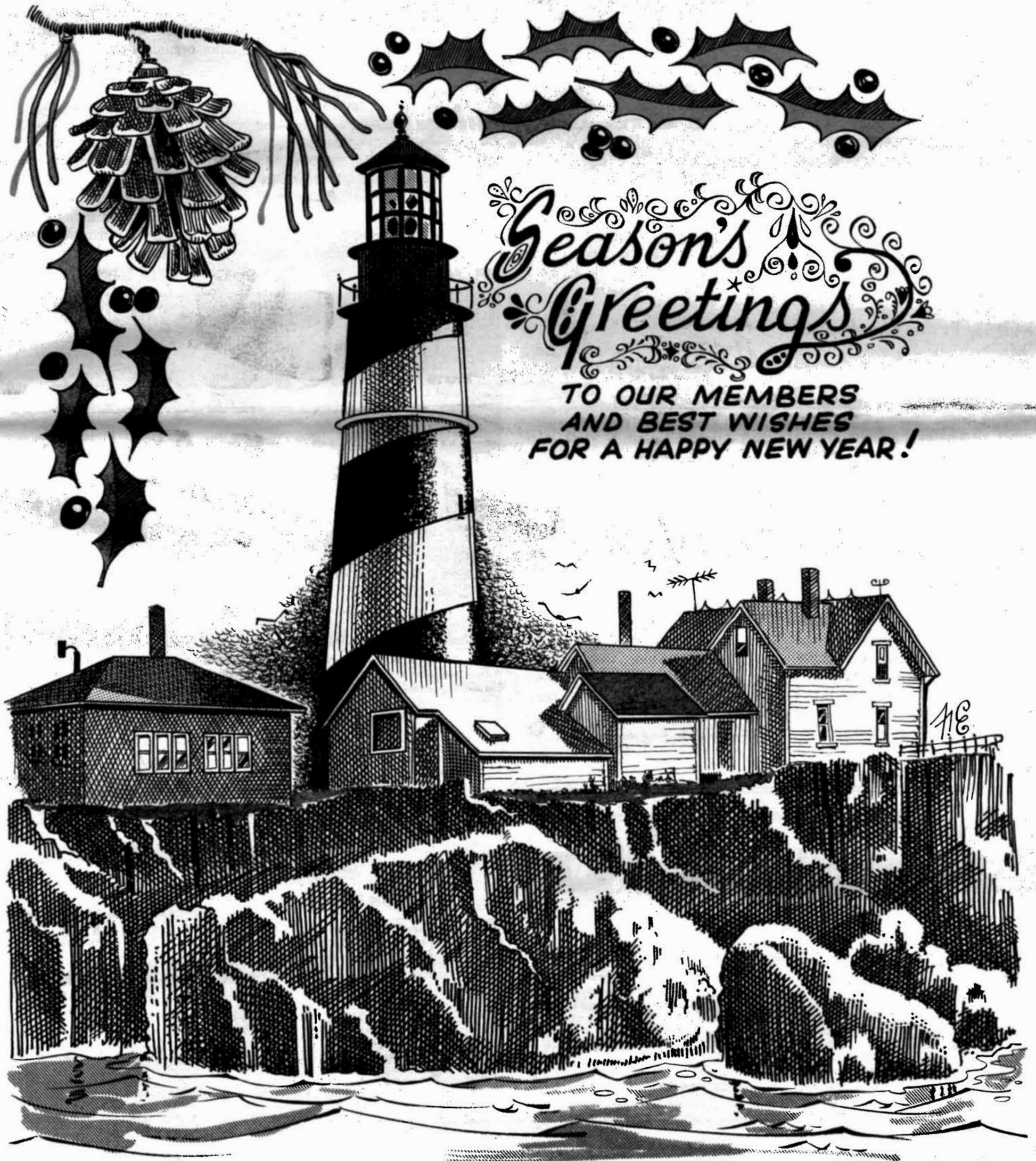


LOG

Official Publication of the Seafarers International Union • Atlantic, Gulf, Lakes and Inland Waters District • AFL-CIO Vol. 47 No. 12 December 1985



President's Report

by Frank Drozak

AS we come to the end of another depressing year for the maritime industry in this nation of ours, we in the SIU can look back and say we didn't do bad.

In a year that saw a worldwide lay-up of tankers and a sharp drop of both tanker and dry-bulk tonnage in the U.S. trades, our Union has continued to grow. In the past year, we have gained 35 new ships and 680 new jobs. In 1985, every "A" seniority Seafarer who wanted a job had a berth. (Nearly half of all jobs were taken by "B" men.)

This didn't just happen because we're nice guys. It happened because we worked hard—all of us—and we worked together. We continued to grow because we kept our priorities in order: first, to seek jobs for this membership; second, to provide the best training and education for our membership.

Jobs Come First

At every level of our dealings with government and industry, we put jobs first. Our political action has that one focus in its sights: jobs. And we have been successful because we have kept that focus. In our political action, we are not Democrat or Republican, nor are we Independent. We steadfastly support those members of Congress, of whatever affiliation, who support our objectives.

In our dealings with the maritime industry, we aggressively seek new job opportunities wherever they exist. We have succeeded in getting new jobs for two very good reasons. We have developed a training and education program second to none, and we have a membership that understands what is happening in the real world and is willing to adapt to the changes that inevitably must come.

Let me say something about our training program. I believe that our



organization is preeminent in the industry today because we have developed the finest training facilities and the most relevant training and upgrading curriculum in this country. I want to commend the staff at Piney Point for their continued efforts to keep our training programs relevant to the rapidly changing needs of the industry. I also want to commend our membership for their enthusiastic participation in these programs.

Education Is Key

I believe that our membership understands and has responded to the realities of the changes in our industry because we have always placed a high priority on education and communication. I have said many times that if we will communicate, we can understand our problems. And if we understand our problems, we can begin to solve them.

Many of the new job opportunities we have developed for our membership require new skills. Today, about 30 percent of all of our job opportunities are aboard military support vessels. In five years, I believe more than 50 percent of our jobs will be on military support and logistics ships. This has required new training and new

disciplines. In the Feb. 1986 issue of the LOG we will carry a special supplement on what we have been doing in this area.

* * *

In our dealings with government, too, all of our efforts are aimed at one thing: jobs and job security for this membership. Whether we are hammering at the door of the Department of Transportation, meeting with top officials of the Department of Energy, or sitting across the desk from a member of Congress, our focus is always the same. How can we better ensure jobs for the members of our Union.

Members' Support Vital

And here again is where our membership, because it is informed, has played a considerable role in our efforts here in Washington. Our members have responded in two very important ways: through their support of SPAD, and through their active participation in grassroots political action.

I cannot emphasize too much the importance of this membership support. Without it, our efforts

here in Washington must grind to a halt. It is because of the SPAD contributions of each and every member of this organization that we have been able to develop working relationships with members of Congress, and have been able to win their support for our programs. Let me assure you that if we had not been actively involved on Capitol Hill, there would be no cargo preference, no Alaskan oil on U.S.-flag ships; there would be less than half of the ships we have today and maybe only a third of the jobs we have.

Remember that we are playing hardball with an administration that wants to destroy our industry and a well-financed political action coalition that wants to destroy all labor organizations.

* * *

But we have grown both in strength and experience in this past year, and with the support of this membership we will continue to grow.

I would like to take this opportunity to wish our members and their families a warm and joyous Holiday Season, and a New Year of growth and happiness.



During the recent Washington State AFL-CIO Council Convention, Rep. Don Bonker (D-Wash.) spoke to delegates about the country's foreign trade policies and the U.S.-flag merchant marine. Bonker has been a strong friend of the U.S. merchant fleet. Pictured above are retired SIU official Edward X. Mooney, Bonker, Seattle Field Rep Rich Berkowitz and Seattle Port Agent George Vukmir.



LOG



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Beat Your Drug Abuse Problem Now

SIU members with drug dependency problems will have a new place to turn to for help starting Jan. 1. That's when the SIU's new Chemical Dependency Program will begin operations at the Piney Point, Md. facilities of the Seafarers Alcoholic Rehabilitation Center (ARC).

The new six to 12-week program will address a problem that has been growing dramatically during the past several years. When the SIU opened the ARC 10 years ago, drug abuse was seldom seen. The main problem was almost always alcohol. But today, according to ARC Director Rick Reisman, about 70 percent of the people treated for alcoholism also are dependent on other drugs such as marijuana and cocaine.

"That's the general trend around the country. But one thing is that people are going into treatment sooner," Reisman said.

He said there are two major reasons for that. The combination of alcohol and drugs results in a much faster decline in a person's condition. There also is a much greater public aware-

ness of drug problems and the programs available to help addicted individuals.

Most ARC patients show addiction "primarily to alcohol and marijuana, and cocaine when they can get it," Reisman said.

In the past, and even in some circles today, marijuana was considered a "harmless drug" that didn't lead to addiction problems. "What do you call it when somebody gets out of bed in the morning and rolls a joint before work, then smokes another with lunch and then goes home and smokes another joint before dinner and then one in front of the television and gets up in the morning and does it all over again? I'd call it addiction," he said.

Cocaine use has risen a great deal also, mainly because its availability has increased and its price has come down during the past few years. Recent studies have shown that an addiction to cocaine is more serious than heroin addiction. The intensity of the "high" from cocaine is so great (some liken it to sexual orgasm, Reisman said) that it creates a stronger and

stronger urge to keep doing the drug.

While there has been an increase in drug dependency among ARC patients, Reisman said he doesn't believe drug problems among Seafarers are a great deal more prevalent than in the general population. "Perhaps a little more, but not that much," he said.

Along with the physical and psychological benefits of beating an addiction, there are career benefits too. Drug testing by both the government and private companies is on the increase, and anyone who tests positive faces serious employment problems.

Much of the SIU's work (about 30 percent now and that could reach 50 percent within the next few years) is onboard military ships, and pre-employment and spot drug checks are required. If they show positive for drugs, a Seafarer is out of work, maybe permanently.

How to Get Help

If a Seafarer with a drug problem wants help, it is as close as a telephone or SIU hall. "He can pick up the phone and call or even better, go

through his port agent or field rep," Reisman said.

Like any welfare program, a member must be eligible; dues paid up, 120 days of seetime in the past year and one day in the last six months.

Depending on how many people are in the program at the time, a person could enter treatment in as little time as a day or perhaps as long as a week-and-a-half, Reisman said. But plans call for expanding the facility's size in the near future to accommodate more people.

The program will run from a minimum of six weeks to a maximum of 12 weeks. The length of stay will depend on how the person responds physically and psychologically. Individual and group counseling will be used, and an individual treatment program will be mapped out for each patient.

At the end of treatment, patients will be provided with information on after-care, where to go for help (such as Alcoholics, Cocaine, Narcotics and Chemical Dependent Anonymous groups around the country) and other tools to help stay drug free.

Compromise OK'd

Senate Passes Farm Bill, House Holds Hearing

A year-long squabble over cargo preference could be on its way to settlement now that the Senate has passed its version of the 1985 farm bill. The bill includes the cargo preference compromise (see August LOG) engineered by the SIU and other leading maritime groups with various agriculture concerns.

The bill was passed by a 61-28 margin. The House version of the farm bill does not include the compromise, so the two bodies will go to conference in an effort to hammer out an agreement over the issue, which has divided the maritime and agriculture communities for so long.

The compromise can be traced back to a February 1985 federal court decision which declared that a government export program, Blended Credit, fell under the 1954 Cargo Preference Law which mandates that at least 50 percent of those cargoes be carried on U.S.-flag ships. The Department of Agriculture claimed the program was exempt from cargo preference. As a result of the judge's decision, Secretary of Agriculture John Block suspended the program and appealed the decision. Block's action meant a loss of more than \$500 million to American farmers whose crops were due for export under the program.

There have been efforts in both houses of Congress since then to gut the cargo preference program, in some cases to eliminate it completely. In an effort to find a solution acceptable to both sides, the SIU and other maritime groups began an effort to reach a compromise.

The compromise eliminates cargo preference for so-called commercial export programs such as Blended Credit, but it also raises the 50 percent

carriage requirement from 50 to 75 percent of concessional programs such as P.L. 480. The increases would be phased in during a three-year period at a 10-10-5 rate. The Department of

and determined to see that cargo preference is carried out to the letter of the law," he said of the group.

He also explained some of the reasons both groups were able to come

"I think this is a reasonable solution to a problem which has caused some of the most bitter arguments I have seen in a long, long time."

Transportation would pay for the additional shipping costs.

"I think this is a reasonable solution to a problem which has caused some of the most bitter arguments I have seen in a long, long time," SIU President Frank Drozak said.

House Hearings

After the Senate passed its version of the bill, the House Merchant Marine and Fisheries Subcommittee held hearings on the compromise. Its version of the bill maintains cargo preference in the same manner as before.

A broad-based maritime coalition began the action on the compromise last spring. It was a group that had many differences of opinion on a wide range of issues, SIU Legislative Director Frank Pecquex testified.

"Without reservation, we are bound

to an agreement. "Both industries (maritime and agriculture) are in deep economic trouble; both are victims of long-term worldwide recession; both suffer precisely the same consequences of an over-valued dollar; both face stiff foreign competition, which is often heavily subsidized by foreign governments, and both need immediate relief if their continuing economic difficulties are to be reversed," he said.

Drozak said that if the House conferees could accept the compromise, "it would mean that both sides could get down to work and stop this battle, all of us will benefit. The entire maritime industry stands united behind this compromise, and we are joined as well by a broad-based coalition of agriculture interests."

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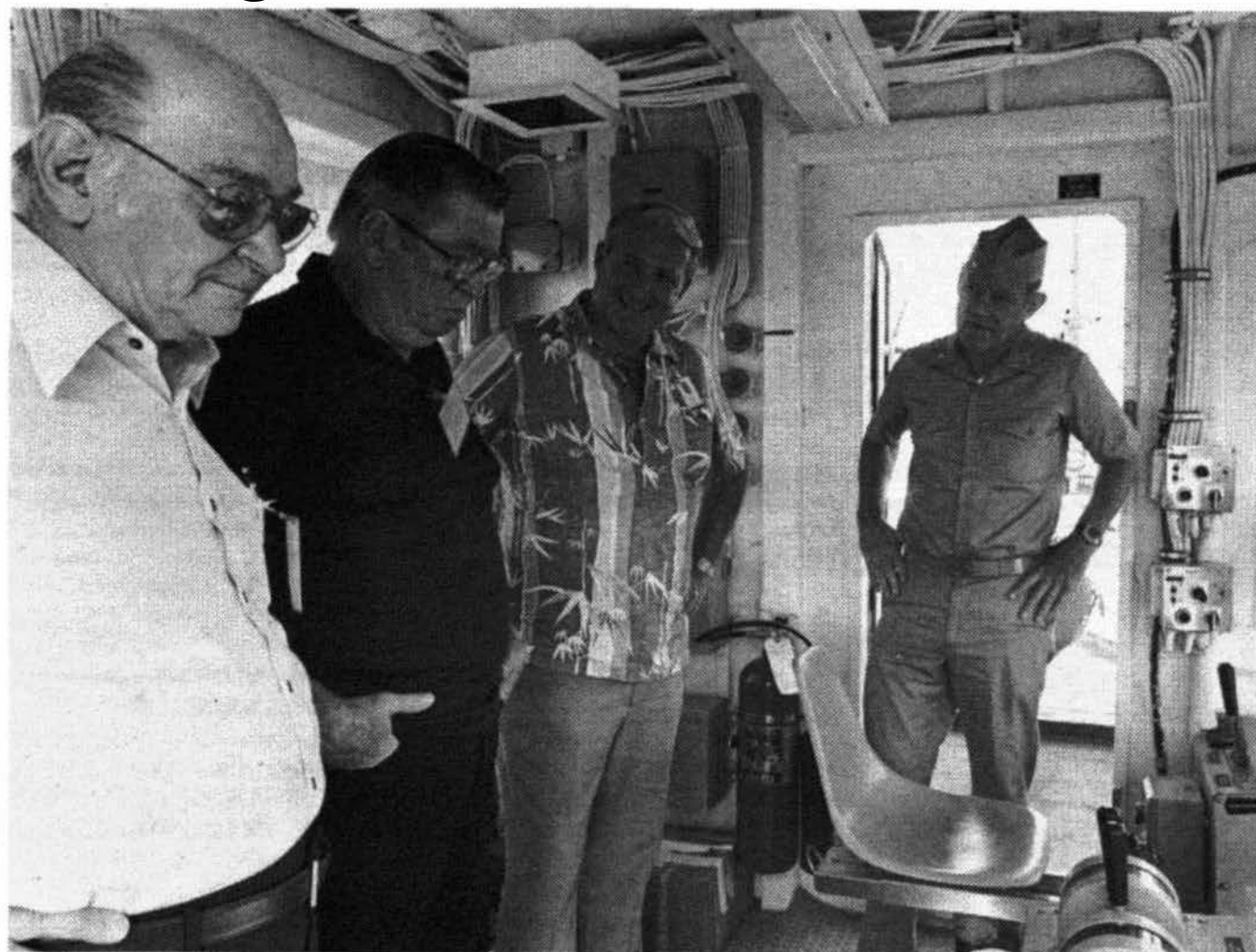
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DiGiorgio Gets a Look at T-AGOS Contender



One of the more important types of ships Seafarers crew are the military's T-AGOS vessels. These vessels play an important role in national security, and SIU members have shown that they can crew these special vessels with pride and professionalism.

