracey, of Seattle, Wash.

Pensioner **John Stuffick**, 65, died April 17 of a heart attack. Born in Pennsylvania, Brother Stuffick joined

the SIU in 1960 in the port of Toledo. He retired on pension in 1982. Seafarer Stuffick was buried in Edwardsville, Pa. He is survived by a nephew, Andrew Stuffick, of Kingston, Pa.



Richard Velez, 42, died April 8. Brother Velez joined the SIU in 1967 in the port of New York. He sailed in the deck department, most recently with Sea-Land. Born in New York, Seafarer Velez was buried at Rosehill Cemetery in Linden, N.J. He is survived by his wife, Becky; two sons, William and Andrew, and a daughter, Jeanine.

Atlantic Fishermen

Pensioner **Charles A. Rose**, 86, died April 28 of gangrene of the foot. Brother Rose joined the Gloucester Fisherman's Union (prior to its merger with the SIU). He retired in 1969. Burial took place at Calvary Cemetery in Gloucester, Mass. Seafarer Rose is survived by his wife, Catherine, of Magnolia, Mass.

Pensioner's Corner

The following SIU members have retired on pension:

DEEP SEA

Brooklyn

Leonard C. Grove
Georgios M. Kontomatis
Alice de Carvalho Oquendo
William P. Schlueter

Houston

Henry P. Lopez
Frank S. Paylor

Mobile

John S. Burke
John W. Calhoun
George Causey Jr.
Bernice Hudson

New Orleans

Everett E. Kusgen
Gail Viera
John Viera
William L. York

Philadelphia

Alexander Benzuk

San Francisco

Arthur E. Hinz
Stanley A. Schnitzer

St. Louis

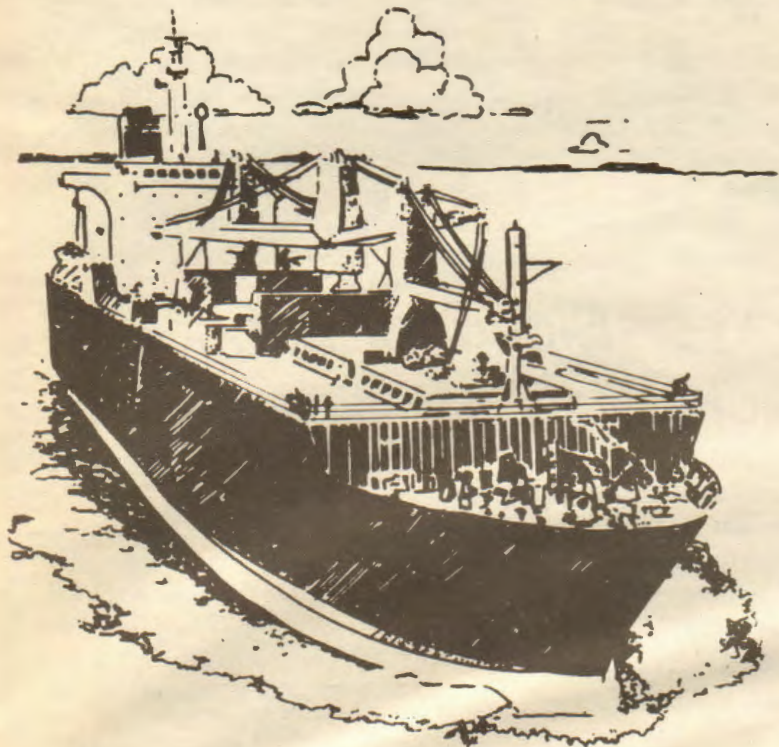
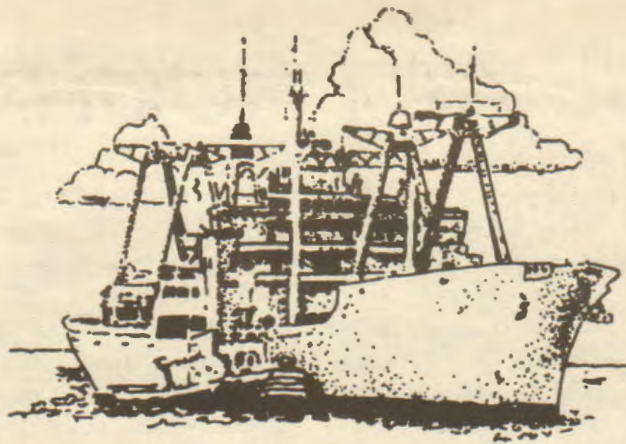
Eugenia Craggs

ATLANTIC FISHERMEN

Gloucester

Salvatore Aiello
Salvatore Curcuru
Carlos Gaspar

Safeguard Your Shipping Rights



TO SAFEGUARD your rights and the shipping rights of all SIU members, there are certain requirements that must be followed. These requirements are spelled out in the **Shipping Rules**, and they are there so that the rights of all members will be protected and furthered fairly and impartially.

DUES Your current quarter Union dues must be paid at the time you register.

RELIEF JOBS/REGISTERING When you are relieved, you must re-register for your job within 48 hours by reporting to the SIU Union hall.

RELIEF JOBS/CONTACT WITH UNION It is your responsibility to keep in contact with the Port Agent at the port in which you are registered.

RELIEF JOBS/SHIPPING It is your responsibility to claim your job from the hiring hall shipping board no later than one day before the ship's scheduled arrival.

KNOW YOUR RIGHTS

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

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

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

Angus "Red" Campbell

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

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

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

KNOW YOUR RIGHTS



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

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

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

KNOW YOUR RIGHTS

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

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

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

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

THE AA PROGRAM

Millions of Americans have regained their sobriety and drug-free status by working the Alcoholics Anonymous (AA) program. In every major city around the country, and in many cities overseas, AA meetings are held on a daily basis.

The program employs different tools, including but not limited to literature, meetings, prayer, meditation and community service. At the heart of the program, however, lies the Twelve Steps, which outlines a way of living that can promote recovery.

During the past year, the LOG has run articles on various aspects of the AA program, including the first four steps. The first three steps entail admitting one's addiction to alcohol or drugs, realizing that recovery is possible and taking a "searching and fearless" inventory of one's life.

The program also calls upon us to define our own "Higher Power." It doesn't matter what that "Higher Power" is—it can be God, community or a set of ethical principles. All that matters is that it exists in our own mind, and that we strive to make it an integral part of our daily existence.

This brings a recovering alcoholic

to the fifth step, which is, "We admitted to God, to ourselves and to another human being the exact nature of our wrongs."

