

# LOG

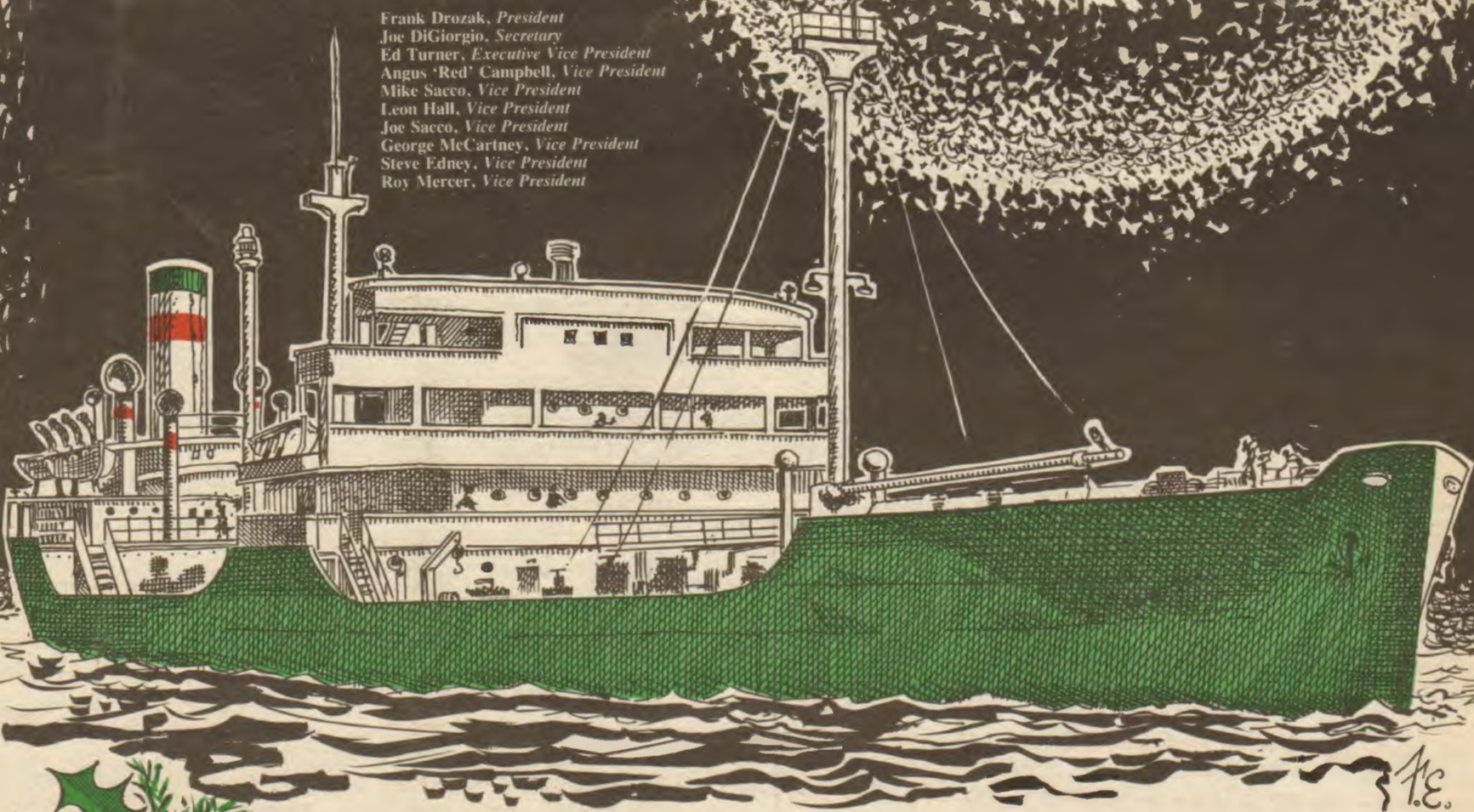
Official Publication of the Seafarers International Union • Atlantic, Gulf, Lakes and Inland Waters District • AFL-CIO Vol. 48, No. 12 December 1986

## Season's Greetings

Best wishes  
for the New Year  
to our members  
and all our  
friends

### Seafarers International Union

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Joe DiGiorgio, Secretary  
Ed Turner, Executive Vice President  
Angus 'Red' Campbell, Vice President  
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*"We have to look at  
new ideas. . ."*

Frank Drozak  
(page 2)

Annual Reports for:  
Seafarers Pension Plan,  
Great Lakes Tug &  
Dredge Pension Fund

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# President's Report

by Frank Drozak

I have reported to this membership several times about discussions that our executive board and myself have had with MEBA-2. We have been reviewing this maritime industry and taking a hard look at what we should do about it. I do not see any growth potential given the present situation of our industry, and I do not see any of our companies growing—in fact, I see them declining.

I think we have to look at a new approach. With automation taking effect, crews on U.S. ships are down to 21 top to bottom, and soon to be down to 18. On the foreign side of it, West Germany, Norway and Sweden are running ships with 12 people on-board. We have to look at new ideas and take new views. We have discussed alternatives in what we can do and what we should do, and we are looking at what is in the best interest of trying to revitalize this maritime industry.

We have come up with some ideas and thoughts. We discussed it for a week or two in Miami, Fla. at Ray McKay's MEBA-2 training school, and we discussed it in Piney Point back in July when our two executive boards held joint meetings.

How do we put a joint program together? We cannot and will not be able to sign one new company up under the present conditions of having three and four unions onboard the ship, or even having just two. So we have come to a resolve that we set up a separate unit, a top to bottom unit, combining the resources of our two unions, meaning the SIU and MEBA-2. If we



***"... We have to look at new ideas and take new views if we are to organize and grow . . . , the only way it's going to work is with new concepts . . ."***

are to organize and grow, that's the only way it's going to work. It's not going to work any other way. We cannot be sitting here with six crewmembers and the other organization be sitting there with six people. We have to begin to look at how we can move in this direction to revitalize our industry and preserve the jobs and job security of our membership. In order to revitalize this maritime industry, we must try new approaches to restructure our efforts and put our objectives into proper order.

We will be continually reporting to this membership on the activity of this program. I believe it's the only way we can go. I don't know of any other way for us to go, and believe me, I have tried every angle I know to bring new life to our industry.

While this membership is doing quite well, we have to ask ourselves, how long can it last? Right now, we have

got jobs for this membership. There's not an A man that can't go to work, and B men are taking 54 percent of the jobs. That's good. But as I said to you, how long will it last and how long can we keep it up with no growth out there under the present conditions?

So I strongly believe that we must continue our efforts to put together this new concept with MEBA-2. This will mean new job opportunities across the board for our membership, and expanding potentials for new operators in our industry. I view as the only answer to revitalize this maritime industry.

try go down before and we have seen it come back. In the 1800s, in the 1920s, in the years prior to World War II, after World War II, after the Korean War, and after the Vietnam War we have seen it all happen to us. We have been down before, but the one good part about it is that we are living and we still have job security.

Let's maintain that job security by cooperating with each other and together building for the future. We can do it under the concept I am talking about, and I would ask your approval for it.

1986 was a tough year. It

I would ask your cooperation on it and I would ask your support for it. It's a tough decision for me to come to you and tell you what the real facts are. But that is what you pay me for, to look out for your security. If I don't level with you, then I'm not treating you right and you should not treat me right. That's just how simple it is. I believe in laying the cards on the table to you. I have always leveled with you and I have always told you the facts. Sometimes it's hard. It would be very easy to tell you everything is rosy, but I have never done that to you and I don't intend to do it now. I'm going to tell it just like it is, and hope that you will understand and hope that you will cooperate with us, and that you will work together with us because there is a future for us and for our industry.

Look at history. Time and time again history repeats itself. We have seen this indus-

was hard, no question about it. But I believe that if we can get over this hump we'll be on our way. It means you have to understand what the issues are all about. You have to understand that you cannot go to the well and get water when there is no water there. You've had no help from this administration. They made it very clear that they are not going to put one thin dime into this industry. Even those who are enjoying some subsidy can't make it. U.S. Lines, which is subsidized, is going under. And Lykes, which is also subsidized, is in deep financial trouble. Sea-Land is not subsidized, and I don't know what we do with it. But we have got to try to save those jobs to the best of our ability.

In closing out 1986, I want to wish you all a very Merry Christmas and Happy New Year. Hopefully, as we work together in the coming year, we will turn this thing around. I will keep you informed.



## LOG



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### Executive Board

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# U.S. Lines Files for Bankruptcy, Slashes Service

United States Lines (USL), the largest and oldest U.S.-flag line, has filed for bankruptcy. Facing some \$1.7 billion in debts, the company has asked for protection while it tries to reorganize and get itself back on its feet.

Under the terms of Chapter 11 of the federal bankruptcy laws, USL will have at least 120 days of protection from its creditors in the United States. During that time USL will draw up plans to restructure the company, set a schedule to pay its debts, and perhaps turn a profit down the road.

Initial plans call for the line's 12 giant container ships (4,420 TEU) to be laid up. The ships are the largest container ships ever built and were just delivered to the line in the past two years. Two of those ships are currently under arrest in foreign ports.

The line will discontinue its North Atlantic service and its around-the-world service, but maintain sailings in the Pacific and South America with 12 smaller container ships.

An NMU spokesman said the USL (that union's largest contracted company) is responsible for about 360 unlicensed jobs. In addition, according to USL filings in the proceedings, it owes the NMU's pension and welfare plans about \$5.7 million. Worldwide, the company has laid off about 1,100 employees.

Shortly after filing for bankruptcy, the company announced it was bringing in former Sea-Land Chief Executive Charles I. Hiltzheimer to run McLean Industries (USL's parent company which has also filed for Chapter 11 protection along with USL (SA) which operates the South American runs).

Hiltzheimer, who spent seven years running Sea-Land and making profits, is considered one of the more able shipping executives in the nation. At

one stage of his career, when he was in charge of Sea-Land's Pacific operation, that division turned more profit than all the other company's operations combined.

Predictions are mixed as to whether the giant line will be able to emerge from Chapter 11 and continue to operate. While the SIU-contracted Waterman Steamship Co. recently came out of bankruptcy and is operating three ships and chartering three others to the military, there is little similarity between the two operations, experts say.

First, the size of USL's debt is massive, \$1.7 billion. Also, USL operates 27 container ships as opposed to the small number of LASH vessels Waterman operated. But insiders also say if anyone can turn USL around, Hiltzheimer has the best chance.

Reaction to USL's bankruptcy filing echoed the same thoughts, disappointment and the call for some sort of help for the U.S.-flag merchant fleet.

"Here's a company with competent management, a history in the ocean freight business and modern equipment, and what happens? It's ready to go down the tubes. If this doesn't motivate Congress and the White House to do something about this country's merchant marine, nothing will. We all might as well march right down to the end of the pier and jump in," said SIU President Frank Drozak.

But the administration has indicated it will do little or nothing to help out USL or any other American-flag company.

"I don't expect that policy to change . . . The U.S. government shouldn't be in the business of guaranteeing the success of any U.S. corporation," said Jim Burnley, deputy secretary of transportation.

He added the administration had not

thought of bailing out USL.

The bankruptcy and the lack of action by the White House is "further evidence of the indifference of the administration" to the U.S.-flag merchant fleet and the role it plays in defense, said Rep. Walter B. Jones (D-N.C.), chairman of the House Merchant Marine and Fisheries Committee.

"I hope . . . Congress can get together with the administration and work out" some sort of new promotional policy for the industry, Jones said.

"All U.S.-flag companies must have some sort of financial assistance," and

be given a competitive edge that other countries give to their merchant marine, said Sen. Daniel K. Inouye (D-Hawaii).

The USL bankruptcy is a reflection of a "government without a (maritime) policy," said Rep. Mario Biaggi, chairman of the House Merchant Marine Subcommittee.

He called for ODS reform and enhanced cargo preference regulations.

"If the shipping public continues to be supportive of United States Lines, we believe we can turn it around," Hiltzheimer said.

## Norway Faces Flag Shift

More and more maritime nations are looking to the "quick fix" to solve long-term problems of maintaining adequate deep-sea fleets for national defense and national economic growth.

Norway, which along with Sweden and Denmark had maintained a strong national merchant fleet, has lost 80 percent of its merchant fleet in the past 10 years. In 1977, the foreign-going merchant fleet registered in Norway stood at more than 48 million deadweight tons. Today their fleet is scarcely 9 million DWT, and the flight from Norwegian registry continues.

Part of the fleet continues to be

owned by Norwegian interests but is registered under the "convenience flags" of Liberia, Panama and other third-world nations.

The reason given by shipping companies for transferring to foreign flag is the "high costs involved in Norwegian-flag operations." Norwegian seafarers are "too expensive" to be able to operate the ships profitably, it is said. In addition, several shipping companies have such weak economies that they have been forced by their creditors to sell or operate under foreign flag.

## Onboard the Sea-Land Explorer



The steward department of the *Sea-Land Explorer* takes a moment to pose after preparing the first meal of the day. The threesome is (l. to r.) Lee Grant, GSU; William Hawkins, steward/baker and Jose "Pepe" Bayani, chief cook/delegate.

## New Jacksonville Clinic Opens

SIU members who ship out of Jacksonville, Fla. will receive physical examinations at a new location. The exams will now be performed at Memorial Medical Center, Department of Emergency Medicine, P.O. Box 16325, 3625 University Blvd. South, Jacksonville, Fla. 32216.

The center will be open 24 hours a day, seven days a week, and Seafarers will be attended by Dr. M. Dagher. The Plan provides for one medical

examination each year and Seafarers should bring a medical examination request form with them to the hospital. The form may be picked up at the Jacksonville hall.

According to SIU Port Representative George Ripoll, the center specializes in heart trauma, oncology, cerology and back pain. Any additional information on the Union's welfare plans will be published in the LOG.

## SIU Airs Charges Against MEBA At AFL-CIO Hearing

The Seafarers International Union pressed its charges of "widespread violations" of jurisdictional work rules by members of the National Marine Engineers Benevolent Association (MEBA) at a mediation session held at AFL-CIO headquarters in Washington, D.C., Dec. 2.

At issue is the widespread practice of licensed engineers taking over the work responsibilities of unlicensed engineroom personnel. This practice of work jurisdiction raiding has increased as automation has forced cutbacks in crew size. Both the SIU and the West Coast Marine Firemen's Union have collective bargaining agreements spelling out work jurisdictions for their members.

The SIU and the Marine Firemen filed charges with the AFL-CIO after receiving a number of complaints from their members that the engineers were performing their work. SIU and MFOW representatives told the AFL-CIO me-

diator that the issue could not be resolved under the collective bargaining agreements.

"What is needed is a firm agreement from MEBA that it will advise its members and its contracted companies that no licensed engineer would perform duties that are traditionally and contractually reserved for unlicensed workers," asserted SIU Counsel Leslie Tarantola who is representing both unions. Also attending the hearing were SIU Vice President George McCartney and Marine Firemen President "Whitey" Disley.

The AFL-CIO recommended that all parties should meet again to try to resolve the dispute before scheduling arbitration. Plans to schedule another meeting are being made. In the meantime, SIU and MFOW members are being asked to continue to document any contract violations by the engineers, and to turn in overtime for any violations.



# Ocean Mining Could Mean Future SIU Jobs

Large scale ocean mining for valuable minerals may be years away, but the SIU is already working to ensure that U.S. workers and ships have a place in this new industry.

The SIU has supported a proposed rulemaking from the government which would ensure that each ocean mining vessel and at least one transport ship be registered under the U.S. flag.

"That provision . . . offers tremendous potential for our nation's vital maritime industry and related employment. This in turn will lead to greater United States self-sufficiency in both the supply and transport of strategically important minerals," SIU President Frank Drozak said.

Drozak's comments came in a letter to the National Oceanic and Atmospheric Administration (NOAA) which is in the process of setting up rules and regulations regarding Deep Seabed Mining, following the passage of ocean mining legislation by Congress.

Part of the proposed rulemaking charges NOAA with determining that U.S. equipment and personnel have

the technological capabilities needed. That is, Drozak said, where the Union's SHLSS comes in.

"The school's programs have evolved to reflect the changing needs of the maritime industry and are fully capable of providing qualified personnel to safely and efficiently operate the vessels engaged in ocean mining technologies," he said.

In addition, Drozak suggested that NOAA set specific training and certification standards for ocean mining crews. "Supplying the industry with trained seafarers should help lower the risk of accidents and reduce insurance rates," he said.

Along with requiring trained and certified crewmembers, Drozak urged that NOAA require rigid and modern safety standards including annual inspections and modern safety equipment.

"Despite the infancy of the industry, it is still necessary to establish standards for the technologies that have yet to be developed," he said.

# Sailing the Overseas Vivian



Grabbing a quick bite on the *Overseas Vivian* are (l. to r.) OMU Ken Harder, AB Kent Dominguez and Wiper Almuflihi Ahmed.



Straight from the *Overseas Vivian* (Maritime Overseas) in Subic Bay are (l. to r.) Bosun John Stout, AB Marcelino Bulante, AB Bruce Smith and AB Jerry Barnett.

## Protesting South African Racism



The white hats of the Seafarers could be seen everywhere as more than 100 trade unionists marched and chanted in front of Shell Oil's Washington offices protesting that multinational's key role in fueling the apartheid system of South Africa. The Seafarers, trainees and upgraders from SHLSS in Piney Point, and headquarters staff members from Camp Springs, were led in songs of protest by Piney Point Port Agent John Russell.

## SIU Tests New Tagos

The *USNS Indomitable* (TAGOS-7) crewed up with SIU and MEBA II members Nov. 29 in Pearl Harbor, Hawaii. The vessel was built last year for the Military Sealift Command and is the fourth TAGOS vessel stationed in Hawaii. Three other TAGOS vessels are home-ported in Norfolk, Va.

