



LOG

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One Seafarer Among Victims

Blast Rips Ogden Yukon in Pacific, Four Dead

An explosion ripped through the SIU-crewed *Ogden Yukon* (OMI), killing one Seafarer and three other crewmembers Oct. 28. The remaining 32 crewmembers abandoned the ship and were rescued the next morning by a Japanese fishing boat, some 300 miles south of Midway Island.

QMED James William Duffy, 52, of Union City, Calif., was killed in the blast. It is suspected to have been triggered in the engine room or bunkers, according to preliminary Coast Guard and company reports. Also killed in the explosion were Second Assistant Engineer Ed Roy Connolly, 62, of Texas (a member of MEBA-2) and two members of the riding crew, identified as Jim Turk and Jerry Baker.

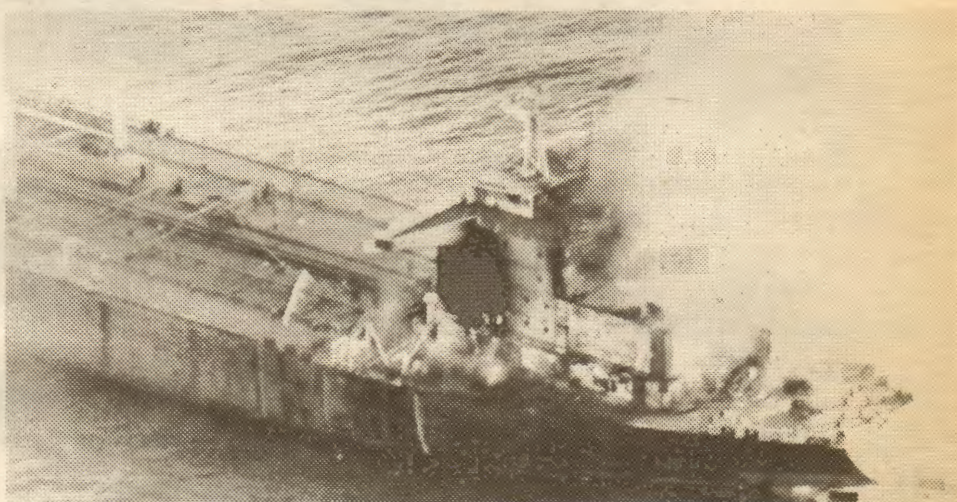
The *Yukon* had discharged a cargo of Alaskan oil in Honolulu and was on her way to a shipyard in Korea for various repairs when the explosion

occurred about 10:30 a.m. The blast destroyed the stack and stack-deck on the 13-year-old, 70,000 GWT tanker. Two of the victims were reportedly working in the engine room and the other two were near the stack when the blast ripped through the afterend of the ship.

See Page 13 for Firsthand Account of Explosion

The heat from the explosion was so intense, according to reports, that some crewmembers who were in their quarters at the time could not exit through their quarters' doors because they were so hot, and were forced to escape through the kick-out panels at the bottom of the doors.

Along with the crew and riding crew, 11 Japanese workers were onboard to muck out the tanks. A company



This picture of the *Ogden Yukon* was taken shortly after the ship was abandoned. The extensive damage is visible at the stern of the ship. (Associated Press Photo)

spokesman said all the tanks had been inerted prior to the explosion.

The *Yukon* continued to burn after she was abandoned, and OMI officials

were determining their salvage prospects.

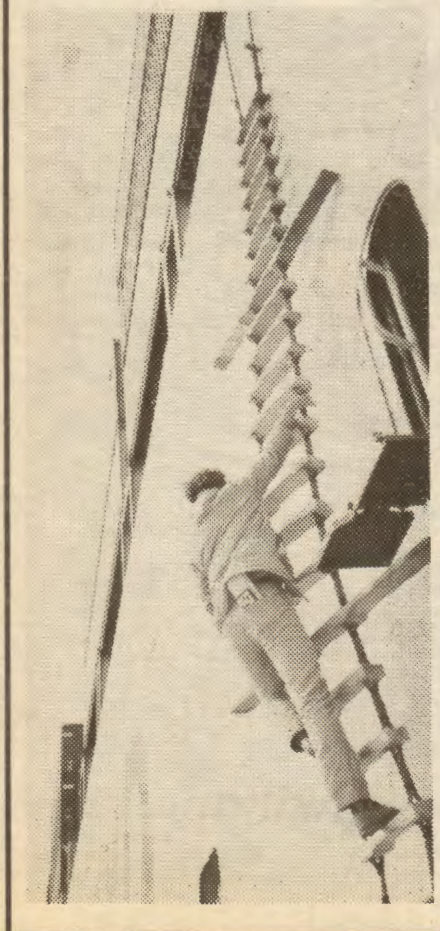
Following their rescue, the crew
(Continued on Page 13.)

Maritime Issues Go in Circles

Congress Ends Session Still Facing Deficit Crisis

Pilot Launching On Chesapeake

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Editor's Note: A session of Congress lasts two years, during which time a lot can be accomplished. But it is becoming a Washington tradition for senators and representatives to wait for the pressure of a fast approaching close to the session before they begin to clear the decks of issues they have been facing. Max Hall, LOG associate editor and Washington Report columnist, takes a look at the last-minute activity and reviews the two-year session.

With national elections just a few weeks away, and control of the Senate up for grabs, the 99th Congress ended on a frantic note. There were last-minute roll calls, missed deadlines, late nights.

In some ways, it was a replay of the 98th Congress. Yet there was one major difference.

The 98th Congress didn't accomplish much of anything. The 99th Congress, however, passed several major pieces of legislation.

Unfortunately, none had very much to do with the maritime industry.

The 99th Congress left many people scratching their heads. The same Congress that was able to produce a sweeping reform of the tax code had difficulty coming up with a simple budget.

Split down the middle between a Republican-controlled Senate and a

Democratic House, the 99th Congress was able to reach a bipartisan consensus on a surprising number of issues.

Even the most ardent critics of the 99th Congress acknowledged that it made headway on many important national issues—tax reform, toxic waste cleanup, reorganization of the Pentagon, sanctions against South Africa, drug abuse and immigration reform.

* * *

Nineteen eighty-six was supposed to have been the year of Gramm-Rudman. At the start of the 99th Congress, both the House and the Senate passed legislation mandating across-the-board cuts if Congress failed to meet certain budgetary goals. The president enthusiastically signed the bill into law.

Ironically, the budget submitted by the president failed to meet the goals enunciated in the Gramm-Rudman bill. Parts of the bill have since been declared unconstitutional.

While Congress technically adhered to Gramm-Rudman's budgetary goals for this year, it had to use a variety of political gimmicks to do so: questionable accounting methods and revenues generated from the one-time sale of national assets, such as Conrail.

Nevertheless, the budget deficit for next year is expected to exceed \$220 billion. Almost no one believes that the Gramm-Rudman timetable can be maintained.

Most economists maintained that there was a causal relationship between the budget crisis and the growing trade deficit, which reached an all-time high of \$140 billion in 1985 and will likely be broken in 1986.

The inability of Congress and the administration to come up with a coherent trade policy threatened the viability of many American industries, including maritime.

The SIU tried to highlight the trade
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Cruising the Panama Canal With the Cove Leader Page 22

President's Report

by Frank Drozak

CONGRESS has adjourned, a new Congress has been elected, and we are coming to the end of another year. The coming year will bring challenges and new opportunities. I have made up my mind that what we do with these challenges and opportunities is going to be up to us.

A number of our friends have been elected in both the House and the Senate. And the Democrats, with the strong support of organized labor, have won control of the Senate with a 55-45 majority.

But, let's not kid ourselves. Having friends in Congress does not guarantee that our programs for revitalizing this maritime industry are going to become the



because we, as the unions which represent the unlicensed workers, cannot get our act together, these same companies pit us one against the other to get cheap contracts and lower manning

We Are No Longer Going To Be The Ones To Bite The Bullet. Let Those Organizations Representing Licensed Personnel Take Note . . .

policy of this nation. We have had our friends in both the House and the Senate for many years, and they have been willing to do what they can to give new life to this unhealthy industry.

What has been lacking is a unity of purpose on our part—and I mean both within the industry and within our family of labor. For too long, we have all been victims of our own "dog-eat-dog" attitudes. This has been true of the steamship companies we deal with, and it has been true of our dealings with each other.

As our industry shrinks, everyone is out to save his own little piece of the turf. There are fewer than 10 U.S.-flag liner companies left, and all of them are fighting for survival. And

scales. And all the while, the licensed unions charge blindly ahead, totally oblivious to the handwriting on the wall.

I want to assure the membership of our Union of a couple of things. First of all, we are no longer going to be the one to bite the bullet. If cutbacks are necessary to save a shipping company from going under, it will not be the unlicensed seamen who make the concessions. We have gone that route too many times. No more. Let our contracted companies and those organizations representing licensed personnel take note.

I also want our membership to know that we are going to vigorously resist any and all attempts by the engineers to raid our jurisdiction aboard ship. We

need your support for this. As you will see in this issue of the LOG, we have filed Article XX charges against the National Marine Engineers Benevolent Association for infringing on the job rights of members of the SIU and the Marine Firemen. See the story on this which is on page 5, and let me know personally of any instances of this contract violation aboard your ship.

Finally, I want to assure our membership once again that as we continue to work with the National Maritime Union toward the goal of a merger of our two organizations, the job rights and job security of this membership will be my most important priority. I firmly believe that the merger of our two organizations, and hopefully the

merger also of the Marine Firemen and the Sailors Union, is in the best interest of all organized unlicensed seamen and boatmen.

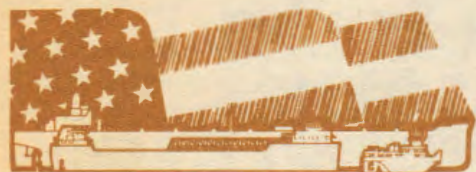
We have had our first meetings, and while there remain some very serious differences, I am still hopeful that eventually we will come to an agreement. I think Shannon Wall and I understand that neither of us can afford to go it alone any longer. As our job base continues to shrink because of automation and the irresponsible policies of the Reagan administration, we must all realize that unless we have unity of purpose and of organization we will founder.

But again, your job security comes first with me, and I will continue to keep you fully informed.

Upgraders See Congress



This group of QMED's had a chance to visit Capitol Hill this fall. The members of the class were Edward Desoucey, Kenneth Stratton, David Belkamp, Floyd Acord, John Bertolino, Rex Bolin, Servando Campbell, James Carnell, Jose Castro, Walter Fey, Orlando Flores, Darrell Hurts, Randy McKinzie, David Merida, Clifford Miles, Tim Pillsworth, Alfred Regas, Joe Saxon, Michael Wells, Paul Westbrook, Carlos Coello, Christopher Beaton, George Phillips and Robert Johnston.



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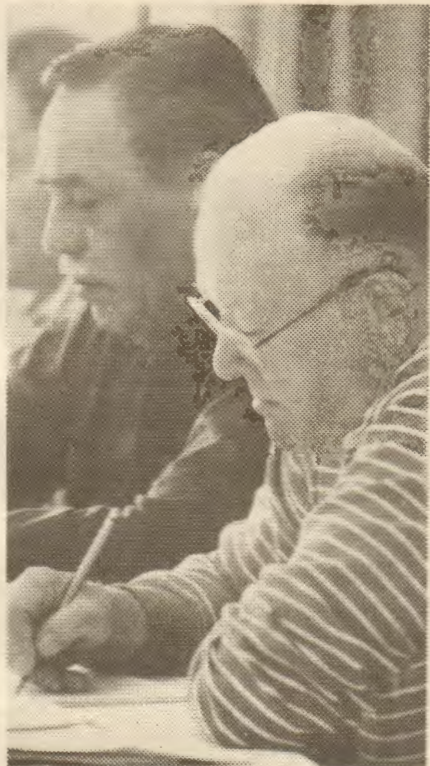
SIU, NMU Form Committees To Work Out Differences As Merger Talks Begin

PINEY POINT, MD.—Committees named by the heads of the two major unlicensed maritime unions in the U.S. began a series of meetings to work out differences in the structures and shipping rules of their organizations as merger talks got under way here Oct. 20.

NMU President Shannon Wall and SIU President Frank Drozak opened the meetings with frank admissions of the many problems involved in a merger, but also with expressions of the "absolute need" for unity in the face of a dwindling job base and an indifferent White House.

Opening the meeting, SIU President Drozak described the obvious advantages of a merger: a unity in bargaining with employers; a unity in lobbying for crucial maritime legislation in Congress; and an end to the cut-throat bidding which private companies and the military are using to their advantage and to the detriment of the deep sea membership of both unions.

(Continued on Page 5.)



The NMU delegation was headed by President Shannon Wall, right, and Secretary-Treasurer Thomas Martinez.



SIU President Frank Drozak makes a point during the opening session of the merger talks. With him are, from right, John Fay, Joe DiGiorgio, Angus "Red" Campbell and George McCartney.