According to AA, this is "perhaps the most difficult" step. It should be undertaken with a sympathetic person whose judgment we respect. That person can be a friend, counselor or even a religious advisor. The identity of the person isn't as important as whether or not we take the step.

In the words of AA, "If we skip this vital step we might not overcome drinking. Time after time newcomers have tried to keep to themselves certain facts about their lives. Trying to avoid this humbling experience, they have turned to easier methods. Almost invariably, they got drunk."

To the hundreds of SIU members who are working the AA program, remember that taking the fifth step doesn't mean you have to go out and spill your guts to everyone you see. The only thing it means is that you should have taken a "searching and fearless inventory" of your life and actions, and that you should share your findings with your "Higher Power" and at least one other person.

First Aid for Heat Victims

By Phillip L. Polakoff, M.D.
Western Institute for
Occupational/Environmental Sciences

Heat exhaustion and heat stroke are two different things. They differ as to the conditions which cause them, and they have different effects on the body. Perhaps most importantly they call for different treatment, especially in giving first aid.

Normally, our bodies react to overheating by perspiring. This is one of many protective mechanisms we have built into us. As the sweat evaporates, it carries heat out of the body. This cooling effect helps to maintain normal body temperature.

Effective as this mechanism is, it has one disadvantage: the sweat carries with it a fair amount of salts which are natural components of body chemistry. A deficiency of these salts causes weakness and, sometimes, severe cramps.

In heat exhaustion, the body loses

an excessive amount of water and salts. This can happen to somebody who has perspired heavily after long exertion on a very hot day.

Thanks to the sweating, the patient's body temperature may be normal, or only slightly raised. The skin is moist and may be pale. But he or she feels exhausted, faint and sometimes nauseated. Cramps may develop. The pulse is fast, but feeble.

Now, compare that description with heat stroke.

Again, the situation is hot, but it's a different kind of heat than the relatively dry conditions which brought on heat exhaustion.

Heat stroke often occurs in a very humid atmosphere with little if any wind or breeze. It's like tropical jungle heat.

Since the air is already saturated

AA

AA meetings are one of the most important tools for recovering alcoholics. They are held in major cities around the country. What follows is a list of AA numbers in ports where the SIU maintains a Union hall.

Headquarters, Washington:
(202) 966-9115

Algonac: (313) 985-9022
Baltimore: (301) 433-4843
Cleveland: (216) 241-7387
Duluth: (218) 624-0501
Gloucester: 1-800-252-6465
Honolulu: (808) 946-1438

Houston: (713) 524-3682
Jacksonville: (904) 399-8535
Jersey City: (201) 763-1415
Mobile: (205) 432-5896
New Bedford: (617) 996-8518
New Orleans: (504) 525-1178
New York (Brooklyn): (718) 339-4777
Norfolk: (804) 490-3980
Philadelphia: (215) 545-4023
Piney Point: 1-800-492-0209
San Francisco: (415) 661-1828
Santurce, Puerto Rico: (809) 727-2470
Seattle: (206) 282-4441
St. Louis: (314) 647-3677
Wilmington: (213) 644-1139

Give Your Blood for Labor— SIU Backs National Blood Drive

The need for blood never takes a vacation. That's why this August the AFL-CIO is again working with the American Red Cross to insure that the blood supply will continue to be adequate throughout the summer months.

From Aug. 1 to Sept. 7, 1987, union members nationwide are being asked to give the "gift of life" with the hope that members and their families will become year-round, active blood donors.

Modern medical technology is saving lives, but it needs the continued support of healthy volunteer donors to make that blood available. Some open heart or transplantation operations may require as many as 50 units

of blood, possibly more if complications arise.

According to the Red Cross, myths have been growing about the possibility of getting AIDS from giving blood. "The fact is you can't," said S. Gerald Sandler, M.D., associate vice president for medical operations for the American Red Cross. The blood supply is well protected from the AIDS virus and "there is no chance of a donor being infected." The American Red Cross tests all donated blood products for antibodies to the AIDS virus.

The need for blood is greater than ever. So take an hour out of your vacation and give. It is truly the "gift of life."

with water vapor, sweat is unable to evaporate into the atmosphere. The air temperature may be higher than that of the patient.

The protective sweat-producing mechanism breaks down. Unable to lose heat, the body becomes extremely hot. The body temperature may rise to 107 degrees F. or higher, from its normal 98.6 degrees.

The skin is hot, dry and red. The pulse is fast and forceful. The victim of heat stroke is often restless and confused and may become unconscious.

First aid for heat stroke victims calls for fast action. Quickly get the patient into the coolest place available, indoors if possible. Remove clothing.

Now, start to cool him down by

sponging the body with cold or lukewarm water and by fanning him vigorously. Do not try to bring the body temperature to normal, but only to lower it by 2 or 3 degrees.

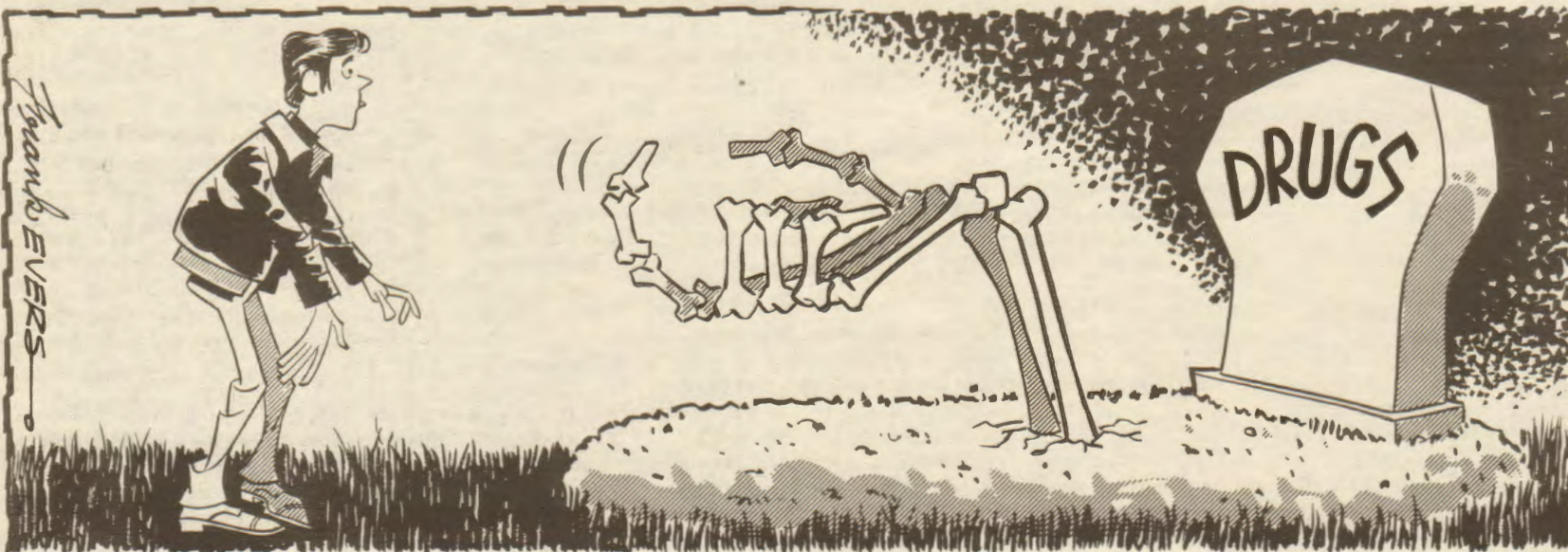
Heat stroke can be life-threatening, and you need medical help urgently.

