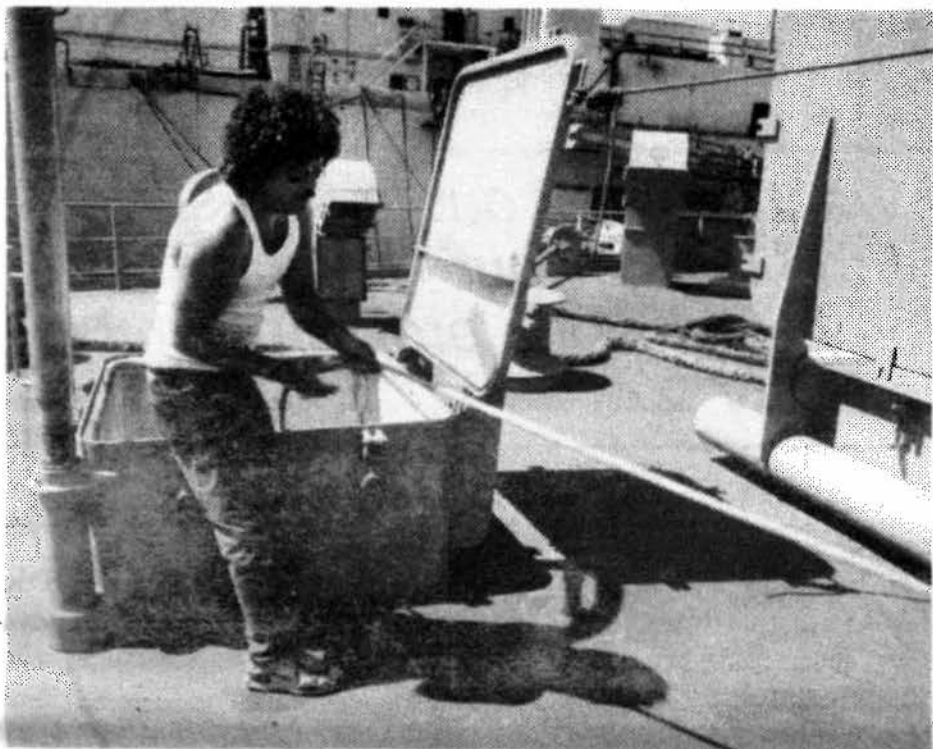


More Jobs As SIU Set To Crew 4 New SL-7s



AB Richard Campbell stows a line a line onboard the *USNS Regulus*, the first of four converted SL-7s that Bay Tankers Inc. will operate for the Navy. The *Regulus* crewed up last month, and the other three ships will all be crewed by next spring. See page 22 for more photos.

Seafarers Can Beat Drug Abuse—New Center to Open

“There is no question that drug abuse is a serious problem in virtually every segment of our society.

Our concern is with the well-being of our members. That is why we are setting up this program.”

Frank Drozak

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A SIU esta de vista em New Bedford Pagina 17

New Claims Service Added; Cranford Is Claims Director Page 20

New Bedford’s Fishermen Celebrate Fleet’s Blessing



The *Tina & Vina* (above) was one of 42 fishing boats to take part in the annual Blessing of the Fleet in New Bedford, Mass. The SIU has organized dozens of fishing boats in New Bedford recently. See pages 15–18 for more pictures and stories in English and Portuguese.

President's Report

by Frank Drozak

Despite Troubles, Union Continues To Serve You

You've heard it hundreds of times and I've said it just as often. There are serious problems in the U.S. maritime industry. We know what most of the problems stem from; lack of cargo, lack of a national maritime policy, lack of government support, lack of "fair trade" and many other specific issues.

But I don't want to spend my time this month on the serious problems we all face. I want to point out some of the things your Union is doing for you, despite the problems in the industry. Some people have a tendency to bitch and moan, even when their problems may not be as serious as they think, even when they may have some advantages over other people.

JOBS

Even though every year, even every month, U.S.-flag ships are disappearing from the oceans, the SIU has put Seafarers to work on 42 new ships in the last year. That's 800 to 875 jobs that were not there before. These 42 ships are military support ships and some people don't like them for various reasons.

But there is something to remember, they are jobs, and not



too damn bad jobs either. I want each Seafarer to think about throwing in for these jobs. You will make a decent wage, you will get seetime, you will qualify for benefits, you will move up in seniority, and you will help your Union out.

We have a commitment to the military we must fulfill. We have promised them that the SIU can and will provide trained and competent crews for these ships. If we don't make our commitment, we could lose some of those jobs. There are not enough jobs around to be able to afford to toss even one away.

In the face of all the problems in this industry, your Union has helped to put almost 1,000 SIU members to work onboard ships. Remember that.

WELFARE

Unlike most other unions or companies, the SIU administers its own health insurance plans, the Seafarers Welfare Plan. There are many reasons for this. The most important of these reasons is to put service to our membership first.

That is why during the past

several months I have made the administration of the Plans a top priority. Your Union owes you a first-rate program. Tom Cranford, who has been with the SIU since 1960, has been appointed Claims Administrator.

All of us who are associated with the Plans know that there have been some problems during the past year or so, especially in the payment of claims. While there are some valid reasons, I know you are more concerned with results than excuses.

Right now it takes an average of more than 40 days to process a claim. But with the new services we are installing for the

thing about it. That resulted in the birth the Seafarers Alcoholic Rehabilitation Center (ARC). Since that time hundreds of Seafarers have helped themselves back to sobriety, and to a productive life.

Alcoholism remains a major problem in our society and in this Union. But just like the rest of society, drug abuse is increasing and is ruining lives for some Seafarers and their families.

That is why I am pleased to tell you that beginning Jan. 1, the SIU will offer a new drug abuse counseling program in conjunction with the ARC (see page 2). In other words, if you

I want to point out to you some of the things your Union is doing for you, despite problems in this industry.

Welfare Plans, we hope to be able to cut that time in half, or even less. Between the new benefits application form, the new toll-free telephone service, the expanded hours of the Claims Department, the continuing computerization of the department and Cranford's experience, I expect to have the best Claims Department around. We owe that to you.

NEW DRUG CLINIC

Ten years ago the SIU and its president Paul Hall recognized a serious problem for Seafarers and decided to do some-

have a problem and want to do something about it, you will have the opportunity to become drug free.

Think about that term "drug free." What does it mean? Drug free means you are not putting your life or your shipmates' lives on the line every time you work wired or stoned. Drug free means you're not putting your wages up your nose, or your job at risk (the Coast Guard wants to test seamen for drug use, and most military jobs require mandatory drug testing.) Drug free means you're not cheating yourself out of your life and career. Drug free means you're not robbing your family and friends of yourself. You owe it to them. You owe it to yourself.



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Facilities Will Be Located at Piney Point

SIU Will Open Drug Rehab Center on Jan. 1

A comprehensive Drug Rehabilitation program will begin Jan. 1, SIU President Frank Drozak announced at the September membership meetings in all ports.

In announcing the new substance abuse program, Drozak said it would not be mandatory, but that "it is going to be available for any of our members who have a problem and want to do something about it."

"There is no question," Drozak said, "that drug abuse is a serious problem in virtually every segment of our society."

Drozak's assessment of the serious and widespread growth of drug abuse is in accord with every survey taken by medical, Coast Guard and law enforcement agencies. Further, the growth of narcotics abuse is documented at the Seafarers Alcoholic Rehabilitation Center.

Since the Center opened in 1975, there has been a steady increase in the number of Seafarers coming in for alcoholic rehabilitation who are also chemically dependent on other substances.

When the SIU's Rehab Center

opened 10 years ago, nearly every Seafarer admitted for alcoholism treatment had no history of any other substance abuse problem, according to Rick Reisman, director of the Center.

"By 1982, 40 percent of all admissions to our clinic showed a history of other substance abuse," Reisman said. "Today, 70 percent of those who come in to the Center for alcoholic treatment are also hooked on other drugs," he said.

Another alarming statistic, according to Reisman, is that in many cases of deaths from drug overdoses, a high level of alcohol is found in the blood of the deceased.

Closer to home, drug use evaluations are becoming more prevalent in the maritime industry. Seafarers throwing in for jobs on military support vessels are being required to undergo a drug use evaluation. The Coast Guard is now pushing for legislation which would require similar evaluations before issuing seamen's documents or licenses, and more and more industries are setting up in-plant drug screening programs.

"Our concern is with the well-being of our members," Drozak said, "and that is why we are setting up this program." The attendance and records of all Seafarers who come to the Center for help will be kept in strictest confidence," he said.

Reisman said that an overall program is being developed which will be tailored to meet the individual needs of each member who comes to the Center for treatment.

The program will be for a minimum of six weeks with up to 12 weeks

available for those who may need additional help.

The SIU Rehabilitation Center has already begun assembling films, books and other materials, and is interviewing candidates for counselors, clinical nurse and clinical director.

Although no dollar value can measure the worth of helping one individual overcome an addiction which will certainly cripple and very possibly kill him, Reisman pointed out that treatment at any private hospital or institution would cost between \$5,000 and \$18,000.

Seafarers Rehabilitation Program Piney Point, Maryland 20674

I am interested in learning more about the new Substance Abuse Program.
I understand that this request will be kept in the strictest confidence.

(Name—PLEASE PRINT)

S.S. No.

(Street or RFD #)

(Apt. or Box No.)

(City)

(State)

(ZIP)

(Rating)

(Book No.)

Service Contract Will Apply in 3 Navy Bids

Shortly after the SIU filed a suit in U.S. District Court claiming the Service Contract Act should be applied to three Navy-requested bids for chartering almost two dozen ships, the Navy asked for new bids on contracts covering 17 of those ships and several hundred jobs.

The Service Contract Act puts a floor on wages and benefits somewhat like current prevailing wage laws in

other trades, for government contracts performed by private companies. The Act only covers work performed in the territorial United States, but many of these ships spend 40 to 50 percent of their time in port or within the three-mile limit.

Earlier this year contracts for operating oceanographic, cable and sea-lift tanker ships were awarded to non-SIU-contracted companies. The Union's

suit contends that because the MSC did not include provisions for the Service Contract Act, the companies were able to set a very low wage structure and underbid SIU-contracted firms.

No decision has been reached in the court case, but the Navy voluntarily asked for new bids on the oceanographic and cable ships.

Four SIU Ships Now on Station

The first Maritime Prepositioning Ship Squadron is now loaded and stationed in the Eastern Atlantic, the Military Sealift Command announced.

The ships contain most of the equipment needed to supply a 16,000 man Marine amphibious brigade. The ships in this force are *PFC Eugene Obregon* (flag-ship), *Sgt. Matej Kocak*, and *Lt. John P. Bobo* and the *Major Stephen Pless*.

New Passenger Ship Bill Could Boost U.S. Fleet

Another move to revive the American-flag passenger ship industry is under way in the U.S. Senate. The SIU has thrown its support behind a bill which would allow U.S.-built, but currently foreign-registered passenger ships back into the domestic trades.



FRANK PECQUEX

The bill, S.1461, introduced by senators Daniel Inouye (D-Hawaii) and Ted Stevens (R-Alaska), would open a two-year window for some 10 ships which were built in U.S. yards but are currently under a foreign flag.

If the legislation is approved, the U.S. passenger fleet, which provides commercial and military advantages, would increase "at no cost to the government," Frank Pecquex, SIU legislative director said.

Pecquex and others testified before the Senate's Merchant Marine Subcommittee. He told the subcommittee that on average one of the passenger ships would create more than 500 seafaring jobs, plus additional jobs and economic benefits on shore.

One of the ships eligible under the provisions of the bill is the *SS Liberte* owned by American Global Line Inc., the parent company of American-Hawaii Cruises. The *Liberte* is currently sailing under the Panamanian flag and will be making cruises to the South Pacific after the first of the year, Conrad Everhard, chairman of the company said.

But the firm has plans to use the *Liberte* in the Hawaii cruise trade if it is allowed to re-flag the *Liberte* American. That trade is protected by the Jones Act and reserved only for U.S.-flag vessels.

The Department of Transportation would support the bill if it was modified in some areas, Garrett Brown, acting Marad administrator, told the subcommittee.

Brown said that several of the vessels eligible for re-flagging under the bill are extremely old, one more than

50 years old. He said the administration would prefer provisions in the bill which would require the shipyard work on the vessels be done in the U.S., that the ships be both commercially and militarily useful and that U.S.-flag ships are not disadvantaged by any new entries into the domestic trade.



Sen. Daniel Inouye (D-Hawaii) and Sen. Ted Stevens (R-Alaska) listen to testimony on a bill which could increase the number of U.S.-flag passenger ships. The bill would allow American-built but currently foreign-flagged ships back into the domestic trades. The SIU testified in support of the measure.

New Retirement Option

Plans OK Pension "Buy Out" on a Trial Basis

In an effort to provide its membership with alternative programs to plan for their retirements, the SIU this month announced a new Pension "Buy Out" plan which will be available to eligible deep sea members beginning Oct. 1, 1985. Eligible members will have one year in which to apply for this Seafarers Pension option. The program will end Sept. 30, 1986.

To be eligible for this new program, a Seafarer must qualify under the Seafarers Plan rules for Early Normal Pension, which means he must have 20 years (7,300 days) seetime at age 55 years. All of the seetime must have been covered under the Seafarers Pension Plan.

Under this new Lump Sum Payment Pension Plan, a Seafarer would be able to choose to get a \$100 a month pension, and a lump sum payment that would be the actuarial equivalent to the remainder of the benefits that the Seafarer would otherwise be entitled to.

At the time of applying for this pension option, a Seafarer must also present a Certificate of Good Health from his personal physician or from a SIU Clinic. The pension application form must be signed by the Seafarer's spouse.

Under this pension option, the Seafarer, his spouse and dependents will not be entitled to any Seafarers Plans medical coverage.

The new program was announced by SIU President Frank Drozak at the September membership meetings in all ports. Following his announcement, the program was explained by Carolyn Gentile, Special Counsel for the Seafarers Plans.

"This program offers a new choice to our members who may be looking for other pension programs to provide for their retirement years," Gentile said.

She listed several examples of how the program would work:

If a seaman qualifies for an Early Normal Pension (20 years seetime, 55 years of age) of \$450 per month and he elects the new program, he would receive a \$100 per month pension benefit for the rest of his life and a lump sum payment of \$38,000.

Let's assume that the seaman was 58 years of age and had 20 years of seetime under his Pension Plan. This seaman, if he elected the new program, would get \$100 per month for the rest of his life and a lump sum payment of approximately \$36,000.

If a 59-year-old seaman qualified for not only the Early Normal Pension but also increments and a supplement, the benefit that he would receive would be greater. For example, if he was eligible to receive the basic benefit and four increments, he would get \$550 per month under the existing Plan. If such an individual elected the new pension program he would receive \$100 per month for the rest of his life as well as a lump sum payment of

approximately \$46,106. This individual would also be eligible for a pension supplement of \$6,600 which would bring his total to \$52,706.

Applications for the new program are available at the Seafarers Plans office, and will be available in the ports beginning Oct. 1.

Ms. Gentile explained that the Seafarers Plans trustees decided to open the program on a one-year trial for deep sea members in order to determine what kind of response it would get. Depending upon the response, the program may be extended and expanded, she said.

* * *

If you have any questions about this program, contact:

**Carolyn Gentile, Special Counsel
Seafarers Plans
675 Fourth Ave.
Brooklyn, N.Y. 11232
Phone: (718) 499-6600**

Agents Joe Air, Steve Troy Retire, Worked 4 Decades

Former Philadelphia Port Agent Robert "Joe" N. Air, 59, and Seattle Port Agent Steve P. Troy Sr., 58, have retired.

Brother Air joined the SIU in 1949 in the port of New York sailing as a bosun for the Cities Service Oil Co. He hit the bricks on the 1961 Greater N.Y. Harbor beef. In 1963 he became a Union official, a port of Philadelphia patrolman in 1968 and the port's agent in the early 1980s. His last post was in the port of New York where he had started.

Joe Air is a veteran of the U.S. Navy during World War II.

A native of Floral Park, L.I., N.Y., he is a resident of Lumberton, N.J.

Seattle port agent Steve Troy began

sailing when he was 17. He joined the SIU in 1945 in the port of New York sailing as an AB. Brother Troy walked the picket lines in both the 1946 General Maritime beef and the 1947 Isthmian strike. He became a Union official in 1955. In 1969 he was elected N.Y. joint patrolman. Earlier in 1967, he was picked as a delegate to the Union's 13th Biennial Convention in Washington, D.C.

Also earlier, he was a SIU rep in the ports of Houston and New York, serving in the port of San Francisco from 1975 to 1979. That year he became Seattle port agent.

Troy is a veteran of the U.S. Navy in World War II. He is a resident of Alameda, Calif. One of his two sons is Seafarer Steve P. Troy Jr.



Former Philadelphia Port Agent Joe Air (left) helps relief cook Edward Tiesi register.



Recently retired Seattle Port Agent Steve Troy (right) chats with an unidentified man during a Propeller Club meeting.

Sanko Bankrupt

The world's largest operator of oil tankers, Sanko Steamship Company, filed for bankruptcy protection under Japanese law last month claiming to be \$2.2 million in debt.

The company operated 264 ships, about half tankers, and the company accounts for about 20 percent of the Japanese shipping industry.

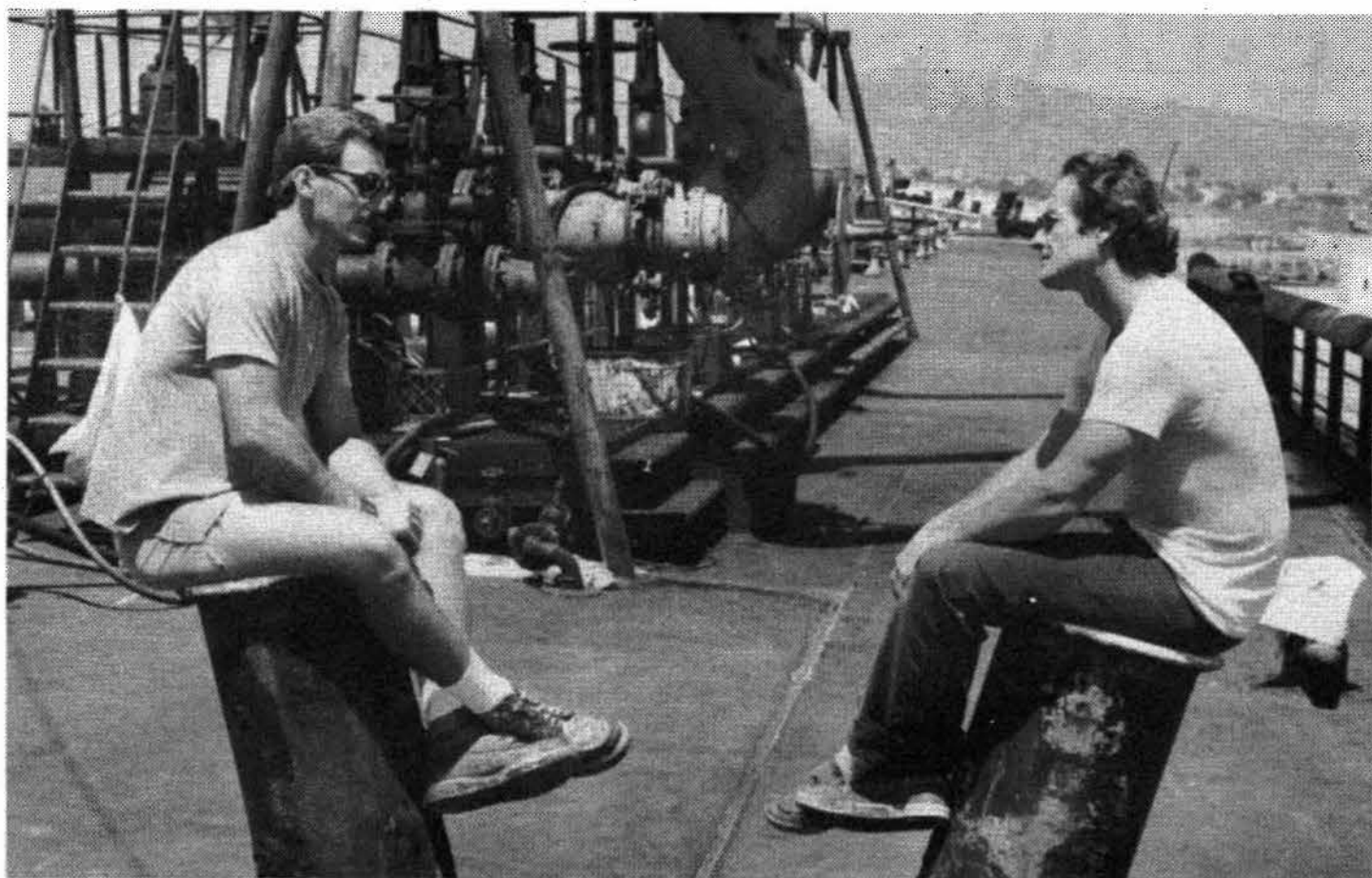
Sanko began as a one-ship company in 1934. The president of the company apologized for the bankruptcy to shareholders and customers.

Golden Endeavor Cookout



These men are ready for the grilling to be done and the eating to begin. From the left are the 2nd assistant engineer, the 3rd mate, Chief Cook N. Battle, AB E. Bronstein and AB R. Pence.

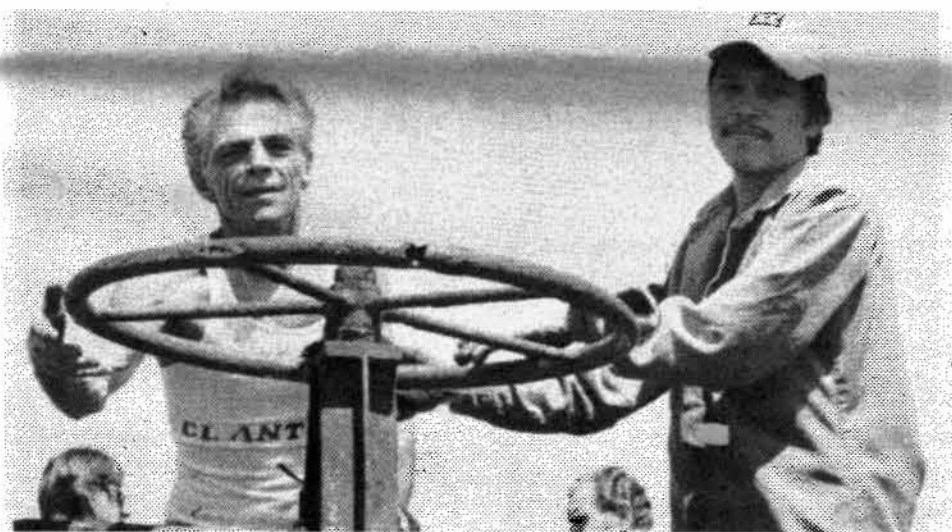
Onboard the Ogden Yukon



AB Mike Smolen (left) and OS Roy Mitchell take a well-deserved break.

To the shorebound, the *Ogden Yukon's* (OMI) itinerary sounds like a travel brochure—Alaska, Hawaii and Los Angeles. The *Ogden Yukon* is one of many SIU tankers that make up

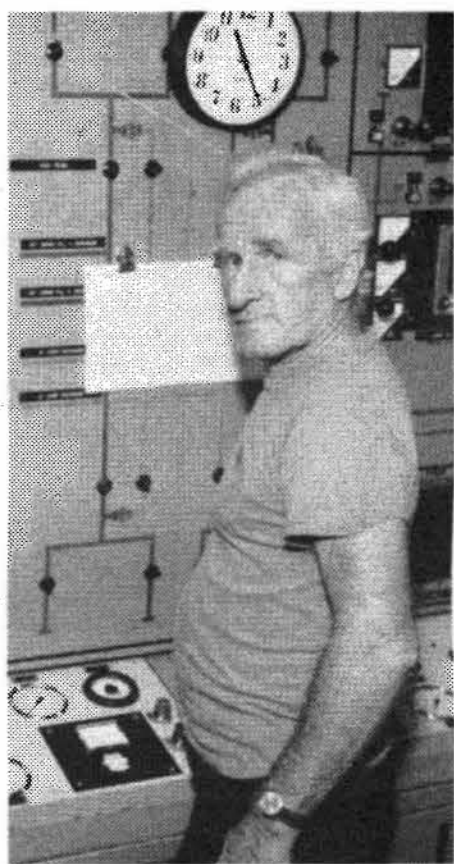
the backbone of the Alaskan oil trade. During a recent stopover in Los Angeles, photographer Dennis Lundy took these crew shots.



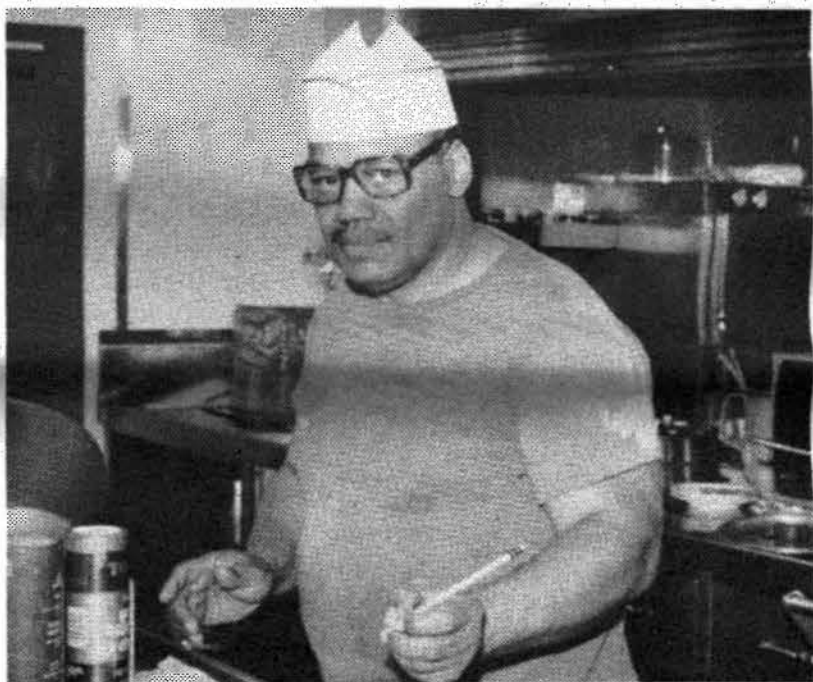
Bosun Joe Alleluia (left) and AB Jerry Cosugay on deck.