With 18 unlicensed and licensed crew and seven RCA technicians onboard, the *Indomitable* will be in Pearl Harbor for several weeks preparing for sea duty. The mission of the vessel will be to conduct ocean surveillance operations for the U.S. Navy. It will have a range of tours for a maximum period of 75 days.

Each of the TAGOS vessels is constructed from the same blueprints. They are 220 feet long, and have a 40 foot beam. They draw 16 feet of water and are 1,600 gross tons. But what makes these vessels of special note to SIU members is the comfort they provide the crew. Each person will have a private room with a bath and shower. The vessel also has recreational facilities with a fully equipped gymnasium. There is a library of VHS movies with enough of a variety to provide a new movie each day of the week.

The *USNS Indomitable* will begin its first tour of duty the end of December.



Vernon Douglas, chief steward.

### Do You Have Claims Questions

If you have any questions about your welfare claims, contact your port representative, your area vice president, or call this toll-free number: 1-800-345-2112.





# Inland News

tug/tow  
barge/dredge

## Part of Outreach Marine Fight

### Strike Brings New Pact

The SIU and its Boatmen at Baker-Whitely Towing Co. in Baltimore were able to beat back attempts to cut their wages and benefits to half the harbor standard following a two-week strike which ended last month.

Some 25 Boatmen took to the picket lines Nov. 6 when the Baker-Whitely management attempted to unilaterally slash their contract.

"These were very difficult negotiations. I think it's fair and equitable for us and the operator. But it still hasn't eliminated the company's liabilities," said SIUNA Vice President Jack Caffey.

Those liabilities go back some two-and-a-half years because Baker-Whitely is the latest player in the McAllister Brothers/Outreach Marine struggle in Baltimore.

In 1984, McAllister Brothers, which had operated in Baltimore Harbor with SIU labor for many years, announced it had gone out of business and sold its operations to Outreach Marine. Outreach fired some 50 employees and then refused to rehire 26 who had been

active in Union activities.

The SIU charged that Outreach was nothing more than an "alter-ego" for McAllister. In other words, it was simply an attempt to start a new company to circumvent the Union's contract. The SIU took the case to the NLRB and it ruled in favor of the 26 fired Boatmen and the Union. It ordered Outreach to reinstate the fired employees with back pay and interest last summer.

Outreach went out of business, although it was appealing the NLRB action. In November, Baker-Whitely was formed by McAllister. It hired the old employees, including the 26, but did not return the ordered back wages. That is still before the courts.

When Baker-Whitely made its attempt to slash wages, benefits and conditions, the strike began.

"All the guys are back to work at the harbor rate," Caffey said.

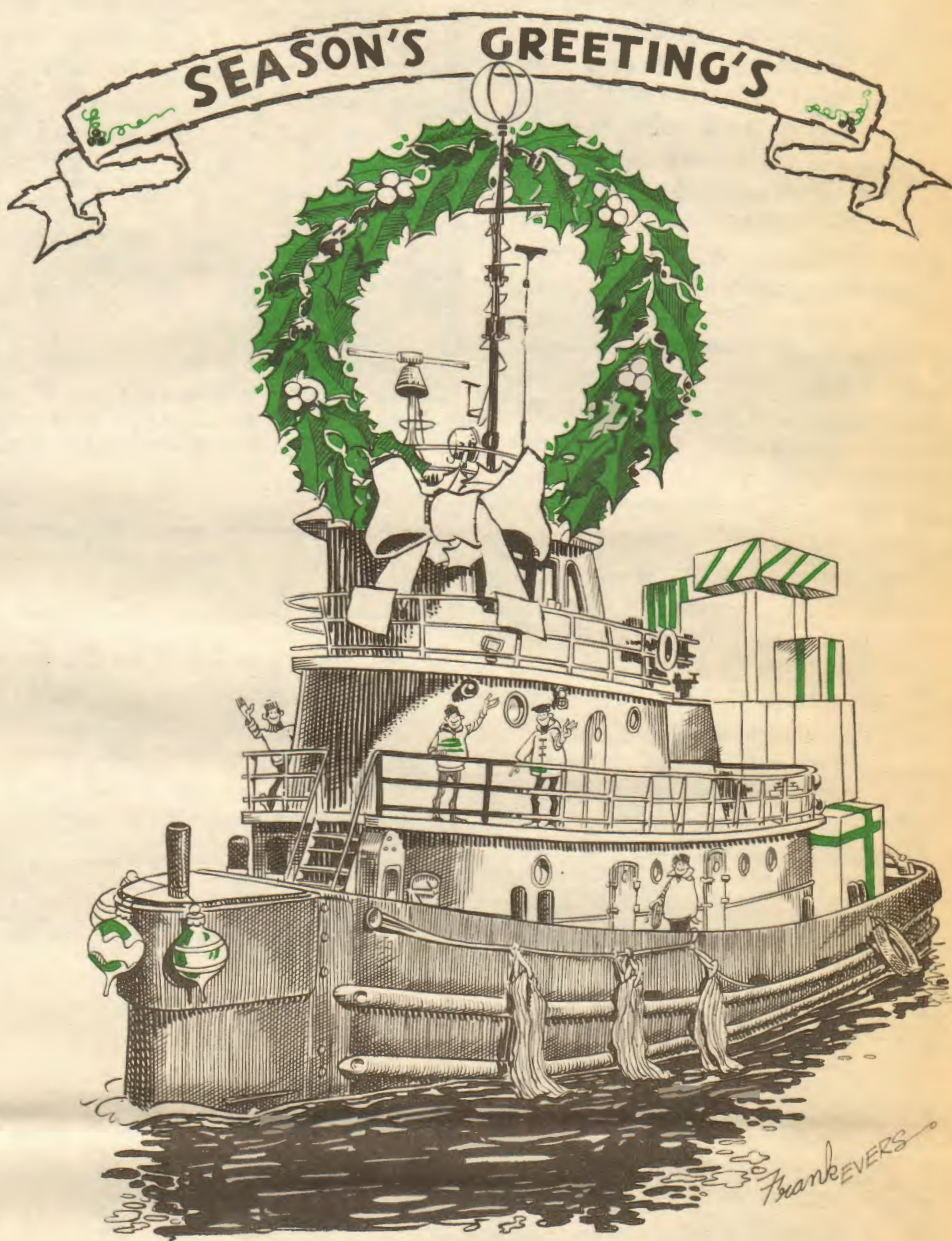
The contract is a 10-month agreement and will expire when the rest of the Baltimore Harbor pacts end in September.

## New Inland Contracts Ok'd

It's been a busy few weeks for Inland Boatmen and SIU negotiators and committee members. Eight new contracts covering companies in four ports have been negotiated and ratified.

In Houston four new con-

tracts were reached. Boatmen at Sabine Towing and Transportation ratified their new contract. Higman Towing Co. workers voted yes on a new pact, as did the Inland Boatmen at Bay Houston and Western Towing Co.

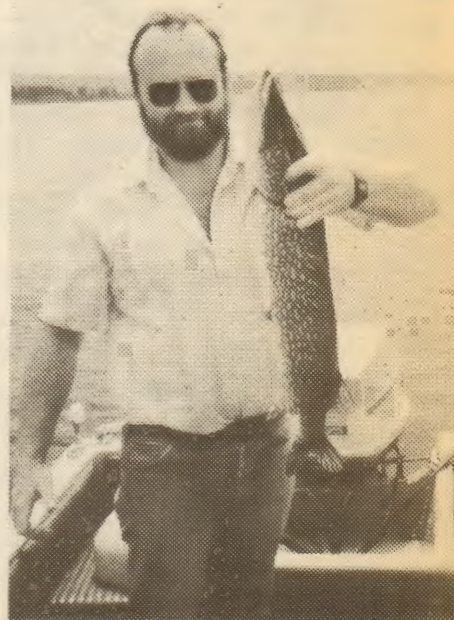


Out of Algonac, Mich. comes the news that two new contracts have been inked. Tampa Tug Corp. and The Island of Bob-Lo Co. Boatmen agreed to contract terms.

In the busy port of Norfolk,

Va. SIU negotiators hammered out a pact with Carteret Towing Co. which was approved by the membership. And in Baltimore (see story above) Baker-Whitely signed a contract with the SIU following a short strike.

## Boatman Bags Michigan Pike



Boatman Mike Kelley shows off the northern pike he caught in Michigan. Kelley works as a tankerman for Tampa Tug Co.



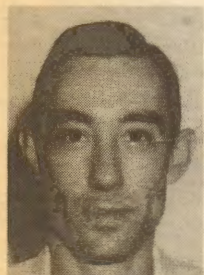
Sabine's Samson and Goliath will be running in Houston under new SIU contracts.



# New Pensioners



**Paulo Gastaneda Cabaluna**, 62, joined the Union in the port of Norfolk in 1973. He sailed as a cook for Allied Towing from 1970 to 1974. Brother Cabaluna is a veteran of the U.S. Navy during World War II. He was born in the Philippine Islands and is a resident of Portsmouth, Va.



**John Daniel Gribble**, 62, joined the Union in 1948 in the port of Galveston, Texas. He sailed as a deckhand, mate and captain for the Galveston wharves from 1960 to 1962 and for the Texas City Refinery Co. in 1964, last out of the port of Houston. Brother Gribble hit the bricks in the 1946 General Maritime and the 1947 Isthmian beefs. He is a veteran of the U.S. Navy in World War II. Boatman Gribble was born in Birmingham, Ala. and is a resident of Dickinson, Texas.



**Raymond Norbert Hughes Sr.**, 60, joined the Union in the port of New Orleans in 1956 sailing as an AB. Brother Hughes is a veteran of the U.S. Navy in World War II. He was born in Algiers, La. and is a resident of Belle Chase, La.

**Amzi Ernest Prine**, 63, joined the Union in the port of St. Louis, Mo. in 1965. He sailed as a lead deckhand and mate for Inland Tugs from 1964 to 1979. Brother Prine last shipped out of the port of Algonac, Mich. He is a veteran of the U.S. Army during World War II. Boatman Prine was born in Paducah, Ky. and is a resident there.



**Henry Samuel Putegnat**, 68, joined the Union in the port of Houston in 1970. He sailed as an AB and mate for the Houston Pilots from 1952 to 1969 and for G & H Towing from 1969 to 1974. Brother Putegnat is a veteran of the U.S. Army before World War II and the U.S. Coast Guard in World War II. He was born in Kingsville, Texas and is a resident of Galveston, Texas.



**Melvin Lewis Szarek**, 59, joined the Union in the port of Baltimore in 1956. He sailed as a lead deckhand for Curtis Bay Towing aboard the tug *Drum Point* from 1950 to 1974. Brother Szarek was born in Baltimore and is a resident there.

## Aboard the Irene Chotin



This photo was taken aboard the *Irene Chotin* (Orgulf) several months ago when she was in Wood River, Ill. on the Upper Mississippi. The crewmembers are (l. to r.) Roy Mattson, Steve Risner, Charles Werner and Bob Kennedy.



Boat Delegate Bob B. Alfors Jr. is also the cook aboard the *Irene Chotin*.

## In Memoriam

Pensioner **Lantt Lord Smith**, 65, died of heart failure in the Valley Medical Center, Brownsville, Texas on Oct. 23. Brother Smith joined the Union in the port of Houston in 1957. He last sailed as a chief engineer for

Allied Towing on the tug *Taurus* in 1977. He also sailed for Ocean Towing from 1975 to 1985. He was born in Isla de Pinos, Cuba and was a naturalized U.S. citizen. Boatman Smith was a resident of Brownsville. Burial was in

the Roselawn Gardens Cemetery, Brownsville. Surviving are his widow, Raquel; two sons, Richard and Michael, and a daughter, Norma of Houston.

## Dispatchers Report for Inland Waters

NOV. 1-30, 1986

Port	*TOTAL REGISTERED			TOTAL SHIPPED			**REGISTERED ON BEACH		
	All Groups	Class A	Class B	All Groups	Class A	Class B	All Groups	Class A	Class B
Gloucester	0	0	0	0	0	0	0	0	0
New York	0	0	0	0	0	0	0	0	0
Philadelphia	5	2	3	5	0	2	0	2	1
Baltimore	5	0	1	8	0	0	5	0	0
Norfolk	49	8	0	20	2	0	55	22	0
Mobile	1	0	0	0	0	0	1	2	0
New Orleans	2	1	2	0	0	0	11	2	6
Jacksonville	0	0	5	0	1	2	0	0	3
San Francisco	0	0	0	0	0	0	0	0	0
Wilmington	2	1	3	0	0	0	8	4	4
Seattle	0	0	0	0	0	0	0	0	0
Puerto Rico	0	0	0	0	0	0	0	0	0
Houston	5	1	3	3	1	2	10	2	8
Algonac	6	4	0	4	2	0	22	31	0
St. Louis	0	0	4	0	0	2	0	0	9
Piney Point	0	0	0	0	0	0	0	0	0
Totals	75	17	21	40	6	8	112	65	31
Port	DECK DEPARTMENT			ENGINE DEPARTMENT			STEWARD DEPARTMENT		
Gloucester	0	0	0	0	0	0	0	0	0
New York	0	0	0	0	0	0	0	0	0
Philadelphia	0	0	0	0	0	0	0	0	1
Baltimore	0	0	0	0	0	0	0	0	0
Norfolk	9	2	0	8	2	0	7	2	0
Mobile	0	0	0	0	0	0	0	0	0
New Orleans	0	1	0	0	0	0	0	0	1
Jacksonville	0	0	0	0	0	0	0	0	0
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	3	0	0	0	0	0	2	4	1
Algonac	2	2	0	3	2	0	19	17	0
St. Louis	0	0	0	0	0	0	0	0	0
Piney Point	0	0	0	0	0	0	0	0	0
Totals	14	5	0	11	4	0	28	23	4
Port	DECK DEPARTMENT			ENGINE DEPARTMENT			STEWARD DEPARTMENT		
Gloucester	0	0	0	0	0	0	0	0	0
New York	0	0	0	0	0	0	0	0	0
Philadelphia	0	0	1	0	0	0	0	0	0
Baltimore	0	0	0	0	0	0	0	0	0
Norfolk	4	2	1	6	0	0	8	2	0
Mobile	0	0	0	0	0	0	0	0	0
New Orleans	0	0	1	0	0	0	0	0	0
Jacksonville	1	0	0	0	0	0	0	0	0
San Francisco	0	0	0	0	0	0	0	0	0
Wilmington	0	0	0	0	0	0	0	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	0	0	0
Algonac	0	2	0	0	1	0	11	5	0
St. Louis	0	0	1	0	0	1	0	0	0
Piney Point	0	0	0	0	0	0	0	0	0
Totals	5	4	3	6	1	0	19	7	0
Totals All Departments	94	26	24	57	11	8	159	95	35

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



# Seafarers

## HARRY LUNDEBERG SCHOOL OF SEAMANSHIP



Piney Point Maryland



Ken Conklin points out the training equipment used in the SHLSS Vocational Shop.

## Air Force Logistics Brass Gets Good Look at SHLSS

Recently Lieutenant General Alfred G. Hansen USAF and Brigadier General Richard L. Stoner USAF visited the training facilities at Piney Point, Maryland.

General Hansen is Director for Logistics and General Stoner is Deputy Director for Plans, Concepts and Analysis, J-4, Organization of the Joint Chiefs of Staff in Washington, D.C. Accompanying them was Navy Captain David R. Bolden of the same office.

The purpose of their visit was to familiarize themselves with the training and support facilities of the school.

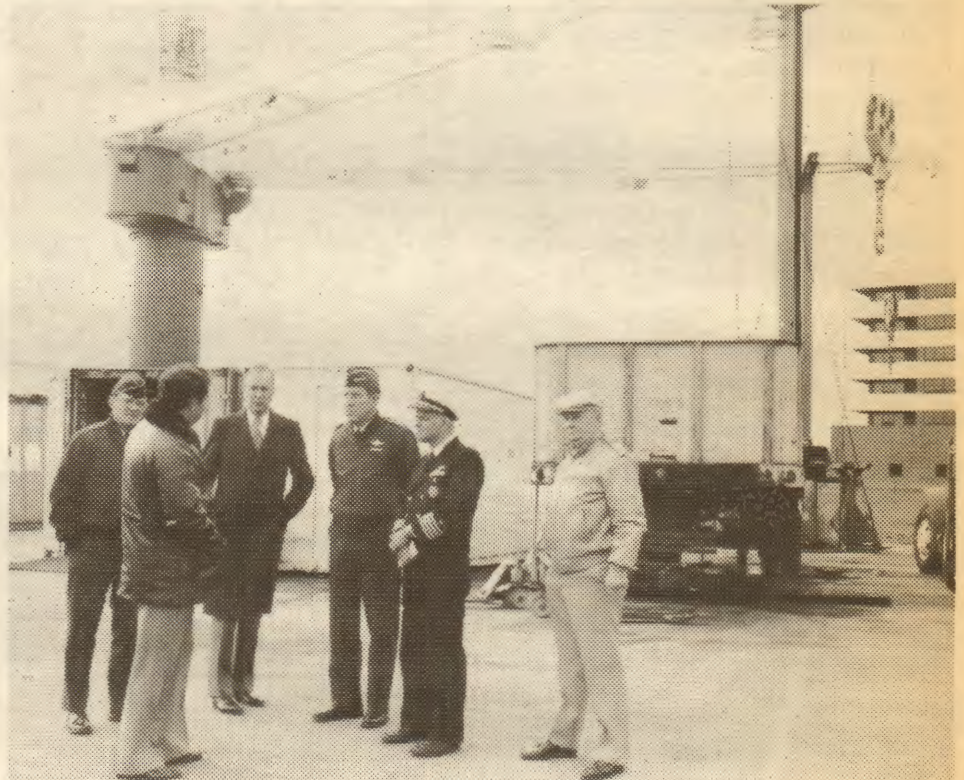
After landing by helicopter, they were greeted by Ken Conklin, Vice President, Bill Hellwege, Sealift Training Coordinator and Bob Kesteloot,

Vice Chairman of Transportation Institute, and taken on an extensive tour of SHLSS facilities.