In providing first aid to a victim of heat exhaustion, get the person into a cool area and let him lie down. Loosen his clothing and raise his feet.

Give fluids to drink with some salt added—about a teaspoon of salt per glass. Fruit juice is excellent for this.

Make the victim drink slowly, sipping half a glass every 15 minutes.

Recovery from heat exhaustion is likely to be good, but it's wise to get medical advice.



NARCOTICS ARE FOR LOSERS!
IF YOU ARE HOOKED ON DRUGS, CONTACT YOUR PORT AGENT OR YOUR UNION AT PINEY POINT, MD.

Area Vice Presidents' Report



West Coast
by V.P. George McCartney

NEXT year will mark the 50th anniversary of the SIU-AGLIWD. Those old-timers who are still around from that period can attest to the great changes that have occurred in the maritime industry.

This Union has been able to survive because it has responded immediately and effectively to jurisdictional attacks by other unions, and because we have adapted to new conditions.

Today, the job security of all unlicensed seamen is being jeopardized. Last year, both the NMU and the MFOW ran notices in their newspapers warning their members to be on the alert against any threats against their jurisdiction by licensed officers. The SIU-AGLIWD has an Article XX case pending against District 1-MEBA on this very matter.

Anytime that a licensed officer attempts to do work covered by our established jurisdiction such as electrical or refrigeration work, then it is your responsibility to submit a claim for overtime as per our agreement: A new section, article 4, section 43 entitled "work jurisdiction," spells this out very clearly and very strongly, and if you fail to do this then you are placing your own job and future job security in jeopardy.

The SIU-AGLIWD is committed to surviving. That is not easy in an industry which has declined from 600 vessels in 1980 to 360 today. Much of the traditional work that we have relied upon is being threatened. Ten years ago, for example, Sea-Land alone had 25 vessels in the foreign and feeder service. Today, not one American-flag company is able to compete in this trade.

At a recent congressional hearing, Peter Finnerty, Sea-Land's vice president in charge of public relations, said that the company would have to consider reflagging "all or part" of its fleet if Congress did not come up with a new liner subsidy system to replace the one that is being phased out. Bruce Seaton, president of American President Companies, the parent company of American President Lines, also alluded to the subsidy problem when he accepted an award at the Containerization and Intermodal Institute last month. He had these words to say:

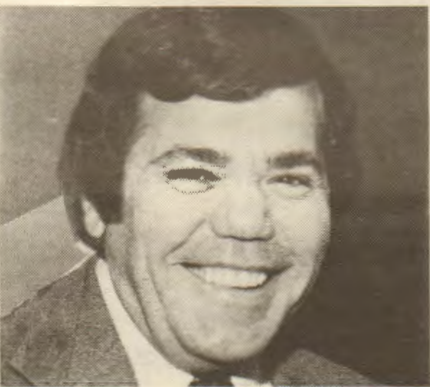
"I think people are not generally aware that the operating differential subsidy, which is designed primarily to help us attain crew-cost parity with foreign operators, does not actually achieve that aim . . . [Even] with subsidy, the U.S.-flag operator works at a substantial cost disadvantage. We think it is essential, as a matter of national interest and security, that we employ U.S. crewmembers. At the

same time, if we are to do so, it is obvious that the offset provided by the ODS program is not only necessary, but that the program should be modified to more accurately measure the differentials involved."

As you can see, no maritime union committed to protecting the job security of its membership can rely solely on the work that it now has. The SIU-AGLIWD is trying to solve that problem by signing up new work in the military sector. There are problems in getting this work, yet the alternative is even worse: no jobs.

There is no guarantee that Congress or the executive branch will come up with a new subsidy program. As a matter of fact, they're going in the opposite direction. The present administration is dismantling every single maritime program still in existence. The Jones Act is presently on the bargaining table in "free trade" talks with Canada. Legislation has been introduced in the present Congress to repeal the ban on the sale of Alaskan oil and to gut this country's remaining cargo preference laws. One shipping official told me recently that he wouldn't be surprised to see the American-flag fleet decline below 200 registered vessels within three or four years. Given the present administration's indifference to the maritime industry, he just might be right.

For better or worse, military work is the only game in town. By signing up this kind of work, we accomplish several goals. We replace jobs lost in other areas. We protect the pension and welfare benefits of our middle-aged members even if they don't choose to ship on these military vessels. And more important, we give the younger members of this Union a chance to make a living at sea. As outlined elsewhere in this paper, members who ship on top-to-bottom SIU-District 2 ships have the chance to advance from entry levels to licensed jobs in rapid time.



Gulf Coast
by V.P. Joe Sacco

WE'VE been very busy on a variety of projects, from negotiating contracts to getting involved in community projects.

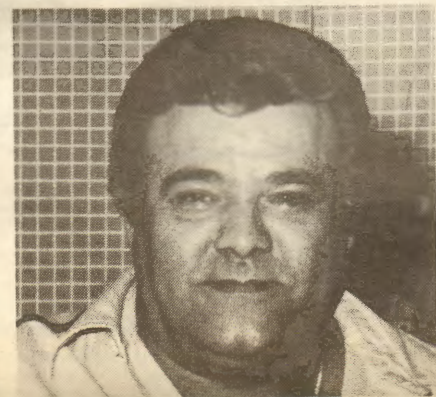
Negotiations have begun with G&H Towing in Galveston. Our contract with Radcliff was extended.

Some of our members have had questions about the Seafarers Maritime Union. President Drozak made a videotape on this subject, and we've been showing it every day at the Union

hall. The reaction to the tape has been extremely positive.