During a visit to Hawaii, SIU Secretary Joe DiGiorgio had a chance to visit the *USNS Contender* (Sea Mobility Inc.). From the left, DiGiorgio, MEBA-2 President Ray McKay, Capt. Mike Clarity (Sea Mobility's vice president of Pacific operations) and *Contender* Capt. Douglas Stahl examine the deck winch controls.

The SIU secretary also had a chance to visit with *Contender* crewmembers. Below (l. to r.) are Chief Steward Maxine Peterson, AB Steve Hynes, DiGiorgio, Stahl, E/U Don Struthers, AB Gerald Durham and Bosun Alan Lautermilch.

Seafarer McKinley Is Buried at Sea

According to the wishes of the late Seafarer Carla McKinley and his mother, Lernice Williams of Port Arthur, Texas, the ashes of Seafarer McKinley were scattered upon the deep of the Atlantic Ocean by the SIU crew of the *S/T Golden Endeavor* (Apex Marine) led by Capt. Craig J. Kalloch (who read the burial service), Bosun Paul M. Butterworth and Chief Steward James W. Barnett.

The ceremony was held on a clear and sunny, but slightly windy day, Sunday Oct. 6 at 1 p.m. at N. Lat. 26:42, W. Long. 67:47.

May he have found a lasting, safe harbor.



Military Ships Spark SAB Action on Work Refusal

The Seafarers Appeals Board (SAB) has amended the Shipping Rules to cover possible disciplinary action against members who receive special training for military ships and then refuse to report to the ship or do not complete the first assignment following training.

The SAB's action cited the specialized training by the employer, the expense and the efficient operation of the military assignment in its decision.

In part it reads, "Therefore, seamen who accept employment aboard military vessels that require specialized training which involves expense to the employer directly attributable to the seaman, such as transportation, subsistence, lodging, toll calls and the like, and who after receiving such specialized training and expenses refuse or fail to join their assigned vessel, or who after joining the vessel, fail to remain aboard for the contractual tour of duty, shall be subject to discipline under Section 8A of the Shipping Rules and for such subject matter a new subdivision 10 is hereby added, which shall read as follows:

'10. Failure, except for good cause shown, to join a military vessel operated by a contracted employer, or who after joining the vessel, fails to remain aboard for the contractual tour where said assignment is the initial one after the seaman has received specialized training which involves expense to the contracted employer directly attributable

to the seaman such as transportation, subsistence, lodging, toll calls and the like.'

"In connection with discipline which may be imposed, the Seafarers Appeals Board may also include, as a condition of further registration and shipping under these "Shipping Rules," the reimbursement of the contracted employer by the affected seaman for the expenses incurred as found by the Board, referred to in the above new subsection 10 of Section 8A of the Shipping Rules."

U.S./Soviet Maritime Talks

The possibility of some sort of bilateral agreement between the U.S. and the Soviet Union was on the top of the agenda during four days of talks between the two countries in early December.

Until 1981, the two nations traded under a bilateral maritime agreement for almost 10 years. The agreement, however, was one of the victims of martial law in Poland. In retaliation, the U.S. let the agreement lapse.

The American delegation was led by new Maritime Administrator John Gaughan. It also included State and Agriculture department representatives.



Inland News

tug/tow
barge/dredge

National Marine Dispute Enters the Courts

The SIU has asked a federal judge to halt the sale of 13 of National Marine's tug boats to non-union Compass Marine because, SIU officials say, it is nothing more than a charade and a sham in order to break the SIU contract with National. More than 150 SIU Boatmen have lost their jobs as a result of the sale.

"Compass has 10 boats that are tied up because of lack of work. The only reason why it has agreed to buy 13 more boats is because National Marine has agreed to throw it business. And the only reason National Marine agreed to the sale in the first place is because it wants to cut back on wages, benefits and working conditions," Joe Sacco, SIU vice-president for the Gulf Coast said.

Sacco said he was hopeful that the judge would overturn the sale.

Sonat IOT Talks Set

Negotiations between the SIU and SONAT Marine over the IOT contract, which expired more than 16 months ago, will resume on Dec. 19.

Once they are finished, the Union and the company will enter into negotiations over the Mariner Contract, which expired last December. The Union has decided to accept the company's offer concerning the IBC and Harbor fleets, even though the issue of supervisory personnel still needs to be resolved.

"Our decision to accept the company's offer on the IBC and Harbor contract does not in any way waive our right to represent the captains, mates and barge captains in those fleets," said SIU Assistant Secretary John Fay.

"I know that this has been a long, drawn-out dispute," said SIU President Frank Drozak. "But I want all the members to know that we intend to do everything we can to get it resolved to their satisfaction, just as we were able to get Curtis Bay re-

solved to the satisfaction of the members there."

In order to put pressure on the company, the SIU has been putting up informational picket lines at strategic locations, such as Wall Street and Con Edison.

Last year, in the middle of what the SIU believed were good faith negotiations, the company stopped bargaining for the captains, mates and barge captains, and left them with substandard pension and welfare coverage. They unilaterally reversed more than 20 years of stated company practice without giving any notice.

"SONAT Marine is a mercenary company," said Bob Vahey, special assistant to the president. "They're just like National Marine, which recently fired 150 loyal workers with no notice whatsoever after arranging a sham sale to Compass Marine. The only way to beat them is to hang tough, stand united and apply economic pressure."

Seafarers Man Pilot Launches

The Association of Maryland Pilots recently opened up a new pilot station at Ship's Point, Md. near Solomon's Island, a short drive from Piney Point.

Three motor launches (*Baltimore Pilot*, *Pilot Express*, *Patapsco*), manned by SIU members, are used to pick up and deliver pilots to guide ships up

and down the Chesapeake Bay from Baltimore to Hampton Roads, Va.

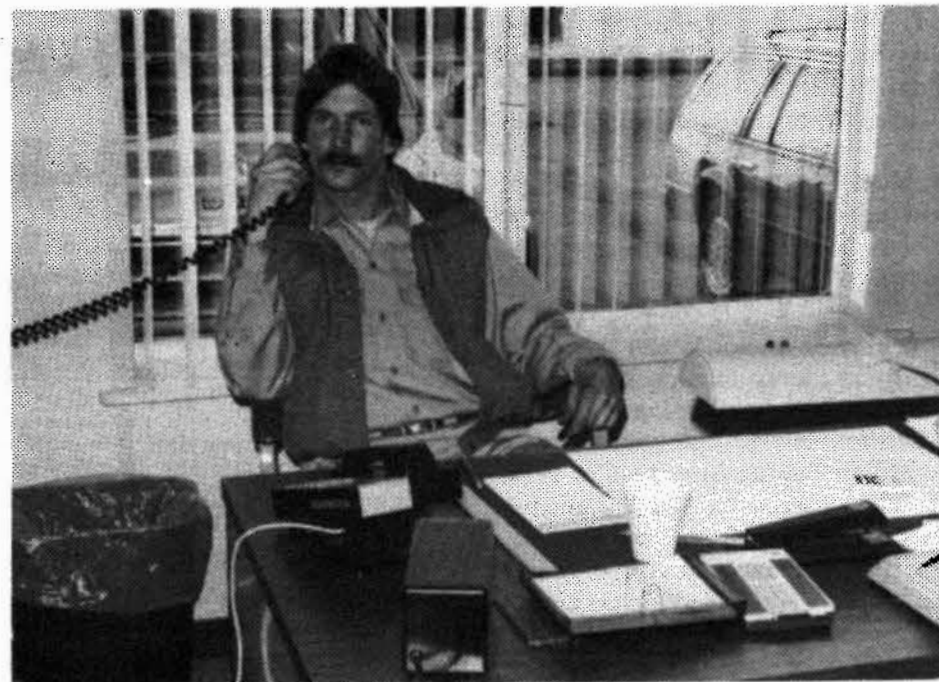
SIU members serve as deckhands and launch operators aboard these motor vessels, ferrying the pilots to and from ships as large as sideways skyscrapers—at all times of the day and in all kinds of weather.



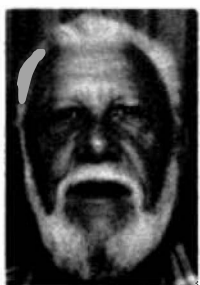
Deckhand Don Clark believes that the best way to excel is to get into the thick of things. Here Don assists with repairs to the motor launch *Pilot Express*. He wants to be as well rounded as possible with a variety of skills, and looks forward to next becoming one of the boat operators—someday, maybe, a pilot. But if Don should ever have an engine failure in bad weather, he wants to be prepared.



This shows the fine pier used by the Association of Maryland Pilots at Ship's Point near Solomon's Island. Formerly, El Paso Natural Gas was situated here until the inflated cost of Arabian gas forced them to cease operation.



Ridgely Hopkins is a launch operator for the Association of Maryland Pilots who, between runs, keeps a traffic-watch while other members make repairs on the *M/V Pilot Express*.



Charles Junior Funck, 62, joined the Union in the port of Houston in 1960 sailing as a chief engineer for National Marine Service from 1954 to 1985 and as a deckhand for Northern Towing. Brother Funck also worked for the Cangrette Shipbuilding Co. from 1952 to 1954. He attended the 1984 Piney Point Gulf Inland Crews Conference, the 1977 Educational Conference and the 1979 National Marine Conference there. Boatman Funck is a former member of the International Brotherhood of Longshoremen, Local 1827. Funck also is a veteran of the U.S. Navy during World War II and the Korean War. Born in New Orleans, he is a resident of Lacombe, La.



Raymond Lee Griffin, 65, joined the Union in the port of New Orleans in 1962 sailing as a chief engineer for Dixie Carriers from 1957 to 1977. Brother Griffin began sailing in 1950 and last shipped out of the port of Mobile. He is a veteran of the U.S. Army during World War II. Boatman Griffin was born in Vance, Ala. and is a resident of Mobile.

In Memoriam

Pensioner **James Henry Dueitt**, 80, passed away from arteriosclerosis at home in Mobile on Oct. 16. Brother Dueitt joined the Union in the port of Mobile in 1956 sailing as a chief engineer for Radcliff Materials from 1957 to 1966. He was born in Leaksville, Miss. and was a resident of Lucedale, Miss. Burial was in the Pisgah Cemetery, Green Cty., Miss. Surviving is a daughter, Eunice Balias of Columbus, Ga.

Pensioner **Josephus Everton**, 86, succumbed to pneumonia in the Albenmarle Hospital, Elizabeth City, N.C. on Nov. 7. Brother Everton joined the Union in the port of Norfolk in 1961. He sailed as a captain for the Norfolk Lighterage Co. in the 1920s, Curtis Bay Towing from 1936 to 1946, Wood Towing from 1946 to 1951, Coyle Lines from 1951 to 1961 and for McAllister Brothers from 1961 to 1966. He was born in Dare Cty., N.C. and was a resident of Elizabeth City. Interment was in the New Hollywood Cemetery, Elizabeth City. Surviving is his widow, Myrtle.

Pensioner **James Wesley Williams**, 77, passed away on Oct. 25. Brother Williams joined the Union in the port of Norfolk in 1962 sailing as a captain for Stone Towing from 1946 to 1973. He also worked for the Wilmington (N.C.) Shipyard from 1944 to 1946. Boatman Williams was a former member of the United Auto Workers Union, District 50, from 1953 to 1962. A native of Georgia, he was a resident of Hampstead, N.C. Surviving is his widow, Lillian.

New Pensioners

Antoine Guidroz, 65, joined the Union in the port of Houston in 1969 sailing as an AB for G & H Towing from 1969 to 1985. Brother Guidroz is a veteran of the U.S. Navy in World War II. He was born in Leonville-Pt. Barre, La. and is a resident of La Marque, Texas.



Peter V. Polkus, 67, joined the Union in the port of Philadelphia in 1977 sailing as a cook for IBC and IOT from 1975 to 1977. Brother Polkus was a former member of the Arco Independent Union. He is a veteran of the U.S. Army in World War II. Boatman Polkus was born in Chicago, Ill. and is a resident of Philadelphia.

Rufus Cecil Pittman, 62, joined the Union in the port of Norfolk in 1963 sailing as a captain for the NBC Line from 1943 to 1953 and from 1963 to 1973. Brother Pittman

also sailed for the Sinclair Refining Co. from 1955 to 1963 and for McAllister Brothers in 1973. He was a former member of the Mariners Union, Local 922. Boatman Pittman was born in Lukens, N.C. and is a resident of Chesapeake, Va.



Joseph John Pietras, 62, joined the Union in the port of Baltimore in 1970 sailing as a chief steward and cook for the Steuart Oil Transportation Co. from 1968 to 1971 and for IOT from 1971 to 1976. Brother Pietras last shipped out of the port of Norfolk. He was a former member of a Blast Furnace Union local from 1964 to 1965. Boatman Pietras is a veteran of the U.S. Coast Guard during World War II, the Korean War and the Vietnam War. Pietras was born in Erie, Pa. and is a resident of Wanchese, N.C.



Elmer Fletcher Pressley, 63, joined the Union in the port of St. Louis in 1972 sailing as a head deckhand for Inland Tugs starting in 1970. Brother Pressley is a veteran of the U.S. Navy in World War II. He was born in Lewis Cty., Ky. and is a resident of Portsmouth, Ohio.



Joseph Thomas Ramsey, 66, joined the Union in the port of New Orleans in 1955 sailing as a deckhand for Coyle Lines in 1955, Crescent Towing in 1963 and Dixie Carriers. Brother Ramsey is a former member of the Brotherhood of Railroad Draymen Union. He is a veteran of the U.S. Army in World War II. Boatman Ramsey was born in Algiers, La. and is a resident of Marrero, La.