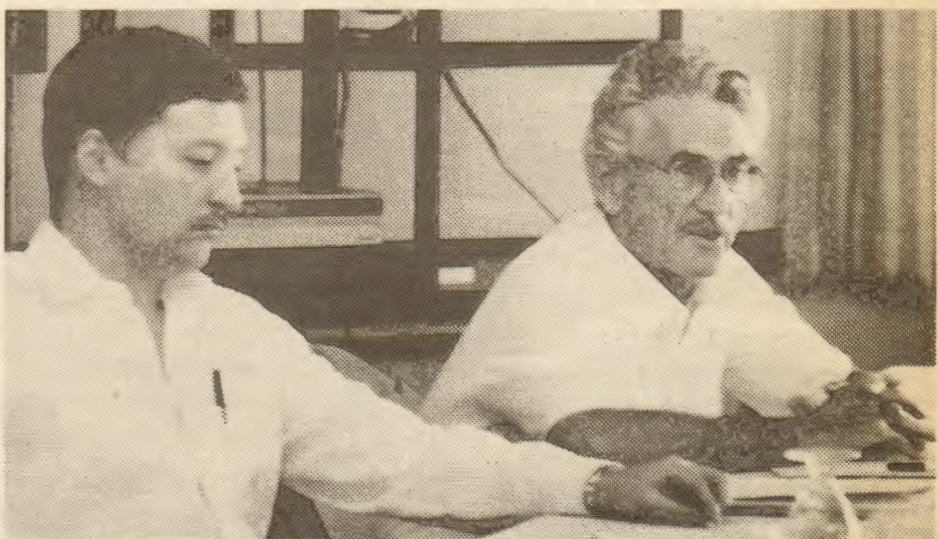
Looking at the two unions' shipping rules and deep sea contracts are, from right, SIU Vice President Angus "Red" Campbell, NMU Vice President James Paterson and NMU Representative Rich Berger.



The Sailors Union of the Pacific, and the Marine Firemen, Oilers & Watertenders came to the merger talks as observers. From left are SUP President Paul Dempster, SUP Representative Gunnar Lundberg and MFOW President "Whitey" Disley.



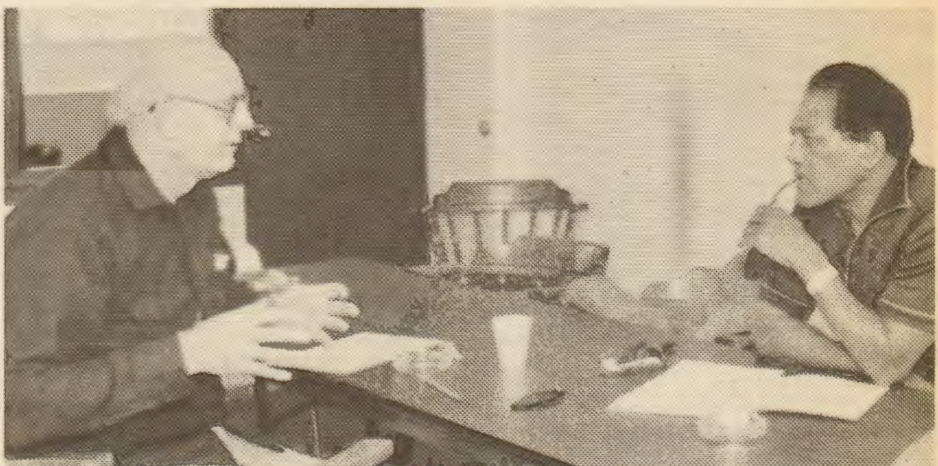
The constitutions and financial structures of the NMU and the SIU were examined and compared by, from left, Seafarers Plans Administrator Leo Bonser, NMU Secretary-Treasurer Thomas Martinez, SIU Secretary Joseph DiGiorgio, SIU Vice President George McCartney, NMU General Counsel Ned Phillips, and NMU Boston Agent Bob Healy.



AFL-CIO President Lane Kirkland assigned two personal representatives to participate in the merger discussions, Bill Sidell, at right, and Kevin Kistler.



The training and education programs of the SIU and NMU were examined by SIU Vice President Mike Sacco, center, and NMU representatives Charlie Mills, left, and Eugene Spector, right.



NMU Vice President Louis Parise and SIU Special Representative John Fay discussed the common problems of their "shoreside" memberships.

99th Goes Home, Deficit and Trade Wait 100th

(Continued from Page 1.)

issue when it supported legislation to open up the auto carriage trade between the United States and Japan, which has been effectively restricted to Japanese and Japanese-controlled shipping companies. Yet opposition by the administration limited any meaningful progress on correcting the inherent unfairness of the situation.

The administration's "free trade" bias also prevented enactment of a comprehensive trade bill or a bill aimed at limiting imports of textile products.

The trade bill, which passed by a veto-proof margin in the House, never made it out of the Senate. The textile bill, which passed both the House and the Senate, was vetoed by President Reagan.

Maritime and Labor

For both the labor movement and the maritime industry, the 99th Congress was not unlike a roller coaster ride.

There were a few spine-tingling moments, but after everything was said and done, both wound up pretty much where they began.

A number of controversial anti-labor bills were introduced, including one that would have gutted the Service Contract Act, which protects the wage security of workers employed on projects contracted out by the federal government. Yet most of these bills were defeated in the Democratic-controlled House of Representatives, or



SIU President Frank Drozak spent many hours on Capitol Hill trying to persuade Congress to act on merchant marine problems.

through a coalition of Democrats and moderate Republicans in the Senate.

Similarly, many pro-labor bills were left stranded in the more conservative Republican-controlled Senate.

Numerous attacks were made on the 1954 Cargo Preference Act, which is one of the most important maritime promotional laws in existence.

The ability of the maritime industry to repel attacks on the Cargo Preference Act marked an important victory.

For most people in the maritime industry, the emotional highpoint of the 99th Congress came one night late in the session when the industry defeated 20 separate anti-cargo pref-

erence amendments to the 1985 farm bill.

The maritime industry stood united on that issue, and the results spoke for themselves. Maritime was able to take on one of the most powerful special interest groups in the country.

A compromise was eventually reached that satisfied both the maritime and agriculture industries. Cargo preference requirements for concessional agricultural exports increased from 50 to 75 percent over a three-year period. In exchange, certain programs, such as Payment-In-Kind, BICEP and Blended Credit, were exempted from the provisions of the 1954 act.

Maritime unity was also evident in another important victory—renewal of the Export Administration Act of 1970, which resulted in the continuation of the ban on the export of Alaskan oil.

Still, maritime unity on Alaskan oil and cargo preference were the exception and not the rule. For the most part, the maritime industry remained fragmented.

The inability of the maritime industry to overcome its differences had an important effect in one critical area: subsidy reform.

The 99th Congress adjourned before it could deal with this issue. Operating Differential Subsidies, which keep most American shipowners in business, are scheduled to begin running out later this year for some companies.

"The inability of the various segments of the maritime industry to resolve their differences," said Jim Henry, legal counsel for the Transportation Institute, "could lead to serious financial difficulties for several U.S.-flag liner companies."

"While we hope that these predictions aren't accurate," said Henry, "the next three to five months will be critical."

Time Ran Out on These Bills

Congress came close to enacting several pieces of legislation that the SIU had been pushing for all year, but time ran out. The most important of these bills included a plan to reflag several vessels under American registry and another one to carry U.S. mail on American-flag vessels.

There was, however, a growing awareness about the problems that face the American-flag merchant marine. During the 99th Congress, the Navy released the results of a study it had conducted on strategic sealift. Not surprisingly, the study projected a severe manpower shortage for the American-flag merchant marine.

Members of Congress grew increasingly frustrated at the recalcitrant attitude of the administration. The maritime industry and individual members of the House had to check the actions of the administration to see if it was carrying out promotional laws already on the books.

Maritime continued to remain a low priority of the Reagan administration. Even though it had little real effect, the president pocket vetoed a bill authorizing funding for the Maritime Administration and the Federal Mar-

itime Commission. The move was seen as a rebuff to the Title XI loan guarantee subsidy program.

A potentially serious controversy between the maritime industry and the Department of Defense involving the carriage of military cargo to Iceland was resolved during the final weeks of the 99th Congress.

The compromise prevented the 1904 Military Transportation Act from being gutted. In exchange, the maritime industry did not oppose a one-shot, military transportation agreement between the United States and Iceland which assured Iceland at least 35 percent of cargo which otherwise would have been carried on American-flag vessels.

Many segments of the maritime industry were left high and dry during this session of Congress. Little was done, for instance, to revitalize the Great Lakes industry.

The fishing and canning industries also were neglected. A bill seeking to resolve the insurance liability crisis in those industries gained considerable support for a while, but never passed.

The one major promotional program to come out of this session of Congress involved the tug and barge industry. A port development bill calling for the first major infusion of federal funds in more than a decade was enacted during the final days of the session. The bill almost died because Congress and the administration had difficulty resolving their differences over ways to fund it.

Great Change

The 99th Congress coincided with a period of great change, both for the country and the maritime industry.

The lines between railroads, tug and barge operators and deepsea companies are slowly being erased. There is a growing trend towards intermodalism.

The worldwide shipping recession had gotten so bad that the flag-of-convenience registries were trying to undercut one another. The government of Norway unveiled a plan to reduce its manning requirements to just six people: one captain, two licensed engineers, two licensed deckhands, and one unlicensed seaman.

Many transportation companies are being taken over by conglomerates. Sea-Land, which employs a large number of SIU seamen, became the subject of a takeover by CSX Railroad.

Meanwhile, structural changes were occurring in the U.S. and worldwide economy.

America's industrial base continued to decline. The number of active vessels registered under the American flag fell below 400.

Congress passed a sweeping tax reform bill. Few people were willing to predict the long-range effects of the law.

The tax reform proposals enacted by Congress contained one revolutionary provision for the American maritime industry—the elimination of tax avoidance by American companies on the earnings of their foreign-flag fleets.

(Continued on Page 5.)

Agency Will Operate, but . . .

Reagan Vetoes Marad Funding Authorization

It may have been only symbolic, but President Reagan's pocket veto of funding authorization for Marad was another slap to an already beat up maritime industry.

Marad and the Federal Maritime Commission will be able to operate because the \$400 million for those agencies was contained in other legislation already signed.

The House and Senate disagreed on the funding levels during conference and the \$400 million matched the budget request from the White House, but there were some changes in the way the money was allocated.

Rep. Walter B. Jones (D-N.C.), chairman of the House Merchant Marine and Fisheries Committee, called the bill (HR 4175) "routine and non-controversial" and said it was needed "to authorize funds for the small maritime program we have left to support our strategic needs."

Reagan saw it differently. Observers say the veto was the result of something left out of the bill—the repeal of the Title XI credit guarantee program.

"The maritime industry must be encouraged to rely on the private credit market without federal intervention as its source of capital if we are to con-

tinue our progress toward restoring the industry to full health," Reagan said in a veto message.

"Nobody can argue that Title XI doesn't have problems, but a lot of people say that those problems are a direct result of this administration's lack of any kind of a comprehensive maritime policy. I'd also like to know what 'progress' the president is talking about. So many companies are dancing on the brink of bankruptcy, I find it hard to believe the administration can claim the industry is progressing to full health," said SIU President Frank Drozak.

Because of the other legislation, Marad will continue to operate. The biggest chunk of the \$400 million budget is earmarked for Operating Differential Subsidy payments, \$320 million. Other budget items include:

- \$3.5 million for research and development;
- \$64.6 million for operations and training activities;
- \$29.4 million for education and training expenses (\$19.2 million to Kings Point and the rest to state maritime schools);
- \$9.5 million for national security support capabilities, and
- \$25.7 for other operations and training.

SIUNA Files Article XX Charges Against MEBA; Seeks End to Jurisdiction Raiding by Engineers

The Seafarers International Union of North America has asked the AFL-CIO to halt the jurisdictional raiding of the National Marine Engineers Beneficial Association which is threatening the job security of unlicensed seamen.

In a detailed letter to AFL-CIO President Lane Kirkland on behalf of the SIUNA's A&G District and West Coast Marine Firemen, Oilers & Watertenders, SIUNA President Frank Drozak charged that MEBA was engaged in "widespread violations" of contract provisions safeguarding the

work jurisdiction of unlicensed engineroom crew.

Drozak further charged that MEBA is in violation of Article XX of the AFL-CIO constitution which provides that "each affiliate shall respect the established work relationship of every other affiliate."

Both the SIU and the MFOW have received several complaints from their members documenting violations of the work jurisdiction of the unlicensed seamen in which licensed engineers, who are members of MEBA, are per-

forming work which is specifically set forth in the collective bargaining agreements as being the duties of unlicensed crewmembers.

At least one employer has acknowledged violations, and in an effort to settle the dispute has paid a premium overtime penalty to the affected unlicensed personnel.

But, Drozak said, payment of penalties does not alleviate the underlying jurisdictional problem. He said that the SIU and the MFOW have already suffered significant reductions in manning because of automation.

"The actions of the MEBA, if not immediately halted by directive of the AFL-CIO, will effectively cause a further diminution of the jurisdiction of unlicensed unions," Drozak said. He asked President Kirkland to move quickly to prevent further harm to the job security of the SIU and MFOW membership.