Juan Ortiz, steward assistant, is about finished with his last dish after lunch on the *Yukon*.



Pumpman Chick Hall poses by his bank of dials below decks of the *Ogden Yukon*.



Steward Baker Wilburt Williams checks his list of galley supplies.

Even Cats Face Lay-Up

In July 1984, Seafarer Charles Bortz wrote about a scrawny cat which boarded the M/V Ranger as she was about to leave Greece. That cat disappeared in the wilds of New Jersey, but she left something behind, a kitten. Bortz updates us on Cat II.



Those brothers and sisters who are concerned with the status of endangered species will be pleased to know that at least one member on the list—The Ship's Cat—is still hanging in there.

The *M/V Ranger's* Kittikat, having learned to handle waterfront mongrels, speeding delivery vans and assorted foreign toms, has surmounted one more hazard of modern maritime life—the lay-up.

Some months back when the *Ranger* went to the yard in Mobile, the ship's cat, along with the rest of the crew, was dumped on the beach. His ship-

mates, recognizing Cat's far-from-frugal lifestyle, took up a tarpaulin muster and Cat was lodged in Mobile's finest animal hostelry during the ship's stay there.

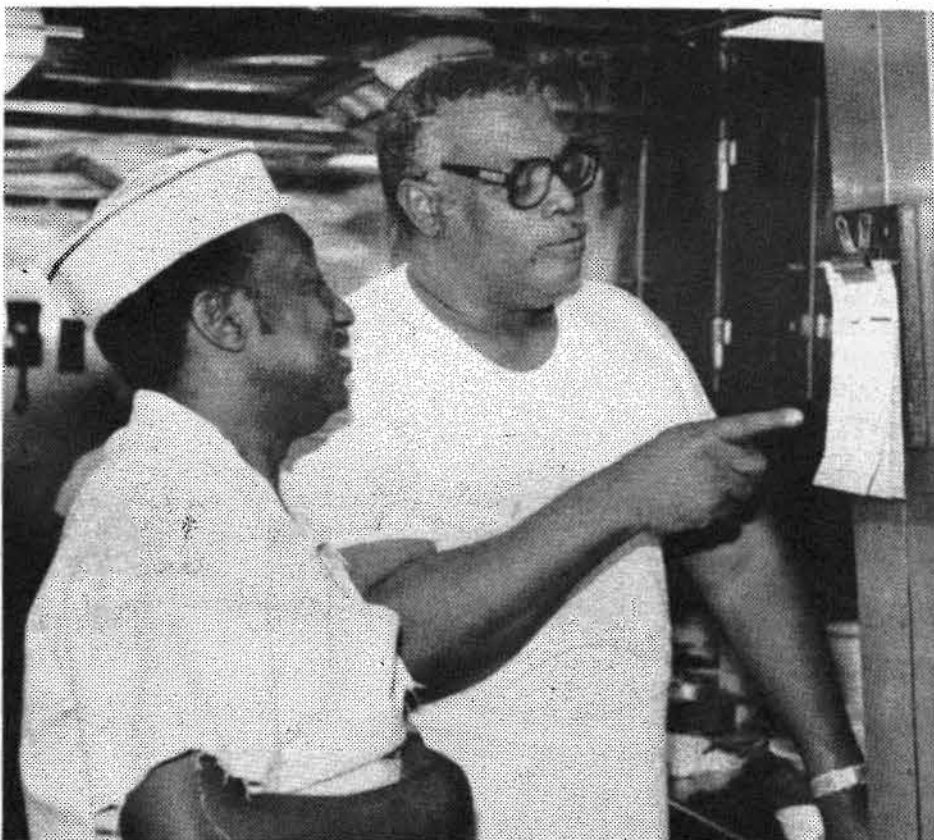
When the crew was called back, Cat was one of the first up the gangway. At last report Cat was bunking in Bosun Winnie's foc'sle, sallying forth to attack dangling rope ends and startle look-outs on long night watches.

A survivor that one!!!!

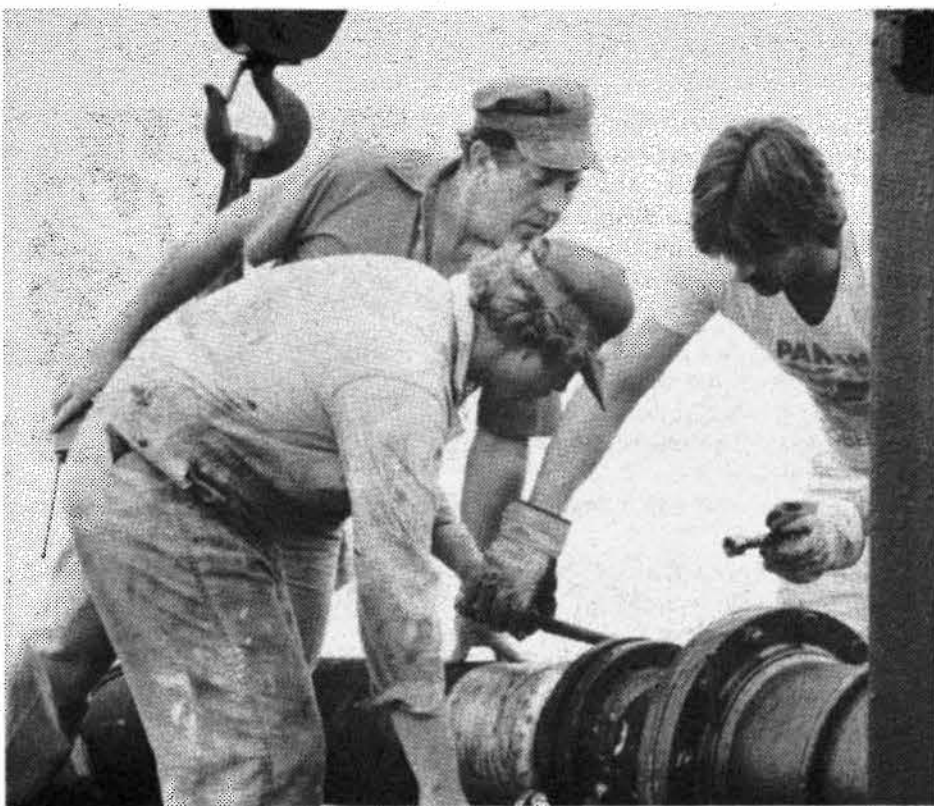
Bay Ridge Enters L.A. Harbor



It's 5 a.m. as the *Bay Ridge* (Bay Tankers) enters the breakwater in Los Angeles harbor to take on bunkers and supplies before heading back up to Alaska.



Checking over the day's menu are GSU James Hines (left) and Steward/Baker Charles Bell.

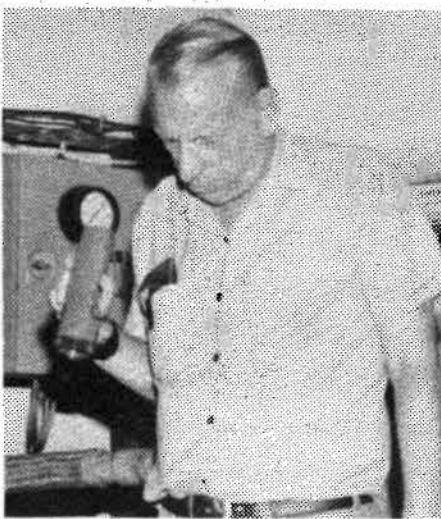


After refueling, the hoses are returned to the Crowley barge. Disconnecting the hoses are, from the left: Bosun Clyde Kent ("born again and never better"), Stand-by AB Pete Glennon and Stand-by AB Richard Elliott.

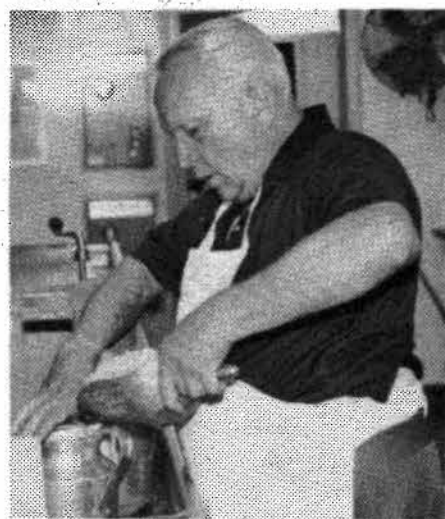


(Photos by Dennis Lundy)

AB John Nelson (left) and Stand-by AB Ray Grace secure the pilot's ladder.



Ray Heath, Stand-by QMED.



Robert Rivera Jr., stand-by GSU.



The *Bay Ridge*, anchored out in the harbor, gets its supplies from a barge and crane set-up. Here's a view from the top!



Inland News

tug/tow
barge/dredge

Contract Dispute Enters 2nd Year

SIU Stands Firm to Protect SONAT Workers

SONAT Marine has withdrawn the final proposal it submitted during the 1984 IOT contract negotiations. "We anticipate that a new round of negotiations will soon commence," said John Fay, assistant secretary-treasurer of the SIU, in a letter to the membership.

SONAT's decision comes on the heels of an NLRB ruling relating to SONAT's failure to supply the SIU with information for the basis on which it unilaterally reclassified the captains, mates and barge captains in its fleet as "supervisory personnel."

While the judge found for the company on that charge, the SIU intends to appeal the decision.

"We know that the judge was incorrect in his finding that SONAT had offered to provide the factual basis for its supervisory claim," said Fay. "The members of your negotiations committee will tell you that the SIU repeatedly asked for the information needed to evaluate SONAT's claim. Management consistently refused to provide any information to the Union."

Meanwhile the SIU has taken steps to make sure that the membership understands what is going on.

The Union has assigned one of its top representatives, Bob Hall, to service SONAT tugs and barges on a full-time basis. Hall will be working closely with Tom Bethel, representative from Marine Engineers District 2, to make sure that the membership on all SONAT boats is informed on all the latest developments.

The Union is also planning to establish an Associate Member organization for SONAT captains, mates and barge captains. Members who join would be eligible for the following:

- Legal services, the details of which still must be worked out
- A life insurance plan
- Training and upgrading courses at the Seafarers Harry Lundeberg School of Seamanship
- Access to drug and alcohol programs at the SHLSS
- Vacation time at the SHLSS

The Associate Membership program is a way to reaffirm the historic connection between the SIU and the captains, mates and barge captains in the SONAT fleets. SONAT's reclassification of those ratings to a "supervisory personnel status" after 20 years of stated company practice to the contrary has created a disturbing and still unresolved situation where many of these workers, and others, are being denied benefits and privileges that have been rightfully theirs for many years.

Under the labor laws of this country, the provisions of an expired contract remain in effect during such time that the National Labor Relations Board is making a final determination on charges relating to negotiations over the new contract. That means that the contract that expired last year for workers in the various SONAT fleets remains in effect. Yet the company has been taking advantage of the confusion that it has caused by failing to reimburse members for work that they have done.

Indeed, the company has been trying to add to the confusion by sending out literature that distorts the truth and which seeks to blame the SIU for SONAT's failure to implement a 3 percent wage increase on Oct. 15, 1985—"a wage increase that it obviously had no intention of implementing," said John Fay.

"Obviously, if management wants to grant a wage increase, the Union will not block it," said Fay. "But we will oppose any attempts to take away your Union representation or to win contract concessions by dividing and weakening the bargaining unit."

"Since July of 1984, SONAT's management has imposed artificial distinctions between crewmembers. Now it is seeking to drive a wedge between SONAT's seamen and the Union rep-

resentatives," said Fay.

"The object of SONAT's divide-and-conquer strategy is clear: Management wants to deny its seamen the benefits of a Union contract—benefits achieved through decades of struggle long before SONAT's purchase of the IOT fleet," said Fay.

The SIU has begun a program of leafletting SONAT customers to tell them about SONAT's unfair practices.

Aboard the Dr. E. W. Brown



Caught from a distance on the Dr. E.W. Brown (Higman Towing) are Tankerman M. Elliot, Capt. R. Williams and Pilot M. Rodgers

Labor Day Celebration



Among the more than 125,000 Labor Day participants in a Detroit, Mich. celebration were (left to right) SIU Representative Byron Kelley, Michigan Gov. James Blanchard and UAW President Owen Beiber.

You Can Trust Your Boat To the Men Who Stay Afloat

"Fill 'er up, check the oil, and while you're at it why don't you scrape the seagulls off the windshield."

It was a strange and different kind of gas station the Seafarers aboard the tug *M/V Hinton* (Marine Contracting) manned last month off the South Carolina coast. It was a floating filling station for a high-powered speedboat in a race from Miami, Fla. to New York City.

Marine Contracting was contacted by one of the race entrants, Popeye's Fried Chicken; and asked if they could provide certain services for that company's speedboat, said Louis Seabrook of Marine Contracting.

After the calculations were made and the rendezvous set, the *Hinton* and crew turned an oil barge, deck barge with a 20-ton crane and the tug itself into a filling station, dry dock and helicopter pad.

Everything proceeded like clockwork, Seabrook said. A helicopter carrying a relief crew for the speedboat found the *Hinton*, as did the speedboat. While the crews were changed, the boat was filled with high-test racing fuel, and the speedboat was back in the race after only a 14-minute floating pit stop.

The Popeye's entry finished second in the race. But they left the *Hinton* in such a hurry, they forgot their free Flintstones glass.

In Memoriam

Harold Anthony Bourgeois Jr., 43, died on July 23. Brother Bourgeois joined the Union in the port of New Orleans in 1983. He was born in Louisiana and was a resident of Algiers, La. Surviving are his widow, Bobbie of Belle Chasse, La.; his parents, Harold Sr. and Pauline of New Orleans, and a brother, Dennis, also of New Orleans.

Pensioner **Jesse T. Brown**, died on Aug. 10. Brother Brown joined the Union in the port of Norfolk. He retired in 1974 and lived in Supply, N.C. Surviving are his widow, Helen and a daughter, Lillian of Shallotte, N.C.



Pensioner **John Henry Creppon**, 60, died on Aug. 14. Brother Creppon joined the Union in 1947 in the port of Galveston, Texas sailing as an AB for G & H Towing from

1954 to 1984. He was on the picket line in the 1946 General Maritime beef and attended the Piney Point Inland Texas Crew Conference in 1977. Boatman Creppon was born in Freeport, Texas and was a resident of Houston. Surviving are his widow, Lorence; a son, Kirk; a daughter, and two sisters, C.F. Walther of Houston and L.J. Gloger of Friendswood, Texas.



Pensioner **Leon Clifton Douglas**, 76, succumbed to cancer at home in Sanford, N.C. on July 23. Brother Douglas joined the Union in the port of Norfolk sailing as a chief engineer for Curtis Bay Towing from 1945 to 1973. He was born in Harnett Cty., N.C. Burial was in the Greenlawn Park Cemetery, Portsmouth, Va. Surviving are his widow, Iantha and a daughter, Leta, both of Virginia Beach, Va.



Jessie Emerson Etheridge Jr., 40, drowned in Croatan Sound, Wanchese, N.C. on July 31. Brother Etheridge joined the Union in the port of Norfolk in 1967 sailing as a deckhand, tankerman, mate and captain aboard the tug *Little Curtis* (Steuart Oil Transportation) from 1965 to 1981. He was born in Wanchese and was a resident there. Interment was in Cudworth Cemetery, Wanchese. Surviving are his widow, Betty; two sons, Lauris and Christopher, and a daughter, Corinne.

Thomas Anthony Grimes, 65, died of heart-lung failure in the Cooper Medical Center, Camden, N.J. on Aug. 9. Brother Grimes joined the Union in the port of Philadelphia in 1961 working as a mechanic-machinist for the Curtis Bay Towing shoregang from 1952 to 1985. He was a former member

of the Shipbuilders Union, Local 56 and Local 1809. Boatman Grimes was born in Philadelphia and was a resident of Barrington, N.J. Surviving are a daughter, Judith Wilgus of Belmawr, N.J. and a sister, Lillian Moll of Woodlynne, N.J.

Pensioner **Vincent Michael Kelly Sr.**, 60, died of heart failure in the Thomas Jefferson University Medical Center,

Philadelphia on July 13. Brother Kelly joined the Union in the port of Philadelphia in 1961 sailing as a captain for Curtis Bay Towing from 1950 to 1982. He attended the 1978 Piney Point Inland Atlantic Coast Educational and Contract Conferences. Boatman Kelly was a former member of the Masters, Mates and Pilots Union, Local 1700. Born in Brooklyn, N.Y., he was a resident of Media, Pa. Surviving are his widow, Patricia; four sons, Christopher, Sean, Andrew and Vincent Jr.; a daughter, Patricia, and a niece, Kathryn Labrum of Wallingford, Pa.



Pensioner **William Randolph Lewis Jr.**, 74, passed away on Aug. 29. Brother Lewis joined the Union in the port of Norfolk in 1972 sailing as a deckhand for Curtis Bay Towing from 1950 to 1952 and for McAllister Brothers from 1953 to 1973. He was a former member of the United Mine Workers Union, District 50 from 1952 to 1961. Boatman Lewis was born in Northumberland Cty., Pa. and was a resident of Norfolk. Surviving are his widow, Elizabeth and two daughters, Tina Helgren of Norfolk and Kathleen.



Pensioner **Jose Agun Sablan**, 71, passed away from heart failure at home in Norfolk on Aug. 14. Brother Sablan joined the Union in the port of Norfolk in 1963 sailing for Curtis Bay Towing from 1971 to 1978. He was a veteran of the U.S. Navy. Boatman Sablan was born in Guam. Burial was in the Hampton (Va.) National Cemetery. Surviving are a son, John of Norfolk and a daughter, Joyce Wright of Chesapeake, Va.



The crew of the *Gatco Florida* is all smiles after receiving a new three-year contract. The crew is (l. to r., standing) Cook R. Walters, AB W. Burns, AB T. Richardson (sitting), Mate W. Nicholas, Engineer Ed Schaffhauser, Engineer Ed Getz and Capt. R. Penley.

Dispatchers Report for Inland Waters

AUGUST 1-31, 1985

Port	*TOTAL REGISTERED All Group			TOTAL SHIPPED All Groups			**REGISTERED ON BEACH All Group		
	Class A	Class B	Class C	Class A	Class B	Class C	Class A	Class B	Class C
DECK DEPARTMENT									
Gloucester	0	0	0	0	0	0	0	0	0
New York	0	0	0	0	0	0	0	0	0
Philadelphia	1	0	7	1	3	5	7	4	15
Baltimore	7	0	0	12	0	0	11	0	0
Norfolk	54	10	0	58	8	0	70	14	0
Mobile	2	0	0	2	0	0	0	0	0
New Orleans	3	3	7	1	1	2	8	9	14
Jacksonville	2	3	14	1	2	10	6	2	52
San Francisco	0	0	0	0	0	0	0	0	0
Wilmington	2	0	11	0	0	0	2	0	11
Seattle	0	0	0	0	0	0	0	0	0
Puerto Rico	0	0	0	0	0	0	0	0	0
Houston	4	5	0	1	3	0	11	11	0
Algonac	23	2	0	10	1	0	25	10	0
St. Louis	1	0	20	0	0	11	4	3	28
Piney Point	0	1	0	0	1	0	0	0	1
Totals	99	24	59	86	19	28	144	53	121
ENGINE DEPARTMENT									
Gloucester	0	0	0	0	0	0	0	0	0
New York	0	0	0	0	0	0	0	0	0
Philadelphia	0	0	0	0	0	0	0	0	3
Baltimore	2	0	0	0	0	0	0	0	0
Norfolk	9	0	0	7	0	0	6	0	0
Mobile	0	0	0	0	0	0	0	0	0
New Orleans	0	0	0	0	0	0	1	2	1
Jacksonville	1	0	7	0	0	0	3	0	4
San Francisco	0	0	0	0	0	0	0	0	0
Wilmington	0	0	0	0	0	0	0	0	2
Seattle	0	0	0	0	0	0	0	0	0
Puerto Rico	0	0	0	0	0	0	0	0	0
Houston	0	1	0	0	0	0	2	1	0
Algonac	4	2	0	4	3	0	15	0	0
St. Louis	0	0	0	1	0	1	1	0	0
Piney Point	0	0	1	0	0	1	0	0	0
Totals	16	3	8	12	3	2	28	3	10
STEWARD DEPARTMENT									
Gloucester	0	0	0	0	0	0	0	0	0
New York	0	0	0	0	0	0	0	0	0
Philadelphia	0	0	2	0	0	1	0	0	5
Baltimore	0	0	0	0	0	0	0	0	0
Norfolk	8	0	0	6	0	0	4	0	0
Mobile	0	0	1	0	0	1	0	0	0
New Orleans	0	0	1	0	0	0	3	12	3
Jacksonville	1	0	7	0	1	0	1	2	12
San Francisco	0	0	0	0	0	0	0	0	0
Wilmington	0	0	0	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	0	2	0	0	1	0	0	2	0
Algonac	0	0	0	0	0	0	0	0	0
St. Louis	1	0	2	0	0	0	1	2	6
Piney Point	0	0	0	0	0	0	0	0	0
Totals	10	2	13	6	2	2	9	18	31
Totals All Departments	125	29	80	104	24	32	181	74	162

* "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.

New Pensioners

Clifton James Blackburn, 62, joined the Union in the port of Norfolk in 1962 sailing as a deckhand and captain for Stone Towing from 1954 to 1962 and for Cape Fear Towing from 1969 to 1977. Brother Blackburn was a former member of the United Mine Workers Union, Local 50 from 1954 to 1962. He also worked as a Pepsi-Cola Co. salesman from 1952 to 1954. Boatman Blackburn is a veteran of the U.S. Navy during World War II and the Korean War. Born in Samson Cty., N.C., he is a resident of Wilmington, N.C.

Joseph Clayborne Brooks, 62, joined the Union in the port of Norfolk in 1962 sailing as an AB for Mariner Towing (IOT) from 1963 to 1972. Brother Brooks attended the Piney Point SONAT Inland Conference in 1984. He was born in Virginia and is a resident of Mathews, Va.



Graham Robert Eason, 62, joined the Union in the port of Norfolk in 1960. He sailed as a tanker-man, mate and captain for Lynch Brothers from 1946 to 1953, GATCO from 1954 to 1972 and Allied Towing in 1977. Brother Eason was a former member of the United Mine Workers Union from 1959 to 1961. He is a veteran of the U.S. Army in World War II. Boatman Eason was born in North Carolina and is a resident of Wilmington, N.C.



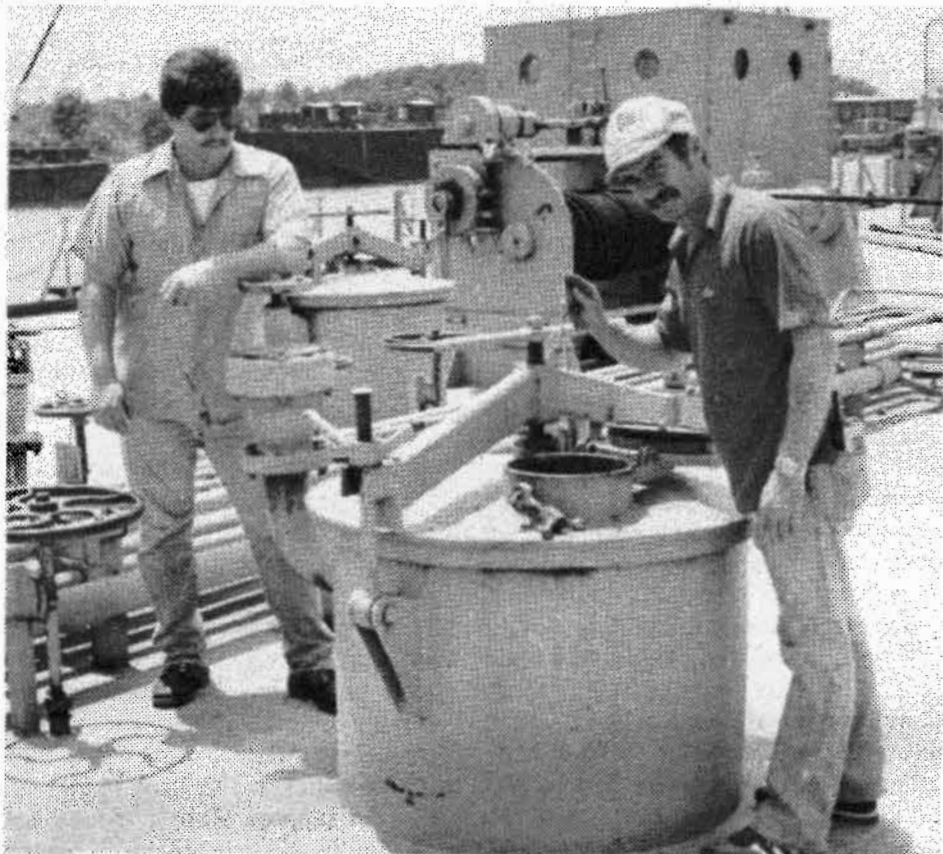
Charles Tennent Fletcher, 63, joined the Union in the port of Jacksonville in 1976 sailing as an AB for Mariner Towing (IOT). Brother Fletcher last shipped out of the port of Mobile. He is a veteran of the U.S. Navy during World War II. Boatman Fletcher was born in Alabama and is a resident of Bay Minette, Ala.

