

Senate Bills Revive Cruise Ship Debate

A Senate hearing to consider measures which could open the door to a strong U.S.-flag cruise ship industry—and hundreds of new seagoing jobs—brought new support and new hope for the SIU-endorsed proposals.

The hearing, held June 4 before the Merchant Marine Subcommittee of the Senate Committee on Commerce, Science and Transportation, also brought predictable opposition from one maritime labor organization.

"The [Reagan] administration strongly supports the U.S.-flag cruise industry and strongly supports our cabotage laws," said Maritime Administrator John Gaughan, testifying on the two bills, S. 1935 and S. 1929.

"Additional U.S.-flag passenger vessels would have an indirect national security benefit of providing more flexibility during a national contingency and additional jobs for U.S. merchant seamen," he said, stating that the Department of Transportation favors the legislation in principle and would support the bills if amended to meet certain criteria.

The first bill, S. 1935, permits up to five foreign-flag passenger vessels that were constructed abroad to be re-flagged U.S. and operated in the U.S. coastwise trade. Ten foreign-flag vessels appear to be eligible for consideration under this bill, including the *Cunard Princess* and *Cunard Countess*.

The second bill, S. 1929, permits the hotel structure and facilities of certain new passenger vessels for the coastwise trade to be constructed

(Continued on Page 3.)

Fifth and Last MPS Crewed by SIU



The SIU-crewed *Sgt. William R. Button* slides down the ways at her christening last month at the General Dynamics Shipyard in Quincy, Mass. The *Button* is the last of five RO/ROs built there for the U.S. Navy's Maritime Prepositioning Program. All five ships are 671-feet long, powered by twin medium speed diesels with service speeds of 18 knots. The ships, operated by American Overseas Marine Inc., carry five 40-ton cranes which are operated by Seafarers who received special training at SHLSS. The 22,700-ton vessels can carry up to 1,400 vehicles. There is 100,000 cubic feet of space for general cargo, 18,000 for refrigerated goods and 230,000 for ammunition. The cargo onboard can keep a 3,000-man Marine amphibious brigade supplied for 30 days. While these ships mean jobs for the SIU, the *Button* was the last ship for the workers at Quincy, and several thousand shipyard workers received their layoff notices. The yard has no major construction orders on its books.

Inside:

Port Bill Moves

Page 3

'Queen' Wins Exemption

Page 5

Inland News

Pages 5-7

SHLSS News

Pages 9-13

A Maritime Vacation

Page 14

Ships in a Bottle

Page 21

Drozak at ILO in Geneva

Page 31

Sea-Land Agrees to CSX Takeover Bid

Sea-Land Corp. has approved a \$742 million offer from the giant transportation conglomerate CSX Corp. to purchase the shipping company. Sea-Land, the Union's largest single employer, would become part of a huge railroad, barge line and steamship empire if the merger is approved by various federal agencies.

Two years ago CSX purchased American Commercial Barge Lines (ACBL). The company also operates the Chessie System railroad. The Interstate Commerce Commission and the U.S. Justice Department must approve the merger plans for Sea-Land.

The Maritime Administration, which

has very limited jurisdiction in the case because Sea-Land does not receive government subsidies, gave its approval when CSX told the agency it had no plans to liquidate Sea-Land nor to withdraw from the Capital Construction Fund.

CSX has acquired 91 percent of the stock in Sea-Land, but four shareholders have filed suit over the proposed takeover.

Earlier this year, Sea-Land was the target of an "unfriendly" takeover bid by Dallas businessman Harold Simmons. In his attempt to take over the company, he reportedly acquired about 39 percent of the company's stock.

After Sea-Land agreed to the CSX offer, CSX agreed to purchase Simmons' shares and he withdrew his efforts to acquire the shipping company. He also reportedly posted a \$90 million profit in the deal.

Special Report: Drug Abuse

Pages 16 & 17

President's Report

by Frank Drozak

Last year more than 3 million people boarded cruise ships in American ports. But except for about 100,000 who sailed on the SIU-crewed and contracted *SS Independence* and *SS Constitution*, the other 2.9 million sailed on foreign-flag ships.

It is time to change those disgraceful numbers.

I was called on by the Senate's Merchant Marine Subcommittee to testify on two bills which could open the door to this multi-million dollar business for Americans and add thousands of jobs for American seamen of all unions.

One bill, S. 1935, would allow the re-flagging of up to five foreign-built cruise ships. The other, S. 1929, would require that the hulls and superstructures of new ships

be built in this country, but allow the hotel facilities and other parts to be built abroad.

This time around I really believe we have a chance to convince Congress that these bills could be a real boost to industry, labor and national defense. While there was predictable opposition from the expected quarters, I sense a coming together of the maritime industry. The vague promises and phantom plans floated by re-flagging opponents for the past several years could be overcome if the maritime community finally shows some unity.

I urge you to write to your senators and ask them for their support.

* * * *

Last month I spent a week in

Geneva, Switzerland with representatives from more than 40 maritime unions from around the world. Our goal with the International Labor Organization is to raise standards for all merchant seamen and to stop the abuse of seafarers around the world.

Of course many of these countries are competing with the U.S.-flag fleet. But the main reason so many foreign—especially Third World—countries can operate so cheaply is that their seafarers are exploited and abused by unscrupulous owners and the lack of labor standards around the world. When a seafarer is paid \$150 a month with no benefits to sail on dangerous rust-buckets, it is no wonder the ships carry goods at artificially low rates.

Our participation in the ILO is two-fold. We want to help out our brothers and sisters who make their livings on the sea, and by doing that we will bring them closer to

the wage and skill standards of the U.S. merchant seamen—which will then give the American-flag fleet a better chance to compete.

* * * *

Drugs are a major problem in America. Drugs are also a big problem for Seafarers. We are no different from the rest of society in that regard. A special report on pages 16 and 17 will tell you about the drug problem, what drugs do to you and how to get help. Read it.

As I have said over and over, that first step for anyone who needs help is to admit that they have a problem. Drug addiction, or alcoholism, is a disease, and when you are sick you need help.

Drugs can destroy your life and your career. Please, if you have a problem talk to your port agent or call the Alcohol and Drug Abuse Rehabilitation Center. Hell, you can even call me. We will help you if you let us.

Sealift Essential for Security, Navy Tells House

"It is a national responsibility" to make sure a commercial U.S.-flag merchant marine prospers and survives because the merchant marine is a cornerstone of the nation's defense, Vice Admiral T.J. Hughes Jr. told the House Merchant Marine Subcommittee last month.

Following are highlights of his statement.

- "A strong U.S.-flag merchant marine is absolutely essential to our forward collective defense, the national military strategy of the United States. It is a critical component of the force structure required to carry out our basic military planning for both limited and general war."
- "Today, and in the foreseeable future, there is no substitute for U.S.-flag commercial ships in the fulfillment of our strategic sealift objectives. If there were no U.S.-flag merchant marine, it would have to be replaced by a government owned and operated sealift fleet—at considerable additional expense to acquire and operate. As an option, such an alternative is neither practical nor cost effective."
- "Sealift is going to play a crucial

role in any future conflict involving the United States. There is no plan for any major overseas military operation, whether it be a general war involving the Soviet Union or a contingency operation in some remote corner of the globe, that does not involve the use of the seas for the injection of our military forces and the sustaining of American presence in the area."

- "Current military planning depends on the U.S. merchant marine to provide the major portion of the U.S.-flag sealift."
- "The merchant marine is needed to carry out specific strategic requirements for which government owned shipping is not available, and which would be uneconomical for the government to maintain in peacetime for fluctuating contingency requirements. As a matter of day to day policy, the Department of Defense relies upon the American owned, citizen crewed vessels of the U.S.-flag merchant marine to provide reliable and secure transportation of military cargo."
- "Sealift is a Navy responsibility: On 13 March 1984, the Secretary of the Navy formally added Strategic Sealift as a major Navy function, along with sea control and power

projection. His pronouncement emphasized the increasing importance of strategic sealift to overall military capability."

- "A Department of Defense projection of sealift assets shows that in 1992, government sources will be able to provide about 536,000 short tons of lift capacity for surge deployment. The balance of about 434,000 short tons will have to be lifted by commercial U.S.-flag sources and the ships of the Effective U.S. Controlled fleet. Today's forecasts of the size of the U.S.-flag merchant marine indicate that its capacity in 1992 will be about 334,000 short tons and the EUSC fleet will be able to lift about 32,800 short tons. This shortfall of nearly 100,000 short tons cannot be made up simply by using the available merchant ships of our NATO allies. Those assets are already fully committed to the surge and resupply strategic sealift support in the European and Pacific theaters of operations. Furthermore, the EUSC militarily useful vessels are not numerous enough to make up for this shortage."
- "Clearly the decline in the size and capacity of the U.S. merchant marine is of grave concern to those of us in the Department of Defense

responsible for national security planning."

- "The Navy cannot by law regulate the size of the structure of the U.S. merchant marine. But the Navy does view with gravest concern those trends within the industry that would reduce our commercial fleet's ability to carry out its defense functions whenever required by national security. The Navy is increasing the size of the government's sealift assets not as a substitute for existing merchant marine vessels, but as replacements for that percentage of our commercial fleet that has vanished as victims of economic pressures. But I must reiterate, the government owned sealift fleet can only go so far as a percentage of our total sealift force. A commercial fleet is required to generate the seagoing manpower necessary to man the national sealift forces of the United States."
- "It cannot be the Navy's responsibility alone to shore up the merchant marine. Our commercial fleet has an essential national security role to fulfill, and it is a national responsibility—not just a Navy or Defense Department responsibility—to see that this national asset is properly supported."



LOG

Charles Svenson
Editor

Charles Svenson
Editor

Mike Hall
Managing Editor

Max Hall
Associate Editor

Ray Bourdus
Assistant Editor

Lynnette Marshall
Assistant Editor/Photos

Deborah Greene
Associate Editor



June 1986

Official Publication of the Seafarers International Union of
North America, Atlantic, Gulf, Lakes and Inland Waters District,
AFL-CIO

Vol. 48, No. 6

Executive Board
Frank Drozak
President

Joe DiGiorgio
Secretary

Ed Turner
Executive Vice President

Angus "Red" Campbell
Vice President

Mike Sacco
Vice President

Leon Hall
Vice President

Joe Sacco
Vice President

George McCartney
Vice President

Roy A. Mercer
Vice President



The LOG (ISSN 0160-2047) is published monthly by Seafarers International Union, Atlantic, Gulf, Lakes and Inland Waters District, AFL-CIO, 5201 Auth Way, Camp Springs, Md. 20746, Tel. 899-0675. Second-class postage paid at M.S.C. Prince Georges, Md. 20790-9998 and at additional mailing offices. POSTMASTER: Send address changes to the LOG, 5201 Auth Way, Camp Springs, Md. 20746.

House and Senate Try to Mold Two Bills Into One

The House and the Senate both have passed bills calling for substantial new port development programs. If the two branches of Congress can iron out their differences at a joint conference hearing, then the United States would have its first major port development program in many years.

That, however, is a big if. The two bills encompass drastically different approaches to funding. And the leaders in the Republican-controlled Senate have given little indication that they are willing to compromise. Their version must prevail, they say, or the president will veto the legislation.

"The fact that the legislation has reached this point is encouraging," said Frank Pecquex, head of the legislative department of the SIU. "This country has been in desperate need of some kind of port development program. The antiquated state of many of this country's ports, dams and chan-

nels is having a perceptible adverse effect on this country's ability to export certain kinds of goods."

The enactment of some kind of port development program would have an immediate and beneficial effect on several areas of American industry, says the Transportation Institute, a non-profit maritime research center. These areas include the coal industry, whose ability to export its products has been hampered by the inability of many American ports to accommodate foreign super colliers, and the Great Lakes region.

Despite their differences, there are many similarities between the two bills. According to the Congressional Information Bureau, both versions feature "a port development cost-sharing and user fee compromise." Both, says the CIB, "provide a mechanism for recouping about 40 percent of the federal cost of port operations and maintenance through a .04 percent tax on the

value of the cargo moving in and out of the U.S. ports."

However, the Senate bill is considerably less ambitious than its House counterpart. It authorizes only \$11.5 billion, which is slightly more than half of the \$20 billion that the House bill authorized. The Senate bill would earmark 191 projects; the House bill names at least 40 more.

Perhaps the major difference between the two bills is in the gas fuel tax that both would impose. The House bill envisions a 10 percent fuel tax; the Senate would raise the tax in one cent increments until it has reached 20 cents a gallon by 1997.

Proponents of the increase say that the tax represents a small percentage of the barge industry's costs and is insignificant compared with savings realized from the recent plunge in fuel prices.

Yet as *The Journal of Commerce* notes:

"Even with lower fuel costs, the industry is far from healthy. It will be years before supply and demand balance out in the industry, so special consideration is in order. At the very least, the tax increases should be put off a few more years to give the industry some breathing room. . . ."

While both versions of the bill demand up-front payments from local project sponsors, the Senate bill goes one step further by requiring repayment of an additional 10 percent of project costs over 30 years.

"Despite the differences, I believe that the Senate and the House can iron them out," said Pecquex. "After all, most of the people named to the joint conference are truly committed to modernizing this nation's infrastructure."

"The real threat to this bill," said Pecquex, "is Gramm-Rudman."

SIU Backs New Passenger Ship Legislation

(Continued from Page 1.)

abroad, with the hull and superstructure being built in the U.S.

Statistics show that the number of passengers embarking from U.S. ports has increased from 590,000 in 1979 to well over 3 million in 1985, representing a growth of more than 400 percent in the past seven years. But this burgeoning industry on U.S. shores is dominated by foreign ships.

The two bills being considered are "pragmatic attempts at establishing an American beachhead in this market," said Gaughan. "The potential benefits to the seriously depressed U.S. merchant marine could be significant. It has been estimated by the proponents of S. 1935 that the bill alone would provide more than 1,000 badly needed seagoing jobs. Both bills would also result in new shipyard work with consequent employment benefits."

SIU President Frank Drozak told the Senate committee that the SIU is strongly in favor of S. 1935. He pointed out that expansion of the U.S.-flag cruise vessel fleet is a logical result of the growing economic importance of the cruise industry and that recent terrorism in Europe and the Middle East and the falling value of the U.S. dollar have discouraged many Americans from traveling abroad.

Of the approximately 19 cruise lines operating in the United States, Drozak said, only one—American Hawaii Cruises (which operates the *SS Independence* and *SS Constitution*)—is U.S.-owned and U.S.-flagged. And while the U.S. domestic cruise market accounts for an estimated 75 percent of the world's cruise business, the United States has little opportunity to gain from this business because of insufficient vessel capacity.

One opponent of the bills, C.E. DeFries, president of MEBA-District I, believes operators should build cruise ships in the U.S. and not re-flag foreign ships. He said that these bills could cost American jobs, not create them,

that they are a serious threat to the Jones Act, and that they are examples of "devisive and destructive special issue legislation."

Drozak countered that building costs have prevented the construction of new U.S.-built cruise ships. "Some have claimed that a new, cost-effective U.S.-flag passenger vessel fleet will emerge from U.S. shipyards," he said. "Although we wish that such was the case, unfortunately all available information that we have seen indicates that it is highly improbable if not impossible."

Drozak pointed out that during the 1970s, when building costs for conventional tonnage increased by 100 percent, the cost of building cruise vessels increased by 500 to 600 percent. He said, "In our view, that is an obstacle which is too great for even the skilled and dedicated U.S. shipyard management and labor to overcome. In fact, no passenger vessels have been built in the U.S. for nearly 30 years. Further, no additional active passenger vessels have been added to the U.S. fleet since 1981 despite a myriad of proposed projects and refurbishing programs."

"In our view," Drozak said, "the best method for increasing the U.S. cruise ship fleet would be to pass legislation which allows a number of foreign-built ships into the U.S. registry to take advantage of the growing domestic cruise market."

Raymond T. McKay, president of MEBA-District II, expressed his union's strong support for S. 1935, stating that the nation's need for an expanded U.S.-flag passenger vessel capacity is clear. With only two U.S.-flag cruise vessels active in the United States, we have "only two vessels which can be called upon in a war or emergency to provide essential troopship and hospital ship capability. Through legislation, such as that before the subcommittee today," said McKay, "we have the opportunity to substantially expand the capacity of

this national security asset at absolutely no cost to the government." He cited the example of Great Britain which used three of its commercial passenger vessels to ferry thousands of troops half way around the world in its conflict in the Falkland Islands.



More than 1,000 shipboard jobs would be created by the bills, Drozak said.

"In contrast to our very limited capacity, the Soviet Union operates more than 70 passenger vessels which can readily be converted to military use," said McKay. "Although the U.S. does maintain a sealift reserve, it is composed of several dozen aging and deteriorating vessels of World War II vintage which would take months to

activate and would be of questionable military utility.

"Americans deserve jobs in the cruise ship industry," McKay said, "and this type of legislation would be a step in the right direction."

Senator Paul Trible (R-Va.) agreed wholeheartedly with the legislation's proponents. "At first," Trible said, "I was opposed to the idea of re-flagging. But I'm not prepared to stand and wait any longer" for ships to be built in the U.S.

He said he realized the legislation was not perfect but that the best way for this country to establish a strong U.S.-flag cruise presence is to press ahead with this legislation and ensure basic opportunities to benefit America's taxpayers, shipbuilders and seagoing workers. "This [legislation] offers us the best hope of realizing those objectives."

Although a similar bill was introduced in the House of Representatives last year, it remains in the Merchant Marine and Fisheries Committee.

The SIU hopes, as a result of this hearing, that the Senate Merchant Marine Subcommittee will quickly begin mark-up of the bill and favorably report the proposed legislation to the full Senate for its consideration.

A Word from Lundeborg

(The following item is from the *Business Digest*, Nov. 8, 1954).

Harry Lundeborg, secretary of the AFL Sailors Union of the Pacific, and president of the SIUNA, testified that creation of one union for all unlicensed seamen would strengthen the seamen's bargaining position, but would also "create a little peace and harmony in the industry" and end the "whiplash" in which one union tops another's wage increase, and sets a new wage pattern.

"As things stand today," Lundeborg said, "if I were a shipowner I wouldn't know from one day to the next where I was going."

Kesteloot Named to TI Post

After 20 plus years of Navy service, the last two as director of the Strategic Sealift Division, Capt. Robert W. Kesteloot was named vice chairman of the Transportation Institute this month.

Kesteloot, who retired from the service June 1, was instrumental in building the Navy's Ready Reserve fleet after years of neglect. But he warned earlier this month that there are not enough qualified crewmen to man these ships if needed. He estimated a current shortfall of about 1,000 to 2,000 and that could jump to 5,000 to 6,000 by 1992 if the current decline in U.S.-flag merchant shipping continues.

He called for an increased reliance on privately-owned ships and the enactment of cargo preference legislation or bilateral treaties to increase the amount of cargo for U.S. ships.

Kesteloot joined the Navy after being graduated from the University of Notre Dame. He served in various capacities onboard ships, including a tour as commanding officer aboard the *USS Lockwood*. He also served as commanding officer of the U.S. Navy base at Subic Bay, Philippines. He has been awarded the Legion of Merit, the Bronze Star with Combat "V," Meritorious Service



Capt. Robert Kesteloot

Award, Combat Action Ribbon and several medals for his service.

He is married, and he and his wife Julie have four children.

Energy Transportation Wins Legion Trophy

The 1984-85 American Legion National Merchant Marine Award Trophy was presented recently by U.S. Senate Majority Leader Bob Dole (R.-Kan.) to Dr. C. Y. Chen, chairman of the Energy Transportation Corp. (ETC) of New York City, at a ceremony on Capitol Hill, Washington, D.C.

This prestigious, 30-year-old award, sponsored by the American Legion Robert L. Hague Merchant Marine Post No. 1242 of New York City, recognizes the outstanding contribution the company has made to the U.S. merchant marine industry through the development and successful operation of eight American-flag, SIU-manned liquefied natural methane gas (LNG) tankers.

Also at the ceremony and reception were Sens. Strom Thurmond (R-S.C.), Jesse Helms (R-N.C.), Mack Mattingly (R-Ga.), Hague Post members and Marad chief John Gaughan, who congratulated ETC and Dr. Chen, noting that this LNG project represents one of the highlights in our merchant marine industry and a tribute to our American seamen.

Accepting the award, Dr. Chen declared, "This trophy . . . is the most coveted award in our industry. On behalf of my company, I thank the Hague Post of the American Legion

for bestowing this honor upon us.

"There are many who deserve credit for our achievement. Foremost in my mind are the devoted seagoing officers and crews onboard our fleet. They are the ones who brave storm and peril day-in-and-day-out to carry out their duties, upholding the finest tradition of the American merchant marine.

"Then there are the men and women of the U.S. government who, many years ago, had the vision to create the Title 11 (Loan Guarantee Construction) Program to support the U.S. merchant marine. That program enabled us to compete in the world shipping market. And Congress and the Department of Commerce added its support when our project was in the formative stages in the early 1970s. Without this cooperation, neither the Energy Transportation Corp. nor the United States would have become involved. Nor, perhaps, would the project have gone forward.

" . . . And not the least, the people of the United States benefit because our fleet, which today is the largest fleet of liquified natural gas tankers in the world, flies the American flag, employing American crews and demonstrating to the world the quality of our merchant marine and the capability of our technology."



SIU-contracted Energy Transportation Corp. (ETC) was awarded the American Legion's National Merchant Marine Award for its contribution to the U.S.-flag fleet. Here (l. to r.) are MCA President Joseph J. McAleer; Dr. C.Y. Chen, ETC chairman of the board; ETC President Donald Szostak, and SIU Vice President Red Campbell.

Canadian Ships Corner Lakes' Trade

Ottawa Backs Its Fleet

The U.S. and Canadian dry bulk fleets involved in U.S./Canada trade in the Great Lakes region are today nearly equal in terms of the number of ships and cargo capacities. Much of the cargoes traded by the two countries in that region consist of dry bulk commodities, usually iron ore, coal and grain. And all of these are generally reserved for carriage by vessels from each of the countries.

According to a new government report, in 1984 the U.S.-flag share of U.S./Canada trade was just 6.4 percent of 40 million long tons traded. The remainder, 93.6 percent, was delivered by Canadian-flag vessels. In 1953 the U.S. share was better. Though still far from equal to the Canadian share, U.S. vessels moved 29.2 percent of Canada/U.S. cargoes through the Lakes region for that year.

What has enabled Canadian-flag carriers to run away with millions of dollars in shipping contracts and hundreds of jobs is the focus on a 65-page General Accounting Office report released in May. As expected, all figures confirm what the maritime industry has known for some time: that U.S. carriers without the same advantages given the Canadian-flag fleet are experiencing a steady and disastrous decline. There is the serious likelihood that the American flag will simply disappear from the U.S./Canada market.

As pointed out in the report, when the St. Lawrence Seaway, a joint U.S.-Canadian venture, came under construction in the 1950s, the Canadian government modernized its fleet for maximum carriage to make use of the newly-connected 2,400-mile Lakes/Seaway system.

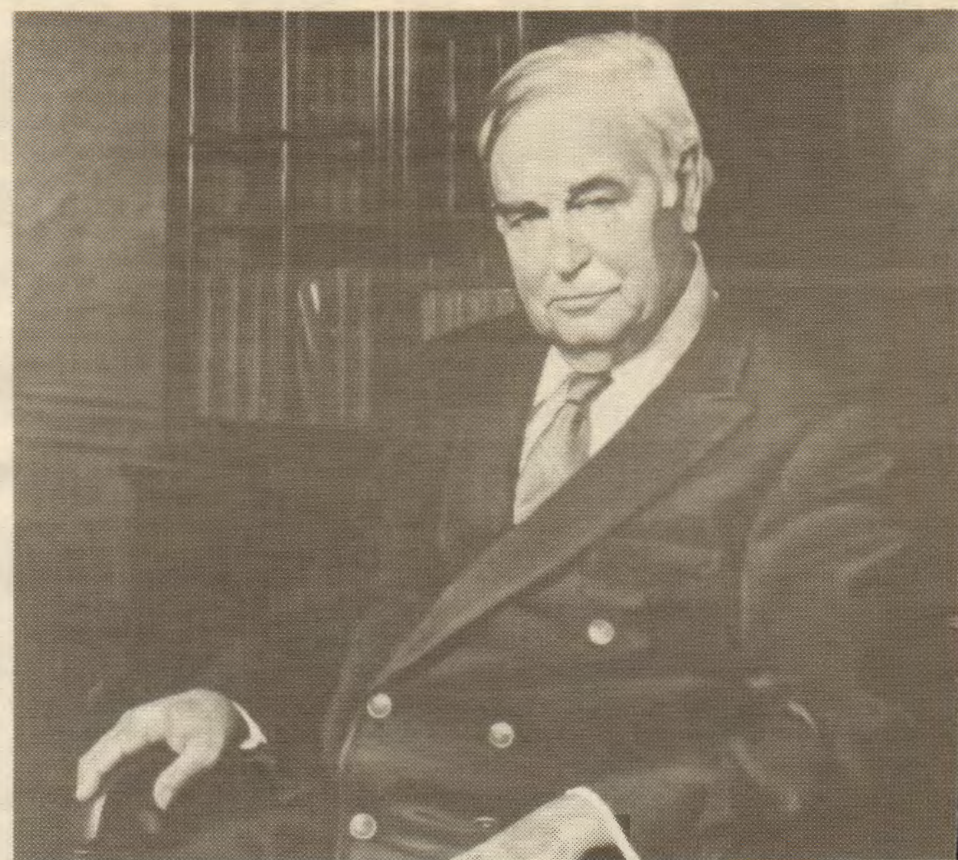
American vessels, however, are either too large to cross these channels or capable of carrying only such small cargoes that in either case passage would be unprofitable. As a result, American participation in Seaway carriage and the full 2,400-mile Lakes/Seaway system has been negligible, from 1 to 5 percent of cargoes carried each year by the American flag.

Unlike provisions in force in the U.S., Canadian ship operators may use foreign-built and lower-cost vessels. The Canadian government, in addition, offers its ship operators various types of financial assistance in the form of shipbuilding subsidies and operating incentives that have been written into the country's tax codes.

They have been aided in holding onto that market by long-term contracts signed with Canadian agents purchasing bulk materials. Again, such long-term commitments may not be signed by U.S. carriers with domestic buyers.

Unless conditions change, U.S. carriers in the Lakes will continue to lose out on all domestic Great Lakes trade.

Walter Jones Named 1986 Admiral of the Ocean Seas



Rep. Walter B. Jones (D-N.C.), chairman of the U.S. House of Representatives Merchant Marine and Fisheries Committee, in Maritime Day ceremonies in New York City was named the 20th winner of the 1986 Admiral of the Ocean Seas (AOTOS) Award after a national poll of marine industry, labor and government leaders.

The award is given in recognition of the recipient's efforts on behalf of America's merchant marine.

Jones' committee handles legislation affecting the U.S. merchant fleet, the Coast Guard, oceanographic program, the Panama Canal and all cargo shipping lines.

Under Jones' leadership, his committee worked hard on legislation designed to strengthen the American flag on the world's oceans. The Shipping Act of 1984, which brought maritime legislation as up-to-date as the shipping systems of the globe, was fought for hard and long by the committee.

Jones was elected to the U.S. Congress in 1966. The representative has been reelected to the House ever since.



Inland News

tug/tow
barge/dredge



SIU, Company and Congress Pave Way

Delta Queen Wins Five-Year Exemption

A piece of American history, the SIU crewed *Delta Queen* will be sailing with congressional and presidential approval for another five years.

The 60-year-old sternwheeler received a special exemption from the Safety of Life at Sea regulations when a Coast Guard bill was approved last month. Even though the latest safety equipment is onboard the *Delta Queen*, the riverboat's wooden superstructure fails to meet the safety requirements. Along with the *Delta Queen's* exemption, the bill closed a loophole in the Jones Act which allowed foreign-flag tugs to operate in coastwide trade under some limited circumstances. While foreign participation was estimated to be small, the new law eliminates it altogether.

Late last year the House and Senate passed the Coast Guard authorization bill which contained the *Delta Queen's* exemption. But President Ronald Reagan vetoed the bill due to other provisions he did not agree with. That was when action began on securing the paddlewheeler's status in a separate bill.

The *Delta Queen Steamboat Company*, the SIU and congressional friends came together to help pass H.R. 739, which eventually made it through both houses and to the president's desk. Frank Fried, president of the company, sent his congratulations to the Union for its work.