Dispatchers Report for Inland Waters

NOV. 1-30, 1985

Port	*TOTAL REGISTERED All Groups			TOTAL SHIPPED All Groups			**REGISTERED ON BEACH All Groups		
	Class A	Class B	Class C	Class A	Class B	Class C	Class A	Class B	Class C
DECK DEPARTMENT									
Gloucester	0	0	0	0	0	0	0	0	0
New York	0	0	0	0	0	0	0	0	0
Philadelphia	7	2	3	2	0	3	10	3	6
Baltimore	4	0	0	8	0	0	13	1	1
Norfolk	60	15	0	55	14	0	72	18	0
Mobile	2	1	1	1	0	0	4	3	0
New Orleans	5	4	4	1	0	0	32	11	6
Jacksonville	5	2	10	5	0	7	6	3	28
San Francisco	0	0	0	0	0	0	0	0	0
Wilmington	1	2	15	2	0	0	4	1	15
Seattle	0	0	0	0	0	0	0	0	0
Puerto Rico	0	0	0	0	0	0	0	0	0
Houston	1	0	0	1	0	0	1	1	1
Algonac	15	3	0	4	2	0	30	15	0
St. Louis	1	0	6	3	0	2	13	0	20
Piney Point	1	0	2	1	0	1	0	0	1
Totals	102	29	41	83	16	13	185	56	78
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	2
Baltimore	0	0	0	0	0	0	0	0	0
Norfolk	10	0	0	9	0	0	8	0	0
Mobile	0	0	0	0	0	0	0	0	0
New Orleans	0	0	1	0	1	0	3	1	2
Jacksonville	1	0	3	1	0	1	1	0	2
San Francisco	0	0	0	0	0	0	0	0	0
Wilmington	0	0	0	0	0	0	0	0	1
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	1	0	0	1	0	0
Algonac	4	5	0	2	3	0	20	8	0
St. Louis	0	0	0	0	0	0	0	0	0
Piney Point	0	0	0	0	0	0	0	0	0
Totals	15	5	5	13	4	1	33	9	7
STEWARD DEPARTMENT									
Gloucester	0	0	0	0	0	0	0	0	0
New York	0	0	0	0	0	0	0	0	0
Philadelphia	1	0	1	1	0	1	0	0	2
Baltimore	0	0	0	0	0	0	0	0	0
Norfolk	11	0	0	6	0	0	9	0	0
Mobile	0	0	1	0	0	0	0	0	1
New Orleans	1	7	5	1	0	4	1	7	4
Jacksonville	1	0	5	0	1	4	1	1	7
San Francisco	0	0	0	0	0	0	0	0	0
Wilmington	0	0	0	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	0
Houston	0	0	0	0	0	0	1	0	0
Algonac	4	3	0	1	2	0	5	3	0
St. Louis	0	0	0	0	0	0	0	0	0
Piney Point	0	0	1	0	0	1	0	0	0
Totals	18	10	13	9	3	18	18	11	14
Total All Departments	135	44	59	105	23	24	236	76	99

* "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.

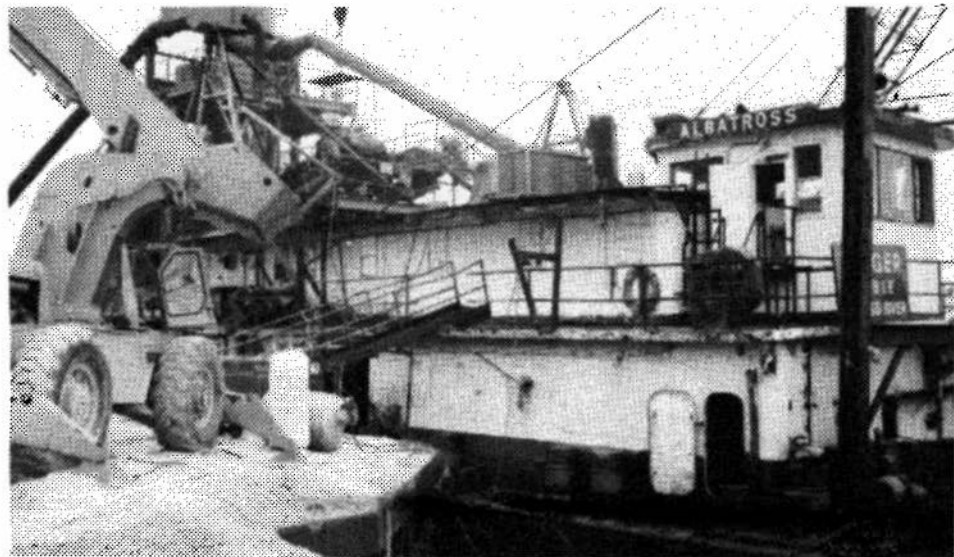
INLAND LINES

C. and D. Towing Is Successor

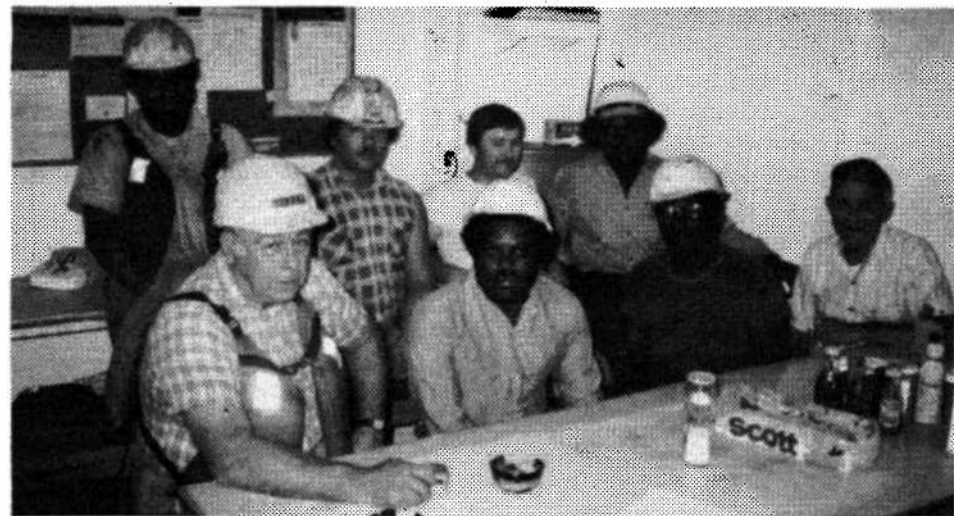
C. and D. Towing has taken over the operation of the NBC Lines in the port of Norfolk.

At Shawn’s Launch Service, the SIU is awaiting the company’s signing of a memorandum of understanding on a new contract.

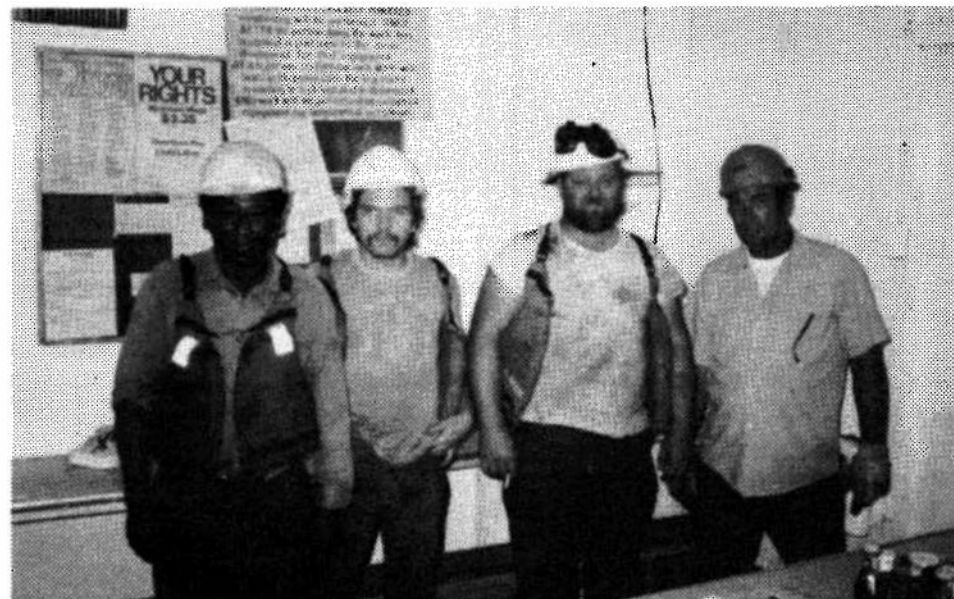
Aboard the Dredge Albatross



The dredge *Albatross*, in Mobile from a run up the Alabama River, gets a new roof for the crew’s quarters, among other repairs.



Crewmembers aboard the *Albatross* include (l. to r. back) C. James, AB; R. Johnson, AB; D. Griffin, cook; R. Jackson, AB; (l. to r. seated) A. Walker, captain; R. Nettles, leverman; W. James, AB; R. O’Dom, cook.



Taking a quick break from work aboard the *Albatross* to pose for this photo are (l. to r.) J. Coleman, AB; M. Keith, AB; D. Johnson, welder, and A. West, leverman.

The Tug Gobbler in Mobile



The tug *Gobbler* recently came into the port of Mobile with a load of sand from the Alabama River. Some minor repairs were also scheduled.



Three hardworking deckhands on the *Gobbler* are (l. to r.) C. Weatherspoon, T. Phelon and R. Nelson.

Monthly Membership Meetings

Port	Date	Deep Sea Lakes, Inland Waters
Piney Point	Monday, January 6	10:30 a.m.
New York	Tuesday, January 7	10:30 a.m.
Philadelphia	Wednesday, January 8	10:30 a.m.
Baltimore	Thursday, January 9	10:30 a.m.
Norfolk	Thursday, January 9	10:30 a.m.
Jacksonville	Thursday, January 9	10:30 a.m.
Algonac	Friday, January 10	10:30 a.m.
Houston	Monday, January 13	10:30 a.m.
New Orleans	Tuesday, January 14	10:30 a.m.
Mobile	Wednesday, January 15	10:30 a.m.
San Francisco	Thursday, January 16	10:30 a.m.
Wilmington	Monday, January 20	10:30 a.m.
Seattle	Friday, January 24	10:30 a.m.
San Juan	Thursday, January 9	10:30 a.m.
St. Louis	Friday, January 17	10:30 a.m.
Honolulu	Thursday, January 9	10:30 a.m.
Duluth	Wednesday, January 15	10:30 a.m.
Gloucester	Tuesday, January 21	10:30 a.m.
Jersey City	Wednesday, January 22	10:30 a.m.



Government Services
by Buck Mercer

I attended the Executive Council meetings that were recently held in Dania, Fla. President Drozak and the Council discussed the progress that has been made over the past year, and also mapped out strategies to improve the job security of our membership.

Perhaps the most important success that we had over last year was in having the provisions of the Service Contract Act applied to the 12 oceanographic vessels. The vessels will have to be rebid, and we will have a good shot at picking them up.

I would like to congratulate Rear Admiral Walter T. Piotti Jr., director of the Office of Program Appraisal in the Office of the Secretary of the Navy, who has been appointed to serve as commander of the Navy's Military Sealift Command.



Great Lakes
by V.P. Mike Sacco

WINTER is upon us, which means one thing to seamen shipping on the Great Lakes: unemployment. Each year around this time, the Great Lakes shipping industry goes into hibernation.

In an earlier column I reported about the work we have been doing to help enact a "Right to Know" law in the state of Michigan. The end of the session is fast approaching, and the legislation has been stalled by business interests that place profits above the right of workers to know the names of potentially hazardous chemicals that they may have been exposed to.

For many years now, Great Lakes shipping has been synonymous with decline and lost opportunities. That did not have to be the case.

A little history lesson is in order. According to statistics released by the Government Office of Accounting (GOA), American vessels carry only 2.8 percent of all bulk trade on the Great Lakes.

The Canadian government passed a ship construction subsidy program in 1960 covering up to 40 percent of the

Area Vice Presidents' Report

cost of a vessel. Title XI and CDS funds were not made available to American operators until the 1970s, which placed their Canadian competitors at a distinct advantage. Moreover, the American CDS program was scrapped in 1981; the Canadians are just now ending their subsidy program. By phasing it out over a period of several years the Canadians gave their operators a chance to adjust to a changed business climate.

Is it any wonder that the American maritime industry has not reached its full potential? And unfortunately, once a market is lost, it is hard to recapture.



West Coast
by V.P. George McCartney

I attended an Executive Council meeting in Dania, Fla., where the SIU laid out a five-year program to maximize job opportunities for our membership. It was one of the most interesting and productive meetings I have ever participated in. I only wish that everyone connected with this Union could have been there.

While many issues were discussed—health and pension benefits, training programs, organizing—there seemed to be one thread connecting the entire five-year program: the need to adapt to change. The maritime industry is a very different place than it was just five years ago. And as President Frank Drozak said at the meeting, if we don't plan for the future, then the future will leave us behind.

The transformation of Honolulu from a little noticed outpost to the Union's largest concentration of jobs in just five years is an example of the rapid and unpredictable pace of change that has engulfed the maritime industry. It also is an example of how the moves that this Union has made during the past five years have paid off. The two passenger vessels that we helped re-document under the American flag have created hundreds of new jobs for our members. And given Hawaii's strategic location, it has captured a large share of the new military work available to our members.

Honolulu is the exception, unfortunately, and not the rule. Elsewhere on the West Coast things don't look quite as good. But there are hopeful trends. After all, the center of commercial activity in the United States has shifted westward. Most of this country's overseas business is now conducted with the nations of the Pacific rim. Time is on our side. All it takes is careful planning, hard work and just the right amount of luck.

We also are in the process of ne-

gotiating a new contract with Star and Crescent Towing Boat Company in San Diego, and are helping the MTD support a grocery strike in Southern California.



Gulf Coast
by V.P. Joe Sacco

THE dispute between the SIU and National Marine is being waged in the courts.

As most people in the Gulf already know, National Marine sold 13 vessels to Compass Marine. Since Compass Marine had 10 of its vessels laid up at the time, it seems obvious that the sale was nothing more than a sham to enable the company to evade its contractual obligations to its workers.

We are waiting for Federal Court Judge Morey Sears to hand down a decision on this matter. I hate to make predictions on these things, but I am extremely hopeful that he will do the right thing, especially since the company let go 150 dedicated and productive workers. People's livelihoods are at stake, and that should have some bearing on this case.

The problem with National Marine underscores an important trend in the maritime industry, especially in the inland sector. In many instances, a member's job security depends on what kind of decision a district court or labor relations judge hands down. And these people are appointed by the president of the United States.

Over the past several months, I have talked a great deal about the importance of becoming involved on a grass-roots level in the political process of this country. I have done so because it seems obvious to me that there is a direct link between a worker's job security and the political climate in this country. And make no mistake about it: one vote can make a difference.

SPAD has been a godsend to this Union, and so has the Maritime Defense League. Oldtimers like to talk about the beefs that put this Union on the map: Cities Service, the Wall Street Strike. Yet 1985 has been just as historic as those times. The only difference is that we have had to fight our battles on Capitol Hill and in the courts.

I want to thank our membership for the fine job they have done in supporting our local political efforts. The SIU helped elect two city council members: Anthony Hall and Justin Robinson.

On the whole, shipping has been good in the port of Houston. With that thought in mind, I want to wish every-

one a Happy Holiday. And when the New Year comes around, I would urge every member to make use of our training facilities down at Piney Point. Political action and education are the two things that will ensure the continued job security of this membership.



East Coast
by V.P. Leon Hall

CAPTAIN Ronald Rowe, a Massachusetts fisherman, made a dramatic gesture in Boston late last month when he gave away free pollock to more than two dozen startled passersby who happened to be at the right place at the right time.

Rowe wasn't crazy, just fed up. Prices have dropped to the point where he just isn't able to make ends meet.

"I'm not going to make any money selling it at such low prices," said Rowe, "I might as well give it away." He got his point across though. He received widespread attention in the press.

Captain Rowe is not unique. The industry he is working in is being hard pressed by foreign imports that are heavily subsidized. Cheap Canadian fish products trucked into New England have driven the price of fish to artificially low levels.

Other problems are affecting the fishing industry. Insurance rates have gone up so high that boat owners and fishermen are being forced out of the industry. This is a problem that goes far beyond the confines of the fishing industry.

Deepsea and inland companies are being pressed by insurance problems. At a recent Executive Council meeting of the SIU, President Frank Drozak said, "We are losing many new vessels, but not for the reasons that you might expect. Given the high productivity of our workers, we are competitive. We are losing vessels because the price of insurance is just too high."

All this is causing problems for our newly-organized fishermen in New Bedford who are presently in negotiations. Things just don't look good up there. We're going to hang tough, though.

On a brighter note: shipping in Norfolk remains extremely good, mainly because the port is one of the major beneficiaries of military work the Navy is contracting out to the private sector. The quality of our training facilities in Piney Point has enabled the SIU to capture a large share of these jobs.

Remember this: in order to be eligible for military work, you have to get a security clearance, be able to pass a drug test and take courses (e.g., crane maintenance) specifically geared to the needs of the Rapid Deployment Force.



Charles Pillard, president of the Electrical Workers (IBEW), was chairman of the convention's Executive Officers Report.



Patrick Campbell, president of the Carpenters, was chairman of the Committee on Port Maritime Councils and Field Representatives.



Charles W. Jones, president of the Boilermakers and Iron Ship Builders, spoke forcefully as president of the convention's Committee on Shipbuilding.