The Air Force is very involved in sealift by virtue of the massive amount of equipment that would have to be transported by ship in a national emergency to support their forces. This falls into the JLOTS (Joint Logistics Over the Shore) concept.

During the tour many ideas and concerns were shared by both sides for the betterment of a strong merchant marine which would be available at all times to support our armed forces.

Upon departing the school again by helicopter, it was felt that both sides had a little deeper insight into the job that each organization does and how both are part of the total sealift picture.



Sealift Coordinator Bill Hellwege describes the classroom and waterfront training which occurs during the Sealift Operations and Maintenance Course.



Manpower Coordinator Bart Rogers (third from right) and Chris Tennyson (seated) explain the capabilities and functions of the computerized manpower system.



In the Shiphandling Simulator Feedback Room, Computer Operator John Morgan (seated) and Simulator Manager Abe Easter (l.) explain the vast capabilities of the computer simulated bridge.



(l. to r.) Vice Chairman of Transportation Institute Bob Kesteloot, Brigadier General Richard L. Stoner USAF, Lieutenant General Alfred G. Hansen USAF, SHLSS Vice President Ken Conklin, SHLSS Sealift Training Coordinator Bill Hellwege, Captain David R. Bolden USN.



# Greetings of the Season AND BEST WISHES FOR THE New Year

From  
the Staff of SHLSS

## Course Changes at SHLSS

To better serve the needs of the industry, the courses offered at SHLSS are constantly being updated and revised. New courses are created as technology advances and outdated materials are deleted.

In 1987 two of the Engine Department courses have been extensively revised and are being offered under different titles. The

title changes are: Marine Electronics has been changed to **Marine Electronics (Variable Speed DC Drive Systems)** and Hagglund Crane Maintenance has been changed to **Electro-Hydraulic Systems**.

Following is the course description, eligibility and prerequisites for the new courses.

### Marine Electronics (Variable Speed DC Drive Systems)

This course consists of electronic control of direct current drive systems found in Gantry cranes, container cranes, constant tension mooring winches and a variety of deck machinery.

Systems which require precise speed/torque control frequently employ these systems. They are highly advanced versions of the Ward-Leonard Speed Control System. The very latest versions utilize computer/microprocessor drive control.

The student learns basic control systems, casualty procedures, card pak replacement, system tune-up, relay logic and development of system sequence charts. He learns how to use the manufacturers instruction book, properly utilizing troubleshooting procedures and

system maintenance.

A certificate of graduation will be issued upon satisfactory course completion.

#### Eligibility/Prerequisites

All applicants must hold a QMED Any Rating endorsement and must have satisfactorily completed the Marine Electrical Maintenance Course. They should hold an Electricians Endorsement but must be knowledgeable of DC machinery, AC machinery, have good test equipment skills and an eighth grade reading comprehension. Due to the small print used on the electrical schematics, good eyesight is important. If you have problems reading small print, you should consider having your eyes checked before reporting to class.

This course consists of the principles of Electrical Control of Hydraulic Systems.

Systems that employ these principles are cargo winches, deck cranes, anchor windlass, ships steering systems, ramps, stern ramps, fire doors and a wide variety of ship board systems.

The course reviews the hydraulic components and their functions as well as basic hydraulic systems. Application of electrical controls and some typical shipboard electro-hydraulic equipment is also covered. The first weeks are devoted to the electro-hydraulic deck crane (Hagglund 16 through 50 ton cranes), electrical relay sequenced hydraulic operation together with trouble shooting and maintenance. The remainder of the course will be devoted to other

electro-hydraulic shipboard systems.

#### Eligibility/Prerequisites

All applicants must hold a QMED Any Rating endorsement and must have satisfactorily completed the Marine Electrical Maintenance Course and should have completed the SHLSS Hydraulic course or equivalent. They should have an Electricians Endorsement, but must be knowledgeable of AC and DC machinery, have good test equipment skills and an eighth grade reading comprehension. Due to the small print used on the electrical schematics, good eyesight is important. If you have problems reading small print, you should consider having your eyes checked before you report to class.

## Original Third Mates License received through SHLSS



Shawn Kennedy, who ships out of Jacksonville, Florida, studied at SHLSS for his Original Third Mates License. He passed the U.S. Coast Guard License exam in November of 1986 and is anxious to ship as a Third Mate.

## SHLSS COURSE GRADUATES



**Fireman/Watertender, Oiler**

First row (l. to r.) Vernon Cambre Jr., Riley Donahue, Lee Brady, Nathan Hollander. Second row (l. to r.) Bill Foley (instructor), Eddie Jansen, Haus R. Kogler, Joe Ortiz, K. Thomas Cannon, Kevin Quinian, Ray Van Brunt. Third row, Don Malozi.



**Refrigeration Containers Advanced Maintenance**

(l. to r.) Eric Malzkahn (Instructor), Alan Hansen, Patrick Cross, Jim McBride, Tom Neville.



**Sealift Operations & Maintenance**

First row (l. to r.) Robert L. Smith, Mark A. Grendahl, Chuck Greer. Second row (l. to r.) George J. Diefenbach, Flavio Pena, John Adams. Third row (l. to r.) Fred Jensen, John Lasky, Steve Fonua, Bill Gizzo.



# 1987 UPGRADING COURSE SCHEDULE

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

January 1987 — June 1987

The following is the current course schedule for the first six months of the 1987 school year at the Seafarers Harry Lundeberg School of Seamanship.

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

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

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

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

## Engine Upgrading Courses

Course	Check-In Date	Completion Date
QMED - Any Rating	March 23	June 12
Marine Electrical Maintenance	January 5 March 9	February 27 May 1
Diesel Engine Technology	April 6	May 15
Welding	April 13	May 8
Chief Engineer & Assistant Engineer Uninspected Motor Vessel	April 6	June 12
Third Assistant Engineer & Original Second Assistant Engineer Steam or Motor	January 5	March 13
Automation	June 22	July 17
Conveyorman	January 5	January 30
Fireman/Watertender Oiler	February 9 June 8	April 3 July 31
Hydraulics	May 11	June 5
Refrigeration Systems Maintenance & Operations	January 5	February 13
Refrigerated Containers — Advanced Maintenance	February 16	March 27

## Deck Upgrading Courses

Course	Check-In Date	Completion Date
Celestial Navigation	March 13 July 13	April 17 August 14
Able Seaman	January 5 March 23 May 18	February 27 May 15 July 10
Radar Observer	March 16 April 20	March 27 May 1
Radar Observer (Renewal)	Open ended course, however, must notify SHLSS before entering this course.	
Third Mate & Original Second Mate	January 5 May 4	March 13 July 10
First Class Pilot	January 12	February 27
Lifeboat	March 9 May 4	March 20 May 15
Tankerman	March 23 May 18	April 3 May 29

## All Rating Upgrading Courses

Course	Check-In Date	Completion Date
Sealift Operations and Maintenance	January 5 February 2 March 2 April 13 May 18 July 13	January 30 February 27 March 27 May 8 June 12 August 7

## Steward Upgrading Courses

Course	Check-In Date	Completion Date
Chief Cook	January 28 March 18 May 13	April 3 May 22 July 17
Cook & Baker	February 4 March 18 April 29 June 10	May 15 June 26 August 7 September 18
Chief Steward	January 28 March 18 May 13	April 3 May 22 July 17

## Recertification Programs

Course	Check-In Date	Completion Date
Steward Recertification	January 26 June 29	March 2 August 3
Bosun Recertification	February 24	April 6

## Adult Education Courses

Course	Check-In Date	Completion Date
For students who wish to apply for the GED, ESL, or ABE classes for the first six months of this year, the courses will be six weeks in length and offered on the following dates:		
High School Equivalency (GED)	January 5 March 2 May 4	February 16 April 13 June 15
Adult Basic Education (ABE) & English as a Second Language (ESL)	January 5 March 2 May 4	February 13 April 10 June 12

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

February 16 April 13	March 6 May 1
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The Developmental Studies Class (DVS) will be offered one week prior to some of the upgrading classes. They will be offered as follows:

FOWT	February 2	February 6
QMED	March 16	March 20
Third Mate	April 27	May 1
Able Seaman	May 11	May 15
FOWT	June 1	June 5

## College Programs

Course	Check-In Date	Completion Date
Associates in Arts	January 19 March 30 June 8	March 13 May 22 July 31
Nautical Science Certificate	March 30	May 22



# Apply Now for an SHLSS Upgrading Course



## Seafarers Harry Lundeborg School of Seamanship Upgrading Application



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

Address \_\_\_\_\_ (Street)

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

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

Social Security # \_\_\_\_\_ Book # \_\_\_\_\_ Seniority \_\_\_\_\_ Department \_\_\_\_\_

Date Book Was Issued \_\_\_\_\_ Port Issued \_\_\_\_\_ Port Presently Registered In \_\_\_\_\_

Endorsement(s) or License(s) Now Held \_\_\_\_\_

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

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

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

Course(s) Taken \_\_\_\_\_

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

Date Available for Training \_\_\_\_\_

Primary Language Spoken \_\_\_\_\_

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

### DECK

- ☐ Tankerman
- ☐ AB 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

### ENGINE

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

### STEWARD

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

### ALL DEPARTMENTS

- ☐ Welding
- ☐ Lifeboatman
- ☐ Sealfit Operations & Maintenance

### ADULT EDUCATION DEPARTMENT

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

### COLLEGE PROGRAM

- ☐ Associates In Arts Degree
- ☐ Nautical Science Certificate

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

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

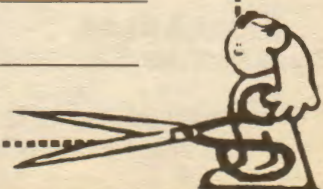
VESSEL \_\_\_\_\_ RATING HELD \_\_\_\_\_ DATE SHIPPED \_\_\_\_\_ DATE OF DISCHARGE \_\_\_\_\_

SIGNATURE \_\_\_\_\_ DATE \_\_\_\_\_

RETURN COMPLETED APPLICATION TO:

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

Rev. 12/86







**West Coast**  
by V.P. George McCartney

**S**HIPPING on the West Coast has been surprisingly good this month. The only downturn occurred in Hawaii, and that was because the *SS Constitution* was in San Francisco for its annual drydocking and overhaul.

Because of the extra cargo available out on the West Coast, Matson Lines has earmarked \$1 million to refurbish the *Maunalei*. The company will keep it running until the *Matsonia* is completed.

APL is going over plans for five new C-10's which are being built in Germany. The SIU represents the steward department on these vessels.

The stewards employed on APL were at one time represented by the Marine Cooks and Stewards Union. As a result of the foresight of former MCS President Ed Turner, the MCS merged with the A&G District of the SIU.

The SIU-MSC merger was an important step in the long struggle for maritime unity. Turner, who became an executive vice president in the A&G District, has decided to step down after a long and colorful career.

Turner is an institution to West Coast seamen. He was a close associate of the legendary Harry Lundeborg, who founded the SIUNA in the 1930s.

Lundeborg and the late Joe Curran, founder of the NMU, took over following the death of Andrew Furuseth and the break-up of the old International Seamen's Union. Bitter enemies, they provided leadership and vision to a weakened and embattled maritime industry.

The philosophical differences that divided the two men and their organizations have been eroded by time. All seamen have benefitted from Lundeborg's uncompromising commitment to democracy and "Business Unionism" and by Joe Curran's insistence on social justice and racial equality.



**Great Lakes**  
by V.P. Mike Sacco

**M**UCH of the work on the Great Lakes and upper rivers is seasonal. Once winter comes along, things pretty much come to a grinding halt.

## Area Vice Presidents' Report

In Algonac, we've been busy trying to beat the winter deadline. Leudtke completed a job in Buffalo and has towed its equipment to Milwaukee, Wis. so it can have everything in place when work begins next spring.

The dike construction job that Leudtke began in Lorain, Ohio is expected to be finished shortly. The company was awarded a major dredging project at Fighting Island, which is in the middle of the Detroit River. Work is expected to begin next spring.

Dunbar and Sullivan is continuing work on its breakwater project in Racine, Wis.

There was a decent amount of work for our members on the rivers this season. Next year's projects look promising. The federal and state governments have put off a number of important maintenance projects for so long now that it is a matter of doing them or just writing off the rivers and harbors forever.



**Gov't. Services**  
by V.P. Buck Mercer

**T**HE year 1986 has not been particularly fruitful for marine or staff personnel at Military Sealift Command, Pacific. Because of the administration's decision to contract out to the private shipping industry ships in the MSC nucleus fleet under the Circular A-76 program, and because of the multiple changes in shoreside department heads and staff that handle the affairs of seagoing personnel, there has been much consternation among seagoing and staff personnel who wonder about job security, seniority, medical coverage and a host of other questions that they may think of. It does not stop there, however. The cable ships are also on the bidding block, and the verdict is not yet in on those ships.

In the past 12 months there were some marine employees who left MSCPAC for one reason or another, and the SIU was and is able to furnish further seagoing employment to those mariners who wish to continue a career at sea.

From Nov. 18 through 21, 1986, the SIU Executive Board met in Dania, Fla. for the purpose of discussing all phases of the Union operation and making hard decisions in efforts to correct problems that have developed in various areas.

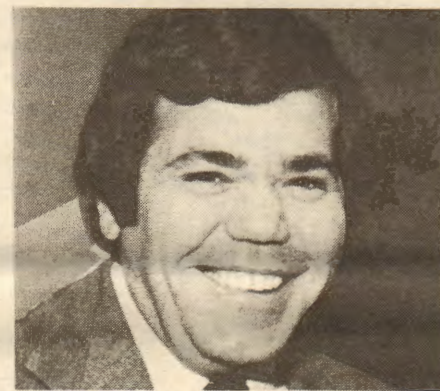
The big problem is the mechanization and highly technical ships that are being built today. These ships represent reduced crews. Reduced crews represent reduced union membership, and reduced membership represents reduced union revenue. Conse-

quently, in any business endeavor, when financial troubles exist, something must be done to bring the operation into focus with incoming revenue. In this respect, the SIU is no exception. The SIU Executive Board has, therefore, made the decision to close the SIU operation in the port of Olongapo City, P.I., this move to be made as soon after Jan. 1 1987 as feasible. Also, staff personnel in all SIU ports will be reduced. These reductions will also take place as soon after the first of the new year as feasible.

Port closures and the laying-off of office personnel is never a pleasant task. No doubt there will be some of the membership who do not agree with these moves.

In so far as the SIU government and commercial ships in the Far East area are concerned, they will be serviced by a team of SIU officials on a regular basis.

As the frustrating 1986 year comes to a close, let us all hope that the new year under the new Congress will improve the sad condition of the American merchant marine. Meanwhile, let me wish all of you the very best during this Yuletide season as well as prosperous New Year.



**Gulf Coast**  
by V.P. Joe Sacco

**S**HIPPING in the Gulf Coast has been surprisingly good. Seamen have been able to ship out of almost any port with little trouble.

In Jacksonville alone the Union recrewed the *Cape Douglas*, the *Westchester Marine*, the *American Heritage*, the *Panama* and the *American Eagle*. We even have had difficulty filling all our ratings.

Part of this is due to the holiday season. Job opportunities always open up around this time because a lot of people just want to stay home with their families.

But there's more to it than that. The reason why there are so many jobs available is that President Drozak, Vice President Campbell and the rest of the organization have been successful in capturing a large share of the military work being generated by the Navy's decision to contract out vessels to the private sector.

Yet it would be a mistake for seamen to take these jobs for granted. If too many ships sail short, then the Navy will just bypass us because we will be an unreliable source of manpower.

SIU members owe the existence of many of these jobs to the vision and dedication of the late Bob Vahey. He was one of the first people to see the potential of this kind of work, and he

steered this organization in that direction.

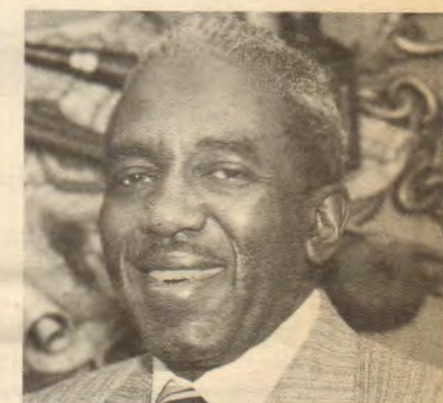
Yet it must be emphasized that obtaining this kind of military work is a difficult process. Most of our contracts for military work are for short periods—two, three years. When the time period is up, then the Union will have to go through the bidding process all over again.

At best, the military work has helped cushion the effects of the decline in the maritime industry. As Vice President "Red" Campbell is fond of saying, "the rest of the maritime industry is on the critical list in the intensive care unit of the hospital. The SIU is ambulatory."

What is needed is a long-term plan to revive this ailing maritime industry. That is why SPAD is so important.

Each month, I make a special point of urging the members to support SPAD. I do that because political action translates directly into job security. If we hadn't had a capable legislative staff monitoring the actions of Congress last session, then many of our ships would have been laid up.

It is no longer possible just to get by in the maritime industry—the days of coasting are over. The SIU has been able to survive because we've worked twice as hard as anyone else to get new jobs during this crisis period.