In the meantime, Drozak is asking SIU and MFOW members to document any further contract violations by MEBA engineers, and to turn in overtime for all violations within 72 hours of the violations.

Jones Wins AOTOS Award, Seafarers Honored, Too

House Merchant Marine & Fisheries Committee Chairman Walter B. Jones was given the 1986 Admiral of the Ocean Seas award Sept. 26. The award is presented annually by the United Seamen's Service in recognition of outstanding public service to America's shipping industry, and is based on results of a nationwide maritime industry poll.

In accepting the award from Sen. John W. Warner (R-Va.), the Carolina congressman promised to continue to work to strengthen U.S. maritime policy.

As the 600 guests invited to share

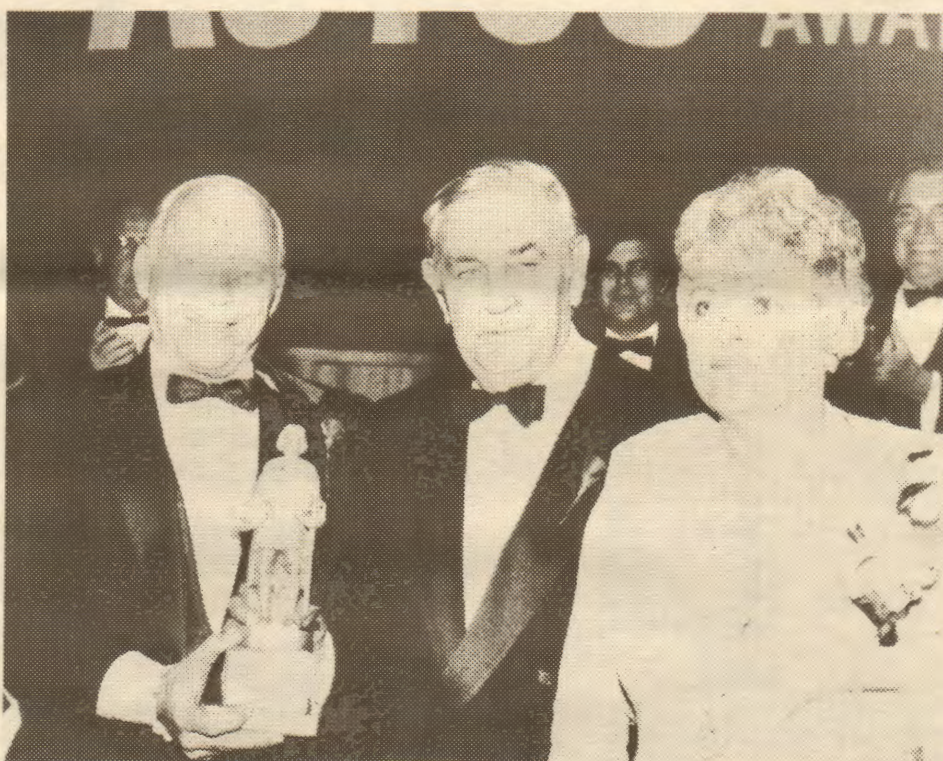
in the award ceremonies listened, Chairman Jones outlined work now being done in Congress to construct a viable maritime policy.

The congressman was the 20th recipient of the AOTOS award and received the symbolic silver statuette of Christopher Columbus who was one of the earliest recipients of the Admiral of the Ocean Seas award given by

Queen Isabella of Spain in the 15th Century.

Mariners plaques and rosettes were also presented at the dinner to captains and crews who were selected for special recognition for their outstanding service in carrying out rescues at sea. Among the award recipients were SIU members who participated in the rescue operations of the *SS Manukai*

(Matson Navigation Co.) and the *ITB Baltimore* (Apex Marine Corp.). Those on the *Manukai* received a plaque for bringing to safety the crew of a sunken yacht in the Pacific. The captain and the crew of the *Baltimore* were lauded for rescuing the crews of two sailing vessels that had gone down in heavy seas off Cape Hatteras during Hurricane Kate.



Rep. Walter B. Jones (D-N.C.) (center) was presented the Admiral of the Ocean Seas award. Jones was accompanied to the dinner by his wife Elizabeth (far right). Capt. Robert Hart, president of the Marine Index Bureau and chairman of the AOTOS National Committee, is shown passing the statue of Christopher Columbus to Jones.

—Merger Talks—

(Continued from Page 3.)

Speaking for the NMU, Shannon Wall opened by stating that: "I am not concerned with turf. What I am concerned with are the rights and job security of the members of our merged organization. With good will and good intentions, our problems are resolvable."

In addition to full meetings attended by representatives of both unions during the two-day sessions, a continuing series of committee meetings was begun. These committees are working to iron out differences in the various programs and structures of the two organizations, including shipping, training, welfare and pension plans, contracts and constitutions.

Also attending the meetings were two representatives assigned by AFL-CIO President Lane Kirkland, Bill Sidell and Kevin Kistler.

Meetings of the various committees are continuing.

Personals

Walter Scott Richmond

Anyone knowing the whereabouts of Walter Scott Richmond—please get in touch with his sister, Ola Richmond at 1116 Highland Glen, Westwood, Mass. 02090, or call (617) 296-6203.

Marion

Unable to reach you concerning Lisa at the phone number listed in the LOG. Please call collect: (301) 969-8600. Jack Rhodes.

Stamatios Tsaroudis

Please call Mr. Turner at (504) 484-6425.

Book on SUP's First Century

Love of the sea and dedication to union ideals are the prime themes of a new book about the first 100 years of the Sailors' Union of the Pacific.

Stephen Schwartz, a one-time seaman and SUP member who later became a Railway and Airline Clerks activist, said that writing "Brotherhood of the Sea" was a "humbling experience." His lesson and the one he conveys to readers, he said, is "what a labor organization means to its members and to the community."

In his preface to the book, California Labor Federation Executive Secretary-Treasurer John F. Henning said labor history "has a highly honored place for union seamen and their wars against violence of nature and the grasp of shipowners." The SUP's history "embodies the story of an organizational militancy that survived decades of combat to win the workers liberation."

The book is available from SUP headquarters at 450 Harrison St., San Francisco, Calif. 94105. The cost is \$35 for union members, \$30 for union retirees, and \$40 for non-union members, plus a shipping charge of \$1.19 per copy for mailing to any U.S. postal zone.

99th Congress Ends

(Continued from Page 4.)

Still, a great many people in the maritime industry felt that tax reform might be something of a wash, especially since depreciation schedules were made more stringent.

Most provisions in the tax code concerning the maritime industry were left pretty much untouched, despite attempts by the administration to have them changed.

The provisions included the Capital Construction Fund, deduction of business expenses for conventions held onboard passenger vessels, tax breaks for American companies doing business in Puerto Rico and the U.S. Virgin Islands, and deductions for con-

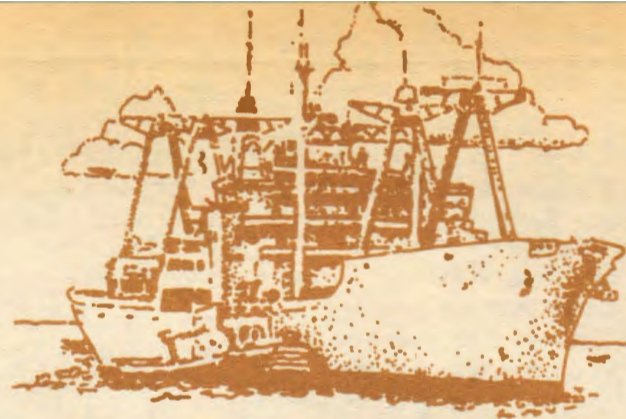
tributions made to employee benefit plans.

Throughout the latter part of the 99th Congress, the SIU and the NMU publicly talked about the possibility of merging into one unlicensed maritime union.

Whether or not that comes about, the continuing decline of the maritime industry and the indifference of the present administration poses a dilemma for all maritime unions.

The SIU has been able to protect the job security of its members during this difficult period by helping its contracted companies make bids for vessels that had been contracted out by the military.

Safeguard Your Shipping Rights



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

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

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

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

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

KNOW YOUR RIGHTS

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

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

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

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

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

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

KNOW YOUR RIGHTS



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

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

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

KNOW YOUR RIGHTS

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

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

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

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

Seafarers

HARRY LUNDEBERG SCHOOL OF SEAMANSHIP



Piney Point Maryland

Lundeberg School Trains Navy Group on Heavy Crane

The Navy Reserve Cargo Handling Training Battalion came to Piney Point recently to receive training on the school's 32-ton Hagglund crane.

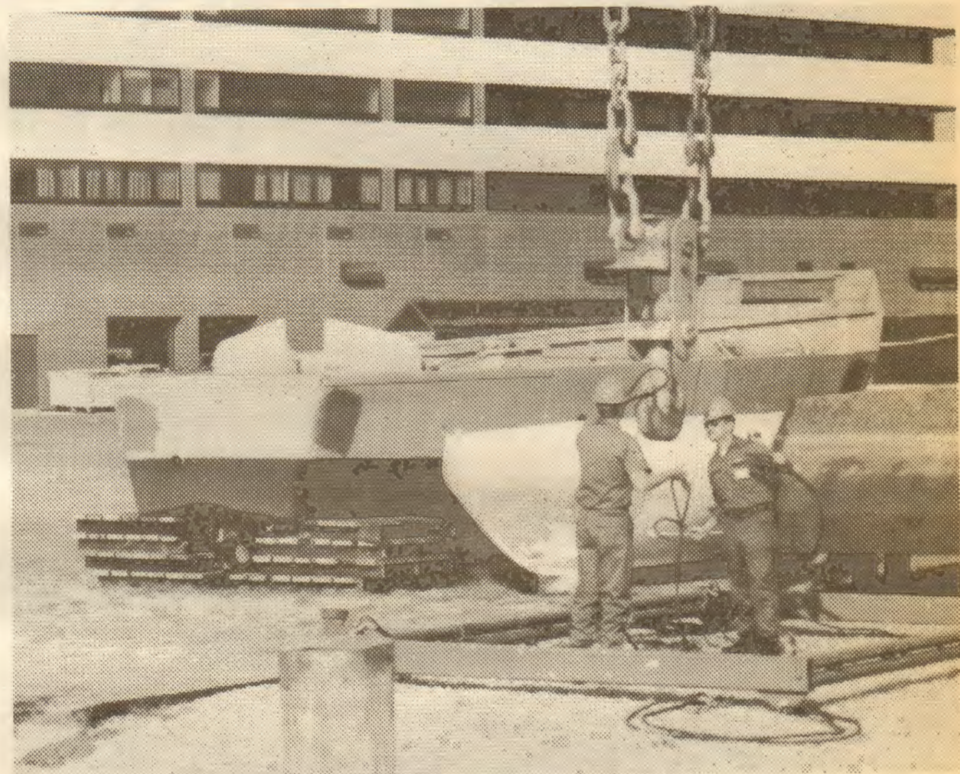
The battalion, stationed in Williamsburg, Va., is an active duty unit with a primary mission of training all Navy cargo handling force personnel, both active and reserve.

It is the primary augmentation unit for the Navy in the event of pre-mobilization action and is a Quick

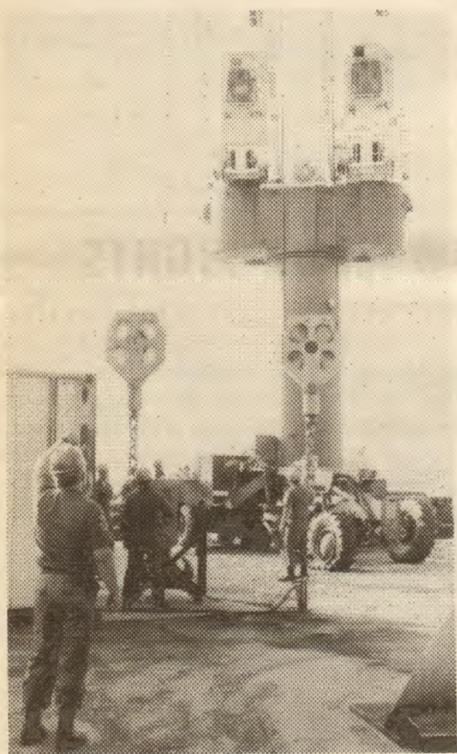
Response Combat Support Unit of the Operational Forces specializing in open ocean cargo handling.

The training given to the members of this unit helped acquaint them with the Hagglund crane and reinforced their cargo handling techniques.

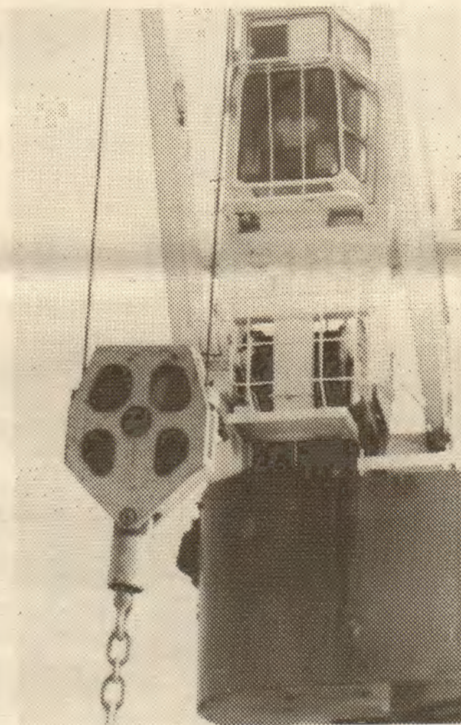
The SIU's support of the sealift community's cargo handling programs is one example of the nation's "Fourth Arm of Defense" in action.