As President Drozak said, the members of this Union are involved in a life and death struggle to protect their job security. This fight is being waged on a number of fronts, from the halls of Congress to the ships we sail. Members who take the time to upgrade their skills help more than just themselves: they help every other member of this Union. A ship is like a football team. Every member counts.

I will be attending the Texas AFL-CIO Convention next month. It is important that we maintain good ties to other unions in the area, just as it is important that we maintain a high profile in the community. As I mentioned in my last column, the SIU hosted a drug and alcohol rehabilitation seminar which was attended by more than 95 people, including a number of important civic leaders. Rick Reisman, head of the Union's ARC program, attended. It was a rewarding experience for everyone involved.



Great Lakes
by V.P. Mike Sacco

SHIPPING is up markedly on the Great Lakes this year. Whether or not that pace will continue remains to be seen. Still, it's a welcome relief to read that cargo is up 21 percent from last year.

Our members in the dredging industry also are doing well. We're just about reaching the height of the season, so many of our companies are knee-deep in dredging projects.

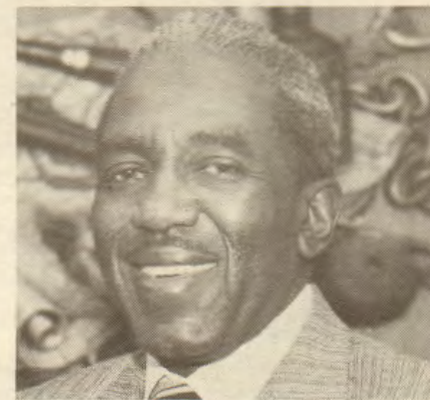
Dunbar and Sullivan was the low bidder for a project on the Rouge River in Detroit, Mich. It is presently involved in a dredging project at Kenosha, Wis.

Great Lakes and Dredging is finishing up a project on the Cuyahoga River in Cleveland. After that it will go on to projects in Buffalo, N.Y. and Lorraine, Ill.

Zenith Dredge and Falcon Marine are also busy. Much of this activity can be traced to two factors: last year's port development bill and the poor environmental condition of many harbors and rivers in this area. Some of these projects can no longer be put off without incurring serious and perhaps irreversible environmental damage.

One more thing. Right now, the administration is holding talks with Canada on a free trade treaty between the two countries. One of the issues on the table is the Jones Act. There would be serious consequences for the Great Lakes maritime industry and for

all American seamen if the Jones Act were allowed to be weakened. Make sure to write your congressional representatives and senators on this issue. Your job may depend upon it.



East Coast
by V.P. Leon Hall

THE recent retirement of Supreme Court Justice Lewis F. Powell gives the Reagan administration one more chance to reshape the Supreme Court in a more conservative mold. This development is of particular importance to our members. In order to protect their job security and benefits, the Union often has to go to court.

So far, at least, our record has been pretty good in this area. The Fourth Circuit U.S. Court of Appeals recently upheld a National Labor Relations Board order requiring Baker-Whiteley Towing Company to pay \$2 million in back wages and benefits to 27 Seafarers—an average of \$74,000 each.

In addition, the Seafarers Pension Plan recently won an important case against Sonat Marine. The court gave the trustees the right to take away the past service credits and thereby reduce the pensions payable to all licensed retirees of companies who continued working after their employers withdrew from the plan. While the decision will probably be appealed by the company, this puts all tug and barge companies on notice that there will be a penalty to pay if they try to infringe on our members' rights.

Our legal system takes great pains to protect the rights of all "interested parties." In theory, this means that everyone has the right to a fair and impartial trial. What actually happens, however, is that the side that can stall the most usually winds up wearing down the resistance of its opponent.

Most companies which seek to deprive their workers of their contractual rights bank on the time-consuming nature of the legal system. This Union won't let them do it. For example, we're still in litigation over the status of Sonat's captains, mates and barge captains.

This, unfortunately, puts a special burden on those members who work for companies like Sonat Marine. To those members, I'd like to let you know that this Union will leave no stone unturned in protecting your rights.

To put the matter in some perspective: the Baker-Whiteley case dates back to 1984. Yet we hung in there and were ultimately able to make sure that all the people who supported us got a fair shake. Of course, you can't win every case. But then again, you don't have to. All you have to do is make sure that management understands that you won't go gentle into that good night.

(Continued on Page 27.)

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

Dispatchers Report for Great Lakes

JUNE 1-30, 1987

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	20	1	0	45	8	0	7	1
ENGINE DEPARTMENT									
Algonac	0	5	1	0	21	2	0	1	0
STEWARD DEPARTMENT									
Algonac	0	1	2	0	11	0	0	4	1
ENTRY DEPARTMENT									
Algonac	0	16	4	0	0	0	0	15	3
Totals All Departments	0	42	8	0	77	10	0	27	5

**"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
Leon Hall, Vice President
Angus "Red" Campbell, Vice President
Mike Sacco, Vice President
Joe Sacco, Vice President
George McCartney, Vice President
Roy A. Mercer, Vice President
Steve Edney, Vice President

HEADQUARTERS

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

ALGONAC, Mich.

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

BALTIMORE, Md.

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

CLEVELAND, Ohio

5443 Ridge Rd. 44129
(216) 845-1100

DULUTH, Minn.