**East Coast**  
by V.P. Leon Hall

**G**OOD news for East Coast seamen this holiday season. Contracts have been ratified in a number of ports.

In Baltimore, members employed by Baker-Whitely Towing voted unanimously to accept the company's final proposals. It was a difficult set of negotiations, but the Union and the members held tough.

A special vote of thanks to SIUNA Vice President Jack Caffey for helping to wrap up this one.

In Philadelphia we wrapped up two contracts: Coleman Launch and IOT.

The IOT negotiations, which have dragged on for several years, pertained only to the so-called non-supervisory personnel. The company refused to negotiate with the Union in regards to the captain, the chief mate and the barge captains. The matter is presently tied up in courts.

The IOT negotiations highlight up an important dilemma for this country and for the labor movement. How can workers and their unions make concessions to make companies more productive if they can't trust the companies' ultimate intentions?

Labor-management relations are by nature adversarial. Yet a certain degree of cooperation and trust must

(Continued on Page 17.)



# Independence Day Reminiscences on the Great Lakes

By Rick Metcalf

SITTING in the darkened rec room with my watch partner and a few shipmates, we watched silently as the tall ships paraded by on the television screen, passing the 100-year-old Statue of Liberty. The Fourth of July celebrations continued.

We, however, were on Lake Superior downbound from Marquette, Mich. to South Chicago. The big Lakes freighter was heavy with red iron ore. It was rumored to be our last run for a few months. Over half the Great Lakes fleet was laid up; lack of cargo.

The man on the television said it was warm and sunny in New York as 60,000 ships and boats peppered the harbor. A thousand miles away on the "sweetwater" of these freshwater seas, the skies were gray and cool.

I told my shipmates about my visit last January to New York City—about how I ventured to the South Street Seaport, a collection of ships, exhibits, galleries and theaters near the Brooklyn Bridge.

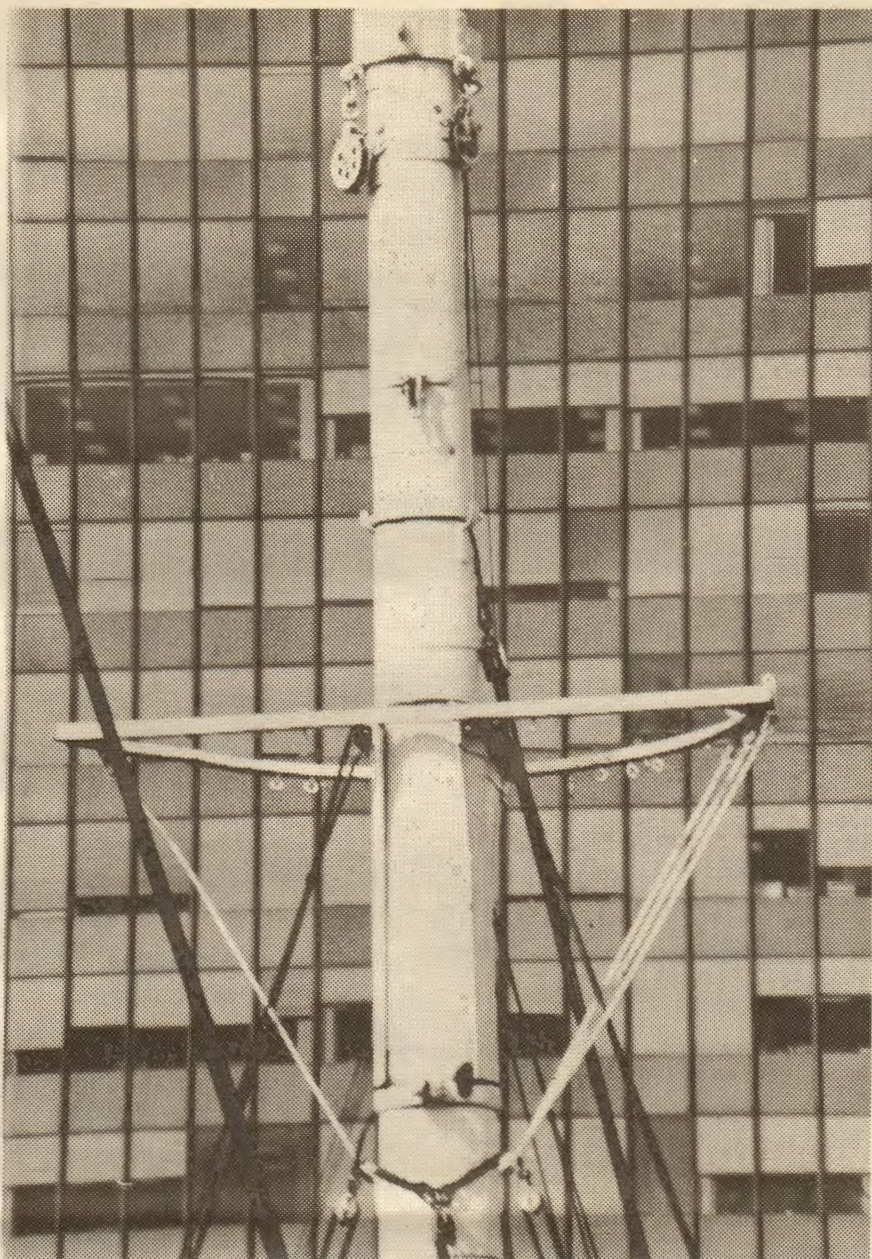
It was quite impressive, I told them. The creaking tall ships, the movies and the music all captured the aura and romance of 19th Century sail—enough to stir even the most dedicated landsman into casting off the lines and watching the last vestiges of land disappear.

Afterward, I told them of my stroll southward to visit the Seaman's Church Institute, affectionately known as the "doghouse" which, for more than 100 years, stood at the foot of Manhattan facing the harbor and the seas beyond.

Built and staffed by the Episcopal Church, the Seaman's Church Institute was a sturdy respite from the perils of the big city (where too often a sailor's reward for months or even years at sea was a quick separation of his wages or even his life by untold numbers of con artists, pimps, crimps and bad women).

The "doghouse" was a secure retreat where sailors of all creed and nationality could berth in safe and snug quarters. Mail and messages could be sent and received, gear stowed, and the mind, body and spirit administered to. And for many seafarers, this was their only home from the sea.

Yes, I told them all this—and how clearly I recalled that sharp January afternoon and how my head seemed to boil with the echoes of jackhammers



A modern skyscraper in New York's Wall Street district serves as a backdrop for a mast of the square-rigger *Wavertree*. Now a part of the South Street Seaport Museum in New York City, the *Wavertree* is one of the few square-riggers left that tell the tale of a bygone sailing era. (Wide World Photos)

as workmen split apart the last few standing walls of the Institute.

Land is very valuable in New York City, especially in the financial district.

The man on television quoted Conrad and Melville liberally: "... a universe unto itself," "Whenever I grow weary..." For many men and women whose calling is the sea, the works of Melville and Conrad hold a deep and personal meaning.

*"And it is a very fine feeling, and one that fuses us into the universe of things, and makes us a part of the All, to think that, wherever we ocean-wanderers rove, we have*

*still the same glorious old stars to keep us company: that they still shine onward and on, forever beautiful and bright, and luring us, by every ray, to die and be glorified with them."*

Maybe this passage was written by Melville on the site of the "dog-

house." He once had a house there.

Inside the Institute was the Conrad Library, displaying a large wooden bust of Conrad alongside some personal articles and manuscripts. He was one of us.

The man on television said, "This Liberty Centennial and the tall ships should remind us that as a nation we should preserve our maritime history and heritage."

How simply we like to remember our past. And in the process of romanticizing it, we make it neat and tidy by jerking the link of the present from the past.

But one would be a fool to say a modern container ship or a squat oil tanker is as graceful as a tall ship which sailed when much of the world and our souls were still a mystery.

Of course, the ships have changed as have the men; steam for sail, satellites for stars, a VCR for a concertina, a vocation instead of a sentence. Yet much hasn't changed; the fear, the isolation, the bone-crushing loneliness that no woman or bottle can cure. And who will tell me New York is any safer now than in the past?

Let me ask how many citizens whose pride swelled with the tall ships' parade or found the South Street Seaport's display of 19th Century sailing life "quaint" recoil at the sight of his contemporary staggering by—lost—or by the rage of the dispirited men in the seamen's union halls waiting for the non-existent jobs with an ever-dwindling U.S. merchant fleet.

I presume it's safer to keep our seafaring present in the past—a phantom like the billowing sails ready to be unfurled at the next celebration or when a gentrification project needs a theme. Men encased in glass can never ask for too much.

Before I could complete my tale, my watch partner and I were called out on deck to secure cargo hatches. A rain squall blew in from the East, the drops tasting bitter on that Fourth of July afternoon.

## Information, Please

The law office of Birnberg & Associates is representing Louis Mora and is seeking witnesses to an accident which Mr. Mora suffered on the *Overseas Juneau* on Dec. 7, 1983. A seaman named Jesus is believed to have seen this accident. Any witness should contact the LOG office in Camp Springs, Md. as soon as possible—(301) 899-0675.



Anyone having information on the *SS John Barry*, sunk Aug. 28, 1944, or information on Purser G.L. Richards, please contact Kerry McCarthy at (202) 331-8160.





## Smithsonian Highlights Century Of U.S. Labor

The Seafarers were the center of attention when the Smithsonian Institution opened a two-day conference last month on American Labor History. The focus of the conference, which was a celebration of the heritage and accomplishments of American workers over the past 100 years, was a live exhibition of the skills of American craftsmen.

The conference and exhibit was held at the Smithsonian's National Museum of American History in Washington, D.C.

At an opening night reception, AFL-CIO Secretary-Treasurer Thomas R. Donahue congratulated the Smithsonian for giving the public an opportunity to see the kinds of craftsmanship in live demonstrations "that has created most of the artifacts that are kept under glass and behind velvet ropes throughout this museum and others like it."

Donahue noted that Dec. 10 marks the 100th anniversary of the day the American Federation of Labor was formed with Samuel Gompers elected as its first president.

Among the labor unions which participated in this first in a two-year series of exhibits were the Graphic Communications Union, Bakery, Confectionery & Tobacco Workers, Hotel & Restaurant Employees, Clothing & Textile Workers, Communication Workers and the Flint Glassworkers.

The Seafarers drew large crowds of interested adults and delighted children to the area where the maritime industry has a permanent exhibit in the museum. The SIU's executive chef at its training and upgrading school in Piney Point, Romeo Lupinacci, sculpted fancy *hors d'oeuvres* which were savored by grateful spectators.

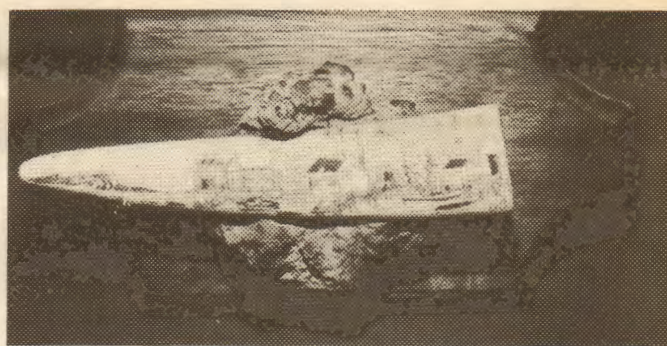
Jim Moore, also from the SHLSS, captured everyone's attention with his



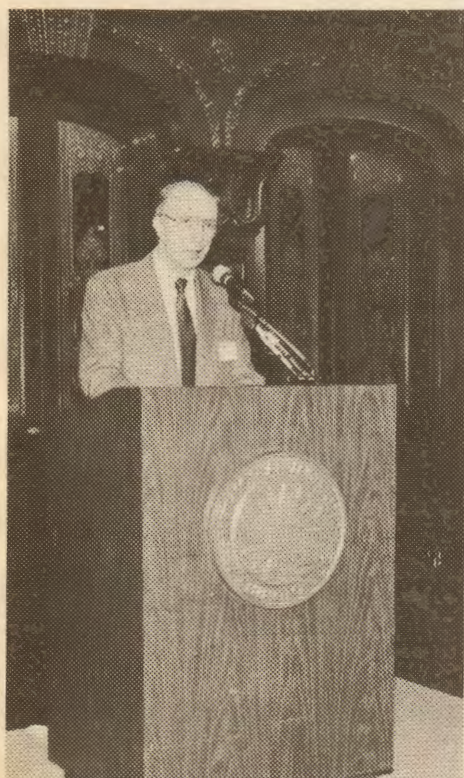
Jim Moore, Lundeberg School deck instructor, demonstrated the art of marlinspike seamanship, including some fancy ropework, to delighted children and adults.

hands-on display of the art of marlinspike seamanship. And Bud Adams, from the school's arts & crafts department, brought to life the skill and history of scrimshaw.

Seafarers and their families who are planning visits to Washington are urged to drop by the Museum of American History's maritime exhibit to see the many photos, models and artifacts which trace the proud history of American seafaring men and women.



This is an example of the ancient mariner art of scrimshaw by SHLSS instructor Bud Adams.



AFL-CIO Secretary Treasurer Tom Donahue welcomed visitors and trade unionists to the first in a two-year series of exhibits on Labor in America that are on display at the Smithsonian Institution.



Chef Romeo Lupinacci delighted visitors with his culinary treats and snacks.



SHLSS Arts and Crafts Instructor Bud Adams sketched a scrimshaw design on glass to show visitors how the detailed drawings for scrimshaw are begun with a first draft.



# Cruise Ship Health Exams Begin Again by Hill Order

In March when the Centers for Disease Control (CDC) announced it was dropping its health and sanitation inspections of foreign-flag cruise ships calling at U.S. ports, it created an uproar from Congress, health officials and consumer groups.

Last month the CDC said it would begin the inspections again.

At the time of the program's cancellation, more than 40 percent of the ships were given failing marks in 1985. The inspections cover water, food,

refrigeration, sanitation and crew cleanliness.

When the CDC announced the inspection halt, the number of ships failing the exams was climbing. But the CDC cited improving records for the cruise vessels and said the industry was capable of policing itself.

After the uproar, a group of House and Senate conferees meeting on federal health appropriations ordered the CDC to begin the health inspections once again. They will begin Jan. 1.

Help Is Available

## If You Think You Have a Drug or Alcohol Problem—Then You Have a Problem

Millions of Americans have turned to drugs and alcohol to avoid problems they encounter in their personal and professional lives.

Whether they know it or not, these people have taken on more than they can handle. Drugs and alcohol are killers.

For some people, like basketball star Len Bias, death can come right away. For others, it comes only after years of decline, which are marked by ill health, worry, financial insecurity and family problems.

The effects of alcohol and drug abuse are not confined to the addict. The New York Department of Health reports that two-thirds of all alcoholics seeking treatment in city clinics had at least one alcoholic parent.

One recovering alcoholic said recently that he decided to seek treatment when he became aware of what his addiction was doing to his family. "How could I be there for my kids when I wasn't even there for myself?" he said.

It is conservatively estimated that drug and alcohol abuse costs American businesses tens of billions of dollars each year in lost productivity, absenteeism and work-related accidents. For some companies, it is the difference between staying in business or relocating overseas.

1986 marked a turning point in the fight against drugs. Americans finally became aware of the dimensions of the drug problem in this country. As a result, the number of drug users as a

percentage of the overall population is starting to decline.

Unfortunately, those still using drugs are using more potent and dangerous chemicals, such as MDA and crack.

Private clinics are flooded with people who are trying to beat their drug and alcohol addictions. Yet there aren't enough private facilities in this country to accommodate this increased demand. People often have to wait months to get accepted to programs that cost several thousand dollars a month.

\* \* \*

Seafarers who become addicted to drugs or alcohol are lucky in the sense that they can make use of the Seafarers Addiction Center in Valley Lee, Md. As long as they meet the eligibility requirements, it won't cost them a dime, and there's usually not that much of a wait.

The program was started more than 10 years ago, before alcohol and drug abuse became a fashionable issue. This says a lot about the foresight of this Union and its leadership.

To date more than 670 of your fellow Seafarers have regained their sobriety and drug-free status by making use of this program.

If you think that you might have a problem with drugs or alcohol, then contact your Port Agent. It might be the most important contact you make in your lifetime. And, don't worry—your confidentiality will be respected.

Help  
A  
Friend  
Deal  
With  
Alcoholism



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

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

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

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

### Alcoholic Rehabilitation Center

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

Name ..... Book No. ....

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

Telephone No. ....