Walter Grabowski, 59, joined the Union in the port of New York in 1977 sailing as a deckhand for the Pennsylvania Railroad and aboard the tug *New Yorker* (Conrail) from 1945 to 1977. Brother Grabowski was a former member of the Masters, Mates and Pilots Union from 1945 to 1960. He is a veteran of the U.S. Army in World War II. Born in Jersey City, N.J. he is a resident there.

Russell Henry Hendrixson, 68, joined the Union in the port of Houston in 1958 sailing as an oiler, assistant engineer and chief engineer for G & H Towing from 1958 to 1977. Brother Hendrixson was a former member of the Pipefitters Union, Local 533, Kansas-Missouri. He was born in Jamestown, Kan. and is a resident of Dayton, Texas.

Lawrence Elmer Martin, 56, joined the Union in the port of New Orleans in 1960 sailing as a deckhand and pilot. Brother Martin was born in Georgia and is a resident of St. Rose, La.

Valiant Crewmembers Pump Oil



Valiant crewmembers OS S. Vickery (left) and AB J. Parks pose on the pumping barge *Pennsylvania*.



Harry Robert Isenhardt, 60, joined the Union in the port of Philadelphia in 1957 sailing as a cook for Express Marine in 1974 and for Allied Towing in 1977. Brother Isenhardt last shipped out of the port of Norfolk. He was born in Gassaway, W.Va. and is a resident of Stonewall, N.C.



Eugene Arthur Maier Jr., 63, joined the Union in the port of Houston in 1957 sailing as a captain for Dixie Carriers from 1957 to 1985. Brother Maier was born in Ocean Springs, Miss. and is a resident of Freeport, Texas.



Maximo Fontillas Lope, 62, joined the Union in the port of Norfolk in 1965 sailing as a chief steward aboard the pilot boat *Baltimore* (Assn. of Maryland Pilots) from 1967 to 1972. Brother Lope is a veteran of the U.S. Navy in World War II. He was born in the Philippines and is a resident of Norfolk.



Johnie Lewis Moore, 68, joined the Union in the port of Philadelphia in 1957 sailing as a captain for Mariner Towing (IOT) from 1965 to 1974. Brother Moore last shipped out from the port of Jacksonville. He was born in Washington, N.C. and is a resident of Brandon, Fla.



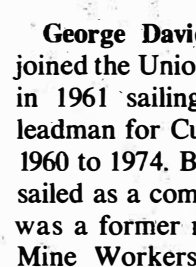
Charles Lloyd Lowe, 69, joined the Union in the port of Mobile in 1956 sailing as an oiler. Brother Lowe was born in the British West Indies and is a resident of Mobile.



Rufus Cecil Pittman, 62, joined the Union in the port of Norfolk in 1963 sailing as a captain for the NBC Line from 1943 to 1953 and from 1963 to 1973. Brother Pittman also sailed for the Sinclair Refining Co. from 1955 to 1963 and for McAllister Brothers in 1973. He was a former member of the Mariners Union, Local 922. Boatman Pittman was born in Lukens, N.C. and is a resident of Chesapeake, Va.



Eugene R. Luttrell, 64, joined the Union in the port of Norfolk in 1961 sailing as a chief engineer for Curtis Bay Towing from 1954 to 1985. Brother Luttrell also sailed for McAllister Brothers from 1951 to 1954. He was born in Readville, Va. and is a resident of Norfolk.



George David Williamson Jr., 65, joined the Union in the port of Norfolk in 1961 sailing as a deckhand and leadman for Curtis Bay Towing from 1960 to 1974. Brother Williamson also sailed as a commercial fisherman. He was a former member of the United Mine Workers Union, Local 50 in 1961. Boatman Williamson was born in Lowland, N.C. and is a resident of Suffolk, Va.

Aboard the Miami River



Chuck Fischer is somewhat of a one-man band. He is both the boat operator and chief engineer of the *Miami River* which is working with the dredge *Sugar Islander* in Pascagoula, Miss. harbor.

Seafarer's Daughter Katie Battles Cerebral Palsy

by Lynnette Marshall

Her favorite color is purple, Katie's mother Sarah Calahan says. And she loves babies. She has one of her very own. A Cabbage Patch doll she feeds from a tiny bottle. And hugs.

Just three and trying very hard, Katie Calahan has learned to stand while someone counts to 20—and to take short steps without needing to hold onto anything for support. A sweet, active child, she very much wants to help her mother clean house for her new baby sister soon to arrive home from the hospital maternity ward.

When she tells her father, Seafarer Thomas Calahan, what she really wants most, more than anything, it's a miniature broom and dust pan and ruffled apron toy set. She is the apple of her father's eye, says his wife Sarah. He thinks such a toy would be a help to Katie. Because by moving the broom, she stands. And that, along with her many other exercises, might someday help Katie to regain the use of her legs that she lost at birth to cerebral palsy.

Katie is one of 750,000 children and adults in the nation today handicapped by cerebral palsy, a condition that may impair speech and disturb nerve and motor coordination.

Katie Must Struggle

Every day, even during playtime, the thought is constantly in Katie's mind and in her parents' hopes, that Katie must struggle and work through physical therapy classes to stretch the muscles in her legs so she will someday walk and go to a public school, the same school her neighborhood friends will begin attending in two short years and perhaps without her.

The first child of Sarah and Thomas Calahan, Katie was born at Florida Bayfront Hospital, Feb. 8, 1982. On a sunny afternoon, Sarah Calahan began feeling the labor pains and Katie was born premature, weighing 3 pounds, 3 ounces.

Though doctors knew Katie would suffer for some weeks from her premature birth, they did not anticipate there would be anything else wrong.



Most people wouldn't think twice about a task as simple as walking across a room, but to Katie Calahan that is a triumph borne of determination and courage.

Katie's condition became noticeable when she was six months old, Sarah Calahan remembers. And she told Katie's doctors about how her daughter's legs would cross very tightly and she would have difficulty changing Katie's clothes. Katie's feet, too, would curl up tensely and then turn outward. At times her toes point out awkwardly behind Katie now.

With a new baby on the way, there has been even more urgency for Katie to keep exercising so her muscles become more limber to give her more independence from her parents. Because it will be harder to carry Katie while caring for a newborn, Katie has been spending her summer in training. Working long hours every day with her uncle in Atlanta, using only a cut-off broomstick or two light-weight ski poles for support, Katie practiced for two months "like an athlete" learning how to walk. And repeating over and over to herself slowly, "This is going to make me stronger. This is going to make me walk," Katie was able to discipline herself to go on.

"Katie wanted to be a big sister and she wanted physically to be a big sister in every way," said Sarah Calahan. "She would call me and we would talk long distance on the phone. And she would say 'Mommy, I'm so proud of myself.' And I would say 'Katie, I'm so proud too.'"

She's Beginning to Walk

Katie sometimes knows that when her mother is busy cooking dinner she cannot go out and play because there would be no one there to catch her when she falls. According to Sarah Calahan, the condition has affected Katie in such a way that her mind will not tell her leg muscles to relax. She cannot reach her legs over her hobby horse. And it is doubtful she will ever run and feel the wind toss her honey colored hair. But in every other respect, Katie is a normal, healthy child, her mother says. She has tested far above average on intelligence tests. And returning home from Atlanta she could walk.

"It takes her about 30 minutes but she can walk from one end of the living room to the other side," Thomas Calahan explains, trying to hold back a father's pride and pleasure.

To thousands of others like herself who awaken each morning to realize that only in their dreams is the burden of cerebral palsy lifted, Katie has been a symbol of life's sometimes seemingly insurmountable tragedies. When the leg braces reach the floor to take the day's first steps, living is painful to those who cannot walk without them. The wheelchair each morning awaits others. Though in their dreams they walk. For some afflicted with cerebral palsy, the words will never come out as they should. But Katie, in her white pinafore dress flowing one size too large so it nearly covers her leg braces as she steadies herself, holding onto two vertical bars, smiling, despite all, makes the world at once bright.

This is the way Katie appears in a



Katie Calahan

photograph distributed to victims of cerebral palsy and to fund-raising organizations by the Easter Seals campaign. Easter Seals is a non-profit organization that gives support to people like Katie. Serving last year as a poster child for the Easter Seals campaign, her guest appearance on the Easter Seals telethon, her photograph and her presence at many fund-raising events has helped bring thousands of dollars in contributions, dollars that will go far into research to find a cure for cerebral palsy.

She's Going to be OK

Reflecting on the therapy Katie has undergone for three years of her young life, Sarah Calahan says she has always tried to keep a positive attitude. "We didn't expect Katie would do so well in such a short time," she says.

"Being her dad, it's no different," says Thomas Calahan. "Your kid's your kid. I love her, and hope for the best for her. We know a nurse who has cerebral palsy. And I believe Katie is going to turn out to be an exceptional person. I don't think it will slow her down."

Sarah Calahan has gone from full-time to part-time work as a nurse so she can be there for Katie. She works

in the neo-natal unit of the hospital in which Katie was born.

"If she goes several days and does not work out, her muscles will tighten and she'll have to exercise to feel better. But the condition is nonprogressive," Sarah Calahan says. And then she is beaming. She is remembering that over the phone Katie asked for a pair of roller skates for Christmas. For a child who will have cerebral palsy for a lifetime, the request seems out of the question.

"Always, there is the hope," says Sarah, "that as an adult, Katie will be able to walk unassisted." And she believes deeply that this is what will happen, such a well spring of hope is her small daughter's determination to overcome cerebral palsy.

Editor's Note: Katie Calahan became a big sister when her mother gave birth to Jessie Megan Calahan. But like Katie, Jessie was born premature and with complications. After a long stay in the hospital, she is at home now. The personal struggle of Katie and her parents is an inspirational one. One burden other families face in such situations, the heavy financial burden of medical care, has been lightened. The Seafarers Health and Welfare Plan has provided coverage for the Calahans in their time of need.

Seafarers

HARRY LUNDEBERG SCHOOL OF SEAMANSHIP



Piney Point Maryland

Make Your Future Cool & Comfortable... Take the SHLSS Refrigeration Course

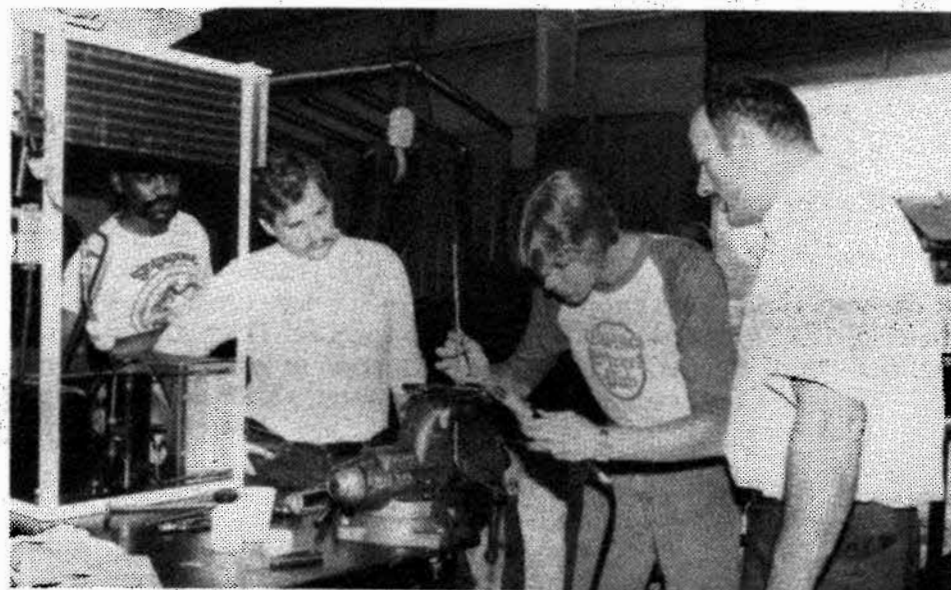
Working and living conditions on-board modern vessels are a vast improvement over what conditions were many years ago. One important contributor to this improvement is the use of refrigeration and air conditioning equipment. Crew comfort during a voyage depends upon engine department personnel knowledgeable in the operation and maintenance of such equipment.

The six-week course in Refrigeration Systems Maintenance and Operations offered at the Seafarers Harry Lundeborg School of Seamanship consists of both classroom instruction and practical hands-on training. Topics include: refrigeration theory, refrigerants and lubricating oils and their use, troubleshooting, standard service techniques for repairing and maintaining hermetic and commercial systems. The program of instruction includes working on and operating ships stores plants, air conditioning plants, refrigerated container units, walk-in and reach-in boxes, pantry refrigerators/freezers, ice machines, and water coolers. The training also

includes the complete fabrication of a working refrigeration system including leak testing, evacuation, charging with refrigerant and oil, setting operating controls, and troubleshooting.

To be eligible for this course all applicants must hold a QMED Any Rating endorsement, or endorsements as a Refrigeration Engineer and Electrician, or equivalent inland experience.

The vast majority of refrigerated cargoes are presently being shipped by the use of refrigerated containers. The successful delivery of such cargoes in optimum marketable condition requires refrigeration and maintenance electricians knowledgeable in the operation and maintenance procedures associated with such equipment. In keeping up with technological advances, the Seafarers Harry Lundeborg School is offering beginning in 1986 a six-week course in Refrigerated Containers Advanced Maintenance. Check future issues of the LOG for a detailed course description, eligibility requirements, and course dates.



An acetylene torch is used by Arthur Omdahl to silver braze a soft copper refrigeration tubing. Instructor Eric Maizkuhn (r.) oversees the operation while Spurgeon Simpson (l.) and Steve Walters observe the technique.



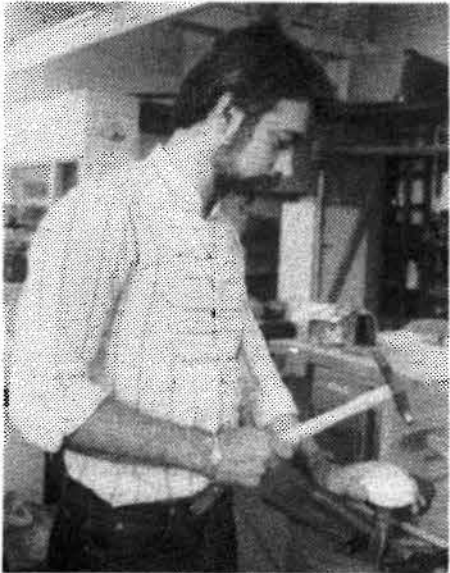
Edwin Harris uses a propane torch to solder a soft copper refrigeration tubing swaged joint.



Tyler Womack (r.) prepares a joint for soldering. Left to r. Steve Walters and Edwin Harris inspect a soldered joint while Spurgeon Simpson cuts refrigeration tubing.



James McDaniel (l.) and William Lignos install a filter dryer and sight glass/moisture indicator into a liquid line.



Bud Adams begins the process of forging a silver wine goblet.

Bud Adams Arts & Crafts Coordinator

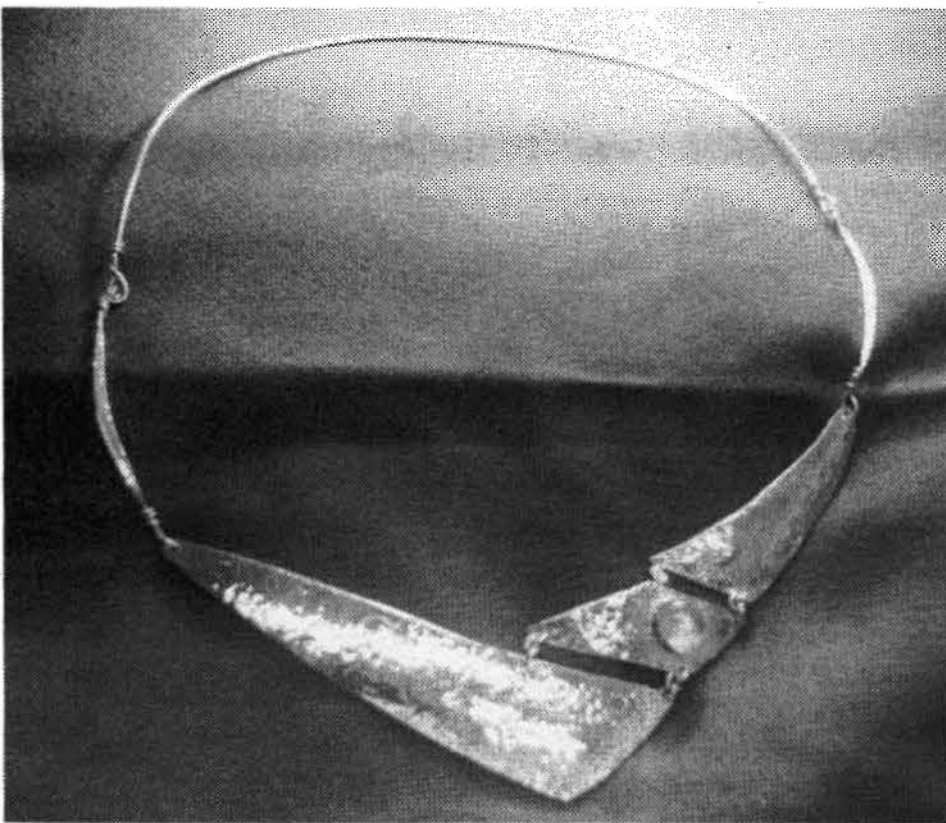
The staff at SHLSS is known for their diverse backgrounds and abilities. Bud Adams, our Arts and Crafts Coordinator, has acquired some of the more unusual skills. He has worked in creative art mediums from painting to blacksmithing.

Bud was raised in the Washington D.C. area and comes from a family of cabinet makers, carpenters and other craftsmen. Upon completing high school, he spent three years in the Army. After his tour of duty, he went to

college and studied Marketing at the University of Maryland. After spending five years in the Marketing field and finding it creatively unrewarding, Bud returned to college and received a Bachelors Degree in Fine Arts at St. Mary's College in St. Mary's City, Maryland.

Bud began working at SHLSS in 1974. In 1977 he started the Arts and Crafts Department which took over the functions of the old Hobby Shop. The Arts and Crafts Department is designed towards education. Its main objective is both teaching how to use appropriate tools and understanding the possibilities and limitations of different materials. It also emphasizes the use of raw materials (not kits) to create art objects. Students can learn the basics at SHLSS and follow through on their own. The Arts and Crafts Department offers instruction in leather, metal, glass and wood. The skills that are taught are chosen with the seaman in mind.

Bud is continually expanding his own creative education. He experiments, learns from other instructors or students, and enrolls in at least one course each year to learn another art medium. "The more the instructors know," says Bud, "the more we can teach."



The marriage of gold to silver is demonstrated in the above necklace. The rutilated quartz adds a finishing touch.

Special Able Seaman/ Crane Operator's Course

A special Able Seaman/Crane Operators course has been scheduled from November 1, 1985 to December 19, 1985, in order to provide trained crane operators for jobs that will become available in late December, 1985.

Course Schedule	Check-In Date	Completion Date
* Lifeboat	October 18	October 31
Able Seaman/ Crane Operator	November 1	December 19

***Note:** This lifeboat class is scheduled for the students who will attend the Able Seaman/Crane Operators course, and do not hold a lifeboat endorsement.

QMED Update

It is extremely important to notify the SHLSS if there is any change in your rating. Verification is required; include copies front and back of seamen's documents or a copy of your license.

Fill out the coupon below and send to the Seafarers Harry Lundeberg School of Seamanship, Piney Point, Md. 20674.

**N
O
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C
E**

Mail To:

Seafarers Harry Lundeberg School of Seamanship
Director of Vocational Education
Piney Point, Maryland 20674

The following information is provided to update my records: I received my QMED rating on _____ Date

I have completed the following specialty course(s):

Marine Electrical Maintenance _____ Diesel Regular _____ Date Date

Refrigeration Systems, Maintenance & Operations _____ Date

Pumproom Maint & Operation _____ Hydraulic _____ Date Date

Marine Electronics _____ Welding _____ Automation _____ Date Date Date

I hold a valid 3rd/2nd Assistant
Engineer License issued on _____ Date

NAME _____

SS# _____

BOOK# _____

ADDRESS _____

TELEPHONE# _____

Note: Each member should provide a photocopy of evidence to substantiate changes in the above records.

SHLSS COURSE GRADUATES



Third Assistant Engineer

First row l. to r.: David Mull, John Pennick, Harry Gearhart, Michael DeNardo, Ruben Velez. Second row l. to r.: Steven Kues, Bob Lee, Phillip Decker, Darryl White, Lee Cook, William Parker.



Lifeboat

Front row l. to r.: Ryan Mallia, Wilhelmina Ortiz, Richard Manaio. Second row l. to r.: Ben Cusic (Instructor), Ed Kirkland, Bernard Moody, James Thornton, Crissy Wright. Third row l. to r.: Peter Schmitt, Ken Miner, Tina Sivola, Mark Dawes, Kevin Wolfe, John Morgan, Pedro Torres, Valentin Lora, Glenn Kitchen.

Upgrading Course Schedule

Engine Upgrading Courses



October Thru December 1985

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

Following are the updated course schedules for October through December 1985, at the Seafarers Harry Lundeberg School of Seamanship.

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

NOTE: Re-register before leaving your home port for training at the Seafarers Harry Lundeberg School of Seamanship to avoid having an expired shipping registration card when leaving SHLSS.

Also bring proof of Seafarers Welfare Plan eligibility with you.

Deck Upgrading Courses

Course	Check-In Date	Completion Date
Sealift Operations & Maintenance	October 18	November 21
Radar Observer	October 11 November 1	October 24 November 14
Lifeboat (Must be taken in conjunction with another course)	October 18	October 31
Simulator	November 15 November 29 December 6	November 21 December 5 December 12
Able Seaman/Crane Operator	November 11	December 19

Course	Check-In Date	Completion Date
Fireman Watertender & Oiler	October 11	November 28
Marine Electronics	November 1	December 19
Diesel Engineer - Regular	November 7	December 13

Steward Upgrading Courses

Course	Check-In/Completion Date	Length of Course
Cook and Baker	October 23 December 4	14 weeks 14 weeks
Chief Cook	bi-weekly	varies
Chief Steward	monthly	varies

Recertification Programs

Course	Check-In Date	Completion Date
Steward Recertification	October 27	December 2

Adult Education Courses

Course	Check-In Date	Completion Date
(ESL) English as a Second Language	November 15	December 13
(ABE) Adult Basic Education	November 15	December 13
(GED) High School Equivalency Program	November 1	December 13
(DVS) Developmental Studies	October 25	November 1



Seafarers Harry Lundeberg School of Seamanship Upgrading Application



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

Address _____ (Street)

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

Deep Sea Member ☐

Inland Waters Member ☐

Lakes Member ☐

Pacific ☐

Social Security # _____ Book # _____ Seniority _____

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

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

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

Trainee Program: From _____ to _____
(dates attended)

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

Course(s) Taken _____

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

Date Available for Training _____

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

VESSEL _____ RATING HELD _____ DATE SHIPPED _____ DATE OF DISCHARGE _____

SIGNATURE _____ DATE _____

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

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

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

DECK DEPARTMENT

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

ENGINE DEPARTMENT

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

STEWARD DEPARTMENT

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

ALL DEPARTMENTS

- ☐ Welding
- ☐ Sealift Operations & Maintenance
- ☐ Lifeboatman

ADULT EDUCATION DEPARTMENT

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

COLLEGE PROGRAM

- ☐ Nautical Science Certificate Program
- ☐ Scholarship/Work Program
- ☐ Other _____



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

DREDGING projects have been proceeding apace on the Great Lakes. Leudtke Engineering, in particular, has been doing well.

Leudtke has been declared the low bidder on a harbor dredging project in Lorain, Ohio. It will soon begin work on a substantial project—a diked disposal area in Green Bay, Wis.

The Green Bay project demonstrates the broad range of work that the SIU is involved in up here on the Great Lakes. Leudtke is being asked to build an environmentally safe island that will store industrial waste over a 10-year period.

Given the nature of our society, it is not a matter of whether you are in favor of industrial waste—it will exist no matter what—it is a matter of how you can safely dispose of it.

Much of the industrial waste is left to evaporate or else be pumped out and hauled away. The remains, the most toxic part, will be stored in the hollow bowl of the island that Leudtke will build.

Another company—Great Lakes Dredging and Dock—has finished river and harbor dredging projects in Buffalo, N.Y. It also is winding up a light replacement project in Sandusky, Ohio.

Byron Kelley represented the SIU at the Labor Day parade in Detroit, Mich. which had its usual quota of SIU caps and colors. During the day he met with UAW President Owen Bieber and Gov. James Blanchard to discuss issues important to the maritime industry.



West Coast
by V.P. George McCartney

MEMBERS in Wilmington had the chance to see AFL-CIO President Lane Kirkland speak at a Labor Day picnic that celebrated the contributions that organized labor has made to the American way of life.

The SIU made good use of the occasion by running a booth that promoted the American-flag merchant marine. Brochures on the *SS Independence* and *SS Constitution* were handed out, as were products made by members of the United Industrial

Area Vice Presidents' Report

Workers Union. The UIW is an affiliate of the SIU.

This year's Labor Day celebration had a special theme: industrial policy. The problems facing the American merchant marine are part of a larger problem facing all American industries and workers.