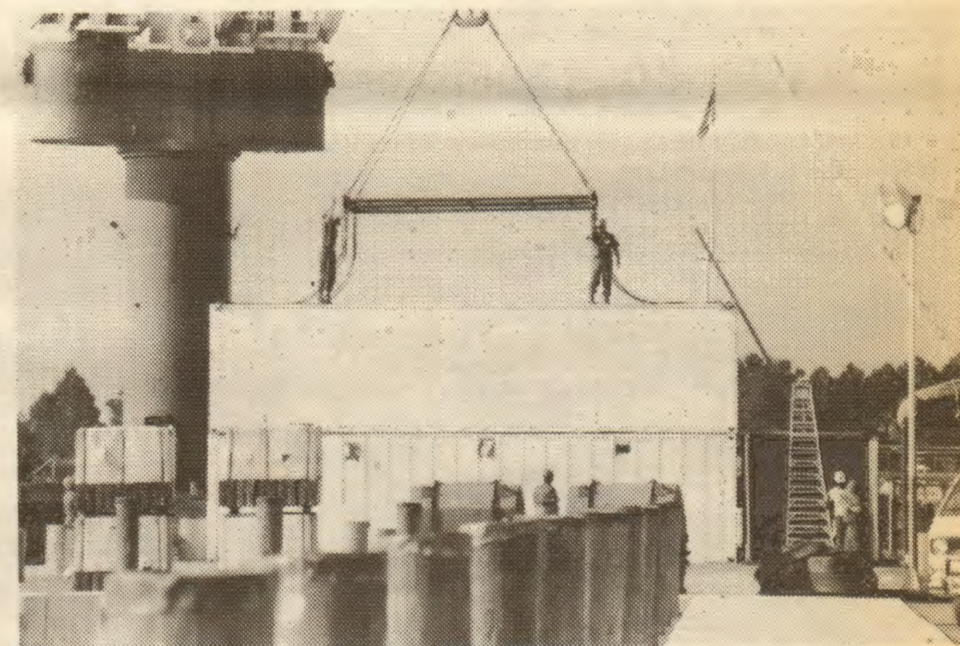
Melvin Hewitt (l.) and Gerald LeBar preparing to hook up the spreader in twin operation.



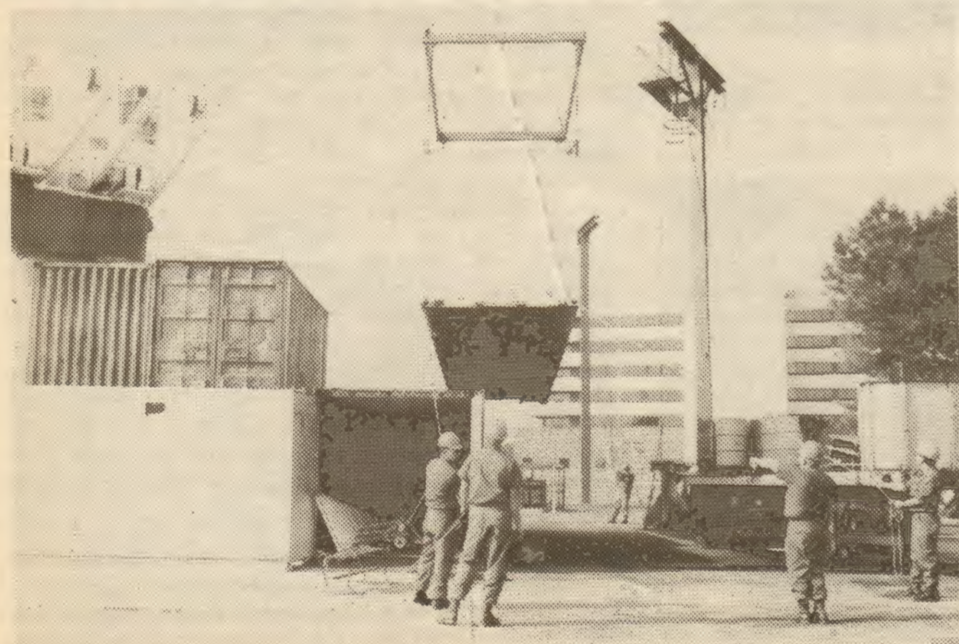
The signalman gives the signal to lower the jib in preparation for placing the crane in twin operation.



Crane Operator William Northey raises the jib while hoisting the cargo.



Preparations are completed for hoisting the 35 ft container.



Signalman Donald Williamson signals the crane operator to lower the jib.



First row (l. to r.): Richard Dickerson (Instructor), Gerald LaBar, Donald Williamson. Second row (l. to r.) Gary Creech, Mike Prell, Jimmie Maynor. Third row (l. to r.) Melvin Hewitt, Carl Bruce, William Northey.



Physical Science Instructor Roger Francisco explains the capabilities of an air track to Gary Heatherington (l.) and Kyle White.

Plan Ahead for the SHLSS College Program in 1987

The Seafarers Harry Lundeberg School College Program began its fourth session of college courses in November. The November session wraps up the final offering of college courses for 1986, and next year there will be five sessions of college courses, eight weeks in length offered to SIU members. Courses offered during the sessions vary according to student needs. In the past year students have been working on their college requirements by taking English Composition and Rhetoric, General Physical Science and math courses based on placement tests. These seem to be some of the more popular courses as they meet the early requirements in the 2-year associates degree program. Next year, these same courses will be offered along with a variety of other courses in the areas of science, social science, psychology and, of course, math and English courses. The dates for the college program sessions for 1987 are published each

month in the LOG along with the dates for vocational and adult education upgrading courses.

Students who enroll in the college program are treated as any other upgrader at SHLSS. Room and board are provided at no charge and transportation expenses are reimbursed upon successful completion of the program of study. Students are scheduled for their courses with study time built into their day to help them meet the demands of taking college level courses. Depending upon course difficulty and student ability, students are usually scheduled for two to three courses per eight week session.

So far, student reaction to the program has been very positive. Some of the benefits of the program cited by students are that the classes run for eight weeks at a time rather than the traditional 16 week semesters at most other colleges and that the classes are small which makes it easy for

students to get individual help from instructors. Another benefit of the college program is that there are placement tests and remedial courses available for those students who are not quite ready to step into college level work. Student Kyle White, who just completed a session of the college program, stated that, "This college program is very beneficial to the seafarers, and I just wish that more people would take advantage of it." Mr. White found his course in Physical Science both challenging and interesting. He added, "The classes are good because the teachers are very supportive and will give you as much help as you need. The class sizes are small so there is a greater chance to get individual help and really understand the material."

When asked what he would say to other seafarers about the college program, Mr. White says simply, "Get back to Piney Point and take advantage of a great educational opportunity."

The first step to get into the college program is to fill out an application. The application in the LOG can be sent in and then the college programs office will contact the student about scheduling dates, courses available and placement in the program. It's easy to get information about the program. Just contact the College Programs Office at SHLSS. Don't hesitate to call or write if there are any questions. Look at the course schedule for 1987 and start making plans to attend the college program next year.

College Program Information

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

Name _____

Address _____

Street

City

State

Zip Code

SIU Book Number _____

Circle whichever applies to you

Inland

Great Lakes

Deep Sea

Deck

Engine

Steward

Mail This Coupon To:

Tracy Aumann

SHLSS

Piney Point, MD 20674

SHLSS COURSE GRADUATES



Third Mate

First row (l. to r.) Douglas A. Craft, Rick deMont, Dan Severinson, Shawn Kennedy. Second row (l. to r.) Paul Konstantino, Edwin Rivera, Stephen Gateau, Skip Krantz, Jim Brown (Instructor).



Lifeboat

First row (l. to r.) Joseph Murphy, Stephen Bowden, Veronika Cardenas, Ben Cusic (Instructor). Second row (l. to r.) William Bolling, Judy Barbera, Bill Simmons.



Marine Electrical Maintenance

First row (l. to r.) Fred Vogler, Robert Raff, David Hamilton, Paul Olson, Dan Picciolo. Second row (l. to r.) Gary Gateau, Corbin Piper, John Gener. Not pictured: Walter Kimbrough, Richard Williams.



Able Seaman

First row (l. to r.) Don Gearhart, Thomas Sherrier, Vernon Johnson Jr., Erwin C. Udan, Raymond Kucharczyk, Jake Karaczynski (Instructor). Second row (l. to r.) Joel Miller, Royce Kauffman, Jeff Libby, John Joseph Arnold, Kenneth Gilson.



Army Training Group

First row (l. to r.) SGT John W. Holt Jr., SSG Steven R. Wilson. Second row (l. to r.) SSG Oscar Nadal, Richard Dickerson (Instructor), SSG Charles Williams.



Refrigeration

First row (l. to r.) Pat Cross, A. H. O'Krogly, Larry Hines. Second row (l. to r.) Eric Malzkun (Instructor), Charles Sandino, Joe Pomraning, Alan Hansen, Joaquin R. Miller, Bob Hill. Third row (l. to r.) John Wright, Robert Bunch, Jim McBride.

1987 UPGRADING COURSE SCHEDULE

Programs Geared to Improve Job Skills and Promote the 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

Recertification Programs

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

Steward Upgrading Courses

Course	Check-In Date	Completion Date
Chief Cook	January 27 March 18 May 13	Open Ended Open Ended Open Ended
Cook & Baker	February 4 March 18 April 29 June 10	Open Ended Open Ended Open Ended Open Ended
Chief Steward	January 27 March 18 May 13	Open Ended Open Ended Open Ended

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

Adult Education Courses

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:

Course	Check-In Date	Completion Date
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 QMED Third Mate Able Seaman FOWT	February 2 March 16 April 27 May 11 June 1	February 6 March 20 May 1 May 15 June 5
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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

NOTICE

To All SIU Members Who Are Scheduled To Attend SHLSS

You must present an up-to-date SIU clinic card before attending classes.

All students who are enrolled in a U.S. Coast Guard certified class must carry a valid clinic card.

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
- ☐ Seallift Operations & Maintenance

ENGINE

- ☐ FOWT
- ☐ QMED—Any Rating
- ☐ Marine Electronics
- ☐ 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
- ☐ Marine Electronics (LASH Crane)
- ☐ Hydraulics
- ☐ Hagglund Crane Maintenance

STEWARD

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

ALL DEPARTMENTS

- ☐ Welding
- ☐ Lifeboatman
- ☐ Seallift 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.)

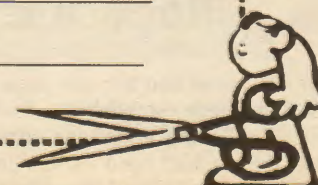
VESSEL _____ RATING HELD _____ DATE SHIPPED _____ DATE OF DISCHARGE _____

SIGNATURE _____ DATE _____

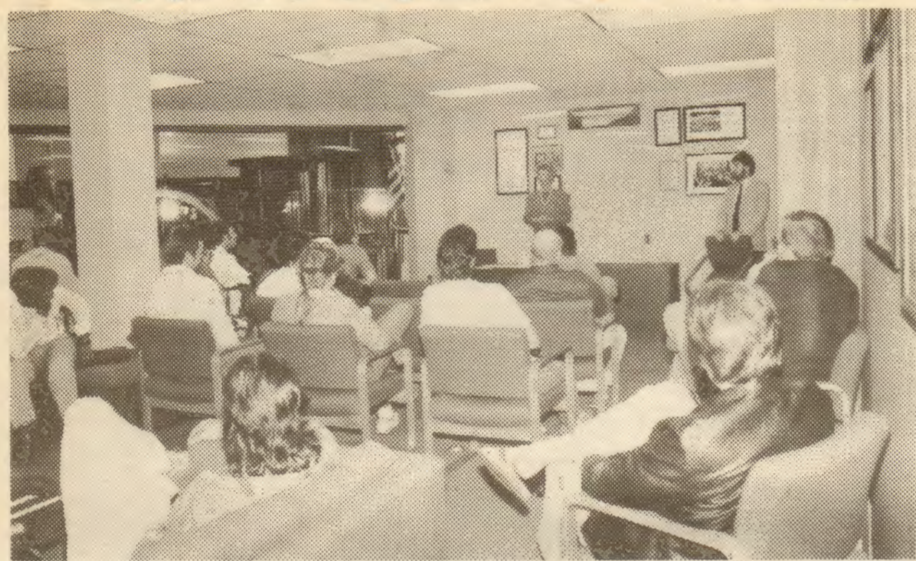
RETURN COMPLETED APPLICATION TO:

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

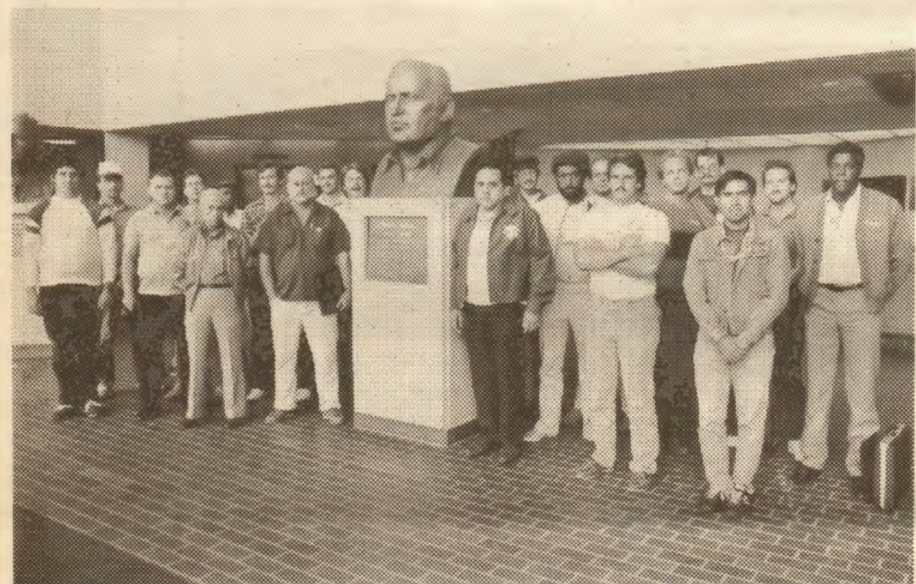
Rev 8/86



Upgrading Classes Visit HQ's, Learn About Hill Politics



Members of the Third Mates, Operation and Maintenance, Able Seamen and Refrigeration classes listen to SIU legislative reps Liz Demato and Frank Pecquex explain the Union's role in politics. Below are Seafarers who recently took part in Sealift and Operations, Marine Electrical Maintenance and FOWT upgrading classes at SHLSS.



Fund Drive Nets \$3,000 For John Cleveland Family



Mrs. John Cleveland and her son John Travis Jr. were presented with a check for \$3,000 last month from Arthur Kalen, SIU director of personnel. The check establishes a trust fund for two-and-one-half-year-old John Jr. SIU staff member volunteers raised money for the trust fund by soliciting donations during a raffle and a picnic held on Paul Hall's Birthday at the Seafarers Harry Lundeborg School August 20, 1986. Chief fund raisers included (l. to r.) Barbara Adams, Jean Brown, Pat Reid, Mary Georghiou, Diane Coleman and Deborah Porter. In addition, the volunteers raised money from direct donations from companies interested in the welfare of John Jr. John Cleveland Sr. was director of the SIU Headquarters Food Services. He was fatally injured last summer following a car accident not far from his home in St. Mary's County, Md.

Kennedy and the 'Monsignor'



Still monitoring the pulse of politics, retired SIU VP Edward X. Mooney was as active as ever in the recent congressional elections. Working part-time out of the Seattle hall, Brother Mooney was on hand to greet Congressman-elect Joseph P. Kennedy (D-Mass.) during Kennedy's visit to Seattle in July.



VP Reports

(Continued from Page 14.)

with no sign of reactivating.

Up in Seattle, there are a number of laid up ships. Shipping, however, continues to be very good. And unless a member is real choosy, he should have no trouble shipping out.

Out in Honolulu, we're still very busy with our military-contracted ships. The *Constitution* and the *Independence* were paid off, and the *Constitution* is coming to the coast for her annual drydocking on Nov. 29.

The tanker *Ogden Yukon* also came through Honolulu before an explosion aboard ship claimed the lives of four crewmembers. I knew the QMED, James Duffy, the one SIU member who was killed. He was a good shipmate and a good Union brother.

I'm pleased to report that a contract agreement has been reached between the SIU-AGL&IWD, SUP and MFOW on the one side with the Pacific Maritime Association (PMA), which represents APL and Matson Navigation. The terms of the agreement extend the contract from June 15, 1987 to June 15, 1990. It also includes a 2 percent wage increase effective July 1, 1987, July 1, 1988 and July 1, 1989, as well as COLA adjustments. We also were able to negotiate an increase in wages & benefits for any member 60 years or older who qualifies for a long-term pension under the present plan (25 years sea-time).

SIU members throughout California have been assisting striking Kaiser hospital workers by participating in rallies and other forms of support.

In closing, I would like to express my sympathies and regrets on the passing of our old friends Cal Tanner and Rex Dickey. They were both great old guys and will be missed.

Alcoholism: A Family Affair

By Dr. Phillip L. Polakoff
Director, Western Institute for
Occupational/Environmental Sciences

Alcoholism is more than an individual problem. It's a family affair.

One-third of all Americans, according to a national poll, admit that alcohol has been a cause of trouble in their families.

The alcoholic's symptoms are well known: excessive drinking, blackouts, morning shakes, confusion, irresponsible behavior at home and in public; delirium and even death in extreme cases.

What's not widely known is that the wives and husbands, children and parents of alcohol-chemical dependent persons have their own set of symptoms. Unless these family members recognize that they, too, need help and get it, they can carry a burden of guilt, psychosomatic illness, social isolation and sexual problems with them long after the death of an alcoholic parent or the divorce of an alcoholic spouse.

Following are some family patterns, or symptoms, compiled by the Marworth Alcoholism and Chemical Dependency Treatment Centers in Pennsylvania. Other sources of information and support are Al-Anon and Alateen, anonymous fellowships modeled after Alcoholics Anonymous. AA groups are usually in the phone book.

One of the earliest family symptoms is denial. For whatever reason, family members don't accept or confront the negative effects of another person's drug or alcohol use. The abnormal becomes normal to them. They pretend and act as if everything is okay. They'll often say—and truly believe—"It's not that bad."

Preoccupation and fear are common. Family members become totally absorbed in the mood, behavior and activity of the chemically dependent person. The addicted person becomes the main focus of the family. The others may neglect their own responsibilities.

Because of the unpredictable and often erratic behavior of the alcoholic, family life is full of anxiety and dread. No one knows what will happen next. But based on experience, everybody expects trouble.

This leads to tension and irritability. Finally, unable to suppress feelings of anger, shame and worry, family members overreact. They lose their tempers. Raise their voices. Throw things.

Guilt feelings follow. Family members assume responsibility for another's drinking and behavior. They believe that if they can do something better or different—or don't do some-

thing—the drinking or chemical use will stop.

Others take over the alcoholic's role and responsibilities, including parenting, financial obligations and household chores. In alcoholic families, older children often take over for one or both parents.

Resentment over these role reversals can persist for years, sometimes even after the alcoholic stops drinking, or dies, or is no longer in the lives of the affected family members.

Sexual relationships suffer along with everything and everybody else. Partners stop sharing feelings—and, very often, bedrooms. Children have no role models on which to form their own healthy sexual relationships.

High tension and stress levels in an alcoholic home result in a variety of real or imagined physical conditions. Family members of alcoholics don't feel well a lot of the time, and make

frequent visits to the doctor for medical attention.

One of the most depressing—and useless—things that can happen is for some family members to increase their own chemical use: "If you can't beat 'em, join 'em." They may do this to numb the feelings of pain and frustration. Others may be motivated by revenge or spite. Fortunately, this tactic is usually temporary.

This is a somber story. But as the problem becomes more widely recognized, more help is becoming available for families.

Educational and support groups are being sponsored by schools, churches, community organizations, hospitals and alcoholism treatment centers. Often these valuable services are provided at no charge. If you need such help, please try to find it and use it.

If you have any questions, or suggestions for future articles, write to the LOG, 5201 Auth Way, Camp Springs, Md. 20746.

STEP THREE

"Made a decision to turn our will and lives over to the care of God as we understood Him."

One of the three essential beginning steps on the road to recovery. Practicing Step Three is like opening a door which to all appearances is still closed and locked. All we need is a key, and the decision to swing the door open.

There is only one key, and it is called willingness. Once unlocked by willingness, the door opens almost of itself. Looking through it we shall see a pathway beside which is an inscription. It reads:

"This is the way to a faith that works."

To every worldly and practical-minded beginner, this step looks hard, even impossible. No matter how much one wishes to try, exactly how can he turn his own will and his own life over to the care of whatever God he thinks there is?

Fortunately, we who have tried it, and with equal misgivings, can testify that anyone can begin to do it. A beginning, even the smallest, is all that is needed.

Once we have placed the key of willingness in the lock and have the door ever so slightly open, we find that we can always open it some more. And even though self-will may slam it shut again and again, as it frequently does, it will always respond the moment we again pick up the key of willingness.

Once we have made the beginning, we can, in times of emotional stress or indecision, ask for quiet and in that stillness simply say:

"God grant me the serenity to accept the things I cannot change; courage to change the things I can, and the wisdom to know the difference."

* * *

A.A.'s Twelve Steps are a group of principles, spiritual in their nature, which, if practiced as a way of life, can expel the obsession to drink and enable the sufferer to become happily and usefully whole.

Step One. We admitted we were powerless over alcohol and drugs, that our lives had become unmanageable.

Step Two. We came to believe that a power greater than ourselves could restore us to sanity.

Staying Drug-Free: There Is A Way Open

A little more than 10 years ago, the first group of Seafarers took that first step in getting their lives back together. They were the first to go through the SIU's Alcoholic Rehabilitation Center. Both the Union and those members realized alcohol was killing them, and it was time to do something.

Since then, almost 1,000 SIU members have taken advantage of the help that is available to them, but some things have changed in the last decade. For the most part, it was alcohol that was destroying the lives of that first group. Today almost 80 percent of the Seafarers who enter the program are also addicted to other drugs. Because of that change, the SIU has refocused its efforts to include help for members fighting drug problems.

Unless you live in outer space, you are aware of the problems drugs have caused this country, this industry, this Union. Far too many of our brothers and sisters have fallen victim to drug addiction. It can destroy their personal lives and it can ruin their careers. It can maim and it can kill.

It is getting to the point that a large percentage of the jobs available to SIU members require Seafarers to be drug-free. If you want to ship, you're going to have to take a test. If you don't pass it, you don't ship. The Coast Guard is cracking down.

New rules may be even tougher. The threat of having your papers jerked is real if you are found with drugs onboard or if you are caught working under the influence.

If drugs or alcohol have become a problem in your life, you have the opportunity to reclaim control over your life. Your Union has provided the tools for you, but you have to use them.

The Alcohol and Drug Abuse Rehabilitation Center can be where you take that first step. It's a tough step. But it is a step you will be thankful that you took all your life, because it can be the step that gives you back all your life again.



HOOKED?
A JUNKIE?
DO
SOMETHING
ABOUT IT!
CONTACT
YOUR
PORT AGENT
OR S.I.U.
AT CAMP
SPRINGS,
MD.

After Blast, No Way to Fight Fire, So Crew Waits

Brian O'Hanlon never got a chance to finish his pineapple juice. An explosion so powerful that "it felt like the ship was picked up" and a fireball blazing across the *Ogden Yukon's* starboard porthole in the mess sent O'Hanlon heading for what he hoped was safety on the deck of the tanker.

"It was a low and powerful feeling and then I saw a fireball outside the porthole. I thought 'holy shit!'" said the 42-year-old AB from Livermore Falls, Maine.

O'Hanlon, who spoke to the LOG several days after the explosion, said he, the chief steward and a BR first tried to make their way to the port side through the darkened and smoke-filled deck house.

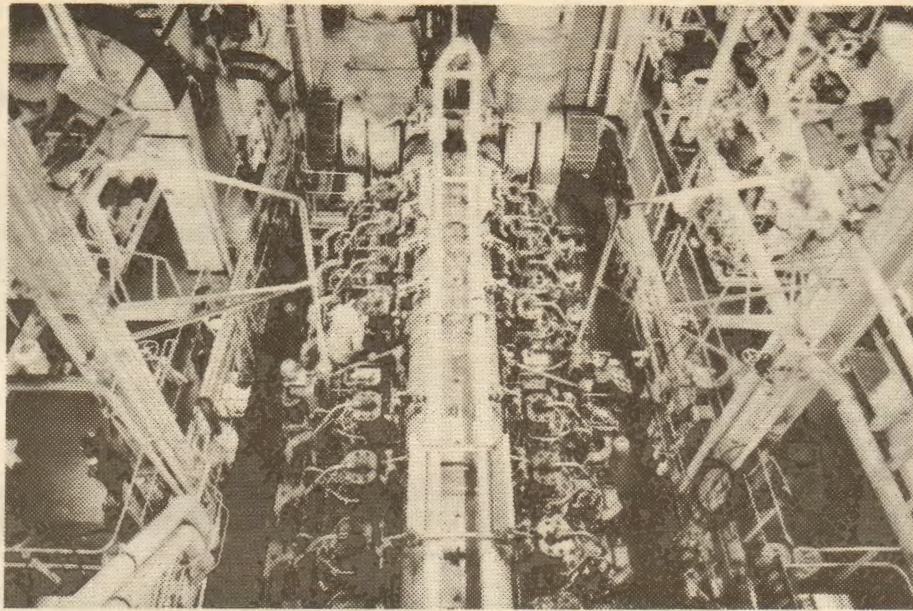
"We weren't wasting no time. But the port side was on fire when we got there and somebody said, 'We can't get out this way.' There were no lights, the house was full of smoke. I guess it only took about 15 or 20 seconds before we got outside," he said.