James E. Hatfield, president of the Glass, Pottery & Plastics Workers, chats with MTD President Frank Drozak and MTD Executive Secretary-Treasurer Jean Ingrao.



Maritime Trades Department President Frank Drozak opened the 1985 MTD Convention with a call for unity in the struggle to preserve and promote American jobs. The MTD—one of the most active departments in the AFL-CIO—is comprised of 43 national and international labor unions representing more than 8 million American workers.



John C. Kenneally, vice president of the Hotel and Restaurant Employees, reads the report of the Committee on Cargo Preference.



Frank Martino, president of the Chemical Workers, was secretary of the convention's Credentials Committee.

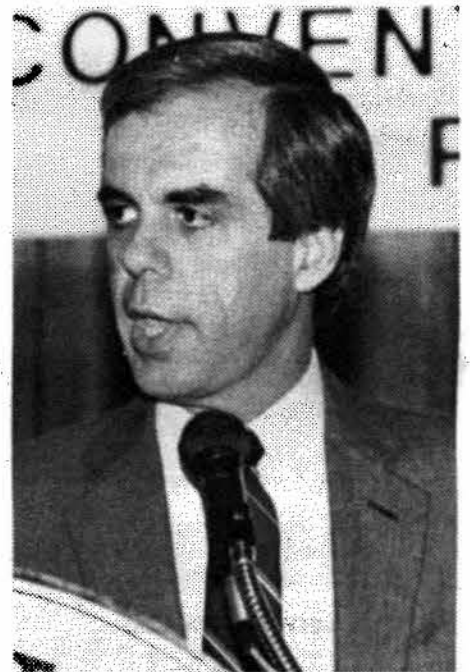
United to Promote Jobs for U.S. Workers: At the MTD Convention: 1985



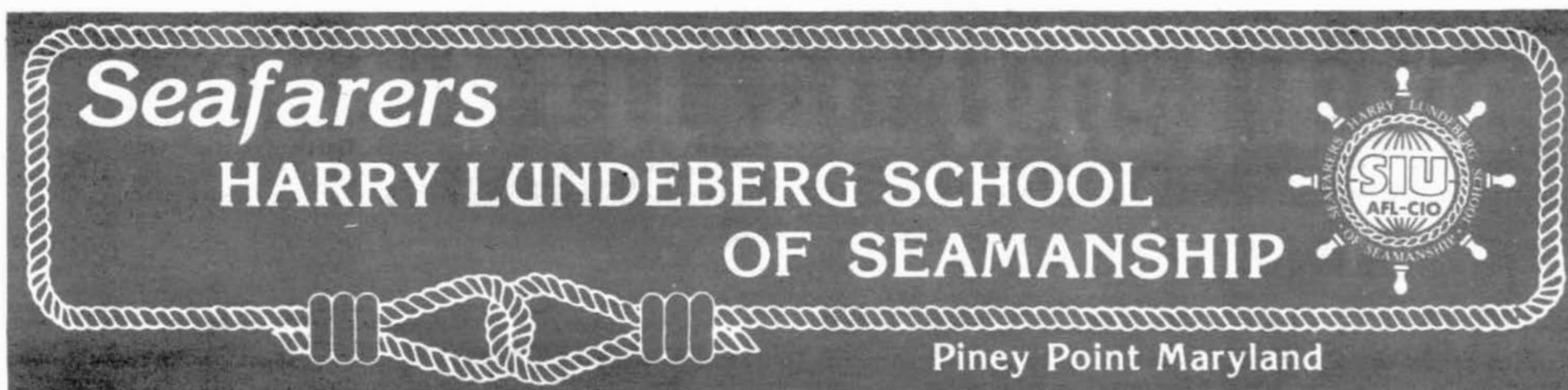
Whitey Disley, president of the Marine Firemen, Oilers and Watertenders Union, took an active part in the convention. As a member of the important Rules Committee, Disley is seen here with the committee's chairman Larry Jackson, secretary-treasurer of the Grain Millers.



Angelo Fosco, president of the Laborers International Union, was one of many national union presidents who took an active part in the convention.



Rep. Tony Coelho, Democratic congressman from the 15th Dist. in California, was a featured speaker. He called for unity among labor organizations to fight the export of American jobs.



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 Lundeborg 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. A three month updated course schedule will be included in every issue of the LOG.

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

Deck Upgrading Courses

Course	Check-In Date	Completion Date
License Mate (Third Unlimited - Master Mate Freight & Towing)	January 31 August 1	April 11 October 10
Celestial Navigation	April 11 October 10	May 16 November 14
Towboat Operator Scholarship	May 23	July 18
Lifeboat	February 24 March 21 May 16 July 11 August 8 October 10 October 31	March 7 April 3 May 30 July 25 August 22 October 23 November 14
Able Seaman	April 4 July 25 October 24	May 30 September 19 December 19
Radar Observer	January 10 February 17 May 16 July 18 November 14	January 24 February 28 May 30 July 31 November 28
Simulator	May 2 July 18 November 14	May 16 August 1 November 28
Tankerman	Dec. 27, 1985 April 18 July 11 October 3	January 9 May 2 July 25 October 17
Radar Observer (Renewal)	March 7 April 4 June 6 August 8 September 5 November 7 December 5	March 14 April 11 June 13 August 15 September 12 November 14 December 12

Engine Upgrading Courses

Course	Check-In Date	Completion Date
QMED - Any Rating	September 19	December 11
Third Assistant Engineer	January 24	April 11
Automation	May 23	June 19
Marine Electrical Maintenance	February 14 August 22	April 10 October 16
Marine Electronics (LASH Crane)	October 31	December 12
Hagglund Crane Maintenance	January 3 April 25	February 14 June 6
Refrigeration Systems Maintenance & Operations	January 10 August 15	February 21 September 26
Refrigerated Containers Advanced Maintenance	February 21 September 26	April 4 November 7
Diesel Engineer - Regular	April 4 November 7	May 16 December 19
Diesel Scholarship	April 4	June 13
Welding	February 21 June 27 November 7	March 20 July 24 December 5
Hydraulics	July 25	August 21
Fireman/Watertender & Oiler	March 21 September 12	May 16 November 6
Conveyormen	January 24	February 20

Steward Upgrading Courses

Course	Check-In Date	Completion Date
Chief Cook	January 8 March 19 June 25 October 1	March 14 June 27 October 3 Jan. 9, 1987
Cook & Baker	January 29 March 19 May 7 June 25 August 13 October 1 November 19	May 9 June 27 August 15 October 3 November 21 Jan. 9, 1987 Feb. 27, 1987
Chief Steward	March 19 June 25 October 1	June 27 October 3 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 next year, the courses will be six weeks in length and offered at these times:		
	January 24	March 8
	May 2	June 14
	August 1	September 13
	October 31	December 13

Seafarers who are applying for the upgraders Lifeboat classes and who are either ESL or may need some work on basic skills, may take the ESL/ABE Lifeboat course three weeks prior to the scheduled Lifeboat class. These classes will be offered:

February 28	March 21
June 27	July 18
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:

Third Engineer	January 17	January 24
Conveyorman	January 17	January 24
FOWT	March 14	March 21
Diesel Regular	March 28	April 4
Able-Bodied Seaman	March 28	April 4
Towboat Operator Scholarship	May 16	May 23
Automation	May 16	May 23
Able-Bodied Seaman	July 18	July 25
Hydraulics	July 18	July 25
QMED	September 12	September 19
Able-Bodied Seaman	October 17	October 24



Adult Education

Apply now for the Adult Education program or course you would like to take in 1986. The Seafarers Harry Lundberg School of Seamanship Adult Education Department will offer the Adult Basic Education (ABE), High School Equivalency (GED), and English As A Second Language (ESL) programs four times next year. These six-week long programs are available to all SIU members who are in good standing with the Union and have paid their dues. It is important to note that seafarers will be given travel reimbursement for successful completion of the Adult Education courses as they do for any of the vocational courses.

All the Adult Education programs have been designed to help the seafarer reach his

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

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

All Rating Upgrading Courses

Course	Check-In Date	Completion Date
Sealift Operations and Maintenance	January 10	February 7
	February 7	March 7
	March 7	April 4
	May 2	May 30
	June 6	July 3
	July 25	August 22
	September 5	October 3
	October 17	November 14
	November 14	December 12

Recertification Programs

Course	Check-In Date	Completion Date
Steward Recertification	April 28 November 3	June 2 December 8
Bosun Recertification	March 3 September 2	April 7 October 6

Important Notice

Hotel Bill Payment Policy Changed

Effective January 1, 1986 all upgrader's dependents staying at the Seafarers Training and Recreation Center at Piney Point will be required to pay their bill bi-monthly. This will help to lessen the burden of the cost of your stay.

President of the Seafarers Union of Turkey Visits SHLSS



Touring the Simulator building are from l. to r. Patrick King, Masters, Mates & Pilots; Tracy Aumann, SHLSS director of curriculum; Sinan Yazcioglu, Turkish staff member of the Asian Free Labor Institute; Emin Kul, president of the Seafarers Union of Turkey; Dick Daschbach, assistant to SIU President for International Affairs, and SHLSS Simulator Instructor Dale Rausch.

The SHLSS STAFF
Wishes you a Happy and Prosperous New Year

ABE/ESL Lifeboat Preparation Course

The SHLSS Adult Education Department is offering a three week Introduction to Lifeboat course. This course will be offered three times during 1986: February 28—March 21, June 27—July 18, and September 19—October 10.

The purpose of this introductory course is to help seafarers prepare themselves for the regular upgrading Lifeboat course which immediately follows the introductory course. The introductory course will be of benefit to:

- students who have difficulty reading or do not read at all,

- students whose first language is not English,
- students who have been out of school several years and want to improve their reading and study skills before entering a regular upgrading course.

If you are interested, please fill out the upgrading application in this issue of the LOG. If you know of anyone who may be interested but would have difficulty reading this article, please tell him or her about this opportunity.



The Professional Touch

That's what graduates of the **Marine Electrical Maintenance Course** have—the professional skills to maintain electrical systems aboard ship. These are the skills that mean more money and more job security. They're the skills you get when you take the **Marine Electrical Maintenance Course**.

For more information contact the Seafarers Harry Lundeborg School of Seamanship, Piney Point, Maryland, or fill out the application in this issue of the *Log*.

Course Starts
February 14



SHLSS COURSE GRADUATES



Radar

Front row (l. to r.): Instructor Jim Brown, Rory Wix, Walter Henry, Michael Lynch. Second row (l. to r.): Tom Mylan, Terry Murphy.



Refrigeration

Front row (l. to r.): Donald Murphy, Clay P. Mitchell, John Cassidy. Second row (l. to r.): Instructor Eric Malzkuhn, Glenn H. Watson, Tom Neville, John Hall.



Radar

Front row (c.): Robert Bakeman. Back row (l. to r.): J. M. Perry Jr., Leon Mach Jr., Barry Freeman, Instructor Dale Rauech.



Marine Electrical Maintenance

Front row (l. to r.): Vincent Carrao, Mark Freeman, Ron Kitlas, Luis A. Nieves. Second row (l. to r.): Alan Hansen, Willia Thomas, Jeff Kinsman, Prince Wescott.



Nautical Science
Kenneth C. Taylor



Lifeboat

Front row (l. to r.): Lavey E. Lee, Robin Layva. Second row (l. to r.): Louis Ullskl, Manas Nasser, Michael Linus, Ben Cusick (Instructor).



FOWT

First row (l. to r.): C. Suazo, Walter Devereaux, Pete Sanchez, Charles James Spielmann VIII, Elliot Vazquez. Second row (l. to r.): Matthew Stevenson, Frank Coburn, Wayne Kinsey, James Dickens Jr., Glenn Johnson, Ed Brooks, Pat Patricia. Third row (l. to r.): Instructor Bill Foley, Mark Hennessy, Sara Beland, Terrance "T" Reed, A. Santiago, J. Armstrong, Ron Giannini.



Sealift Operations & Maintenance

First Row (l. to r.): Instructor Joe Marshall, Fletcher McRee, John Kaikaka, Raymond Garju, Coordinator Bill Hellwege. Second row (l. to r.): Charles Allen, Lisa Salnz, Eric D. Bergesen, Frank Footer, Michael Taralea, Michael Harrell, Jack Cooper. Third row (l. to r.): Brian Fountain, Christopher DiOrlo, Instructor Ed Boyer. Fourth row (l. to r.): Timothy Hammack, Toni Miller, Catherine Kohs, John McLaurin, Rick Young, Nancy Heyden, Louis Mileto, Michael Anderson. Fifth row (l. to r.): John Morgan, Carl Francom, R. G. Connolly, Thomas Murphy, Michael Watson, Chris Broerman.

Apply Now for an SHLSS Upgrading Course



Seafarers Harry Lundeberg School of Seamanship Upgrading Application



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

Address _____ (Street)

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

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

Social Security # _____ Book # _____ Seniority _____ Department _____

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

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

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

Trainee Program: From _____ to _____
(dates attended)

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
- ☐ Seallift Operations & Maintenance

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

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
- ☐ Heggland Crane Maintenance

ALL DEPARTMENTS

- ☐ Welding
- ☐ Lifeboatman
- ☐ Seallift Operations & Maintenance

STEWARD

- ☐ Assistant Cook
- ☐ Cook & Baker
- ☐ Chief Cook
- ☐ 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

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

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

SIGNATURE _____ DATE _____

RETURN COMPLETED APPLICATION TO:

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

Rev 12/85

Seafarer Saved From Drowning

Fast-Acting Crewmates Keep Victim's Head Above Water

Only the splendid courage and stalwart fortitude of Seafarer William "Willie" Pat Jemison, Capt. James Nolan and another unidentified crew-member of the *M/V Sugar Islander* (Pacific Gulf Marine) stood between the possible drowning of AB James C. Filippo when he toppled overboard off the ship into San Pablo Bay, Calif. early last month.



AB James Filippo is hauled out of the water by his crewmates aboard the *Sugar Islander*. Bosun Red Pinkham (upper foreground) directs the operation.

48, a Navy vet of Theodore, Ala., who dove into the water with the captain and another brother to save Filippo, 62:

"While installing stanchions in the gangway, it rolled with the ship causing Filippo to lose his balance. I grabbed him, but his weight and the thickness of his jacket made it difficult to hold onto him with one hand with the other hand holding on to a stanchion for support. He fell head first onto the dock, hit twice before bouncing off

the side of the ship into the water."

★ ★ ★

As Filippo was knocked out cold, Jemison was able to keep his head above water until Capt. Nolan, using a lifesaver, arrived to assist.

On deck, Bosun Roger W. Pinkham, ABs Paul E. Anderson, Ruel Lawrence, Henry Gable and Jon Grayson used a ladder to lower a body basket below to the rescuers for their stricken shipmate.

QMEDs Billy Joe Ball and Jan Hairdir helped to bring the victim aboard where Chief Steward Milton Thrash, Chief Cook Lito G. Acosta and Utility Michael Hill administered oxygen and covered the frozen Seafarer with blankets.

Filippo was hospitalized with a broken collar bone and sent home to Jasper, Texas to recuperate. He joined the Union in 1946 in the port of Galveston. Jemison joined the SIU in the port of Mobile in 1960.

Next Time, Take the Launch



No, Houston Patrolman Dean Corgey is not on his way to service a ship. The 32-year-old Corgey is an avid surfer, and when Hurricane Danny whipped into the Texas coast last summer, the waves were a surfer's dream. This shot of Corgey was captured by Galveston Daily News photographer Robert John Mihovil, and the Associated Press picked up the photo for its wires.

It all began at 9 a.m. on Nov. 6 as the vessel was tied up at the C & H Refinery Dock in Crockett near the port of San Francisco.

In the inimitable words of courageous rescuer Deck Engineer Jemison,

Hurricane Juan Batters M/V Ambassador in Gulf



Hurricane Juan pounded on the RO/RO *MV Ambassador* (CCT) for 12 hours in the Gulf of Mexico in late October. As the pictures above show, cargo on the RO/RO was torn and twisted from its ties during the storm. Only one crewmember was injured, Bosun Dave



Murray who suffered a broken arm. The ship was on its way from her home port of New Orleans to Miami, Fla. when Juan trapped her. The *Ambassador* was able to return to New Orleans.