"Please accept my personal thanks for the excellent support we received

from you and your legislative staff in moving H.R. 739 through both houses of Congress and finally winning the president's signature.

"As you will recall, the extension on the exemption from the Safety of Life at Sea regulations for our *Delta Queen* had been made a part of H.R. 2466 which was vetoed by the White House in December. Through the support of Congresswoman Lindy Boggs (D.-La.), immediate action was taken to include the *Delta Queen* exemption in H.R. 739. This was maneuvered through the Coast Guard and Navigation Subcommittee headed by Congressman Gerry Studds (D-Mass.), with a resultant floor vote in the House of February. The bill was received in the Senate in mid-March and was coordinated through Senator Russell Long's (D-La.) office and subsequently cleared by O.M.B. Then it was moved through unanimous consent on the floor of the Senate and moved to the White House for signature by the president in late April.

"Perry Moran, who handles our company's governmental affairs, was advised by Frank Pecquex of your staff, of White House approval of H.R. 739 on the morning following the president's signature. I personally was impressed with the close support and tracking this bill received by the SIU.

"Frank, this is all proof-positive of the close working relationship we enjoy in several areas of your organization. We certainly look forward to that continued relationship."

Sonat Contracts Update

There have been a number of developments regarding the various Sonat Marine contracts.

Mariner—The Mariner ballot was distributed to the membership in May, and balloting will close on June 25, 1986. The membership is voting on a broad contract package that includes changes in wages and working conditions.

IBC/Harbor—These two contracts are being finalized by the company and the Union and should be ready for distribution to the membership soon.

IOT—The balloting at IOT was halted before it was completed in order for the Union to weigh the impact of a recent favorable Labor Board ruling on the supervisor issue at IOT. The

board differed with an earlier decision by a hearing examiner and found that the SIU was entitled to certain information on the supervisor question that had not been furnished by IOT.

A decision on whether or not to complete the balloting at IOT to determine whether the membership accepted or rejected the company's wage and benefit package will be made shortly.

The SIU continues to pursue the supervisor issue at Sonat, and like many other legal cases in the industry today, it will take some time for the legal arguments to have an effect. In the meantime, we are attempting to negotiate the best possible contracts with the most security we can get for the remaining Sonat employees.

Mississippi Queen Plays Host to Women's Conference

It wasn't just the ordinary vacation crowd that lined up at Robin Street Wharf in New Orleans last April to board the SIU crewed *Mississippi Queen* (Delta Queen Steamboat Co.) for a leisurely cruise up the muddy waters of the Mississippi River.

For openers, most of the passengers were women (with an occasional husband or son). Further, this was no vacation. This was "Businesswomen and the Political World: New Partnerships," a national, nonpartisan conference designed to bring together women of diverse backgrounds in business and politics and foster cooperation among them.

The conference was organized by Lynn Cutler, Democratic National Committee vice chairwoman, and Betty

Heitman, Republican National Committee co-chairwoman, so that women in business and politics could "meet the other women who have gotten involved and are influencing the outcome of legislation and regulations that have a direct impact on them."

Among the women were local and state elected officials as well as public accountants, lobbyists, financial planners, media types, corporate vice presidents and owners of large and small businesses. Featured speakers included Constance Horner, director of the U.S. Office of Personnel Management (the second-highest ranking woman in the Reagan administration after Secretary of Transportation Elizabeth Dole); Texas State Treasurer Ann Richards; Rep. Lindy Boggs (D-

La.); Rhode Island Attorney General Arlene Violet, and former congresswoman and vice presidential nominee Geraldine Ferraro.

The 382-ft. sternwheeler, commissioned in 1976 as part of the bicentennial celebration, proved to be an ideal location for a conference of this kind.

As the paddlewheeler wended its way up to Baton Rouge and St. Francisville with stops for tours at several antebellum plantations along the way, the women were relaxed as they listened to the keynote speakers, participated in panel discussions, talked about risk-taking and decision-making, learned how to deal with stress and creativity, and had themselves videotaped to perfect their television appearances. They exchanged business

cards and did what men have been doing for years—they networked.

With women business owners the largest single source of new business formations in America today, and the expectation that more than 60 percent of all women will be in the workforce in the next decade, the conference dealt with a timely topic and was well received by all the participants.

Originally set for last February, "New Partnerships" was rescheduled so that repairs could be made on the riverboat which collided with a tug last December. And barring any unforeseen problems next year, the second national conference will be held aboard the *Mississippi Queen* next February.

In Memoriam



Pensioner **Emile Joseph Camaille Sr.**, 91, passed away from heart-lung failure in the St. Tammany Parish (La.) Hospital, Covington on Feb. 12. Brother Camaille joined the Union in the port of Mobile in 1958. He sailed as an oiler and chief engineer for Radcliff Materials from 1954 to 1972 and also for the Bay Towing and Dredging Co. from 1957 to 1960. Born in St. Tammany Parish, he was a resident of Covington. Burial was in the Garden of Pines Cemetery, Covington. Surviving are his widow, May Rae; three sons Emile Jr., William and Francis, and two daughters, Marie Baughman and Juanita Jenkins.

Merrick "Blackie" Chapman Sr., 57, died on May 5. Brother Chapman joined the Union in the port of New Orleans in 1957. He sailed as a captain and pilot for National Marine Service aboard the *National Gateway* towboat from 1956 to 1977 and for Dixie Carriers from 1963 to 1966. He began sailing in 1951. Boatman Chapman also sailed for the Trip Pilots Assn. in 1979. Born in Ville Platte, La., he was a resident there. Surviving are his widow, Martha; two sons, Merrick Jr. and Christopher; three daughters, Deborah La Font, Kimberly Moody and Cherell Markintell, and a niece, Brenda Ortega, all of Ville Platte.

Pensioner **John O. De Cesare**, 76, died recently. Brother De Cesare joined the Union in the port of New York in 1960. He sailed as a deckhand for the Baltimore and Ohio Railroad from 1937 to 1975 and worked as a clerk at the N.Y. Stock Exchange from 1929 to 1934. Boatman De Cesare was a former member of the American Federation of Musicians Union, Local 802. And he was a veteran of the U.S. Navy in World War II. Born in Portland, Maine, he was a resident of Staten Is., N.Y. Surviving are his mother, Josephine of Staten Is. and a brother, Anthony of New York City.

Elge Harbar Domingue Jr., 52, succumbed to cancer in the Hancock General Hospital, Bay St. Louis, Miss. on Jan. 18. Brother Domingue joined the Union in the port of New Orleans in 1957. He sailed as a captain for Coyle Lines from 1965 to 1966, as a pilot for Dixie Carriers in 1973 and as a pilot aboard the towboat *National Leader* (National Marine Service) from 1984 to 1985. He was a soldier in the Louisiana National Guard from 1950 to 1951. Boatman Domingue was born in Carencro, La. and was a resident of Clearmont, La. Burial was in the McDonnaldville Cemetery, Gretna, La. Surviving are his widow, Eileen; his mother Mrs. Elge Domingue Sr. of Gretna; a sister, Evelyn Morvant, and four offspring.



Pensioner **Fred Freeman Sr.**, 78, succumbed to cancer in Methodist Hospital, Houston on Dec. 21, 1985. Brother Freeman joined the Union in the port of Houston in 1957. He sailed as a mate and captain for FTT Towing from 1946 to 1954 and for G & H Towing in 1955. He was a former member of the NMU from 1946 to 1947. Boatman Freeman was born in Magnolia, Ark. and was a resident of Houston. Interment was in the Forest Park Lawndale Cemetery, Houston. Surviving are his widow, Ingeborg; a son, Fred Jr., and a daughter, Jeanne.

Lang Malachi Kelly, 61, died on May 21. Brother Kelly joined the Union in the port of Baltimore, in 1953 sailing as a ship's delegate and bosun. He was a former member of the NMU. Boatman Kelly also sailed during the Vietnam War and was a 1959 graduate of the Andrew Furuseth Training School, Baltimore. And he worked as an insurance agent from 1955 to 1958. Born in Erwin, N.C. he was a resident

of Lexington, N.C. Surviving are his widow, Lois of Salisbury, N.C.; a son, Richard also of Salisbury; a daughter, Donna Rowdy; his mother, Carri of Salisbury, and another relative, Joyce Kelly of Faith, N.C.



Pensioner **Walter Leonard Malinowski**, 81, passed away on May 5. Brother Malinowski joined the Union in the port of Baltimore in 1960 sailing as a bargeman for the Baltimore and Ohio Railroad from 1925 to 1969. He was a former member of the International Organization of Masters, Mates and Pilots Union, AMW, Local 1. Boatman Malinowski was born in Baltimore and was a resident there. Surviving are a sister, Amelia Rock of Baltimore and a niece, Marlene Borowski, also of Baltimore.



Pensioner **Willie Wilton Meaux**, 77, died on April 21. Brother Meaux joined the Union in the port of New Orleans in 1961. He sailed as a captain for Tex-Mex Towing

from 1951 to 1957, Dixie Carriers from 1955 to 1974 and the Inland R. Co. from 1957 to 1963. He was a veteran of the U.S. Navy during World War II. Boatman Meaux was born in Abbeville, La. and was a resident of Hull, Texas. Surviving are his widow, Venita of Livingston, Texas and his sister, Mrs. James Choate.



Pensioner **Clyde Arthur Pipkins**, 79, passed away from a heart attack in the George Cty. (Miss.) Hospital, Lucedale on Jan. 26. Brother Pipkins joined the Union in the port of Mobile in 1956. He sailed as an oiler on dredges for Pelican Bay Towing and Dredging Co. in 1958 and for Radcliff Materials from 1967 to 1970. He was born in Leaksville, Miss. and was a resident of Lucedale. Burial was in the Winburn Chapel Cemetery, Green Cty., Miss. Surviving are a son, Frankie; a daughter, Margaret Lowery, both of Lucedale, and another relative, Lamar Pipkins, also of Lucedale.

Pensioner **Harold "Seagull" Stowe Sr.**, 75, passed away on April 9. Brother Stowe joined the Union in the port of Norfolk in 1966. He sailed as a deck-

(Continued on Page 7.)

Dispatchers Report for Inland Waters

MAY 1-31, 1986

Port	*TOTAL REGISTERED All Groups			TOTAL SHIPPED All Groups			**REGISTERED ON BEACH All Groups		
	Class A	Class B	Class C	Class A	Class B	Class C	Class A	Class B	Class C
DECK DEPARTMENT									
Gloucester	0	0	0	0	0	0	0	0	0
New York	0	0	0	0	0	0	0	0	0
Philadelphia	3	0	2	1	0	4	2	0	0
Baltimore	7	0	0	10	0	0	7	0	0
Norfolk	56	10	0	35	10	0	92	24	0
Mobile	0	0	1	0	0	0	1	0	2
New Orleans	3	0	11	2	0	3	10	3	8
Jacksonville	6	5	17	2	4	8	4	1	8
San Francisco	0	0	0	0	0	0	0	0	0
Wilmington	4	0	16	0	0	4	4	4	16
Seattle	0	0	0	0	0	0	0	0	0
Puerto Rico	0	0	0	0	0	0	0	0	0
Houston	6	2	1	5	3	0	8	4	3
Algonac	4	2	0	2	2	0	25	27	0
St. Louis	1	7	5	2	4	9	2	4	12
Piney Point	0	0	1	0	0	0	0	0	0
Totals	90	26	54	59	23	28	155	67	49
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	1	0	0	0	0	0	1
Baltimore	0	0	0	0	0	0	0	0	0
Norfolk	9	1	0	6	0	0	10	2	1
Mobile	0	0	0	0	0	0	0	0	0
New Orleans	0	0	0	0	0	0	0	0	0
Jacksonville	0	0	0	0	0	1	0	0	0
San Francisco	0	0	0	0	0	0	0	0	3
Wilmington	1	0	2	0	0	0	1	0	0
Seattle	0	0	0	0	0	0	0	0	0
Puerto Rico	0	0	0	0	0	0	0	0	1
Houston	1	2	0	1	0	0	1	0	0
Algonac	2	2	0	2	1	0	27	15	0
St. Louis	0	0	0	0	0	0	0	0	0
Piney Point	0	1	0	0	0	0	1	0	6
Totals	13	6	3	9	1	1	40	17	
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	1	0	2	0	0	0	1	0
Baltimore	0	0	0	0	0	0	0	0	0
Norfolk	8	0	0	7	0	0	12	0	0
Mobile	0	0	0	0	0	0	0	0	0
New Orleans	2	2	1	1	0	2	4	4	3
Jacksonville	2	1	2	2	0	0	0	1	2
San Francisco	0	0	0	0	0	0	0	0	0
Wilmington	0	2	6	0	0	0	0	2	6
Seattle	0	0	0	0	0	0	0	0	0
Puerto Rico	0	0	0	0	0	0	0	0	0
Houston	0	0	0	0	0	0	0	0	1
Algonac	2	1	0	1	1	0	13	5	0
St. Louis	1	0	1	0	0	2	1	0	4
Piney Point	0	0	0	0	0	0	0	0	1
Totals	15	7	10	13	1	4	31	13	17
Totals All Departments	118	39	67	81	25	33	226	97	72

*"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.



The new SIU-contracted tug *Arthur F. Zeman Jr.* was delivered to the Great Lakes Dredge & Dock Co. yard in Cleveland, Ohio in late April.



Captain Ken Haines and Cook Pierce Heil of the tug *James A. Hannah* (Tampa Tug Corp.) enjoy a break with AB/Tanker Mike Kelley on a recent visit to Detroit, Mich. All are SIU members.

New Pensioners



Frederick Michael Borentez, 68, joined the Union in the port of Norfolk in 1961 sailing as a deckhand for McAllister Brothers from 1959 to 1976. Brother Borentez hit the bricks in the 1965 Chicago Taxicab beef. He was a former member of the United Mine Workers Union from 1959 to 1961. Boatman Borentez is a veteran of the U.S. Navy during World War II and the Korean Conflict. A native of New York City, he is a resident of Virginia Beach, Va.



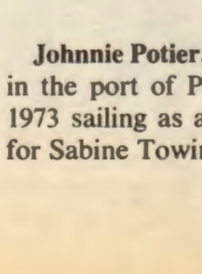
Edward Getz, 62, joined the Union in the port of Jacksonville in 1968. He sailed as a chief engineer for GATCO from 1967 to 1974 and aboard the dredges *Manhattan Islander* and *Sugar Islander* (North American Trailing) in 1974. Brother Getz is a veteran of the U.S. Navy in World War II and the Korean War. He was born in Brooklyn, N.Y. and is a resident of Jacksonville.



Willie Marvin "Buster" McCardle, 58, joined the Union in the port of New Orleans in 1961. He sailed as a deckhand, captain and pilot for National Marine Service from 1967 to 1979 and Dixie Carriers from 1977 to 1978. Brother McCardle attended the 1979 Piney Point National Marine Conference. He was born in Perry Cty., Miss. and is a resident of Metairie, La.



Max Merritt, 63, joined the Union in the port of New Orleans in 1965. He sailed as a tanker and captain for Dixie Carriers from 1967 to 1977, Marine Towing and Tampa Tugs in 1964. Brother Merritt is a veteran of the U.S. Air Forces in World War II. He was born in Julian, Pa. and is a resident of Buras, La.



Johnnie Potier, 62, joined the Union in the port of Port Arthur, Texas in 1973 sailing as a deckhand and mate for Sabine Towing from 1972 to 1976.



John Joseph Burns, 68, joined the Union in the port of Philadelphia in 1970. He sailed as a cook for IOT from 1968 to 1970 and the American Dredge Co. in 1968. Brother Burns last sailed out of the port of San Francisco. He was a former member of the Marine Operating Engineers Union, Local 25. Boatman Burns is a veteran of the U.S. Army Corps of Engineers in World War II and the Korean War. Born in Philadelphia, he is a resident of Tucson, Ariz.



Andrew Jackson Clingan, 62, joined the Union in the port of Port Arthur, Texas in 1963 sailing as a chief engineer for Sabine Towing from 1946 to 1977. Brother Clingan was a delegate in 1977 to the Piney Point Inland Gulf Educational Conference. He was a former member of the UMDU from 1960 to 1963. Boatman Clingan was born in Port Arthur and is a resident there.



Aboard the tug *Arthur F. Zeman Jr.* are (l. to r.) Willis Kingston, deckhand; Captain Jerry Barry, and Norman Nelson, deckhand.

Brother Potier last sailed out of the port of Houston. He is a veteran of the U.S. Navy during World War II. Boatman Potier was born in Morse, La. and is a resident of Gueydan, La.



Almy Jones O'Neal Sr., joined the Union in the port of Norfolk in 1960. He sailed as a deckhand for Hogshire Towing from 1946 to 1947 and for McAllister Brothers from 1951 to 1974. Brother O'Neal was a former member of the United Mine Workers Union. He is a veteran of the U.S. Coast Guard in World War II. A native of Hatteras, N.C., he is a resident of Virginia Beach, Va.



Esau Allen Wright, 63, joined the Union in 1943 in the port of Mobile. He sailed as a deckhand and cook for G & H Towing in 1968 and for Mobile Towing from 1957 to 1972. Brother Wright also worked as an auto mechanic. He is a veteran of the U.S. Army in World War II. Boatman Wright was born in Bessemer, Ala. and is a resident of Irvington, Ala.

In Memoriam (Continued from Page 6.)

hand and bosun for the Maryland Pilots Assn. from 1952 to 1974. He was born in Hatteras, N.C. and was a resident there. Surviving are his widow, Leona; a son, Harold Jr.; a daughter, Mildred, and his mother of Virginia Beach, Va.



Pensioner Herbert Wilson Taylor, 71 died on April 26. Brother Taylor joined the Union in the port of Norfolk in 1961 sailing for Curtis Bay Towing from 1963 to 1981. He was a resident of Chesapeake, Va. Boatman Taylor's remains were cremated. Surviving is his widow, Ann.



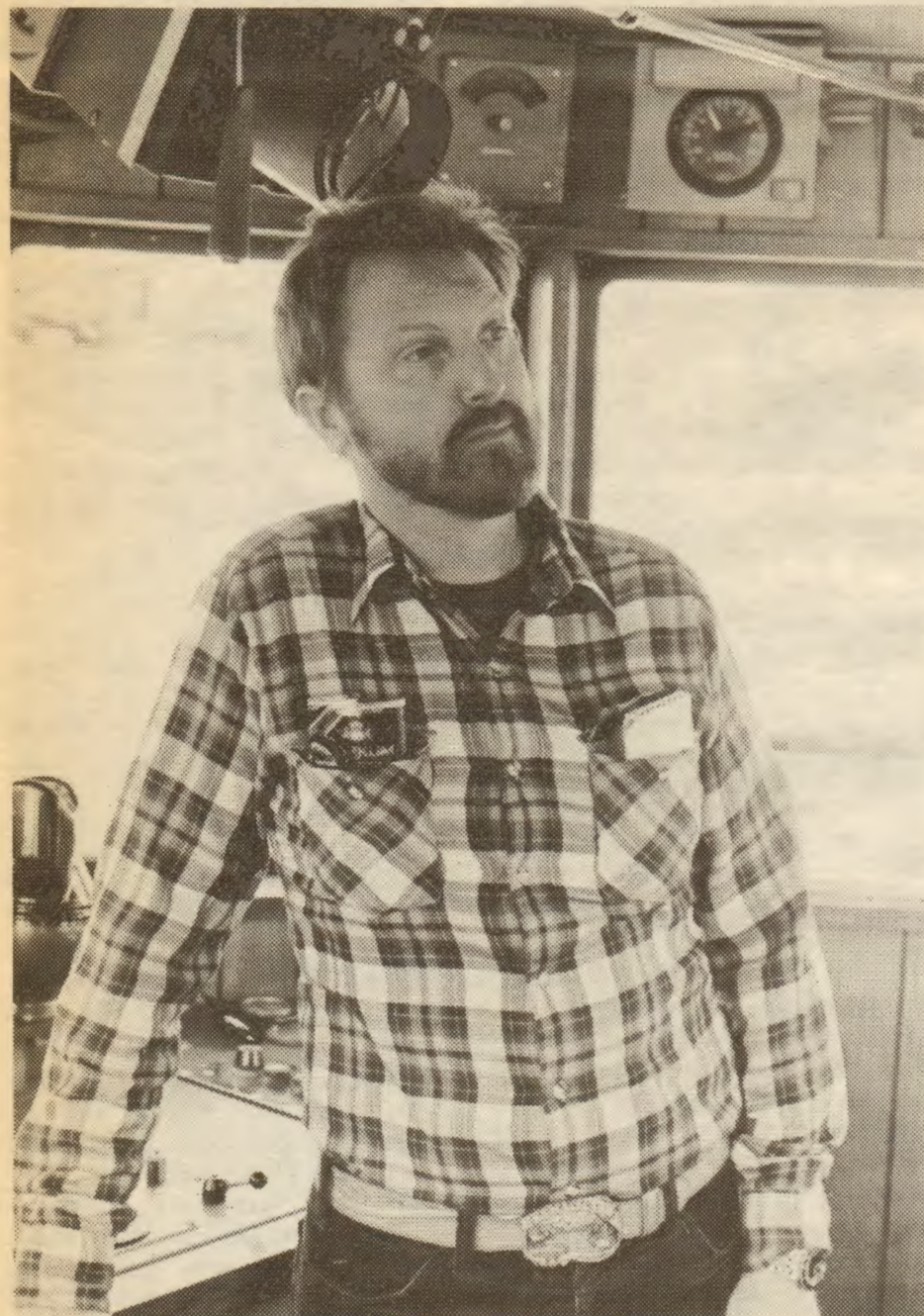
Kenneth "Kenny" Whilden Sr., 59, died on April 23. Brother Whilden joined the Union in the port of Philadelphia in 1959 sailing as an AB, mate and captain for the Gellethin Barge Line and IOT from 1957 to 1977. He was a former member of the Glassblowers Union and the AFL-CIO, Local 219. Boatman Whilden was a veteran of the U.S. Navy in World War II. Born in Heislerville, N.J., he was a resident there. Surviving are his widow, Ella; his mother, Hazel of Heislerville; five sons, Kenneth Jr. of Collingswood, N.J.; Michael, Richard, John and Raymond and a daughter, Patricia.



SIU Crew and Tug Set Stage for TV Commercial



It took a couple of takes, but the crew finally got the shot it wanted of the lines being tossed around the cleat, as the *Cape Romain* pulled into the dock.



Mate Henry Gamp was at the wheel during the shooting, taking the *Romain* around Baltimore Harbor for the right shots.

Seafarers in the Maryland area will get a chance to see some of their Union brothers and a Curtis Bay tug during the media blitz for the Maryland Democratic primary.

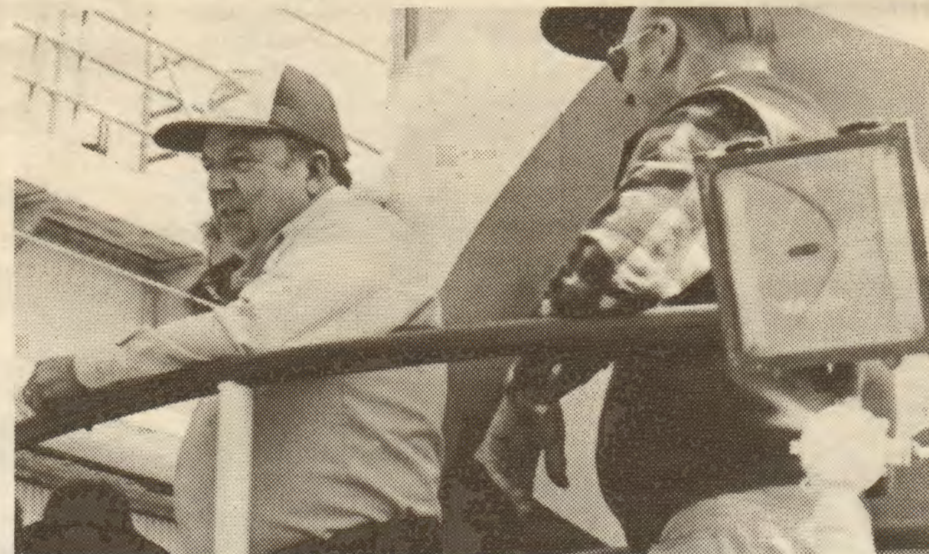
Long-time SIU supporter and U.S. Senate candidate Rep. Barbara Mikulski (D-Md.) used the SIU-contracted

Cape Romain as the set for one of her planned television commercials.

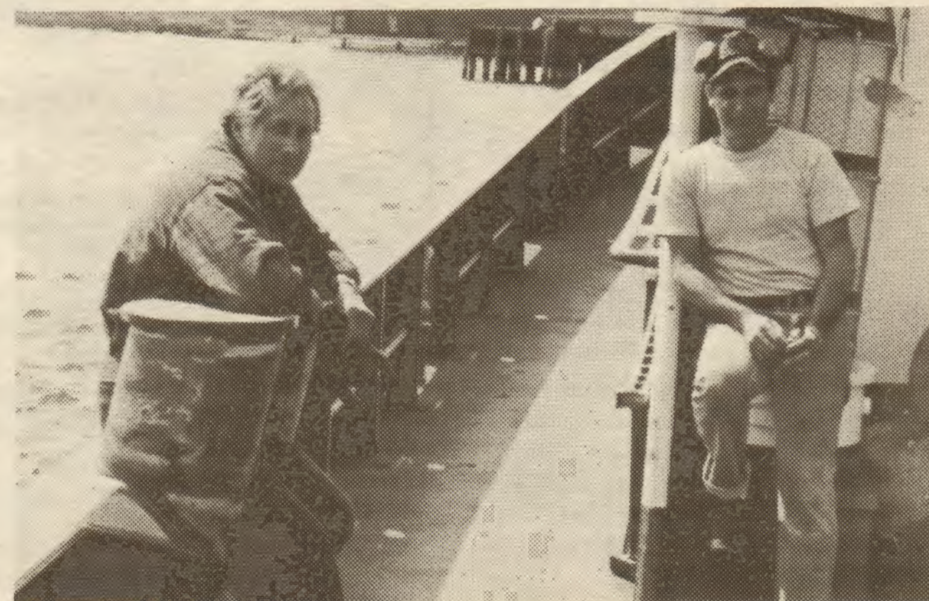
The shooting took about three hours as the film crew, Mikulski's staff and tug's crew steamed around Baltimore Harbor looking for the right shots. Several crewmembers were filmed in action, but there is no word yet if they wound up on the cutting room floor.



"Take 27." Rep. Barbara Mikulski (D-Md.) readies for another take of her lines during the filming of the commercial. Baltimore SIU Rep. Bob Pomerlane sits with her as the soundman readies to roll.



Capt. Doc Thompson, the senior captain in the Curtis Bay fleet, and Deckhand John Goodwin watch the film crew.



On the stern of the *Cape Romain*, Deckhand Andy Adams (left) and Chief Engineer John Hall take a break from the "action."

Seafarers

HARRY LUNDEBERG SCHOOL OF SEAMANSHIP



Piney Point Maryland

SHLSS Prepares Able Seamen For the Future!

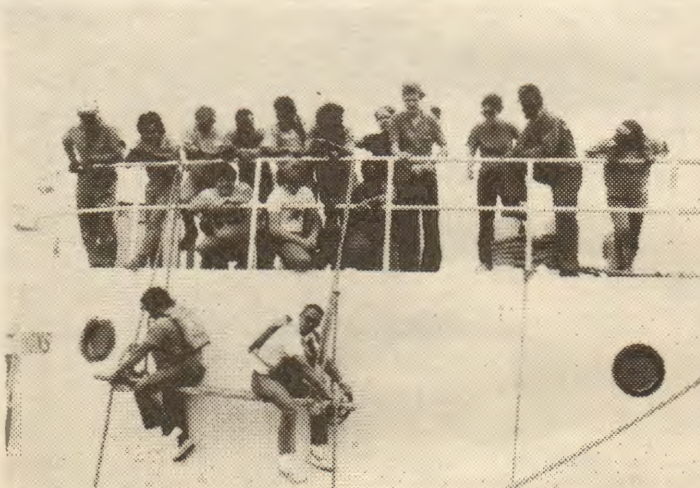
The eight-week Able Seaman Course offered at the Seafarers Harry Lundeborg School of Seamanship prepares seafarers for the duties of an Able Seaman through classroom and hands-on practical training.