When he and the others reached the deck, they saw the massive damage the blast had done to the ship's stack and stack deck. They were virtually destroyed.

"Later when I thought about it, I was surprised there were only four killed," he said.

As the crew gathered after the blast, some men were trying to break out the hoses, but the explosion had left the ship dead in the water—no power, no pumps, no way to fight the fire.

The crewmembers who were on the bridge at the time of the blast were forced to lower themselves from the bridge by lines; their other escape routes were blocked by smoke, debris



The explosion is suspected to have originated in the engine room of the *Ogden Yukon*. Two of the victims were reportedly working there when the blast ripped through. Above is a picture of the engine room aboard the *Yukon's* sister ship the *Ogden Dynachem*.

and fire.

A quick head count was taken and that was when the four victims of the blast were discovered to be missing. Also several crewmembers suffered injuries in the explosion.

"When I first got out, I saw the first engineer there and carried him midships," O'Hanlon recalled. It was later reported the engineer had suffered a broken leg.

Once the captain and crew discovered there was no way to fight the fire, the crew moved forward, toward the bow and hopefully away from any further explosions.

One lifeboat had been blown apart in the blast but the other was still serviceable. However, to get to it meant having to return to the area of the fire and explosion.

"The captain asked if we wanted to go back there and bring the boat around. I said 'Well you're the captain . . .,'" O'Hanlon said.

O'Hanlon and several other crewmembers made their way back to the lifeboat. "Being good little Catholic boys, we crossed ourselves and went over the portside and got the lifeboat. We lowered it and moved it forward," he said.

After the lifeboat had been secured, they sat. About an hour later another explosion rocked the ship and it was suspected to have been a bunker tank going up, he said. During the course of the day, several other small explosions were heard and the crew guessed they were from oxygen and acetylene tanks exploding.

At about 4:30 p.m., some six hours

after the first blast, the captain decided it was time to abandon the *Yukon*.

"We had some people with injuries and we didn't want to have to get them in the lifeboat in the dark, so we started to lower them down," O'Hanlon said.

Even with the riding crew and the 11 Japanese workers who had been aboard to muck the *Yukon's* empty tanks, the lifeboat and one life raft were able to accommodate the crew, he said.

The weather was fair and the seas calm that night, but the emergency transmitter aboard the lifeboat didn't function properly. However the EPIRB's (an emergency location device) signal had been picked up by the Coast Guard, and a Japanese fishing vessel was on the way to the *Yukon's* crew.

It was quiet in the boat and no one seemed particularly worried that night about being rescued, O'Hanlon said.

"By that time we were pretty well exhausted," he said.

About 6 or 7 a.m. the next morning, the *Shosi Maru* reached the scene and took the *Yukon's* crew aboard. Two hours later they were transferred to the Singapore-flag ship the *Dresden* which took them the 300 miles to Midway Island. Later the Coast Guard flew the crew to Honolulu.

O'Hanlon said one of the things which surprised him during the initial time after the explosion was, "how calm everybody was. Everybody really kept their cool."

He also singled out Capt. Terry Kotz and Chief Mate Ed Ingermann for their coolness and professionalism in an extremely deadly and stressful situation.

—Ogden Yukon—

(Continued from Page 1.)

was transferred from the fishing boat to the Singapore-flag freighter *Dresden* which took them to Midway Island. The crew was flown to Honolulu where the Coast Guard is conducting interviews as part of its investigation into the fatal blast. Four other crewmen suffered minor injuries, including the First Engineer who sustained a broken leg.

Seafarer Duffy joined the Union in 1951 and, except for a tour in the U.S. Army Infantry, sailed with the SIU continuously. He first sailed as a wiper but upgraded, earning both QMED and chief electrician endorsements. He completed a Sealift Maintenance and Operation course at SHLSS in 1985.

LNG Aries Rescues 15



After 45 days in a small rickety boat, 15 Vietnamese refugees were finally plucked from the ocean by the *LNG Aries* (ETC). The refugees (pictured below) said several ships had passed them by during their five weeks at sea. None stopped.

At the left is the steward department, which had a lot of extra work to do feeding another 15 people. They are (clockwise) GSU Jacqueline Davis (seated), Steward Abdul Hassan, Chief Cook Henry Daniels, GSU Perry McCall and GSU Juan Rosario.



SHLSS Launches Student Loan Program Jan. 1

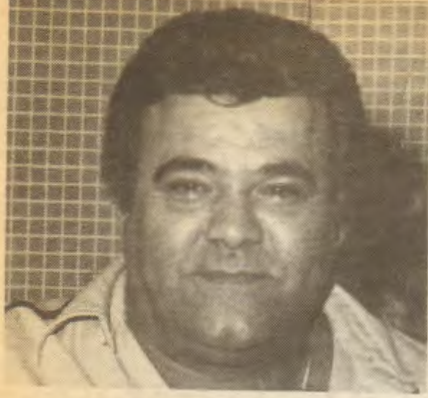
Beginning Jan. 1, 1987 all trainees and upgraders attending classes at the Seafarers Harry Lundberg School of Seaman-ship will participate in a scholarship loan agreement program.

Under the agreement, the school will provide instruction, course materials, room and board. All students will sign loan contracts agreeing to repay the loans if they fail to work a certain number of days per year for companies which contribute to SHLSS.

The loan is reduced by the amount of time the employee works with a contributing employer. If an employee continues working for an SIU company, it is likely that he or she would totally reduce the amount of his loan and would not be responsible for any repayments.



Area Vice Presidents' Report



Great Lakes
by V.P. Mike Sacco

THE Midwest, which has already been hard hit by the decline of this nation's industrial base, is gearing itself for massive lay-offs in the auto industry.

General Motors has announced plans to let go 29,000 workers in the region. While this will further depress the Great Lakes maritime industry, it will have no immediate effect on the job security of our members.

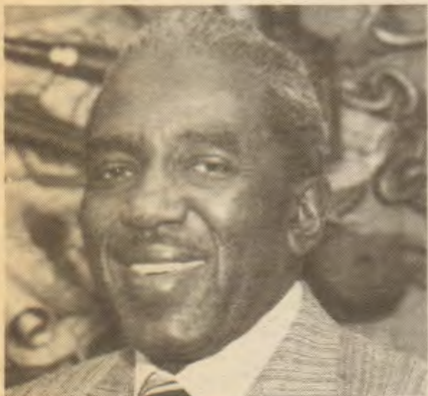
A number of long-standing dredging projects were finally finished. Leudtke Engineering completed its Buffalo, N.Y. dredging job. It is moving its equipment to Milwaukee, Wis. to have it ready for the spring thaw.

Other dredging companies are trying to beat the winter frost. Still, things are quickly winding down in the area.

One good piece of news. The towboat companies are trying to move all the grain they can out on the rivers before the bad weather comes. This has helped pick things up for our members.

The *Delta Queen* and the *Mississippi Queen* have headed South for the winter. For the next few months, they'll be spending most of their time around New Orleans.

An interesting aside: the Payment-in-Kind program, which was exempted from the provisions of the P.L. 480 program as part of a compromise between maritime and agriculture, has recently come under attack.



East Coast
by V.P. Leon Hall

THE big story this month on the East Coast was the overwhelming success of the SIU's grassroots political efforts.

In New York, every single candidate we supported for the House of Representatives was elected. Governor Mario Cuomo and Senator Al D'Amato defeated their opponents.

In Pennsylvania, SIU-backed Arlen Specter won re-election to the Senate in a difficult campaign.

In Maryland, where some of our members manned phone banks, William Donald Schaefer defeated his Republican opponent for governor by better than a four-to-one margin. This long-time friend of the SIU carried

every single group of voters, including registered Republicans.

Barbara Mikulski became the first woman to be elected to a Democratic Senate seat in her own right.

Republican Helen Bentley staged a heroic battle to defeat Kathleen Kennedy Townsend. Townsend had the Kennedy name and a lot more money, but Bentley's long-time ties to the port of Baltimore made the difference.

The 1986 elections came at a pivotal time for the American maritime industry.

According to the most recent issue of the *Navy Times*, the American-flag merchant marine has fewer vessels than the Navy for the first time in the history of this nation.

As any SIU member contemplating retirement can tell you, the face of the maritime industry has changed almost beyond recognition in just a few years.

An important sign of that change are the merger talks that the NMU and the SIU are engaged in.

Thirty years ago, all anyone who wanted to feel the pulse of the maritime industry had to do was take a walk on the West Side of Manhattan, where the bulk of the NMU's passenger vessels and the SIU's cargo ships were tied up between runs.

Today, the docks are rotting and the seamen's bars are closed. When people talk about a renaissance, they don't mean ships; they mean condominiums, parks and even a proposed superhighway.

The deepsea fleet is not the only part of the maritime industry to feel the pinch. Up in New Bedford, our fishermen are also being hard pressed by foreign competition, a growing anti-union backlash and soaring insurance rates.

We will be starting a trial in New Bedford against the Seafood Producers, who violated the rights of our members during the strike that was held there earlier this year.

One last note: Morton Bahr, president of the Communication Workers of America (CWA), has been named this year's recipient of the Paul Hall Award.

The award is handed out by the New York Maritime Port Council to an individual who has done the most to promote the labor movement, the maritime industry or the port of New York.



Gulf Coast
by V.P. Joe Sacco

SIU-backed candidates scored close to a clean sweep in the Gulf states in this off-year election. Part of their success has to be attributed to the hard work and SPAD donations by this membership.

Seafarers across the Gulf volunteered their time, passing out leaflets, canvassing, making signs, manning telephone banks and attending rallies for the candidates this Union believed would give us an ear in Washington. The victories we were able to achieve show how important SPAD is to the SIU. It shows our members why we are including voluntary SPAD check-off clauses in all the contracts we are negotiating for our Inland members.

In Louisiana, the efforts of our membership, organized labor and the Democratic party were able to beat back the millions of dollars and the support of President Reagan and Vice President George Bush in the Senate election there. Just weeks before the election, the so-called experts predicted Republican Henson Moore would walk away with the election. They gave Rep. John Breaux little chance. Some \$5-6 million in GOP funds and various presidential visits later, Breaux won the election handily, a 54-46 percent margin.

In Alabama and Florida, our endorsed candidates defeated Republican incumbents. In Florida, Gov. Bob Graham took the Senate seat from Sen. Paula Hawkins, and in Alabama Dick Shelby defeated incumbent Senator Jeremiah Denton.

The grassroots work of our membership, the efforts of the various Port Councils, and SPAD contributions played a great role. Overall it was a pretty good victory. Now we have to look to 1988 when the presidential campaign hits full stride, and we have to find a candidate who will support the maritime industry. It may seem a ways down the road, but it is never too soon to start.

Staying on politics for minute, I recently had chance to host, along with other Houston Democrats and labor leaders, Paul Kirk head of the Democratic National Committee. They were here to look over Houston as a possible site for the 1988 Democratic convention. I understand Houston is in the top three as a possible site.

We've been pretty busy on the contract front. We've negotiated contracts with Higman Towing in Orange, Texas which will cover about 60 Boatmen. We also completed talks with Bay Towing of Houston and with Western Towing, also in Houston. The Red Circle contract has been ratified in New Orleans.



Government Services
by V.P. Buck Mercer

THIS office continues to receive reports from crewmembers on various MSCAPAC ships regarding the

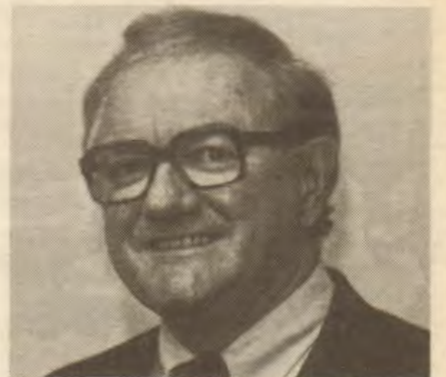
use of drugs, pot, pills, etc., by other crewmembers while aboard ship. On several previous occasions, I have spoken on this subject, but it seems that the more that is said, the worse the problem gets.

We know, of course, that it takes only a few individual violators to make things unsafe for not only themselves, but for others around them, and can put "heat" on any ship. My concern is safety for all crewmembers, and I know that when one crewmember is "spaced-out," not only does that person fail to perform properly but places every other crewmember in jeopardy.

Drugs affect different people in many different ways. For that matter, I venture to say that the basis for some of the disputes that happen aboard ship are due to drugs. Customs officers and dogs don't come aboard ships and pull surprise searches for nothing—and if you get caught, "you lose."