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

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



**DRUGS ARE FOR  
DUNCES!!  
YOU CAN  
STOP  
AND GET  
HELP!!  
CONTACT  
YOUR  
PORT AGENT  
OR SIU DRUG  
AND ALCOHOL  
PROGRAM  
AT PINEY  
POINT, MD.  
DO IT NOW!!**





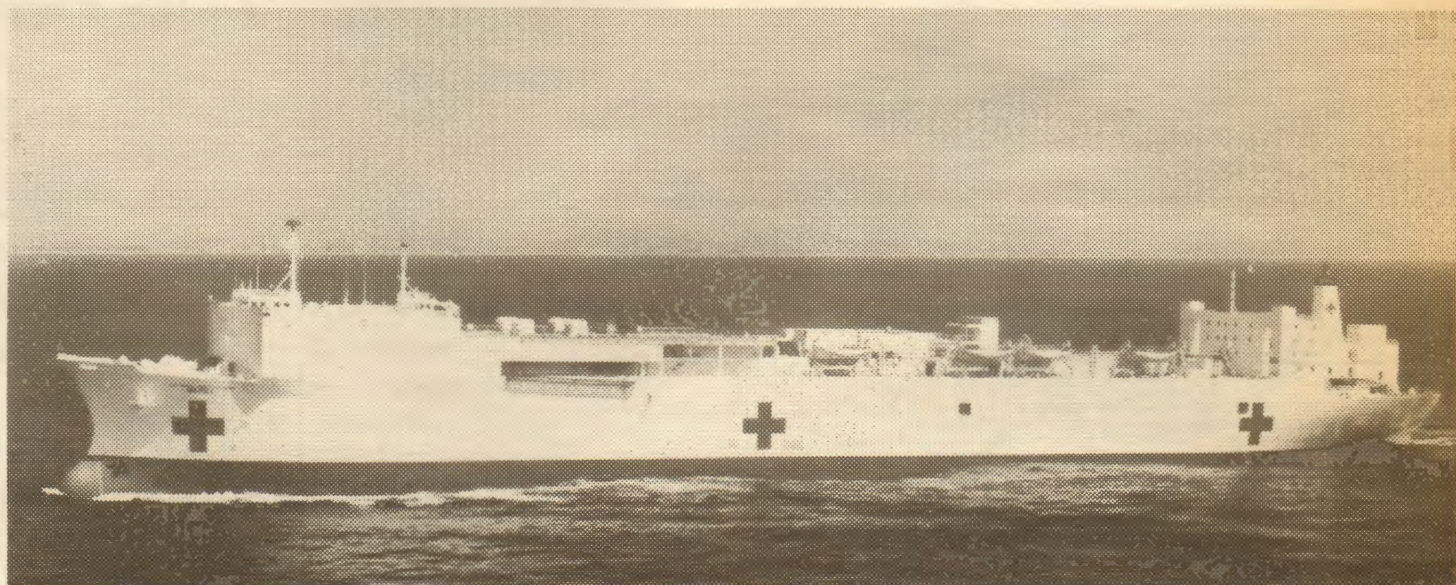
## New Hospital Ship Christened

by Bob Borden, PAO, MSCPAC

The world's largest hospital ship was christened in San Diego, Calif. Nov. 8 at a shipyard that's also building her twin sister. The *USNS Mercy* (T-AH 19), the third American hospital ship to bear that compassionate name, was officially christened when guest of honor and newspaper publisher Helen K. Copley smashed the traditional bottle of champagne into the hull of the 894-foot long ship built by National Steel and Shipbuilding Company.

*Mercy* and her twin, the *USNS Comfort* (T-AH 20), will be crewed by 68 MSC mariners. The floating hospitals, larger than any on shore naval medical facility, will be staffed by about 1,300 medical and support personnel when fully operational. The ships are designed to be floating surgical hospitals with a mobile, flexible response capability to provide acute medical care in support of amphibious task forces.

Ten years ago, the since-converted ships were being built by NASSCO as 90,000 dwt supertankers to haul Mid-east crude oil through the Suez Canal.



The *USNS Mercy* (T-AH 19) on sea trials off San Diego, Calif. (Photo courtesy of NASSCO)

Laid up several years later when too much oil glutted world markets, the concept of converting existing tankers to hospital ships was first proposed. Not only could the government save money and time working with a ship already built, reasoned naval architects, but also the added advantage of supertankers was their low center of gravity which reduces roll, a comfort to patients and crew alike.

NASSCO won a \$400 million contract to convert the two ships to hospital vessels in 1983. The Navy has since spent another \$110 million out-

fitting the ships with the latest medical equipment. The floating hospitals each have a total patient capacity of 1,000 beds (the average U.S. hospital has 300 beds), 12 operating rooms, radiological services, medical laboratories, dental service, physical therapy and burn care facilities, an optometry lab, a pharmacy, a morgue and two oxygen producing plants. The ships' massive landing pads are large enough to accommodate the military's biggest helicopters.

"Under the old concept of hospital ships, the idea was to carry casualties

back home for care," said Albert Midboe, the MSC construction representative assigned to the T-AH project at NASSCO. "With these ships, a patient receives instant care."

A licensed chief engineer, Midboe knows hospital ships. He first served on one with the Army Transport Service before that organization became part of MSTs in 1949. "We're getting a couple of pretty good ships at an economical price," he claims. "The ships had well known designs and propulsion plants which aren't terribly complicated."

The *USNS Mercy* is driven by a single screw, geared steam turbine with 24,500 horsepower. The ship's four distilling plants produce 75,000 gallons of fresh water daily. Three 400-ton air conditioning plants will help keep hospital spaces comfortable.

Originally scheduled to be maintained in a Reduced Operating Status in Oakland, Calif. with a five-day deployment capability, the *USNS Mercy* is now scheduled to go into service next March on a four-month goodwill tour to the Philippines. The purpose of the deployment will be to train MSC and Navy personnel in the operation and support of the ship and its embarked medical treatment facility during extended operations in a remote area. Coincidentally, it provides an opportunity to enhance the U.S. presence in the region and meet medical

(Continued on Page 17.)

## MSC's Safety Poster Walks Away With Honors

Two MSCPAC employees and the command itself walked away with first place honors in the marine safety poster contest at the National Safety Council's annual congress in Chicago recently.

The Golden Safety Poster Award was given to Jack Reich, head of MSCPAC's safety branch; Steve McKnight, an MSCPAC illustrator, and to Military Sealift Command, Pacific, for the creation of a poster that promotes safety in the marine indus-

try. The National Safety Council is composed of government and industry representatives to promote safety and occupational health at home and at work sites.

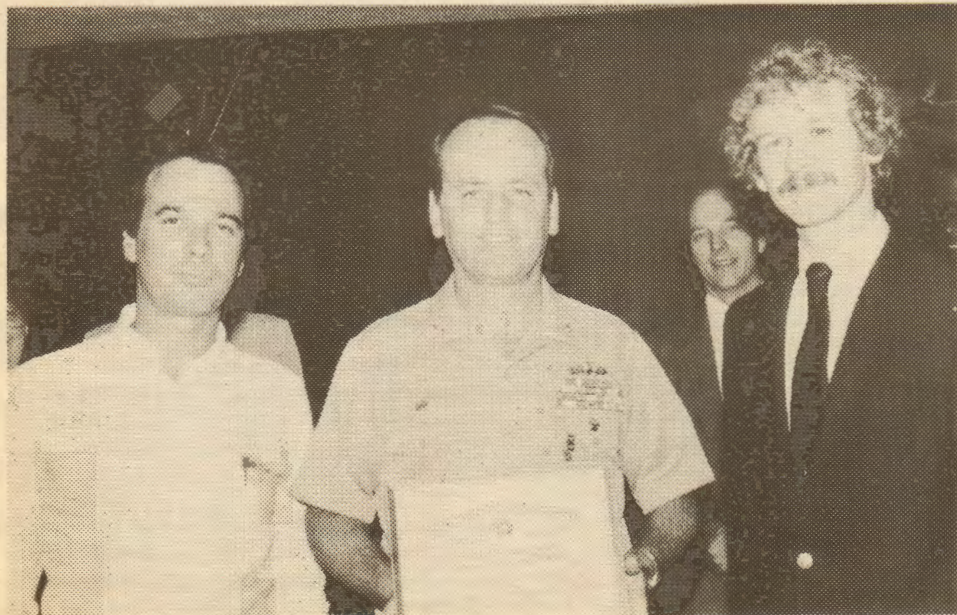
Reich and McKnight teamed up a few months ago for the design of their winning safety poster as part of an overall plan to get the message out about safety. The National Safety Council, which automatically had rights to all poster submissions, will reproduce the MSCPAC design and provide it to

Council members nationwide.

MSCPAC's entry was creative, informative and thought provocative," said Frank J. Poliafico, awards committee chairman, when he announced the poster contest winners. "The command obviously has a winner's attitude toward safety, and for this we admire MSCPAC."

At the same time Reich was in Chicago Oct. 20 to accept the safety poster award, Capt. William T. Dannheim, COMSCPAC, was sending a message to all MSCPAC ships commending them for their efforts in reducing lost-time injuries. In fiscal year 1984, President Reagan set a government-wide goal to reduce work injuries in the federal sector by 3 percent a year over a five-year period, using fiscal year 1983 as a baseline. With MSCPAC mishap figures compiled for the past three years, the command has attained a cumulative 15 percent reduction in lost-time injuries, far exceeding the presidential goal to date.

Said Capt. Dannheim in his Oct. 21 message to MSCPAC vessels, "The continuing reduction in mishap rates onboard our ships is a tribute to the collective efforts of all hands. I commend you all for your efforts in helping MSCPAC exceed the presidential goal for the third straight year. Well done."



Accepting first place honors in the marine safety poster contest are (l. to r.) Jack Reich, Capt. W.T. Dannheim and Steve McKnight.

## Not Yet for Retro Money

Although retroactive money was tentatively expected to be paid around Christmas time, the MSCPAC comptroller has now indicated that because of a major error in computing retroactive wages and overtime increases for unlicensed marine personnel, retro money will not be paid until late February or early March 1987.



# Safeguard Your Shipping Rights



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

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

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

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

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

## KNOW YOUR RIGHTS

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

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

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

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

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

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

## KNOW YOUR RIGHTS



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

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

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

## KNOW YOUR RIGHTS

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

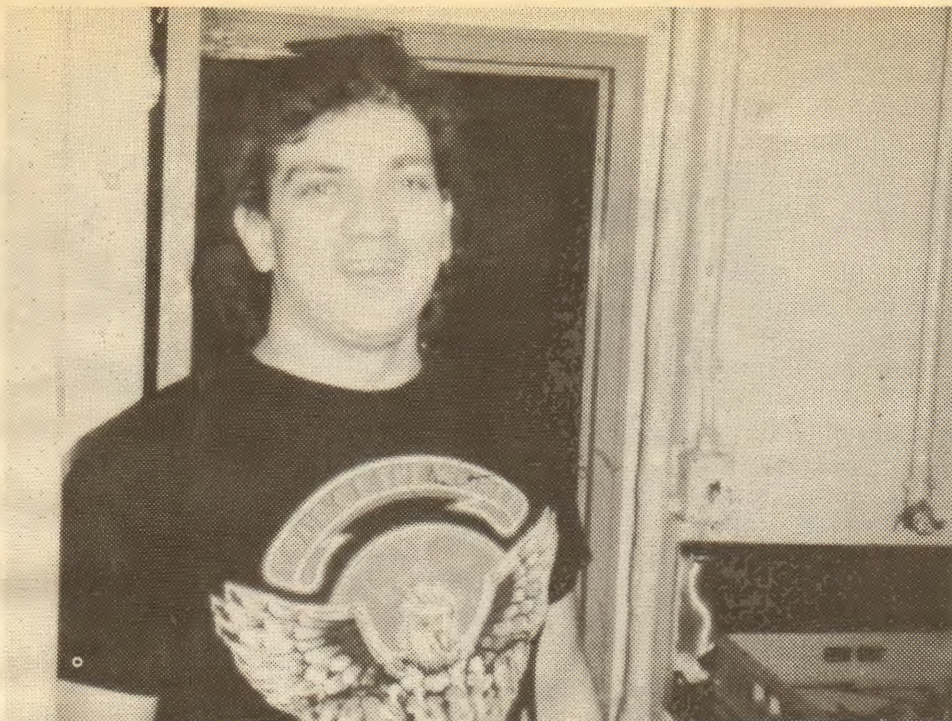
**EQUAL RIGHTS.** All members are guaranteed equal rights in employment and as members of the SIU. These rights are clearly set forth in the SIU constitution and in the contracts which the Union has negotiated with the employers. Consequently, no member may be discriminated against because of race, creed,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

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

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



# Cove Leader Passes Through Panama Canal

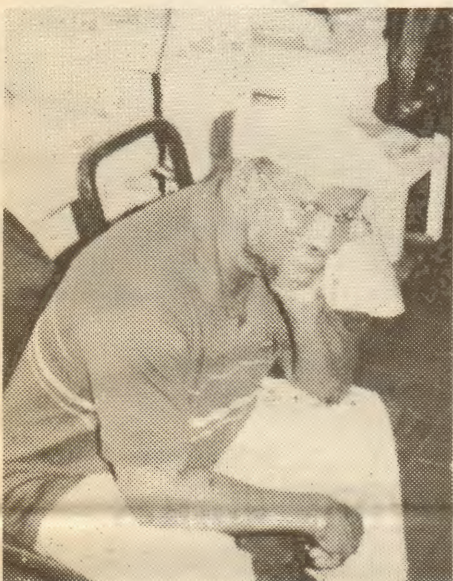


A. Sharif, asst. cook



S. Byerley, OMU

Last month, R.A. McClean, master aboard the *Cove Leader* (Cove Shipping Inc.), sent us some photos of the vessel's crew. Here are a few more, including (above) G. Carter, OMU.



A. Flatts, GSU



E. Ott, AB



L. Thrasher, steward/baker

## USNS Mercy

(Continued from Page 15.)

training and care needs of the Philippine people. The *Mercy's* medical teams, consisting of military and civilian medical personnel (both U.S. and Filipino), will provide health care and preventive advice, training, consultation and patient screening. Detailed planning for this mission is currently under way.

The *USNS Mercy* is expected to be delivered to MSC in mid-December. A Post Delivery Availability, along with crew training and the onloading of supplies and provisions, will keep the ship in San Diego until late February. The ship will deploy on her humanitarian mission in March.

The *Mercy's* prospective commanding officer is Capt. Richard Hosey, a 34-year veteran of MSCPAC. Capt. Hosey is no stranger to taking ships out of the yard and out to the open sea. He's done it before with a tracking ship, a survey vessel, an ammunition ship, and now the *Mercy*.

"This can be a frustrating time for those of us who will crew the ships," says Hosey. "Someone else is administering the shipbuilding contract for a vessel we have to sail, and we have

little say over how the ship is built or converted."

Capt. Hosey, Chief Engineer Dennis Leggett and a few other prospective crewmembers have spent the past two months climbing up, down and around the massive hospital ship attempting to learn everything they can about the vessel. They've taken detailed notes, scanned blueprints and technical specifications, and submitted some recommendations to the Supervisor of Ships and the MSC construction representatives to help bring the ship into compliance with MSC rules and regulations.

"We're trying to identify all the deficiencies of the ship which must be corrected before we sail, and those that can be deferred," said Capt. Hosey, working out of a small trailer his five-person crew shares with the MSC construction representatives at NASSCO. Using his experience aboard the *USNS Kilauea*, Hosey recently wrote a 78-page operations manual for the hospital ship. "The INSURV board liked it," he smiled.

Though some problems surfaced during the *Mercy's* sea trials in late October, the resolution of the problems is ongoing and Navy officials expect the ship to deploy as planned.

Unlike other MSC ships with the familiar gold and blue stripes on the

ship stacks, the *USNS Mercy* and the *Comfort* will carry no other markings other than red crosses against the all-white ships. Military or government markings on hospital ships are prohibited by the Geneva convention agreements which cover such items as maritime warfare and the treatment of prisoners of war.

## Vice Presidents' Report

(Continued from Page 11.)

exist if this country is to get on with the business at hand, which is to make American products more competitive.

In New York, the Maritime Port Council there handed out its annual Paul Hall Award to Morty Bahr, president of the Communications Workers of America.

SIU President Frank Drozak appeared at the dinner. He spoke of Bahr's many contributions to the labor movement, especially in the field of organizing.

Drozak also gave a frank assessment of the state of the industry. "Maritime is dying," he told the 1,000 people in attendance. "We've gone past the point of no return." He pledged to devote his full energies in persuading the 100th Congress to enact a trade policy.

## Old-Timers Corner



Pensioner Reino J. Pelaso (P-8) from Vallejo, Calif. sends his Christmas greetings along with a photo of his latest catch. Seems Reino had a good year fishing in San Pablo Bay and Bodega Bay, hooking four sturgeon (25-100 lbs. each), 15 salmon (5-15 lbs.) and 80 pounds of rockfish. "I wish to say hello to all my old shipmates. I hope everyone has a Merry Christmas and that the New Year will be good to all my friends."



## Pensioner's Corner

### Deep Sea



**George Adamisin**, 62, joined the SIU in 1944 in the port of New York sailing as an AB. Brother Adamisin was born in Nanty Glo, Pa. and is a resident of Pittsburgh, Pa.



**A.G. Alexander**, 62, joined the SIU in 1947 in the port of Galveston sailing last as a recertified bosun. Brother Alexander graduated from the Union's Recertified Bosuns Program in 1975. He walked the picket lines in the 1946 General Maritime and the 1947 Isthmian beers and last shipped out of the port of Houston. Seafarer Alexander is a veteran of the U.S. Navy in World War II. A native of Arkansas, he is a resident of Milan, Texas.



**Bennie J.B. Anding**, 58, joined the SIU in the port of Lake Charles, La. in 1953. He sailed as a cook, most recently out of the port of Houston. Brother Anding began sailing during World War II. He was born in Louisiana and is a resident of Orange, Texas.



**Edgar Bivens**, 62, joined the SIU in the port of Mobile in 1969 sailing as a cook. Brother Bivens last sailed aboard the *SS Navigator*. He is a veteran of the U.S. Army during World War II. Born in Mobile, he is a resident there.



**Edelmiro Colon**, 61, joined the SIU in 1945 in the port of San Juan, P.R. sailing as a chief cook. Brother Colon was born in Puerto Rico and is a resident of Caguas, P.R.



**Billy Gailian Edelson**, 59, joined the SIU in 1946 in the port of New York. He last sailed as a recertified bosun out of the port of Honolulu, Hawaii. Brother Edelson graduated from the Union's Recertified Bosuns Program in 1975. He also sailed during World War II. Seafarer Edelson was on the picket line in the 1946 General Maritime beef and attended the 1971 Piney Point Crews Conference. Edelson was a former member of the SIU-merged Marine Cooks and Stewards Union and the Operating Engineers Union. Bosun Edelson is a veteran of the U.S. Army during the Korean War. Born in Houston, he is a resident of Honolulu.