In the classroom, topics include deck seamanship, rules of the road, marlinspike seamanship, cargo handling, helmsmanship, safety, fire fighting, emergency procedures, C.P.R. and first aid.

During the hands-on training, the students experience working with the real thing, such as wire and line splicing, knot tying, block and tackle rigging, and working with cargo booms. Day-by-day maintenance on vessels is stressed to include surface preparation and painting and wire rope cleaning and preservation.

This course is available to SIU members who ship Deep Sea/Great Lakes or Inland. To be eligible for this course a seafarer must meet the following requirements. All applicants must be 18 years or older and pass a U.S. Coast Guard approved Physical examination before entering this course. All applicants must have normal color vision and have 20/100 vision in both eyes corrected to 20/20 in one eye and 20/40 in the other eye. Anyone wishing to qualify for an Able Seaman endorsement must have either a lifeboatman endorsement or first complete the two week lifeboat course offered at the school. All applicants for endorsement as Able Seaman, Special (12 months), Limited (18 months), or Unlimited (36 months) must show discharges totaling the minimum required seetime—12 months, 18 months and 36 months—as ordinary seaman.

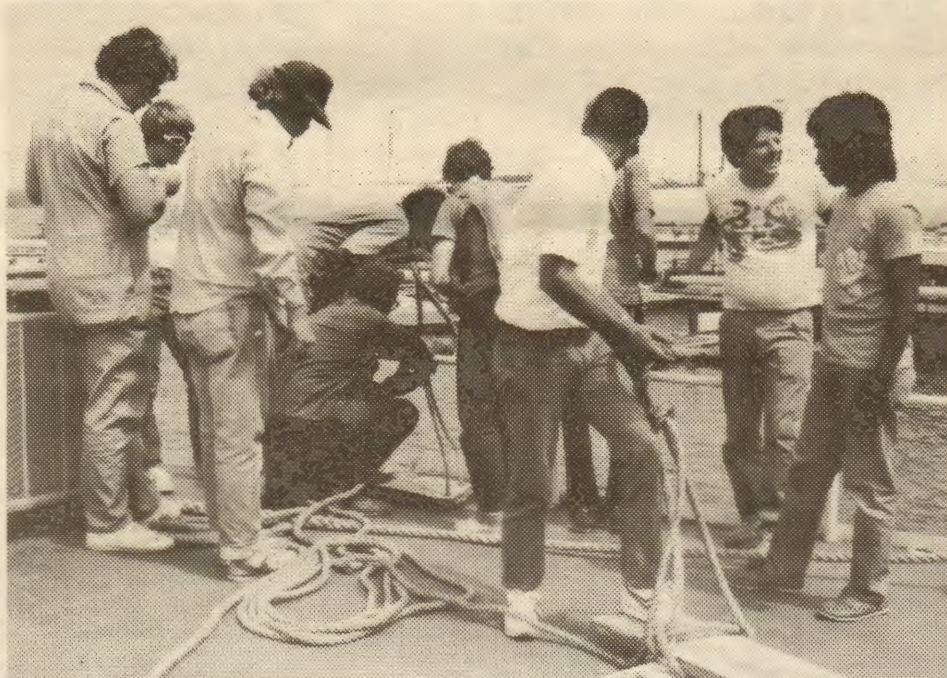
Upon completion of this course student must pass a U.S. Coast Guard exam to receive an Able Seaman endorsement.



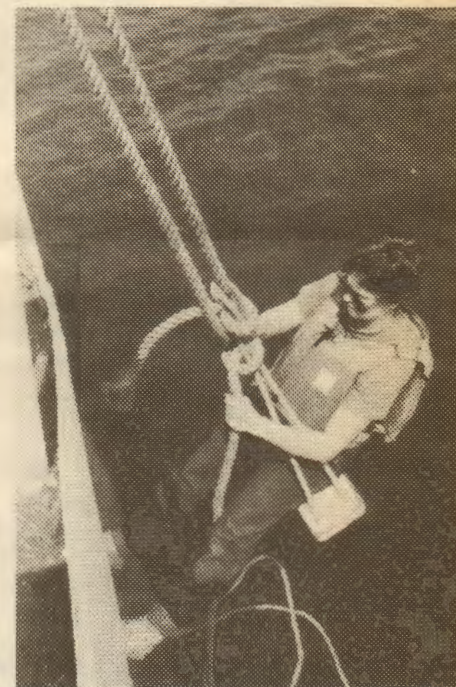
The Able Seaman class watches as Angel Roman (l.) and Jose Molina adjust the stage on the side of the *Sonny Simmons*.



Rip Claunch (l.) and Curtis Dawson work on splicing an eight strand braid.



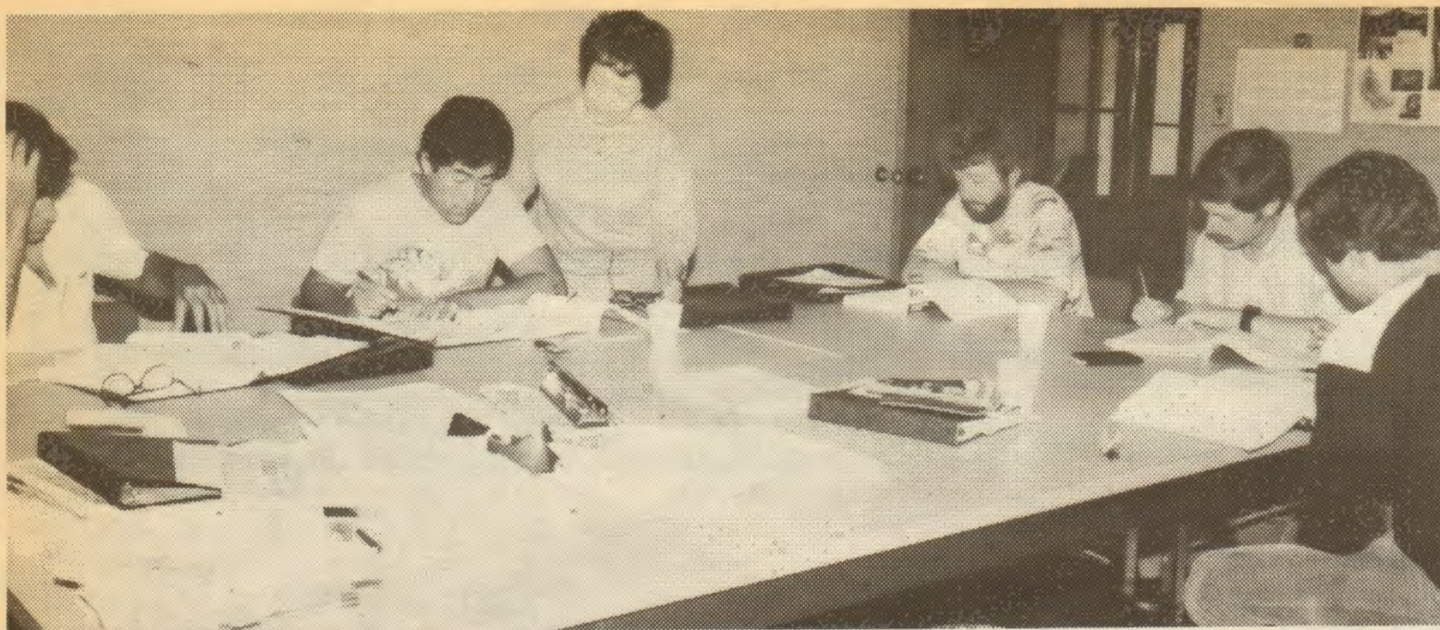
The Able Seaman class learns the procedure for rigging a bos'n chair and stage.



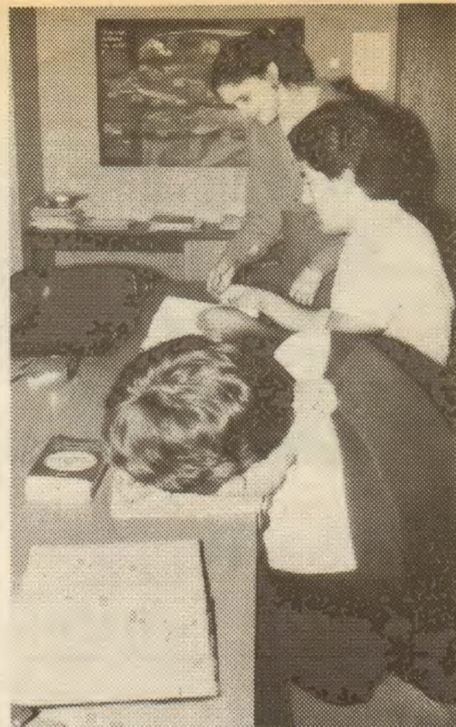
Lexa McClean works in a bos'n chair on the side of the *Sonny Simmons*.



First row (l. to r.) Gil Manipon, Bobo Lamb, Rip Claunch, David Elliott Jr., Angel Roman, Charles Finklea. Second row (l. to r.) Lexa McClean, Mike Sorensen, Molina Jose, Nelson Rodriguez, Alfred Bertrand, Rodney Ennis, Ed Idler, Joe Foote. Third row (l. to r.) Jim Moore (Instructor), Mondo Voluntad, Michael Hasson, Michael Hinton, Curtis Dawson, Mark Pesola, Mike Bullen, Troy Smith, John McAuliffe. Fourth row (l. to r.) William Benton, J.B. Higgins, John Cooper, Kris Carson, Jonathan Caldera, Billy Ray Hanbury, Robert Walker, Kevin Merckx, Leonard Scott.



Instructor Grace Davis works with students in Math class. From Left to right: John Derenfeld, Kenji Hoffman, Gary Dow, Brad Wheeler and Frank Pivik.



Instructor Teri Wilson works with Kenji Hoffman and Frank Pivik in their composition course.

New College Program Underway

May 5, 1986 was an important date in the history of the Seafarers Harry Lundeberg School of Seamanship because the new Associates in Arts degree program got Under Way. Five students are currently enrolled in the new college program taking courses in English, math and physical science. These students are now on their way to earning two year college degrees in either Nautical Science or Marine Engineering Technology.

The new college program is set up to meet the irregular and busy schedules of seafarers. Instead of offering courses on the typical 14 to 15 week college semester basis, courses are offered at various times during the year for six to eight week "mini semesters." Students who enroll in the college program come to SHLSS to take the college courses they need for their degree. The college program is run just like the vocational upgrading program. Room and board is free and students are reimbursed for travel

expenses upon successful completion of their courses.

Tracy Aumann, who coordinates the program, is hopeful that many seafarers will take advantage of the opportunity to take college courses. "This is a great chance for seafarers to take college courses and eventually earn a degree. We really want to get as many students as possible to participate, and we will do as much as we can to help them get started in the program." Tracy also added, "we try to be flexible in scheduling and keep the classes small enough to allow for close teacher-student interaction."

Classes range from physics to psychology to sociology. There are classes for all interests which cover all the basics that most college programs would require. Kenji Hoffman, who is taking English, math and physical science said, "The courses are interesting and challenging. The instructors are excellent and willing to help you as much as they can." Gary Dow,

who sails in the engine department said, "This is different from most college courses because the classes are small, and you can really get into the subject with your classmates and the teacher." But don't misunderstand Gary warns, "these are good solid college level courses." The students like the flexibility of the program and the fact that they are not just another face, name or number as is the case at many schools. Frank Pivik is happy with the program and encourages all seafarers to "take advantage of a great opportunity to improve your education."

Seafarers who are not quite sure when they could take classes but are interested in the college program are encouraged to fill out an application, "that way we'll have their application on file and can contact them when courses are being offered. Potential students will be on our mailing list and will receive regular information about what courses are being offered and

when. All that the seafarers need to do is fill out that application," Tracy Aumann stated.

Evaluation and counseling are also important elements of the program. When a student applies, his or her vocational course records as well as any transcripts from other colleges are reviewed. Courses that can be transferred into the SHLSS program are considered and an individual program of study which includes what courses are needed by the student is worked out.

The SIU and SHLSS are providing a unique opportunity to seafarers to earn a college degree at no expense to the student. Education is important in these times when the job market is competitive and ever-changing. Don't miss this excellent opportunity to broaden your horizons. For more information and/or an application, fill out the coupon on this page and mail it today!



Study of the stars is part of the Physical Science course. Here Instructor Roger Francisco works with Frank Pivik and Brad Wheeler.

College Program Information

- ☐ Please send more information
☐ Please send more information and an application

Name _____

Address _____

Street

City

State

Zip Code

SIU Book Number _____

Circle whichever applies to you

Inland

Great Lakes

Deep Sea

Deck

Engine

Mail This Coupon To:

Tracy Aumann

SHLSS

Piney Point, MD 20674



Harold Markowitz speaks to the membership at the monthly SIU meeting in Piney Point, Maryland.

CPR

The Need Arises When You Least Expect It.

There is a very good reason why the U.S. Coast Guard requires seafarers to keep their CPR cards current: emergencies arise when you least expect it and you must know what to do to respond effectively.

That's exactly what happened

to Harold Markowitz on May 22, 1986. Markowitz was at the Town Creek Marina at 1 a.m. when he saw a man suddenly slump over. Two women went to the aid of the gentleman and Markowitz, who had just completed a CPR class at the Lundeberg School, stepped

over to see if they needed any assistance. The victim wasn't breathing so Markowitz restored breathing to the man, by means of artificial respiration.

The Hollywood Volunteer Rescue Squad was on the scene within minutes. The victim was, by then, breathing and alert. "Mr. Markowitz was able to tell me in a calm and concise fashion the details of the emergency," said Ambulance Crew Chief Janet Cook. "Because of this information, I was able to convince the man to allow my crew to prepare him for transportation to the local hospital. As we were putting the victim on the stretcher he went into cardiac arrest. CPR restored his heart beat and he was taken to St. Mary's Hospital alive and alert where he was treated and released

several hours later."

The story might have had another ending for this 33-year-old male if Harold Markowitz had not reacted so quickly.

This was the first time Markowitz had ever used his CPR training. "It made me feel really good to help someone in need and know that I might have made the difference between life and death," said Markowitz. Brother Markowitz joined the SIU, through the trainee program, in 1978 where he took his first CPR course. He has returned to the Lundeberg School seven times to upgrade through the Steward Department and renewed his CPR certificate each time he returned to the school. "I never expected to use my CPR training," says Markowitz "but I'm really glad I had it when it was needed."

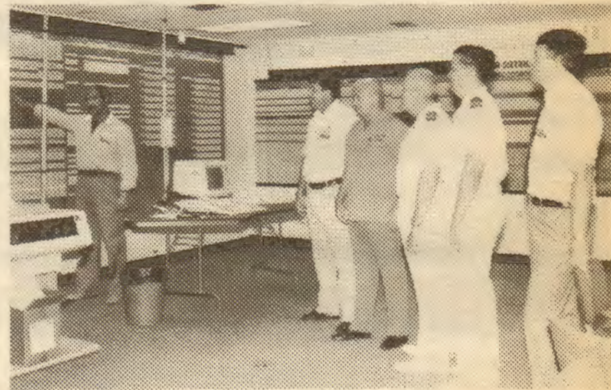
SHLSS VISITORS



The American Federation of State, County and Municipal Employees enjoy their conference at SHLSS.

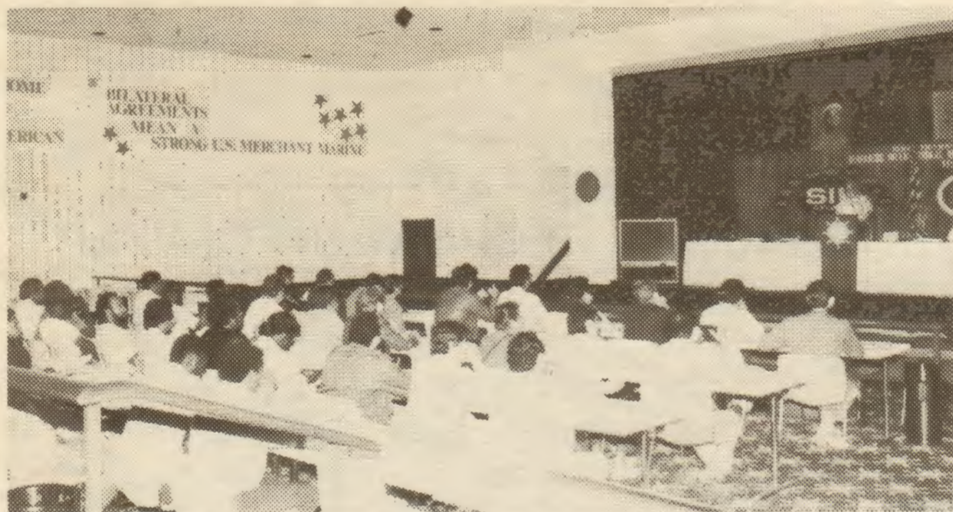


Naval Reserve Officers from MSC and MIRAD tour the SHLSS facilities.

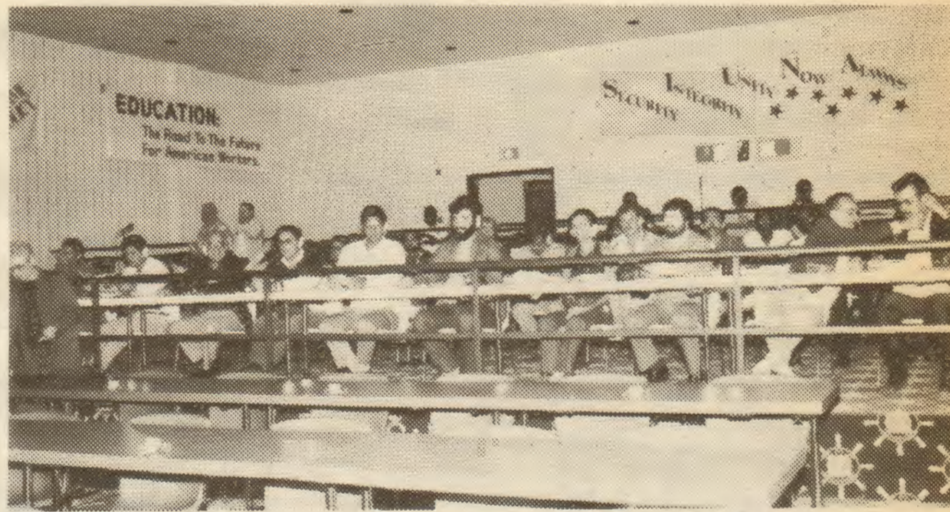


Representatives from the Commission on Merchant Marine Defense, Captain Duane B. Bower and Captain Edward T. Lynch meet with SHLSS personnel Bart Rogers, Bill Hellwege, Ken Conklin and John Mason.

American Institute for Free Labor Development



43 trade union leaders from Brazil and the Caribbean region made a tour of the SHLSS facilities on May 20, 1986. These union leaders were sponsored by the American Institute for Free Labor Development and they were



participating in a trade union program offered at the George Meany Center for Labor Studies.

SHLSS COURSE GRADUATES



Inland Trainee Group

I. to r. Tom Casey (Instructor), Jim Maddux, James Moberly, Michael Johnson, Jim Kelly. Not shown, David Thompson.



AMSEA

I. to r. Patrick Rankin, Harry Alongi (Instructor), Phil Tambon, David Martz, Daniel Marcus.



Tankerman

I. to r. Alan Lautermilch, Howard Plybon, Greg Swabon.

1986 UPGRADING COURSE SCHEDULE

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

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

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

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

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

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

Engine Upgrading Courses

Course	Check-In Date	Completion Date
QMED - Any Rating	July 11 September 19	September 12 December 11
Marine Electrical Maintenance	August 22	October 16
Marine Electronics (LASH Crane)	October 31	December 12
Refrigeration Systems Maintenance & Operations	August 15	September 26
Refrigerated Containers Advanced Maintenance	September 26	November 7
Diesel Engineer - Regular	November 7	December 19
Welding	November 7	December 5
Hydraulics	July 25	August 21
Fireman/Watertender & Oiler	September 12	November 6

All Rating Upgrading Courses

Course	Check-In Date	Completion Date
Sealift Operations and Maintenance	July 25 September 5 October 17 November 14	August 22 October 3 November 14 December 12

Recertification Programs

Course	Check-In Date	Completion Date
Steward Recertification	November 3	December 8
Bosun Recertification	September 2	October 6

Your Holiday at the SHLSS Vacation Center:

What It Will Cost

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

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

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

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

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

Deck Upgrading Courses

Course	Check-In Date	Completion Date
License Mate (Third Unlimited - Master Mate Freight & Towing)	August 1	October 10
Celestial Navigation	October 10	November 14
Lifeboat	October 6 October 10	October 17 October 24
Able Seaman	September 2 October 24	October 24 December 19
Radar Observer	July 18 November 14	July 31 November 28
Tankerman	August 11 December 1	August 22 December 11
Radar Observer (Renewal)	August 8 September 5 November 7 December 5	August 15 September 12 November 14 December 12

Steward Upgrading Courses

Course	Check-In Date	Completion Date
Chief Cook	October 1	Jan. 9, 1987
Cook & Baker	August 13 October 1 November 19	November 21 Jan. 9, 1987 Feb. 27, 1987
Chief Steward	October 1	Jan. 9, 1987

Adult Education Courses

Course	Check-In Date	Completion Date
For students who wish to apply for the GED, ESL, or ABE classes for this year, the courses will be six weeks in length and offered at these times:		
	August 1 October 31	September 13 December 13
Seafarers applying for the upgraders Lifeboat class and who are either ESL or need some work on basic skills, may take the ESL/ABE Lifeboat course three weeks prior to the scheduled Lifeboat class. This class will be offered:		
	September 19	October 10

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

Able-Bodied Seaman	July 18	July 25
Hydraulics	July 18	July 25
QMED	September 12	September 19
Able-Bodied Seaman	October 17	October 24

SEAFARERS TRAINING & RECREATION CENTER Reservation Information

Name: _____

S.S. # _____ Book # _____

Address: _____

Telephone # _____

Number in Party _____

Date of Arrival: 1st Choice _____

2nd Choice _____

3rd Choice _____

(Stay is limited to 2 weeks)

Date of Departure _____

Send to:

Seafarers Training & Recreation Center

Piney Point, Md. 20674

(Phone: 301-994-0010)

Apply Now for an SHLSS Upgrading Course



Seafarers Harry Lundeborg School of Seamanship Upgrading Application



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

Address _____ (Street)

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

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

Social Security # _____ Book # _____ Seniority _____ Department _____

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

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

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

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

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

Course(s) Taken _____

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

Date Available for Training _____

Primary Language Spoken _____

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

DECK

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

ENGINE

- ☐ FOWT
- ☐ QMED—Any Rating
- ☐ Marine Electronics
- ☐ Marine Electrical Maintenance
- ☐ Pumproom Maintenance & Operation
- ☐ Automation
- ☐ Refrigeration Systems Maintenance & Operations
- ☐ Diesel Engines
- ☐ Assistant Engineer (Uninspected Motor Vessel)
- ☐ Chief Engineer (Uninspected Motor Vessel)
- ☐ Third Asst. Engineer (Motor Inspected)
- ☐ Refrigerated Containers Advanced Maintenance
- ☐ Marine Electronics (LASH Crane)
- ☐ Hydraulics
- ☐ Hagglund Crane Maintenance

STEWARD

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

ADULT EDUCATION DEPARTMENT

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

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

ALL DEPARTMENTS

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

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

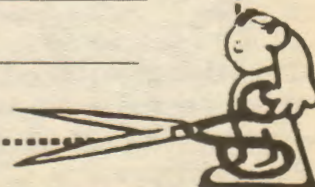
VESSEL _____ RATING HELD _____ DATE SHIPPED _____ DATE OF DISCHARGE _____

SIGNATURE _____ DATE _____

RETURN COMPLETED APPLICATION TO:

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

Rev 5/86



New England to Iowa, Maritime History Abounds

Part I

Editor's note: Summer vacation time is here and many Seafarers and their families have a fascination with nautical history. Below is the first of two stories which will tell you where to find maritime museums, displays and history throughout the country. Part I explores east of the Mississippi River. Next month the western U.S. will be highlighted. For more information, consult travel guides or a travel agent.

by Dorothy Re

Vacation time is coming up fast. Most of us have already made plans. But even if you have made plans, and for those of you who still do not have any, here are some things you might like to know about the many maritime museums and preservation and restoration of ships that can be seen around the U.S.A.

It doesn't matter where you are—East, West, North, South—or on the inland rivers. There are museums and ships that tell us of our seafaring past which helped to build this great nation of ours.

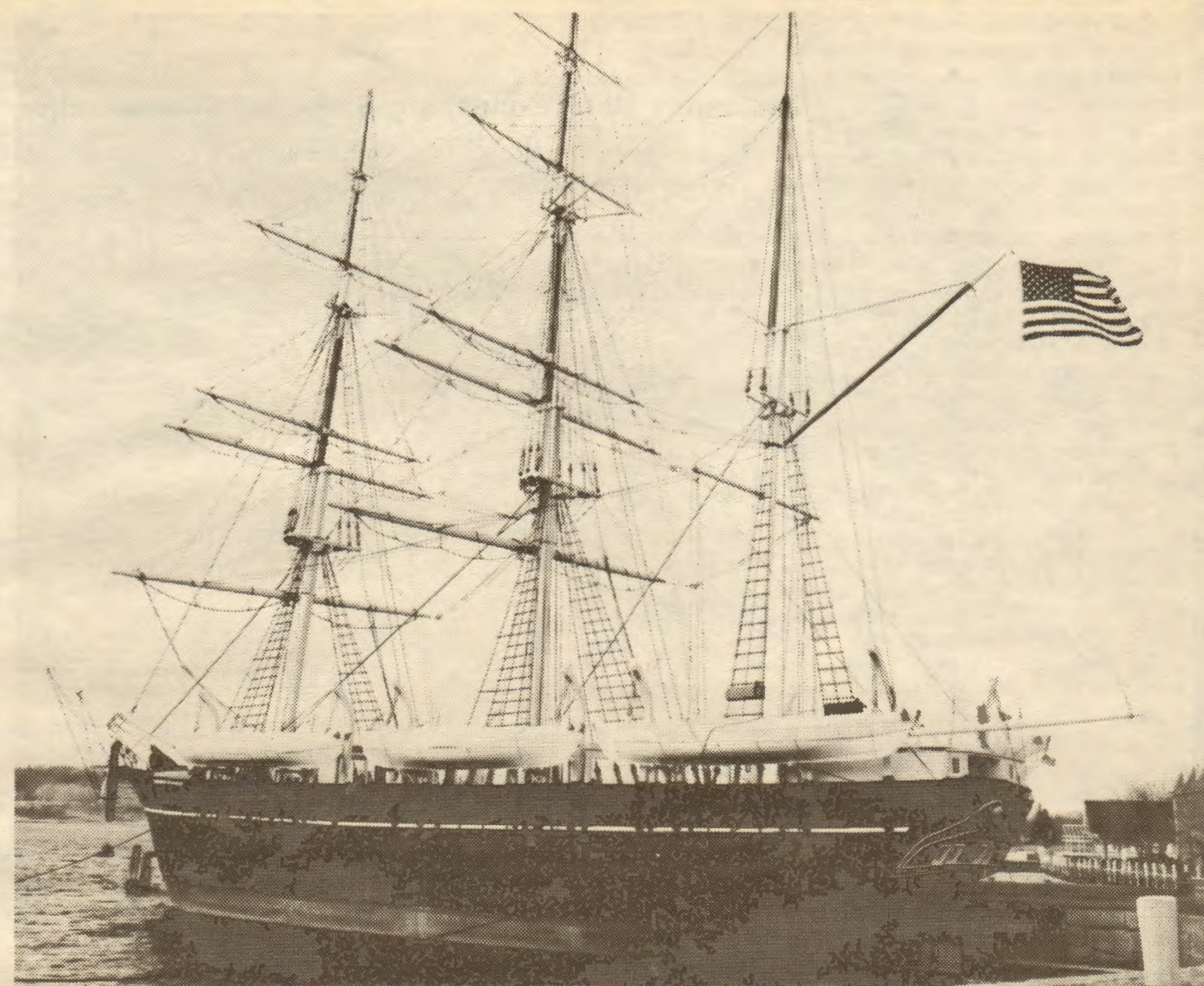
If you have made plans for New England, you can take a side trip and see Mystic Seaport in Connecticut. Mystic is a must for anyone living in the northeastern United States. It is a living museum—having been recreated as it was when it was a working port in the 1800s.