If you have a problem with drugs or alcohol, why not help yourself by doing something positive about it before it's too late? Why continue down the road to destruction when assistance is as near as your telephone? MSCAPAC has a policy to offer free and confidential counseling to all employees who have personal problems which are affecting their job performance or conduct. The Civilian Employees Assistance Program (CEAP) can help with a variety of situations including drug dependency and the use of alcohol. Why wait to be disciplined before taking advantage of this program? If you feel this program could be of assistance, you are urged to contact the CEAP coordinator at (415) 466-4732.

Remember, you must take the first step toward recovery by first admitting to yourself that you have a problem. Then, make that "all important" telephone call and help is on the way.



West Coast
By V.P. George McCartney

THIS past election shows more than ever the need for the SIU to be active in politics to protect our maritime interests. I think we did very well out here in California, particularly with the re-election of Sen. Alan Cranston. We had quite a few SIU volunteers working the polls on election day, and I believe this helped. It is also reassuring that the Democrats have recaptured the Senate. We are going to need every bit of help we can get to cope with this administration.

In the port of San Francisco, we covered 31 ships, 20 payoffs and 11 ships in transit. The *SS President Truman* came in, paid off, laid up and was turned back to Marad. The only other ship we have in lay up here is the *SS Transcolumbia* of Hudson waterways
(Continued on Page 11.)



Inland News

tug/tow
barge/dredge

Rivers, Ports Set for \$5 Billion in Improvements

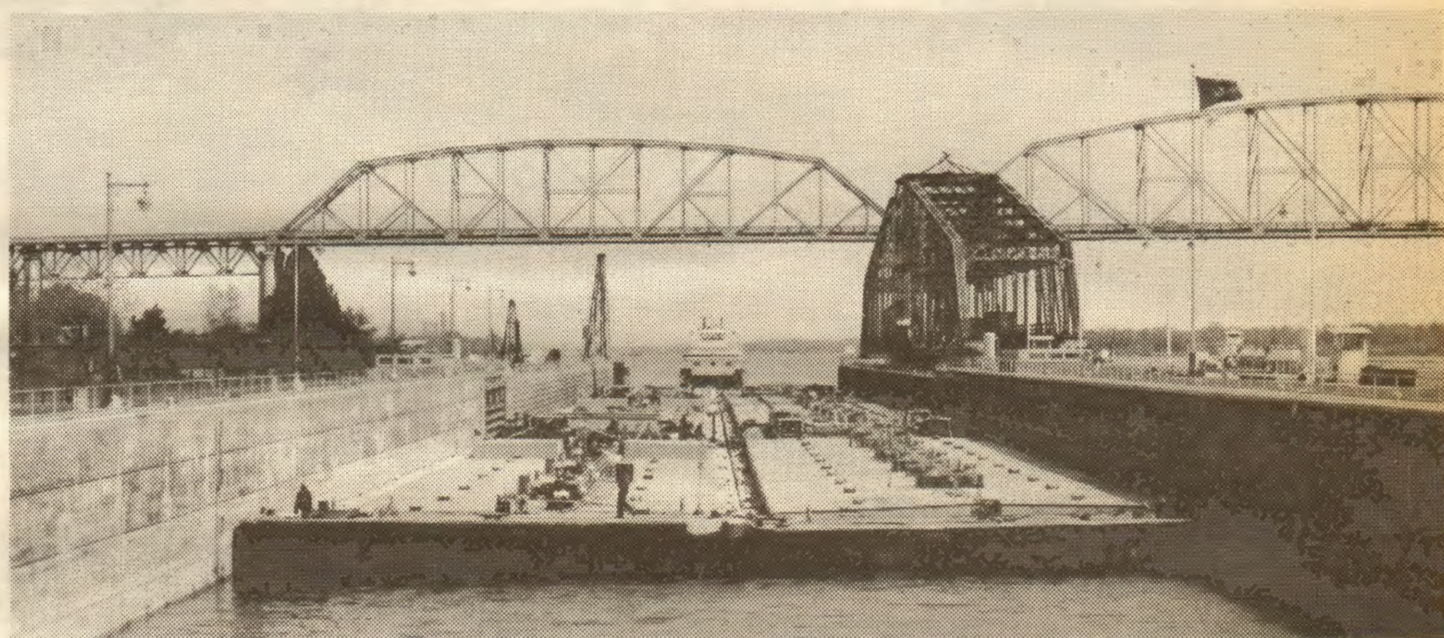
More than \$5 billion will be spent to improve the nation's inland waterways and ports under the provisions of a \$16 billion water resources/port development bill signed into law late last month.

The bill, HR 6, is the culmination of almost 10 years of debate on how to improve the ports and rivers and how much to spend. During that time many inland waterways began to deteriorate as locks and dams grew old and deepsea ports saw the arrival of deeper draft ships which couldn't navigate the shallow channels of many U.S. ports.

In the past, almost all work on ports and rivers was paid for by the federal government. But a growing deficit and changes in philosophy resulted in the two new provisions—local cost sharing obligations and user fees—as ways to ease some of the federal burden.

Of the \$5 billion earmarked for port and river projects, local authorities will have to raise \$2 billion. Tax revenues and bond issues are expected to finance the major share of local cost obligations for the projects.

The legislation also includes a formula for user fees which will be used for maintenance of harbors and should



Dozens of the important locks and dams on the inland waterways will benefit from the port development bill.

cut current federal costs of harbor dredging maintenance by about 40 percent. Shippers will pay a .04 percent tax on the value of their cargo moving through U.S. ports. That tax is expected to raise about \$140 million a year. The issue of user fees raised questions during the debate, but some modifications of the fee and how it is applied convinced most shippers to go

along with the arrangement.

Some of the projects and the federal share included in the bill are:

- Black Water-Tombigbee River, Ala.—\$150 million for lock and dam replacements;
- Ohio River, Ohio and W.Va.—\$268 million for replacement of Gallopis locks and dams;

- Monogahela River, Pa.—\$123 million and \$82 million for replacement of two locks and dams.

Major improvements also are scheduled for Mobile Harbor, the Mississippi River Ship Channel, Texas City Channel, Norfolk Harbor, San Pedro Bay and New York Harbor. In all, 48 projects are included in the legislation.

Chesapeake Bay Pilots

Navigation laws say cargo ships must seek the assistance of licensed pilots when sailing the inland waterways.

SIU members at a number of pilot stations play an important role in providing safe navigation by transporting pilots to cargo carriers. Or they work to bring pilots back to

land by launch once a vessel has received pilot assistance.

In the Chesapeake Bay, the Association of Maryland Pilots and the Association of Virginia Pilots have several stations and a fleet of pilot launches for just such transport services. During the night hours the Chesapeake is often jammed with traffic. Pilots board cargo vessels to direct shipments through the maze of small and large boats and ships.

Launches meet cargo carriers at prearranged buoy locations. The

**See Pages 16 & 17
For More Photos**

rendezvous route becomes habit. At the Lynn Haven Inlet station on the Virginia side of the Chesapeake Bay, SIU launch operators meet inbound vessels at one of four marked locations off the Virginia Capes.

What is unpredictable for SIU pilot launch operators is the weather. And nowhere is this truer than on
(Continued on Page 16.)



The Maryland, a pilot launch owned by the Association of Maryland Pilots, is docked at the Association's Solomon's Island, Md. Lusby station.

Ex-IBU of Pacific Chief Merle Adlum, 62, Dies in Seattle

Former head of the Inland Boatman's Union of the Pacific, Capt. Merle D. Adlum, 62, died in the Swedish Hospital, Seattle last month. He had cancer.

Brother Adlum joined the then SIU-affiliated IBU of the Pacific in 1954 working as an organizer. Later he was assistant to the president of the Union for several years before becoming head of the IBU of the Pacific.

At the same time, Capt. Adlum was assistant business agent for the Masters, Mates and Pilots Union, Local 6 and was president of Virginia V Foundation, Seattle. He was also a member of the Seattle Port Commission from 1964 to 1984. As a port commissioner, Capt. Adlum won the Municipal League of Seattle and King County Outstanding Citizen Award in 1967 and the Puget Sound Maritime Press Assn. Maritime Man of the Year Award in 1972.

He was a veteran of the U.S. Navy before World War II serving on the aircraft carriers USS Saratoga and USS Oklahoma.

Born in Friday Harbor, Wash., he was a resident of Seattle.

Surviving are his widow, Miriam; five daughters, Virginia Houser, Joan Chandler and Jackie Strople, all of

Seattle, Judi Blanks of Port Townsend, Wash. and Cindy Larsen of Woodland, Wash.; and two sisters, Sister Victoria Ann Adlum (S.N.J.M.) of Everett, Wash. and Bette Copelin of Napa, Calif.



Merle Adlum

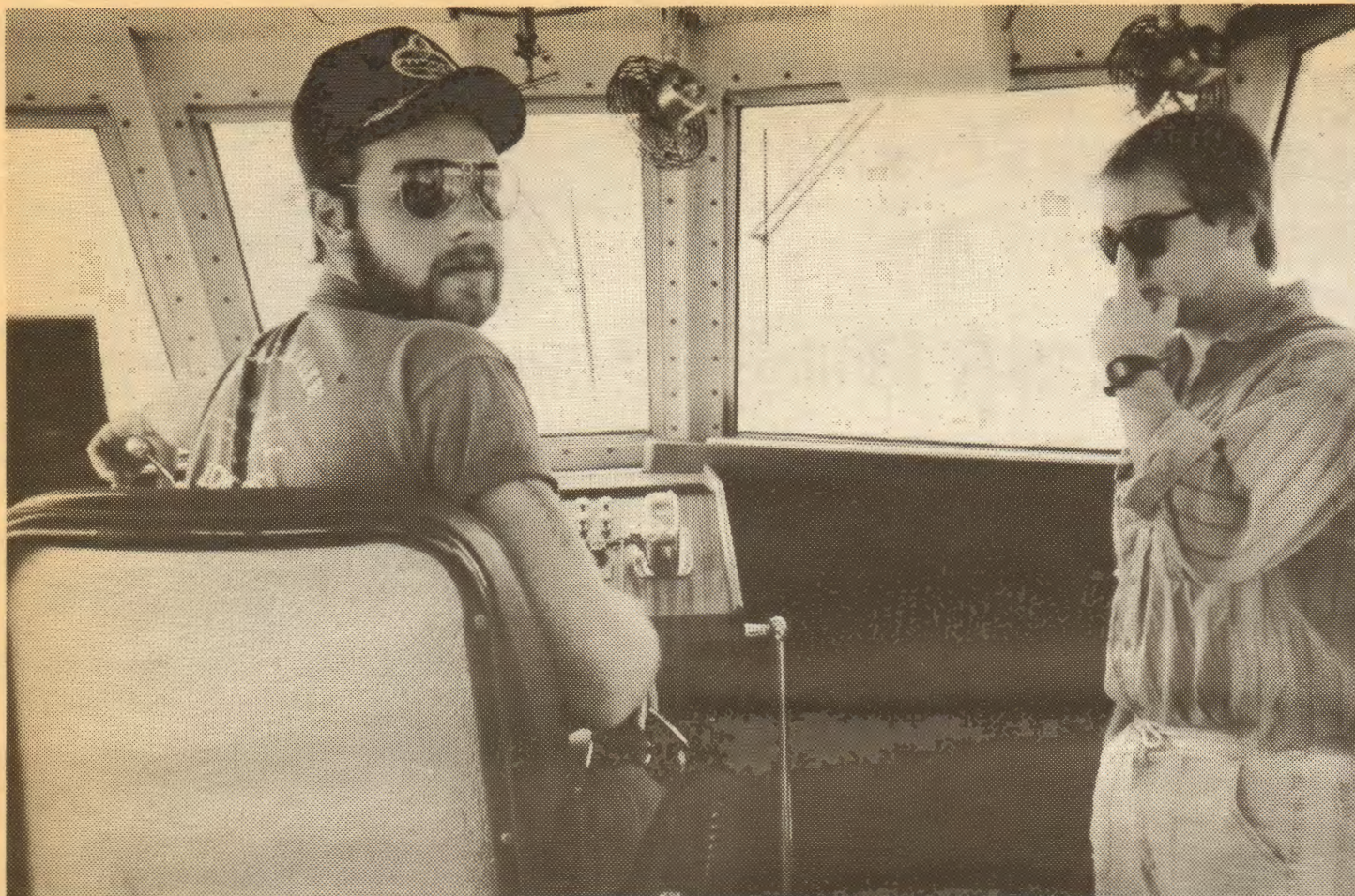
Seafarers Down Bus

(Continued from Page 15.)

the Chesapeake Bay. Heavy fog and northeast winds can make a trip on the Bay treacherous going for SIU launch operators. In fog, a launch operator may see no farther than two feet in front of the prow. In heavy seas, the launch will be hidden in swells and will not be picked up on the radar screen. Launch operators are then forced to rely on radio contact and a compass to find the vessel. Less of a hazard are winter temperatures, since most pilot launches are built with an underlayer of heating ducts that de-ice decks and railings.

Getting there is then only half the challenge. The other half is the boarding itself. It is a delicate undertaking for both the pilot and launch operator. The pilot must climb up several stories by ladder to board the vessel. The launch operator must get close to the ship, but not too dangerously close.