The SIU in Washington

Seafarers International Union of North America, AFL-CIO

December 1985

Legislative, Administrative and Regulatory Happenings

Washington Report

"We are a Union that looks towards the future," said SIU President Frank Drozak at a meeting of the Executive Council last month in Dania, Fla.

The meeting was held to establish five-year goals to ensure the continued job security of this membership. One of the issues discussed was the importance of this Union's political activity, both in Washington and on a grass-roots level.

"The SIU has been able to maintain an adequate job base for its membership during a time when the American maritime industry has been in a state of severe decline," said Drozak. "If it hadn't been for our activities on Capitol Hill, then things would be immeasurably worse."

"We were able to create 1,000 new jobs in the passenger vessel industry with the redocumentation of the *SS Independence* and the *SS Constitution*. And we stopped the agriculture industry from gutting this country's cargo preference program, which accounts for a large share of existing jobs in the American-flag merchant marine."

"There are opportunities for the maritime industry, but only if we make them happen. The industry is undergoing a rapid change. If we don't give it our best shot, especially on Capitol Hill, then we're going to get left behind."

Cargo Preference

Five well-known experts representing a broad spectrum of the maritime industry appeared before the House Merchant Marine Subcommittee to explain their reasons for supporting a Senate plan to restructure the Cargo Preference Act of 1954.

The plan, which was the result of months of intense negotiations between a united maritime industry and segments of the agriculture industry, would limit the scope of the Cargo Preference Act of 1954 to so-called concessionary cargo while raising American-flag cargo requirements from 50 to 75 percent over a three-year period.

The five experts included Frank Pecquex, director of legislation for the SIU. All five were members of the Maritime Coalition on the Cargo Preference Compromise.

According to the five experts, the compromise on cargo preference was the culmination of a long chain of events associated with the blended credit controversy, which caused a seemingly irreparable rift between the maritime and agricultural industries.

Earlier this year, Federal District Judge June Green ruled that cargo generated under the Blended Credit Program was subject to the 50 percent American-flag requirements of the 1954 Cargo Preference Act. Immediately after the decision was handed down, Secretary of Agriculture John Block stopped the \$500 million program.

The maritime industry had brought the suit in large part because the federal government had failed to carry out existing cargo preference laws. While the industry was intent that "cargo preference be carried out to the full letter of the law," it also saw the need for some kind of accommodation with the agri-

culture industry. The continuing controversy over cargo preference threatened to disrupt the standing of both industries on Capitol Hill.

The fight over cargo preference drew attention from the real problems facing both industries. Both industries were in deep economic trouble. Both were victims of worldwide recession; both suffered precisely the same consequences from an overvalued dollar; both faced stiff foreign competition, which was often heavily subsidized by foreign governments; and both needed immediate relief if their continuing economic difficulties were to be reversed.

Things became so bitter between two industries that more than 20 anti-cargo preference amendments were introduced on the floor of the House of Representatives and defeated in a dramatic and decisive vote.

SIU President Frank Drozak was one of the first to speak out publicly on the need for both industries to bury their differences. In testimony before various House and Senate committees, he stressed that the agriculture industry would not be substantially helped by the repeal of cargo preference, but that the American-flag merchant marine would be devastated.

Port Development

The House of Representatives passed H.R. 6, the Omnibus Water Resources bill by a vote of 358-60. If enacted, it would signal the first major port development project in over 10 years.

During those 10 years, this country's system of ports and waterways has deteriorated dramatically, reducing our competitiveness in world markets. This is especially true of the coal industry, which has failed to live up to its potential of supplying the United States with a large share of its energy needs.

The bill also would authorize the dredging of six new deep draft ports and would make improvements in 28 general cargo ports and on seven inland waterway locks and dams.

The bill includes provisions for substantial local cost-sharing of improvements, which is a sharp departure from traditional practice (the federal government was seen as the major funder of these projects). The administration had tried to impose across-the-board user fees to cover the entire cost of these improvements. The SIU opposed that plan.

Build and Charter Program

A build and charter program was introduced in the Senate that would convert \$850 million in unused Navy funds into a build and charter program that would offer new employment opportunities for American seamen.

Under the terms of the program, the U.S. government would fund the construction of American-flag vessels in U.S. shipyards, then charter the vessels to private U.S.-flag carriers which would operate in the foreign trade routes. The vessels would be equipped with defense features so that they could perform support functions in case of a national emergency.

President Drozak testified in favor of this bill. He noted that it was important to tie the program into some kind of cargo promotional program, such as the use of bilateral trade agreements.

Tax Reform

The maritime industry breathed a collective sigh of relief when the administration's tax reform bill was reported out of the House Ways and Means Committee.

The bill was stripped of several provisions that would have posed a serious threat to the future development of the American-flag merchant marine. The provisions included the following: the elimination of tax-deferred status for the Capital Construction Fund (CCF); a tax on workers' fringe benefits, which historically have been tax-free; and the elimination of the tax deductions for business expenses incurred while attending conventions or seminars on American-flag passenger vessels.

The House Ways and Means Committee also retained the S. 936 business deduction for companies operating in Puerto Rico. Given the strategic role that Puerto Rico plays in the all-important Caribbean Basin area, any change in this provision would have had far-reaching consequences.

The maritime industry did not win every battle, however. Two important provisions were significantly altered. The accelerated vessel depreciation schedule, which now permits operators to write off the cost of new vessels in five years, was lengthened to a 16-year period. And the investment tax credit, which permits the immediate recovery of 10 percent of the cost of new equipment, was repealed.

The bill will be considered by the entire House. In an unusual development, the bill either will have to be passed whole or else voted down. A Republican alternative also will be considered if the House Ways and Means Committee bill is rejected.

Alaskan Oil

Legislation was recently introduced by Rep. Thomas J. Manton (D-N.Y.) that would place restrictions on the export of crude oil produced from Cook Inlet, Alaska. It is H.R. 3817.

The administration announced last month that it intends to issue a waiver permitting the export of 6,000 barrels per day from Cook Inlet, with Japan or Korea among the likely customers for the oil.

While the amount that can be exported from Cook Inlet region is relatively small, many observers in Washington believe that some people may be trying to use it as a precedent to export the oil from the North Slope region, which is prohibited from being exported under the provisions of the Export Administration Act.

Auto Carriers

If House Merchant Marine Committee Chairman Walter B. Jones (D-N.C.) has his way, American-flag vessels will get a 50 percent share of the car-carrying trade between this country and Japan. He recently introduced H.R. 3655, which he says "is intended to balance the support accorded by Japan to its maritime industry."

At present, Japan controls two-thirds of the vehicle carrier fleet, two-thirds of which sails between Japan and the West Coast of the United States. Not one of the 600 vehicle carriers operating worldwide is documented in the United States.

Have You Sailed for Apex Marine?

Any seaman who worked for the above-named company or its affiliates from April 1, 1985 to the present may be entitled to port time compensation.

All claims are to be submitted to:

Ms. Anne Novotny
Marine Personnel
Apex Marine Corporation
2001 Marcus Avenue,
Suite N-215
Lake Success, New York 11042

Specify your name, rating, social security number, period of time employed, name of ship.

"Save a Job—Buy American"



Seafarers from Houston travelled to Texas' capital of Austin to join in an AFL-CIO "Buy American" rally last month. Gov. Mark White and Sen. Lloyd Bentsen (D-Texas) spoke at the gathering and urged participants to support American-made products. Above, Patrolman Don Anderson, Seafarers Rick Burgess and Paul Berrera, Field Rep. Steve Beede and other SIU supporters display the Union's banner.

Does It Really Talk?



If the car won't talk, maybe at least these Seafarers can hitch a ride. Left to right are Bosun John O. Glenn, BR. Fadel Abdulla and Oiler S.L. Torina.



Seafarers aboard the *Sea-Land Philadelphia* were treated to a little "celebrity cargo" recently when Kit, the co-star of the popular television show "Knight Rider" was shipped to Anchorage, Alaska. Kit is the car. Shown here, trying to coax at least a hello from the famous vehicular thespian, are Chief Steward Jesse B. Natividad (left), OS Terry Reynolds (with ballcap) and S.L. Torina, oiler.

SIU in L.A. Anti-Discrimination Rally



More than 1,000 union members from Southern California, including dozens of SIU members, rallied to protest wage and employment discrimination. The rally was sponsored by a coalition of national women's, civil rights and labor organizations, including the NAACP, the National Organization of Women (NOW) and the Service Employees International Union. Above (l. to r.) are Seafarers Ahmed Yafai and Mohamed Shaie; George Samanc, president of Local 9 of the Industrial Union of Marine Shipbuilding Workers of America; Wilmington Port Agent Mike Worley, and Local 9 Dispatcher Victor Zuniga. (Photo by Clinton Hayes II, recording secretary, Local 9)

**FOR
CHRISTMAS**



**BUY
UNION**

UNION LABEL AND SERVICE TRADES DEPARTMENT, AFL-CIO

SIU ITB to the Rescue

Baltimore Saves 10 from 2 Small Boats in 1 Day

The SIU-contracted *Baltimore* (Apex Marine) foiled the killer instincts of Hurricane Kate last month when she plucked 10 survivors out of the stormy Atlantic.

The *Baltimore*, an integrated tug/barge, was a day out of St. Croix, V.I. and headed for New York with a load of petroleum products when the first word of a sailboat's distress was received from the Coast Guard.

A 42-foot sailboat, *Taxi Dancer*, had capsized in the 80-knot winds and 30-foot waves generated by Hurricane Kate. Despite the terrible weather, the *Baltimore* steamed toward the site of the *Taxi Dancer*. The five crewmembers from the sailboat were brought onboard.

While the rescue of the five was under way, the ship received word that nearby another sailboat had been battered by the storm and its five-person crew had abandoned ship. The *Baltimore* was able to make the site in less than two hours and the rescue took about 80 minutes to complete in the hurricane conditions.

"If it [the second rescue] had been on videotape, it would have made a perfect training film. It was a textbook rescue," said Chief Mate Chuck Sadler.

Capt. Leo Berger, president of Apex Marine Corp. said, "The crew of the

Baltimore is to be commended for its selfless act. The rescue of these two

boats is in the fine tradition of the U.S. merchant marine."



Rainbow Wins Another Round

The fight by an American-flag company to preserve its right to carry military cargo to U.S. bases in Iceland brightened when the U.S. Court of Appeals handed down a favorable decision.

The court ruled that until a full review of the case is completed, Rainbow Navigation (an MM&P company) must be given first priority in the carriage of the Iceland-bound cargo.

The U.S. government, under some pressure from Iceland's government, cited Rainbow's rates as "excessive" and tried to divert the cargo to foreign-flag carriers. The 1904 Cargo Preference Act reserves the vast majority of all U.S. military shipments for American ships. A decision in the case is not expected until 1986.

Lakes OK Despite Early Freeze

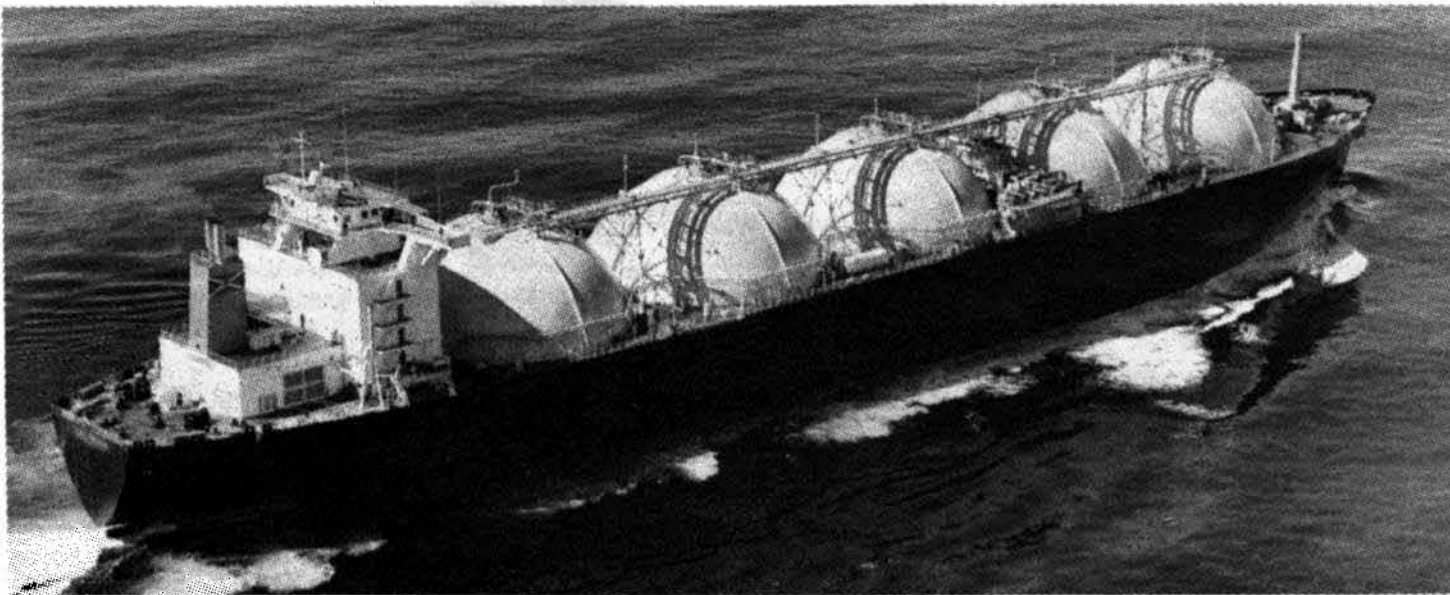
A frigid massive cold snap over the Great Lakes in late November and early December did not hinder much Lakes' traffic. Even at Thunder Bay, the most northern port, ships were moving in and out of port and there was no delay in loading.

Officials estimate it would take about a week to 10 days of zero and below temperatures before enough ice could form to hinder traffic.

Titanic Memorial Bill Passed

The House of Representatives passed a bill in early December to designate the wreck of the recently discovered *Titanic* a maritime memorial. It sets standards for exploration, research and possible salvage activities.

LNG Taurus Saves Indonesian Victims



It began when watchman O.S. J.T. Lyons sighted a man floating in the waters off the Singapore coast, clinging to a piece of debris. But by the time a rescue alert was ended from the *LNG Taurus* (Energy Transportation) Sept. 19, 17 people had been pulled out of the Singapore Straits shivering, exhausted and afraid. The SIU crew onboard the *Taurus* had launched the No. 2 lifeboat to rescue five of the people. At the request of LNG radio operators, three Singapore Navy vessels and one aircraft arrived. The first vessel rescued 12 remaining survivors.

Information gathered from the survivors by members of the *Taurus* crew indicates that some 30 people had been on the boat *Arun Yaha*. They were on their way to Malaysia from Indonesia when their vessel was overturned by a burst of heavy gusting wind. They had been in the water six hours before being discovered.

Participating in this life-saving effort were SIU members J.J. Arnold, O.S.; J. Hartono, cargo engineer; L.D. Pierce, AB; and fellow ABs G. Shalabi and B.P. Gillis.

Breakdown of Overall Benefits Paid October 1985

	Amount
Total Benefits for Members	\$ 1,185,639
Total Benefits for Members' Dependents	668,876
Total Benefits for Pensioners and Dependents	423,429
Miscellaneous Programs	104,449
Total Seafarers Welfare Plan Benefits Paid	2,382,393
Total Seafarers Pension Plan Benefits Paid	1,438,034

Since the closing of the United States Public Health Hospitals on October 1, 1981, a total of \$51,434,020 has been paid out for member benefits.

Pensioner's Corner

Deep Sea



Erwin Oscar Berwald, 65, joined the SIU in 1948 in the port of New York. He sailed as QMED. Brother Berwald hit the bricks in the 1946 General Maritime beef, the 1947 Isthmian strike and the 1948 Wall St. beef. He was born in Cleveland, Ohio and is a resident of Houston.



Eugene Romano Ceccato, 62, joined the SIU in 1949 in the port of New York sailing as an AB and deck delegate. Brother Ceccato walked the picket line in the 1962 Robin Line beef. He is a veteran of the U.S. Navy during World War II. Seafarer Ceccato was born in New Philadelphia, Ohio and is a resident of Middlesex, N.J.