There you can see shipbuilding and repairing done and see the famous whaling ship, *Charles W. Morgan*, used in the movie "Moby Dick." There, too, is the cadet training ship, *Joseph Conrad*. It took Capt. Alan Villiers around the world in the 1930s. And you can take a trip around the port on *Sabina*, a small steamboat. Nearby is an aquarium with daily shows performed by seals and porpoises. One could spend several days at this great place filled with scrimshaw, figureheads and exhibits of woodcarving and a breeches-buoy demonstration (a life saving technique), among other attractions. Mystic is a seaport restoration in the style of Williamsburg, Va., and, of course, there are restaurants, motels and gift shops in and around this area.

From Lubec, Maine to Key West, Fla., there are maritime museums in every port. In Salem, Mass., there is the Peabody Museum. In New Bedford, Mass., the Old Dartmouth Historical Society is a whaling museum. At Plimouth Plantations, Plymouth, Mass., there is a replica of the *Mayflower*, and in Boston Harbor on the Charles River, the *Constitution* ("Old Ironsides") rides at anchor. It is probably the most famous symbol of America's maritime heritage, the greatest symbol of her seafaring victories.

At Edgartown on Martha's Vineyard, Mass., there is an Historical Society, and there is another museum on Nantucket. These beautiful islands south of Cape Cod, Mass., were centers of the whaling industry and can be reached via a car-ferryboat from Woods Hole or Hyannisport.

In New York City, the South Street



A whale of a tale can be found on the *Charles W. Morgan* in Mystic Seaport, Conn. This ship was used in the filming of "Moby Dick."

Seaport, originally planned as a restoration in the Williamsburg style with cobblestone streets and horse drawn carriages, has a marvelous display of ships. The *Wavertree*, the *Peking*, the *Ambrose Lightship*, and the schooner *Pioneer*, a charter "working sail," can be boarded. The *Alexander Hamilton*, a Hudson River sidewheeler, was totally ravaged by a storm and sank recently. A great loss. But a new steel-built sidewheeler, the *Andrew Fletcher*, now takes tours of New York Harbor. Just below the Brooklyn Bridge, this attractive place with singers of sea shanties, concerts and a new shopping emporium, is a fast-growing attraction for New Yorkers and out-of-towners alike.

The *U.S. Intrepid*, an aerospace and naval museum, is tied up at the foot of 46th Street in the Hudson River. This huge aircraft carrier is one of many U.S. Navy ships that is now open to the public. The *Intrepid* is just slightly north of the Circle Line and the Hudson River Day Line. The first will take you around Manhattan Island; the second will take you up the Hudson River. The Hudson River Day Line used to take trips to Albany but now it goes to Bear Mountain Park and back.

Just south of the George Washington Bridge on the New Jersey side of the Hudson is the Lackawanna ferryboat *Binghamton*. And at Kingston, N.Y., where the Delaware and Hudson Canal barges used to bring blue-stone for the sidewalks of New York is the Hudson River Maritime Center. The National Maritime Historical Society, *Sea History Magazine*, is at

Croton-on-Hudson, and the sloop *Clearwater* is docked at Poughkeepsie, N.Y. The goal of this "working sail" is to clean up the Hudson River.

On Staten Island there is the Snug Harbor Cultural Center to be explored, and out on Long Island there is a new museum at Kings Point, N.Y. at the American Merchant Marine Academy. The Suffolk Maritime Museum is at Sayville and there is another whaling museum at Sag Harbor.

The waterfront areas of most major coastal cities of the U.S. attract almost as many visitors each summer as the two Disney amusement centers. In Philadelphia the waterfront area is called Penn's Landing and is on the Delaware River at the foot of Chestnut Street not far from Independence Hall. All of this section of Philly is part of an urban renewal program. There is a park for picnics, and the *Moshulu*, "the largest all-steel sailing ship still afloat," is tied up at the wharf as a restaurant. Here, too, are the Portuguese (tall ship) square-rigger, *Gazela Primeiro*, Admiral Dewey's flagship *USS Olympia*, the *Barnagat Lightship*, and several other ships. Also in this area is the Philadelphia Maritime Museum and an art museum next to the place where cruise ships dock.

In Baltimore's Inner Harbor, the sister ship to the *Constitution*, the *Constellation*, is proudly displayed. The *Port Welcome* sails the harbor to the middle river and back, and the *Nobska*, a Cape Cod steamer, is a restaurant ship. The new Baltimore aquarium, an excitingly modern building, looms dramatically on the newly-carved out waterfront area and is one

of the most visited places in the country. Cruise ships also tie up in the Inner Harbor.

The *Pride of Baltimore* was lost at sea in early May near Puerto Rico. Four of her crew were lost after a squall hit the schooner as sails were being trimmed. The other eight crewmembers were rescued.

The *Pride of Baltimore* was built in Baltimore in 1976-77 by Melbourne Smith. She made a journey in 1983 from Kingston, Jamaica to the coasts of California, Washington, Oregon and British Columbia. The *Pride of Baltimore* sailed past every coastal state in America during her short career. She will be missed.

Washington, D.C. is catching up in this maritime history "living museum" capacity. Its waterfront has a marina and many restaurants, one that floats, as well as a floating fishmarket. Several small paddlewheelers ply the Potomac to Mt. Vernon and back. Tall ships have sailed into this waterfront area on several occasions and will again. There are plans for permanent outdoor exhibits near Georgetown, and the Smithsonian Institution has a large maritime exhibit at the National Museum of American History on the Mall.

Not far from Washington, Annapolis has the Naval Academy Museum, and the Chesapeake Bay Maritime Museum is in St. Michaels, Md. The *Dove*, a replica of one of the first small ships to land the early settlers in Maryland, is near the State House at St. Mary's, Md. The Calvert Marine Museum is at Solomons, Md. and has a fine exhibit of the oyster industry.

(Continued on Page 15.)

Maritime Museum at Piney Point

Where the Potomac meets the Chesapeake Bay there is one of the most unusual maritime museums: The Seafarers Harry Lundberg School of Seamanship (SHLSS) and the new Vacation and Recreation Center.

Here young men are able to achieve academic success and complete their high school requirements. Scholarships are available to all Seafarers. But the bottom line is better skilled seamen for safer and more efficient ships at sea.

The collection of ships used for this training includes a lightship, *Big Red*; a towboat, *Susan Collins*, and the *Claude "Sonny" Simmons*, a Chesapeake Bay passenger/freighter. The *Charles Zimmerman* and the *Dauntless*, which many will recall, are about to be sold. The *Zimmerman*, an excursion ship on the Potomac (formerly the *Mount Vernon* of the Wilson Line), was filled with classrooms, a theater and a library before the new buildings were constructed. The *Dauntless*, a yacht belonging to Horace E. Dodge (then the *Delphine*) was also a classroom ship. Both served "the Base" well for many years.

A variety of smaller craft are used for training and for fun, and in an open shed there are four rebuilt workboats to remind us of the Chesapeake Bay and its abundance of succulent shellfish; a bug-eye, a Chesapeake Bay sailboat; a skipjack, an oyster dredger; a Potomac river dory, and a log canoe.

An archeological dig, recently begun near St. Mary's City, helps bring the rich history of this peninsula alive. Near here in 1634, the *Ark* and the *Dove* landed on St. Clement's Island. A replica of the Maryland State House, c. 1649, has been constructed near St. Mary's College, and there is much else to remind us that the Revolutionary War was fought in the vicinity.

The Paul Hall Memorial Library and Maritime Museum has a fine collection of artifacts, ship models, paintings, plaques and other historical material showing the rich heritage of the SIU and of the sea.

The new Vacation and Training Center houses classrooms as well as facilities for retired Seafarers, a diningroom/cafe area, an auditorium and a marvelous view of the surrounding bay waters. This center is also used for conferences and other Union-sponsored activities and offers an ultra-modern setting.

(Continued from Page 14.)

The *Susan B. Constant II*, *Godspeed II* and *Discovery*, early ships that landed at Jamestown, Va. in 1606, are at the Jamestown Festival Park,

and farther down the seaboard, the *HMS Bounty* is at St. Petersburg, Fla. At the southernmost tip, the *African Queen*, of the movie of the same name, has recently found a home in Key

Largo.

Let's swing around the peninsula, by water, of course, to find the Tampa Bay Maritime Society. The Gulf of Mexico border states are well represented, but before we go west let's go north and inland.

On the Inland Waterways and on the Great Lakes there are several preservation ships. Admiral Perry's second flagship, *Niagara*, is at Erie, Pa. on Lake Erie, and a sternwheeler, *Julius C. Wilkie*, is at Winona, Minn. on the Mississippi River below Minneapolis/St. Paul. The *W.P. Snyder Jr.*, another sternwheeler, is at Marietta, Ohio where the Ohio borders West Virginia. The showboat *Rhododendron* is at Clinton, Iowa just above Davenport on the Mississippi where it runs between Iowa and Illinois.

The *USS Cobia*, a submarine, is at Manitowoc, Wis. on Lake Michigan. And one of the most celebrated events of any summer is the International Tug Boat Race, a part of the 4th of July doings in Detroit and Windsor, Ontario.

The Lake Superior Marine Museum is at Duluth, Minn., and the Chicago Maritime Society in Chicago, Ill., is on South Lake Park Avenue, also on Lake Michigan. Still more Great Lakes maritime history is preserved at the H. Lee White Marine Museum at the mouth of the Oswego River on Lake Ontario.

The Mississippi River Museum is in Memphis, Tenn., and our own SIU crewed *Delta Queen* and *Mississippi Queen*, living museum cruise boats, recreate the days when Mark Twain was a riverboat pilot on the Ohio and

Mississippi Rivers. Last but not least in this partial survey is the Clark County Historical Society Howard Steamboat Museum at Jeffersonville, Ind., on the Ohio River north of Louisville, Ky. Here in a large stone Victorian house, once owned by the Howard family, is a sand barge and other relics of the Howard Ship Yards which built many of the famous inland river paddlewheelers. This shipyard was the Jeffboat Shipyard in Jeffersonville where the *Mississippi Queen* was built in 1976, 50 years after the *Delta Queen* was built in 1926.

There are sailing cruises to discover almost every one of the above mentioned ports and museums. We also advise you to explore the possibility of "harbor festivals" which abound in the summer months in the North and during winter months in the South.

This is only a partial list of maritime places of interest. There are many more in every section of the country we covered.

But before we say "smooth sailing" or "adios" to anyone headed for Texas, here are some of the Gulf Coast stops that you may wish to make. At Galveston, Texas, the *Elissa*, a bark, spreads sail, and there is also an Historical Foundation. Or if you stop in Fredricksburg, Texas, they have a museum of the Pacific War that ought to take up a day or two. The *U.S. Texas*, of both WW I and WW II fame, is anchored at the San Jacinto Battleground near Houston, Texas.

In the next issue we will cover some of the marine exhibits on the West Coast. Have a good vacation.

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.

Cocaine Abuse—America's New Epidemic

The pages of this country's newspapers are filled with stories on the growing drug problem in this country. Of all the drugs hitting the street, none is more popular or more dangerous than cocaine.

Cocaine was once the toy of the privileged few. Now, thanks to a new inexpensive street form of the drug, known as crack, it is being used by people in every strata of society, and at every age level.

The most dangerous thing about cocaine is the ignorance that most people have of the drug. The first time that people try cocaine, they usually find the experience pleasurable. Yet within months—weeks, you can become addicted to cocaine, and your life can be a living hell.

* * *

One SIU member who is a recovering addict said this about his experience with cocaine: "The first time I tried it, I was in South America. I was bored, and it made me feel good. Within months, I was spending every penny I made to get the stuff. I would steal—and worse. Then I looked at my wife and child and realized I was robbing them of their future. I had to stop."

Here are some answers to frequently asked questions about the drug:

What is cocaine?

Cocaine is a chemical extracted from the leaves of the coca plant, which

grows mainly in South and Central America. As a "street drug" in the United States, it is generally found in the form of a crystalline white (sometimes pink or tan) powder often called "coke" or "snow."

It is recognized by doctors as a stimulant and "euphoriant" (something that gets people "high"). It works by reacting with other chemicals in the human nervous system and brain—one doctor describes the effect as "flooding the pleasure centers." It also blocks pain messages in the nerves, and narrows the blood vessels, raising blood pressure and increasing the work of the heart and lungs.

Is cocaine addictive?

Yes, if addiction means being "hooked" on it—an irresistible urge or compulsion to use the drug, usually in ever-larger doses, more and more frequently, despite serious side effects and the disruption or destruction of normal work, school or family life. People use cocaine because they like its effects, and they can get to the point of centering their whole lives around getting it and using it, to the point where nothing else matters—not even food or sex.

When a cocaine addict tries to quit the drug, there are withdrawal symptoms—deep depression, irritability, fatigue and sleepiness, loss of energy, and an intense craving for cocaine.

Some professionals call cocaine non-addictive because ending its use does

not produce the kind of extreme physical "withdrawal crisis" that hits heroin users when they quit "cold turkey." Others talk of cocaine "dependency" instead of addiction. Don't be fooled by these differences of opinion on the meaning of the word 'addictive.' No doctor, social worker or drug counselor familiar with its effects harbors any serious belief that cocaine is not addictive.

How is cocaine used?

The powder is generally raked with a razor blade into narrow "lines" on a mirror or other smooth surface and then sniffed or "snorted" into the nose through a small metal tube, a straw or rolled-up dollar (or hundred-dollar) bill, or from a tiny spoon. It can also be dissolved and injected under the skin or into a vein.

"Freebasing" is smoking the purified substance (called freebase) remaining after the user mixes cocaine with other substances and dries the resulting paste over a flame.

What is "crack"?

Crack is ready-made freebase, often called "rocks"—small white or beige chips that resemble soap or bits of gravel. It is sold in oversized vitamin-type capsules or small glass vials like perfume samples. Crack first appeared on the streets of New York only last summer. It has spread like wildfire.

Crack is smoked in any kind of pipe—often in a tubular glass or plastic pipe with a fine screen in the bowl (like those used for hashish), sometimes in a water pipe—or can be rolled into a "joint" with marijuana.

What are the initial effects of using cocaine?

Usually pleasurable. The high begins in a few minutes and lasts from 15 minutes to a half hour. The drug produces euphoria, feelings of well-being and increased self-confidence, high energy and alertness. Users are often extremely talkative and restless.

With crack, the high comes on faster and declines sooner—producing the desire for more and more. One social worker says "Don't even try it once. It's too easy to get hooked." And a doctor on the cocaine hotline agrees: "The biggest danger is the overwhelming compulsion to repeat the experience. People who use crack just can't stop."

Are there medical hazards?

Yes, serious ones. Death can result from cocaine use, through convulsions, heart attacks and strokes. Fatal seizures can hit snorters, injectors and smokers, epileptics and non-epileptics alike. Extreme sleepiness after use can combine with the drug's anesthetic effect on the throat, letting users "drown" in their own saliva.

Other effects include loss of appetite and ultimately severe weight loss, im-

Drug and alcohol abuse that go only end in three ways, says Rick. Drug Abuse Rehabilitation Center. The person can wind up in jail. Or he can be placed in a hospital. Or he can die.

Along the way, there is plenty of friends and co-workers.

It is estimated that this year alone because of worker drug abuse, and get involved in job-related accidents.

Then there are costs that can be children, failed marriages.

And on the personal level there are job opportunities and the gnawing future and your self-respect.

If you have problems with drug epidemic sweeping this country.

There

You can lick this problem if you recover. Starting with this issue, the alcohol abuse, and what is being our members who suffer from these

May 30, 1986

To: SIU Brothers and ARC Staff

First, I would like to say what a superb job Commander Ken Conklin is doing at Piney Point and I am looking forward to upgrading my license there soon.

It has been almost one year ago that my life was in ruins. I thought I was on top of the world, "One of the boys," drinking and partying all the time. My life was a total wreck! When I entered Seafarer's Alcoholic Rehabilitation Center, I thought it was a joke and I didn't have time for their lectures and A.A. meetings.

Well brothers, I was wrong. Alcohol and drugs are not the answer. Just after one year of being sober my life has changed 180 degrees. I may have lost a few good friends with my living a straight life, but who needs friends who drag your life down the drain. I have adjusted to the sober life and it was not an easy battle. It was hard to part with my loved one (alcohol) and being labeled an alcoholic doesn't bother me anymore. It makes me look back at where I came from, a place I never want to return to!!

It feels good to wake up without hangovers, itchy skin and guilt feelings of not remembering what I did the night before. My health is great and I am in control of my life. Let me tell you, it sure feels "Damn Good" to be back at the helm and steering a straight course in life.

Thanks again Rick Reisman, Jesse Logan, Bill Eckles and the rest of the staff.

Captain David Domangue—D-5S10
Los Angeles/Long Beach Red Stack Tugs

P.S. Thanks to my "mom" for her love, understanding, and the strong support she gave during treatment; I love her dearly.



ted is a progressive disease that can head of the Seafarer's Alcohol and) in Valley Lee, Md.

stitution.

spread around—to family members,

merican businesses will lose \$20 billion Alcoholics are six times more likely to

measured: broken promises, scarred

inevitable financial problems, the lost that you have mortgaged away your

cohol, you're not alone. There is an

Hope

he SIU is committed to helping you will discuss the problems of drug and bring recovery and hope to those of es.

Help Yourself Kick Drugs

Seamen who are addicted to drugs and alcohol have a way out—a place to go and get help: the Union's Alcohol and Drug Abuse Rehabilitation Center (ADARC) in Valley Lee, Md.

More than 870 members have made use of the ADARC's facilities since it was founded in 1975. Many have gone on to lead productive lives free of alcohol and drug abuse.

There are several things that make the ADARC uniquely qualified to serve the needs of seamen who are addicted to drugs or alcohol.

For one thing, all of the counselors are recovering alcoholics or drug addicts. They know what you're going through because they've gone through the same thing themselves. They'll be sympathetic to your needs, but you won't be able to con them.

"We practice tough love around here," said Rick Reisman. "It helps most people, but some have to come back two or three times before they are able to understand what we're talking about."

Each "class" consists of roughly 10 individuals who attend support sessions and AA and CDA (Chemical

Dependents Anonymous) meetings. Each "student" is a Seafarer, and that helps.

"All of the people in this program with me are merchant seamen," said one member who was going through the ADARC for the second time. "Sailors have a unique lifestyle. We're often at sea—cut off from our friends and family. At the ADARC, it's good to get feedback from people who have the same problems that you do."

And then there is the cost. The cost of going through a comparable facility is roughly \$10,000. The ADARC is free to Seafarers.

There has been a gradual change in the ADARC over the past 10 years. It was originally called the Alcoholic Rehabilitation Center. The new name reflects the change.

"Most of the people we saw in the beginning were addicted to alcohol," said Reisman. "Slowly, the number of people who are cross-addicted—who use both drugs and alcohol—has increased."

"About 80 percent of the people we see abuse both alcohol and drugs. Older members are more prone to using just alcohol. Younger members usually abuse both."

Yet as one older member said, "Hell, an addiction is an addiction. Both drugs and alcohol can kill you."

"The changes we are seeing," said Reisman, "are consistent with changes in society. The '60s and '70s saw a dramatic rise in recreational drug use, and we are seeing the results of that."

Within a month or two, the ADARC is expected to open up a new wing that will double the number of people it can accept at any one time. In

addition, the hospital it has been using to detox alcoholics is now accredited to detox drug users as well.

"More than most professions," said SIU President Frank Drozak, "seamen have a sense of community. We believe in taking care of our own."

"Drug and alcohol abuse," he said, "is a growing threat to this country, and to the job security of our members."

"A growing number of jobs available to this membership," said Drozak, "are onboard military vessels that have been contracted out by the Navy. The Navy insists that the people who man these highly sensitive positions be drug-free and they will test for drug use."

"The bottom line is that in the foreseeable future, government employees and transportation workers will be subject to these tests. There's just no getting around the fact."

And do these tests prove anything?

"As far as I am concerned," said Reisman, "anyone who knows that he or she will have to undergo a drug test to gain employment, and who still smokes marijuana or takes cocaine, has a problem with drugs. It is important, however, that all our members know about these latest developments in order to protect their job security."

One member who wishes to remain anonymous says that he knows people who are so afraid of being tested for drugs that they carry urine samples around with them.

The ironic thing, of course, is that all drug testing has to be administered in front of a Navy official. When it comes to testing for drug use, there's no getting around it: what you see is what you get.

The First Step

"Taking that first step was the most painful thing I ever did in my life," said one alcoholic who has remained sober for nine years. "But, in retrospect, I don't think that I would be alive today if I hadn't done it."

How does one go about taking that first step? Just break it down into its two components:

ONE: Is your life unmanageable because of drug or alcohol abuse?

TWO: Are you powerless over drugs or alcohol?

How do you define unmanageable? "Some people have to be literally hit on the head before they can accept that their life is unmanageable," said Rick Reisman, head of the ADARC. "Other people come to the realization much sooner. They save themselves years of hardship and decline."

Some of the people who go to the ADARC won't even admit that they have a problem. They are only there because they've been ordered to go by the Coast Guard, or because they've failed a drug test.

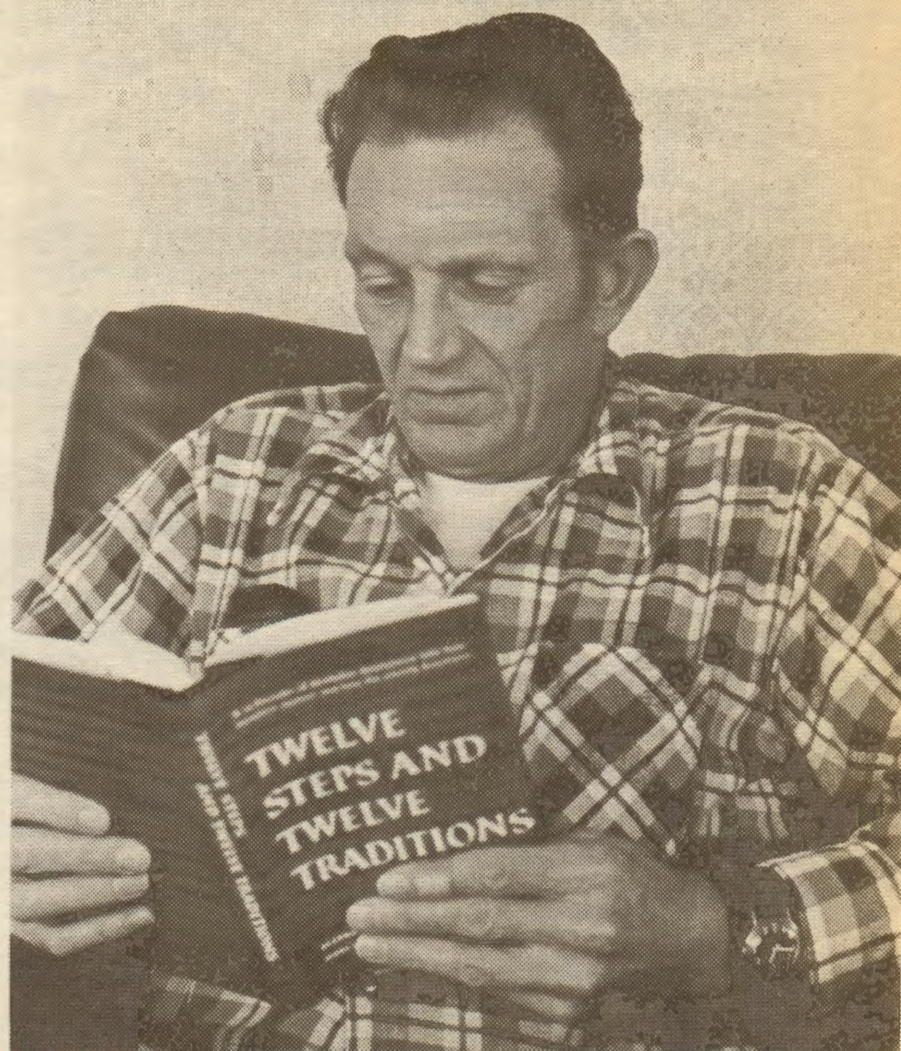
Other people, slightly more than half, are at the ADARC because they realize that they have a problem. "These people have the best chance of recovery," said Reisman. "They're at the clinic because they want to recover. That's half the battle."

Here is a short checklist to determine if your life is unmanageable, or if you are powerless over drugs and alcohol:

- ★ Do you drink or take drugs to relieve boredom?
- ★ Do you drink and take drugs while on duty?
- ★ Have you ever been written up while under the influence?
- ★ Have you been caught driving while intoxicated?

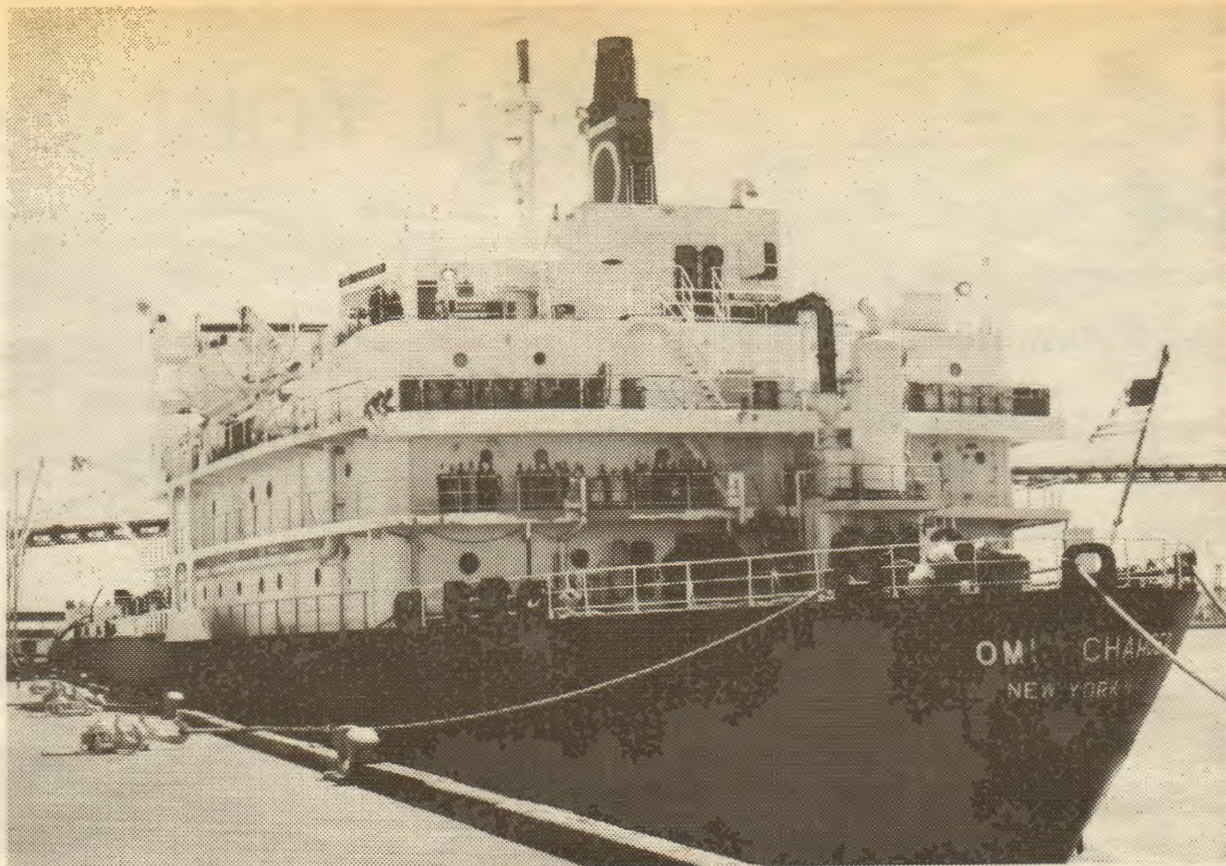
- ★ Has your drinking or drug taking caused accidents at home, on the road or on the vessel?
- ★ Do your friends and family members tell you that you have changed?
- ★ Are you irritable? Have you lost contact with even your closest friends?
- ★ Do you have financial difficulties because you take drugs or alcohol?
- ★ Are you afraid to apply for a job on a Navy ship because you don't think you can go several months without drugs?
- ★ Do you have blackouts?
- ★ Do you steal or borrow money to support your habit?
- ★ Do you need a drink (or a shot, snort or toke) to get through the day?
- ★ Do you wake up in strange places?
- ★ When you are under pressure, do your thoughts invariably turn to alcohol or drugs?
- ★ Have you tried to give up alcohol or drugs, but can't?
- ★ Have you tested positive for drug use?
- ★ Do you find yourself drinking more than you used to, or taking more drugs?
- ★ Do you think that drugs or alcohol make you wittier, smarter, or more socially acceptable?
- ★ Have you told yourself that you can lick your problem by yourself, only to keep on using drugs and alcohol?
- ★ Do you go on periodic binges?
- ★ Have the binges been getting more frequent?
- ★ Do you seek out people who abuse drugs or alcohol?