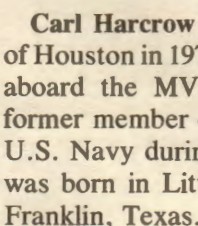
**John Fanoli**, 61, joined the SIU in 1947 in the port of New York sailing as a cook. Brother Fanoli hit the bricks in both the 1946 General Maritime and the 1965 District Council 37 beefs. He is a veteran of the U.S. Navy in World War II. Seafarer Fanoli was born in New York City and is a resident of Brooklyn, N.Y.



**Lennard Edward Fuller Sr.**, 74, joined the SIU in the port of Houston in 1957 sailing both deep sea and inland. From 1956 to 1972 he sailed as a mate and captain for G & H Towing. Brother Fuller was a former member of the NMU from 1941 to 1953. He was born in Lynchburg, Texas and is a resident of Baytown, Texas.



**Fred C. Gissubel**, 63, joined the SIU in the port of New York in 1976 sailing as a recertified chief steward. Brother Gissubel graduated from the Union's Recertified Chief Stewards Program in 1981. He began sailing during World War II. A native of New York City, he is a resident of Deerfield Beach, Fla.



**Carl Harcrow Jr.**, 65, joined the SIU in the port of Houston in 1970. He sailed as an AB, most recently aboard the *MV Aurora*. Brother Harcrow was a former member of the NMU. He is a veteran of the U.S. Navy during World War II. Seafarer Harcrow was born in Little Rock, Ark. and is a resident of Franklin, Texas.



**David Huffer Ikirt**, 66, joined the SIU in 1947 in the port of Philadelphia. He last sailed as an AB and deck delegate out of the port of San Francisco. Brother Ikirt also sailed during the Vietnam War and walked the picket line in the 1946 General Maritime beef. He was born in Dayton, Ohio and is a resident there.



**Clyde Allen Kent**, 58, joined the SIU in 1948 in the port of Norfolk. He sailed as a deck delegate and recertified bosun last aboard the *Bay Ridge* out of the port of Baltimore. Brother Kent graduated from the Union's Recertified Bosuns Program in 1982. He hit the bricks in the 1946 General Maritime beef. Seafarer Kent was born in Danville, Va. and is a resident of Laguna Hills, Calif.



**Henry Joseph Koppersmith**, 58, joined the SIU in 1946 in the port of Mobile sailing as a cook. Brother Koppersmith last rode the *SS San Pedro*. He was born in Mobile and is a resident there.



**Horace Carl Long Jr.**, 59, joined the SIU in 1946 in the port of Savannah, Ga. He sailed as a cook, most recently out of the port of San Francisco. Brother Long was on the picket lines in the 1946 General Maritime, 1947 Isthmian and the 1948 Wall St. beefs. He is a veteran of the U.S. Navy during the Korean War. Seafarer Long was born in Titusville, Fla. and is a resident of San Francisco.



**Peter Lypen**, 61, joined the SIU in 1944 in the port of New York sailing as an AB. Brother Lypen worked on the Sea-Land Shore-gang, Port Elizabeth, N.J. in 1981. He hit the bricks in the 1946 General Maritime, 1947 Isthmian and the 1948 Wall St. beefs. Seafarer Lypen attended the U.S. Military Transport Command School, Sheepshead



**Warren Manuel Sr.**, 55, joined the SIU in the port of Lake Charles, La. in 1952 sailing as an AB last out of the port of Houston. Brother Manuel is a veteran of the U.S. Army during the Korean War. He was born in Mamou, La. and is a resident there.



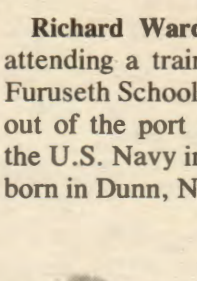
**Cecil Harles Martin**, 62, joined the SIU in the port of Mobile in 1950 sailing last as a chief cook. Brother Martin was on the picket lines in 1946 General Maritime, 1947 Isthmian and the 1948 Wall St. beefs. He was born in Alabama and is a resident of Mobile.



**Wilbert James Miles Sr.**, 60, joined the SIU in the port of Mobile in 1951 sailing as a chief steward. Brother Miles was born in Mobile and is a resident of Prichard, Ala.



**John Dow Moore**, 65, joined the SIU in the port of New York in 1951. He sailed last as a recertified bosun out of the port of Houston. Brother Moore graduated from the Union's Recertified Bosuns Program in 1975. He walked the picket lines in the 1946 General Maritime and the 1947 Isthmian beefs. Seafarer Moore is a veteran of the U.S. Marine Corps in World War II. A native of New Orleans, he is a resident of Houston.



**Richard Ward Moore**, 65, joined the SIU after attending a training program at the SIU's Andrew Furuseth School. Brother Moore last sailed as an AB out of the port of Jacksonville. He is a veteran of the U.S. Navy in World War II. Seafarer Moore was born in Dunn, N.C. and is a resident of Jacksonville.



**Jimmie Lee Morris**, 56, joined the SIU in 1949 in the port of Tampa sailing last as a recertified bosun. Brother Morris last shipped out aboard the *OMI Champion* from the port of Jacksonville. He was on the picket line in the 1946 General Maritime beef. Seafarer Morris was born in Pensacola, Fla. and is a resident of Fort McCoy, Fla.



**Guillermo Ortiz**, 62, joined the SIU in 1949 in the port of Philadelphia sailing last as a chief electrician out of the port of Santurce, P.R. Brother Ortiz hit the bricks in the 1946 General Maritime, 1947 Isthmian, 1948 Wall St. and the 1961 Greater N.Y. Harbor beefs. He is a veteran of the U.S. Army in World War II. Seafarer Ortiz was born in Ponce, P.R. and is a resident of Bayamon, P.R.

(Continued on Page 19.)



## Pensioner's Corner

(Continued from Page 18.)

**William "Bill" Maurice Parker, 61**, joined the SIU in 1945 in the port of Mobile. He sailed as bosun. Brother Parker graduated from the Union's Recertified Bosuns Program in 1975. He last shipped out of the port of New Orleans. Parker walked the picket line in the 1946 General Maritime beef. He was born in Illinois and is a resident of Lacombe, La.



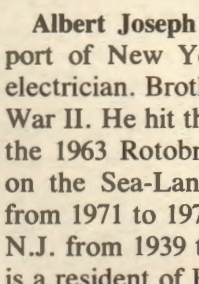
**Stanley "Stan" Partyka, 57**, joined the SIU in 1947 in the port of Mobile sailing last as a bosun out of the port of New York. Brother Partyka graduated as a 3rd mate from the HLSS-MEBA District 2 Deck Officers Training School, Brooklyn, N.Y. in 1966. He was on the picket line in the 1946 General Maritime and the 1947 Isthmian beefs. Seafarer Partyka also attended Piney Point Crew Conference No. 9 in 1970. Born in Pennsylvania, he is a resident of Chicago, Ill.



**Emil Henrick Riutta, 65**, joined the SIU in the port of Seattle in 1957 sailing as an oiler. Brother Riutta last sailed out of the port of San Francisco. He was on the picket line in the 1961 Greater N.Y. Harbor beef. Seafarer Riutta was a former member of the Teamsters Union, Local 569 and is a veteran



**Ray Ellis Schrum, 58**, joined the SIU in 1947 in the port of Miami, Fla. He sailed last as a recertified bosun aboard the MV *Courier* out of the port of Houston. Brother Schrum graduated from the Union's Recertified Bosuns Program in 1976. He was on the picket line in the 1946 General Maritime and the 1947 Isthmian beefs. Seafarer Schrum was born in North Carolina and is a resident of Lincolnton, N.C.



**Albert Joseph Verwilt, 69**, joined the SIU in the port of New York in 1961 sailing last as a chief electrician. Brother Verwilt also sailed during World War II. He hit the bricks in the 1962 Robin Line and the 1963 Rotobroil beefs. Seafarer Verwilt worked on the Sea-Land Shoregang, Port Elizabeth, N.J. from 1971 to 1978 and also at the Federal Shipyard, N.J. from 1939 to 1944. Born in Hoboken, N.J., he is a resident of Highlands, N.J.



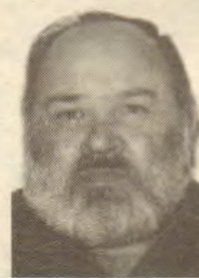
**George L. Vourloumis Sr., 62**, joined the SIU in 1943 in the port of New York. He sailed deep sea from 1942 to 1962 and inland from 1962 to 1986 for Independent Towing. Brother Vourloumis last sailed as a recertified chief steward aboard the SS *Caguas*. He is a veteran of the U.S. Navy in World War II. Seafarer Vourloumis was born in Fitchburg, Mass. and is a resident of Philadelphia.

of the U.S. Coast Guard in World War II. Riutta was born in Astoria, Ore. and is a resident of Las Vegas, Nev.

## Great Lakes



**Raymond John Christina, 66**, joined the Union in the port of Duluth, Minn. in 1956 sailing as a FOWT. Brother Christina last sailed out of the port of Algonac, Mich. He is a veteran of the U.S. Navy during World War II. Laker Christina was born in Houghton, Mich. and is a resident of Hubbell, Mich.



**Donald D. Witt Menter Sr., 51**, joined the Union in the port of Sault Ste. Marie, Mich. in 1961. He sailed as an oiler for the Great Lakes Dredge and Dock Co. from 1957 to 1986, most recently out of the port of Cleveland, Ohio. Brother Menter was a former member of the Laborers Union. He was born in Oswego, N.Y. and is a resident of Conneaut, Ohio.

**Henry Reinhold Schultz, 65**, joined the Union in the port of Alpena, Mich. in 1960 sailing as a wiper and gateman. Brother Schultz last shipped out of the port of Algonac, Mich. He was born in Hubbard Lake, Mich. and is a resident of Hudson, Fla.

## Shipping Rules

Copies of the Shipping Rules as amended by the Seafarers Appeals Board through Sept. 15, 1986 are available on request by contacting the Seafarers Appeals Board at 5201 Auth Way, Camp Springs, Md. 20746.

## Summary Annual Report

# Seafarers Pension Plan

This is a summary of the annual report of the Seafarers Pension Plan EIN 13-6100329 for the year ended Dec. 31, 1985. The annual report has been filed with the Internal Revenue Service, as required under the Employee Retirement Income Security Act of 1974 (ERISA).

### BASIC FINANCIAL STATEMENT

Benefits under the plan are provided by the Trust. Plan expenses were \$20,887,199. These expenses included \$2,749,495 in administrative expenses and \$18,137,704 in benefits paid to participants and beneficiaries. A total of 18,444 persons were participants in or beneficiaries of the plan at the end of the plan year, although not all of these persons had yet earned the right to receive benefits.

The value of plan assets, after subtracting liabilities of the plan, was \$343,248,323 as of Dec. 31, 1985, compared to \$294,255,794 as of Jan. 1, 1985.

During the plan year the plan experienced an increase in its net assets of \$48,992,529. This increase included unrealized appreciation or depreciation in the value of plan assets; that is, the difference between the value of plan assets at the end of the year and the price the plan originally paid for those assets. The plan had total income of \$47,232,448, including employer contributions of \$7,930,434, gains of \$9,460,509 from the sale of assets, earnings from investments of \$29,639,855 and other income of \$201,650.

### MINIMUM FUNDING STANDARDS

An actuary's statement shows that enough money was contributed to the plan to keep it funded in accordance with the minimum funding standards of ERISA.

\* \* \*

## Summary Annual Report

# Great Lakes Tug & Dredge Pension Fund

This is a summary of the annual report of the Great Lakes Tug and Dredge Pension Fund EIN 13-1953878 for the year ended Dec. 31, 1985. The annual report has been filed with the Internal Revenue Service, as required under the Employee Retirement Income Security Act of 1974 (ERISA).

### BASIC FINANCIAL STATEMENT

Benefits under the plan are provided by the Trust. Plan expenses were \$539,518. These expenses included \$103,779 in administrative expenses and \$435,739 in benefits paid to participants and beneficiaries. A total of 552 persons were participants in or beneficiaries of the plan at the end of the plan year, although not all of these persons had yet earned the right to receive benefits.

The value of plan assets, after subtracting liabilities of the plan, was \$10,540,242 as of Dec. 31, 1985, compared to \$8,692,743 as of Jan. 1, 1985.

During the plan year the plan experienced an increase in its net assets of \$1,847,499. This increase included unrealized appreciation in the value of plan assets; that is, the difference between the value of plan assets at the end of the year and the price the plan originally paid for those assets. The plan had total income of \$1,641,211, including employer contributions of \$239,758, employee contributions of \$96,204, gains of \$521,395 from the sale of assets, and earnings from investments of \$783,854.

### MINIMUM FUNDING STANDARDS

An actuary's statement shows that enough money was contributed to the plan to keep it funded in accordance with the minimum funding standards of ERISA.

\* \* \*

### YOUR RIGHTS TO ADDITIONAL INFORMATION

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

1. An Accountant's report
2. Assets held for investment
3. Transactions in excess of 3 percent of plan assets
4. Actuarial information regarding the funding of the plan.

To obtain a copy of the full annual report, or any part thereof, write or call the office of Mr. Leo Bonser, who is the Plan Administrator, 5201 Auth Way, Camp Springs, Md. 20746—(301) 899-0675.

The charge to cover copying costs will be \$4.10 for the Seafarers Pension Plan report and \$1.90 for the Great Lakes Tug and Dredge Pension Plan report, or \$.10 per page for any part thereof.

You also have the right to receive from the plan administrator, on request and at no charge, a statement of the assets and liabilities of the plan and accompanying notes, or a statement of income and expenses of the plan and accompanying notes, or both. If you request a copy of the full annual report from the plan administrator, these two statements and accompanying notes will be included as part of that report. The charge to cover copying costs given above does not include a charge for the copying of these portions of the report because these portions are furnished without charge.

You also have the legally protected right to examine the annual report at the main office of the plan at 5201 Auth Way, Camp Springs, Md. 20746 and at the U. S. Department of Labor in Washington, D. C., or to obtain a copy from the U. S. Department of Labor upon payment of copying costs. Requests to the Department should be addressed to: Public Disclosure Room, N4677, Pension and Welfare Benefit Programs, Department of Labor, 200 Constitution Ave., N.W., Washington, D. C. 20216.



Deep Sea



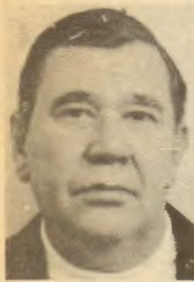
Pensioner **Leonard Stanaslaus Bugajewski**, 72, passed away on Nov. 9. Brother Bugajewski joined the SIU in 1943 in the port of New York. He sailed last as a bosun and quartermaster during the Vietnam War. He hit the bricks in the 1947 Isthmian beef. Seafarer Bugajewski was born in Delaware and was a resident of Aberdeen, N.J. Surviving are his widow, Alice; a brother, Bernard of Chester, Pa., and a sister, Mary Connaugh of the Bronx, N.Y.



Pensioner **George F. Butler**, 64, succumbed to heart-lung failure in the Dominican Valley Medical Center, Long Beach, Calif. on Oct. 1. Brother Butler joined the SIU-merged Marine Cooks and Stewards Union in the port of Wilmington, Calif. in 1958 sailing last as a chief steward. He was born in Los Angeles, Calif. and was a resident there. Burial was in the Woodlawn Park Cemetery, Colma, Calif. Surviving are his widow, Bertha and a daughter, Ara Griffith of Sacramento, Calif.



Pensioner **John James Cox**, 94, succumbed to pneumonia at home in Tempe, Ariz. on Oct. 18. Brother Cox joined the SIU in 1938 (a charter member) in the port of Baltimore, sailing last as an oiler. He hit the bricks in the 1946 Greater Maritime, 1963 Rotobroil and the 1965 District Council 37 beefs. Seafarer Cox was born in London, England and was a naturalized U.S. citizen. Cremation took place in the East Valley Crematory, Mesa, Ariz. Surviving is a daughter, Janice Dawe of Tempe.



Pensioner **Wilson Randolph Frampton**, 89, passed away in November 1983. Brother Frampton joined the SIU in 1943 in the port of New Orleans sailing last as an oiler. He was born in Huntington, W.Va. and was a resident of New Orleans.

Pensioner **Fortunato N. Drilon**, 88, passed away in the St. Francis Hospital, San Francisco on Oct. 12. Brother Drilon joined the SIU in 1948 in the port of New York sailing as a cook for 50 years. He hit the bricks in the 1946 General Maritime and the 1947 Isthmian beefs. Seafarer Drilon was born in the Philippines and was a resident of San Francisco. Interment

was in Holy Cross Cemetery, Colma, Calif. Surviving are his widow, Jung Soon; a son, Jame, and a brother, Felix of Cerigara, Leyte, P.I.



**Bernard Raymond Kitchens**, 67, died on Oct. 30. Brother Kitchens joined the SIU in 1943 in the port of Savannah, Ga. He sailed last as a recertified bosun aboard the *Sea-Land Producer* from 1985 to 1986. He graduated from the Union's Recertified Bosuns Program in 1979. Seafarer Kitchens walked the picket line in the 1961 Greater N.Y. Harbor beef. Born in Georgia, he was a resident of Savannah. Surviving are his widow, Hattie and a daughter, Nannie of Adrian, Ga.