As part of our commitment to the concept of an industrial policy, we have been active on a grassroots political level. We held a fundraising luncheon in conjunction with Teamsters Local 572 on behalf of Lt. Gov. Leo McCarthy, who has been a good friend of organized labor and the maritime industry. When he was speaker of the California State Assembly, he helped pass through more labor-sponsored legislation than ever before.

Part of developing an industrial policy is to foster better relations between management and labor. We have been doing that with our quarterly meetings with Crowley Towing.

While shipping has been slow, we still have been getting work that the military has contracted out to the private sector.

Sen. Pete Wilson (R-Calif.) spoke at the dedication of the *USNS Regulus*, which is being crewed by SIU members. It is the first of the SL-7s that will be operated by Bay Tankers.

The reason why we are getting this work is that our members have worked hard to make themselves more marketable. Two new courses being offered at Piney Point—the three-man Steward Department and Sealift Maintenance—have been particularly helpful.

We also have been trying to work closely with the rest of organized labor on issues that we think are important.

SIU representatives in Washington attended the State Labor Council there in order to make recommendations about the upcoming state elections. In addition, I touched base with SUP President Paul Dempster, MFOW President Whitey Disley and MMP President Robert Lowen when we attended ceremonies commemorating the anniversary of V-J Day, which were held onboard the *Enterprise*.

Vice President George Bush gave an eloquent speech. But actions speak louder than words. I believe that the best way to honor V-J Day is to grant veteran's status to the merchant sailors who risked their lives so that this country could win World War II.



East Coast
by V.P. Leon Hall

A full page ad proclaiming "How To Keep Your Company Union-Free" has recently appeared in business magazines.

"Union organizers are on the move again," screamed the ad. "Armed with more sophisticated strategies and more aggressive tactics. And backed by greater campaign dollars."

If the SIU is any guide, then the ad is indeed right. We learned the hard way that you can't always trust the word of "Big Business." You can work with them, but you can't trust them.

What has happened in the inland industry is an example of what I am talking about. SONAT Marine, a company with which the SIU has had good relations for more than 20 years, unilaterally reclassified the captains, mates and barge captains as supervisors.

SONAT believed that we would just roll over and play dead. They were wrong. A year after the Green Fleet contract expired, we are still fighting it out before the National Labor Relations Board.

We won't give up. We didn't give in to other companies that have tried the same approach: Dixie Carriers, Curtis Bay, ACBL. And it cost those companies plenty.

We are working closely with District 2 on this issue. Bob Hall, one of our top organizers, is servicing SONAT tug and barges with Tom Bethel, an organizer from District 2. We are making a special effort to keep SONAT members informed of their rights.

Not surprisingly, the company has tried to take advantage of the needless confusion that it caused by unilaterally reclassifying certain categories of workers as supervisors. Members aren't getting the overtime that is due them under the old contract, which remains in effect until some determination is made on the present charges. The company is hoping that its workers will be too scared to file grievances on this matter.

The managers at SONAT like to call the company the Cadillac of fleets. If this is a Cadillac, I'd hate to see an Edsel.

This has toughened our resolve in all areas of our operations. We recently were successful in organizing the fishermen in the New Bedford area. In addition, we are involved in an organizing drive in the Baltimore area. We are trying to sign up the workers onboard the cruise ships that operate in that port.

Our commitment to our members—past, present and future—extends to all areas. As for the fishermen of New Bedford, we will make sure to publicize the single most important problem plaguing that industry: the growing insurance crisis.

The fishermen in nearby Gloucester have an extra problem. The dehydration plant there that processes the remains of fish—or gurry as it is called—has been closed down. The entire fishing season has been lost, and hundreds of people are thinking about leaving the industry.

We have been active on a grassroots level on this and other issues. In Baltimore, Rep. Helen Delich Bentley attended a Port Council meeting which was chaired by MPC President Joe Townsley of the Teamsters. Bentley

talked about the crisis in the maritime industry today and highlighted a number of important issues, most notably cargo preference.

One bright spot has been Norfolk, which has been getting the lion's share of military work contracted out by the Navy. Here is a partial list of some of the ships that have been in and out of that port: the *Keystone State*, the *PFC James Anderson Jr.*, the *William V. Baugh*, the *Cpl. Louis Haughe Jr.*, and the *Sunnypoint*. Also in Norfolk, negotiations have been continuing with Shawn's Launch Inc. and the Association of Maryland Pilots.



Gulf Coast
by V.P. Joe Sacco

THIS year's Labor Day turned out to be more like Thanksgiving than anything else. Residents in Jacksonville and Mobile lived through yet another hurricane, Elena. Injuries and property damage were far less than originally anticipated.

An interesting follow-up to the hurricane: this was the first Labor Day parade in the history of Mobile, Ala. to be cancelled because of a hurricane. But it was rescheduled and the SIU is going to sponsor a float.

We have been negotiating with National Marine over the details of a new contract. In addition, we have been meeting with representatives of G & H Towing about some modification of the contract. It hasn't been easy. There is a serious problem in the towboat industry. Demand is down, and there is a lot of competition from other modes of transportation.

We have been active on a grassroots level throughout the Gulf. In Jacksonville, we supported Mike Langton for the city legislature. Thanks to the support that our members gave him, he garnered 42 percent of the vote and secured a spot in the run-off election.

Also in Jacksonville, Headquarters Representative George Ripoll was asked to serve on the Economic Development Council that has been formed to promote business in that city. He will be well-positioned to advance the interests of the port from that post.

As with other ports around the country, military work has become increasingly important for members in Jacksonville. Representatives from that port attended the christening of the *MV Gus W. Darnell*. Officials from the Military Sealift Command spoke and praised the work that the private sector has done in carrying out these duties.

(Continued on Page 28.)

The SIU Returns to New Bedford

Photos & Story by
DEBORAH GREENE

THE SEAFARERS International Union is back in New Bedford!

In 1979, the fishermen in the New Bedford region voted to disaffiliate from the SIU. They were part of the New Bedford Fishermen's Union, an affiliate of the Seafarers International Union of North America. It was an autonomous organization with its own constitution and contract. The SIU had little contact with the New Bedford Fishermen's Union's officials. So when they decided to leave after getting a lot of "pie in the sky" promises from the Teamsters Local 59, there was no way to prevent them from walking.

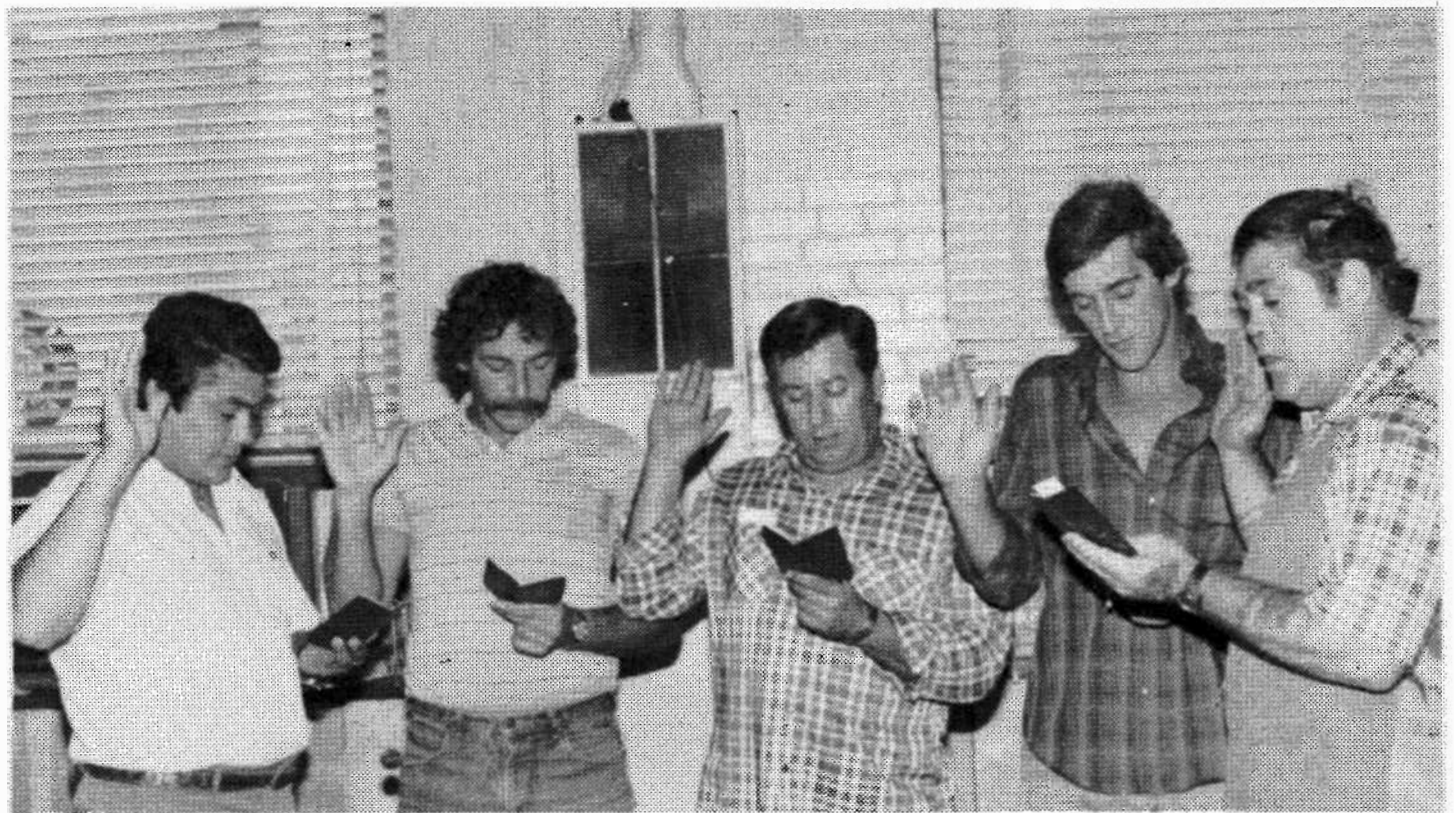
For the past six years, the fishermen of New Bedford have been under contract with Local 59 of the International Brotherhood of Teamsters (IBT). And during those six years, there has been a serious decline in the New Bedford fishing industry. Where there used to be more than 1,500 union jobs, there are now fewer than 600.

For those few who were able to survive as fishermen, things were still pretty tough. Prices for fish fell as foreign competitors took over the American market with their imports. Insurance costs went sky high, and cancellations of current insurance policies are becoming more frequent.

These problems are affecting the fishing industry around the country, not just in New Bedford. But here in New Bedford (a city with the highest dollar value of any port in the U.S.), a city whose fishing industry does not have the potential for growth—the Teamsters Local 59 ignored the problems of the fishermen. They failed to service their vessels, and failed to come up with any kind of legislative program, either locally or in Washington, D.C., to help turn the tide for the hard-pressed fishing industry.

* * *

But the SIU can help! And through the efforts of Joe Piva, SIU port agent



SIU New Bedford Port Agent Joe Piva (right) administers the Seafarers oath to new book members (l. to r.) Frank Joia, SIU organizing rep; Michael Perron; Gene Magan, SIU organizing rep, and Robert Miller.

in New Bedford, fishermen and boat-owners are becoming more aware of the problems they face and the fact that, with the proper representation, some things can be done to improve their situation. Piva, with the assistance of three representatives, Gene Magan, Frank Joia and Henri Francois, and the negotiating talents of SIUNA Vice President Jack Caffey (who is special assistant to SIU President Frank Drozak), has been campaigning on the waterfront for two years, telling the fishermen that they have problems which can be solved, listening to their needs, and talking about programs to rebuild the industry.

As of this writing, the SIU has already organized 140 of the 210 boats in the fleet. By the end of the year, this number will probably be closer to 175 boats and 1,500 members. Eighty-five of the boats have already been certified; the rest are going into elections within the next few weeks. It is

the intention of the SIU to let every boat have a vote—and so elections will continue for another six months.

* * *

The question remains, however: Just what can the SIU really do to help out the New Bedford fishing industry that Local 59 did not? The answer can be found in several different areas.

First, new members will be sworn into the Union and will receive their SIU books, establishing a real bond of protection with the Union, something they never had with the Local 59.

Second, the SIU will maintain a proper hiring hall for the fishermen just as they do in their other ports for their deep-sea, inland and Great Lakes members. By maintaining a proper hiring hall, fishermen will have somewhere to go and speak out against contract infractions and other problems they may wish to bring up. They also will no longer have to seek out jobs at the local bar or dock as they do now.

Third, and very important, are the educational opportunities available through the SIU. The Union maintains a large training and upgrading facility at their Seafarers Harry Lundeborg School of Seamanship in Piney Point, Md. The school has been called the finest of its kind in the country. Fishermen will be given the opportunity to take courses with their SIU brothers and sisters to upgrade their own capabilities.

The school maintains a fully-operational fishing trawler to provide instruction on the use and maintenance of modern fishing gear. Education courses are also offered, including learning English, high school studies programs and adult basic education programs. They even offer a college program for those who wish to continue their studies. This was unheard of in the past.

But the philosophy of the SIU is to try to improve the quality of life for all of our members—and that education is the key to unlock the many doors which would otherwise remain closed. And for the fishermen, education can be another advantage. By being well trained and certified, lower insurance costs could be a result.

There are many other ways in which the SIU can help the New Bedford fishermen: by providing medical identification cards, processing medical claims quickly, updating some of the unfair and antiquated systems of the auction house and processing plants, and helping with insurance problems. Most of all, the SIU will give its members job security.

* * *

The goal of the SIU is to get all fishermen together—from the fishermen of New Bedford and Gloucester to the fishermen of the West Coast. The more men and boats we represent, the louder our voice will be heard in Washington. Only by speaking as a group can the voice of the fisherman be heard in the halls of Congress and the industry be given a fair deal by the federal government.

We are looking at the whole industry—at what we can do better to represent our members. The tools to help the fishermen of New Bedford are available. It is a question of taking advantage of them.

"We hope to make New Bedford a model fishing port," said SIU President Frank Drozak. "I want to thank the Union officials and the New Bedford rank-and-file for a job well done. However, the work has just begun. On behalf of myself and the entire SIU membership, we welcome our brother and sister fishermen into the Brotherhood of the Sea."



The goal of the SIU is to get all fishermen together—from these boats tied up in New Bedford harbor to the fishermen of Gloucester and the West Coast.

Fleet Is Protected for Another Year

"GOD Bless Our Fleet," "God Bless New Bedford," "We Are The World," "Eat Fish America." Those were some of the signs and slogans decorating the fishing vessels that participated in the 16th annual Blessing of the Fleet in New Bedford, Mass. late last month.

Good weather brought thousands of spectators to the waterfront and dozens of boats into the harbor for the annual ritual which pays tribute to those fishermen who have died during the past year and asks for protection, good luck, and safe and bountiful seas for the year ahead.

Rep. Gerry E. Studds (D-Mass.) was the principal speaker of the day, and both he and New Bedford Mayor Brian J. Lawler sang the praises of the city's fishing fleet and the Coast Guard.

It was a truly ecumenical event. From the reviewing stand on the deck of the 311-foot Coast Guard cutter, the *USCG Unimak*, Rev. C. Leonard Newbert, chaplain of the Seamen's Bethel, said, "We gather today to honor all of those who go down to the sea in ships." The Rev. John F. Hogan, pastor of St. Julie Billiart Church in nearby Dartmouth, Mass., asked for blessings for the "brave and sturdy men" who bring in the catch and the Coast Guard crews who "shepherd and watch over" the fleet. A prayer was added by the Very Rev. Constantine S. Bebis of the local Greek Orthodox Church for protection of commercial and private boats during "heavy seas and perilous dark nights."

The three clergymen then sprinkled holy water on a long procession of boats—from the scallopers and draggers that make up the New Bedford fishing fleet—to the rowboats, motorboats, sailboats and Coast Guard ves-



The *Tina & Vina* was one of 42 fishing boats participating in this year's Blessing of the Fleet ceremonies in New Bedford, Mass.

sels that gathered to take part in the day's festivities.

More fishing boats participated this year than in the past—42 in all—possibly because three cash prizes were being offered for the best decorated boats: \$1,000 for first place, \$500 for second place, and \$250 for third place.

On most of the boats, American and Portuguese flags flew side by side (the Portuguese make up nearly 80 percent of the New Bedford fleet). Their decks and rails covered multi-colored flags, banners, and paper rosettes as they passed by the receiving stand with horns and sirens blaring.

There were fewer wooden vessels at this year's event as more and more of the steel-hulled scallopers and draggers steadily take over. Some of the boats were freshly painted, and some wore the scars of rust that come from just a week at sea.

Typical of the seaworthy New Bedford boats participating in this year's Blessing of the Fleet was the *Tina & Vina*, a 98-foot stern trawler. The five-year-old vessel, with a beam of 24 feet and a 13-foot draft, was built in Mobile, Ala. and is kept in tip-top shape by her owner/captain, Carlos Vassal, a native of Portugal. Last year the

side of her hull, clearly visible to the judges aboard the *USCG Unimak* as she passed by. Friends and relatives of the captain and crew were aboard—bringing with them lawn chairs on which to relax and incredible amounts of delicious Portuguese food to last the day. Grills were fired up for steak and freshly-caught fish; wine, beer and soft drinks flowed; and there was plenty of singing and dancing onboard as the boat left the procession and headed out through the Cape Cod Canal in celebration.

Yes, the Portuguese know how to throw a party—and a well-deserved one at that. These are a people proud of their families, their traditions and their heritage. Throughout the past years, they have stuck together in good times and bad—and this was one of the good times—a day to celebrate and be with each other.

Aboard the *Tina & Vina* nothing was going to upset the day—not even the radio announcement that this year's winner was the *Luzo American I*, and that the *Tina & Vina* had come in second.

Because, after all, with God's protection . . . there's always next year.

Tina & Vina was unable to participate in the annual event, but the year before she came in second, and the year before that she came in third. This year her crew was hoping for the top prize!

The boat had just had her yearly paint job. Banners hung from every available rail, and paper rosettes spelled out "WE ARE THE WORLD" and "WE ♥ U.S.A." from the starboard



The fleet lines up to proceed past the reviewing stand.



SIU Secretary Joe DiGiorgio (in white cap) enjoys the feast aboard the *Tina & Vina* during the Blessing of the Fleet ceremonies.



SIU Headquarters Rep Jack Caffey (l.) applauds the fleet as it goes by the reviewing stand to be blessed by the priests.

Meet Me at the Auction

The days start early for the fishermen of New Bedford. Scallopers and draggers returning from the fertile fishing grounds on Georges Bank in the Gulf of Maine and on the Grand Banks off the coast of Nova Scotia tie up at piers 3 and 4 to make their way to the auction house. There they list their catch on the chalkboard and wait for the auction to begin. For the scallopers, it's 7 a.m.; for the draggers, 8 a.m.

The auction house is the real center of fishing life in New Bedford. Owned and maintained by the City of New Bedford, little has changed there over the years. There has been no modernization or computerization in the way the bidding is done. Five days

a week in the small auction room, the chalkboard lists each returning boat and its catch: union boats on the left, non-union boats on the right. Buyers, phones in hand, do the bidding for scallops, cod, flounder and haddock. Two men at the chalkboard change the figures with each bid. And in 22 minutes, it's all over.

Crewmembers and mates standing in the back room watch the process through a large glass window. From there they are able to tell what their share of the catch will be.

Other men mill around outside the small auction house hoping for a job unloading the fish at one of the 26 local processing plants.

A SIU esta de vosta em New Bedford

História e fotos de
DEBORAH GREENE

Tradução por
**HENRI FRANCOIS,
FRANK JOIA
e JOÃO COELHO**

A UNIAO Internacional Seafarers voltou a New Bedford.

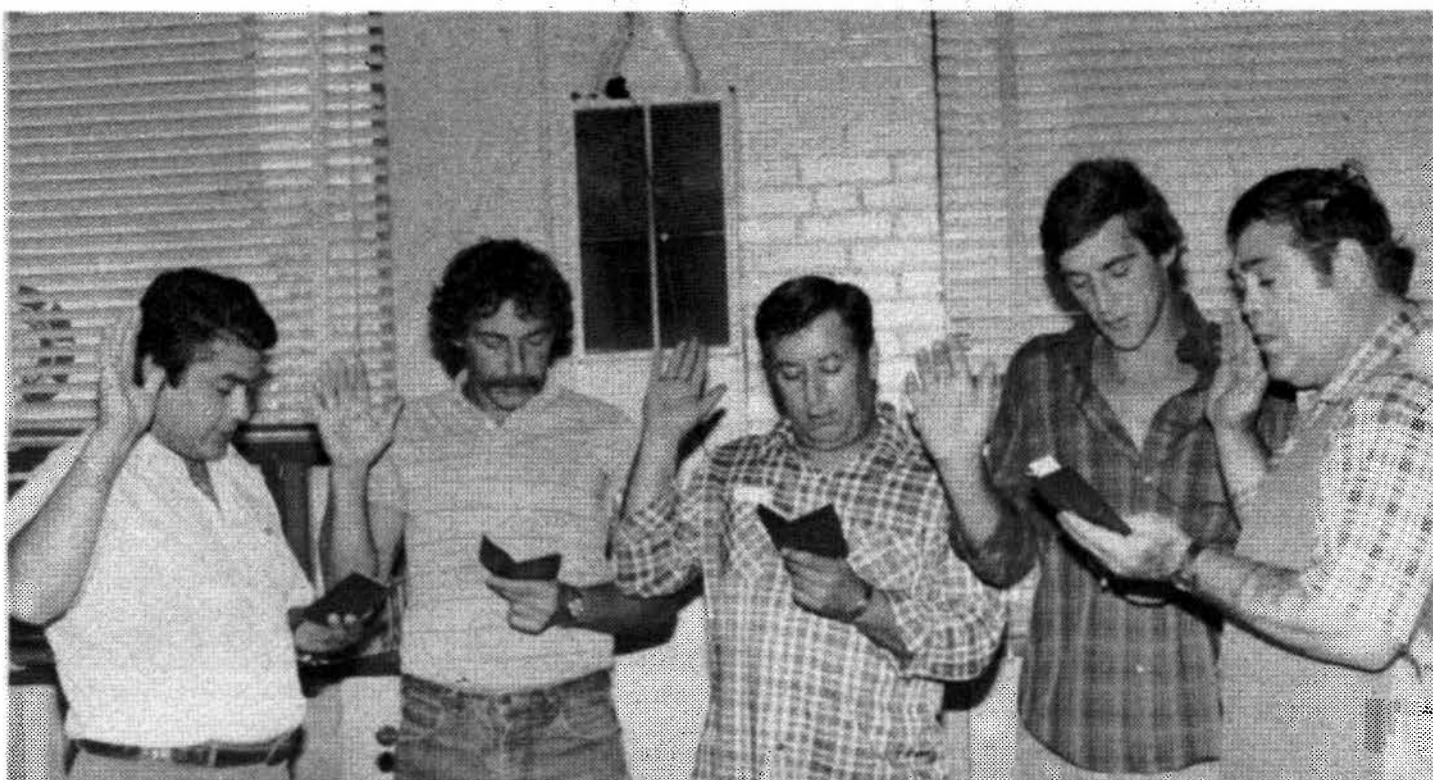
Em 1979 os pescadores da região de New Bedford, votaram para se desafilarem, vindos da SIU eles fazem parte da união dos pescadores de New Bedford, afiliados, com os Seafarers União Internacional do norte da America. Iles são uma organização autónoma com a sua propria constituição e contracto.

A SIU teve um pequeno contacto com os oficiais da união dos pescadores de New Bedford. E, quando eles decidiram tomar uma longa caminhada pensando que muitas coisas caíam do céu promessas vindas dos Teamsters Local 59, aí já não tinham caminho para prever o que vinha cair.

Nestes últimos seis anos, os pescadores de New Bedford estiveram sob um contracto com a local 59 do International Brotherhood dos Teamsters (IBT) e durante esses seis anos, elestiveram um sério declíneo na indústria piscatoria de New Bedford. Eles tiveram para mais de 1,500 trabalhadores uniunistas, e agora são pouco menos que 600.

Para esses poucos pescadores sobreviverem torna-se difícil e, é necessário sêr-se duro, os preços do peixe caíu derivado aos competidores estrangeiros que encheram o mercado Americano com as suas importações. Os custos do seguro subiram demasiado alto, e foram canceladas muitas apólices de seguro, e mais serão e com mais frequência. Esses problemas afectam a industria piscatoria em todo o país, não é só em New Bedford, a cidade onde o valor do dollar é mais alto do que em outros portos dos estados unidos.

A cidade onde a indústria piscatoria teve o potencial de se elevar—os Teamsters Local 59 ignoraram os problemas dos pescadores eles falharam porque não serviram esses barcos e falharão com qualquer programa legislativo em qualquer lugar ou em



SIU Agente Sindical Joe Piva de New Bedford á direita, administra para os membros do Seafarers, o juramento para os membros novos, que levantam os livros. Frank Joia, organizador e representante; Michael Perron; Gene Magan, organizador e representante e Robert Miller.

Washington, D.C. Par ajudar a voltar a corrente, que muita pressão a industria piscatoria está fazendo. Mas a SIU pode ajudar! e sob as responsabilidades do Joe Piva, director sindical da SIU im New Bedford, pescadores e donos de barcos estão vindo cada vez mais e apresentar os factos e problemas para uma representação digna e própria, algumas-coisas poderão sêr feitas para resolver essa situação.

Piva com a assistência de três representantes, Gene Magan, Frank Joia e Henri Francois, e os talentos negociadores de SIUNA Vice Presidente, Jack Caffey (que é assistente especial do Presidente da SIU Frank Drozak) veem-lhe fazendo companhia nas docas, por dois anos, veem-lhe dizendo que gostariam e que podem resolver os problemas dos pescadores. Ou vindo o que eles precisam e falando acerca dos programas para refazer a industria.