If you answer "yes" to even one of these questions, you may have a problem. Think about it.



Thanks to the Union's ADARC program, this member is learning what to do to keep sober and drug-free, one day at a time.

*Aboard the
OMI Charger
in
L. A. Harbor*



The *OMI Charger* (OMI) ties up in Los Angeles Harbor.

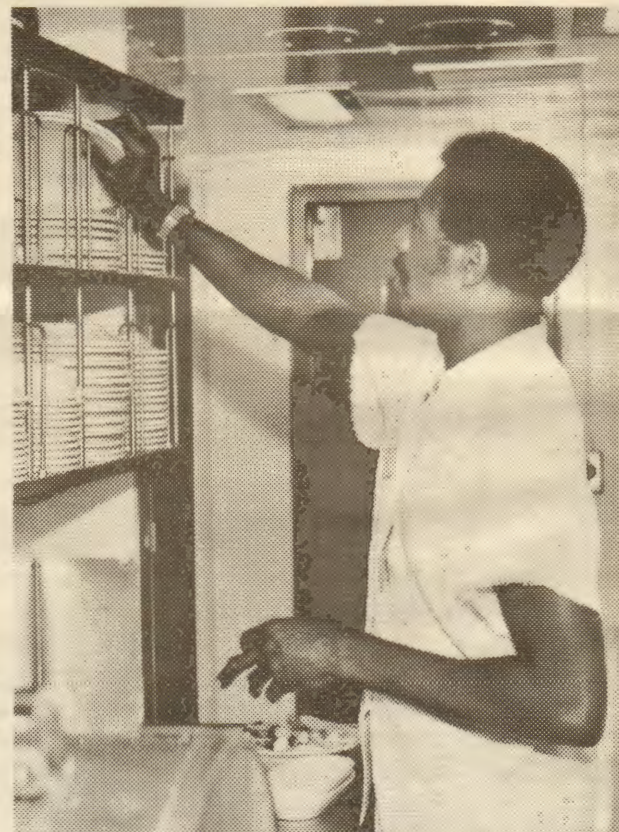
(Photos by Dennis Lundy)



G.W. Davis, OMU, joined the SIU in 1969. The *OMI Charger* will be the last ship for the 60-year-old Davis, who plans to retire in June.



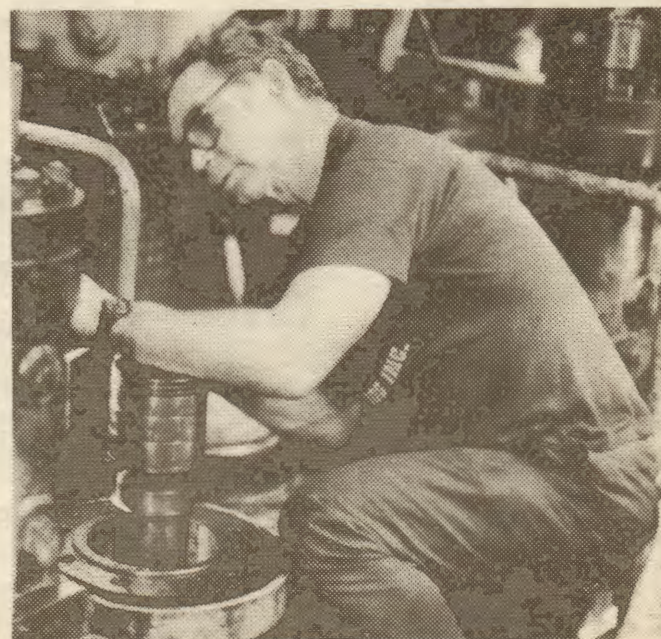
Willie Wilson, steward/baker.



George Major, steward assistant.



Crewmembers aboard the *OMI Charger* include (l. to r.) Wiley L. Yarber, pumpman; George Khulaqi, AB; Franz Schwarz, bosun; John "Eyeball" Landry, AB, and Norman Johnson, radio officer.



Frank Bolton, QMED.

The SIU in Washington

Seafarers International Union of North America, AFL-CIO

June 1986

Legislative, Administrative and Regulatory Happenings

Washington Report

Taxes and trade dominated the headlines this month.

For most of this session, the House of Representatives has been sending not-so-subtle signals to the White House to do something about a growing trade deficit that has reached epidemic proportions. Despite repeated warnings from both sides of the aisle, the administration has done virtually nothing.

Frustrated by this inaction, the House of Representatives passed a far-reaching trade bill by a stunning 295-115 margin. The White House, which was visibly taken back by the size of the vote and its bipartisan composition, condemned the bill as being "protectionist." President Reagan vowed to veto it.

The real question wasn't whether the trade bill was perfect or not, but why the administration has failed to take any kind of constructive action to protect American companies from *unfair* foreign competition. Belated attempts to bring the value of the dollar down are starting to have some minimal results. Still, the monthly trade deficit is out of sight, and many U.S. companies have lost footholds in once secure foreign and domestic markets, perhaps forever.

The other big story this month was the sweeping tax reform bill that the Senate Commerce Committee passed by a 20-0 vote. As a result, tax reform, once thought virtually dead, is now given a good chance of becoming a reality. The Senate bill has received support from a surprisingly broad range of groups, from the Executive Council of the AFL-CIO on the left to the Chamber of Commerce on the right.

Alaskan Oil

"The truly amazing thing about the maritime industry," said Frank Pecquex, head of the SIU's legislative department, "is that you have to keep on winning the same battles over and over again just to stay even. The other side never fails to bring up the same old issues."

One of those issues is Alaskan oil. Last month there was good news and bad news relating to the export of this valuable commodity.

The good news. On May 21, 1986, the House passed a trade bill that contained a prohibition against the export of Cook Inlet oil. An amendment that would have allowed the export of Cook Inlet oil that was introduced by Rep. Toby Roth (R-Wis.) was soundly defeated by a 181-238 margin.

The bad news. The prohibition against the export of Cook Inlet oil still has to pass the Republican-controlled Senate, where it is expected to face a far more difficult time. In addition, the Commerce Department, on June 4, issued a ruling permitting the export of Cook Inlet oil.

The ironic thing about all this is that there isn't that much Cook Inlet oil to export. Both sides view it as a test case for the more important question of North Slope oil.

It is estimated that as many as 40 SIU tankers would be affected if the prohibition against North Slope oil were to be rescinded.

Vessel Redocumentation

The president signed into law a vessel redocumentation bill that contained two provisions of interest to SIU members. The bill closed a loophole in the Jones Act that had allowed foreign-flag tugs to tow foreign vessels in U.S. ports, and extended a waiver that allowed the *Delta Queen* to continue operating.

Had not the waiver of the *Delta Queen* been passed, then the historic vessel would have been pulled out of service at a considerable loss of tax dollars, not to mention SIU jobs. The superstructure of the *Delta Queen* is constructed of wood, which means that it must be continually inspected to see if it meets stringent safety requirements.

Auto Carrier Bill

The House Merchant Marine and Fisheries Committee has overwhelmingly endorsed a bill that would completely restructure the auto carrier trade between the United States and Japan.

The bill, H.R. 3655, would require that an equal number of Japanese cars imported into the United States be carried on American and Japanese vessels.

"For all practical purposes," said SIU President Frank Drozak, "this trade has been closed to American-flag vessels."

"The action taken by the House Merchant Marine Committee is an indication of what a vigorous trade policy could achieve," said Drozak. "Since the bill was introduced, a number of Japanese companies have voluntarily entered into agreements with U.S. companies to carry Japanese autos on American-flag vessels."

"Of course," said Drozak, "the Japanese are only offering the American-flag merchant marine crumbs. The proposed deals would affect some 90,000 cars out of more than 2.7 million that are shipped into the United States."

"Still, one has to view this issue in a broader context," said Drozak. "The Japanese were unwilling to do anything to open up this once closed market until Rep. Walter Jones (D-N.C.) introduced this bill. They entered into these latest agreements only to prevent passage of H.R. 3655. Think of what we could do if we had an administration that felt trade was an important issue."

Operating Differential Subsidy

The House Merchant Marine Subcommittee is trying to make sense of the mountains of comments it received during the hearings conducted on the Operating Differential Subsidy program.

The hearings were held in order to devise a more effective and cost-efficient ODS program. By doing this, the subcommittee had hoped to put pressure on the administration to accept the proposition that something needs to be done to confront the crisis in the American maritime industry.

So far the administration has not given any indication that it has understood the severity of the crisis. In the meantime, the SIU will continue to monitor the work of the subcommittee on this important bill, in order to make sure that the interests of its members are protected in the event of any sweeping changes in the ODS program.

Build and Charter

The House Merchant Marine and Fisheries Committee approved H.R. 4135 which, if enacted, would provide American shipyards with their first real boost since the elimination of the Construction Differential Subsidy Program in 1980.

The bill would finally release \$852 million that was set aside last year for the construction of military vessels to be chartered out to the private sector. It still needs to clear several formidable hurdles, however.

For one thing, the Seapower Subcommittee of the House Armed Services Committee has to report on this bill before it can reach the floor.

The House Merchant Marine bill contained several changes in order to make the bill more palatable to the Seapower Subcommittee, including one provision that would give the Navy "paramount" control of the program and another that would increase to \$75 million the amount to be specifically earmarked for the Navy's sole use.

In the Senate, the Senate Subcommittee on Defense Appropriations, which first appropriated the money for the program, has added an amendment to a supplemental appropriations bill that would repeal the requirement that the program be legislatively authorized by Congress before the vessel construction funds can be spent.

The administration has gone on record as opposing the bill in any of its various forms.

Passenger Vessel Bill

SIU President Frank Drozak urged the Senate Merchant Marine Subcommittee to pass legislation to spur the development of the American-flag passenger vessel industry. He said that this would create thousands of American jobs, stimulate various state and local economies and generate millions of dollars in individual, sales and corporate taxes.

In addition, Drozak stressed that any such legislation would improve the U.S. balance of payments ledger and enhance this country's sagging sealift capability.

The subcommittee presently is considering several bills dealing with this issue. These bills include S. 1461, which would re-flag U.S.-built but foreign registered vessels for coast-wise trading privileges, and S. 1935, which Drozak said "would create a window of opportunity to foster further expansion of the domestic fleet." For more details on this issue, see page 1.

Port Development

The House and the Senate are expected to meet to iron out differences between the respective versions of the Port Development bill. If they are able to reach a compromise on this issue, then work could begin on some 200 dredging projects aimed at modernizing this nation's antiquated system of ports and inland waterways.

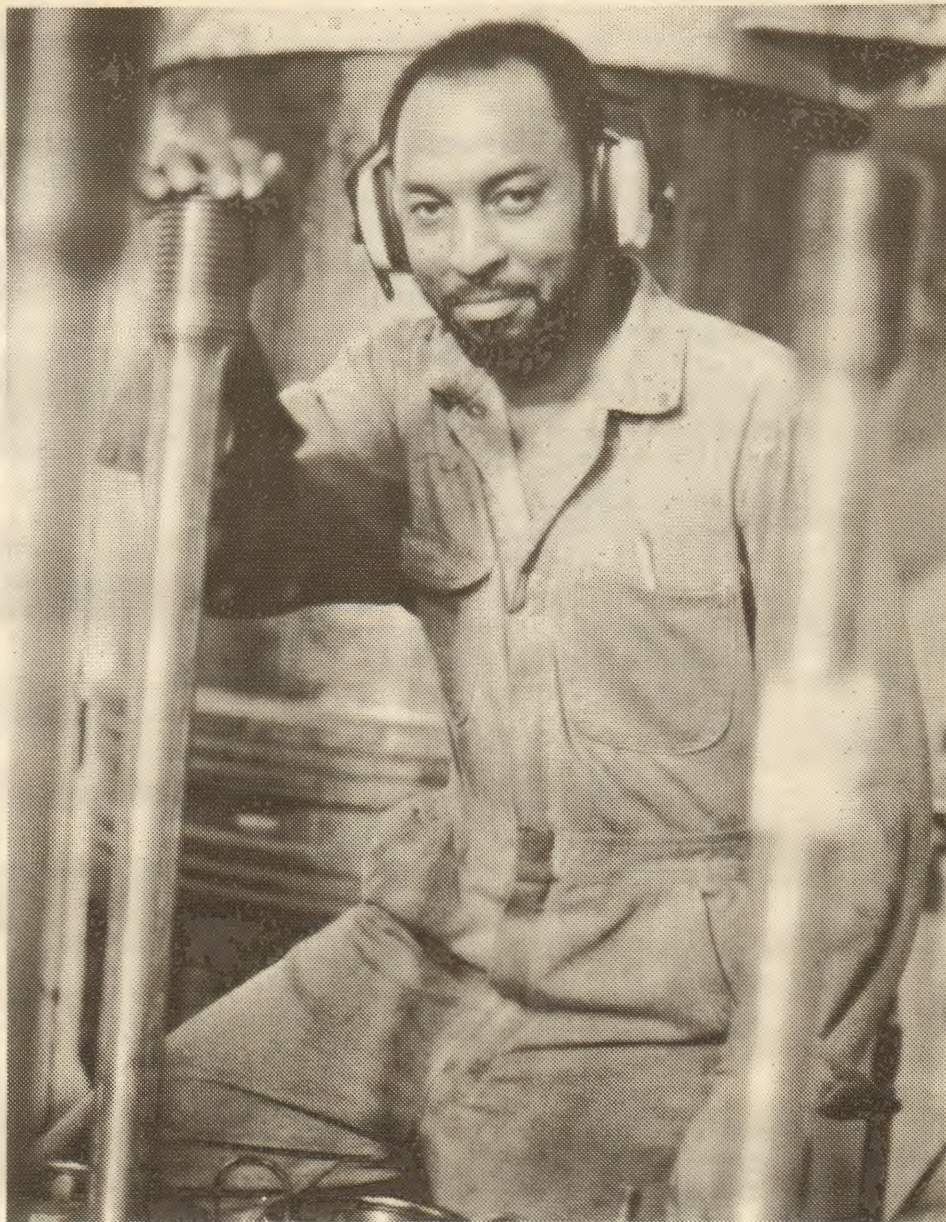
A full story is carried on page 3.

Support SPAD

SIU Members Around the World



John Katsos, right, receives his first pension check from Seattle Port Agent George Vukmir. Katsos has been sailing since 1947 as a waiter and messman.



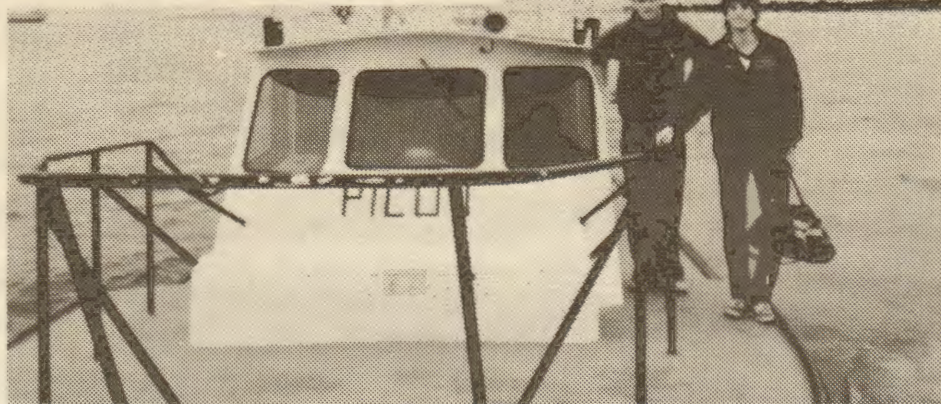
Chromer Jefferson, QMED, aboard the *OMI Columbia* in Los Angeles, Calif.



It's time for barbecues and games aboard the *PFC Eugene A. Obregon* off Rota, Spain.



Pensioner Macon Welch of Gibson, Ga., enjoys a good hunt during his retirement years—"all of this made possible under the SIU's Pension and Welfare Plan."



SIU members operate the Tampa Bay Pilots Association boats. Onboard the *Pilot* are Jim Pierce and Phillip Valanerrliam.

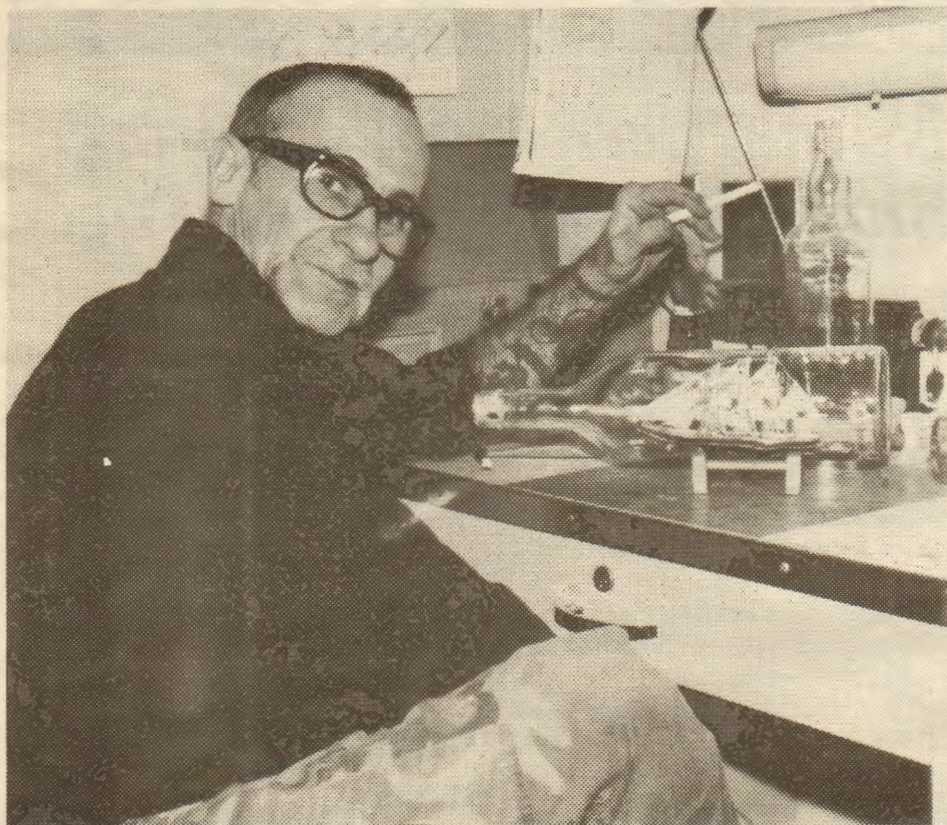


SIU Patrolman Danny Keao talks with AB Jeff Hood aboard the *C.S. Salernum* when the ship made a recent stopover in Honolulu.



SIU members come out in large numbers at a recent anti-apartheid rally in Washington, D.C.

Preservation of a Seafarer's Art



Brother Lopez relaxes at his work desk after completing another ship in a bottle.

by SCOTTY BOATRIGHT

Donald Scott "Scotty" Boatright, from the San Francisco area, is currently shipping as an AB on the Sea-Land Patriot. He joined the SIU in 1978, passed the AB course at Piney Point in 1980, and just earned his "A" seniority last year.

Boatright has been photographing Julian Lopez's work for the past few voyages and recently finished this article which he offers to the membership as a tribute to his retiring shipmate.

It is said that the seafaring craftsman is a dying breed. With automation and the modernization of today's merchant ships, many of the old skills of sailors of a bygone era are lost.

Sad but true. As an able seaman, I still never fail to learn and gain more skills from my older shipmates on each new vessel I join.

Hand in hand with the seafarer's skill goes the seafarer's art; fancy knotwork, ship model building, refurbishing of old ship parts into furniture or ornamentation and, of course, ships in bottles. This latter craft brings me to Julian "Julie" Lopez, QMED, who is currently one of my shipmates on the M/V Sea-Land Patriot.

Born in Segovia, Spain in 1926 and raised in Valencia, Julie is definitely one of those die-hard old salts. He began his seafaring career at age 11 on the fishing boats in the Mediterranean Sea and then joined the Spanish navy in 1942. At that time the Spanish navy still used some sailing ships.

In the current days of short stays in port and long days at sea, Julie, in the past few years, has elected to spend his off-duty hours preserving the art of building ships in bottles. He'll be the first to tell you that many mistakes were, and still are, made in the arduous task of learning this craft. I asked Julie how he got into it.

"I was always fascinated with the craft," he says, "but it wasn't until about three years ago that I saw the bosun on the Santa Magdalena actually putting ships in those large, cargo lightbulbs. I asked him to show me, and I learned the tricks of the trade from him."

"Then, with a basic knowledge of how it was done, I began my search through bookstore after bookstore in San Francisco, until I finally found one with only two old books on the subject. From there, it was just trial and error all the way!"

Julie, at this point, uses strictly hand-made tools, usually fashioned in the engine room's machine shop from scrap. The same goes for his wood for hulls and masts, cloth for sails and twine for rigging. As for bottles, he takes them where he can get them.

Julie says, "I use anything from a gallon jug to a tiny grape juice bottle. Don't be mistaken though, the larger bottle is not necessarily easier. Detail

is the objective, and the larger the bottle, the more visible is the detail of the ship inside."

He proudly keeps one he made in a tiny grape juice bottle on his desk which, to me, is a masterpiece. He adds, "Of course, the typical one quart rum bottle is the most preferred and traditional. I try to keep this work as traditional as possible, but new and different kinds of bottles always pose an interesting challenge."

Julie admits, however, that even with the easier ones, occasionally, after hours of work and the job is near completion, all can be lost. A mast will snap or some rigging will break, and the job must be started over again.

When I asked him about his vast knowledge of rigging, etc., he told me, "I have a pretty good idea of how sailing vessels are built because they used to build real schooners and other sailing craft on the beach where I was raised. My first job in the navy was on a three-masted bark as an apprentice, and my last assignment in the navy was on a four-masted top-sail schooner, on which I crossed the Atlantic. This all gave me a working knowledge of proportions, rigging and all that."

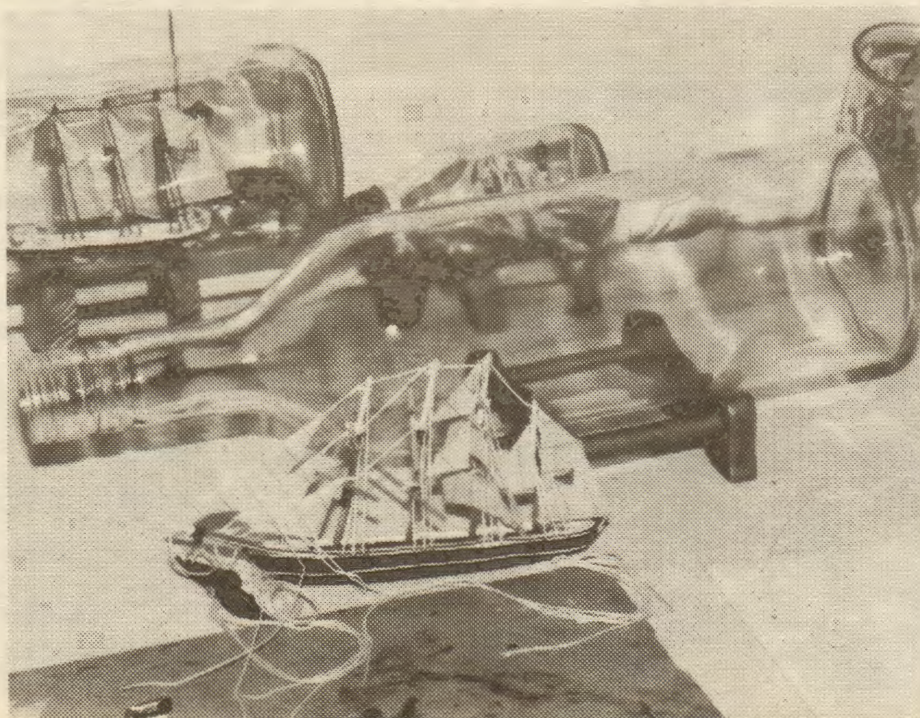
"I hand carve my hulls and design my rigging. I try to make each one as authentic as possible, avoiding gaudy paint jobs, pennants and all the other armchair sailor's clutter. Depending on the size, the rigging and the intricacy involved, building one can take anywhere from eight to 30 hours to complete."

Starting with some dusty old books and a lot of patience, Julie has made it possible for some of us to still enjoy a dying art form if we're lucky enough to cross his path! Some of his work can be seen in shops and restaurants around San Francisco, especially in the Fisherman's Wharf area.

Brother Lopez joined the SIU in 1960 in New York and now ships out of the port of San Francisco. Though only a few more voyages away from retirement, he says he'll continue to build ships in bottles ashore for the pleasure it brings him.

I've shipped with Brother Lopez before on Delta Line voyages and know him to be a fine shipmate as well as a craftsman.

I know the entire membership wishes him well in his upcoming retirement.



Just how does that model ship get into that small-necked bottle?

Legal Aid

In the event that any SIU members have legal problems in the various ports, a list of attorneys whom they can consult is being published. The member need not choose the recommended attorneys and this list is intended only for informational purposes:

NEW YORK, NEW YORK

Schulman & Altman
84 William Street, Suite 1501
New York, New York 10038
Tele. # (212) 422-7900

BALTIMORE, MD.

Kaplan, Heyman, Greenberg,
Engelman & Belgrad
Sun Life Building
Charles & Redwood Streets
Baltimore, Md. 21201
Tele. # (301) 539-6967

CHICAGO, ILL.

Katz & Friedman
7 South Dearborn Street
Chicago, Ill. 60603
Tele. # (312) 263-6330

DETROIT, MICH.

Victor G. Hanson
19268 Grand River Avenue
Detroit, Mich. 48822
Tele. # (313) 532-1220

GLOUCESTER, MASS.

Orlando & White
1 Western Avenue
Gloucester, Mass. 01930
Tele. # (617) 283-8100

HOUSTON, TEXAS

Archer, Peterson and Waldner
1801 Main St. (at Jefferson) Suite 510
Houston, Texas 77002
Tele. # (713) 659-4455 &
Tele. # (813) 879-9842

LOS ANGELES, CALIF.

Fogel, Rothschild, Feldman & Ostrov
5900 Wilshire Boulevard, Suite 2600
Los Angeles, Calif. 90036
Tele. # (213) 937-6250

WILMINGTON, CALIF.

Fogel, Rothschild, Feldman & Ostrov
239 South Avalon
Wilmington, Calif. 90744
Tele. # (213) 834-2546

MOBILE, ALA.

Simon & Wood
1010 Van Antwerp Building
Mobile, Ala. 36602
Tele. # (205) 433-4904

NEW ORLEANS, LA.

Gardner, Robein & Healy
2540 Severn Avenue, Suite 400
Metairie, La. 70002
Tele. # (504) 885-9994

NORFOLK, VA.

Peter K. Babalas & Associates, P.C.
Suite 700 Atlantic National Bank Bldg.
415 Saint Paul's Boulevard
Norfolk, Va. 23510
Tele. # (804) 622-3100

PHILADELPHIA, PA.

Kirschner, Walters, Willig,
Weinberg & Dempsey Suite 110
1429 Walnut Street
Philadelphia, Pa. 19102
Tele. # (215) 569-8900

ST. LOUIS, MO.

Gruenberg, Sounders & Levine
Suite 905—Chemical Building
721 Olive Street
St. Louis, Missouri 63101
Tele. # (314) 231-7440

SAN FRANCISCO, CALIF.

John Paul Jennings
Henning, Walsh & Ritchie
100 Bush Street, Suite 440
San Francisco, Calif. 94104
Tele. # (415) 981-4400

SEATTLE, WASH.

Davies, Roberts, Reid,
Anderson & Wacker
201 Elliott Avenue West, Suite 500
Seattle, Wash. 98119
Tele. # (206) 285-3610

TAMPA, FLA.