Jay Charles Cohen, 65, joined the SIU in the port of New Orleans in 1954 sailing as an OMU and steward utility. Brother Cohen was on the picket lines in both the 1946 General Maritime beef and the 1947 Isthmian strike. He last shipped out of the port of Seattle. Seafarer Cohen was born in Houston and is a resident of Seattle.



Edwin Davis, 64, joined the SIU in the port of New York in 1955 sailing as an AB, bosun and ship's delegate. Brother Davis was born in Alabama and is a resident of Birmingham, Ala.



Henry Lawrence Durham, 61, joined the SIU in the port of Wilmington, Calif. in 1956 and shipped chief steward. Brother Durham attended the Piney Point Crews Conference No. 10 in 1970. He last shipped out of the port of Jacksonville. Seafarer Durham was born in Oklahoma and is a resident of Jacksonville.

Johnny Ferro, 67, joined the SIU in the port of New Orleans in 1964 sailing as an AB and deck delegate. Brother Ferro last shipped out of the port of Jacksonville. He is a veteran of the U.S. Navy during World War II and the Korean War. Seafarer Ferro was born in Donaldsonville, La. and is a resident of Jacksonville.



Jack P. "Digger" Fitzgerald, 60, joined the SIU in 1948 in the port of New York sailing as an FOWT and engine delegate. Brother Fitzgerald also sailed during the Vietnam War and hit the bricks in the 1946 General Maritime beef, the 1947 Isthmian strike and the 1948 Wall St. beef. He was born in Wellington, New Zealand and is a resident of Brooklyn, N.Y.



Eddie Hernandez Sr., 61, joined the SIU in 1948 in the port of New York sailing as a chief steward. Brother Hernandez walked the picket lines in both the 1946 General Maritime beef and the 1947 Isthmian strike. He last shipped out of the port of San Juan, P.R. Seafarer Hernandez was born in Puerto Rico and is a resident of Santurce, P.R.



Donald Hicks, 59, joined the SIU in 1948 in the port of New York sailing as a recertified bosun. Brother Hicks graduated from the Union's Recertified Bosuns program in December 1973. He worked on the Sea-Land Shoregang, Port Elizabeth, N.J. starting in 1981. Seafarer Hicks was on the picket lines in the 1946 General Maritime beef, the 1947 Isthmian strike, the 1948 Wall St. beef, the 1961 Greater N.Y. Harbor strike and the 1965 District Council 37 beef. A native of Fall River, Mass., he is a resident of Brooklyn, N.Y.



Arne Wessel Hovde, 66, joined the SIU in 1942 in the port of Baltimore. He is a recertified bosun. Brother Hovde graduated from the Union's Recertified Bosuns program in July 1974. He hit the bricks in the 1946 General Maritime beef, the 1947 Isthmian strike and the 1948 Wall St. beef. Seafarer Hovde was born in Norway. A naturalized U.S. citizen, Hovde is a resident of Philadelphia.



John George Katsos, 68, joined the SIU in the port of Seattle in 1955 sailing as a cook and GSU. Brother Katsos also is a history teacher. He is a veteran of the U.S. Army during World War II and the Korean War. Seafarer Katsos was born in Waltham, Mass. and is a resident of Reno, Nev.

John Wilbert McCauley, 64, joined the SIU in the port of Baltimore in 1947 sailing as an AB. Brother McCauley hit the bricks in both the 1946 General Maritime beef and the 1947 Isthmian strike. He last shipped out of the port of Houston. Seafarer McCauley was born in Virginia and is a resident of Houston.



Dominador Zambra Lutero, 71, joined the SIU in 1949 in the port of Tampa sailing as a steward general utility. Brother Lutero was on the picket line in the 1961 Greater N.Y. Harbor beef. He is a veteran of the U.S. Army in World War II. Seafarer Lutero last shipped out of the port of San Francisco. Born in the Philippines, he is a resident of Stockton, Calif.



Roque Rosario Macaraeq, 65, joined the SIU in 1945 in the port of New York sailing as a cook and SB. Brother Macaraeq graduated from the Union's Recertified Chief Stewards program in July 1980. He was born in the Philippine Is. and is a naturalized U.S. citizen. Seafarer Macaraeq is a resident of Brooklyn, N.Y.

Anthony Leon Kazmierski, 65, joined the SIU in the port of New York in 1955 sailing as an AB. Brother Kazmierski was born in New Jersey and is a resident of New York City.



George Henry Malin, 60, joined the SIU in the port of New York in 1958 sailing as a FOWT. Brother Malin began sailing in 1947. He hit the bricks in the 1962 Robin Line beef. Seafarer Malin is a veteran of the U.S. Army in World War II. A native of Chicago, Ill., he is a resident there.



Irvin Matthews, 65, joined the SIU in the port of Mobile in 1954 sailing as a cook. Brother Matthews was on the picket lines in the 1946 General Maritime beef and the 1947 Isthmian strike. He is a veteran of the U.S. Army's Quartermaster Corps in World War II. Seafarer Matthews was born in Pensacola, Fla. and is a resident of Mobile.



Ben Hill McLendon, 61, joined the SIU in 1943 in the port of Savannah, Ga. sailing as an AB, bosun and 2nd mate for District 2, MEBA starting in 1969. Brother McLendon graduated from the Harry Lundeberg School of Seamanship-MEBA District 2 School, Brooklyn, N.Y. He was born in Savannah and is a resident there.



James Joseph McLinden, 62, joined the SIU in 1943 in the port of Mobile sailing as an AB and deck delegate. Brother McLinden last shipped out of the port of Philadelphia. He was born in Philadelphia and is a resident there.



John William McNellage, 59, joined the SIU in 1945 in the port of Mobile sailing as an AB. Brother McNellage is a PFC veteran of the Army of the United States during the Korean War. He was born in Mobile and is a resident there.



Charles Misak Jr., 61, joined the SIU in 1948 in the port of New York and shipped AB and recertified bosun. Brother Misak worked on the Sea-Land shoregang, Port Elizabeth, N.J. from 1966 to 1974. He was born in Perth Amboy, N.J. and is a resident there.



William George Moody Jr., 65, joined the SIU in the port of Mobile in 1959 sailing as an AB. Brother Moody graduated from the Andrew Furuseth Training School, Mobile in 1959. He is a veteran of both the U.S. Navy during World War II and the U.S. Army during the Korean War. Seafarer Moody was born in Alabama and is a resident of Chickasaw, Ala.



George Edward Renale, 63, joined the SIU in 1946 in the port of New York. He sailed chief electrician and QMED. Brother Renale last shipped out of the port of San Francisco. He was born in Ecuador. A naturalized U.S. citizen, Seafarer Moody is a resident of San Francisco.



Warren Ray Shoun, 65, joined the SIU in the port of New York in 1968. He last shipped LNG QMED-2. Brother Shoun is a veteran of the U.S. Navy during World War II, the Korean War and the Vietnam War. He last shipped out of the port of Norfolk. Seafarer Shoun was born in Erwin, Tenn. and is a resident there.



Joseph Warfield, 61, joined the SIU in 1945 in the port of New Orleans sailing as a chief cook. Brother Warfield was born in Louisiana and is a resident of New Orleans.



Clarence Lee White, 65, joined the SIU in 1943 in the port of New York. Brother White graduated from the Union's Recertified Chief Stewards Program in 1981. He received a 1960 SIU Personal Safety Award for sailing aboard an accident-free ship, the *SS Iberville*. Seafarer White was born in Alabama and is a resident of the Bronx, N.Y.



Frank Wong, 65, joined the SIU in the port of New York in 1951. He sailed as a bosun. Brother Wong worked on the Sea-Land Shore-gang, Port Elizabeth, N.J. from 1966 to 1978. He hit the bricks in the 1965 District Council 37 beef. Seafarer Wong was born in China and is a naturalized U.S. citizen. Wong is a resident of New York City.



Kirby McLean Wright, 60, joined the SIU in 1947 in the port of Norfolk and sailed as a bosun, AB and deck delegate. Brother Wright walked the picket line in the 1946 General Maritime beef. He was born in North Carolina and is a resident of Coinjock, N.C.

Pensioner's Corner

Great Lakes



Thomas "Tom" Samuel Green, 65, joined the Union in the port of Frankfort, Mich. in 1962 sailing as a deckhand for the Arnold Transit Co. which he helped to organize. Brother Green began sailing in 1935. He last shipped out of the port of Algonac, Mich. Laker Green was born in Wisconsin and is a resident of Mackinac Is., Mich.



John Thomas Waltich, 64, joined the Union in the port of Detroit in 1960 and shipped as conveyorman. Brother Waltich is a veteran of the U.S. Navy in World War II. He was born in Kingston, Pa. and is a resident of Toledo, Ohio.



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.

AMERICAN IS BEAUTIFUL

Buy American... and look for the Union Label

UNION LABEL AND SERVICE TRADES DEPARTMENT, AFL-CIO



Deep Sea



Pensioner Maynard Keith Adams, 71, succumbed to lung failure in Northwest Hospital, Seattle on Nov. 10. Brother Adams joined the SIU in 1946 in the port of New Orleans sailing as a FOWT. He hit the bricks in the 1946 General Maritime beef. Seafarer Adams was born in Kansas and was a resident of Seattle. Cremation took place and his ashes were scattered at sea. Surviving are a daughter, Cindy L. Rosted of Seattle; a brother, Glenn of Fowler, Colo., and a sister, Muro Beier of Medford, Ore.



Pensioner Curtis Anderson, 68, died on Nov. 1. Brother Anderson joined the SIU in 1948 in the port of New York sailing in the steward department. He walked the picket lines in both the 1946 General Maritime beef and the 1947 Isthmian strike. Seafarer Anderson was born in Virginia and was a resident of Baltimore. Surviving is his widow, Marie of Smithfield, Va.



Louis Basta, 56, died on Nov. 4. Brother Basta joined the SIU in the port of New York in 1960 sailing as a cook and baker. He was on the picket line in the 1961 Greater N.Y. Harbor beef. Seafarer Basta worked as a baker in a Brooklyn, N.Y. bakery from 1946 to 1955 and was a veteran of the U.S. Navy during World War II. A native of Brooklyn, he was a resident of Douglaston, N.Y. Surviving is a sister, Pearl Corrado of Douglaston.



Pensioner Claude Joseph Blanchard, 67, died on Nov. 23. Brother Blanchard joined the SIU in the port of Houston in 1956 sailing as a bosun. He was born in Port Arthur, Texas and was a resident of Galveston, Texas. Surviving are his widow, Gladys and a son, Paul of Port Arthur.



Pensioner Sam Brown, 69, succumbed to a stroke in the Virginia Mason Hospital, Seattle on Oct. 14. Brother Brown joined the SIU-merged Marine Cooks and Steward Union in the port of Seattle in 1978 sailing as a chief steward for American President Lines

(APL). He first sailed on the West Coast in 1957. Seafarer Brown was born in Miller City, Ill. and was a resident of Seattle. Cremation took place in the Bonney-Watson Crematory, Seattle. Surviving are his widow, Ruth; two sons, Robert and Ricky, and four daughters, Valerie of Seattle, Vicky, Sandra and Malenda.

Pensioner Dioscoro Delacruz, 75, passed away on October 31. Brother Delacruz joined the SIU in 1947 in the port of New York sailing in the steward department. He hit the bricks in the 1946 General Maritime beef and the 1947 Isthmian strike. Seafarer Delacruz was born in the Philippine Islands and was a resident of Santurce, P.R. Surviving is his widow, Herminia.



Michael Frank Foley died aboard ship on Nov. 5. Brother Foley joined the SIU in the port of New York sailing as a wiper. He was a resident of Philadelphia. Surviving is a sister, Thelma Esposito of Philadelphia.



William "Sonny" Giron Jr., 49, died on Nov. 2. Brother Giron joined the SIU in the port of Seattle in 1970 sailing as an AB and deck delegate. He was born in Seattle and was a resident there. Surviving is his mother, Dorothy Cortez of Redwood City, Calif.



Pensioner Leo John Gomes, 74, passed away on Nov. 5. Brother Gomes joined the SIU in 1945 in the port of Mobile sailing in the steward department. He was born in Port of Spain, Trinidad, and was a resident of Mobile. Surviving are his widow, Mary; a son, Paul of Mobile, and a daughter, Theresa Burns of Birmingham, Ala.



Hubert Hollis Johnson, 64, died on Nov. 18. Brother Johnson joined the SIU in 1944 in the port of Mobile sailing as a chief electrician and QMED. He attended the 1975 Piney Point Crews Conference. Seafarer Johnson was a veteran of the U.S. Navy during World War II. Born in Enville, Tenn., he was a resident of Henderson, Tenn. Surviving are his mother, Dora of Henderson and a sister, Lee Hodge of Redlands, Calif.

Marion Kruljak died on Oct. 15. Brother Kruljak joined the SIU-merged Marine Cooks and Stewards Union in the port of San Francisco.

Pensioner Juan P. Lagonero died on Nov. 6. Brother Lagonero joined the SIU-merged Marine Cooks and Stewards Union in the port of San Francisco. He retired in 1964.



Calvin Ray McChristian, 32, died on Nov. 17. Brother McChristian joined the SIU following his graduation from the Seafarers Harry Lundeberg School of Seamanship Entry Trainee Program, Piney Point, Md. in 1970. He sailed as a cook. Seafarer McChristian was born in Houston and was a resident there. Surviving are his mother, Nannie Eckford and his stepmother, Catherine Crosby, both of Houston.



Pensioner Victor O'Briant, 75, passed away in the Hartford (Conn.) Hospital on Oct. 15. Brother O'Briant joined the SIU in 1944 in the port of Savannah, Ga. sailing in the steward department. He was born in North Carolina and was a resident of Headland, Ala. Surviving are his widow, Louise; a daughter, Meave Carriker, and another relative, Florence Carriker, both of Headland.



Pensioner August Frederick Reich, 76, passed away on Nov. 18. Brother Reich joined the SIU in the port of San Francisco in 1967 sailing as a FOWT. He was born in San Francisco and was a resident of San Carlos, Calif. Surviving is a son, Conrad of Daly City, Calif.

Gilbert Eugene Riegel, 57, died on Nov. 21. Brother Riegel joined the SIU in the port of New York in 1963. He was born in Reading, Pa. and was a resident of Seattle. Surviving are his widow, Patricia; his father, Frank, and a brother, Ken, both of Takoma Park, Md.



Pensioner Edwin Evans Ritchie Sr., 64, died on Nov. 15. Brother Ritchie joined the SIU in 1948 in the port of Mobile sailing as a chief cook. He began sailing in 1946 and hit the bricks in the 1946 General Maritime beef and the 1947 Isthmian strike. Seafarer Ritchie was born in Noxapater, Miss. and was a resident of Picayune, Miss. Surviving are his widow, Annie and a sister, Naomi of Prichard, Ala.



Ronald Roland Robidoux, 29, died on Nov. 8. Brother Robidoux joined the SIU following his graduation from Piney Point in 1980. He was born in Rhode Island and was a resident of Blackstone, Mass. Surviving is his mother, Lucille of Blackstone.

Pensioner Pedro G. Tantiado passed away on Oct. 25. Brother Tantiado joined the SIU-merged Marine Cooks and Stewards Union in the port of San Francisco. He retired in 1972.



Pensioner Robert Norvie White, 62, died on Nov. 14. Brother White joined the SIU in 1948 in the port of New Orleans sailing as a chief steward. He was a former member of the SUP. Seafarer White walked the picket lines in the 1946 General Maritime beef, the 1947 Isthmian strike and the 1948 Wall St. beef. White was born in Oklahoma and was a resident of Pearl River, La. Surviving are his widow, Alvina and a daughter, Marla Kelley of Marrero, La.

Took Lim Yee died on Oct. 15. Brother Yee joined the SIU-merged MC&SU in the port of San Francisco.

Great Lakes



Pensioner James D. Xidias, 86, passed away in Athens, Greece on Oct. 29. Brother Xidias joined the SIU in 1944 in the port of New York sailing as a FOWT. He began sailing in 1926 and hit the bricks in the 1946 General Maritime beef and the 1947 Isthmian strike. Seafarer Xidias was born in Phastros, Greece and was a resident of Athens. Surviving are his widow, Adamantia and another relative, Helen Xidias of Phastros.