Quando escrevemos, a SIU já tem organizados 140 dos 210 barcos da frota, até ao fim do ano este número irá chegar provavelmente perto dos 175 barcos e 1,500 membros. 85 dos barcos já estão certificados; o resto

vem vir com as eleições que esperamos nas próximas semanas, isto é a intenção da SIU para deixar que todos os barcos tenham direito ao voto—e as eleições irão continuar pelos próximos seis meses.

* * *

As questões põem-se; não importa o que poderá fazer realmente a SIU, para ajudar a sair a industria piscatoria de New Bedford, que os Teamsters Local 59 não fizeram? A resposta pode sêr encontrada em muitas areas diferentes.

Primeiro os novos membros farão um juramento dentro da união, e receberão os seus livros da SIU estabelecendo um real seguro de protecção com a união, qualquer coisa que eles nunca tiveram com os Teamsters Local 59. Segundo a SIU manterá uma casa própria onde os em/pregados irão procurar trabalho de pescador quando vierem dos seus portos, ou quando forem para outros portos onde trabalhem no mar-alto ou membros de terra e lagos-grandes, para manter essa própria casa do pescador os pescadores teem para onde ir e falar contra as infracções ao contracto, e outros problemas que que eles queiram apresentar eles já não se preocuparão muito para arranjar emprego, ou procurar no bar, ou na doca, pois ele já o pode fazer nesta casa. Terceiro e muito importante, são as oportunidades extraordinarias de educação dentro da SIU.

A união mantém um largo treino e facilidades para se elevar nessa escola Seafarers Harry Lundeborg, escola de marítimos em Piney Point. Md.

A escola é chamada a coisa mais fina do genero no país.

Pescadores irão ter oportunidade para tirar cursos com os seus SIU irmãos e irmãos e elevar as suas próprias capacidades. A escola mantém um barco de pesca todo operacional para providenciar a intrução e manutenção de material na pesca moderna.

Também são oferecidos cursos educacionais incluindo aprendizagem de inglês, programas estudados da escola-alta (High School) e programas

básicos educacionais para adultos, eles oferecem também um programa de colégio (College) para quem desejar continuar os seus estudos.

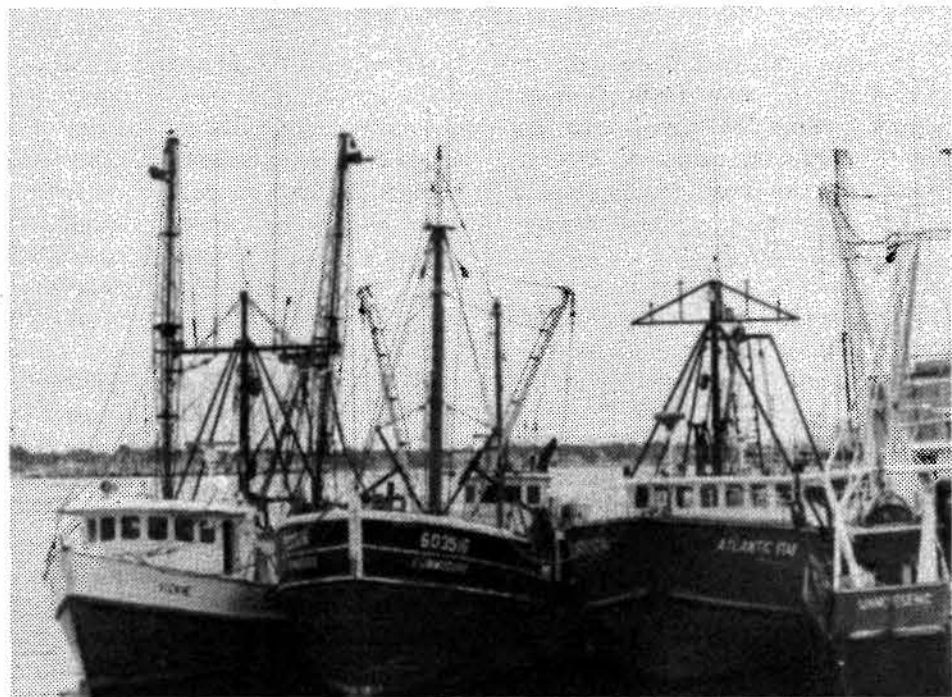
Isto era a nossa preocupação no passado. Mas a filosofia da SIU é tentar providenciar a qualidade de vida para todos os membros, e essa educação é a chave para abrir muitas portas, que se encontram, e continuam fechadas e para o pescador educação pode vir a sêr outra vantagem por sêr bem treinado e certificado o resultado poderá estar, no custo baixo do seguros.

Há muitas outras maneiras, em que a SIU pode ajudar os pescadores de New Bedford: todo o pescador irá ter um cartão de identificação médica, procedimento rápido para processos médicos nesta altura alguns sistemas da casa de venda do peixe (auction house) são e estão antiquados e não são direitos, como também os problemas dos seguros não nos ajudam presentemente a SIU vai dar segurança no trabalho a meta da SIU é juntar todos os pescadores—desde os pescadores de New Bedford e Gloucester, até aos pescadores da costa oeste quantos mais homens e barcos nos representar-mos mais alta a nossa voz, será ouvida nas salas do congresso e assim poderá sêr dado a indústria o que ela merece por parte do governo federal.

* * *

Nós estamos a olhar por toda a industria—nós podemos representar melhor os nossos membros. Estão á nossa disposição as ferramentas para ajudar os pescadores de New Bedford. Isto é uma questão de vantagem em relação a eles.

“Esperamos transformar New Bedford num porto de pesca modelo,” afirmou o Presidente da SIU, Frank Drozak. “Quero agradecer aos oficiais da União e colaboradores de New Bedford, por um trabalho bem executado. Todavia, o trabalho agora é que começou. Em meu próprio nome e no de todos os membros da SIU, damos as boas-vindas aos nossos pescadores, para a Fraternidade do Mar.”



A finalidade da SIU, é juntar todos os pescadores dos barcos do portos de New Bedford, Gloucester e Costa Oeste.

A Frota Está Protegida Por Mais Um Ano

“**D**EU\$ Abençoe a Nossa Frota”, “Deus Abençoe New Bedford”, “Nós somos o Mundo”, “Come Peixe América.” Estes eram alguns cartazes e slogans que ornamentavam os barcos de pesca que participaram na 16ª Bênção anual da Frota de New Bedford, Mass., no mês passado.

O bom tempo trouxe milhares de espectadores à zona portuária e dezenas de barcos participaram no rito anual que presta tributo aos pescadores que morreram durante o ano anterior e pede protecção, boa sorte e um mar seguro e generoso para o ano que se segue.

O Congressista Gerry E. Studds (D-Mass.) foi o orador principal do dia, e tanto ele como o Presidente da Câmara de New Bedford, Brian J. Lawler, teceram elogios à frota piscatória da cidade e à Guarda Costeira.

Foi um acontecimento verdadeiramente ecuménico. Da tribuna erguida no convés do cúter de 311 pés da Guarda Costeira, o *USCG Unimak*, o Rev. C. Leonard Newbert, capelão da Seamen's Bethel, disse: Reunimo-nos hoje para prestar homenagem a todos quantos pereceram em barcos no mar.” O Rev. John F. Hogan, pároco da Igreja de St. Julie Billiart, na vizinha vila de Dartmouth, Mass., implorou as bênçãos para “os bravos e resolutos homens” que trazem as pescas e para a tripulação da Guarda Costeira que “zelà e vigia” a frota. O Mui Rev. Constantine S. Bebis da Igreja Ortodoxa Grega local, suplicou a protecção para os barcos comerciais e particulares, nos momentos de “mar revolto e perigosas noites de tempestade.”

Os três membros do clero aspergiram, então, com água benta, a longa procissão de barcos—desde os scallopers e arrastões que formam a frota piscatória de New Bedford—até aos



O *Tina & Vina* foi um dos 42 barcos que participaram este ano, na Bênção da Frota.

barcos a remos, a motor, à vela e barcos da Guarda Costeira que se juntaram para tomar parte nas festividades do dia.

Este ano, participou maior número de barcos do que nos anos anteriores—um total de 42—possivelmente porque foram estabelecidos três prémios em dinheiro para os barcos melhor decorados: \$1,000 para o primeiro lugar, \$500 para o segundo, \$250 para o terceiro.

Na maioria dos barcos, viam-se lado a lado as bandeiras Americana e Portuguesa (os barcos Portugueses constituem cerca de 80 por cento da frota de New Bedford), os convés e amuradas cobertos de bandeiras multicores, emblemas, balões e rosa de papel, enquanto passavam diante da tribuna de honra, ao som das buzinas e sirenes.

Participaram menos barcos de madeira este ano, pois de ano para ano vão surgindo mais e mais scallopers e arrastões construídos em ferro. Alguns dos barcos acabavam de ser pintados, enquanto outros apresentavam apenas alguns sinais de ferrugem de uma semana no mar.

Típico dos valiosos barcos de New Bedford que tomaram parte na Bênção dos Barcos deste ano, foi o *Tina & Vina*, um inflexível arrastão com 98 pés. Este barco, com 5 anos de idade, tem uma largura máxima de 24 pés e um calado de 13 pés, foi construído

em Mobile, Ala., e é mantido nas melhores condições pelo seu proprietário/capitão, Carlos Vassal, natural de Portugal. No ano passado, o *Tina & Vina* não pôde participar neste evento anual, mas no ano anterior ficou em segundo lugar, e no ano antes ficou em terceiro. Este ano a sua tripulação esperava alcançar o primeiro lugar!

O barco havia tido a sua pintura anual. Bandeiras pendiam de todas as amuradas e com rosas de papel se dizia “WE ARE THE WORLD” (Nós Somos o Mundo”) e “WE ♥ U.S.A.”

(Nós “amamos” a América), do lado de estibordo do casco, claramente visíveis para os juizes a bordo do *USCG Unimak* à medida que passava. Amigos e familiares do capitão e tripulação encontravam-se a bordo—levando consigo cadeiras reclináveis onde repousavam e quantidades enormes da deliciosa comida Portuguesa para todo o dia. Acendream-se os fogareiros para as bifanas e peixe fresquinho; abundavam o vinho, a cerveja e os refrescos; e havia música e dança, cantava-se a bordo, após a procissão, enquanto se dirigiam na direcção do Canal do Cape Cod para festejar.

Sim, os Portugueses sabem organizar uma festa—e bem merecida neste caso. São pessoas com afincado orgulho pelas suas famílias, suas tradições e heranças. Ao longo dos últimos anos, têm-se mantido unidos nos momentos bons e maus—e este foi um dos bons—um dia para celebrar e estarem uns com os outros. A bordo do *Tina & Vina* nada iria alterar o bom espírito do dia—nem mesmo a notícia na rádio de que o vencedor deste ano era o *Luzo American I*, e que o *Tina & Vina* tinha ficado em segundo lugar.

Porque, para além de tudo, com a ajuda de Deus . . . há sempre um próximo ano!



A frota seque em linha, para esperarem a sua vez de serem abençoados.



O Secretário da SIU Joe DiGiorgio (com chapéu branco) toma parte na festa a bordo do *Tina & Vina* durante a cerimónia da Bênção da frota.



Vindo da Central o Representante da SIU Jack Caffey (l.) aplaúde a frota de barcos que vai passando para serem benzidos pelos padres.

Vamos Até à Lota

Os dias começam cedo para os pescadores de New Bedford. Scallopers e arrastões regressando das férteis zonas de pesca do George Bank, no Golfo do Maine, e dos Grand Banks ao largo da Nova Escócia atracam às docas 3 e 4 para se encaminharem para a lota. Aí, alistem a sua pescaria no quadro e aguardam o começo da lota. Para os scallopers, é às 7 da manhã; para os arrastões, às 8.

O edifício da lota é o centro real da vida piscatória de New Bedford, Propriedade e manutenção da cidade de New Bedford, pouco se tem modificado ao longo dos anos. Não se tem modernizado ou computarizado no processo de arrematação. Cinco dias por semana, na pequena sala principal da lota, as listas do quadro

a giz registam cada barco que chega e sua pesca: os barcos da união, à esquerda; os que não estão na união, à direita. Os compradores, com telefones na mão, arrematam os scallops, bacalhau, flounder (solha) e haddock. Dois homens de serviço aos quadros, alteram os números com cada lanço. E em 22 minutos, tudo termina.

Membros da tripulação e ajudantes, em pé ao fundo da sala, observam o processo através de uma larga vitrina. Mesmo dali, poderão dizer quanto renderá a sua parte na pesca.

Outros agitam-se impacientemente, fora da pequena sala da lota, na esperança de terem trabalho na descarga do peixe, para uma das 26 fábricas locais de processamento do mesmo.

The SIU in Washington

Seafarers International Union of North America, AFL-CIO

September 1985

Legislative, Administrative and Regulatory Happenings

Washington Report

The August recess is a time-honored Washington tradition. Just when the halls of Congress are filling up with tourists, they are being emptied of professional politicians, lobbyists and anyone remotely connected to the power structure.

The maritime industry has used this time to take stock of its priorities. High on the list of issues that will have to be addressed in the upcoming months are the following: cargo preference, passenger vessels and tax reform.

Of course the maritime industry does not exist in a vacuum. It is going to have to adjust to a new period of political uncertainty.

The 1986 elections loom large in the minds of the 22 Republican and 14 Democratic senators up for re-election. In addition, there has been a sudden and dramatic shift in the public's perception of such issues as international trade, defense spending and South Africa.

What does all this mean to seamen? A great deal. To put it simply, things are very tough. The latest statistics reveal that there are fewer than 510 vessels registered under the American flag. Our merchant marine is one-fifth the size of the Soviets. Once the largest in the world, it now ranks alongside such "giants" as the Philippines and the Netherlands.

Cargo Preference

A tentative compromise has been reached between the maritime industry and various segments of the farm community on the question of cargo preference. If that compromise is accepted by Congress, then the percentage of P. L. 480 cargo that is carried on American-flag vessels will be increased from 50 to 75 percent over a three-year period. American-flag requirements relating to blended credit, payment-in-kind, BICEP and other such "commercially-oriented" programs will be dropped.

While the normally fractitious maritime industry is united on this matter, the agriculture community is split right down the middle. The SIU will continue to work for enactment of this compromise because it believes that it serves the needs of both industries.

"Both maritime and agriculture have been victims of unfair trade practices," said SIU President Frank Drozak earlier this year when this cargo preference issue first began to heat up. "By fighting among ourselves, we draw attention away from the really important issues that need to be addressed: the overvalued American dollar, subsidized foreign competition, and a lack of a coherent national policy on trade and economic development."

Tax Reform

While the administration has vowed to make tax reform a top priority, many economists believe that other matters,

most notably the growing budget and trade deficits, are far more important.

"You know, I'm not an economist," said Sen. Robert Dole (R-Kan.), majority leader of the Senate. "I can't predict, but I think we're heading for some economic problems in, probably, '86, if not, '87, unless we deal with the deficit. And if we don't deal with the trade deficit, we're going to pass a lot of protectionist legislation. . . .

"I don't know of any economist," said Dole, "who doesn't urge us to do something on the deficit side. . . . Our interest payments this year are going to be \$150 billion. They're going up to over \$200 billion by the end of the decade. That's bigger than the entire federal budget not many years ago, so it's a problem."

Passenger Vessels

SIU President Frank Drozak has thrown the Union's support behind S. 1461, a bill that would allow American-built but foreign-registered vessels to be redocumented under the American registry.

"We are pleased that S. 1461 would create a window of opportunity to foster further expansion of the domestic fleet," said Drozak. "In 1959, there were 44 passenger vessels flying the U.S. flag. Today, the nation has but two deep-sea vessels to take advantage of the cruise market which now totals \$5 billion and is growing yearly."

Drozak also noted that these passenger vessels could be used to augment this nation's sealift capability. He compared the present state of the American-flag passenger vessel industry to that of the Soviet Union, which operates 87 vessels and is expected to grow to nearly 100 in the next five years.

South Africa

There is a growing feeling that some kind of blow-up is inevitable in South Africa. A day does not go by without some new report of violence there.

The ties that organized labor has made to the black trade union movement in that tragic country will be an important, and perhaps the only, link that the United States will have with any post-apartheid government.

Insurance Crisis

Hearings were held by the House Merchant Marine Subcommittee to look into the growing crisis in the fishing industry. Commercial operators of fishing vessels have found it increasingly difficult to obtain insurance for their businesses.

SIU Representative Leo Sabato of Gloucester reports that the fishing industry was all but called off because of this issue. Hundreds of fishermen are being forced to leave the country.

Commercial fishing vessel operators require two types of insurance: hull insur-

ance to cover damage or loss of their vessels, and protection and indemnity insurance to cover insurance to their crews. "We are making this issue a high priority," said Drozak. "Something needs to be done to save the American fishing industry."

CDS Payback

A court ruling is expected to be handed down shortly that will clarify the status of the administration's plan to allow repayment of Construction Differential Subsidies.

Earlier this year, non-binding language was included in the State, Commerce, Justice Conference report that requested that the Secretary of Transportation not implement a proposed rule that would allow operators engaged in foreign trade to enter the coastwise routes as long as they repaid their Construction Differential Subsidies.

Military Cargo

There has been a disturbing pattern in the enforcement, or rather the lack of enforcement, of agreements and statutes that require the use of U.S.-flag vessels to carry military cargo purchased from the United States.

The issue is arousing concern among pro-maritime figures. Earlier this month Rep. Helen Delich Bentley (R-Md.) called upon the South Korean government to correct inequities in the use of U.S.-flag vessels to carry military cargo purchased from the United States.

According to Bentley, during the past 11 years the South Korean government has failed to live up to the terms of various agreements that require the use of U.S. vessels to carry cargoes, particularly military goods, purchased on credit.

A similar situation exists between this country and the government of Iceland. The government there has put pressure on the State Department to ease up on American-flag requirements. While this does not directly affect any SIU vessel, it does set a dangerous precedent that could weaken this nation's military cargo preference laws.

Drugs

The SIU has submitted comments on a proposed Coast Guard ruling dealing with drug and alcohol abuse.

The Coast Guard ruling is part of a larger societal trend. All across the country there has been a growing determination to do something to arrest drug and alcohol abuse, especially when such behavior would endanger the lives and safety of other co-workers.

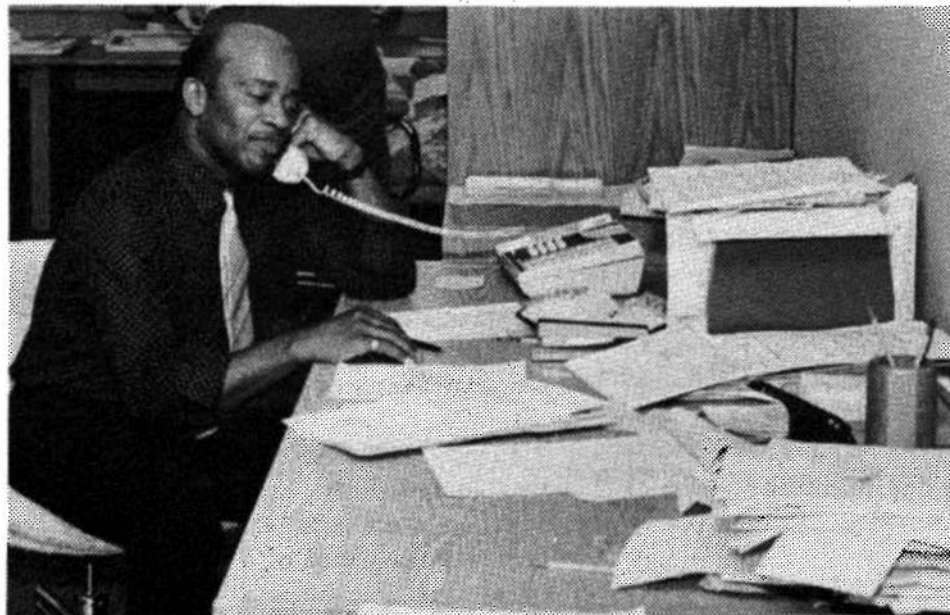
The SIU has long been a pioneer in this field. Ten years ago it opened up the Alcoholic Rehabilitation Center in Valley Lee, Md. Within the next few months, it will expand that program to include drug abuse, which has become a serious national problem.

25 Years With the SIU

Cranford Named Claims Administrator, Aims for Improved Service

SIU President Frank Drozak has made the reorganization of the Welfare Plans claims department a number one priority of the Union. This month he

named Tom Cranford; a 25-year Plans veteran, to be Claims Administrator, and brought him into the Union's Camp Springs, Md. headquarters.



Tom Cranford, the newly appointed Claims Administrator for the SIU Welfare Plans, says his goal is to be able to process a member's claim within 14 days, as opposed to the current 40-day average.

The move from Brooklyn to Maryland, the growing number of claims submitted and the problems of finding trained and qualified employees for the department have led to a slow-down in processing, Cranford said.

Currently it takes about 40 days, and sometimes longer, for a claim to be processed. "A 14-day turnaround or even less is what we are shooting for, that's my goal," Cranford said.

"I've seen a lot of progress already. A lot of paper was just getting backed up and never got out of the house," he said.

Cranford, since he began at Camp Springs, and other claims department staffers have reviewed the entire operation and located many problem areas, and those problems are in the process of being straightened out.

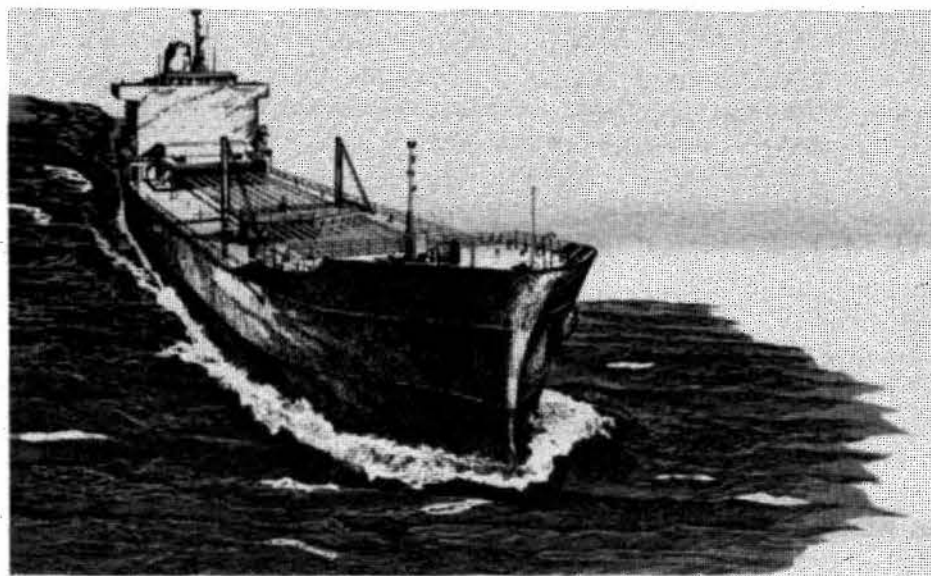
Also, a more efficient system of keeping track of claims, from the moment they are received at headquarters until the check is issued, is being developed, he said.

"If we know where each claim is, when a member or even a provider calls with a question, we will be able to locate it immediately and let them know exactly what the status is," Cranford explained.

Department employees are being trained in specialized areas, such as processing, coding or answering members' inquiries. Also, with the addition of a night shift designed especially to help Seafarers on the West Coast, the new toll-free telephone number, the addition of a new answering service and the simplification of the claims form, Cranford said he hopes the SIU membership will begin to receive better service.

Cranford is a Kentucky native who came to work for the SIU in New York in 1960. In his 25 years with the SIU, Cranford has gained experience in all areas of the Union's Welfare and Pension departments. He is married and the father of three children.

5 New Ships Carry SIU Crews



This is an artist's rendering of a Falcon tanker. The Falcon tankers are all built to the same specifications, and after a layup the *Falcon Duchess* has been recrewed.

The *SS Fairwind* and the *MV Gus W. Darnell* are two recent additions to the SIU's deep-sea fleet.

The *Fairwind*, a bulk carrier operated by American Fairwind, Inc., crewed up in Philadelphia on Aug. 17 with an unlicensed crew of 14. Her maiden voyage took her to Kenya with a load of grain.

The *Gus W. Darnell*, a T-5 Navy tanker chartered to Ocean Shipholding, Inc., gained another 15 unlicensed jobs for the SIU when she crewed up Sept. 9 in Tampa.

A third ship, the *Gem State*, is soon to be added to the deep-sea fleet. Interocean Management has been awarded a contract to operate this crane ship for the Navy and, like her sister ship, the *Keystone State*, will provide another 20 unlicensed jobs for our members.

Also Falcon Tankers recrewed the *Falcon Duchess*. The *Duchess* carries an unlicensed crew of 15.

After seven years in layup in the James River, East Coast Ready Reserve Fleet the *Atlantic Spirit* is now sailing with a crew of Seafarers for Acadia Marine. The *Spirit*, formerly the *Atlantic Bear*, sailed for only six months before its original owners went bankrupt.

Acadia bought the ship for \$20 million from Marad and spent more to refurbish her. The *Spirit* will run in the Puerto Rico trade.

At Sea/Ashore

Hill Group Can't Find Cargo Policy, Again

In 1983 Congress' Office of Technology Assessment (OTA) concluded that the United States had no cargo policy. Last month the same group still couldn't find a U.S. cargo policy.

The OTA studied such issues as cargo preference, UNCTAD, bilateral agreements, other countries' policies. The group recommended more studies.

Drozak Named to Maritime Caucus

SIU President Frank Drozak was one of 14 members selected for the newly-created Congressional Maritime Caucus Advisory Board. The caucus will draft an "action plan aimed at stimulating legislative and regulatory initiatives aimed at revitalizing the maritime industry," said caucus chairman Rep. Walter Jones (D-N.C.).