Hamilton & Douglas, P. A.
2620 West Kennedy Boulevard
Tampa, Florida 33609
Tele. # (813) 879-9842

Seafarer

Government Services Division

Published for the Gov't Services Division, Seafarers International Union Atlantic, Gulf, Lakes, and Inland Waters District, AFL-CIO



A few old-time MSCPAC mariners and Union members dropped by the Union hall to say hello. From left, Business Agent George Grier, Al Corley, Homer Gorden and Lucien Francis.

U.S. Sealift Remains Vital In a Fast-Changing World

These are excerpts from an editorial by Retired Admiral Elmo Zumwalt.

"U.S. armed power may be worthless if realistic assumptions about our allies, access to overseas bases, and foreign interests are not fully grasped by American diplomats. Relations within NATO are weakening—enough so that prominent Americans suggest the Europeans defend their own territories.

"For some time, our NATO partners have refused to cooperate in keeping the peace in the Persian Gulf region . . . Meanwhile, in the Far East, Japan does not say whether U.S. forces can use its bases to defend South Korea and American

statesmen do not insist on that essential guarantee . . . "The bulk of American ground and air forces are tied down in Western Europe and South Korea. Wherever there might be a confrontation with the Soviet Union, America's first responsibilities will be to support those forces as they lie strategically exposed to Soviet power. If the United States is to be able to meet any other security task, including fulfillment of President Carter's pledge to protect the Persian Gulf, it will have to depend on its naval forces to project power or present a viable defense. Unless those naval forces are properly armed and prepared, hostile nations will perceive the United States as incapable of protecting its interests worldwide."



SIU Vice President Buck Mercer (left) and Al Gruhn, president of California Labor Federation, pose at the Union Square anti-apartheid rally in San Francisco.

Naval Fleet Auxiliary Force Shows Growth at Fast Pace

One of the main duties of the Military Sealift Command (MSC) is to man and operate ships of the Naval Fleet Auxiliary Force (NFAF)—ships that directly support Navy fleets at sea worldwide.

The Naval Fleet Auxiliary Force was inaugurated in 1972 with the transfer of one fleet oiler, *Taluga*, to MSC after earlier tests showed that civilian mariners could operate ships providing the naval fleets with logistic support at great savings.

The *Taluga* was retired at the end of FY 1983 after 39 years of naval service. During her final years of naval support, as a unit of MSC's Naval Fleet Auxiliary Force, she conducted 2960 underway replenishments.

In January 1985, the auxiliary fleet had expanded to 33 ships, including 11 oilers, seven fleet tugs, three cable laying and repair ships, two fleet ballistic missile resupply ships, four store ships, one ammunition ship, one undersea cable transporter and three ocean surveillance ships. By 1990, MSC hopes to double this number. This, more than anything else, is the success of Civil Service manning.

Civil Service mariners are Navy employees. Many are SIU members. Most NFAF ships also carry small Navy military detachments to provide

communications support and ordnance handling. They also assist in helicopter operations. The support NFAF ships provide include underway replenishment, towing, salvage and special services, cable repair, and the point-to-point transfer of fleet ballistic missiles and related cargo.

The oilers, stores ships and ammunition ship conduct underway replenishments, commonly called UNREP's, which are the transfer of fuel, food, ammunition, spare parts and almost everything else needed to keep a Navy vessel combat ready while at sea.

The seven Powhatan class fleet ocean tugs provide towing and training services to the fleet. In addition, the tugs perform limited diving, salvage and oil clean-up operations when augmented by Navy salvage and diving personnel and portable specialized equipment.

The cable ships repair Defense Department communication lines and are capable of laying new cable on the ocean floor.

Fleet ballistic missile resupply ships transfer missiles and supplies for our U.S. submarine forces.

The newest class of ship assigned to the MSC is the T-AGOS class of ocean surveillance ships.

Constitutional Commission Meets in the Philippines

More than 50 members of the Philippines' new constitutional commission have begun holding hearings. The commissioners, who represent a broad cross-section of Philippine society, hope to draft a new constitution to replace the one that President Corazon Aquino abolished after assuming power.

The hearings are still in the explanatory stages. Indeed, the commission has not yet appointed a chairman, nor even come up with a set of procedures. Yet its work is being anxiously followed by millions of Filipinos who want to make sure that the last vestiges of the old Marcos regime are swept away.

The commission includes educators, human rights advocates, students, film personalities, lawyers, liberals, conservatives, anthropologists, and many other representative persons. Everyone on the commission was appointed by President Aquino, who recently completed her first 100 days in office.

Noticeably absent from the com-

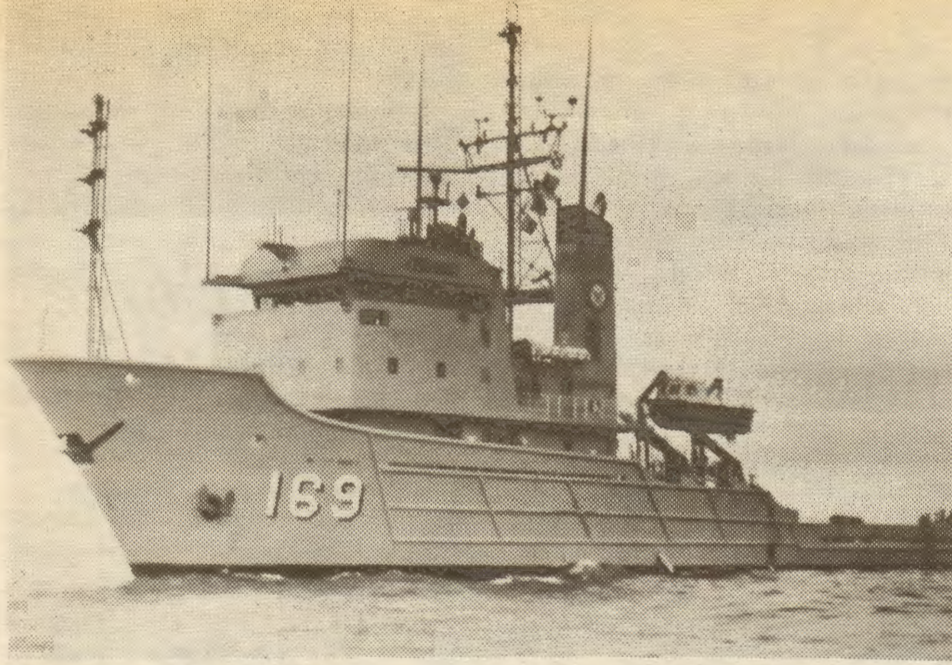
mission, however, are known Communists. According to a *New York Times* report, Mrs. Aquino wants to have their views represented, but does not want to include controversial, high-profile Communist figures.

The *New York Times* said the constitutional commission "has contentious issues to resolve, among them whether foreign bases should be banned. The United States has two large and vital bases in the country, and their presence has been a rallying symbol for nationalist groups. . . ."

Other problems besetting the Philippine Islands include a faltering economy and a growing national debt. In addition, there is a Communist insurgency being waged which has assumed extremely serious proportions.

The democratic ideals of President Aquino and her populist image are said to have made inroads among Communist supporters. She has tried to be conciliatory with the rebels. However, there was a spate of guerrilla activity recently, and hundreds of people were killed.

Assignment of Mariners



USNS Navajo (T-ATF 169): Versatile ship of Military Sealift Command, Pacific.

Navajo Sets Towing Record

One of the MSC's primary missions is to offer direct support to Navy units at sea. This enhances American military power by allowing combatant ships to remain on station for long periods of time.

The support provided by the MSC to the Navy is extensive and includes the following services: underway replenishment, towing, salvage and special services, cable laying and repair, and a point-to-point transfer of fleet ballistic, missiles and related cargo.

In the event of an international emergency, these services would be critical and would probably mean the difference between victory and defeat.

Recently, the master and the crew of the USNS Navajo (T-ATF 169) set a world record by towing a target ship and three YTB's 2,500 miles from San Diego to Hawaii.

The work that the captain and the crew did was so good that it prompted one hard-bitten 25-year veteran of the Navy to exclaim, "These guys impressed the hell out of me. They're good, real good."

The following story by Bob Borden, PAO, MSCPAC, recounts the Navajo's journey.

When Navajo left San Diego March 3, the ship set out on a southerly course to avoid stormy Pacific weather. Despite such good intentions, the ship battled high winds and seas anyway for most of the trip. The long voyage would have been difficult even without miserable weather because of the vessels trailing the MSCPAC ship. The target ship ex-Coucal was the lead vessel of the four tows connected to Navajo by a 600-foot wire underrider. The old target ship has taken one too many missile hits in her second career which has caused misalignment of the entire hull. As a result, ex-Coucal towed a couple of points off the starboard quarter, causing considerable drag on the tow wire. The three YTBs—destined for Far East ports—are more at home in the calm waters of a bay, not in the rough waters of the ocean. They didn't take the Pacific swells easily. While Navajo lookouts kept a close vigil on the tows, a couple of false flood alarms sent deck personnel scurrying into the ship's zodiac boat

to make onboard inspections of two of the YTBs.

"If they happen to break loose, which is not uncommon," said Capt. Rosten stoically, "you have to pick them up again while you're towing a couple of others. Because you don't have the maneuverability, it can get very tricky. And there's always the worry about a collision between one tow and another."

When Navajo arrived off the coast of Hawaii March 22, she was greeted by four Navy tugs prepared to take the load off her back. Capt. Rosten puffed on a cigarette just after sunset and surveyed the scene from the bridge. "The tow was the easy part," he joked, watching the players take their parts for the next scene of Navajo's 19-day voyage.

Despite his attempt at humor, there's probably more fact than fiction in his statement. Unhooking a tow at sea is like trying to tame a wild gorilla. You do it with extreme caution. A seemingly routine task can be uncommonly complicated—and dangerous. Combine heavy chain, powerful wire bridle and thick hawsers with lots of strain and tension and you've got the ingredients aboard fleet tugs for exciting but dangerous work. The sudden snap of a taut tow line can ruin your whole day, especially if you happen to be in the line's path.

Notes Capt. Rosten, "When you're hooking or unhooking a tow, you've got a lot of strain on the wire, so people have to be aware of anything breaking loose. The deck people have to work very fast and they have to know what they're doing without going by the book. The work aboard these ships requires flexibility and adaptability."

When Navajo mariners set about to unhook the towed target ship and three YTBs and turn them over to the waiting Navy tugs, their difficult task was compounded when tow wires got tangled up underwater. For several hours, Navajo, her tows and the Navy tugs seemed to be doing a clumsy version of the waltz as they pushed and pulled against each other in a futile effort to untangle the snarled lines. Bos'n Frank Cruz, AB Al Suva and other Navajo

Note: The Civilian Marine Personnel has issued new instructions covering the assignment of mariners. The first half of these instructions was published in last month's LOG.

2-6. ASSIGNMENT OF CIVMAR RELATIVES ABOARD THE SAME SHIP—Area commands may consider requests from CIVMAR relatives, other than spouses, to sail aboard the same ship during their tours of duty. These requests may be granted provided that assignments meet the manning requirements of the command, create no undue disruption to ship operations and are in the best interest of the command. Bona-fide vacancies must exist, each mariner must be fully qualified for the position and in the case of female CIVMARS, adequate berthing, as stated in section 2-3, must be available.

A CIVMAR relative shall not serve in a position in which he/she has authority to appoint, employ, promote, advance, discipline or effectively recommend his/her relative for appointment, employment, promotion, advancement, or disciplinary action.

2-7. ASSIGNMENT OF CIVMAR SPOUSES ABOARD THE SAME SHIP—The following governs the assignment of CIVMAR spouses to the same ship during their tours of duty. These requests may be granted provided that assignments meet the manning requirements of the command, create no undue disruption to ship operations and are in the best interest of the command.

CIVMAR spouses who request to be employed aboard the same ship may be allowed to do so, providing all of the conditions listed below are met. Requests which do not clearly meet all of these conditions will be denied.

a. There are bona-fide vacancies for both spouses on the requested ship in accordance with the established manning scale.

b. Both spouses are fully qualified for the positions requested in accordance with applicable regulations.

c. Appropriate berthing is available or can be arranged without undue

disruption of accommodations for other crew members. Accommodations assigned must also be in compliance with the requirements of COMSCINST 9330.6.

d. Neither CIVMAR spouse shall be serving in a position in which he/she has authority to appoint, employ, promote, advance or effectively recommend his/her spouse for appointment, employment, promotion or advancement.

Nothing in this instruction affects the employment of CIVMAR spouses aboard separate ships. This assignment policy is not consistent with Department of the Navy policy for assigning military personnel to shipboard duty.

2-8. ASSIGNMENT OF LICENSED STEAM ENGINEERS TO MOTOR VESSELS TO QUALIFY FOR DIESEL LICENSES—Pursuant to U.S. Coast Guard regulations for licensing engineers, MSC has established a program to allow licensed steam engineers to serve aboard motor vessels as observers to enable them to qualify and sit for their diesel licenses.

The minimum service requirements to qualify an applicant with a steam license to sit for a diesel license are as follows:

a. Chief Engineer: while holding a license as Chief Engineer, steam; 3 months service as Chief Engineer (observer) on motor vessels.

b. First Assistant Engineer: while holding a license as First Assistant Engineer, steam; 3 months service as First Assistant Engineer (observer) on motor vessels.

c. Second Assistant Engineer: while holding a license as Second Assistant Engineer, steam; 3 months service as Second Assistant Engineer (observer) on motor vessels.

Steam engineers serving as observers aboard motor vessels will retain the pay of their permanent steam rating regardless of the class of ship to which they are assigned. Reassignment schedules will be set up by area commands to meet operational needs. Applicants should file requests to participate in the program via the Master and Engineering Office at MSCLANT or MSCPAC.

mariners maintained a respectful distance from the bridle every time the jump from the tow made the wire jump and quiver on the ship's aft deck.

"You've got to adjust to the reality of this job and these things happen," said Capt. Rosten, pondering his next move while he radioed instructions to his chief mate on deck.

It was finally decided to cut the chain linking Navajo to the largest tow, the target ship ex-Coucal. The target ship then cuddled up to a Navy tug for a ride back to Pearl Harbor. The release of two YTBs to the other Navy tugs was done quickly and efficiently. Navajo brought the last YTB into Pearl Harbor alone.

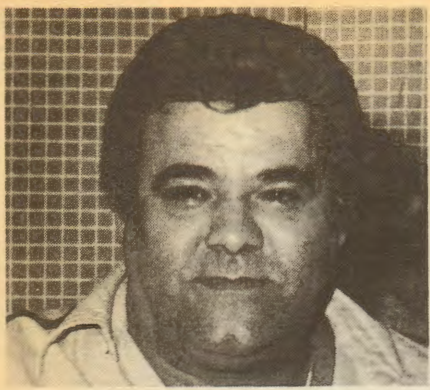
Observing the MSCPAC mariners work throughout the whole day was CWO3 William Johnson, the service craft officer at Naval Station Pearl Harbor. The Navy tugs that met Na-

vajo earlier in the day work for him. Johnson watched the Navajo crew cautiously release each tow while they warily kept an eye on the bridle.

"These guys impress the hell out of me," said the 25-year Navy veteran. "They're good, real good."

In the end, it wasn't fancy equipment that got the job done. It was muscle and steel, the kind of labor and sweat you expect from a working class ship like Navajo and her sister fleet tugs. There's a lesson in this, says Capt. Rosten, for the people assigned to crewing the fleet tugs.

"You don't need super seamen on these ships but you do need good people," he said at the end of a long day. "There are enough people assigned to these ships to handle the jobs we get. But when you don't have good people, you're always undermanned."



Great Lakes by V.P. Mike Sacco

SIU companies are continuing to snare new dredging jobs. Leudtke Dredging is about to start a new one in Racine, Wis.

Still, the people up in this region will be happy when the House and the Senate finally fashion a compromise port development bill. Port facilities in this region are antiquated and have put American shipping operators at a distinct disadvantage.

The maritime industry up here has still not recovered from the recession of the early '80s. While there has been an economic recovery of sorts in the Midwest, it has bypassed the industrial sector. Cleveland, once a thriving manufacturing center, has concentrated most of its attention in drawing service jobs to this area. Few people know it, but the city possesses one of the largest centers of medical research in the country.

For the past 100 years, the fortunes of the Great Lakes maritime industry have been tied to three things: stone, coal and iron ore. Since the steel and auto industries are still being hard pressed by unfair foreign competition, there is a decreased need for the stone, coal and iron ore that American ships on the Great Lakes traditionally carry.

Many people are still predicting that things will eventually turn around for the Great Lakes ports. Others are not so sure. Great Lakes ports cannot handle the new supertankers that are being built. In addition, many shippers just don't want to chance another season like the last one, when the St. Lawrence Seaway had to be closed because of an accident.



Government Service Division by V.P. Buck Mercer

THE *USNS DeSteiguer*, the first of the 12 MSC oceanographic ships, was turned over to Lavino Shipping Company for contract operations.

The new crew went aboard at the Naval Supply Center in Oakland, Calif. Although the MSPAC crew, particularly the homesteaders, hated to leave, the transfer went off without incident.

The new gang aboard is fortunate to have Wayne R. Berry Jr. as its

Area Vice Presidents' Report

captain. He recently retired as master from MSCPAC and is well acquainted with the mission and the operation of the ship. The fact that First Officer Wayne R. Conroy is also a former MSCPAC deck officer only adds to the potential success of Lavino's new undertaking.

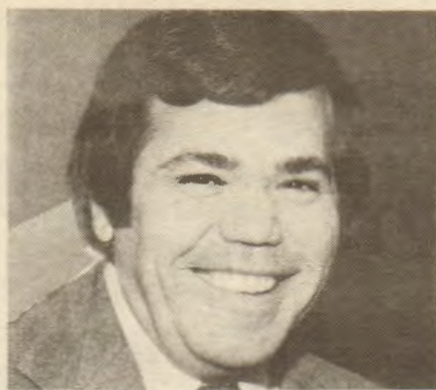
As for the former MSCPAC *DeSteiguer* crew, some reported immediately for further duty at MSCPAC, while others went on a well deserved vacation.

The transfer of these three MSCPAC oceanographic ships to Lavino will mainly affect marine employees with less than one year of MSCPAC service. They will be relieved and returned to home port for separation. Those in this category should make certain that their credited shore leave days are included in their termination notices.

These employees also should petition Lavino Shipping for further marine employment. Write a letter that outlines your experience, rating, document endorsements and training. Include your address, telephone number and the dates you will be available for employment. Then stand by. The SIU Government Services Division is available to offer assistance.

MSCPAC plans to furlough marine employees with more than one year's service for a period up to six months. It will recall them if necessary. Those temporary employees who are furloughed will have an opportunity to draw unemployment compensation, but will not be allowed to seek employment with Lavino.

I want to emphasize, however, that any furlough may prove to be short-lived because MSCPAC is scheduled to operate the *USNS Mercy*, a hospital ship, and the *USNS Point Loma*, a launch area support ship. Both ships presently are berthed in the San Diego area. Crews for these vessels have been included in MSCPAC's overall marine manning ceiling.



Gulf Coast by V.P. Joe Sacco

THERE isn't anything wrong with the labor movement that a good grassroots campaign couldn't cure.

Almost every labor official I talk to says the same thing: the National Labor Relations Board is making their lives hell. Many no longer believe that they can get a fair hearing in that forum.

The increasingly pro-business slant of the board is making it harder for unions to negotiate top-quality contracts. It's as if we have to enter negotiations with one hand tied behind our backs, because we are afraid of

any decision that the labor board might hand down.

Cases that would have been an easy win years ago are now being decided in favor of management. I had an unfortunate experience recently concerning National Marine, which entered into a sham sale to evade its contractual obligations toward SIU members. Despite all the evidence to the contrary, the Board dismissed our charges.

Well, the Union still has a number of options concerning National Marine, and it intends to use them all in order to protect the interests of our members. But the case is a perfect example of what is happening around the country.

The bottom line is this: judges on the National Labor Relations Board are appointed by the president. If unions can help elect a president who is sympathetic to their cause, then things will start turning around.

I'm glad to see that many of our members are beginning to understand the connection between their job security and political action. SIU members at Sabine became the first inland boatmen to negotiate a SPAD check-off into their contract.

Another big issue facing workers today is trade. We have an administration in power that has failed to promote American exports.

I was recently named to the Texas World Trade Council, a 15-member council which was created by the Texas legislature to promote Texas exports.

As a member of this board, I will be in a position to protect the interests of the maritime industry on a grassroots level.

One last thing: I want to congratulate SIU members who work onboard the *Delta Queen*. The historic passenger vessel was recently granted a waiver by Congress to continuing operating.



West Coast By V.P. George McCartney

BEFORE I begin, I would like to relate a funny story about Frank Mongelli, who for many years was in charge of Piney Point.

Mongelli was a dead-ringer for Jimmy Cagney. Every once in a while, people would come up and ask him for his autograph.

I was with him one day when that happened. He tried to explain that he was not Jimmy Cagney, but the people wouldn't listen. He finally gave up and signed his real name—Frank Mongelli.

As they walked away, I could hear the people say, "I don't know why he didn't sign his *real* name."

I mention this story because it reminds me that this Union has had a

colorful and fascinating history. Yet the bottom line is that the benefits that we take for granted were won by the sacrifices of people like Frank Mongelli.

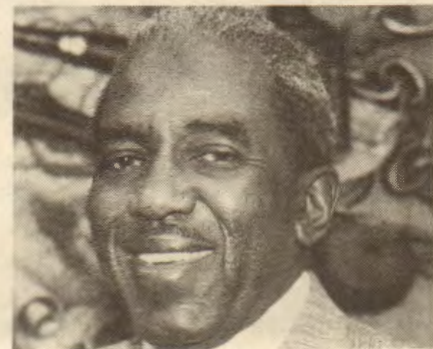
Now, for the grassroots news.

In Honolulu, contract negotiations are under way between the SIU and the management of American Hawaii Cruises. We want to get a good contract for our members onboard the *SS Constitution* and *Independence*.

Shipping has been relatively slow out in Hawaii, in large part because one of the passenger vessels is temporarily laid up. Things are expected to pick up shortly.

I attended Maritime Day ceremonies in San Francisco, which were held onboard the *Jeremiah O'Brien*. Marad Administrator John Gaughan attended. Earlier in the week, Gaughan had pledged to do all that he could to gain veteran status for merchant seamen who served in World War II.

I'm glad to hear that someone in the administration is finally recognizing the contributions that American seamen made to the war effort. I'd be even happier if the administration finally came up with a policy to turn things around for the maritime industry.



East Coast by V.P. Leon Hall

WHILE there isn't too much news coming out of New Bedford these days, the SIU is working behind the scenes to protect the interests of its members in the fishing industry.

The NLRB recently issued a decision saying that the Seafood Producers Association failed to bargain in good faith. The Union is also tied up in the courts to gain control over our pension funds there.

In addition, the SIU in Washington is trying to push legislation that will alleviate some of the problems that are confronting the fishing industry. President Drozak recently testified before a joint House committee on the growing crisis in the liability insurance industry. One of the reasons why it is so difficult for fishing boat owners to get insurance, he said, is that safety standards are lax. The fishing industry, unlike other segments of the maritime industry, is exempt from Coast Guard standards.

In Washington, D.C., the Maritime Administration gave the first required government procedural approval for takeover of Sea-Land by CSX, a rail conglomerate.

Under the terms of the clearance, "Sea-Land . . . will not be relieved of any obligation under the CCF agreement by any change in control of the company.

The critical test for the proposed take-over will come when the Interstate Commerce Commission hears the case.

profiles

In its monthly series of interviews and reports, "PROFILES" will highlight key government officials instrumental in shaping national and maritime policy.

AFTER eight successive terms in office, Congressman John Breaux has become one of the most senior members of Congress. He ranks 90 out of 435 House members in seniority. He serves as the dean of the Louisiana delegation and is a powerful member on the House Merchant Marine and Fisheries Committee and Public Works and Transportation Committee. He also has been able to sway his colleagues to his way of thinking. In the 99th session of Congress, the congressman from the 7th District of Louisiana had more bills adopted at the committee stage than any other House member. In the 98th Congress, 80 percent of legislation he proposed was adopted.

On April 8, 1985, Louisiana Congressman John Breaux announced his intention to give up what could be characterized as a promising career in Congress to seek a bid for the U.S. Senate. The announcement baffled his supporters who believed he would one day serve in an important leadership position, possibly as Speaker of the House. The congressman explained his reasons for relinquishing such a leadership role: "I have been told that with a safe seat in the U.S. House of Representatives and with a bright future in leadership ahead, I could be comfortable here for a long time. I question, however, whether much is ever accomplished by being comfortable."

Many hope he will carry on in the Russell Long tradition, a tradition that stands for working men and women, supports minority issues and has taken the maritime industry into account. In fact, this is what Breaux has attempted to do throughout his political career.

During the 98th Congress the N.A.A.C.P. gave Breaux a 90 percent approval rating for his stand on minority issues. Minorities comprise 25 percent of Louisiana voters, and he has voted for extension of Civil Rights bills, the Voting Rights Act and other legislation that protects the liberties of minorities. Breaux joins organized labor, a sizeable force in Louisiana, in asking that Congress adopt measures to protect America's jobs as more and more businesses relocate abroad.

Congressman Breaux is supportive of the work of the maritime industry on many issues. When a bill came before Congress several years ago that would have eliminated the convention tax deduction for passenger vessels, the congressman voted against the measure sensing that it would have had a stifling effect on passenger liners sailing in and out of the port of New Orleans. The congressman's voting record shows that he also voted against the construction of naval vessels in foreign shipyards and against the export of North Slope oil. He gave a crucial vote in favor of allowing a waiver to stand that would bring Cunard vessels into the passenger trades. And to safeguard the health of the maritime industry, the congressman has been in favor of various maritime subsidy programs and has been a vocal cosponsor of H.R. 1242, the Lindy



Rep. John Breaux

Boggs bill to increase cargo preference for U.S.-flag vessels.

Breaux's challenger in the race, Republican Henson Moore, has on the other hand left no question that if elected he will ensure America's workers will take a back seat to big business. The AFL-CIO has all but given Moore blanket disapproval. By contrast, aides for Breaux are stressing Moore's voting record on minority issues is shallow at best. Moore has voted against several bills including legislation that established Martin Luther King Day as a national holiday.

But the most dramatic difference to the people of Louisiana has been the candidates' positions on the controversial issue of offshore oil reserves. Breaux offered the Democratic solution that gave Louisiana a liberal share of the proceeds from the oil reserves drilled off the Gulf of Mexico. The Republican solution, offered by Moore, gave a substantially reduced amount. The issue was held up in court by the Reagan administration until a compromise was submitted to Congress to give the state a margin of funds between the two solutions. Breaux wrote the compromise, and it was passed by Congress. Many residents of Louisiana feel they have been given a bad deal by Moore as a result of the compromise.

Apart from the major issues, the political composition of Louisiana is sure to favor Breaux. Approximately 85 percent of voters in the state are registered Democrats, and throughout the history of Louisiana no Republican senator has ever been elected to office.

In other areas, the Democratic candidate will be judged by an electorate that, though liberal, is conservative on economic and defense issues and is for protecting the environment. He is in keeping with the majority of Louisiana voters in his support of a strong defense and a reduction in federal spending. He approves of the Strategic Defense Initiative, aid to Nicaragua contras and the presence of American troops in South Korea. Breaux has also voted in favor of Gramm-Rudman legislation.

Congressman Breaux began his career as a junior law partner to current Louisiana Governor Edwin Edwards. He also worked as a legislative assistant to Edwards for four years when the governor was elected to Congress. Breaux is married and maintains a residence in Crowley, La. When first elected to Congress in 1972, he was 28, the youngest member serving at the time in the House.

THIS year, when senators, political aides and lobbyists were asked who among first-term GOP senators was most independent of party leadership, Republican Senator Arlen Specter was one of two senators named.

In many ways, the senator from Pennsylvania, elected to office in 1980, is closer to the goals of the Democratic platform than he is to the conservative legislative agenda set for the '80s. He has said he is against the drive by the New Right to apply their beliefs to the Supreme Court and to the legislature. In 1982, following two years in office, Senator Specter registered more votes contrary to the Reagan administration than any other GOP leader.