705 Medical Arts Building 55802
(218) 722-4110

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

JUNE 1-30, 1987

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	50	16	0	41	5	0	6	116	26	0
Philadelphia	6	3	0	3	0	0	0	6	5	0
Baltimore	9	3	0	8	2	0	1	12	5	0
Norfolk	11	10	5	10	11	4	5	18	6	2
Mobile	14	4	1	9	3	0	1	22	9	2
New Orleans	44	2	3	34	7	1	7	77	6	5
Jacksonville	32	18	3	24	13	1	4	46	17	7
San Francisco	37	14	17	16	2	10	8	62	18	14
Wilmington	18	8	3	13	3	1	3	28	11	5
Seattle	41	10	1	24	8	1	13	61	13	3
Puerto Rico	11	1	0	16	1	0	2	20	2	1
Honolulu	16	13	9	8	16	6	10	13	15	4
Houston	44	10	1	20	7	0	6	71	9	1
St. Louis	0	0	0	0	0	0	0	0	0	0
Piney Point	2	5	2	1	4	2	3	2	4	0
Totals	335	117	45	227	82	26	70	554	146	44
ENGINE DEPARTMENT										
New York	40	10	0	17	4	0	3	72	14	0
Philadelphia	5	2	0	4	0	0	0	5	4	1
Baltimore	7	5	0	4	4	0	0	10	3	1
Norfolk	12	3	1	10	7	1	4	12	3	1
Mobile	10	2	0	9	1	0	2	17	5	0
New Orleans	29	6	2	22	6	0	2	50	10	4
Jacksonville	30	4	1	17	2	0	2	41	8	3
San Francisco	23	8	6	8	4	5	4	33	9	3
Wilmington	12	3	2	4	5	2	4	23	9	3
Seattle	29	6	0	15	3	0	5	45	10	1
Puerto Rico	9	0	0	10	1	0	2	8	1	0
Honolulu	8	11	9	8	7	7	4	2	13	10
Houston	33	2	1	20	3	0	6	48	4	1
St. Louis	0	0	0	0	0	0	0	0	0	0
Piney Point	1	0	0	0	0	0	0	2	3	0
Totals	248	62	22	148	47	15	39	368	96	28
STEWARD DEPARTMENT										
New York	30	5	1	15	5	0	4	50	8	1
Philadelphia	1	0	1	0	0	1	0	2	2	1
Baltimore	4	1	0	2	2	0	0	6	1	0
Norfolk	8	1	1	6	2	1	2	8	1	1
Mobile	5	0	0	6	0	0	1	7	1	0
New Orleans	30	0	1	21	1	0	4	31	4	2
Jacksonville	23	8	0	8	9	0	1	24	6	0
San Francisco	48	8	10	27	3	3	15	91	11	12
Wilmington	10	2	0	8	1	0	3	11	7	0
Seattle	24	6	1	18	5	0	4	34	8	1
Puerto Rico	4	1	1	4	0	1	1	3	1	0
Honolulu	11	15	30	3	25	29	69	16	20	18
Houston	11	0	0	4	0	0	2	27	2	0
St. Louis	0	0	0	0	0	0	0	0	0	0
Piney Point	4	6	0	0	2	0	1	5	9	0
Totals	213	53	46	122	55	35	107	315	81	36
ENTRY DEPARTMENT										
New York	19	21	6	13	16	2	0	46	48	12
Philadelphia	2	3	0	2	2	0	0	4	3	3
Baltimore	3	7	0	1	4	0	0	5	8	0
Norfolk	4	6	5	0	7	3	0	7	5	7
Mobile	1	7	3	0	4	0	0	3	7	5
New Orleans	11	14	28	14	12	6	0	23	21	44
Jacksonville	8	9	4	3	8	1	0	10	12	10
San Francisco	33	17	19	21	7	11	0	92	27	32
Wilmington	10	6	9	6	3	1	0	20	13	17
Seattle	20	9	6	16	5	1	0	39	23	7
Puerto Rico	6	6	1	3	7	1	0	10	11	1
Honolulu	9	76	161	4	79	159	0	9	92	163
Houston	12	8	5	10	7	2	0	21	10	8
St. Louis	0	0	0	0	0	0	0	0	0	0
Piney Point	0	5	11	0	9	11	0	0	12	21
Totals	138	194	258	93	170	198	0	289	292	330
Totals All Departments	934	426	371	590	354	274	216	1,526	615	438

**"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 June was down from the month of May. A total of 1,434 jobs were shipped on SIU-contracted deep sea vessels. Of the 1,434 jobs shipped, 590 jobs or about 41 percent were taken by "A" seniority members. The rest were filled by "B" and "C" seniority people. A total of 216 trip relief jobs were shipped. Since the trip relief program began on April 1, 1982, a total of 5,392 jobs have been shipped.

Area Vice Presidents' Report

(Continued from Page 25.)



Government Services Division
by V.P. Buck Mercer

THE Military Sealift Command, Pacific, has taken the position to restrict crewmembers to cable ships that call at the Simplex Wire & Cable Company in Newington, N.H. for the purpose of loading cable. MSCPAC claims that a local labor situation at Simplex made it necessary to restrict liberty. They cited as their basis CMPI 630.7-4a which allows liberty restriction where conditions are obviously and abnormally unsafe due to civil strife, military action or natural causes.

The crew of the *USNS Zeus* (T-ARC 7) submitted a dispute claim for premium pay while confined during the ship's stay in Simplex back in February 1987. Their claim explained that visitors and vendors were allowed through the picket line to the ship

without mishap and that AT&T sponsor personnel assigned to the ship were also confined but were allowed sea pay. Also, personnel from the ship's crew were allowed to go ashore on official business. Yet the claim for restriction of liberty for the crew was denied by MSCPAC.

By letter dated April 14, 1987, SIU, Government Service Division appealed the decision of MSCPAC. Among other things, the SIU pointed out in their appeal that there was no civil strife going on outside the Simplex gates at Simplex Wire & Cable Co., plus the fact that replacements of crew personnel moved in and out of the Simplex gates at will and without incident. To this date, our appeal letter has not been answered, but other MSCPAC cable ships have called at Simplex and met the same fate. Still other MSCPAC cable ships are scheduled to put-in at Simplex Wire & Cable Co., and as long as that strike continues, it would appear that the decision to deny payment by MSCPAC will continue.

I am informed that the commercial cable ship *Long Lines* is scheduled to call at Simplex Wire & Cable Co. in the near future. I have learned that the company, Transoceanic Cable Ships, Inc., does not intend to restrict crewmembers. What position will MSCPAC take then? We do not know, but we will certainly find out.

Seafarers' Vacation Plan

SUMMARY ANNUAL REPORT FOR SEAFARERS VACATION FUND

This is a summary of the annual report of the Seafarers Vacation Fund EIN 13-5602047 for the year ended Dec. 31, 1985. The annual report has been filed with the Internal Revenue Service, as required under the Employee Retirement Income Security Act of 1974 (ERISA).

The Trust has committed itself to pay claims incurred under the terms of the plan.

BASIC FINANCIAL STATEMENT

The value of plan assets, after subtracting liabilities of the plan was a deficit of \$(3,046,762) as of Dec. 31, 1985 compared to \$(621,261) as of Jan. 1, 1985. During the plan year the plan experienced a decrease in its net assets of \$2,425,501. This decrease included unrealized depreciation in the value of plan assets; that is, the difference between the value of the plan's assets at the end of the year and the value of the assets at the beginning of the year or the cost of assets acquired during the year. During the plan year, the plan had total income of \$31,020,159 including employer contributions of \$30,594,843, and earnings from investments of \$425,316. Plan expenses were \$33,521,057. These expenses included \$3,346,335 in administrative expenses, \$28,002,040 in benefits paid to participants and beneficiaries, and \$2,172,682 in other expenses (payroll taxes on vacation benefits).