Along with the 14 member board made up of labor and industry leaders, some 72 House members have joined the caucus.

Unlike so many other "study groups," the caucus has a deadline, March, to draft and present a proposal.

Bill Would Ban Foreign Fishing

Foreign fishing boats could disappear from America's 200-mile fishing zone by as early as 1989 under a bill introduced by Sen. Slade Gorton (R-Wash.).

Gorton said his bill would encourage the development of the U.S. fishing industry's harvesting and processing aspects.

Greek Captain Charged in Stowaway Deaths

A Greek freighter captain has been charged with forcing 11 Kenyan stowaways to jump overboard in shark-infested Indian Ocean waters. None survived.

The drama is unfolding in a Greek court where the captain and 10 crewmembers face charges in the alleged beatings and deaths of the stowaways.

The second mate of the freighter *Garifalia* testified that the 11 were discovered after the ship left Mombasa, Kenya. First, according to the mate, the stowaways were kept in a tiny tool shed for two days with little food or water. When they began to beg for help, the captain beat two of them with a hull scrapper and attempted to throw another overboard, the mate said.

Two were given lifejackets and forced overboard about 12 miles off the coast of Somalia, and later the others were forced overboard, the mate testified. He also said the name of the ship was erased from all the lifejackets provided the stowaways. The trial is continuing.

Fisherman's Survival Studied

Last March an Icelandic fisherman survived five hours in 41 degree water and three more hours walking barefoot through freezing air and snow before being rescued. The fisherman is now the subject of intensive tests by hypothermia experts.

When the fisherman's boat capsized off the coast of Iceland, he and two companions entered the water. His companions were dead within 10 minutes.

Doctors in London have tried to recreate the conditions in a laboratory to take readings of the fisherman's body composition and heat loss to find out why the fisherman lived through an experience which would have killed most people within an hour and a half at most.

Plans Strive for Better, More Efficient Service



SEAFARERS MEDICAL BENEFIT APPLICATION

APPLICATION FOR BASIC AND MAJOR MEDICAL BENEFITS-
HOSPITAL-SURGICAL-MEDICAL-MEMBER OR DEPENDENT
SEAFARERS WELFARE PLAN, 5201 AUTH WAY, CAMP SPRINGS, MARYLAND 20746

Form No. P-116
Rev. 8/85



Section 1. To be completed by Member or Dependent

1. Member's Name: _____ S.S. No. ☐☐☐☐☐☐☐☐
(Full Given Name--PLEASE PRINT)

Address: _____
No. Street City State Zip Code

2. Last or Present Employer _____ Vessel _____ Rating _____

Date you first worked for SIU/Inland Company _____ Date Employment Terminated _____

3. ELIGIBILITY: Attach proof of 120 days worked last year and 1 day worked in last six months. (Deep Sea provide discharges and Inland provide pay stubs. The _____ must be attached for processing.)

COMPANY	VESSEL	DATE ON	DATE OFF

4. Patient's Name _____ Birth Date: Mo. ____ Day ____ Year ____
Address _____ S.S. No. ☐☐☐☐☐☐☐☐
Relationship to Member _____

5. Have You Filed Previously for This Claim yes ☐ no ☐

6. Is patient covered by any other Medical Health Insurance? yes ☐ no ☐
If yes, advise: Name of Insurance Carrier _____

7. Is claim for an accident? yes ☐ no ☐
How and where did it happen? _____

I authorize the release of any medical information necessary to process this claim.

Member or Dependent Signature

Member or Dependent Signature

Date

Section 2. Physician's statement. (Complete this statement in all cases.)

1. Patient's Name _____ S.S. No. ☐☐☐☐☐☐☐☐

2. Date patient first treated for present disability _____ 19____ Home _____ Office _____

3. Diagnosis _____
(Please furnish essential details)

4. Is disability a result of pregnancy? yes ☐ no ☐

5. In your opinion, is disability caused by the patient's employment yes ☐ no ☐
If so, please explain why _____

6. Is this person under your professional care at present? yes ☐ no ☐ If not, released _____ 19____

7. (a) Give dates of treatment at Hospital _____
(b) Give dates of treatment at Home or Office _____

Charge per call \$ _____ Total medical charge \$ _____

Physician's Name _____ Date _____ 19____
(Please Print)

Address _____
No. Street City State Zip Code

Telephone Number _____ Physician's Signature _____

Federal I.D. No. _____ Physician's S.S. No. _____

COMPLETE IF HOSPITAL CONFINED

8. Entered _____ at _____ AM _____ 19____, and left at _____ AM _____ 19____

9. If hospital charges exceed \$5,000.00 admission and discharge summary is required.

HOSPITAL TOTAL CHARGES \$	_____
PAYMENT CREDITS-PATIENT \$	_____
PAYMENT CREDITS-OTHER CARRIER(S) \$	_____
BALANCE DUE \$	_____

COMPLETE IF SURGERY PERFORMED OR EMERGENCY ROOM TREATMENT

10. Nature of Operation _____ Operation by Dr. _____

11. Number of sutures if accidental injury _____

12. Date of Operation _____ 19____ Where? Home _____ Office _____ Hospital _____
Amount of your charge for this operation \$ _____

NOTE: If more than one surgery performed, show charge for each.

13. Remarks _____

Expanded Phone Service Means Claims Help Coast to Coast

The Seafarers Welfare Plan is continuing to add new services so Seafarers and their dependents can count on a more efficient and swifter claims process.

The newest service is the addition of a high-technology answering device for the new toll-free telephone line to the claims department. The answering service is designed to speed up action on your claim and give you better access to the Plans.

The "800 number" telephone lines will be manned by trained claims processors for at least two shifts to provide service for members in all time zones. If all the processors are busy with calls, or you call after hours, the new answering service will take over.

Here's What You Must Do

You should be prepared to give the following information:

- ★ Your name
- ★ Your Social Security number
- ★ Your telephone number
- ★ The nature of your problem or question

After you give that information, a claims processor will get back to you within one working day.

These new services—the answering device, extensive computerization and the new medical claims form (at left)—are all designed to provide SIU members with the most efficient and best possible Welfare claims service.

Effective October 1, 1985, SIU members must use the new SEAFARERS BENEFIT APPLICATION form. The new forms are being mailed to all SIU, A&G welfare participants, and will be available in all SIU halls.

To make it easier, all that you or your dependent need do is fill out the yellow section of the form. But, make sure you include all information, including PROOF OF ELIGIBILITY.

All claims must be submitted within 180 days from the date of discharge from the hospital.

If you have any question about your claim, contact your SIU Port Representative, or your Area Vice President, or call this Toll-Free Phone Number: 1-800-345-2112.

Here Are Your SIU Area Vice Presidents

East Coast: Leon Hall, (718) 499-6600.

Gulf Coast: Joe Sacco, 1-800-325-2532.

West Coast: George McCartney: (415) 543-5855.

Inland & Great Lakes: Mike Sacco, (314) 752-6500

Bay Tankers Wins Contract

Regulus Is First of 4 Newly-Refitted SL-7s for SIU



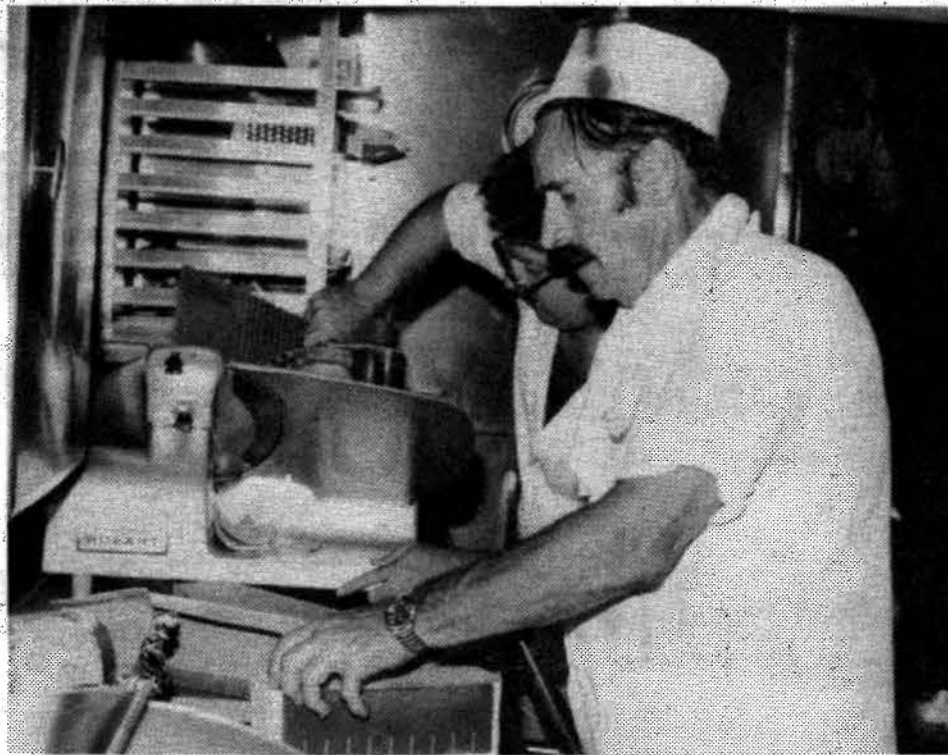
Bill Helwege, a Piney Point instructor, and AB Ben Bess secure the probe receiver used for refueling at sea.

More than 100 SIU jobs were created when Bay Tankers Inc. won the contract to operate the remaining four SL-7 Fast Sealift Ships for the Military Sealift Command. The first four are operated by Sea-Land and crewed by Seafarers.

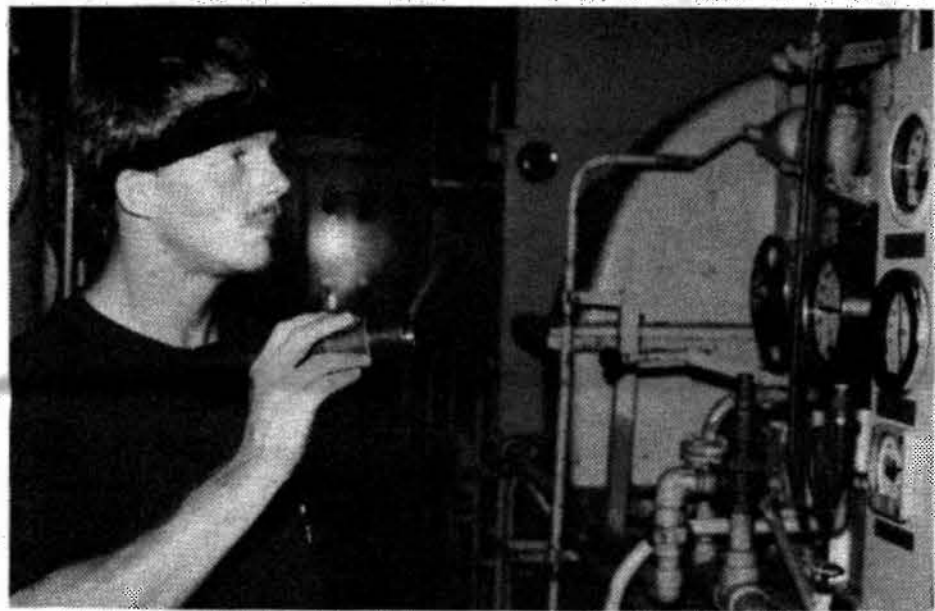
Recently the first of Bay Tankers' ships, the *USNS Regulus* was crewed in San Diego. Each ship carries an unlicensed crew of 26. The *Regulus* is

the former *Sea-Land Exchange* and was converted by the National Steel and Shipbuilding Company.

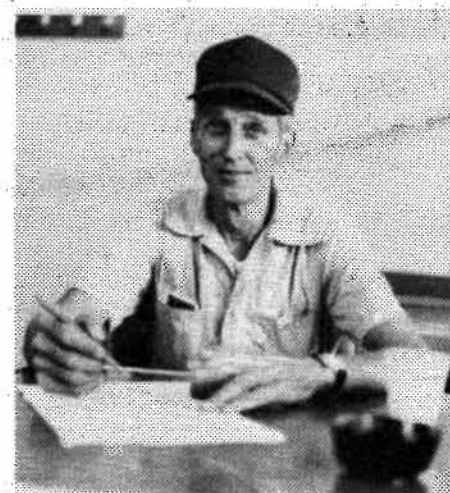
Each Fast Sealift Ship, or T-AKR, is powered by two 60,000 horsepower steam turbine engines and can reach speeds as high as 33 knots. The ships will carry vehicles and other large cargo for combat support missions for the Army and Marine Corps. The last three T-AKR ships are due to be crewed within the next 6 months.



Preparing night lunch are 2nd Cook Bill Finhandler (left) and Chief Cook James Shipley.



OMU Paul Olsen sheds a little light on some engine room dials.



Bosun Fred Sellman

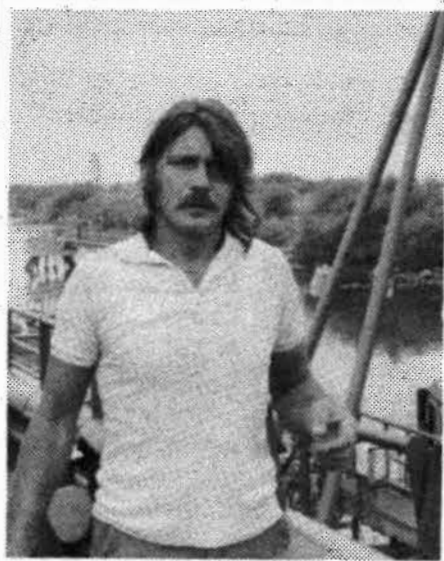


Here's the deck department onboard the *Regulus* (left to right) OS Bob Richardson, AB Steve Hynes, AB and deck delegate Eddie Ayvazian, AB Richard Campbell and OS Randy Black.

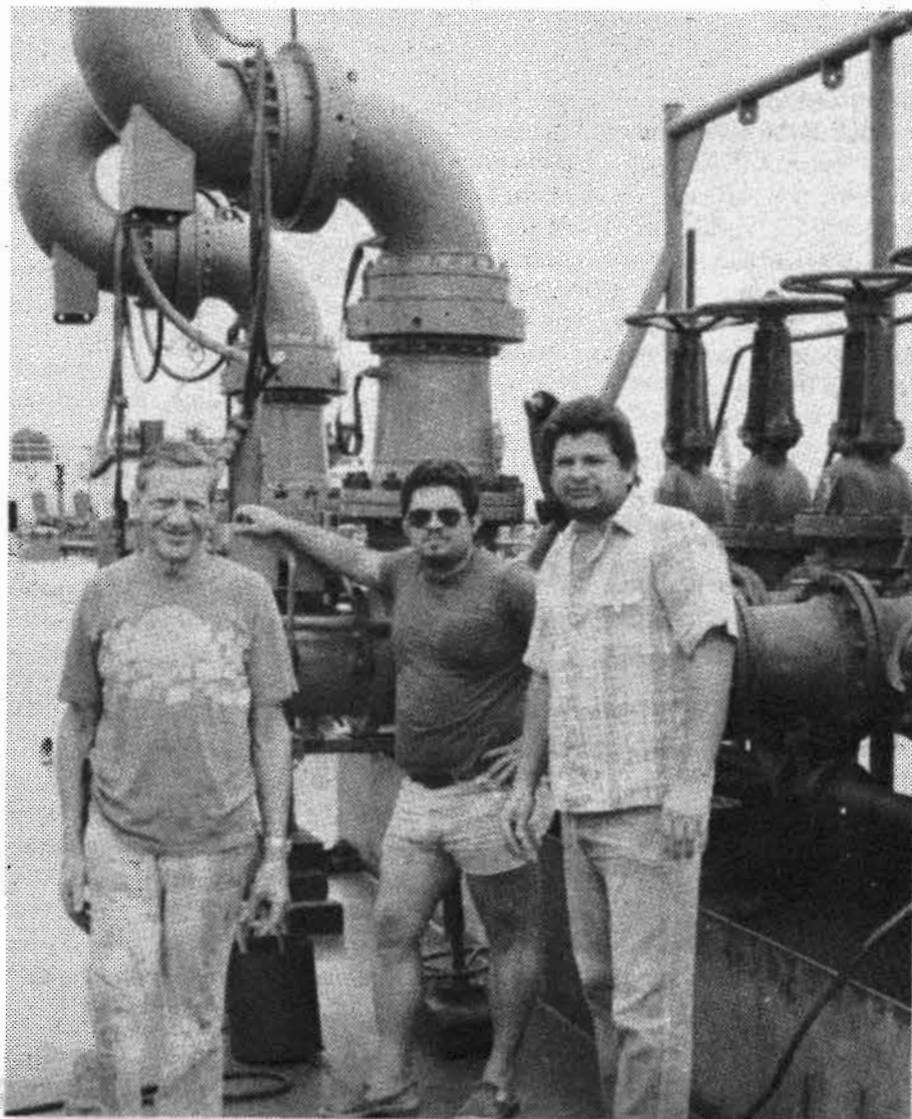


Wiper Willie Howard checks out the LOG.

Overseas Arctic Pays Off In Port of Philadelphia



The *Overseas Arctic* was in Philadelphia recently for a payoff. At the right on the *Arctic's* deck is crewmember Pete Kratas. Below, preparing a meal prior to the payoff are galley mates (l. to r.) Crew Messman James R. Buggs, BR Clarence Williams and Chief Cook Travis Mainers. On deck are (l. to r.) OS Tom Reynolds and ABs (and brothers) Ernest and Lawrence Zepeda.



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.

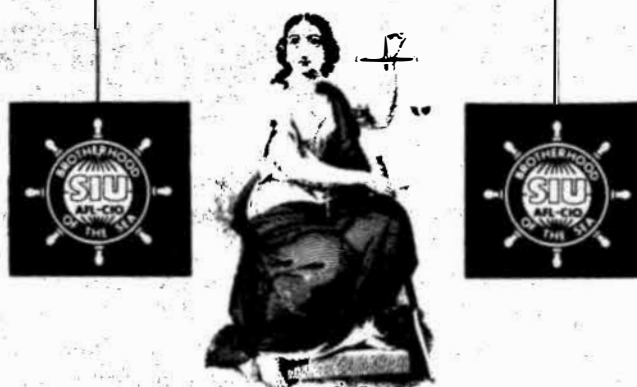
SHIPPING RIGHTS. Your shipping rights and seniority are protected exclusively by the contracts between the Union and the employers. Get to know your shipping rights. Copies of these contracts are posted and available in all Union halls. If you feel there has been any violation of your shipping or seniority 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.



Deep Sea

Julius Bielski, 62, died on Sept. 3. Brother Bielski joined the SIU in the port of San Francisco in 1969 sailing as a wiper. He was a veteran of the U.S. Army in World War II and the Korean War. Seafarer Bielski was born in Chicago, Ill. and was a resident of Bremerton, Wash. Surviving are his widow, Dolores and a sister, Bess Mueller of Chicago.

Pensioner **Everett James Beasley**, 63, died on Sept. 2. Brother Beasley joined the SIU in the port of Houston in 1960. He sailed deep sea and inland as a chief engineer for National Marine Service from 1958 to 1974 and for Gulf Canal Lines in 1975. He was born in Miami, Fla. and was a resident of Gretna, La. Surviving are a son, Edward of Slidell, La. and a daughter, Cheryl Barrett of Orlando, Fla.



Pensioner **Alfredo "Freddie" Carmoega**, 67, died of arteriosclerosis at home in Brooklyn, N.Y. on Aug. 16. Brother Carmoega joined the SIU in the port of New York in 1952 sailing as a cook. He worked on the Sea-Land shoregang, Port Elizabeth, N.J. from 1966 to 1974. Seafarer Carmoega walked the picket line in the Wall St. strike, the 1961 Greater N.Y. Harbor beef and the 1965 District Council 37 strike. He graduated from the Marine Cooks and Stewards Union Training School, Santa Rosa, Calif. in 1964. Carmoega was born in Puerto Rico. Burial was in St. Denis Cemetery, East Fishkill, N.Y. Surviving is a daughter, Myrta Grencher of Hopewell Jct., N.Y.



Pensioner **James Edward Coleman Jr.**, 60, succumbed to cancer in the M.D. Anderson Hospital, Houston on July 16. Brother Coleman joined the SIU in the port of Baltimore in 1957 sailing as an AB. He also sailed on the Great Lakes in 1960. Born in Virginia, he was a resident of Galena Park, Texas. Interment was in the Houston National Cemetery. Surviving are his widow, Helen; a son, New Orleans Union patrolman James McGee and his parents, James H. and Josie Coleman Sr. of Stuart, Va.

Pensioner **Walter Cressman**, 72, drowned in Philadelphia on Aug. 8. Brother Cressman joined the SIU in 1939 in the port of Philadelphia sailing as a FOWT and engineer. He was on the picket line in the 1946 General Maritime beef and the 1947 Isthmian strike. Born in Sellersville, Pa. he was a resident of Quakertown, Pa. Surviving is his widow, Miriam.

Richard Charles Daly Jr., 38, died at home in Great Neck, Long Island on July 2. Brother Daly joined the SIU after his graduation from the Piney Point Entry Program in 1968. He graduated from the Union Recertified Bousuns Program in 1979. Seafarer Daly also sailed during the Vietnam War and attended Broome Cty. (N.Y.) Community College. Daly was born in Johnson City, N.Y. Cremation took place in the Vestal (N.Y.) Hill Crematory. Surviving are his widow, Haissa and his parents, Richard and Aileen of Binghamton, N.Y.



Pensioner **Frans N. DeKeyzer**, 66, died on Aug. 18. Brother DeKeyzer joined the SIU in the port of New York in 1962 sailing as an AB. He hit the bricks in the 1962 Robin Line beef. Seafarer DeKeyzer also sailed as a scow captain for the N.Y. Traprock Co. Born in the Netherlands, he was a naturalized U.S. citizen and a resident of Starke, Fla. Surviving are his widow, Hilda and a sister, Jacoba of the Netherlands.



Pensioner **James "Jim" Michael Faust**, 73, passed away from arteriosclerosis at home in Baltimore on July 21. Brother Faust joined the SIU in the port of Baltimore in 1961 sailing as a chief pumpman, chief electrician, QMED and MEBA District 2 2nd assistant engineer in 1966. He also sailed during the Vietnam War. Seafarer Faust was a veteran of the U.S. Navy serving on a task force. Faust was a native of Downingtown, Pa. Cremation took place in the Green Mt. Crematory, Baltimore. Surviving is a brother, Col. Robert J. Faust of Alexandria, Va.

Pensioner **Nicolas Villaverde Fernandez**, 95, passed away at home in Ferrol, Courná, Spain on July 20. Brother Fernandez joined the SIU in the port of Tampa, Fla. in 1954 sailing as a waiter from 1954 to 1970. Surviving is a nephew, Manuel M. Villaverde of Ferrol, Coruna.

Pensioner **Luis G. Fuigueroa**, died on July 31. Brother Fuigueroa joined the SIU in the port of Santurce, P.R. He was a resident of Puerto Rico. Surviving are his widow, Josefina and a daughter, Sandra of Puerto Rico.

Louis Garcia, 64, died on July 10. Brother Garcia joined the SIU in the port of New York in 1967 sailing as a QMED. He was born in Texas. Surviving are a brother, John of Rockdale, Texas and a sister, Isidra L. Timkley of Lockport, N.Y.



Pensioner **William Francis Garrity**, 74, passed away on July 21. Brother Garrity joined the SIU in 1947 in the port of New Orleans sailing as an AB. He worked on the Delta Line shoregang, New Orleans from 1953 to 1974. Seafarer Garrity was born in New Orleans and was a resident of Chalmette, La. Surviving is his widow, Antoinette.



Pensioner **Arthur Henderson**, 71, died on Aug. 1. Brother Henderson joined the SIU in 1945 in the port of New Orleans sailing as a cook. He was born in Algiers, La. and was a resident of Houston. Surviving is a niece, Ardenia Morgan of Houston.

Pensioner **Thomas Raymond Hyde**, 78, passed away on Aug. 23. Brother Hyde joined the SIU in 1949 in the port of Tampa sailing as an AB. He hit the bricks in the Wall St. beef, 1946 General Maritime strike and the 1947 Isthmian beef. Seafarer Hyde attended the 1970 Piney Point Pension Conference No. 3. A native of Honduras, he was a resident of Meraux, La. Surviving is his widow, Elma.



Joseph Francis Lewis, 62, died on Aug. 9. Brother Lewis joined the SIU in the port of Baltimore in 1952 sailing as an AB. He also sailed during the Vietnam War. Seafarer Lewis was a veteran of the U.S. Navy in World War II. Born in Bridgewater, Mass., he was a resident of Brooklyn, N.Y. Surviving are two sons, Stephen and Lionel; two brothers, Donald of Canton, Mass. and James of Cambridge, Mass.; a sister, Orin Stimpson of Brockton, Mass., and a niece, Cynthia Lewis of Canton.

Carl A. McKinley, died on July 28. Brother McKinley joined the SIU in the port of Houston in 1975. Surviving is his mother, Lernice Williams of Port Arthur, Texas.



Larry Robert Mowbray, 24, died on May 23. Brother Mowbray joined the SIU following his graduation from the Union's Harry Lundberg School of Seamanship Entry Trainee Program, Piney Point, Md. in 1981 sailing as a cook. He was born in Baltimore and was a resident there. Surviving are his parents, Herman and Betty Mowbray and an uncle, John Mowbray, all of Baltimore.