Senator Specter has voted against proposals to end school busing and legislation that would weaken civil rights laws. In 1983, when President Reagan attempted to fragment the Civil Rights Commission by trying to fire three members of the commission, Specter was able to block the effort, bringing about the result that today the commission is under the auspices of Congress as well as the Chief Executive.

Specter has also voted pro-choice on abortion and has opposed legislation for school prayer. And while originally in favor of the constitutional amendment to balance the budget, the senator has come out strongly against the Gramm-Rudman bill, which he has said will only tighten the grip of poverty on the nation and do little to slow U.S. indebtedness to foreign nations.

Such positions, taken by a member of the GOP, do not necessarily wash well with conservative GOP members. In 1985, the senator was forced to face off with the president on his own. Before Specter had made up his mind on the MX missile bill before Congress, aides from the White House told Specter and other Republicans that the president was considering withholding assistance on their re-election campaigns if they did not support him on important legislative proposals. When Specter was certain of the facts, he voted in favor of the MX missile. But publicly he said he would not accept assistance from the president on his re-election campaign.

Democrats from Pennsylvania's labor and special interest groups are backing Specter this election year. They say they see in him the last remaining strains of moderate Republicanism to survive the 1980 conservative landslide. Democrats statewide are working toward re-electing the senator and believe that he is a maverick in unusual times and a maverick with staying power.

In 1960 he was elected to his first political office in Philadelphia as an assistant district attorney. By 1965, Specter was to turn Philadelphia on its heels, undertaking an investigation of the city's courts. The young attorney shocked the city by uncovering a "cesspool of corruption" throughout the justice system that nothing short of a complete judicial reform could bring about justice for all.

Arlen Specter was to serve two



Sen. Arlen Specter talks to SIU members at the Philadelphia hall.

terms as district attorney. In 1967 he also ran for mayor of Philadelphia, promising to bring citizens "clean government." Though he was to lose that race, his principles, given on the campaign trail became more widely known. One was his belief that the riots of the '60s could not be ended without finding solutions to poverty and unemployment, the real causes, he said, of violent unrest.

As a senator, the economy became a major focus, with the nation, as it was, stricken with the recession of the 1980s. Specter proposed measures to give relief to businesses and workers hurt by the recession. He authored a bill that would create a fund to make loans available to unemployed workers facing foreclosure on their homes. The bill also would have allowed federal courts to begin legal proceedings against companies engaged in dumping foreign products into American markets.

Another direct beneficiary of the senator's concern for the unemployed has been the maritime industry. Using his influence from Capitol Hill, Specter has been able to attract business to the Philadelphia Shipyard. Currently, the *Saratoga* is being renovated in the Philadelphia Shipyard, and contracts for similar work have increased as well. Privately, the senator has said he will also support measures now before the House that would increase tonnage for American-flag vessels and bring jobs to maritime workers.

In other work, Specter is a member of the Appropriations Committee, Judiciary and Veterans' Affairs Committees and the Select Committee on Intelligence. On the Appropriations Committee the senator in 1983 proposed an amendment to delay 30 percent of aid money for that year to El Salvador until the 1980 slayings of four U.S. churchwomen could be resolved in legal hearings in El Salvador. The amendment received passage in both houses and meant \$19 million was withheld from El Salvador.

On the Judiciary Committee, Specter has pushed for passage of stricter criminal laws drafted in the "career criminal" bill. The bill would allow federal courts to try those individuals who are repeat offenders in crimes involving firearms.



Deep Sea



James Curley Baudoin Sr., 58, died on May 13. Brother Baudoin joined the SIU in 1945 in the port of New Orleans sailing as a recertified bosun. He graduated from the Union's Recertified Bosuns Program in 1973. Seafarer Baudoin also sailed during the Vietnam War and was a wounded veteran of the U.S. Army in the Korean War. A native of Abbeville, La., he was a resident there. Surviving are his widow, Una Mae; two sons, James Jr. and Johnathan, and his mother, Eva of Abbeville.



Darrell Chafin, 60, died of heart-lung failure in Jacksonville on Feb. 12. Brother Chafin joined the SIU in 1947 in the port of Mobile sailing as a chief steward. He hit the bricks in the 1946 General Maritime beef. Seafarer Chafin was born in Indiana and was a resident of Hubert, N.C. Burial was in the Campbell Cemetery, Hubert. Surviving are his widow, Madeline; his mother, Mary of Bloomington, Ind., and a brother, Wendell of Anderson, Ind.



Pensioner **José Nieves Collados**, 77, passed away from a heart attack in San Juan, P.R. on March 2. Brother Collados joined the SIU in 1944 in the port of New York sailing as a chief steward. He sailed 43 years and on July 4, 1942 was riding the *SS Joe Herves*. Seafarer Collados was born in Murcia, Spain and was a naturalized U.S. citizen. Surviving is his widow, Francesca.



Pensioner **Eugene O. Conrad**, 62, died on Feb. 9. Brother Conrad joined the SIU in 1946 in the port of Galveston. He was born in Wisconsin. Surviving is his mother, Laura of La Crosse, Wis.



Pensioner **Earl Jefferson Davis**, 72, passed away on April 21. Brother Davis joined the SIU in 1939 in the port of Mobile sailing as a bosun. He walked the picket lines in the 1946 General Maritime and 1947 Isthmian beefs. Seafarer Davis was born in Mississippi and was a resident of New Orleans. Surviving is his widow, Jo Marie.

Pensioner **Mastrantonis Demetres** died on March 19. Brother Demetres retired in 1972. He was a resident of Piraeus, Greece. Surviving is his widow, Stamatina.



Martin Horner, 57, succumbed to heart failure in the U.S. Naval Hospital, Subic Bay-Olongapo, P.I. on Feb. 25. Brother Horner joined the SIU in the port of Philadelphia in 1958 sailing as a saloon pantryman. He was on the picket line in the 1965 District Council 37 beef. Seafarer Horner was a veteran of the U.S. Army following the Korean War. Born in New York City, he was a resident of New Port Richey, Fla. Surviving is a brother, Herbert of Audubon, Pa.



William Earl King, 67, died on Feb. 27. Brother King joined the SIU in the port of New York in 1965 sailing as an AB. He was born in Alabama and was a resident of New Orleans. Surviving are his widow, Nora and a daughter, Melanie, also of New Orleans.



John James "Jim" Lynch Sr., 65, died in the St. Joseph's Hospital, Syracuse, N.Y. on April 4. Brother Lynch joined the SIU in 1945 in the port of Galveston sailing as a chief cook. He was born in Cortland, N.Y. and was a resident of Syracuse. Burial was in the White Chapel Cemetery, Dewitt, N.Y. Surviving are his widow, Dorothy; a son, John Jr.; two daughters, Soamnie and Sherril, and a sister, Julia Goble of Syracuse.



Pensioner **Salvador J. Malhabour**, 77, passed away on May 3. Brother Malhabour joined the SIU in the port of Philadelphia in 1958 sailing in the steward department. Seafarer Malhabour was born in the Philippine Is. and was a resident of Pasay City, P.I. Surviving is a sister, Mercedes of Pasay City.



Pensioner **Woodrow Wilson Perkins**, 72, passed away on April 30. Brother Perkins joined the SIU in 1946 in the port of New Orleans sailing in the steward department. He was born in North Carolina and was a resident of New Orleans. Seafarer Perkins also worked as a steel worker. Surviving are his widow, Catherine and another relative, Mrs. G. M. Robertson of Roxboro, N.C.

Pensioner **James Junior Reeves**, 57, succumbed to cancer in the St. Elizabeth Hospital, Beaumont, Texas on March 2. Brother Reeves joined the SIU in the port of New Orleans in 1961 sailing as a cook. He hit the bricks in the 1965 Chicago Taxicab beef. Seafarer Reeves was a former member of the SUP. A native of Orton, Ohio, he was a resident of Ft. White, Fla. Interment was in the Antioch Cemetery, Buna, Texas. Surviving are his father, Edward of Jackson, Ohio and a sister, Dolly Groby of Buna.



Pensioner **James A. Robinson**, 63, died on April 18. Brother Robinson joined the SIU in 1946 in the port of Jacksonville sailing as a recertified bosun. He graduated from the Union's Recertified Bosuns Program in 1976. Seafarer Robinson hit the bricks in the 1946 General Maritime, 1947 Isthmian and 1961 Greater N.Y. Harbor beefs. Born in Alabama, he was a resident of Red Bay, Ala. Surviving are his sister, Willie Vera Powers of Warrior, Ala. and his stepmother, Lenada Mason of Red Bay.



Pensioner **Petronilo Fernandez Rojo**, 94, passed away on March 12. Brother Rojo joined the SIU in 1947 in the port of New Orleans sailing as a chief cook. He began sailing in 1927. Seafarer Rojo was born in the Philippine Is. and was a resident of San Francisco. Surviving are his widow, Victorine; a son, Raymond of San Francisco, and another relative, Robin.



Pensioner **Daniel William Rose**, 75, passed away on May 24. Brother Rose joined the SIU in 1938 in the port of Baltimore sailing as a bosun. He hit the bricks in the 1946 General Maritime and 1947 Isthmian beefs. Seafarer Rose was a veteran of the U.S. Navy in World War II. Born in Harper's Is., N.C., he was a resident of Opa Locka, Fla. Surviving are his widow, Ora; a son, Jannes, and a daughter, Nina McLeod.



Thomas Rowe Sr., 65, died on Jan. 22. Brother Rowe joined the SIU in the port of Seattle in 1965 sailing as a QMED, chief pumpman and chief electrician. He sailed "under four different flags," also as a chief engineer on dredges and as a junior engineer on passenger ships. Seafarer Rowe was also an engineer and machinist in the British merchant marine. As an

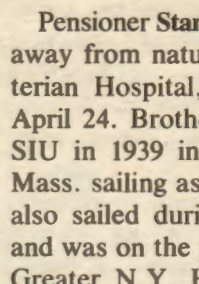
upgrader in 1975, he called Piney Point "a seat of learning" and said "Paul Hall is on the ball." A native of Liverpool, England, he was a resident there. Surviving are his widow, Maureen of Belfast, Northern Ireland and two sons, Thomas Jr. of Belfast and Dermot.



Bobby M. Slade, 58, succumbed to cancer in the Our Lady of the Lake Regional Medical Center, Baton Rouge, La. on April 22. Brother Slade joined the SIU in 1946 in the port of New Orleans sailing in the engine department. He hit the bricks in the 1946 General Maritime and 1947 Isthmian beefs. Seafarer Slade was a former member of the Boilermaker's Union, Local 582. Born in Lumberton, Miss., he was a resident of Baton Rouge. Interment was in the Greenoaks Cemetery, Baton Rouge. Surviving are his widow, Louellen and his mother, Mrs. E. M. Slade of Baton Rouge.



Pensioner **Clarence Matthew Smith Jr.**, 79, passed away on April 19. Brother Smith joined the SIU in 1944 in the port of Philadelphia sailing as a bosun. He began sailing in 1932. And he walked the picket lines in both the 1946 General Maritime and 1947 Isthmian beefs. Seafarer Smith attended the 1970 Piney Point Crews Conference No. 4. A native of Cape May, N.J., he was a resident of Palm Coast, Fla. Surviving are his widow, Marie and a grandson, Lt. Matthew J. Smith-Neck of Palm Coast.



Pensioner **Stanley Stevens**, 76, passed away from natural causes in Presbyterian Hospital, New York City on April 24. Brother Stevens joined the SIU in 1939 in the port of Boston, Mass. sailing as a steward utility. He also sailed during the Vietnam War and was on the picket line in the 1961 Greater N.Y. Harbor, 1946 General Maritime and 1947 Isthmian beefs. Seafarer Stevens was born in New York City and was a resident there. Burial was in the Flushing (Queens) Cemetery, N.Y. Surviving are his widow, Christine; two brothers, Wilbur and Arnold of New York City, and an aunt, Georgia Davis of Boston.



Pensioner **Frank Wilson Taylor**, 74, died of heart failure at home in Baltimore on March 27. Brother Taylor joined the SIU in the port of Baltimore in 1951 sailing as a wiper. He also worked as a gardener. In World War II, at Pimlico (Md.) Race-track, he drove officials around in a horse-and-buggy. Seafarer Taylor was



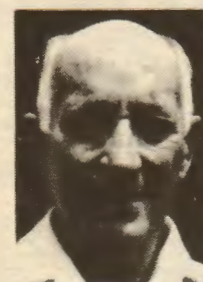
born in Smithport, N.C. Creamation took place in the Green Mt. Crematory, Baltimore. Surviving is his widow, Edna.



Pensioner **Julio Pena Torres**, 84, succumbed to a stroke in Metropolitan Hospital, Rio Piedras, P.R. on Jan. 25. Brother Torres joined the SIU in 1942 in the port of Tampa sailing as an AB. He began sailing in 1932 and was on the picket line in the 1946 General Maritime beef. Seafarer Torres was born in Playa Ponce, P.R. and was a resident of Playa de Guajamu, P.R. Burial was in the Borinquen Park Cemetery, Cajuas, P.R. Surviving are his widow, Isabel and eight offspring.



Conrad Tylenda, 61, succumbed to cancer in the Afton Oaks Nursing Home, Houston on Sept. 17, 1985. Brother Tylenda joined the SIU in 1947 in the port of Philadelphia sailing as an AB. He hit the bricks in the 1946 General Maritime beef. Seafarer Tylenda was a former member of the Fishermen's Union, Local 4792. Born in Mt. Carmel, Pa., he was a resident there. Burial ceremonies were held at the U.S. National Cemetery, Houston and his remains were given to the University of Texas Health Center, Houston for medical research. Surviving are his widow, Louise; his mother Mrs. L. Tylenda of Mt. Carmel, and a sister, Helen Ward of Silver Spring, Md.



Pensioner **Homer Orville Workman**, 71, passed away from cancer in the Ochsner Foundation Hospital, Harahan, La. on March 2. Brother Workman joined the SIU in 1942 in the port of New Orleans sailing

as a recertified bosun. He graduated from the Union's Recertified Bosuns Program in 1973. Seafarer Workman began sailing in 1933. Workman hit the bricks in the 1946 General Maritime, 1947 Isthmian and 1961 Greater N.Y. Harbor beefs. In 1972, he attended a Piney Point Educational Conference. And he was a veteran of the U.S. Navy in World War II. Bosun Workman was also a photo-journalist. Born in Indianapolis, Ind., he was a resident of Harahan. Interment was in the Lake Lawn Mausoleum, New Orleans. Surviving are his widow, Anna Mae; a son, Edmond, and a sister, Betty Knonnlein of Indianapolis.



Pensioner **Clarence Ivan Wright**, 79, passed away from heart failure in the Johns Hopkins Hospital, Baltimore on Jan. 24. Brother Wright joined the SIU in 1939 in the port of Savannah. He walked the picket lines in the 1946 General Maritime, 1947 Isthmian and the 1961 Greater N.Y. Harbor beefs. Seafarer Wright was born in Georgia and was a resident of Baltimore. Burial was in the King Park Cemetery, Baltimore. Surviving are his widow, Winnie and a grandson, Neal Bright, also of Baltimore.

Great Lakes

Andrew Hudimac, 59, died on Feb. 12. Brother Hudimac joined the Union in the port of Cleveland, Ohio in 1960. He sailed as a recertified bosun in 1982. He helped to organize the Lamont Geological Observatory Co. Laker Hudimac was a veteran of the U.S. Navy after World War II and during the Korean War. A native of Lakewood, Ohio, he was a resident of Cape Canaveral, Fla. Surviving are his widow, Arietta; his mother, Helen of Cape Canaveral; a brother, Stephen, and a sister, Linda.

Pensioner **Fred Jack Keefer**, 72, passed away from heart-lung failure in the St. Vincent Medical Center, Toledo, Ohio on March 24. Brother Keefer joined the Union in the port of Toledo in 1961 sailing as a tug lineman for the Great Lakes Towing Co. He was born in Ohio and was a resident of Toledo. Burial was in Woodlawn Cemetery, Toledo. Surviving are three sons, Steven, Matthew and John, and two daughters, Tina Done and Kathy, both of Toledo.

Thomas William Oliver, 55, succumbed to heart failure in the Alpena (Mich.) General Hospital on Jan. 11, 1985. Brother Oliver joined the Union in the port of Duluth, Minn. in 1951. He sailed as a watchman and bosun for Huron Cement in 1962. He was a veteran of the U.S. Air Force during the Korean War. Laker Oliver was born in Alpena and was a resident there. Interment was in Evergreen Cemetery, Alpena. Surviving is his widow, Joanne.



Philip Albert Painter, 56, died on Dec. 10, 1985. Brother Painter joined the Union in the port of New York in 1964 sailing as a chief electrician. He was a veteran of the U.S. Navy during the Korean War. Laker Painter was born in Thorpe, W. Va. and was a resident of Rockville, Md. Surviving is his widow, Pauline.

Pensioner **Wyliss Veloise Richley**, 95, passed away from cancer in the Mainstee Cty. (Mich.) Medical Care Facility on Jan. 12. Brother Richley joined the Union in the port of Frankfort, Mich. in 1953. He was born in Michigan and was a resident of Arcadia, Mich. Burial was in the Conway Cemetery, Arcadia Twp., Mich. Surviving are a daughter, Margaret Mead of Arcadia and another relative, Edward Richley.

Manfried Carl Sunberg, 54, succumbed to arteriosclerosis in the New

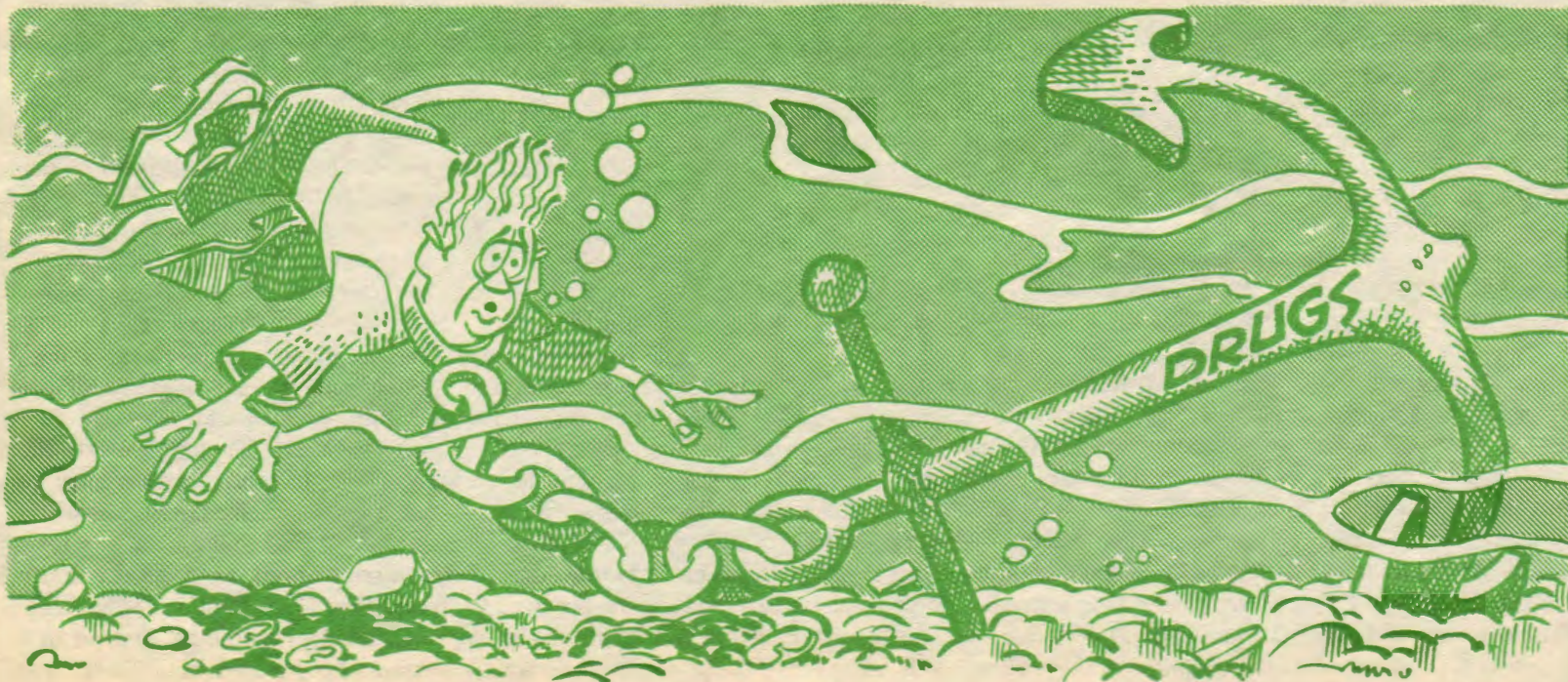
York Hospital, Hammond, Ind. on Dec. 15, 1985. Brother Sundberg joined the Union in the port of Detroit in 1979 sailing as an oiler for the Upper Lakes Towing Co. from 1983 to 1985. He was a former member of the Teamsters Union, Local 701. Laker Sundberg was a veteran of the U.S. Army after the Korean War. Born in Elgin, Ill., he was a resident of Michigan. Interment was in the Steven Twsp. (Ind.) Cemetery. Surviving are his mother, Margaret Corcoran of Cedar River, Mich. and a sister, Sonja De Mille, also of Cedar River.

Pensioner **Peter Paul Wertel**, 84, passed away on May 8. Brother Wertel joined the Union in the port of Detroit in 1956. He sailed as an oiler for the Gartland Steamship Co. from 1956 to 1971 and was a resident of Oconto, Wis. Surviving is his daughter, Eugena Van Boven of Oconto.

Pensioner **John Edward Ziegler Sr.**, 75, died of ulcers on Nov. 28, 1985. Brother Ziegler joined the Union in the port of Mobile in 1951. He sailed as a tugman and foreman for the Pennsylvania Railroad from 1949 to 1954 and for the Great Lakes Towing Co. from 1954 to 1955. He was a former member of the AFL Building Trades Union from 1936 to 1941. Laker Ziegler also worked as an exterminator. A native of Pittsburgh, Pa., he was a resident of Ashtabula, Ohio. Burial was in St. Joseph's Cemetery, Ashtabula. Surviving are his widow, Mary, and two sons, John Jr. and William.



Support SPAD



**DRUGS PUT
AN ANCHOR
AROUND
YOUR NECK
□
THEY'LL END
YOUR CAREER
AND
MAYBE YOUR
LIFE!**

Frank EVERS

Pensioner's Corner

Deep Sea



Milton Homer Beasley Jr., 59, joined the SIU in 1945 in the port of Mobile sailing as an oiler and QMED. Brother Beasley is a veteran of the U.S. Armed Forces after the Korean War. He was born in Alabama and is a resident of Theodore, Ala.



Kenneth "Kenny" Harold Bowman, 53, joined the SIU in the port of New York in 1966 sailing as a cook. Brother Bowman also worked as a dry cleaner. He was born in Green Bay, Wis. and is a resident of Mt. Vernon, N.Y.



Mahland Cann, 66, joined the SIU in 1947 in the port of New York sailing as a cook. Brother Cann last sailed out of the port of Jacksonville. He hit the bricks in the 1946 General Maritime beef, the 1947 Isthmian strike and the 1965 Chicago Taxicab beef. Seafarer Cann attended Piney Point Crews Conference No. 8 in 1970. He is a veteran of the U.S. Army during World War II. A native of Brooklyn, N.Y., he is a resident of Jacksonville.



Harper Fetts Darrow, 62, joined the SIU in the port of Lake Charles, La. in 1951 sailing as an AB. Brother Darrow last sailed out of the port of Houston. He is a veteran of the U.S. Air Force in World War II. Seafarer Darrow was born in Tennessee and is a resident of Nashville, Tenn.

Nicholas Delos Santos, 59, joined the SIU in the port of New York in 1958 sailing as a FOWT. Brother Delos Santos was born in Texas and is a resident of Galveston, Texas.



James Miltorn Edmonds, 65, joined the SIU in the port of Mobile in 1951 sailing as an AB. Brother Edmonds also sailed during the Vietnam War and is a veteran of the U.S. Navy in World War II. Seafarer Edmonds was a former member of the Piledrivers Union, Mobile local. A native of Greenwood, S.C., he is a resident of Wilmer, Ala.

Anthony Stephen Ferrara, 65, joined the SIU in 1949 in the port of New York sailing as an AB. Brother Ferrara attended Piney Point Crews Conference No. 10 in 1970. He was born in New York and is a resident of Brooklyn, N.Y.



Donald Clinton Henderson, 66, joined the SIU in the port of Baltimore in 1963 sailing as an AB. Brother Henderson last sailed out of the port of Seattle. He also sailed during the Vietnam War and is a veteran of the U.S. Army Infantry in World War II, the Korean Conflict and the Vietnam War. Born in Portland, Ore., he is a resident of Seattle.



William Joseph Jones, 61, joined the SIU in the port of Philadelphia sailing as a chief steward. Brother Jones last sailed out of the port of New York. He was born in Cambridge, Mass. and is a resident of Philadelphia.



Harold A. Monplaisir, 63, joined the SIU-merged Marine Cooks and Stewards Union in the port of San Francisco in 1959. He sailed as a waiter and room steward for the Delta Line from 1978 to 1980. Brother Monplaisir was born in the West Indies and is a naturalized U.S. citizen and a resident of Brooklyn, N.Y.



Earl Franklin Neidlinger, 57, joined the SIU in 1946 in the port of New York sailing as an AB. Brother Neidlinger last shipped out of the port of Jacksonville. He was born in Pooler, Ga. and is a resident of Rincon, Ga.



Thomas Horatio O'Brien, 65, joined the SIU in the port of San Juan, P.R. in 1971 sailing as a cook. Brother O'Brien last shipped out of the port of Santurce, P.R. He is a veteran of the U.S. Army during World War II, the Korean War and the Vietnam War. Seafarer O'Brien was born in Morristown, N.J. and is a resident of Caparra Heights, P.R.



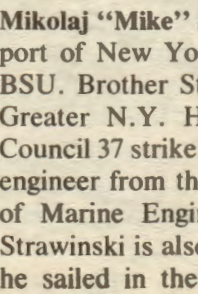
Victor Michael Palombo, 65, joined the SIU in the port of Mobile in 1961 sailing as a chief electrician and QMED. Brother Palombo is a veteran of the U.S. Navy in World War II and the Korean War. He was born in Italy and is a naturalized U.S. citizen. Seafarer Palombo is a resident of Pensacola, Fla.



John William Rambo, 59, joined the SIU in 1945 in the port of Philadelphia sailing as a ship's delegate and AB. Brother Rambo walked the picket line in the 1946 General Maritime beef. He was born in Florence, N.J. and is a resident of Woodlyn, Pa.



Harry Edward Schockney Jr., 63, joined the SIU in 1943 in the port of New York sailing as a ship's delegate and QMED. Brother Schockney last shipped out of the port of Baltimore. He was born in Baltimore and is a resident there.



Mikolaj "Mike" Strawinski, 65, joined the SIU in the port of New York in 1951 sailing as a FOWT and BSU. Brother Strawinski hit the bricks in the 1961 Greater N.Y. Harbor beef and the 1965 District Council 37 strike. He graduated as a junior and reefer engineer from the Union's-MEBA District 2 School of Marine Engineering, Brooklyn, N.Y. Seafarer Strawinski is also a machinist. During World War II he sailed in the Polish merchant marine. Born in Dniepepietrowski (Poland) U.S.S.R., he is a naturalized U.S. citizen and a resident of Howell, N.J.



William "Bill" Henry Todd, 54, joined the SIU in the port of Wilmington, Calif. in 1956 sailing as a recertified chief steward. Brother Todd graduated from the Union's Recertified Chief Stewards Program in 1982. He last shipped out of the port of Houston. Seafarer Todd was a former member of the SUP. He attended Piney Point Crews Conference No. 5 in 1970. Todd also worked as a bookkeeper. A native of Greenville, Texas, he is a resident of Conroe, Texas.



Alberto Matos Velez, 59, joined the SIU in the port of New York in 1958 sailing as a QMED. Brother Velez last shipped out of the port of Santurce, P.R. He hit the bricks in the 1961 Greater N.Y. Harbor beef. Seafarer Velez also sailed during the Vietnam War and is a veteran of the U.S. Army in World War II and after the Korean War. A native of Santurce, he is a resident of Trujillo Alto, P.R.