Pensioner Willis Edward Bierly, 64, died on Nov. 13. Brother Bierly joined the Union in the port of Cleveland, Ohio in 1964 sailing as a FOWT for the American and Boland and Cornelius Steamship companies. He was a veteran of the U.S. Army during World War II. Laker Bierly was born in Fairfield, Pa. and was a resident of Cleveland. Surviving are two daughters, Debra Riggs of Cleveland and Bonnie Collins of Amhurst, N.H.

Pensioner Carl Laurentius Larsson passed away in Sweden on Sept. 28. Brother Larsson joined the Union in the port of Detroit. He retired in 1965 and resided in Erie, Pa. He was a member of the Independent Order of Svithiod, Verdandi Lodge No. 3, Chicago, Ill. Surviving are his widow, Nels-Ruth; five nephews.

Digest of Ships Meetings

LNG CAPRICORN (Energy Transportation Corp.), October 27—Secretary Edward Haber. No disputed OT. There is \$485 in the ship's fund. Communications received from Camp Springs included the tanker contract from the NMU and the union scale. They were posted for all to read and compare. The crew were advised to use the main deck so as not to bother those members off watch sleeping by slamming doors and other loud noises. The bosun also advised crewmembers to take advantage of the educational opportunities at Piney Point and said he has applications if anyone is interested. A vote of thanks was given to the steward department for their good food, great pool parties, and delicious salad bars. Next ports: Osaka, Japan and Arun, Indonesia.

M/V COURIER (Ocean Carriers), October 27—Chairman R. Schrun; Secretary R. Principe; Educational Director R. Hoffman; Engine Delegate Frank E. White. Three hours disputed OT were reported in the engine department; otherwise, everything is running smoothly. A letter was received from SIU Vice President "Red" Campbell, explaining the tanker trade situation and enclosing a copy of the NMU contract to see how that union is responding to the shipping situation. A motion was made to find out why members aboard the M/V Courier are not getting war zone pay on the Persian Gulf run. And a vote of thanks was given to the steward department for a job well done.

CPL LOUIS J. HAUGE JR. (Maersk Lines), October 27—Chairman K. Koutouras; Secretary G. Kenny; Educational Director A. Okrogley; Deck Delegate Bob Shaw; Engine Delegate Ben Conway; Steward Delegate Thomas Wiehl. No disputed OT reported. Thanks to the success of various pools, the ship's fund now has \$142, of which \$8 was spent on the purchase of a case of soda. The ship will arrive at Diego Garcia on Thursday, Oct. 31. The mess halls are closed every day from 8:45 to 9:45 for cleaning. The steward stated that "if there are no objections, the cadets will be allowed to eat with the crew." A show of hands revealed no objections. Also, members were reminded that the crew lounge is not for sleeping. If anyone wants to lie down on the sofa, they should remember to remove their shoes first. The educational director talked about the upgrading facilities at Piney Point and urged all members to take advantage of them. The U.S. Navy celebrated its 210th birthday on Oct. 13. The commodore expressed his gratitude to the steward department for

decorating the lounge, and to Bill, the baker, for his delicious cake... and for the soda that was donated by the ship's fund. Another, and more serious, message was received—this one a telex from Navy headquarters. It stressed the need for "heightened security awareness," especially for all aboard an American-flag ship. "Terrorism is a very real threat in today's world," it stated. Next port: Diego Garcia.

GOLDEN ENDEAVOR (Westchester Marine), October 6—Chairman Paul M. Butterworth; Secretary James W. Barnett; Deck Delegate James E. Kash; Engine Delegate Ralph G. Griffin; Steward Delegate Barney Johnson. No disputed OT reported. The captain and the chief engineer extend their thanks to the crewmembers of the *Golden Endeavor* who turned to helping with the boiler repairs. They expect the boiler to be working very soon and will then attempt to resume speed. Everyone was asked to help conserve water while the repairs are being completed. A reminder was given as to company policy regarding overtime: no overtime Wednesday through Sunday or on holidays except for emergencies by order of the captain. Next ports: Suez Canal, Port Sudan.

INDEPENDENCE (American Hawaii Cruises), October 8—Chairman T.W. Lasater; Secretary Duane Wong; Educational Director William Turner. No disputed OT reported. The chairman asked that all questions be directed to the main issue at hand, namely entry of the S.S. *Liberte* into the American cruise market. He also asked for Union solidarity and departmental cooperation. The SIU patrolman explained to the crew the need to pull together for the good of all Union members and to support the SIU on all issues in order to remain a strong organization. The bosun then asked for a show of hands supporting the SIU on the *Liberte* and all other issues. It was unanimous, with 110 members in attendance. Louie Walder, a bartender on the *Independence*, gave his personal testimony about working without a contract on a foreign-flag vessel. He told of the long hours and other hardships crewmembers had to endure. Next port: Honolulu, Hawaii.

PONCE (Puerto Rico Marine), October 19—Chairman R. Rivera; Secretary C. Rice; Educational Director C. Sullivan; Deck Delegate G. Ortiz; Engine Delegate J. Mixon; Steward Delegate G. Bloncourt. No beefs or disputed OT reported. A letter was received from Vice President "Red" Campbell about the disputed OT from the last

payoff, and a discussion was held pertaining to the pension buy-out. A vote of thanks was given to the steward department for a job well done. Next port: New Orleans, La.

ROVER (Ocean Carriers), October 20—Chairman D.D. Fleming; Secretary E. Harris; Educational Director R.M. Stewart; Deck Delegate John Japper; Engine Delegate D.F. Gardner; Steward Delegate Felix Camache. No beefs or disputed OT reported. The chairman reported that the vessel will discharge at Guam and Japan this trip; then will head back to Singapore for another load. Crewmembers were urged to take advantage of the facilities at Piney Point for upgrading their skills. A discussion was held on the Union's proposed pension buy-out. From the information members have received so far, they feel they cannot accept the plan, but will need to talk with someone who has more information. There seems to be an oil contamination problem with the drinking water aboard ship. The chairman will talk to the captain about the problem. If no action is taken, he'll contact the Public Health Service in Guam. Next ports: Guam, Japan and Singapore.

SEA-LAND DEFENDER (Sea-Land Service), October 20—Chairman Ted Tolentino; Secretary Cesar F. Blanco; Educational Director James W. Duffy; Engine Delegate L.D. Chappetta; Steward Delegate F.A. Abello. No disputed OT reported. There is \$20.25 in the ship's fund. The ship's chairman recognized the difficulties of the steward department and expressed his wish that the Union and Sea-Land review the existing daily workload of the steward utility (GSU). The one hour overtime for cleaning and making up, on a daily basis, nine bunks for the licensed officers is mere chickenfeed. And it was stressed that all crewmembers must join efforts in keeping up the crew lounge, the laundry room, the passageways and the first deck toilet room. Everyone is responsible for keeping the ship neat and clean. Next ports: Long Beach and Oakland, Calif.

STAR OF TEXAS (Titan Navigation), November 3—Chairman Gene Paschall; Secretary I.R. Fletcher; Deck Delegate Arthur Fannell; Engine Delegate Michael St. Angelo; Steward Delegate Clifford Fuertado. No beefs or disputed OT reported, although the engine department has been short one QMED since Monrovia. The chairman reported a good trip with no problems. He talked about the changes in the shipping industry and the importance of taking advantage of the upgrading courses at Piney Point. He also asked everyone to remember to support the SPAD program. Articles in the current LOG were discussed, and everyone was asked to be sure to report all necessary repairs. A vote of thanks was given to the steward department for the fine food and good service in the cafeteria. It is hoped the freezer will be replaced in the shipyard so that there

will be ice cream for the crew at all times. Report to the LOG: "The crew and officers got to shop for beautiful wood carvings while in Matadi [Zaire]. We were all sorry that our QMED injured his back and had to fly home from Monrovia." Next port: Jacksonville, Fla.

LNG TAURUS (Energy Transportation Corp.), October 20—Chairman John P. Davis; Secretary Robert H. Forshee; Deck Delegate Robbynson H. Suy; Engine Delegate David Terry Jr. No beefs or disputed OT reported. There is \$900 in the ship's fund with the addition of \$300 from the baseball pools. The chairman re-emphasized the need to stay away from drugs, using as an example the recent discharge of a crewmember who failed the drug test given aboard ship. A basketball was purchased and punching bags ordered, and the educational director announced that he is going to arrange for more magazines and newspapers onboard the *Taurus*. All communications were posted, and a hearty vote of thanks was given to the steward department for a job well done. Next ports: Bontang, Indonesia and Himeji, Japan.



This tropical poolside mural was painted in his spare time by David Reilly, steward assistant on the LNG Capricorn.

Official ships minutes also were received from the following vessels:

AMBASSADOR
AMERICAN CONDOR
CAGUAS
FALCON DUCHESS
INGER
LNG LIBRA
MOKU PAHU
OMI HUDSON
OMI MISSOURI
OMI SACRAMENTO
OVERSEAS MARILYN
PATRIOT
PFC JAMES ANDERSON JR.
PORTLAND
ST. LOUIS
SEA-LAND DEVELOPER
SEA-LAND INNOVATOR
SEA-LAND LEADER
SEA-LAND PACER
SEA-LAND PRODUCER
SEA-LAND VENTURE
SEA-LAND VOYAGER
SUGAR ISLANDER
WESTWARD VENTURE

IS BOOZE YOUR PROBLEM?

ARE DRUGS YOUR PROBLEM?

FOR ASSISTANCE WITH EITHER PROBLEM CONTACT THE A.R.C. OR YOUR PORT AGENT !

WE CAN HELP YOU SOLVE IT.

Frank Evers

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

NOV. 1-30, 1985

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.....	4	16	3	5	56	14	0	7	12
ENGINE DEPARTMENT									
Algonac.....	3	8	3	3	17	4	2	9	4
STEWARD DEPARTMENT									
Algonac.....	2	2	2	5	9	6	0	1	1
ENTRY DEPARTMENT									
Algonac.....	2	10	5	0	0	0	5	16	15
Totals All Departments	11	36	13	13	82	24	7	33	32

***"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.

Dispatchers Report for Deep Sea

NOV. 1-30, 1985

Port	*TOTAL REGISTERED			TOTAL SHIPPED			Trip Reliefs	**REGISTERED ON BEACH		
	All Groups Class A	Class B	Class C	All Groups Class A	Class B	Class C		All Groups Class A	Class B	Class C
DECK DEPARTMENT										
Gloucester	7	1	0	3	1	0	1	8	5	0
New York	68	16	0	56	20	0	6	127	32	0
Philadelphia	9	12	0	3	1	0	0	13	12	0
Baltimore	4	6	0	4	2	0	0	11	12	0
Norfolk	10	12	0	10	4	0	0	25	24	0
Mobile	11	1	0	1	0	0	0	23	9	0
New Orleans	53	8	3	42	26	5	0	76	13	5
Jacksonville	27	14	0	48	38	1	3	58	26	1
San Francisco	37	6	0	25	17	0	5	69	21	0
Wilmington	26	6	0	15	5	0	2	62	18	0
Seattle	24	4	0	25	5	0	4	57	10	0
Puerto Rico	22	2	0	16	10	0	0	25	5	0
Honolulu	8	22	0	6	13	2	7	6	29	16
Houston	42	6	1	28	5	1	2	78	12	0
St. Louis	0	0	0	0	0	0	0	0	0	0
Piney Point	2	7	1	1	6	1	0	3	2	0
Totals	350	117	5	283	153	10	30	641	230	22
ENGINE DEPARTMENT										
Gloucester	1	2	0	0	0	0	0	2	5	0
New York	33	7	0	31	6	0	6	88	13	0
Philadelphia	7	1	0	1	2	0	0	9	2	0
Baltimore	8	1	0	5	1	0	0	18	2	0
Norfolk	7	5	0	3	0	0	0	22	9	0
Mobile	7	1	0	3	1	0	0	16	5	0
New Orleans	39	12	1	39	19	1	0	57	7	2
Jacksonville	26	4	0	34	8	0	1	42	6	0
San Francisco	22	3	1	15	3	0	3	37	12	3
Wilmington	12	2	0	16	4	0	5	35	14	0
Seattle	15	5	0	17	7	0	1	48	19	0
Puerto Rico	7	2	0	8	2	0	0	14	3	0
Honolulu	5	16	1	3	10	2	3	5	22	10
Houston	24	3	0	10	6	0	1	51	2	0
St. Louis	0	0	0	0	0	0	0	0	0	0
Piney Point	4	0	0	3	1	0	0	6	3	0
Totals	217	64	3	188	70	3	20	450	124	15
STEWARD DEPARTMENT										
Gloucester	1	0	0	1	0	2	0	0	4	0
New York	22	9	0	27	11	0	6	46	12	0
Philadelphia	2	2	0	1	1	0	0	1	3	0
Baltimore	4	0	0	4	2	0	0	6	6	1
Norfolk	3	1	0	2	3	0	0	10	3	0
Mobile	8	3	0	1	0	0	0	19	13	0
New Orleans	19	3	1	31	17	1	0	35	3	0
Jacksonville	9	1	0	20	16	0	3	15	3	0
San Francisco	40	4	0	36	5	0	5	90	9	1
Wilmington	4	6	0	15	2	0	2	20	0	0
Seattle	19	5	0	36	11	0	1	41	13	1
Puerto Rico	2	1	0	8	2	0	0	9	2	0
Honolulu	4	23	34	14	72	164	70	9	25	43
Houston	12	1	0	6	0	0	1	16	3	0
St. Louis	0	0	0	0	0	0	0	0	0	0
Piney Point	2	0	0	1	1	0	0	0	1	0
Totals	151	59	35	203	143	167	88	317	100	46
ENTRY DEPARTMENT										
Gloucester	0	4	1					0	7	1
New York	33	42	2					55	63	8
Philadelphia	1	5	0					2	14	0
Baltimore	3	5	0					0	6	1
Norfolk	5	8	0					10	20	0
Mobile	1	2	0					2	16	0
New Orleans	21	12	5					29	20	7
Jacksonville	7	14	1					12	28	4
San Francisco	36	9	2					101	35	4
Wilmington	12	12	0					33	39	0
Seattle	14	19	1					35	50	3
Puerto Rico	5	4	2					12	14	3
Honolulu	11	119	149					12	101	147
Houston	8	4	0					21	28	1
St. Louis	0	0	0					0	0	0
Piney Point	0	3	0					0	5	0
Totals	157	262	163	0	0	0	0	324	446	179
Totals All Departments	875	502	206	674	366	180	138	1,732	900	262

***"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 November was up from the month of October. A total of 1,182 jobs were shipped on SIU-contracted deep sea vessels. Of the 1,182 jobs shipped, 608 jobs or about 51 percent were taken by "A" seniority members. The rest were filled by "B" and "C" seniority people. A total of 133 trip relief jobs were shipped. Since the trip relief program began on April 1, 1982, a total of 1,939 jobs have been shipped.

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

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(301) 899-0675

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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

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3315 Liberty St. 32206
(904) 353-0987

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99 Montgomery St. 07302
(201) 435-9424

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(718) 499-6600

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(804) 622-1892

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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

Life of Merchant Marine POW Ending in a Coma

By Kevin Leary

(Reprinted from the *San Francisco Chronicle*, Saturday, Nov. 16, 1985)

Timothy Armstrong, a well-known all-night Chico radio disc jockey, remained in a deep coma yesterday and his doctors do not expect him to live.

It is yet another tragedy in the life of a hard-luck guy who spent nearly four years in a Japanese prisoner-of-war camp during World War II and never completely recovered from the experience.

Even now, his son, David Armstrong, a Colusa restaurant owner, thinks his dad is getting a raw deal from the U.S. government, which denies veterans benefits to merchant seamen.

"He's been in a coma since October 7, and he's just about gone through his health insurance," said David, owner of the Hungry Farmer restaurant. "I want some help from the Veterans Administration, but they're just turning their backs on him."

The elder Armstrong, 62, was a merchant seaman, serving aboard the freighter *Malama*, carrying weapons and radar equipment to the Philippines on Jan. 1, 1942, when the ship was bombed and sunk by the Japanese.