Pensioner **Daniel Gerald "Jerry" Lynch**, 75, died of a heart condition in the Kaiser Hospital, Portland, Ore. on Nov. 6. Brother Lynch joined the SIU-merged Marine Cooks and Stewards Union in 1943 in the port of Seattle. He last sailed as a chief steward aboard the *SS Hawaiian Refiner* in 1970. He sailed his first ship, the *SS George H. Harris* as a steward utility in 1943. Seafarer Lynch was a veteran of the North Dakota National Guard and was a former member of the Knights of Columbus. Born in Scott Mills, Ore., he was a resident of Portland.



Pensioner **Jack Baron Mauldin**, 75, passed away on Oct. 27. Brother Mauldin joined the SIU in 1946 in the port of New Orleans sailing last as a cook. He began sailing in 1929. Seafarer Mauldin was on the picket lines in the 1946 General Maritime and 1947 Isthmian beefs. He attended a Piney Point Educational Conference and was a veteran of the U.S. Navy before and during World War II. Leathercraft was his hobby. A native of North Carolina, he was a resident of Gretna, La. Surviving are two daughters, Evelyn Lovalla of Gretna and Marlene Lee of San Pablo, Calif., and a sister, Mrs. R.R. Vaughn of Ft. Myers, Fla.



Pensioner **Walter Frederick Mueller**, 84, passed away on Nov. 9. Brother Mueller joined the SIU in 1945 in the port of Tampa, Fla. sailing last as a bosun. He hit the bricks in the 1946 General Maritime and the 1947 Isthmian beefs. Seafarer Mueller attended the 1972 Piney Point Educational Conference. Bosun Mueller was born in Germany and was a resident of Tampa. Surviving is his son, James of West Milton, Ohio.



Pensioner **Emile Joseph Olive**, 69 succumbed to heart failure at home in Pennsville, N.J. on Sept. 30. Brother Olive joined the SIU in 1947 in the port of New York sailing last as a bosun and deck delegate. He was on the picket lines in the 1946 General Maritime, 1947 Isthmian and the 1948 Wall St. beefs. Seafarer Olive was born in Charlotte Amalie, St. Thomas, V.I. Surviving is his widow, Grace.



Pensioner **Sloan Mitchell Orr**, 65, died on Oct. 9. Brother Orr joined the SIU in the port of New York in 1950 sailing last as a FOWT. He hit the bricks in the 1946 General Maritime and the 1947 Isthmian beefs. Seafarer Orr was a veteran of the U.S. Navy in World War II. Born in Wallhalla, S.C., he was a resident of Jacksonville. Surviving is his sister, Katie O'Berry of Cashiers, N.C.



Pensioner **William Ansell Pittman**, 63, died on Oct. 13. Brother Pittman joined the SIU in 1942 in the port of New Orleans sailing last as a bosun. He was born in Louisiana and was a resident of Ponchatoula, La. Surviving is his widow, Mabel.

**Catherine E. Young**, 38, died on Nov. 5. Sister Young joined the SIU in the port of Seattle in 1981 sailing as a saloon messwoman. She was born in San Francisco and was a resident

of Seattle. Surviving are her parents, Mr. and Mrs. F.R. Young of Concord, Calif.



Pensioner **Hipolito Sanchez Ramos**, 78, passed away on Nov. 16. Brother Ramos joined the SIU in 1939 in the port of New York sailing last as a bosun. He walked the picket lines in the 1946 General Maritime and the 1947 Isthmian beefs. Seafarer Ramos was born in Arecibo, P.R. and was a resident of Baltimore. Surviving is his widow, Antonia.



Pensioner **Clarence Eugene Roney**, 81, passed away on Nov. 15. Brother Roney joined the SIU in 1947 in the port of Mobile sailing last as a FOWT. He was on the picket lines in the 1946 General Maritime and the 1947 Isthmian beefs. Seafarer Roney also attended the 1970 Piney Point Pensioners Conference No. 6. A native of Chatom, Ala., he was a resident of Mobile. Surviving is his widow, Alice.



Pensioner **Lawrence Smith**, 69, died on Nov. 3. Brother Smith joined the SIU in 1947 sailing last as a cook. He was on the picket line in the 1946 General Maritime beef. Seafarer Smith was a veteran of the U.S. Army in World War II. Born in Gretna, La., he was a resident of New Orleans. Surviving is his widow, Inez.

Monthly Membership Meetings

Port	Date	Deep Sea Lakes, Inland Waters
Piney Point	Monday, January 5	10:30 a.m.
New York	Tuesday, January 6	10:30 a.m.
Philadelphia	Wednesday, January 7	10:30 a.m.
Baltimore	Thursday, January 8	10:30 a.m.
Norfolk	Thursday, January 8	10:30 a.m.
Jacksonville	Thursday, January 8	10:30 a.m.
Algonac	Friday, January 9	10:30 a.m.
Houston	Monday, January 12	10:30 a.m.
New Orleans	Tuesday, January 13	10:30 a.m.
Mobile	Wednesday, January 14	10:30 a.m.
San Francisco	Thursday, January 15	10:30 a.m.
Wilmington	Tuesday, January 20	10:30 a.m.
Seattle	Friday, January 23	10:30 a.m.
San Juan	Thursday, January 8	10:30 a.m.
St. Louis	Friday, January 16	10:30 a.m.
Honolulu	Thursday, January 15	10:30 a.m.
Duluth	Wednesday, January 14	10:30 a.m.
Gloucester	Tuesday, January 20	10:30 a.m.
Jersey City	Wednesday, January 21	10:30 a.m.



# Digest of Ships Meetings

**AMERICAN HERITAGE** (Apex Marine), November 9—Chairman Donald D. Fleming; Secretary Jon Cruz; Educational Director R. Wilson; Deck Delegate S. Perdikis; Engine Delegate William Casapo; Steward Delegate F. Gonzales. Some disputed OT was reported in the deck and engine departments. There is \$100 in the ship's fund collected from an arrival pool. The chairman reminded all hands that the Union has a very good school in Piney Point, Md. and that qualified members should upgrade their skills and be prepared to fill the jobs available, especially on the military-contracted ships. Crewmembers also were told if they have a drinking or drug problem, they have a Union that cares and programs to help. "So take advantage of them because losing your papers is one thing, but if you lose your life or loved ones, you don't get a second chance." The educational director stressed the importance of contributing to SPAD. He noted that after six years of the Reagan administration, we should all know how important SPAD is for us—to make sure the Union has the resources to elect our friends who, in turn, will help us. All departments were given thanks for their hard work and for the smooth trip—especially the steward department. "Steward Jonny Cruz and Chief Cook Leopold Faulkner sure know how to feed a hungry sailor with all their goodies and spread. Too bad the ship will be laid up during Thanksgiving because we're going to miss out on some good food." Next port: Jacksonville, Fla.

**BALTIMORE** (Apex Marine), November 16—Chairman James S. Rogers; Secretary Edward M. Collins; Engine Delegate Paul Summers; Treasurer Tom Herbert. No beefs or disputed OT. The captain reported that payoff would take place Nov. 20 and that the ship will remain in the shipyard for about 20 to 25 days. All crewmembers leaving the ship were reminded to return dirty linen to the dirty linen locker. New movies were one of the requests, and the patrolman will be asked about the possibility of getting some soon. A vote of thanks was given to the steward department for a job well done. Next port: Norfolk, Va.

**CONSTITUTION** (American Hawaii Cruises), October 14—Chairman D. Ellette; Deck Delegate J. Balentine; Engine Delegate G. Brown. The chairman noted that a new contract was signed, and the bosun has given a copy to each department delegate. So, if there are any questions about the contract, members should see either the bosun or their delegate. The *Constitution* is going into the shipyard at

the end of November and is due out around Dec. 15. The ship should be back in Hawaii by Dec. 20. The chairman will keep the delegates informed as to specific dates. All communications have been read and posted. The bosun mentioned the importance of reading the LOG in order to be informed on what's going on in the Union. The new TVs and refrigerators for the unlicensed crew lounges were received, and a new TV, VCR and refrigerator have now been ordered for the pursers' lounge. The chairman gave the ships' committees and delegates a vote of thanks for their good work. Next port: Honolulu, Hawaii.

**GUS W. DARNELL** (Ocean Ships), November 9—Chairman Louie Diesso; Secretary D.A. Brown; Educational Director H. Green; Engine Delegate Ronald Aubuchon; Steward Delegate Marc D'Ambrosio; Deck Delegate J. McPherson. No beefs or disputed OT. There is \$200 in the treasury, shared jointly with the ship's officers. Members were urged to upgrade their skills at the training center in Piney Point, Md. A request was made on the part of the gang to have lifesaving equipment available during the cleaning of the tanks. Respirators should be checked, and a rescue demonstration be given. Next ports: Guam, Singapore and Japan.

**LNG LEO** (Energy Transportation Corp.), November 2—Chairman John P. Davis; Secretary H. Jones, Jr.; Educational Director Roy C. McCauley. No beefs or disputed OT. There is \$372.50 in the ship's fund. From that sum, "We have to buy a net for the swimming pool, so we won't lose the ball each time we play water polo." There is also \$50 in the communications fund. The chairman reported that the ship will undergo the annual Coast Guard inspection during the northbound voyage. He reminded all hands, however, that safety is a daily concern—not just necessary at inspection time. He also mentioned the reports of meetings with other maritime unions regarding a possible merger and believed that such signs are encouraging. "We've got to stick together." Movies are still a problem aboard ship. The same box of movies was received that was sent last year. A vote of thanks was given for all members aboard ship for the respect they are showing their fellow Seafarers by not slamming doors or playing radios loudly. A vote of thanks also went to the steward department for the pool parties and good food. Next ports: Osaka, Japan and Arun, Indonesia.

**OMI DYNACHEM** (OMI Corp.), November 16—Chairman Horace B. Rains; Secretary Donnie W. Collins; Educational

## Aboard the MV Sugar Islander



This photo, sent to us by Chief Steward Milton Thrash, shows crewmembers enjoying one of the many fine cookouts aboard the *Sugar Islander* (Pacific Gulf Marine).

Director Guy Venus; Deck Delegate Michael S. Pell; Engine Delegate John E. Trent; Steward Delegate Bruce Mesger. No beefs or disputed OT reported. The ship is to lay up in Jacksonville for repairs. Payoff will be Wednesday, Nov. 19. The repair list will be posted and all movies are to be returned to the movie locker. The secretary suggested that everyone read the LOG for up-to-date information on what's happening in the Union and in the maritime industry. He also stressed the importance of donating to SPAD. "SPAD helped to get us where we are. So let's all donate. Look at the last election and you can see what we can do together." The educational director reminded anyone who wants to upgrade their skills—"It's never too late to go to the SHLSS." All kinds of courses are available. The steward suggested that one minute of silence be observed in memory of those who died aboard the *OMI Yukon* during a recent explosion. A hearty vote of thanks was given to the steward department for the fine food and excellent menus. Next port: Jacksonville, Fla.

**STAR OF TEXAS** (Seahawk Management), November 16—Chairman Gene Paschall; Secretary J.R. Fletcher. No beefs or disputed OT reported. There is \$32.20 in the ship's fund. Everything is going smoothly aboard the *Star of Texas*. The ship will pay off Tuesday, Nov. 18 in Norfolk. According to the chairman, "It has been a good trip with a very good crew."

The ship's fund is in the captain's safe and will be handled by the ship's chairman. Members report that they had a nice trip to Rotterdam, although they did encounter some rough weather on the way back. The crew is looking forward to shore time in Norfolk. A vote of thanks was given to the steward department for a fine job.

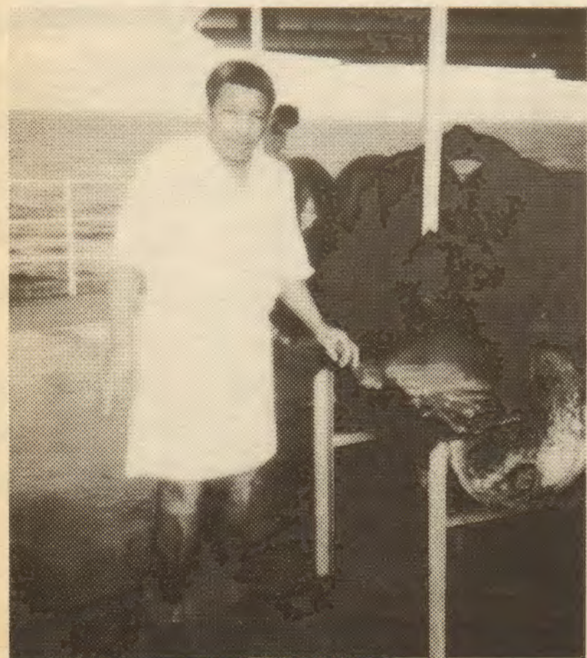
**STUYVESANT** (Bay Tankers), November 9—Chairman N.A. Nagy; Secretary W.J. Smith; Educational Director Rolando Gumanas. No beefs or disputed OT reported. The ship will pay off on arrival in Long Beach, Calif. on Nov. 15. Two ABs left the ship this trip due to medical reasons. One replacement came aboard in Valdez. Members talked about the future of shipping and the elimination of jobs on some ships. The importance of upgrading at Piney Point was stressed, especially to help train crewmembers for some of the newer, military ships. A vote of thanks was given to the bosun and deck department for refinishing the deck in the crew messroom and a complete cleaning of the bulkheads. A vote of thanks also went to the steward department for their fine food and clean mess areas.

Official ships minutes also were received from the following vessels:

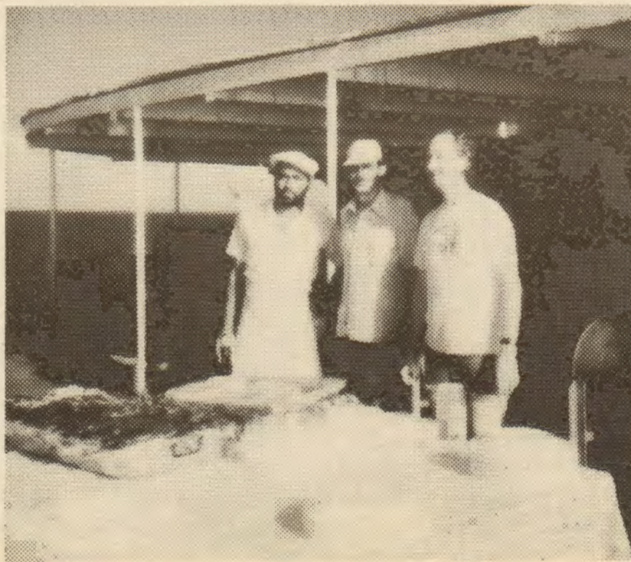
CAGUAS  
GOLDEN ENDEAVOR  
OAKLAND  
OVERSEAS CHICAGO

PUERTO RICO  
SEA-LAND CONSUMER  
SEA-LAND EXPRESS

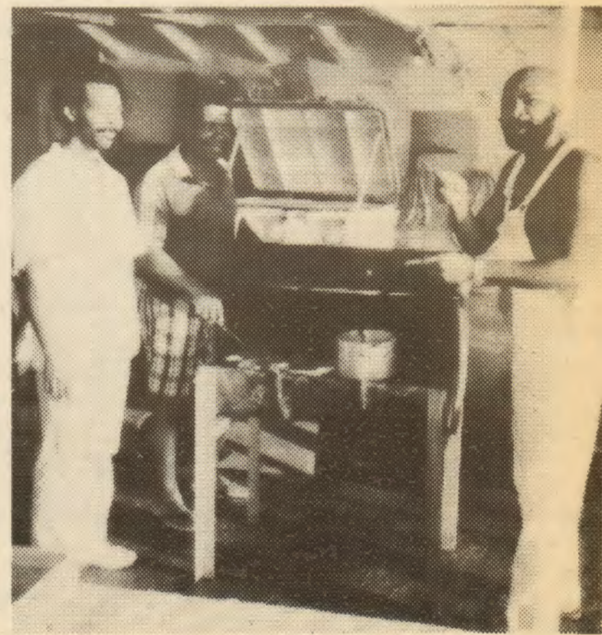
## Mt. Washington Crew Enjoys Barbeque



Chief Cook J.D. Wilson gets the steaks on the grill.



Steward/Baker Nazareth Battle, Bosun William L. Davis and AB Robert S. Livermore are ready for the barbeque.



Helping out with cooking and tasting are GSU John Briggs Jr., OS Julio C. Arzi and QMED Horacio A. Arnold.