Pensioner **Emil Paszek**, 67, died of natural causes in the Lutheran Medical Center, Brooklyn, N.Y. on Aug. 1. Brother Paszek joined the SIU in the port of New York in 1955 sailing as a deck engineer. He hit the bricks in the 1961 Greater N.Y. Harbor beef, the 1962 Robin Line strike and the 1965 District Council 37 beef. Seafarer Paszek was born in Czechoslovakia and was a naturalized U.S. citizen. Paszek was a resident of Brooklyn. Burial was in Greenwood Cemetery, Brooklyn. Surviving are his widow, Anna and a brother, Joseph Paszek of New York City.



Thomas John Rezevete died of a heart attack on Aug. 28. Brother Rezevete sailed as a MEBA District 2 2nd assistant engineer. Surviving is his mother, Pauline Rezevete of Shamokin, Pa.



Pensioner **Michael "Mike" Romalho**, 64, succumbed to cancer in St. Mary's Hospital, San Francisco on July 20. Brother Romalho joined the SIU in 1944 in the port of New Orleans sailing as a recertified chief steward. He graduated from the Union Recertified Chief Stewards Program in 1981. Seafarer Romalho was born in British Guiana and was a naturalized U.S. citizen. Romalho was a resident of Daly City, Calif. Interment was in the Daphne Fernwood Cemetery, Mill Valley, Calif. Surviving are a sister, Mary Pacquing of Alameda, Calif. and a grandniece, Abella Tolmosoff of Daly City.



James Francis Ryan Jr., 61, died aboard a Sea-Land ship on Sept. 2. Brother Ryan joined the SIU in the port of New York in 1959 sailing as an AB. He was a veteran of the U.S. Navy in World War II and the Korean War. Seafarer Ryan was born in Brooklyn, N.Y. Surviving are his brother, John; an aunt, Helen Van Wart, and a niece, Patricia, all of Brooklyn.



Pensioner **Bela Szupp**, 60, died on Sept. 2. Brother Szupp joined the SIU in the port of New York in 1963 sailing as an AB. He was born in Hungary, was a natural-



ized U.S. citizen and was a resident of Baltimore.



Pensioner **Andrew Arthur Thompson**, 63, passed away from cancer in the Villa Mercy Hospital, Daphne, Ala. on June 6. Brother Thompson joined the SIU in 1943 in the port of Norfolk sailing as a bosun. He was born in Mobile and was a resident there. Burial was in the New Hope Cemetery, Mobile. Surviving are his widow, Ruby and a daughter, Delilah Lee of Mobile.

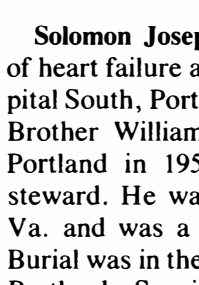


Pensioner **Peter Steve Vlahos**, 69, passed away from natural causes in St. Vincent's Hospital, New York City on July 29. Brother Vlahos joined the SIU in 1944 in the port of New York sailing as a cook. He was a veteran of the U.S. Army in World War II. Seafarer Vlahos was born in New York City and was a resident there. Interment was in the Cypress Hills Cemetery, Brooklyn, N.Y. Surviving are a brother, Demetrios of Greece and a niece, Pauline Valenti of Queens, N.Y.



Pensioner **Leonard Carl Walberg**, 67, succumbed to cancer in the Bonabel Hospital, Metairie, La. on May 22. Brother Walberg joined the SIU in 1943 in the port of New York sailing as an AB. He walked the picket line in the 1946 General Maritime beef. Seafarer Walberg was born in Chicago, Ill. and was a resident of New Orleans. Cremation took place in the St. John's Crematory, New

Orleans. Surviving are a sister and brother-in-law, Gloria and Theodore Karmanski of Chicago.



Solomon Joseph Williams, 63, died of heart failure at the University Hospital South, Portland, Ore. on June 11. Brother Williams joined the SIU in Portland in 1955 sailing as a chief steward. He was born in Welch, W. Va. and was a resident of Portland. Burial was in the Rose City Cemetery, Portland. Surviving are his widow, Annie and a son, Joseph.



Pensioner **Cameron Elbert Wooten**, 77, passed away from cancer in the Americana Health Care Center, Arlington Heights, Ill. on Aug. 9. Brother Wooten joined the SIU in 1939 in Puerto Rico sailing as an AB. He was on the picket line in the 1961 N.Y. Harbor beef, 1946 General Maritime strike 2nd and the 1947 Isthmian beef. Seafarer Wooten attended the 1970 Piney Point Pensioners Conference No. 6. And he was a veteran of the U.S. Navy before World War II. Born in Georgia, he was a resident of Des Plaines, Ill. Burial was in the Oakridge Abbey Cemetery, Hillside, Ill. Surviving is a sister, Florence Kosmicki of Des Plaines.



Pensioner **John Douglas Wright Sr.**, 71, passed away on Aug. 19. Brother Wright joined the SIU in 1943 in the port of New York sailing as a deck engineer. He hit the bricks in the 1961 N.Y. Harbor beef. Seafarer Wright was born in Canada and was a resident of Brooklyn, N.Y. Surviving are his widow, Janice; a son, John (Jack) D. Wright Jr. of New York and another relative, Henry Wright of Seattle.

Great Lakes



Stephen John Blaine, 35, died on July 22. Brother Blaine joined the Union in the port of Detroit in 1979. He sailed as an AB. Laker Blaine was born in San Francisco and was a resident of Novato, Calif. Surviving is his father, California Superior Court Judge Jack Blaine of Ignacio, Calif.



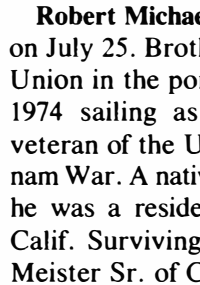
William James Booker, 61, died on Aug. 4. Brother Booker joined the Union in the port of Detroit in 1973 sailing as an AB. He was a veteran of the U.S. Navy during the Korean War and World War II. Born in Alabama, he was a resident of Detroit. Surviving is his mother, Gwendolyn Dunn of Detroit.

Pensioner **Homer R. Bourgue**, 70, passed away from cancer in the Provincial House Nursing Home, Sault Ste. Marie, Mich. on July 22. Brother Bourgue joined the Union in the port of Detroit in 1960 sailing as a dredge-man for Construction Aggregates from 1977 to 1978. He was born in the province of Quebec, Canada and was a resident of Sault Ste. Marie. Burial was in the Oaklawn Chapel Cemetery, Sault Ste. Marie. Surviving is his widow, Cecelia.

Pensioner **Carl Odin Dahl**, 78, died on July 10. Brother Dahl joined the Union in the port of Chicago, Ill. sailing for the Great Lakes Dredge and Dock Co. and the Great Lakes Towing Co. from 1957 to 1969. He was a former member of the Tug Firemen's Union, Local 1, Chicago, in 1952. Laker Dahl was born in Bayfield, Wis. and was a resident there. Surviving are his widow, Alma and a daughter, Sharon.



Pensioner **Gustaf Adolph Nordin**, 67, passed away from a heart attack in St. Mary's Hospital, Duluth, Minn. on July 29. Brother Nordin joined the Union in the port of Detroit in 1960 sailing as an oiler. He was born in Clearbrook, Minn. and was a resident of Benidji, Minn. Burial was in the Augustana Lutheran Cemetery, Pine Lake Twp., Minn. Surviving is his widow, Jennie.



Robert Michael Meister Jr., 36, died on July 25. Brother Meister joined the Union in the port of Duluth, Minn. in 1974 sailing as an AB. He was a veteran of the U.S. Army in the Vietnam War. A native of Green Bay, Wis., he was a resident of Redwood City, Calif. Surviving is his father, Robert Meister Sr. of Clintonville, Wis.

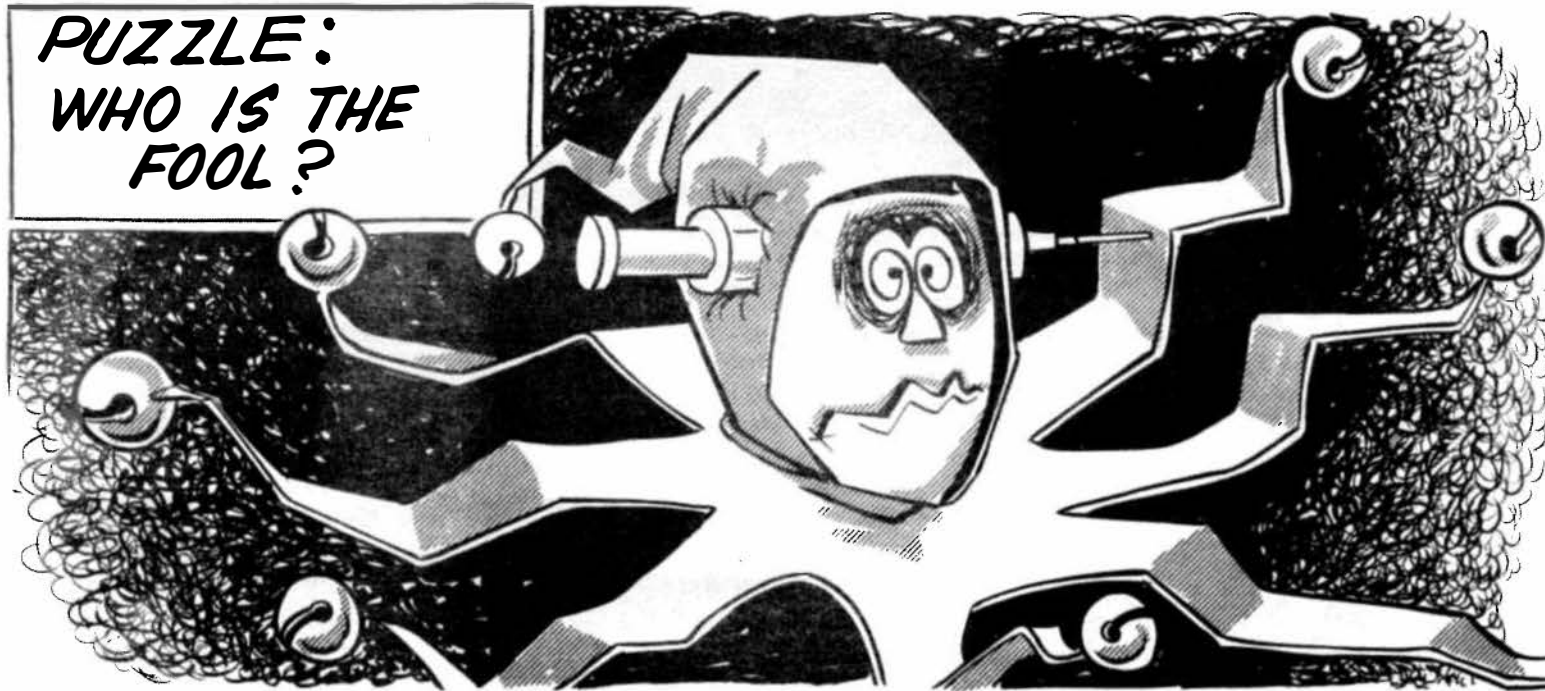


Pensioner **Raymond Joseph Kane**, 77, passed away on July 27. Brother Kane joined the Union in the port of Detroit in 1970 sailing as a cook. He also sailed during World War II. Laker Kane was born in Lexington, Ky. and was a resident of Mt. Clemens, Mich. Interment was in St. Thomas Cemetery, Mt. Sterling, Ky. Surviving is a son, Ira of Mt. Clemens.



Eugene Clarence Tech, 54, died on Aug. 10. Brother Tech joined the Union in the port of Chicago, Ill. in 1966 sailing as a bosun. He was a former member of the NMU from 1954 to 1966. Laker Tech was a veteran of the U.S. Air Force in the Korean War. Born in Winona, Minn., he was a resident of Highland, Ind. Surviving are his widow, Mary Ann and a sister, Patricia.

PUZZLE:
WHO IS THE
FOOL?



USING DRUGS.
PAPERS FOR
AND LOSES HIS
HIS TAIL OFF
WHO WORKS
ANY SEAMAN
ANSWER:

Frank
EVERS

Pensioner's Corner



Former Philadelphia port agent **Robert "Joe" Norman Air**, 59, joined the SIU in 1949 sailing for Cities Service Oil Co. Brother Air was born in Floral Park, N.Y. and is a resident of Lumberton, N.J.



Paul Aubain, 57, joined the SIU in 1947 in the port of New Orleans sailing as a FOWT. Brother Aubain last shipped out of the port of Houston. He is a veteran of the U.S. Army after the Korean War serving as a PFC in Co. 516, Signal Corps in Austria. Seafarer Aubain was born in St. Thomas, V.I. and is a resident of Houston.



James Hilton Babson, 62, joined the SIU in 1944 in the port of Norfolk sailing as a chief pumpman. Brother Babson hit the bricks in the 1961 Greater N.Y. Harbor beef and the 1965 District Council 37 strike. He was born in North Carolina and is a resident of Anahuac, Texas.



Charles Morris Barkins, 60, joined the SIU in the port of New Orleans in 1955 sailing as a cook. Brother Barkins was born in Louisiana and is a resident of New Orleans.



Howard Frederick Bickford, 55, joined the SIU in the port of New York in 1952 sailing as a cook. Brother Bickford last shipped out of the port of Gloucester, Mass. He was born in Lawrence, Mass. and is a resident of Mexico.



Henry Bilde, 69, joined the SIU in the port of New York sailing as a chief mate. Brother Bilde is a resident of Bellport, N.Y.



Ronald J. Burton, 66, joined the SIU in the port of Jacksonville sailing as a recertified bosun. Brother Burton is a resident of Jacksonville.



Robert Willie Campbell, 60, joined the SIU in the port of New York in 1953 sailing as a LNG recertified chief steward. Brother Campbell graduated from the Union's Chief Stewards Recertification Program in 1980. He worked on the Isthmian shoregang in the port of New York in 1966. Seafarer Campbell is a resident of Hephzibah, Ga.



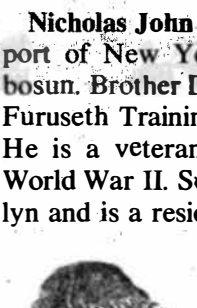
Vincent Chavez Sr., 64, joined the SIU in 1944 in the port of New York sailing as a LNG chief steward. Brother Chavez graduated from the Union's Chief Stewards Recertification Program in 1980. He also sailed during the Vietnam War. Seafarer Chavez was a former member of the NMU. A native of the Philippine Is., he is a resident of Seattle.



Carl Churko, 62, joined the SIU in the port of Baltimore in 1955 sailing as a cook. Brother Churko took part in the Baltimore beefs. He was a former member of the Teamsters Union and is a veteran of the U.S. Army in World War II. Seafarer Churko was born in Cory, Pa. and is a resident of Baltimore.



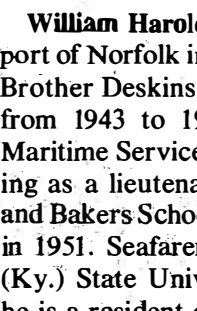
Estuardo Ignacio Cuenca, 62, joined the SIU in the port of New York in 1957 sailing as a FOWT. Brother Cuenca walked the picket line in the 1961 N.Y. Harbor beef. He was born in Ecuador and is a naturalized U.S. citizen. Seafarer Cuenca is a resident of Weehawken, N.J.



Nicholas John Damante, 67, joined the SIU in the port of New York in 1956 sailing as a recertified bosun. Brother Damante graduated from the Andrew Furuseth Training School, Brooklyn, N.Y. in 1958. He is a veteran of the U.S. Army Infantry after World War II. Seafarer Damante was born in Brooklyn and is a resident of Hoboken, N.J.



Nicholas de los Santos, 59, joined the SIU in the port of New York in 1958 sailing as an AB. Brother de los Santos is a veteran of the U.S. Navy in World War II. He was born in Galveston, Texas and is a resident there.



William Harold Deskins, 65, joined the SIU in the port of Norfolk in 1969 sailing last as a chief steward. Brother Deskins was a former member of the NMU from 1943 to 1947. He is a veteran of the U.S. Maritime Service (USMS) during World War II serving as a lieutenant. He attended the MSC's Cooks and Bakers School, Sheepshead Bay, Brooklyn, N.Y. in 1951. Seafarer Deskins also attended Moorehead (Ky.) State University. A native of Nolan, W.Va., he is a resident of Virginia Beach, Va.



Carlos Manuel Diaz Sr., 63, joined the SIU in 1944 in the port of New York sailing as a chief steward. Brother Diaz graduated from the Union's Chief Stewards Recertification Program in 1980. He is an ensign veteran of the U.S. Maritime Service, graduating as a 1st cook from their Cooks and Bakers Training School, Sheepshead Bay, Brooklyn, N.Y. Seafarer Diaz also attended St. John's University, Brooklyn in 1958. A native of Puerto Rico, he is a resident of Trenton, N.J.



Luis G. Gonzalez, 65, joined the SIU in the port of San Francisco. Brother Gonzalez is a resident of Laredo, Texas.



Tomas Gutierrez Sr., 60, joined the SIU in the port of Houston in 1955 sailing as a cook. Brother Gutierrez was born in Texas and is a resident of Houston.



Roman Vance Harper Sr., 63, joined the SIU in 1943 in the port of New York sailing as a QMED. Brother Harper also worked on the Seatrain shoregang, Edgewater, N.J. from 1970 to 1973. He was on the picket line in the 1961 N.Y. Harbor beef and the 1965 District Council 37 strike. Seafarer Harper is a veteran of the U.S. Navy in World War II. Born in Pittsburgh, Pa., he is a resident of Queens Village, N.Y.



Allison Isidore Hebert, 61, joined the SIU in 1947 in the port of New York sailing as a QMED. Brother Hebert sailed for Cities Service from 1945 to 1951. He was born in Louisiana and is a resident of Abbeville, La.



Bruce R. Hubbard, 65, joined the SIU in the port of Seattle sailing as a chief electrician. Brother Hubbard is a resident of Edmonds, Wash.



James John Johnson Sr., 66, joined the SIU in 1939 in the port of Mobile sailing as a chief cook. Brother Johnson received a Union Personal Safety Award in 1960 for sailing aboard an accident-free ship, the SS *De Soto*. He was born in Mobile and is a resident of Carson, Calif.



Teddy Kermit Lane, 62, joined the SIU in the port of Wilmington, Calif. in 1956 sailing as a bosun. Brother Lane also worked for the Chrysler Corp., on roadshows and as a salesman. He is a veteran of the U.S. Navy in World War II. Seafarer Lane was born in Loogootee, Ind. and is a resident of Seattle.



Eligio "Leo" Lasoya, 65, joined the SIU in 1941 in the port of Houston sailing as a recertified bosun. Brother Lasoya graduated from the Union Recertified Bosuns Program in 1975. He hit the bricks in the 1946 General Maritime beef. Seafarer Lasoya is a veteran of the U.S. Army in World War II, serving 3½ years in the Pacific Theater. Born in Cleveland, Texas, he is a resident of Santa Fe, Texas.

Leon Lockey, 65, joined the SIU in the port of Baltimore in 1956 sailing last as a QMED. Brother Lockey last shipped out of the port of New York. He also worked as a longshoreman for the ILA, Local 829 in Baltimore. Seafarer Lockey hit the bricks in the 1961 Greater N.Y. Harbor beef and is a veteran of the U.S. Army during World War II. Born in North Carolina, he is a resident of Fayetteville, N.C.



Nick Marcogliese, 62, joined the SIU in the port of Houston in 1961 sailing as a FOWT. Brother Marcogliese is a veteran of the U.S. Coast Guard in World War II. He was born in Kincaid, Ill. and is a resident of San Francisco.



Joseph Ira Michael, 66, joined the SIU in the port of Baltimore in 1951 sailing as a recertified bosun. Brother Michael graduated from the Union Recertified Bosuns Program in 1974. He was born in Baltimore and is a resident there.



Cecil Harold Mills, 58, joined the SIU in the port of Seattle in 1957 sailing as a FOWT and QMED. Brother Mills last shipped out of the port of New York. He is a veteran of the U.S. Navy after World War II. Seafarer Mills was born in Milltown, Ind. and is a resident of Salem, Ind.



Thomas Carroll Moose, 57, joined the SIU in the port of Baltimore in 1955 sailing as an AB. Brother Moose is a veteran of the U.S. Navy after World War II. He was born in Dallas, N.C. and is a resident of Salisbury, N.C.



Henry James Principe, 62, joined the SIU in 1947 in the port of Baltimore sailing as a chief electrician, QMED and 3rd assistant engineer. Brother Principe worked on the Sea-Land shoregang, Oakland, Calif. from 1967 to 1985. He is a veteran of the U.S. Marine Corps in World War II. Seafarer Principe was born in Mt. Pleasant, Wis. and is a resident of San Francisco.



Alfredo Rios, 63, joined the SIU in 1944 in the port of Norfolk sailing as a FOWT. Brother Rios walked the picket line in the 1961 N.Y. Harbor beef. He was on the Sea-Land shoregang, Port Elizabeth, N.J. from 1971 to 1978. Seafarer Rios was born in Puerto Rico and is a resident of Brooklyn, N.Y.



George Arthur Roy, 65, joined the SIU in the port of San Francisco in 1968 sailing as a chief electrician, LNG QMED and 3rd assistant engineer. Brother Roy also worked as a shipyard shipfitter. He is a veteran of both the U.S. Army and U.S. Navy in World War II and the Korean War, serving in those services' amphibious corps. Seafarer Roy was born in Plainfield, Conn. and is a resident of Williston, Vt.



Audleon Eugene Sharp, joined the SIU in the port of Seattle in 1965 sailing as an AB. Brother Sharp is a veteran of the U.S. Navy in World War II. He was born in Humphreys, Mo. and is a resident of Seattle.



Erik Pekka Smith, 65, joined the SIU in the port of Houston in 1961 sailing as a FOWT, donkeyman and 1st assistant engineer in 1955. Brother Smith was born in Pirkala, Finland and is a naturalized U.S. citizen. He is a resident of Brooklyn, N.Y.



Vincent Leo Stankiewicz, Sr., 62, joined the SIU in 1942 in the port of New York sailing as an AB. Brother Stankiewicz was born in Philadelphia and is a resident there.



Robert Fross Staplin, 65, joined the SIU in the port of New York in 1955 sailing as a chief pumpman. Brother Staplin was on the picket line in the 1962 Robin Line beef. He is a veteran of the U.S. Navy in World War II. Born in Attleboro, Mass., he is a resident of Brooklyn, N.Y.

Pensioner's Corner



Ashton "Steve" Louis Stephens, Sr., 62, joined the SIU in 1941 in the port of Philadelphia sailing as a chief electrician, mate, warehouseman and storekeeper. Brother Stephens hit the bricks in the 1965 District Council 37 beef. He was on the Delta Line shoregang in the port of New Orleans from 1966 to 1985. Seafarer Stephens was born in Violet, La. and is a resident there.



Robert L. Sullivan, 62, joined the SIU in the port of Houston sailing as a FOWT. Brother Sullivan is a resident of Houston.



Bertil "Bert" Olof Svenblad, 66, joined the SIU in 1945 in the port of New York sailing as a bosun and deck maintenance. Brother Svenblad began sailing in 1935 and sailed Finnish ships taken over by the U.S. government in World War II. He hit the bricks in the 1961 N.Y. Harbor beef and the 1962 Robin Line strike. And in 1960 he won a Union Personal Safety Award for sailing aboard an accident-free ship, the SS *Seatrain New Jersey*. Seafarer Svenblad was born in Finland, is a naturalized U.S. citizen and resides in Brooklyn, N.Y.



Francis "Frank" John Sylvia, 61, joined the SIU in 1946 in the port of New York sailing as a chief electrician and QMED. Brother Sylvia also sailed during the Vietnam War. He was on the Sea-Land shoregang, Oakland, Calif. from 1945 to 1969. Seafarer Sylvia was born in Taunton, Mass. and is a resident of Hayward, Calif.

(Continued on Page 28.)



In the port of Jacksonville, Patrolman James B. Koesy (left) and HQ Rep. George M. Ripoll (right) congratulate James Northcutt on his many years of service to the Union.



Walker Wilson (center) receives his first pension check in the port of Mobile from Field Rep Ed Kelly (left) and Port Agent Tom Glidewell.

Pensioner's Corner

(Continued from Page 27.)



Arthur John Vogel, 69, joined the SIU in the port of Boston, Mass. in 1955 sailing as a cook. Brother Vogel is a veteran of the U.S. Navy in World War II. He was born in Boston and is a resident there.



Paul Leland Whitlow, 64, joined the SIU in 1948 in the port of New York sailing as a recertified bosun. Brother Whitlow graduated from the Union Recertified Bosuns Program in 1983. He also sailed during the Vietnam War and was a ship delegate and secretary-reporter. Seafarer Whitlow was a former member of the NMU and a veteran of the U.S. Navy. A native of Indianola, Iowa, he is a resident of San Francisco.

Edwin "Ed" James Wellner, 63, joined the SIU in the port of San Francisco in 1967 sailing as an oiler and FOWT. Brother Wellner last shipped out of the port of Wilmington, Calif. He attended the U.S. Maritime Service's Training School, Sheepshead Bay, Brooklyn, N.Y. in World War II. Seafarer Wellner was born in Sidney, Neb. and is a resident of Elsinore, Utah.



Walter Carl Zajanc, 65, joined the SIU in the port of New York in 1950 sailing as a bosun and deck maintenance. Brother Zajanc is a veteran of the U.S. Army in World War II. He was born in Staten Is., N.Y. and is a resident there.



William Robert Gallagher, 60, joined the Union in the port of Cleveland in 1961 sailing as a deck-hand and dredgenian. Brother Gallagher was a former member of the Dredge Workers Union in 1946. He is a veteran of the U.S. Navy in World War II. Laker Gallagher was born in Cleveland and is a resident of Conneaut, Ohio.