YOUR RIGHTS TO ADDITIONAL INFORMATION

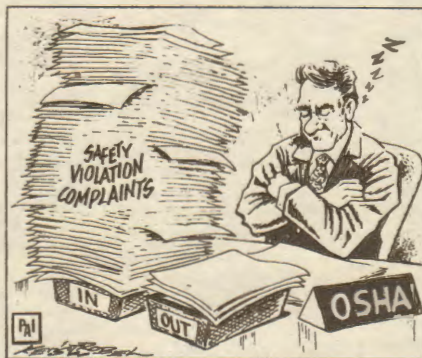
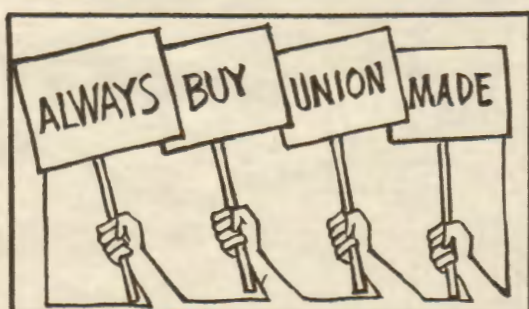
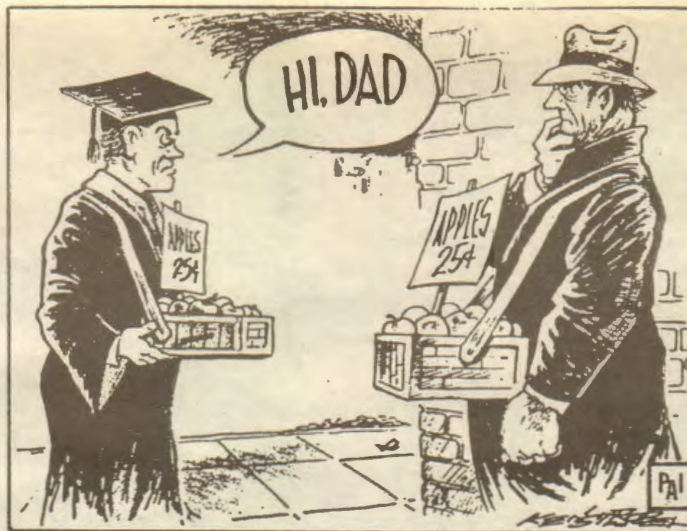
You have the right to receive a copy of the full annual report, or any part thereof, on request. The items listed below are included in that report:

1. An Accountant's report
2. Assets held for investment

To obtain a copy of the full annual report, or any part thereof, write or call the office of Mr. Leo Bonser, who is the Plan Administrator, 5201 Auth Way, Camp Springs, Md. 20746, (301) 899-0675. The charge to cover copying costs will be \$1.10 for the full annual report, or \$.10 per page for any part thereof.

You also have the right to receive from the plan administrator, on request and at no charge, a statement of the assets and liabilities of the plan and accompanying notes, or a statement of income and expenses of the plan and accompanying notes, or both. If you request a copy of the full annual report from the plan administrator, these two statements and accompanying notes will be included as part of that report. The charge to cover copying costs given above does not include a charge for the copying of these portions of the report because these portions are furnished without charge. You also have the legally protected right to examine the annual report at the main office of the plan, 5201 Auth Way, Camp Springs, Md. 20746, and at the U.S. Department of Labor in Washington, D.C., or to obtain a copy from the U.S. Department of Labor upon payment of covering costs. Requests to the Department should be addressed to Public Disclosure Room N4677, Pension and Welfare Benefit Programs, U.S. Department of Labor, 200 Constitution Avenue, N.W., Washington, D.C. 20216.

Labor's Views Through Cartoons



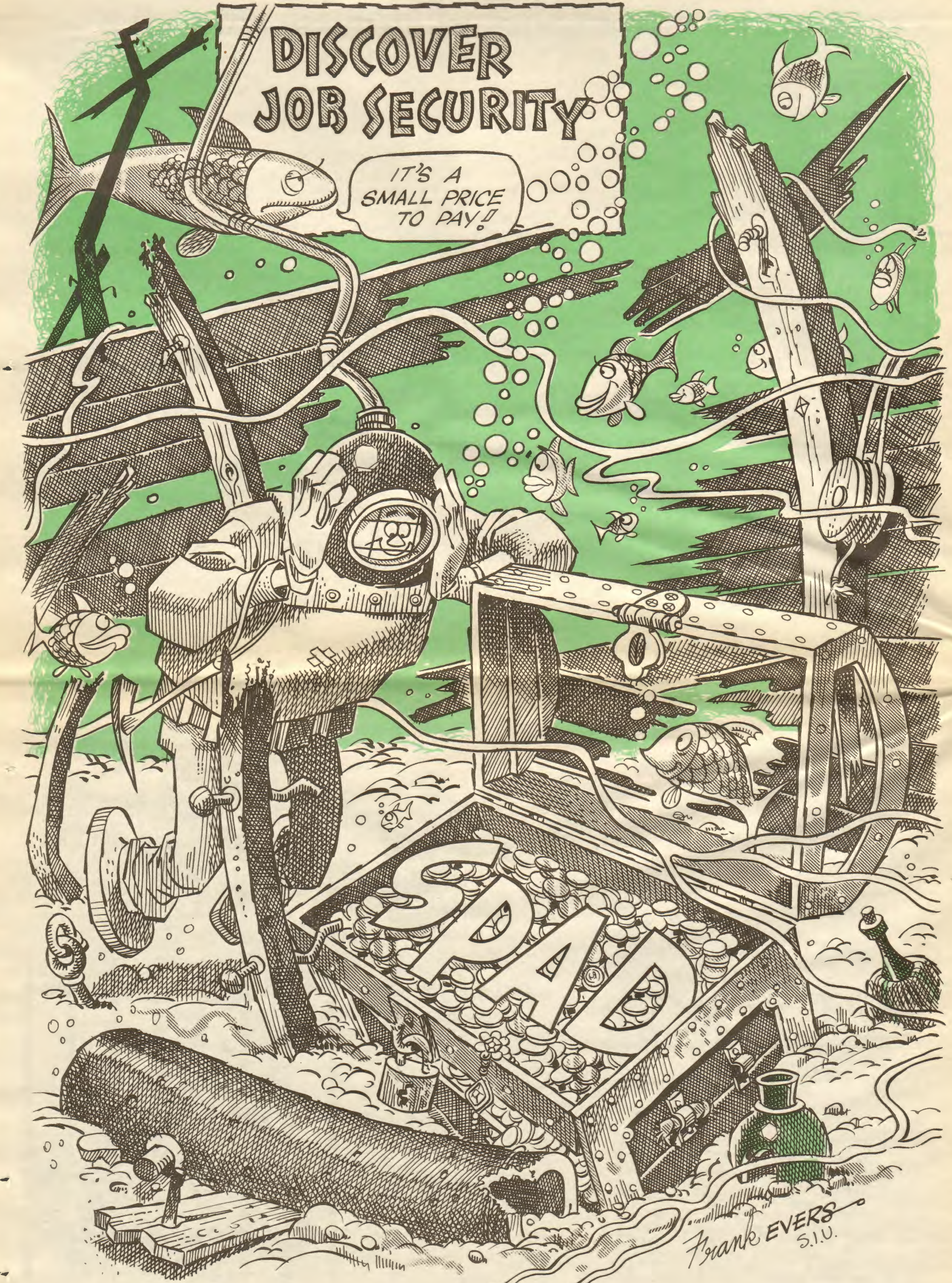
"GET ME OUTTA HERE!"