The 32 crewmen and five soldiers aboard were taken prisoner and held

in the Woo Sung prison camp in China until the end of the war.

Armstrong survived the harsh POW life and was liberated in September of 1945, but he emerged from captivity with a devastating case of tuberculosis that ended his merchant marine career.

His son believes the experience left him with a serious drinking problem that may have led to Armstrong's current life-threatening ailment.

On October 2, Armstrong crashed his car in a minor drunken driving accident in which he bumped his head. After that mishap, the veteran radio announcer decided to seek help at the alcoholic rehabilitation clinic at Feather River Hospital in Paradise, Butte County.

When he was admitted, he was diagnosed as having pneumonia. On October 7, while being examined, Armstrong stopped breathing, suffered a heart attack and has been in a coma ever since.

His medical prognosis is not good. "The doctors say he will probably not come out of the coma, and if he does he'll probably be brain damaged," his son said.

"It's not fair that he went through all that suffering in the war, and now everyone's turning away from him," said David Armstrong. "The Veterans Administration refuses to grant bene-

fits to the merchant marines.

"I've been trying to get him some help from the VA for a year, first for his alcoholism and now for this.

"They just tell me he wasn't in the military, he was just a civilian who got captured. They don't even try to answer my questions.

"My father went through hell for this country, and now they turn away and say, 'Sorry, that's just the way it is.'"

'My father went through hell for this country'

It's a familiar 40-year-old refrain to many bitter sailors who served aboard merchant ships in World War II. More than 6,000 of them died aboard supply ships sunk by the Japanese and Germans as they ferried equipment to war zones, yet they are not considered veterans.

After years of petitions by seamen seeking veteran status, the government position was stated in 1982 by Secretary of the Air Force Verne Orr:

"While the service of the American merchant marine during World War II was highly meritorious and contrib-

uted to the success of the American war effort and was often conducted within combat zones, it lacked the characteristics of active military service as defined by law."

That reasoning infuriates Armstrong, who has just about given up hope that his father will get VA help.

"But I'm going to fight this for as long as it takes," he said yesterday. "Now it's a matter of principle. There must be thousands of old merchant seamen being deprived of the benefits they deserve."

"I am going to keep going until the government or the VA says they're sorry and admits they've made a mistake and should have helped my father."

The elder Armstrong has been an announcer and disc jockey for Chico radio station KPAY for 25 years. During the past several years he worked the midnight to 6 a.m. slot, playing easy-listening music and providing a frost alert for farmers.

"He's a good man and everyone knew him," said KPAY general manager Monty Ivey, who tried in September to have Armstrong admitted to an alcohol detoxification center under a veterans program.

"But the VA screened him out and denied him the benefits," said Ivey. "If they had accepted him, who knows what might have happened."

Editorial Time for Respect

Timothy Armstrong's story is one of the more tragic examples of what happened to many American merchant seamen following World War II. While most went on to lead normal and productive lives, many carried the same type of battle scars veterans of the armed services did. But seamen had few places to turn to for help.

The number of World War II seamen is dwindling, and soon the government won't have to worry about its obligation to the men who served and died for their country. What the U-boats started, time will finish.

Apart from unions and other segments of the maritime industry, the bravery, patriotism and sacrifices of these seamen will probably fade from memory, because there is nothing to remind the American people.

"Most everyone visits veterans' graves throughout the world. But very few talk about the graves at the bottom of the ocean."

A retired seafarer wrote those lines. Verner Anderson, who sailed throughout World War II, may have found the reason which explains why so many care so little. He noted that veterans' cemeteries and memorials are scattered throughout the nation and the world as reminders for those of us who have benefited from others' sacrifices.

"But no one can visit those cemeteries because they are a mile below. That's one cemetery they don't spend

any money on for upkeep. That's probably why they forget about the merchant marine."

Despite the stories of men such as Armstrong, it is doubtful that the federal government can be spurred into action to grant any kind of veteran's benefits to merchant seamen. Years of efforts by dedicated groups have produced few results. But to their credit these groups keep on fighting.

While these merchant marine veterans may never receive their due, there is one group that is trying to keep the memory alive and give the survivors at least a little respect: The American Merchant Mariners Memorial Corp.

That group has submitted a design and selected a site for a memorial in New York City. It is headed by Adm. Thomas A. King, the superintendent of the Merchant Marine Academy, and the honorary chairman is Lane Kirkland, president of the AFL-CIO. Labor, management and government representatives are involved.

King said plans call for the memorial to be between Battery Place Park and the Fireboat Docking Pier at the southwestern tip of Manhattan Island, where the Hudson River meets the upper New York Bay.

The names of the 6,500 mariners killed in World War II will be placed in a time capsule at the memorial, King said. The design calls for four prows (from actual ships) to be set

facing east, west, south and north.

If persons wish to donate to the project, they may send their contributions to:

Adm. Thomas King
The American Merchant
Mariners Memorial Corp.

Merchant Marine Academy
Kings Point, N.Y. 11024-1699

While the government may continue to ignore those who served their country in World War II, as they have for decades, this memorial gives everyone a chance to show a little respect.

That's not too much to ask.

WWII "Mulberry" Vets Win Veteran's Benefits

Merchant seamen who took part in Operation Mulberry on D-Day have been granted veterans' status by the Department of Defense. It is estimated that only about 200 of the 1,000 merchant seamen who participated in the operation are still alive.

Operation Mulberry involved 32 ships which were stripped down and filled with explosives. After those ships crossed the English Channel under heavy fire the day before D-Day, they discharged troops to landing craft shortly after midnight. They were anchored off the Normandy coast under heavy fire. When the crews left the ships on the landing craft, all 32 ships were blown up and sunk—to be used as breakwaters for the invasion site.

More than 6,500 merchant seamen died in World War II, but until this action only six had been granted veterans' status, even though groups of dieticians, telephone operators and physical therapists were granted those rights.

"I applaud the decision. These men deserve it, but so many others do also. I am disappointed they have been turned down," SIU President Frank Drozak said.

The Mulberry veterans are now eligible for low-cost VA medical care, low interest loans and burial in military cemeteries.

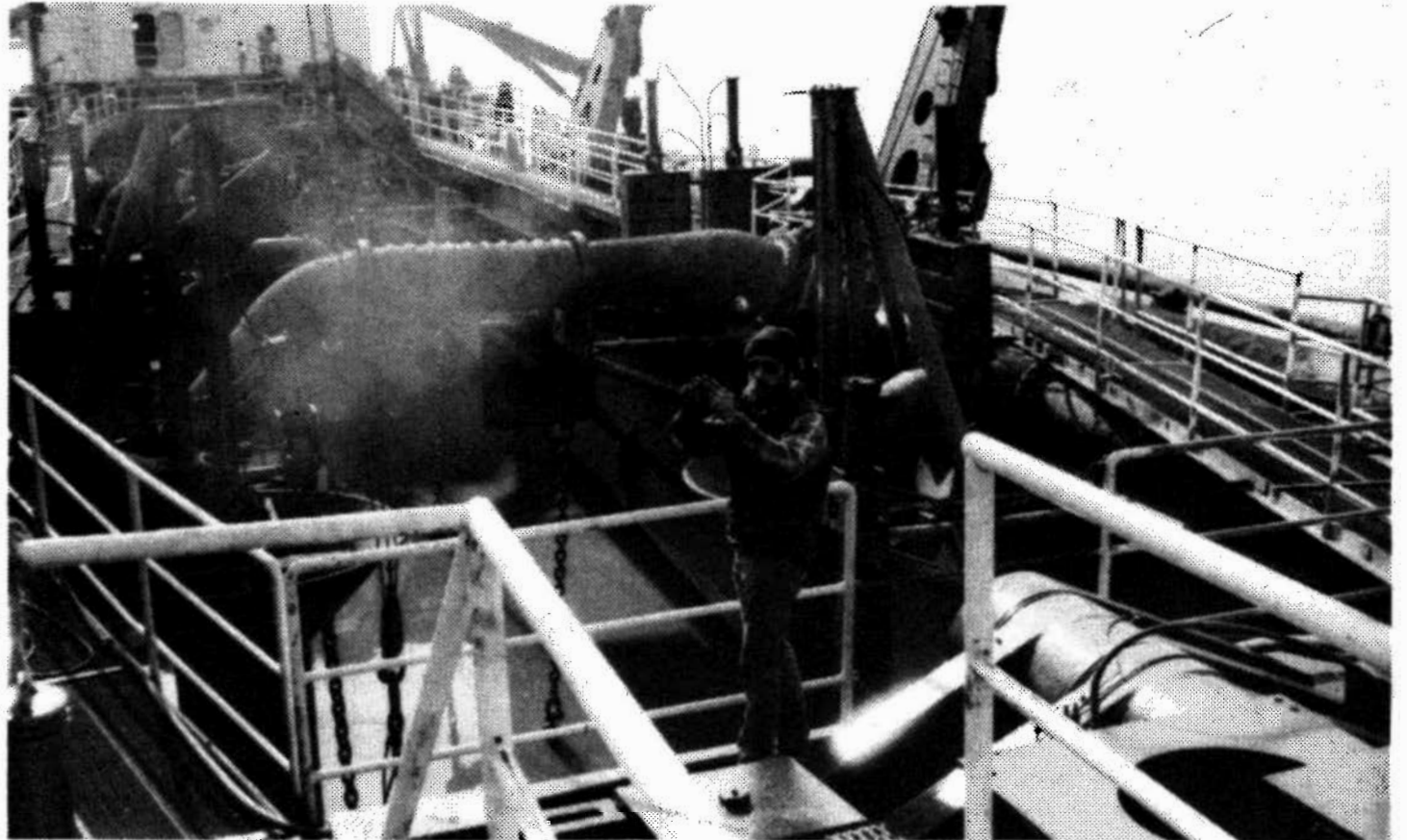
Following is a list of ships in the operation. If you believe you are qualified, contact your local Veterans Administration office for details:

West Nohno, Audacious, Courageous, Benjamin Contee, Matt W. Ranson, James Iredell, Balloide, James W. Marshall, Potter, Victory Sword, West Honaker, West Grama, Wilscox, West Nilus, Illinoian, Export, Kentuckian, Alcoa Leader, Kofresi, Lena Luckenbach, Pennsylvanian, Robin Grey, Sahale, West Cheswald, Olambala, Flight Command, David O. Saylor, Julius Virtuvius, Galveston, George W. Childs, Artemus Ward, George S. Wasson.

Sugar Island—Muck Raking on the Delaware



The *Sugar Island's* Chief Mate Ed Anderson takes a quick break as his dredge works on a project in the Delaware River.



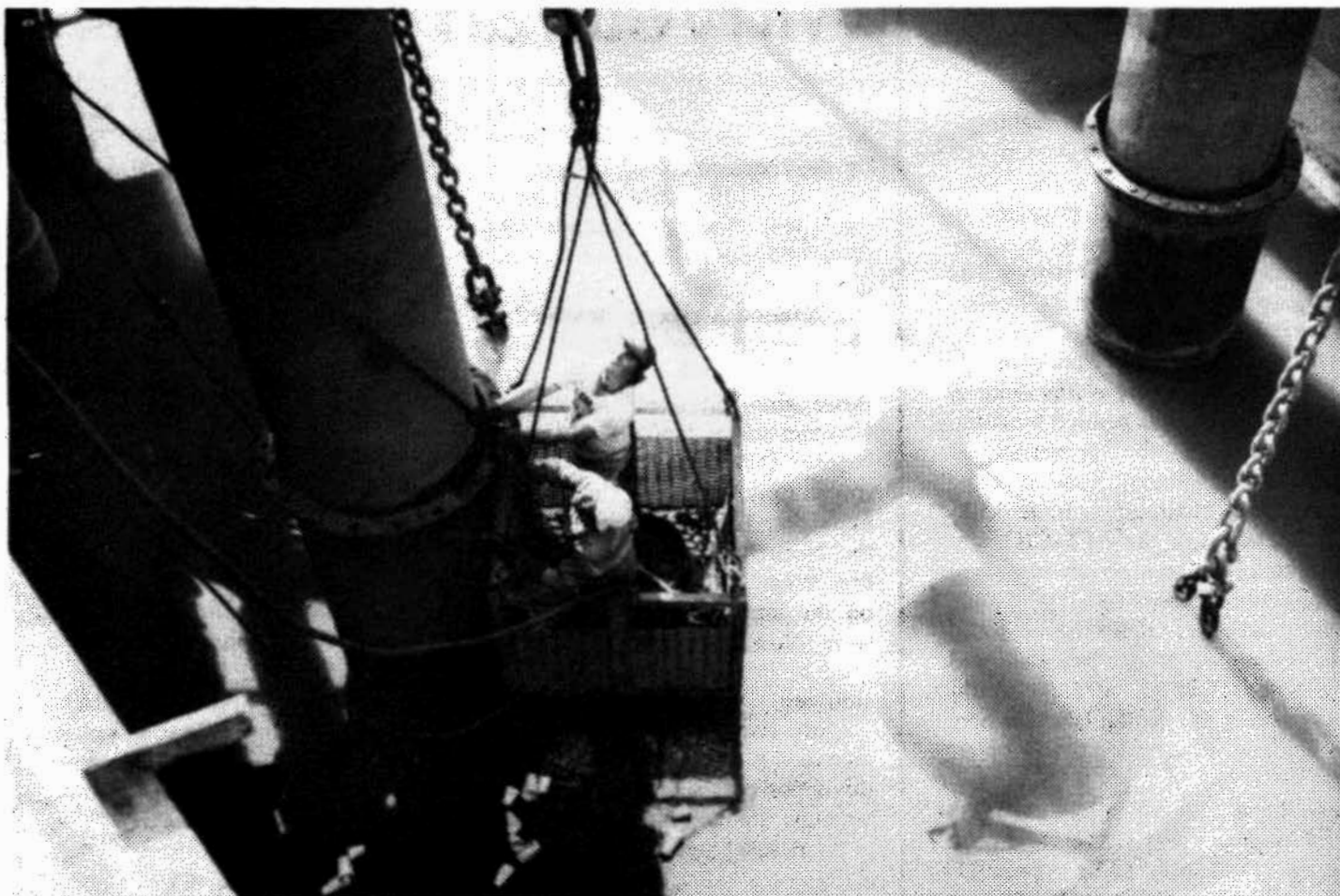
AB Gary Gardner signals the crane operator as they prepare to perform some maintenance onboard the *Sugar Island*.



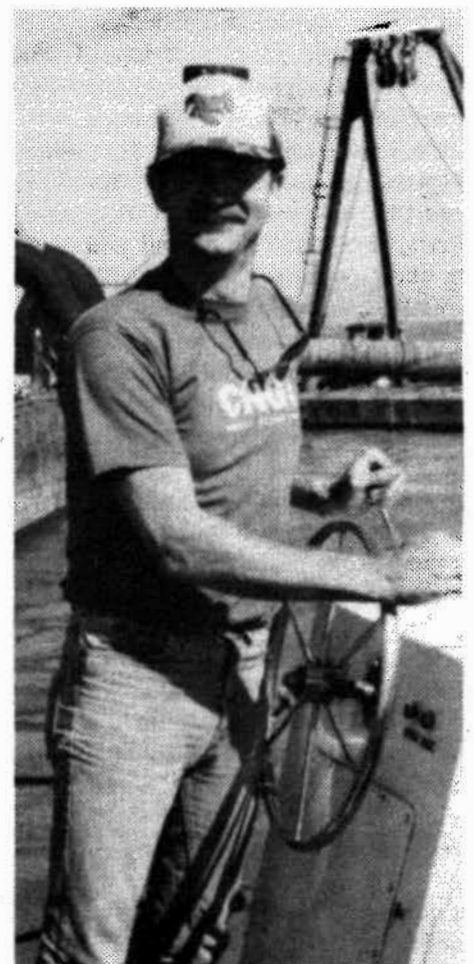
Wiper Sheldon Greenberg (left) and Engineer Mark Wirtanen make some final adjustments before cutting sheet metal onboard the *Sugar Island* (North American Trailing Co.)



Sugar Island.



AB Ed Broadus (background) and AB Louis Green repair a line aboard the dredge *Sugar Island*.



Capt. Tom Decker prepares to tie up his launch the *Hudson River* alongside the *Sugar Island*.