William Joseph Rush, 65, joined the Union in 1947 in the port of Detroit sailing as a FOWT. Brother Rush last shipped out of the port of Jacksonville. He was born in Wilkes-Barre, Pa. and is a resident of Bradenton, Fla.

Great Lakes



John Elias Jr., 60, joined the Union in the port of Detroit in 1960 sailing as a bosun. Brother Elias last shipped out of the port of Duluth, Minn. He is a veteran of the U.S. Navy during World War II. Laker Elias was born in Mellen, Wis. and is a resident there.



Edward Lyman Ward, 65, joined the Union in the port of Frankfort, Mich. in 1953 sailing as a chief electrician. Brother Ward is a veteran of the U.S. Army during World War II. He was born in Elberta, Mich. and is a resident of Frankfort.

Area Vice Presidents Report

(Continued from Page 14.)



Government Services
by V.P. Buck Mercer

WE are happy to report that the SIU was successful in regards to the action that it took on the A-76 circular. Thanks to our efforts, the provisions of the Service Contract Act will be applied when determining wages for workers who are employed on the 12 oceanographic vessels and cable ships.

We had filed a petition before the Circuit Court, but before the issue could be considered, the Military Sealift Command backed down. This will have two important effects. Workers who are employed on these vessels will be paid wages in line with prevailing industry standards. In addition, the SIU now has a chance to pick up nine more of these vessels, which had been awarded before the MSC had decided to apply the standards contained in the Service Contract Act.

The members out here are extremely pleased by these developments. They also know that the SIU was the only union to take action on this matter.

D. Ross, AB
Overseas Vivian
O. Martinez, AB
S.S. Overseas Vivian
P. Decker, OMU
S.S. Overseas Vivian
J. McKenny, AB
Please contact Red Campbell by letter relative to subsistence claims resolved with Maritime Overseas Corp.

personals

Charles R. Scott
Your stepdaughter, Nora Rios Moon, would like you to get in touch with her at 733 Albers Lane, Bethalto, Ill. 62010 (tel. (618) 377-0880).

John J. McQuillan
Please contact your aunt, Mary Fitzgerald, 2732 Euclid Ave., Richmond, Calif. 94804.
Charlie Thomas Corden
Please get in touch with Robert Corden, 67 Kennedy Blvd., Bayonne, N.J. (tel. 201-339-1884).

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 & UTW 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) _____

Digest of Ships Meetings

AMERICAN CONDOR (Pacific Gulf Marine), July 6—Chairman Joe Justus; Secretary Paul Stubblefield; Educational Director J. Shuler; Deck Delegate William J. Roberts. No disputed OT reported. The chairman noted a change in the port schedule. The secretary, who had just returned from vacation ("not long enough"), expressed his pleasure at seeing some of the old "smiling faces" still onboard. Different types of flares were demonstrated at one of the fire and boat drills, and survival suits were put on by the crewmembers for practice. A movie was shown to the new members on the proper use of these suits. It was mentioned that all the money being put into the ship's fund will be used to purchase new movies or whatever else is wanted. "A triple vote of thanks" went to the steward department for a job well done. Next port: Charleston, S.C.

FALCON PRINCESS (Titan Navigation), July 21—Chairman Floyd Fritz; Secretary Frank Nigro; Educational Director J. M. Fisher. Everything is going along fairly well with no disputed OT aboard the *Falcon Princess* as the voyage nears its end. Members were reminded to leave the ship clean for the next crew. They also were urged to take advantage of the upgrading facilities at Piney Point. "It will pay off in the long run," providing you go there with a "positive attitude to learn," the educational director stressed. Recent LOGs were received, and the announcement of the 2 percent COLA raises were posted. One problem in the steward department was the stove which had only one burner working the entire voyage. The patrolman will check into this needed repair. "The steward department is to be commended for a good job when we were short of food and with no equipment . . . A vote of thanks." Next port: Marcus Hook, Pa.

GOLDEN MONARCH (Apex Marine), July 7—Chairman W. P. Jefferson; Secretary C. Johnson; Educational Director Ross Hardy. Some disputed OT was reported in the deck and engine departments. Whatever can't be settled by payoff will be turned over to the patrolman. And while there was no disputed OT in the steward department, the delegate felt that his crew was unable to maintain proper sanitary conditions in the messhall, galley and ice boxes without OT. This, too, will be taken up with the boarding patrolman. Notification of the 2 percent COLA was received, but many are still unclear as to certain other contract changes. The educational director will see about changing the movie selection. He said that he will try to keep foreign-made movies off the selection as much as possible. A vote of thanks was given to the steward department for a fine job; the *Golden Monarch* is an "excellent feeder." Next ports: Nederland, Texas; St. Lucia, W.I., and St. Croix, V.I.

LNG LIBRA (Energy Transportation Corp.), July 14—Chairman Thomas Hawkins; Secretary R. F. Frazier; Educational Director John Fedesovich; Deck Delegate R. Elmood; Engine Delegate Dominick Orsini; Steward Delegate Henry Daniels. No disputed OT. There is \$146.30 in the ship's fund which remains in a safe in the captain's office at all times. A telex was sent to Vice President "Red" Campbell as to how the watches will be handled with the upcoming ABs rather than quartermasters. No answer has yet been received. A new food program was being tested on the *LNG Libra*. It was outlined to the crew who were assured that no change in menu or quality of food would occur. However, the secretary did note that some non-U.S.

grade meat and poultry had already been put aboard, and this is presently under discussion between the company and the SIU. A motion was made and unanimously approved that the man on the gangway should not be responsible for persons coming back to the house, and that he should be furnished with a walkie-talkie so that he can notify the captain or the mate on watch if anyone not known to have business on the ship should try to pass. Another unanimous vote was taken on getting two dryers for the crew laundry. One is just over-worked to the point that "we end up with no dryer at all." A vote of thanks was given to the steward department, especially to GSU Ellen Jobbers for her wonderful baking and to GSU Kevin Kosinsky for his great cooking abilities. One minute of silence was observed in memory of our departed brothers and sisters. Next port: Himeji, Japan.

OMI WILLAMETTE (OMI), July 28—Chairman J. F. Bermudez; Secretary W. Harris; Educational Director C. Coello; Deck Delegate George Allen; Engine Delegate Charles Dwayne Polk. Some questionable and disputed OT was reported in the deck department. The fact that licensed personnel are performing unlicensed personnel work is in direct violation of the contract and will be brought to the attention of the boarding patrolman at payoff. And in the steward department, the chief cook continues to have to butcher his own meat without payment of OT—"after we were assured that all meat was to be pre-butchered." The 2 percent cost of living allowance was discussed and posted on the board. This notification was received from OMI via telex. No other mail has been forwarded to the ship since the first week in July. The chairman recognized the efforts of the short-handed steward department and expressed his gratitude to them for a job well done. Next port: Port Said, Egypt.

OVERSEAS NEW YORK (Maritime Overseas), July 13—Chairman M. Zepeda; Secretary Darius L. Knapp; Educational Director Edward H. Shelf; Deck Delegate James Boyd. No beefs or disputed OT reported. One OS was fired at sea and got off in Panama, so the deck department was sailing one man short. The educational director urged everyone to attend the upgrading courses at the school in Piney Point as soon as possible. And not to be forgotten is the Alcohol Rehabilitation Center nearby. Both of these facilities are there for SIU members to take advantage of and gain job security for themselves and their Union. New movies are expected to come aboard in Long Beach, Calif., on the trip back from Alaska. Several suggestions were made. One was to have headquarters speed up the processing of vacation checks. Another was for the ship to get another washer and dryer. Thanks were given to all hands for their cooperation this voyage, and a special vote of thanks was given to the steward department for a job well done. Next ports will be in Panama and Alaska.

PAUL BUCK (Ocean Shipholding Inc.), August 4—Chairman Michael L. Vanderhorst; Deck Delegate Joel Lechel; Engine Delegate Ron Gorden; Secretary Louis Pion. No disputed OT. The vessel paid off in St. Croix and was serviced by the San Juan patrolman. The chairman encouraged everyone to attend the sealift class at the Harry Lundeberg School in Piney Point. He noted that the experience he gained there came in handy during the two recent underway replenishment exercises ("which, by the way, went almost flawlessly"). "Everyone," he stated, "can be very proud of the job they are doing." The deck delegate reported that the clothing allowance

for compensation after tank cleanings is still being disputed. The captain is waiting for written confirmation from headquarters on this matter. It was suggested that first-aid kits be obtained for the engine and steward departments and that the company furnish some movies—and "maybe another washing machine as the one we have has broken down twice since we left the yard." A vote of thanks was given to the steward department for a job well done. Heading out to France.

ROBERT E. LEE (Waterman Steamship Co.), July 7—Chairman Thomas J. Hilburn; Secretary L.J. Miles; Educational Director B.J. Cooley. Some disputed OT was reported in the steward department. There is \$325 in the ship's fund. Communications received aboard ship were posted. Included among these was notification of the 2 percent COLA, retroactive to June, which was welcomed news. One sad note of the trip was learning of the death of the chief mate's mother. A collection was taken up. There appeared to be some serious problems in the galley with food being ill prepared. The patrolman will check into the problem, making sure that all left-over foods are used within 48 hours, and that all unused meats and vegetables be disposed of after each meal. One minute of silence was observed in memory of our departed brothers and sisters. Next port: Newport News, Va.

ST. LOUIS (Sea-Land Service), August 4—Chairman Orla Ipsen; Secretary H. Ortiz; Educational Director Di Nino. The ship is running smoothly with no major beefs or disputed OT reported. Communications have been few and far between onboard the *St. Louis*, and the crewmembers would like to know something about the pension buyout. The secretary noted that in recent years, vessel certification by the U.S. Coast Guard has tended toward eliminating such jobs as the ordinary seaman, the wiper and the messman—all jobs from U.S.-flag ships. In an effort to prevent such a situation from happening, a new training program will be started at the school in Piney Point to address the problem and upgrade these men and women. "That's the way our officials are looking out for our members." And the importance of donating to SPAD was stressed for this particular reason—job security. "Like always, a vote of thanks to Steward H. Ortiz and his gang for a job well done." And thanks also went to "our editors of the LOG, the best newspaper."

SEA-LAND PACER (Sea-Land Service), July 14—Chairman James H. Corder; Secretary D.G. Chafin; Educational Director K.G. Katsalis; Deck Delegate Edward Sherry; Engine Delegate John D. Linton. No disputed OT in any of the three departments, although the deck department was one man short due to the repatriation from Holland of one AB for medical reasons. There is \$10 in the ship's fund. A radiogram was received and posted informing the crew of the 2 percent COLA raise. It was welcomed by all. The chairman stressed the importance of donating to SPAD. He said, "We are losing a lot of jobs due to cut-backs on our ships, but we are also gaining a lot of jobs on Navy vessels. So our SPAD dollars are working for us." The electrician, K.G. Katsalis, who was acting as educational director, noted that his two-trip relief was up at the end of the voyage. He thanked all members for their cooperation. "It has been a pleasure sailing with all of you," he said. As far as repairs this trip—two new mattresses were ordered for the wiper and the 8-12 QMED, and the VCR and television will be fixed this voyage in Elizabeth. The chairman expressed some disappointment with the stores, loaded on June 18. He felt they should have included watermelons, peaches, pears and other fresh fruit. One minute of silence was observed in memory of our departed brothers and sisters. Next port: Elizabeth, N.J.

Official ships minutes also were received from the following vessels:

ADONIS
AMERICAN HERITAGE
ARCHON
UNG ARIES
AURORA
BORINQUEN
COVE LEADER
INDEPENDENCE
OMI CHARGER
OMI HUDSON
OVERSEAS CHICAGO
OVERSEAS MARILYN
OVERSEAS NATALIE
OVERSEAS OHIO
PITTSBURGH
PORTLAND
PFC DEWAYNE T. WILLIAMS
SAM HOUSTON
SAN PEDRO
SEA-LAND ADVENTURER
SEA-LAND CONSUMER
SEA-LAND DEVELOPER
SEA-LAND EXPRESS
SEA-LAND LEADER
SEA-LAND PIONEER
SEA-LAND PRODUCER
SEA-LAND VENTURE
ULTRASEA

Monthly Membership Meetings

Port	Date	Deep Sea Lakes, Inland Waters
Piney Point	Monday, October 7	10:30 a.m.
New York	Tuesday, October 8	10:30 a.m.
Philadelphia	Wednesday, October 9	10:30 a.m.
Baltimore	Thursday, October 10	10:30 a.m.
Norfolk	Thursday, October 10	10:30 a.m.
Jacksonville	Thursday, October 10	10:30 a.m.
Algonac	Friday, October 11	10:30 a.m.
Houston	Tuesday, October 15	10:30 a.m.
New Orleans	Tuesday, October 15	10:30 a.m.
Mobile	Wednesday, October 16	10:30 a.m.
San Francisco	Thursday, October 17	10:30 a.m.
Wilmington	Monday, October 21	10:30 a.m.
Seattle	Friday, October 25	10:30 a.m.
San Juan	Thursday, October 10	10:30 a.m.
St. Louis	Friday, October 11	10:30 a.m.
Honolulu	Thursday, October 10	10:30 a.m.
Duluth	Wednesday, October 16	10:30 a.m.
Gloucester	Tuesday, October 22	10:30 a.m.
Jersey City	Wednesday, October 23	10:30 a.m.

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

Dispatchers Report for Great Lakes

AUG. 1-31, 1985

Port	*TOTAL REGISTERED All Groups			TOTAL SHIPPED All Groups			**REGISTERED ON BEACH All Groups		
	Class CL	Class L	Class NP	Class CL	Class L	Class NP	Class CL	Class L	Class NP
DECK DEPARTMENT									
Algonac	3	33	1	13	56	15	2	9	5
ENGINE DEPARTMENT									
Algonac	4	15	2	8	21	6	3	5	21
STEWART DEPARTMENT									
Algonac	0	2	0	6	14	4	0	3	1
ENTRY DEPARTMENT									
Algonac	4	12	7	0	0	0	4	17	12
Totals All Departments	11	62	10	27	91	25	9	34	39

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

Directory of Ports

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

HEADQUARTERS

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

ALGONAC, Mich.

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

BALTIMORE, Md.

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

CLEVELAND, Ohio

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

DULUTH, Minn.

705 Medical Arts Building 55802
(218) 722-4110

GLOUCESTER, Mass.

11 Rogers St. 01930
(617) 283-1167

HONOLULU, Hawaii

707 Alakea St. 96813
(808) 537-5714

HOUSTON, Tex.

1221 Pierce St. 77002
(713) 659-5152

JACKSONVILLE, Fla.

3315 Liberty St. 32206
(904) 353-0987

JERSEY CITY, N.J.

99 Montgomery St. 07302
(201) 435-9424

MOBILE, Ala.

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

NEW ORLEANS, La.

630 Jackson Ave. 70130
(504) 529-7546

Toll Free: 1-800-325-2532

NEW YORK, N.Y.

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

NORFOLK, Va.

115 3 St. 23510
(804) 622-1892

PHILADELPHIA, Pa.

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

PINEY POINT, Md.

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

SAN FRANCISCO, Calif.

350 Fremont St. 94105
(415) 543-5855

SANTURCE, P.R.

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

SEATTLE, Wash.

2505 1 Ave. 98121
(206) 441-1960

ST. LOUIS, Mo.

4581 Gravois Ave. 63116
(314) 752-6500

WILMINGTON, Calif.

408 Avalon Blvd. 90744
(213) 549-4000

Dispatchers Report for Deep Sea

AUG. 1-31, 1985

Port	*TOTAL REGISTERED All Groups			TOTAL SHIPPED All Groups			Trip Reliefs	**REGISTERED ON BEACH All Groups		
	Class A	Class B	Class C	Class A	Class B	Class C		Class A	Class B	Class C
DECK DEPARTMENT										
Gloucester	5	1	0	0	0	0	0	9	7	0
New York	60	11	0	51	24	0	0	136	26	0
Philadelphia	12	1	0	11	2	0	0	7	6	0
Baltimore	11	3	0	11	4	0	0	19	10	0
Norfolk	18	6	0	8	10	0	0	27	9	0
Mobile	6	4	0	9	4	0	0	15	5	0
New Orleans	49	7	0	59	19	0	0	86	10	2
Jacksonville	35	7	0	53	9	1	7	65	35	1
San Francisco	38	6	1	30	8	0	1	75	20	2
Wilmington	17	8	0	24	2	0	3	58	25	0
Seattle	29	10	0	23	6	0	2	73	21	0
Puerto Rico	3	0	0	15	1	0	0	32	8	0
Honolulu	4	22	3	5	21	3	13	5	25	3
Houston	37	7	0	16	0	0	0	97	17	0
St. Louis	0	0	0	0	0	0	0	0	1	0
Piney Point	1	8	0	0	6	0	0	3	1	0
Totals	325	101	4	315	118	4	28	707	226	8
ENGINE DEPARTMENT										
Gloucester	0	0	0	0	0	0	0	1	3	1
New York	45	9	1	31	7	0	0	107	10	1
Philadelphia	7	0	0	5	1	0	0	13	4	0
Baltimore	19	3	1	5	1	0	0	19	3	0
Norfolk	9	3	0	8	4	0	0	15	8	0
Mobile	7	1	0	10	9	0	0	14	10	0
New Orleans	29	2	0	36	14	0	0	47	6	0
Jacksonville	25	2	0	31	9	0	1	40	8	0
San Francisco	23	2	2	16	1	0	3	50	13	3
Wilmington	12	4	0	14	4	0	3	33	10	0
Seattle	17	6	1	13	5	0	3	48	21	2
Puerto Rico	0	0	0	7	0	0	0	16	3	0
Honolulu	6	9	1	2	9	1	12	8	25	0
Houston	25	0	0	15	4	0	0	68	5	0
St. Louis	0	0	0	0	0	0	0	0	0	0
Piney Point	2	0	0	3	1	0	0	2	2	0
Totals	226	41	6	196	69	1	22	481	131	7
STEWART DEPARTMENT										
Gloucester	1	3	0	0	0	0	0	1	4	0
New York	21	9	0	30	9	0	0	56	13	0
Philadelphia	4	0	0	4	2	0	0	5	3	0
Baltimore	14	6	1	5	1	0	0	13	4	1
Norfolk	8	2	1	7	5	0	0	6	2	1
Mobile	4	1	0	11	0	0	0	18	15	2
New Orleans	21	5	0	28	27	0	0	33	2	0
Jacksonville	11	3	0	20	14	0	1	14	6	0
San Francisco	45	3	1	31	4	0	2	111	14	2
Wilmington	10	3	0	20	2	0	2	26	7	0
Seattle	21	2	0	33	7	0	1	69	40	5
Puerto Rico	4	0	0	7	0	0	0	14	3	0
Honolulu	7	13	13	9	101	143	95	4	40	6
Houston	15	0	0	11	0	0	0	39	2	0
St. Louis	0	0	0	0	0	0	0	1	0	0
Piney Point	0	0	0	0	0	0	0	1	0	0
Totals	186	50	16	216	172	143	181	411	155	17
ENTRY DEPARTMENT										
Gloucester	2	3	0					2	5	0
New York	29	28	5					63	100	0
Philadelphia	8	11	0					4	23	0
Baltimore	3	5	0					3	5	0
Norfolk	4	12	0					6	34	0
Mobile	1	4	0					2	4	0
New Orleans	17	18	3					32	28	6
Jacksonville	10	7	1					14	27	4
San Francisco	39	21	3					111	58	5
Wilmington	12	16	0					37	48	0
Seattle	18	19	2					8	36	0
Puerto Rico	0	0	0					23	13	0
Honolulu	5	153	189					18	116	208
Houston	18	10	0					41	36	0
St. Louis	0	0	1					0	0	0
Piney Point	0	3	0					0	3	1
Totals	166	310	204	0	0	0	0	364	536	224
Totals All Departments										
	983	502	230	727	357	148	149	1,983	1,048	256

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

Shipping in the month of August was up from the month of July. A total of 1,381 jobs were shipped on SIU-contracted deep sea vessels. Of the 1,381 jobs shipped, 727 jobs or about 53 percent were taken by "A" seniority members. The rest were filled by "B" and "C" seniority people. A total of 149 trip relief jobs were shipped. Since the trip relief program began on April 1, 1982, a total of 1,631 jobs have been shipped.

Support
SPAD

Leaders *The People Want Action, Not Hot Air*

CONGRESS has returned from its long summer vacation, and the word going around Capitol Hill is that representatives and senators learned something: The folks back home want action on the problems this country is facing; no talk, no posturing. Do something.

Legislators went to their grassroots, and they learned that their constituents back home are tired of political posturing and lip service. How many years now have we listened to Republican and Democrat alike stand on the soapbox and rail against the massive federal deficit. The people want something done. Both parties warn of economic disaster and yet the deficit grows. With an off-year election on the horizon will any office seeker go home and tell his people, "Look, we all have

to sacrifice and tighten our belts"? Or will we continue to hear, "Cut his and don't you dare touch mine"?

The United States has no trade policy to speak of, except a mishmash of old-fashioned "free trade" theories.

Fair and vigorous trade with the rest of the world is what will sustain this country into the 21st century, and 19th century philosophies won't wash.

Again, both political parties agree there is a problem. The United States, the world's most powerful country, is on the verge of becoming a debtor nation, like Bolivia.

Other industrial countries have attacked world trade problems and have put together policies that are at least beneficial to them. It is time for the United States to do the same. It is time for the United States to do some-

and dozens of others—yet so little has been done.

Indeed there is a growing consensus among the American people that we've had enough talk, fancy words and empty promises by leaders who appear to be concerned only with the next election or fund raiser. It is time for our elected representatives to stand taller than mere party affiliation and develop programs that will rekindle America's economic and moral leadership.

Editorial

thing other than gripe and moan while only protecting partisan political self-interest.

Representatives and senators were somewhat startled to discover the growing mood of their constituents. There is anger and even disgust because so many leaders have flogged the same problems for years and years—military spending, education, social programs, crime, farm problems

Support



Letters To The Editor

'Attn: Gulfamerica Crewmembers . . .'

I am in the process of writing biographies about some of my relatives and would like to get in contact with crewmembers of the *Gulfamerica*, which was attacked by a German submarine off Jacksonville, Fla. on April 10, 1942. Any help you can provide will be appreciated.

Very truly,
Arthur L. Robitaille, Jr.
P.O. Box 6
Marlow Heights, Md. 20748

'Going for Higher Education . . .'

I am a grateful recipient of one of the Union's Charlie Logan Scholarships. I received this award in the spring of 1984, and it has been a great help to my academic career.

I have been enrolled in the Matteo Ricci College program at Seattle University, and have just completed that course of studies. Matteo Ricci College is an integration of high-school and college that ends in a Bachelor of Arts degree in the humanities, six years after the eighth grade. It is not a program specifically for gifted students, but for those interested in a structured education and a smooth transition from high-school to college. It is highly experimental and has won many awards and grants.

Just this past May I completed the Matteo Ricci program, and will go on at Seattle U. in the area of Art. I then plan to study commercial art and become a graphic designer. At this point my grade-point average is a 3.39.

The Charlie Logan scholarship has given me time to plan an education that I can realistically hope to afford now, and in the short term it has allowed me to live on campus at Seattle U. for at least part of the year. Living on campus greatly facilitates my involvement at school, increasing my growth from and contribution to the school. While at Seattle U., I have realized that a college education is not simply a place to learn skills in a high-paying profession, but a place for a person to improve oneself through opportunities for learning about the world. Some of the courses I have enjoyed the most have little to do with commercial art, such as philosophy and theology courses.

I would strongly encourage seamen and their dependents who are considering higher education to apply for the Charlie Logan scholarship. Let it give you opportunities that weren't previously possible. I have heard that about three million dollars of private scholarship money goes unused each year because people simply don't apply. Even if you aren't sure of your chances, go for it. I myself applied after already completing two years of college, and wasn't sure I would win. Trying is certainly worth the ten-thousand-dollar award, which can keep you from having to forego higher education. After all, as they say, "If you think education is expensive, try ignorance."

Sincerely,
Conrad Chavez
Seattle, Wash.

Notice to Deep Sea Members: Special Agreements

Many of our contracted vessels are operating under special agreements, acquired by SIU Contracted Employers, by successfully bidding on Requests For Proposals (RFPs). These vessels are subject to special requirements from the Department of Navy, Military Sealift Command or the Maritime Administration.

All Port Agents have copies of all special agreements which are available for your review and inspection. If you are employed aboard any such vessel you may have copies of any special agreements relating to your vessel by contacting the Contract Department at Union Headquarters.

The following vessels are under special agreements:

USNS Altair	M.V. Gus Darnell
USNS Denebola	M.V. Paul Buck
USNS Pollux	SS Southern Cross
USNS Regulus	SS Keystone State
USNS Bellatrix	SS Gem State
USNS Antares	SS Alatna
USNS Algol	SS Chattahoochee
USNS Capella	SS Nodaway
PFC Dewayne Williams	M.V. Contender
2nd Lt. John P. Bobo	M.V. Stalwart
PFC James Anderson	SS American Eagle
PFC William Baugh	SS American Condor
Cpl. Louis Hauge, Jr.	SS American Cormorant
Maj. Stephen Pless	
PFC Eugene Obregon	
Sgt. Matej Kocak	

Other vessels covered by special agreements are listed below:

M.V. Falcon Champion	M.V. O.M.I. Missouri
M.V. Falcon Leader	M.V. O.M.I. Sacramento
M.V. Falcon Countess	M.V. Sugar Islander
M.V. Falcon Lady	M.V. Moku Pahu
M.V. Falcon Duchess	All Integrated Tug Barges
M.V. Falcon Princess	All LNG Carriers
SS Inger	
SS Independence	
SS Constitution	

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Frank EVERS