DISCOVER JOB SECURITY

IT'S A
SMALL PRICE
TO PAY!!

SPAD

Frank EVERS
S.I.U.



Seafarers Make Team Spirit 87 Exercise a Success

Hundreds of Seafarers helped the U.S. military successfully complete a massive sealift exercise from the United States to Korea. Team Spirit 87 is an annual exercise involving Military Prepositioning Ships (MPS) and the Fast Sealift Ships.

One of the main participants of the drill was the First Marine Amphibious Squadron which relied on four MPS ships to carry most of its heavy equipment and supplies to Korea while the troops were airlifted to meet them.

The four ships the First Marines relied on were the *1st Lt. Baldomero Lopez*, *1st Lt. Jack Lummus*, *Sgt. William Button* and the *PFC Dewayne Williams*; all are crewed by the SIU. Those ships make up

Maritime Prepositioning Squadron—3.

The ships carried enough supplies and equipment to sustain a 16,500 brigade for 30 days, carrying everything from drinking water to tanks. They can unload offshore with floating cargo ramps and the five 40-ton cranes they carry.

The *USNS Pollux* also participated in the exercises. The last of the eight former SL-7s to be delivered to the military, the *Pollux* was operating in its first exercise. It picked up a load of cargo in Mobile, Ala. steamed to Tacoma, Wash. and then on to Korea. With 30-knot speeds, the *Pollux* was able to make up for lost time it encountered in Tacoma where there were fuel resupply problems.

I Can Speed Your Trip Through the Bureaucracy

By Benjamin L. Cardin

(Congressman Benjamin L. Cardin represents Maryland's third congressional district.)

A congressional office is more than a place to discuss national priorities and global concerns. Often a congressional office is the last stop for constituents desperately seeking a path through the confusing maze of government regulations and procedures.

One of the most rewarding aspects of being a U.S. congressman is helping constituents get what they need from government agencies. Unfortunately, getting information from the federal government can often prove time con-

suming and frustrating. Therefore, it is helpful when contacting a federal agency to follow these five steps:

1. State your problem simply and directly;
2. Keep a record of contact with the agency;
3. Allow for enough time to process your request;
4. Provide appropriate identification numbers—for example, Social Security number, VA number, Medicare, Medicaid, etc., and
5. Clearly print your name, address and phone number.

Here is a good example of how a congressional office can start you on

En Voyage

*There's a ship sailing on to a harbor,
To a haven of comfort and rest;
It's a ship of God's fashion and making
And its voyage by Him will be blest.
It departed with silence and beauty,
With the Master, Himself, in command;
As with dignity truly majestic
It sailed out of sight of all land.
There will always be clear skies above it;
There will always be calmness below;
There will never be storms to harass it,
For the Master is on it, you know.
And His wisdom will carry it safely
To the port of His infinite peace,
Where the light of His love will protect it
With a blessing that never will cease.
You have watched it sail onward and outward,
With a tear of regret in your eye,
For a loved one was sailing upon it,
And there's grief when you're saying goodbye.
But your tears would be tears of rejoicing,
And your heart would be happy and free,
If you could look for only a moment*

*On that ship that is sailing to sea.
For the one you have loved is at leisure,
With no worry or trouble or care;
There's contentment beyond understanding,
In the way God's passengers fare.
And you'd know from your own observation
That the sailing was joyful—not grim,
For it means a new life and new living,
And a sweet, closer contact with Him.
Oh, the solace there is in the knowledge,
Life is life and it always will be,
And it's simply a change of direction
When we sail on His ship out to sea.
And the tears that we shed for our loved ones,
Are in truth shed for us left behind,
For it hurts to give up to the Master,
Tho we know He is gentle and kind.
So Believe in His great and good wisdom,
Trust in Him, as you patiently wait;
On His ship God is ever the Pilot,
And the one you have loved is the Mate.*

John E. Floyd
Toledo, Ohio

M/V 1st Lt. Baldomero Lopez

Subj: Team-Spirit 87

From: Master

To: Officers, Crew, M.C.M.C. (BENDIX)

Through this letter, I personally congratulate all officers, crew and M.C.M.C. Personnel onboard the *M/V 1st Lt. Baldomero Lopez* for their outstanding performance of their duties, efforts and experience shown, thus the Team Spirit 87 exercise became a complete success. Job well done by all. Please keep the outstanding performance of *M/V Lopez* for all functions assigned.

Capt. A.G. Papadopoulos
Master

Got a Story?

We get word from Bosun Bob Austin that he is working with a group that is planning a book about the "trials and travails" of merchant seamen. The group, "Port Traveler Productions," is looking for stories, and says that it will pay royalty fees when the book is published.

Brother Austin, who has been a member of the SIU since 1968, said: "We are gathering and compiling stories which we will submit to local and national printing firms. We are looking for personal stories about life at sea."

If you are interested, write to "Port Travelers Productions," 306 E. Cherokee St., Altamonte Springs, Fla. 32751.

Safety Shoes

Effective immediately, all crewmembers assigned to ETC/LNG vessels must have safety shoes in their possession when they report for duty aboard the

the right track. Mr. T. contacted my Baltimore office on behalf of his elderly father, a veteran who was being treated at Sinai Hospital. His father had reached a point where he needed long-term care at a VA hospital, and his family wanted him placed in the one nearest their home.

In one telephone call, my Baltimore congressional office was able to direct

vessel. This is in accordance with ETC safety procedures.

Personal

Dan Ticher Jr.

You have 30 days from August 1 to collect your personal possessions or they will be discarded—Santa Cruz.

Mr. T. to the admissions office at the VA Medical Center. The admissions office easily found the appropriate hospital for the elderly Mr. T. and arranged his transfer.