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

NOV. 1-30, 1986

## Dispatchers Report for Great Lakes

Port	*TOTAL REGISTERED All Groups			TOTAL SHIPPED All Groups			**REGISTERED ON BEACH All Groups		
	Class CL	Class L	Class NP	Class CL	Class L	Class NP	Class CL	Class L	Class NP
DECK DEPARTMENT									
Algonac.....	1	9	0	1	47	6	0	12	3
ENGINE DEPARTMENT									
Algonac.....	0	6	0	0	18	1	0	5	0
STEWARD DEPARTMENT									
Algonac.....	0	1	1	0	8	1	0	4	0
ENTRY DEPARTMENT									
Algonac.....	0	12	1	0	0	0	0	19	1
Totals All Departments .....	1	22	2	1	73	8	0	40	4

\*\*\*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, 1986

Port	*TOTAL REGISTERED			TOTAL SHIPPED			Trip Reliefs	**REGISTERED ON BEACH		
	All Groups			All Groups				All Groups		
	Class A	Class B	Class C	Class A	Class B	Class C		Class A	Class B	Class C
DECK DEPARTMENT										
Gloucester	1	3	1	0	2	0	0	6	7	1
New York	54	15	0	35	11	0	9	111	23	0
Philadelphia	5	6	0	3	2	0	2	4	7	0
Baltimore	10	4	0	7	3	0	0	11	5	1
Norfolk	12	7	6	7	6	2	1	20	5	4
Mobile	9	3	0	12	3	1	1	11	3	0
New Orleans	40	7	6	26	7	3	12	73	7	4
Jacksonville	35	7	1	15	5	0	4	61	11	1
San Francisco	41	6	1	26	7	1	7	80	15	1
Wilmington	17	3	2	10	2	1	4	34	5	3
Seattle	32	7	1	28	5	1	4	52	13	0
Puerto Rico	5	1	0	3	1	0	4	30	4	0
Honolulu	13	11	6	8	8	4	17	10	24	10
Houston	34	3	1	27	4	0	7	69	6	2
St. Louis	0	0	0	0	0	0	0	0	0	0
Piney Point	1	1	0	2	0	0	0	3	6	1
Totals	311	84	25	209	66	13	73	575	141	28
ENGINE DEPARTMENT										
Gloucester	0	0	0	0	1	0	0	4	2	0
New York	31	5	1	29	5	1	9	64	8	1
Philadelphia	2	2	0	1	0	0	0	3	4	0
Baltimore	7	0	0	8	0	0	1	6	4	0
Norfolk	5	5	2	4	1	1	2	8	8	1
Mobile	9	1	0	6	0	0	0	10	3	0
New Orleans	23	7	0	20	3	0	3	41	10	2
Jacksonville	24	1	0	17	0	0	4	34	4	0
San Francisco	19	2	4	11	1	4	1	37	8	2
Wilmington	11	4	1	9	4	0	4	21	4	2
Seattle	15	6	1	18	7	1	6	35	9	0
Puerto Rico	2	0	0	2	0	0	1	17	0	0
Honolulu	5	12	7	6	8	10	7	2	11	5
Houston	29	2	0	12	3	0	5	50	2	0
St. Louis	0	0	0	0	0	0	0	0	0	0
Piney Point	3	5	0	2	1	0	1	5	8	0
Totals	185	52	16	145	34	17	44	337	85	13
STEWARD DEPARTMENT										
Gloucester	0	1	0	0	0	0	0	1	3	0
New York	20	3	1	14	3	0	4	33	6	2
Philadelphia	1	1	0	0	1	0	0	3	1	0
Baltimore	3	0	0	3	0	0	0	4	2	0
Norfolk	7	1	0	1	2	0	1	10	2	0
Mobile	4	0	0	6	1	0	0	7	0	0
New Orleans	16	2	2	16	0	1	5	32	3	1
Jacksonville	11	3	1	6	2	0	4	13	5	1
San Francisco	33	3	5	22	3	3	11	75	7	4
Wilmington	7	0	0	4	0	0	2	14	2	0
Seattle	19	2	0	11	0	0	6	37	2	0
Puerto Rico	3	0	0	2	2	0	1	9	2	0
Honolulu	6	29	28	4	25	14	62	7	29	33
Houston	14	0	0	7	0	0	0	24	0	0
St. Louis	0	0	0	0	0	0	0	0	0	0
Piney Point	1	3	0	1	3	0	0	4	3	0
Totals	145	48	37	97	42	18	96	273	68	41
ENTRY DEPARTMENT										
Gloucester	0	1	0	0	1	0	0	0	1	0
New York	15	24	3	7	14	3	0	47	60	7
Philadelphia	1	6	0	0	1	0	0	1	7	0
Baltimore	6	6	1	1	1	1	0	12	9	1
Norfolk	10	6	3	1	6	2	0	11	6	2
Mobile	3	1	0	1	5	0	0	2	4	0
New Orleans	8	10	6	10	5	6	0	26	24	25
Jacksonville	10	6	4	4	5	2	0	10	12	4
San Francisco	34	7	12	16	6	15	0	77	20	2
Wilmington	13	12	0	11	7	1	0	20	18	1
Seattle	24	15	2	18	6	2	0	34	33	0
Puerto Rico	1	3	0	0	0	0	0	14	15	1
Honolulu	5	109	174	6	81	126	0	9	135	305
Houston	9	10	0	8	6	1	0	22	10	3
St. Louis	0	0	0	0	0	0	0	0	0	0
Piney Point	0	9	1	0	10	0	0	0	4	1
Totals	139	225	206	83	154	159	0	285	358	352
Totals All Departments	780	409	284	534	296	207	213	1,470	652	434

\*\*\*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 down from the month of October. A total of 1,250 jobs were shipped on SIU-contracted deep sea vessels. Of the 1,250 jobs shipped, 534 jobs or about 43 percent were taken by "A" seniority members. The rest were filled by "B" and "C" seniority people. A total of 213 trip relief jobs were shipped. Since the trip relief program began on April 1, 1982, a total of 4,102 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  
Steve Edney, Vice President

### HEADQUARTERS

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

### ALGONAC, Mich.

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

### BALTIMORE, Md.

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

### CLEVELAND, Ohio

5443 Ridge Rd. 44129  
(216) 845-1100

### DULUTH, Minn.

705 Medical Arts Building 55802  
(218) 722-4110

### GLOUCESTER, Mass.

11 Rogers St. 01930  
(617) 283-1167

### HONOLULU, Hawaii

636 Cooke St. 96813  
(808) 523-5434

### HOUSTON, Tex.

1221 Pierce St. 77002  
(713) 659-5152

### JACKSONVILLE, Fla.

3315 Liberty St. 32206  
(904) 353-0987

### JERSEY CITY, N.J.

99 Montgomery St. 07302  
(201) 435-9424

### MOBILE, Ala.

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

### NEW BEDFORD, Mass.

50 Union St. 02740  
(617) 997-5404

### NEW ORLEANS, La.

630 Jackson Ave. 70130  
(504) 529-7546

Toll Free: 1-800-325-2532

### NEW YORK, N.Y.

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

### NORFOLK, Va.

115 Third St. 23510  
(804) 622-1892

### PHILADELPHIA, Pa.

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

### PINEY POINT, Md.

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

### SAN FRANCISCO, Calif.

350 Fremont St. 94105  
(415) 543-5855

### SANTURCE, P.R.

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

### SEATTLE, Wash.

2505 1 Ave. 98121  
(206) 441-1960

### ST. LOUIS, Mo.

4581 Gravois Ave. 63116  
(314) 752-6500

### SUBIC BAY, Rep. of Philippines

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

### WILMINGTON, Calif.

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



## 'Friends Forever . . .'

After reading in the Pensioner's Corner of the most recent Seafarers LOG that Eric Joseph retired, I recalled the time he and I sailed aboard the same vessel out of the port of New York and, when the subject of "boxing" came up, we donned the gloves and sparred on deck, briefly. We both were out of shape, it seemed.

But, I was careful not to hit him in his blind eye that was the result of donating part of it to a former shipmate, "Phil" Pron. It was a most unselfish gesture, and there was quite a write-up about it in the LOG at the time.

So, among his other accomplishments while in our Union, I trust he'll have the good feeling of the foregoing to keep him company in retirement.

Eric, the pressure is off. Enjoy yourself, go home and visit your family and stay as long as you like. No more sailing boards to cope with. Someone else will do the cooking now, friend.

Maybe our paths will cross again at some future date. But for now, smooth sailing and steady as she goes.

**Friends forever,  
Clarence (Bud) Cousins (C-59)  
Butler, Pa.**

## No Decision Made—What Do You Think?

# SHLSS Student Loan Program Is Only Under Study

The article on a proposal to work up a fee schedule for courses at SHLSS, which appeared in the Nov. 1986 LOG, was not intended to imply that any fee program has been established.

The SHLSS and the Trustees are looking for new ways to improve the educational opportunities for our membership. A study has revealed that a number of people have used the facilities of the school and then left the industry. The purpose of the school is to improve both the industry and the job opportunities of those members who stay with the industry.

We would like to hear from you.

Should we continue the present system that allows some people to use the free educational facilities of our school for their own advancement and then leave the industry?

☐ yes ☐ no

Should we charge a fee to those who use the school's educational facilities and do not stay with the industry?

☐ yes ☐ no

Please send this to: Charles Svenson, Editor  
The LOG Box 123  
Seafarers International Union  
5201 Auth Way  
Camp Springs, Md. 20746

## Preference

(Continued from Page 24.)

tices a "contraction" for all practical purposes?

- The Cargo Preference Act of 1904 requires that military supplies shipped "by sea" must be sent on U.S.-flag vessels. It has been brought to our attention that the Department of Defense has flown supplies to Iceland rather than send them by sea on U.S. vessels pursuant to the cargo preference laws. Will you please provide details as to the type of military cargo sent by air, the justification for using air rather than surface transportation, and the cost comparison for air versus surface transportation.

- Why did the Defense Industrial

Supply Center (DISC) not institute administrative debarment procedures against Brussels Steel Co. after their knowingly false statements and deliberate breaches of contract concerning cargo preference were discovered? That would have been much more timely than the protracted review by the Inspector General that was instituted.

- Department of Defense procurement procedures and regulations allow shippers to make arrangements that have the effect of limiting application of the cargo preference laws. Why have these regulations not been changed to encourage the use of U.S.-flag vessels.

# Letters To The Editor



## 'Union Labor Still the Best . . .'

Many times we fail to applaud our brothers and sisters for going beyond their duties to show that union labor is still the best.

After boarding the M/V *Calrice Transport* and hearing of a two-man steward [department], reaction of the worst kind was felt. Nevertheless, Henry Jones and James Byron [both SIU members] showed us that even with the reduced manning scale, they made outstanding credit, not only to themselves, but most important to the Union.

I thought you would like to know.

**Vern Johansen  
Deck Delegate-SUP**

# Legislative Agenda

(Continued from Page 24.)

aren't introduced to repeal the ban on the export of Alaskan oil, or to abolish the Cargo Preference Act of 1954.

The Union also will be monitoring the different agencies and departments to make sure that they are implementing maritime promotional programs already on the books. This has been a big problem during the past few years.

A problem already has arisen. The Department of Agriculture has indicated that it might be inclined to waive the cargo preference requirements for vessels older than 15 years.

In addition, the SIU legislative staff is expected to concentrate its efforts on coming up with a new build and charter bill and in securing legislation

to stimulate American participation in the U.S.-Japan auto carriage trade.

The SIU will be looking into ways to beef up this nation's passenger vessel fleet. A bill that would have re-flagged several foreign-flag passenger vessels under American registry was allowed to expire in the 99th Congress. Had it been passed, it would have created thousands of jobs for American seamen.

"The key to any revival of the American-flag merchant marine is cargo," said Drozak. "Whether it's through cargo preference or bilateral trade agreements is immaterial. The important thing is that we have an American-flag merchant marine capable of meeting this nation's defense and commercial needs."





# Trade Bill, Job Security Top SIU's Hill Agenda

The period between Thanksgiving and New Year's has traditionally been a quiet time in the nation's capital.

This is not, however, a typical year. Two weeks before Thanksgiving, stories broke involving the biggest political scandal to hit this town since Watergate—the Iran-Contra arms deal.

Up until that time, talk in the nation's capital centered around the Redskins (Washingtonians are rabid football fans) and rumors about prospective committee assignments.

The great danger for the maritime industry, and the country, is that the administration and the 100th Congress will get bogged down on this one issue.

President Reagan, by virtue of his immense personal popularity, has been able to dominate the political agenda of this country during the past six years. Unfortunately, that agenda has rarely included any maritime promotional programs.

Even before the Iran-Contra arms scandal, the administration was perceived as having lost some power because it was unable to influence the results of the November elections. Now, the administration is in a state of near-disarray.

What do these latest political developments mean to seamen? A great deal. For the past 100 years, job security for American seamen has been closely tied to government policy.

With the exception of cargo generated by the two world wars, the maritime industry has had to depend on the leadership of Washington to survive in the face of heavily subsidized foreign fleets.

While the actual number of vessels registered under the American-flag merchant marine may have fluctuated

widely during the 20th Century, promotional programs such as the Cargo Preference Act of 1954 preserved a viable core capable of meeting this nation's minimum commercial and defense needs.

The wholesale elimination of many important maritime programs during the past six years has endangered that core. A recent study by the Navy predicted a shortage of skilled mariners in the event of a national emergency.

Aside from the Iran-Contra arms scandal, the 100th session of Congress is expected to concentrate its efforts on resolving those troublesome issues that its predecessors left untouched.

A little background on the 99th Congress is in order. It was able to reach a bipartisan consensus on a surprising number of issues—tax reform, immigration, toxic waste, South Africa. Yet it failed to make much headway on the festering budget and trade deficits.

It also failed to take any constructive action to halt the decline of the American-flag merchant marine. This, however, was not entirely the fault of Congress, or even the administration. Much of the blame rests squarely at the feet of the maritime industry, which was unable to come up with a common legislative program.

This disunity was an important factor in the failure to secure the reform of the liner subsidy program, which will start to expire at the end of this year. SIU President Frank Drozak testified before Congress last fall on this very issue. He said that dire consequences would result if action were not taken to resolve this problem.

Those dire consequences have hit with a resounding bang. U.S. Lines,

this nation's largest shipping company, has filed for protection under Chapter 11 of the bankruptcy code. While U.S. Lines is not an SIU-contracted company, its financial difficulties are indicative of the shaky state of the American maritime industry as a whole.

"The industry is dying," Drozak told the N.Y. Maritime Port Council recently. "We have to work with our newly elected friends in the House and the Senate to bring about a revival of the American-flag merchant marine."

At the top of Drozak's and the SIU's legislative agenda will be the trade issue, which is being viewed as a potential test of wills between a reinvigorated Congress and an embattled executive branch.

Organized labor has already drafted the broad outlines of a trade policy, which would center around increasing the powers of the U.S. trade representative. As it is, the trade representative has little authority of his own. Trade policy is scattered among

numerous departments and agencies.

A general trade policy is only half the answer. What is also needed is executive and legislative action dealing with specific industries. The SIU has been working hard to come up with its own program that would complement the one drafted by the AFL-CIO.

Indeed, much of this Union's activity during the period before the inauguration of the 100th Congress will be spent in meeting staff members of the different committees in order to convey our feelings about the trade issue and proposed maritime legislation.

As in previous sessions of Congress, there are indications that the maritime industry will have to devote a large share of its energies just to make sure that the few remaining promotional programs still in existence aren't abolished.

According to Frank Pecquex, director of legislation for the SIU, the Union will be monitoring the actions of Congress to make sure that bills  
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## House to Monitor DOD Preference Compliance

The House Merchant Marine Subcommittee is not convinced that the Department of Defense is committed to following strict interpretations of cargo preference rules.

"The testimony of your witnesses at our two hearings . . . cast doubts upon the sincerity of the administration's support for cargo preference. The Department of Defense witnesses presented narrow and contradictory legal arguments to support their procurement practices, indicating a negative attitude and an attempt to avoid application of cargo preference laws," 12 members of the subcommittee wrote in a letter to DOD Secretary Casper Weinberger.

The letter noted that the administration's policy is to neither expand nor contract present cargo preference laws, but the DOD witnesses seemed to indicate an effort by the department to narrow the scope of the laws.

"Aren't the current procurement practices a 'contraction' for all practical purposes," the letter asked.

In particular, the representatives were concerned about testimony that claimed parts and components purchased overseas, but for assembly in the United States, were not covered by cargo preference. In addition, they noted that some shipments scheduled for sea transportation were diverted

to airborne shipping, which is not covered by the preference laws.

The group asked for answers to six questions about the DOD's cargo preference practices. They also told Weinberger that they would carefully monitor all DOD shipments to ensure that the cargo preference laws are followed.

The questions they asked were:

1. The Navy determined that the cargo preference laws only apply to final products delivered to the Navy, not to component parts purchased by the contractor to fill a contract. Would you explain how that decision was arrived at when the 1904 law makes no distinction based on passage of title?
2. If a component is imported duty free because it is for the government's use, even though title has not passed, is it not logical that the same component is subject to cargo preference laws?
3. How does your agency's position on the cargo preference laws square with the clearly stated position of the administration that it does not support any "expansion or contraction" of the current cargo preference laws? Aren't the current procurement prac-

(Continued on Page 23.)

## Merchant Marine Panel Finally Sets Up Shop

WASHINGTON—The Commission on Merchant Marine and Defense finally is in business.

After 18 months of delays since its creation by Congress, the commission has its members and is ready to start work on its first preliminary report, due in nine months.

It isn't clear yet who will actually act as chairman for Navy Secretary John Lehman. But the commission staff has been in place since early this year under Navy Capt. Bernard D. Dunn.

The commissioners, appointed by President Reagan in October, just did gain Senate confirmation before Congress adjourned. They took their oaths Wednesday.

Beside Secretary Lehman, or his designate, the commissioners are: John Gaughan, maritime administrator; Edward E. Carlson, chairman emeritus of UAL Inc., Washington, D.C.; William E. Haggett, president and chief executive officer of Bath Iron Works, Bath, Maine; James L. Holloway, president of the Council of American-Flag Operators here; Joseph Sewall,

president of the consulting firm, James W. Sewall Co., Old Town, Maine; and Shannon J. Wall, president of the National Maritime Union, New York City.

The idea of the commission and the study it is to undertake began in the House Seapower Subcommittee headed by Rep. Charles E. Bennett, D-Fla. The Reagan administration has been unenthusiastic.

The commission is expected to examine emergency shipping needs as well as the shipyards' ability to meet them.

After its initial report to Congress and the president, a follow-up series of recommendations is due three months later. A final report is due nine months after that, followed by concluding recommendations in another three months.

The law specifies that the Navy secretary, or "his designate" be chairman. No decision has been disclosed on whether Mr. Lehman will preside personally or name someone else to do so.

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