Great Lakes



Joseph H. Mrkva, 65, joined the Union in the port of Frankfort, Mich. in 1958. He sailed as a FOWT and porter for the Ann Arbor (Mich.) Railroad Carferries aboard the ferry *Wabash* from 1957 to 1961. Brother Mrkva last sailed out of the port of Algonac, Mich. He was born in Owosso, Mich. and is a resident of Perry, Mich.



Fred Albert Olson, 65, joined the Union in the port of Seattle in 1956 sailing as a recertified bosun. Brother Olson graduated from the SIU Recertified Bosuns Program in 1972. He began sailing in 1951 and also sailed during the Vietnam War. Laker Olson worked on the Waterman Shoregang, too. He attended the 1975 Piney Point Crews Conference, was a former member of the SUP and is a 1959 graduate of the Andrew Furuseth Training School, Brooklyn, N.Y. Born in Spokane, Wash., he is a resident of Las Vegas, Nev. Olson plans to do plenty of fishing during retirement.



Eugene Leo Svercl, 59, joined the Union in the port of Toledo, Ohio in 1960. He sailed as a bosun aboard the *SS Norman J. Kopmier* (American Steamship) from 1950 to 1960 and *SS U.S. Gypsum* (Boland and Cornelius) in 1972. Brother Svercl last sailed out of the port of Duluth, Minn. He was born in Minnesota and is a resident of Sandstone, Minn.

Gordon Lloyd Trainor, 65, joined the Union in the port of Frankfort, Mich. in 1964. He sailed as an AB, ship's delegate and motorboat operator aboard the carferry *Chief Wawatam* (Mackinac Transportation) St. Ignace, Mich. from 1964 to 1965. Brother Trainor began sailing in 1945. He was a former member of the TP Assn. Union of America, Local 11, Sault Ste. Marie, Mich. Laker Trainor is a veteran of the U.S. Air Forces during World War II. A native of Canada, he is a naturalized U.S. citizen and a resident of St. Ignace. Trainor expects to practice his hobbies of photography and woodcarving in his golden years.

Digest of Ships Meetings

AMERICAN EAGLE (Pacific Gulf Marine), April 13—Chairman Walt Harris, AB; Secretary N. Duhe; Educational Director Ivanaska; Engine Delegate J. McAvoy; Steward Delegate Martin Ramos. Some disputed OT was reported in the deck and steward departments which will be taken up with the boarding patrolman. Money from the ship's fund (\$60) was used to purchase several new films "for the crew's viewing pleasure." The educational director reminded all members of the upgrading opportunities available at Piney Point and that they should use the school to their advantage. A number of repairs had previously been listed, but so far none has been done—particularly to the galley range and slicer. A vote of thanks went to the steward department for an outstanding job. Next port: Bayonne, N.J.

COVE TRADER (Cove Shipping), April 9—Chairman George E. Annis; Secretary W. Braggs; Deck Delegate R. Rogers; Engine Delegate M. Formonte; Steward Delegate J. T. Mann. A few disputed OT hours were reported in the deck department. The ship will pay off in Marcus Hook, N.J. The payroll will be made up through Friday, April 11. The reason for payoff at this time is that the ship will sail to Mexico for a load to be carried to Freeport, Texas. No word on what the ship will do after the next run to Mexico. A letter from SIU Vice President "Red" Campbell was received with regard to some previous ship meetings, and a discussion was held on the contents of the letter. It was requested that the boarding patrolman check into why members have not received a day's pay in lieu of time off. He also should check on the hot water system for the showers. The water is scalding, and men are getting burned. This has been a problem for over a year now. Next port: Marcus Hook, N.J.

GROTON (Apex Marine), May 11—Chairman Neil D. Matthey; Secretary Marvin Deloatch; Educational Director J. Tyson; Deck Delegate Mario R. Romero; Engine Delegate Gerardo Vega; Steward Delegate Pedro Mena. The chairman reported that the ship will be paid off May 14 in Port Reading, N.J. Everything is running smoothly in all departments with no beefs or disputed OT. Crewmembers were reminded of the importance of contributing to SPAD in order to help the Union fight for a stronger merchant marine. The secretary then reminded members to take advantage of the upgrading opportunities at Piney Point and to better educate themselves for increased job security. He noted that courses are available at the school for college credit, and that the instructors take a sincere interest in each member. The educational director stressed the need for practicing safety at all times. The steward gave the crew a vote of thanks for helping keep the mess room clean. The crew, in turn, gave the steward department a vote of thanks for the excellent food. Next port: Stapleton, N. Y.

INDEPENDENCE (American Hawaii Cruises), April 25—Chairman Tom Lasatar; Secretary Roy Aldanese; Educational Director Vern Bash; Deck Delegate Pete Daniels; Steward Delegate James Woods. No disputed OT. The upcoming contract was discussed, and the chairman asked for support from the crew during the contract negotiations. He also offered a vote of thanks for having a patrolman aboard ship during payoff week. The patrolman urged all members to fill out contract suggestions forms if they hadn't already done so. He also asked for a strong showing of solidarity during the negotiations and stated that the SIU remains strong because of the membership's support of SPAD. Shipyard notices have been posted, and the current issue of the LOG is available in all lounges. The chef and hotel manager are more than willing to help upgrade the food aboard ship and will work with the crew in that regard. Next port: Honolulu, Hawaii.

MAJOR STEPHEN W. PLESS (Waterman MSC), March 2—Chairman William Kratsas; Secretary Lee de Parlier; Educational Director Ronnie Herrian; Deck Delegate William E. Ashman. No disputed OT. There is \$8.75 in the ship's fund. The chairman welcomed three new members to the "A" team and hoped everyone had an enjoyable vacation. The ship is returning to Norfolk from Roosevelt Roads, P.R. as part of the merchant ship convoy of Operation SafePass. The ship is expected to arrive at Lynnhaven Anchorage on March 6, and all hands were asked to be alert when leaving the vessel or coming aboard from the launch due to weather conditions. Seven Canadian naval officers and enlisted men are aboard the *Pless*. "Our hospitality is to them, and we wish to make their time aboard as enjoyable as possible while off watch." The chief engineer prepared a report explaining the Red Fox Sewage Treatment which was to be distributed following the meeting. It explains the can-do's and no-no's of the system. A letter from "Red" Campbell was received, answering questions posed by the crew at the last meeting. There is now some confusion about orders not to smoke in the cargo holds and on deck even though welding is permitted in the same areas. Clarification also was requested on room money—when a launch does not run on account of weather and a crewmember is stranded ashore overnight. Next port: Norfolk, Va.

OMI CHARGER (OMI), April 13—Chairman F. R. Schwarz; Secretary R. L. Jones; Deck Delegate M. Galliano. No beefs or disputed OT. There is \$40 in the ship/movie fund. The bosun reported that the chief steward failed to join the ship in Port Arthur, Texas. The chief cook assumed the duties of the chief steward and did an excellent job. In fact a motion was made to have the chief cook, R. L. Jones, accepted into the steward recertification program at Piney Point because of the outstanding job he's done on a number of occasions in maintaining food quality and preparation—once because of injury to the steward and again when the steward missed the ship. A vote of thanks also went to the deck department members who worked around the clock to get the tanks cleaned for cargo. The ship is en route to San Francisco from Port Arthur.

PONCE (PRMMI), April 13—Chairman R. Rivera; Secretary C. Rice; Educational Director W. Turner; Engine Delegate K. Linah; Steward Delegate J. Gant. Some disputed OT in the engine department will be taken up with the patrolman at payoff. The ship will pay off in San Juan on arrival. A letter was received from Vice President Campbell pertaining to remarks made in previous ship meetings about the pension plan. It was read and discussed, and a rather heated argument ensued. The steward noted that he is retiring this year and is satisfied that his pension will be as good as any other unlicensed union's plan—if not more secure. "The longer you've been in the industry, the more you will get. You can't get something for nothing."

USNS REGULUS (Bay Tankers), April 8—Chairman George Bradley; Deck Delegate Randy Black; Engine Delegate Gary Mitchell; Steward Delegate Craig Gause; Secretary William E. Bragg. Some disputed OT was reported in all three departments, particularly concerning whether delegates are allowed one hour each week for Union business. There was also some confusion as to when the deck department is required to work 12 hours a day. The last time the ship was in Pearl Harbor, the bosun went to the Union hall to see if he could get clarification on a few points in the working agreement. The local representatives were unable to render assistance but did take note of the points and promised to get answers from Vice President Campbell. The reply from Campbell was received, but

his letter referred to certain pages that are not in the ship's copy of the memo of understanding. They ask that the Union send a complete memo for the *Regulus* with the pages referred to in the letter of clarification. There is no VCR in the unlicensed crew lounge, and the other lounges are not big enough to accommodate more than a few crewmembers at a time. It was suggested that the Union have the company connect the existing VCRs to the ship's antenna system or purchase an additional VCR. Also, there is no radio at the crew's disposal as per standard agreement. Next ports: Pearl Harbor, Pusan, Korea and Tacoma, Wash.

C.S. SALERNUM (Transoceanic Cableship), April 30—Chairman William Mansfield; Secretary Vic Romolo; Educational Director William Carroll; Deck Delegate Robert Johnston; Engine Delegate Kenneth Stratton; Steward Delegate David West. There were some beefs in the deck department. The crew is requesting payment for wages during the bosun's absence. Also, some men are on watch pay while the rest of the deck gang is on cable wages. The patrolman will follow up on these beefs. Shipping out of the port of Honolulu is very steady, according to the patrolman, and the TAGOS program is in full swing, providing Seafarers with additional employment opportunities. He also noted that the Honolulu hall has received a good response regarding contract suggestions for the cruise ships. It was requested that everyone try to keep the noise down during the day because the engine department has night watch. New LOGs were received aboard ship. The *Salernum* remains in the Honolulu area on cable standby.

SEA-LAND CONSUMER (Sea-Land Service), April 20—Chairman J. W. Badgett; Secretary Roy R. Thomas; Educational Director D. L. Bekeman. Everything aboard ship is running smoothly—with no beefs or disputed OT reported by department delegates. A new dryer was received this trip, which made everyone happy. The chairman stressed the importance of contributing to SPAD at payoff. "Everything donated is for you and your Union." Next port: New Orleans, La.

SEA-LAND VENTURE (Sea-Land Service), April 19—Chairman/Eng. Maint. Paul F. Worthy; Secretary A. Estrada; Educational Director/Electrician Hugh F. Wells Jr. Some disputed OT was reported in the engine department. Two new VCRs were purchased by the crew and officers of the *Sea-Land Venture* with money obtained via the arrival pools. In the event this ship

lays up for any length of time, members would like these VCRs and tapes to be donated to charity or to some of the "adopt-a-ship children." Whatever port this ship should lay up in, "all Union officials involved should be notified as to this matter and see that our wish is put into action." Some repairs needed aboard ship are the TV set and the TV antenna for the crew's lounge. One minute of silence was observed in memory of our departed brothers and sisters. Next port: Rotterdam.

Official ships minutes also were received from the following vessels:

ALEUTIAN DEVELOPER	OMI YUKON
AMERICAN CONDOR	OVERSEAS HARRIETTE
AURORA	OVERSEAS MARILYN
CAGUAS	PANAMA
CAPRICORN	PFC DEWAYNET WILLIAMS
COVE LIBERTY	RICHARD MATTHIENSEN
FALCON DUCHESS	ROBERT E. LEE
GALVESTON	SAN PEDRO
GREAT LAND	SGT. MATEJ KOCAK
LNG LIBRA	SEA-LAND DEVELOPER
MOUNT VERNON VICTORY	SEA-LAND ECONOMY
MOUNT WASHINGTON	SEA-LAND INDEPENDENCE
OAKLAND	SEA-LAND PACER
OMI COLUMBIA	SEA-LAND PIONEER
OMI HUDSON	SEA-LAND PRODUCER
OMI MISSOURI	SEA-LAND VOYAGER
OMI WILLAMETTE	

Personals

Frank Conn

Please call Vincent S. Kuhl in Chesapeake, Va. at (804) 543-4927.

Eddie Lessor

Please call Henry Faile at (803) 324-0989 or write him at Route #6, Box 565, Rock Hill, S.C. 29730 before Aug. 1.

Robert T. Lyons

Please get in touch with your brother, Gordon J. Lyons, at 9180 W. 161st Place, Orlando Hills, Ill. 60477.



Monthly Membership Meetings

Port	Date	Deep Sea Lakes, Inland Waters
Piney Point	Monday, July 7	10:30 a.m.
New York	Tuesday, July 8	10:30 a.m.
Philadelphia	Wednesday, July 9	10:30 a.m.
Baltimore	Thursday, July 10	10:30 a.m.
Norfolk	Thursday, July 10	10:30 a.m.
Jacksonville	Thursday, July 10	10:30 a.m.
Algonac	Friday, July 11	10:30 a.m.
Houston	Monday, July 14	10:30 a.m.
New Orleans	Tuesday, July 15	10:30 a.m.
Mobile	Wednesday, July 16	10:30 a.m.
San Francisco	Thursday, July 17	10:30 a.m.
Wilmington	Monday, July 21	10:30 a.m.
Seattle	Friday, July 25	10:30 a.m.
San Juan	Thursday, July 10	10:30 a.m.
St. Louis	Friday, July 18	10:30 a.m.
Honolulu	Thursday, July 17	10:30 a.m.
Duluth	Wednesday, July 16	10:30 a.m.
Gloucester	Tuesday, July 22	10:30 a.m.
Jersey City	Wednesday, July 23	10:30 a.m.

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

MAY 1-31, 1986

Dispatchers Report for Great Lakes

Port	*TOTAL REGISTERED All Groups			TOTAL SHIPPED All Groups			**REGISTERED ON BEACH All Groups		
	Class CL	Class L	Class NP	Class CL	Class L	Class NP	Class CL	Class L	Class NP
DECK DEPARTMENT									
Algonac	40	18	0	61	33	0	5	27	10
ENGINE DEPARTMENT									
Algonac	18	5	2	30	12	0	6	20	4
STEWARD DEPARTMENT									
Algonac	7	4	1	13	4	0	2	5	4
ENTRY DEPARTMENT									
Algonac	42	18	5	0	0	0	14	37	16
Totals All Departments	107	45	8	104	49	0	27	89	34

***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

636 Cooke St. 96813
(808) 523-5434

HOUSTON, Tex.

1221 Pierce St. 77002
(713) 659-5152

JACKSONVILLE, Fla.

3315 Liberty St. 32206
(904) 353-0987

JERSEY CITY, N.J.

99 Montgomery St. 07302
(201) 435-9424

MOBILE, Ala.

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

NEW BEDFORD, Mass.

50 Union St. 02740
(617) 997-5404

NEW ORLEANS, La.

630 Jackson Ave. 70130
(504) 529-7546

Toll Free: 1-800-325-2532

NEW YORK, N.Y.

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

NORFOLK, Va.

115 Third St. 23510
(804) 622-1892

PHILADELPHIA, Pa.

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

PINEY POINT, Md.

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

SAN FRANCISCO, Calif.

350 Fremont St. 94105
(415) 543-5855

SANTURCE, P.R.

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

SEATTLE, Wash.

2505 1 Ave. 98121
(206) 441-1960

ST. LOUIS, Mo.

4581 Gravois Ave. 63116
(314) 752-6500

SUBIC BAY, Rep. of Philippines

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

WILMINGTON, Calif.

408 Avalon Blvd. 90744
(213) 549-4000

Dispatchers Report for Deep Sea

MAY 1-31, 1986

Port	*TOTAL REGISTERED			TOTAL SHIPPED			Trip Reliefs	**REGISTERED ON BEACH		
	All Groups			All Groups				All Groups		
	Class A	Class B	Class C	Class A	Class B	Class C		Class A	Class B	Class C
DECK DEPARTMENT										
Gloucester	1	3	1	0	2	1	0	5	5	0
New York	61	22	2	38	11	0	8	118	29	2
Philadelphia	5	4	0	3	2	0	0	10	9	0
Baltimore	16	7	0	8	0	0	0	20	13	0
Norfolk	4	7	0	2	1	0	0	24	18	0
Mobile	13	4	0	13	3	0	0	11	3	0
New Orleans	41	3	2	35	6	0	7	98	10	2
Jacksonville	22	12	0	20	8	0	2	64	25	1
San Francisco	33	7	1	20	3	0	2	62	23	1
Wilmington	18	2	1	16	3	0	9	30	10	1
Seattle	23	8	1	27	4	0	7	49	12	1
Puerto Rico	0	0	0	0	0	0	1	0	1	0
Honolulu	9	14	9	11	12	8	19	7	23	5
Houston	35	8	3	28	9	3	5	58	8	0
St. Louis	0	0	0	0	0	0	0	0	0	0
Piney Point	2	0	0	1	0	0	0	3	1	1
Totals	283	101	20	222	64	12	60	559	190	15
ENGINE DEPARTMENT										
Gloucester	1	2	0	1	0	0	0	1	3	0
New York	37	4	0	26	6	0	5	86	11	2
Philadelphia	3	1	0	4	2	0	0	3	1	0
Baltimore	9	1	0	5	2	0	1	10	0	0
Norfolk	10	3	0	4	5	0	2	16	8	0
Mobile	7	2	0	7	1	0	0	11	2	0
New Orleans	28	3	1	34	0	0	7	55	16	2
Jacksonville	20	4	0	22	2	0	1	44	7	0
San Francisco	24	7	0	12	2	0	1	47	18	1
Wilmington	12	2	0	11	2	0	5	24	8	0
Seattle	21	9	0	16	6	0	5	41	12	0
Puerto Rico	0	0	0	0	0	0	1	1	0	0
Honolulu	2	18	3	5	14	4	9	2	13	3
Houston	25	2	0	18	3	0	2	48	5	0
St. Louis	0	0	0	0	0	0	0	0	0	0
Piney Point	2	2	0	1	0	0	0	3	2	1
Totals	201	60	4	166	45	4	39	392	106	9
STEWARD DEPARTMENT										
Gloucester	1	2	0	0	0	0	0	0	0	0
New York	23	8	0	16	3	0	7	44	8	0
Philadelphia	1	2	0	1	0	0	0	3	4	0
Baltimore	9	0	0	4	0	0	0	8	1	0
Norfolk	8	2	2	1	0	0	0	14	4	2
Mobile	6	1	0	4	1	0	0	12	0	0
New Orleans	12	2	0	13	1	0	4	29	5	0
Jacksonville	8	5	0	7	4	0	1	21	4	0
San Francisco	35	3	0	19	2	0	3	74	9	0
Wilmington	7	2	0	4	2	0	6	18	3	0
Seattle	15	7	1	23	4	1	5	33	13	1
Puerto Rico	0	0	0	0	0	0	1	1	1	0
Honolulu	6	36	34	5	15	14	35	7	45	43
Houston	18	0	0	13	0	0	1	24	1	0
St. Louis	0	0	0	0	0	0	0	0	0	0
Piney Point	0	2	0	1	2	0	0	0	1	0
Totals	149	72	37	112	36	15	63	289	99	46
ENTRY DEPARTMENT										
Gloucester	0	1	2	0	0	1	0	1	4	1
New York	20	27	3	14	27	1	0	48	69	5
Philadelphia	4	2	0	0	3	0	0	8	4	0
Baltimore	8	7	0	4	3	0	0	7	10	0
Norfolk	7	5	2	2	3	0	0	16	13	2
Mobile	3	3	0	3	5	0	0	4	10	0
New Orleans	16	15	5	22	10	0	0	31	28	18
Jacksonville	9	12	3	7	6	2	0	13	27	7
San Francisco	41	19	2	23	3	0	0	95	32	5
Wilmington	10	14	0	8	13	0	0	27	18	1
Seattle	29	19	1	26	13	0	0	44	42	3
Puerto Rico	0	0	0	0	0	0	0	1	1	0
Honolulu	7	145	255	4	75	79	0	9	179	380
Houston	18	1	0	12	5	0	0	26	5	1
St. Louis	0	0	0	0	0	0	0	0	0	0
Piney Point	0	3	0	0	1	0	0	1	5	0
Totals	172	273	273	125	167	83	0	330	446	423
Totals All Departments	805	506	334	625	312	114	162	1,570	841	493

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

***Registered on the Beach** means the total number of men registered at the port at the end of last month.

Shipping in the month of May was up from the month of April. A total of 1,213 jobs were shipped on SIU-contracted deep sea vessels. Of the 1,213 jobs shipped, 625 jobs or about 52 percent were taken by "A" seniority members. The rest were filled by "B" and "C" seniority people. A total of 162 trip relief jobs were shipped. Since the trip relief program began on April 1, 1982, a total of 2,967 jobs have been shipped.

'We Stand Corrected . . .'

The latest issue of the *LOG* reflects a common misconception. May I add my version.

Page 19 of the May '86 *LOG* reads incorrectly when the story fails to mention that the steamer *Delta Queen* also travels the entire length of the Ohio River and parts of the Tennessee River and parts of the Cumberland River.

Moreover, I shall eat all the wood in her hull! The *Delta Queen's* superstructure is made of wood; her hull is copper-sheathed steel.

I was a deckhand on the *Delta Queen* in 1978.

Sincerely,
Béla K. Berty
Pilot, *Sidewheeler Princess*

'Professionalism at Piney Point . . .'

We, the Recertified Class of Stewards would like to extend our appreciation to the staff of the Harry Lundeberg School of Seamanship for the outstanding service they are performing.

The complete staff was very, very helpful to us: the teachers without exception were dedicated and really made us feel as though their main goal in life was assisting us to gain the knowledge they had to impart; the hotel staff under Eddie Gildersleeve made us feel that this was our home; the librarians were very helpful in assisting us find the reference materials we needed to complete our course; and last but not least the finance and supply sections were very professional.

We had a chance to tour the SIU farm and the Drug and Alcoholic Rehab Center. If we need help with problems in this area, we know where to get it.

The tour of the headquarters building at Camp Springs was a fitting cap to the weeks we spent here at Piney Point. The briefings given were very informative.

Specific thanks go to Ken Conklin, Edd Morris and Laymon Tucker for making our stay not only educational but enjoyable.

Thanks again to an outstanding group of professionals for a great job.

Stephen Akens, Peter Gonsalves, Carroll Kenny, Lau Koon, Willie Manuel, Fernando Urias, Harold Markowitz, Dana Paradise, Frankie Ross, Gerald Sinkes, Rudolf Spingatz, James Tucker.

Drozak Plan Adopted

ILO Seeks to Protect World's Merchant Seafarers

Proposed international labor standards covering seafarers' welfare, social security, health protection and medical care, and repatriation were the results of the International Labor Organization's (ILO) Preparatory Technical Maritime Conference held at the ILO headquarters in Geneva, Switzerland from May 5 to 16, 1986.

Seafarer, shipowner and government delegates from 40 maritime countries met to prepare draft international labor standards which ultimately may become International Conventions and Recommendations. The ILO Preparatory Technical Maritime Conference (PTMC) is the final preliminary step to the ILO Maritime Session which will be held in October 1987. At the Maritime Session, seafarer, shipowner and government delegates from nearly 150 nations take final action on the PTMC's draft standards to advance working and social standards for seafarers throughout the world.

Frank Drozak served throughout the conference as the United States' seafarer delegate. Raymond McKay, president, MEBA-District 2; Richard Daschbach, assistant for international affairs to Drozak, and Rene Lioeanjie and Rich Berger of the National Maritime Union all served as seafarer advisors in the U.S. delegation.

The agenda of the Preparatory Conference consisted of the following items:

1. Seafarers' welfare at sea and in port

2. Social security protection for seafarers

3. Health protection and medical care for seafarers

4. The merchant shipping (minimum standards) convention

5. Repatriation of seamen

Each of the agenda items was considered during this conference by a separate technical committee composed of approximately 60 delegates representing seafarers, shipowners and governments. Drozak was chosen by the seafarer delegates as the vice-chairman of the committee on repatriation.

The full conference adopted the recommendations of each committee to revise and update the appropriate existing International Conventions and to submit them to the 1987 Maritime Session of the ILO.

On **welfare**, the recommended draft convention requires governments to provide adequate cultural, welfare, recreation and information facilities to seafarers both in port and aboard ship.

On **social security**, a draft convention was adopted, although decisions on the central issues of shipowners' liability and whether the flag nation or the country of residence should be responsible for seafarers' social security were left open for resolution by the Maritime Session.

The draft convention text on **health protection and medical care** specifies and lays down requirements for the contents of ships' medicine chests and

Letters To The Editor



'Security With the SIU . . .'

... I think that having rooms for us old people [at Piney Point] is a wonderful thing, and I am sure there are many of us who are grateful for that. I am stuck here [in Escondido, Calif.] for the time being, but it sure makes one feel more secure.

I read about the Union sailing those Navy ships, and I know they are doing a good job. I sailed with some of the best, and I know they could do a good job if they were only younger.

I feel good, too, about the job Frank [Drozak] is doing. He had a tough job when he took over, and he has had an even tougher job these past five years, and he is coming through like a champion. I know he has some good men working with him. . . .

Sincerely,
Jim Barrett
Escondido, Calif.

'Paid in Full . . .'

I just want to express my thanks for all that the Union did for us during my wife's sickness . . .

Guillermo Romales
Seattle, Wash.

the drafting of medical guides, for medical advice by radio or satellite communications, and for medical training of ships' crews.

On the **merchant shipping (minimum standards) convention** which enables nations at whose ports ships call to enforce minimum safety and living standards onboard even when the flag nation does not, the conference endorsed a procedure to increase port's control over social or living conditions.

On **repatriation**, the differing positions taken by the seafarers and ship owners were the sharpest, resulting in over a dozen rollcall votes. The seafarers were able to secure sufficient government support to prevail in all but one vote.

The revised convention text adopted by the conference clearly establishes that repatriation is a basic and fundamental human right of all seafarers, including commercial fishermen; that repatriation should normally be by air, and that all pay and allowances should be paid by the shipowner until the seafarer reaches his or her repatriation destination.

In his statement to the plenary session of the conference, urging that the revised draft of the Repatriation Convention be adopted, Drozak asked all the delegates, particularly from governments, to consider the fundamentals of repatriation. He asked them to imagine that they had just received word from their employers that their

ticket home had been cancelled. Their hotel bill and meals were now for them to pay, and that their pay, health benefits, vacation and retirement pay were all suspended or terminated.

He reminded all delegates that concern over the payment of passage home is very real to seafarers today and that action must be taken to guarantee this fundamental principle of human rights.

When the vote was taken, the recommendation of the Committee on Repatriation was adopted.

All the decisions of the PTMC will be considered for final action by the ILO at its Maritime Session in 1987. At that time all governments which are ILO members will be entitled to vote on these recommendations.



"Give Imports the Boot—
Buy American and
Look for the Union Label."

Union Label and Service Trades Department, AFL-CIO

Maritime Day Shows Move for Veterans Rights



In Los Angeles Harbor, SIU members and other members of the merchant marine community boarded the sailboat *Spirit* to toss wreaths into the harbor in memory of fallen comrades.



In New Orleans, during a special maritime mass prior to Maritime Day, Seafarers and others honored the dead.



SHLSS Trainee William P. Jackson and the NMU's representative stand before the wreaths they carried during the ceremonies in Washington, D.C.

Thousands of former merchant sailors, current seafarers, union officers and politicians took time on May 21 to remember the 6,000 merchant sailors who died during World War II.

The once-a-year gathering from coast to coast is time to pay tribute to the "courage, honor and commitment" made by merchant sailors, said Ed Turner, SIU executive vice president, at Washington, D.C. ceremonies. In World War II only the Marine Corps had a higher casualty rate.

Though many of those veteran sailors have died, without veterans' recognition or benefits, Marad Administrator John Gaughan said it was time to do something for the surviving seafarers.

"I still do not understand how this country can fail to recognize the U.S. merchant mariners who served in World War II. I pledge to correct this inequity in any way I can," he said.

While many spoke of the past, Rep. Mario Biaggi (D-N.Y.) said things must be done today or the country may find itself without a merchant fleet.

"We are even today, in the midst of a great battle of another kind, the battle to save the U.S. merchant marine . . . There is no question we have far to go. We must overcome the hurdles of conflicting interests and



Ed Turner, SIU executive vice president, spoke at the Washington, D.C. Maritime Day services.

contradictory policies and guard the lifelines of the sea that sustain us all," Biaggi said.



Members of the current SHLSS trainee class carried the colors in Washington, D.C.



SIU Vice President George McCartney (right) and Marad Administrator John Gaughan before the SIU's wreath at San Francisco's Maritime Day services.