If you are having a hard time getting through the bureaucratic red tape or if you need any information about the federal government, contact your congressman.

"Duke" Wilson Retires



Julian "Duke" Wilson (right) went to sea with the SIU more than 40 years ago. Duke has sailed both deepsea and inland. After that long career he is presented with his first pension check by Norfolk patrolman "Scrap Iron" Jones.

**Help
A
Friend
Deal
With
Alcoholism
and
Drugs**



Addicts don't have friends. Because a friend wouldn't let another man blindly travel a course that has to lead to the destruction of his health, his job and his family. And that's where an alcoholic or drug user is headed.

Helping a fellow Seafarer who has an addiction problem is just as easy—and just as important—as steering a blind man across a street. All you have to do is take that Seafarer by the arm and guide him to the Union's Addictions Rehabilitation Center in Valley Lee, Md.

Once he's there, an SIU member will receive the care and counseling he needs. And he'll get the support of brother SIU members who are fighting the same tough battle he is back to a healthy, productive alcohol-free and drug-free life.

The road is a long one for an alcoholic and drug user. But because of ARC, an addicted SIU member doesn't have to travel the distance alone. And by guiding a brother Seafarer in the direction of the Rehab Center, you'll be showing him that the first step back to recovery is only an arm's length away.

Addictions Rehabilitation Center

I am interested in attending a six-week program at the Addictions Rehabilitation Center. I understand that all my medical and counseling records will be kept strictly confidential, and that they will not be kept anywhere except at The Center.

Name Book No.

Address (Street or RFD) (City) (State) (Zip)

Telephone No.

Mail to: **THE CENTER**
Star Route Box 153-A
Valley Lee, Md. 20692

or call, 24 hours-a-day, (301) 994-0010

Letters To The Editor



'Friends in Need . . .'

I am most grateful to the Maritime Trades Department and to all your people of SIU who did such a super job in making yesterday's luncheon at the Catholic Seamen's Club such an outstanding success. It was tops!

The food was splendid, and thoroughly enjoyed by all. Thanks to all the excellent cooks from SIU who just did a marvelous job.

The financial side of it for us here at the Club was the best yet; and we did better than ever before at the raffle.

It is good to have friends like you close by. May the good God prosper our Maritime Trades. We surely need His help to help our own people and our own U.S. unions.

With every good wish and prayer, I remain

**Very gratefully yours,
Andrew Horgan, OMI
and Staff of the Catholic
Seamen's Club**

'Social Security Is Secure . . .'

Like many SIU pensioners, my Social Security and Union pension make for a quite comfortable life in these remaining years. At age 73, I have a sense of security about the rest of my days.

What I am deeply concerned about is the future of our younger seafarers, because of what I see as an all-out effort by certain forces to break down confidence in the Social Security system.

One must understand that banks, insurance companies and other

financial institutions see individual retirement investments as a source of profit for their institutions. They tell young people that no money will be available for their retirement under Social Security, and that they should provide for their own future by investing with them. If individual saving for our retirement had been practical, there would never have been a Social Security system in the first place. The only way Social Security will not be around to insure the future of everyone, is for the con artists who would benefit from its cessation to succeed in convincing enough people that they will not receive the benefits of the program in their old age.

The elderly are well organized and are a powerful force in the politics of this nation. And, we will continue to fight for the Social Security system, not only for ourselves, but for the young people, too.

**Sincerely,
Frank Reid, R432
Tampa, Fla.**

'Working Together . . .'

On behalf of our members and all interested parties in the southern California fishing industry, we wish to thank the SIU for prompt assistance and cooperation in defeating H.R. 1621.

For your information, H.R. 1621 was defeated in the Assembly Ways and Means Committee on June 3. Hopefully, we have heard the last of it.

**Sincerely,
Terry R. Hoinsky
Business Agent
Fishermen's Union of America
Pacific and Caribbean Area
SIUNA/AFL-CIO**

'The Future of the SIU . . .'

As a member of 46 years in the SIU and now in retirement, I would like to get a few things off my chest about the good conditions that you enjoy aboard ship. . .

There aren't as many companies or jobs anymore. So, brothers and sisters, the new jobs will have to come from the passage of bills in Washington. In that case it is do or die.

You have got to donate to SPAD. It is *your* pork chops . . . and the only way you are going to see sunshine in the future of the SIU.

Good luck and smooth sailing.

**Vince Meehan M-13
Nagasaki, Japan**

Are You Missing Important Mail?

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

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

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

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

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

Personals

MC&S Reunion

There will be an MC&S Reunion at Doyle Park, Santa Rosa, Calif.—Sept. 13, 1987—12 noon 'til ?—BYOB—Pot Luck—Bring pictures!

Henry Smiley Woodruff

Anyone knowing the whereabouts of Henry Smiley Woodruff, please get in touch with Christine Woodruff or Ricky Gearl Woodruff, P.O. Box 1310, Forks, Wash. 98331; tel. (206) 327-3852.

Laurence (Larry) McClellan

Anyone knowing the whereabouts of Larry McClellan, please contact an old friend, Mrs. Elinor Oldenburg Matchett, RR 1, Box 133, Califon, N.J. 07830.

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Sincerely,
Frank Reid, R432
Tampa, Fla.

'Working Together . . .'

On behalf of our members and all interested parties in the southern California fishing industry, we wish to thank the SIU for prompt assistance and cooperation in defeating H.R. 1621.

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Business Agent
Fishermen's Union of America
Pacific and Caribbean Area
SIUNA/AFL-CIO

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Are You Missing Important Mail?

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

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

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

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

HOME ADDRESS

PLEASE PRINT

Date: _____

Social Security No. _____

Phone No. (____) _____
Area Code

Your Full Name _____

Street _____

Apt. or Box # _____

City _____

State _____

ZIP _____

Book Number _____

SIU UIW Pensioner Other _____

UIW Place of Employment _____

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

(Signed) _____

Personals

MC&S Reunion

There will be an MC&S Reunion at Doyle Park, Santa Rosa, Calif.—Sept. 13, 1987—12 noon 'til ?—BYOB—Pot Luck—Bring pictures!

Henry Smiley Woodruff

Anyone knowing the whereabouts of Henry Smiley Woodruff, please get in touch with Christine Woodruff or Ricky Gearl Woodruff, P.O. Box 1310, Forks, Wash. 98331; tel. (206) 327-3852.

Laurence (Larry) McClellan

Anyone knowing the whereabouts of Larry McClellan, please contact an old friend, Mrs. Elinor Oldenburg Matchett, RR 1, Box 133, Califon, N.J. 07830.