The photographs of SIU launch operators and launch engineers that follow show some of the danger inherent in the work SIU members perform for the Association of Maryland Pilots and the Association of Virginia Pilots. And the satisfaction that SIU members express over their work.



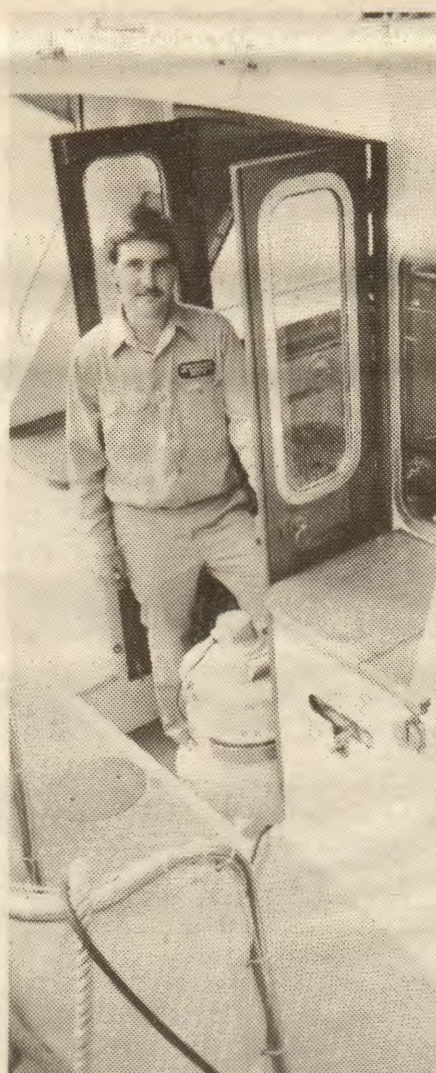
David Callis has worked five years as a launch operator with the Virginia Pilots at Lynn Haven. The challenge for him has been overcoming the risks inherent in the job of transferring pilots, "holding the launch in there when a ship is under full speed." Besides the danger of the boarding itself, Callis adds that northeasterly winds along Virginia's coast can try the patience of launch operators and make navigation unpredictably hazardous.



Deckhand Doug Gardner (below) works to maintain the *Calvert*, a launch owned and operated by the Association of Maryland Pilots at Lynn Haven.



Engineer Bob Hurst is in charge of seasonal and regular maintenance of Lynn Haven pilot launches.



With assistance from SIU members on the pilot launch *Old Dominion*, Pilot Skip Howard (right) boards the Dutch carrier *Rouen* as it plowed at 8 knots down the Chesapeake Bay. The *Old Dominion* is operated by the Association of Virginia Pilots, Lynn Haven.



Help Launch Pilots Up and Chesapeake Bay



The Association of Maryland Pilots and the Association of Virginia Pilots are prominent throughout the Chesapeake Bay region. At the Virginia station a fleet of launch vessels is docked along the shoreline of the Lynn Haven inlet. The two associations have administrative and maintenance shop buildings. Overnight sleeping quarters are provided for pilots.

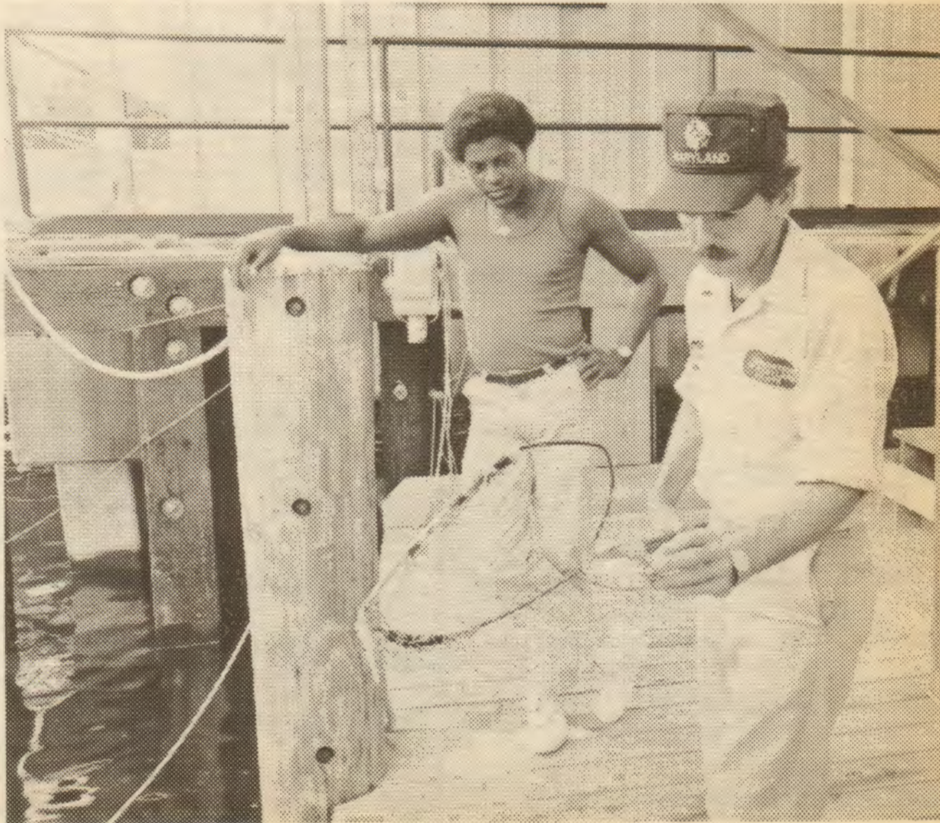
A launch operator at Lusby shows a student from the Seafarers Harry Lundeberg School of Seamanship some industrial arts skills he applies to pilot boat maintenance.



SIU members aboard the *Old Dominion* stood by the *Rouen* until Pilot Skip Howard had completed the difficult climb up the Jacobs ladder to the safety of a side hatch opening.

Story and Photos
by
Lynnette Marshall

For SIU launch operators at Lusby, there is a special perk that comes with their job. Maryland blue crabs are in season in the summer months and may be easily netted from the piers at the Association of Maryland Pilots at Lusby.



In Memoriam



Michael Keith Birt, 28, died of injuries sustained in a crash when his car went off the highway in Avon Park, Fla. on Oct. 4. Brother Birt joined the Union fol-

lowing his graduation from the Seafarers Harry Lun-
deberg School of Seamanship Entry
Trainee Program in 1979. He sailed as
an AB and tankerman for G & H
Towing and Dixie Carriers in 1979,
deep sea from 1980 to 1981 and from
1985 to 1986, Sabine Towing from 1983
to 1984, Crowley Marine from 1984 to
1985 and Red Circle Towing in 1986.
Boatman Birt had a semester of South
Florida Vocational Junior College. Born
in Avon Park, he was a resident there.
Burial was in the Bouganvillea Cem-
etery, Avon Park. Surviving are a son,
Richard Birt III; his mother, Louise
Graham of Avon Park; his father,
Richard Birt Sr. of Tarpon Springs,
Fla.; a brother, Richard Birt II of Avon
Park, and an uncle, Alfred Doherty,
chief mate for Sabine Towing in the
port of Houston.



Pensionser Cleverne Lloyd Bradberry, 66, died on Oct. 8. Brother Bradberry joined the Union in the port of Port Arthur, Texas in 1975 sailing as a cook for Sabine

Towing from 1971 to 1984. He was a former member of the Electricians Union. Boatman Bradberry was a veteran of the U.S. Army during World War II. Born in Center, Texas, he was a resident of Port Arthur. Surviving is a brother, J. E. Bradberry of Jasper, Texas.

Pensionser Ruel William V. Chandler, 67, died of heart-lung failure in the South Baltimore (Md.) Hospital on Sept. 12. Brother Chandler joined the Union in the port of Baltimore in 1957. He sailed as a captain for Curtis Bay Towing (tug *Gremlin*) from 1945 to 1981. He was a former member of the HIW Officers Division and the ILA. Boatman Chandler was born in Kentucky and was a resident of Linthicum Heights, Md. Burial was in the Meadowridge Park Cemetery, Baltimore. Surviving are his widow, Erma and a son, William of Woodbine, Md.

Pensionser Murriel Deese, 78, passed away on Sept. 13. Brother Deese joined the Union in the port of Mobile in 1956 sailing as a cook. He was born in Uriah, Ala. and was a resident of Frisco City, Ala. Surviving is his widow, Nora Inez.

Dennis Wayne Dietz, 36, was reported missing and presumed dead on Jan. 18. Brother Dietz joined the Union in the port of St. Louis, Mo. in 1977. He sailed as a deckhand and tanker-
man for ACBL and National Marine
Service from 1977 to 1979 and for
Crowley Marine out of the port of
Wilmington, Calif. from 1980 to 1985.
He won a Transportation Institute
Towboat Scholarship and attended a

Piney Point Inland Conference in 1979. Boatman Dietz was a former member of the Teamsters Union in 1979. A native of Dickinson, N.D., he was a resident of St. Louis. Surviving are his father, George of Belfield, N.D. and his brother, Lawrence of Fargo, N.D.

Pensionser John Joseph Oteri Sr., 78, passed away on Sept. 23. Brother Oteri joined the Union in the port of Port Arthur, Texas in 1961 sailing last as a chief engineer for D.M. Picton. He was born in New Orleans and was a resident of Albuquerque, N.M. Surviving are his widow, Beryl of Jasper, Texas; two sons, John Jr. and Francis of Bridge City, Texas; four daughters, Lois, Iris, Betty and Frances Martin of Bridge City, and a son-in-law, Seafarer Murphy P. Martin of Bridge City.

Pensionser Early Jural Rush Jr., 85, succumbed to cancer in the Church Hospital, Baltimore on Sept. 16. Brother Rush joined the Union in the port of Baltimore in 1957. He began sailing in 1946. He was born in Baltimore and was a resident there. Interment was in the Gardens of Faith Cemetery, Baltimore Cty. Surviving is his widow, Estella.



Pensionser Walter Leon Jarrett, 70, passed away from an ulcer in St. Anthony's Hospital, Louisville, Ky. on Aug. 2. Brother Jarrett joined the Union in the port of St.

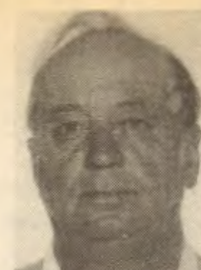
Louis, Mo. in 1965. He sailed as a cook for Inland Tugs from 1963 to 1978. He was a former member of the United Steel Workers Union. Boatman Jarrett was a veteran of the U.S. Army during World War II. Born in Louisville, Ky., he was a resident there. Burial was in the Resthaven Park Cemetery, Louisville. Surviving is a sister, Norma Edwards of Louisville.



Pensionser Freddie Cleber Jean Landry, 77, succumbed to heart-lung failure in the Jefferson Home for Health Care, New Orleans on Sept. 5. Brother Landry joined the

Union in the port of New Orleans in 1957 and sailed as a deckhand for Dixie Carriers in 1971. He was born in Plattenville, La. and was a resident of New Orleans. Interment was in Greenwood Cemetery, New Orleans. Surviving are his widow, Anna and two

brothers, Jules and Charles, both of New Orleans.

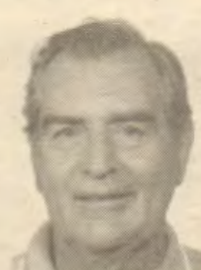


Pensionser Harry E. Larson, 71, died on Sept. 8. Brother Larson joined the Union in the port of Philadelphia in 1960. He sailed as a lighter captain for the In-

dependent Pier Co. from 1948 to 1977. He hit the bricks in the 1946 General Maritime and the 1947 Isthmian beefs. Boatman Larson was a native of Philadelphia and was a resident there. Surviving is a sister, Augusta Szczepanski of Philadelphia.

(Continued on Page 27.)

New Pensioners



Robert Hall Campbell, 66, joined the Union in the port of Philadelphia in 1961. He sailed as a mate on the tug *McGraw*. Brother Campbell was born in Pennsylvania and

is a resident of Westmont, N.J.

Dispatchers Report for Inland Waters

OCT. 1-31, 1986

	*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
Port	Class A	Class B	Class C	Class A	Class B	Class C	Class A	Class B	Class C
Gloucester	0	0	0	0	0	0	0	0	0
New York	0	0	0	0	0	0	0	0	0
Philadelphia	3	1	3	4	3	4	0	0	2
Baltimore	3	0	0	10	0	0	3	0	0
Norfolk	68	12	0	47	11	0	91	25	0
Mobile	0	0	0	0	0	0	0	0	0
New Orleans	4	1	7	0	0	4	3	0	3
Jacksonville	1	2	6	1	2	6	0	0	4
San Francisco	0	0	0	0	0	0	0	0	0
Wilmington	3	3	8	2	0	1	17	12	3
Seattle	0	0	0	0	0	0	0	0	0
Puerto Rico	0	0	0	0	0	0	0	0	0
Houston	1	0	4	2	0	5	4	5	7
Algonac	7	7	0	9	1	0	15	35	0
St. Louis	1	1	9	1	1	9	0	0	10
Piney Point	0	1	0	0	0	0	1	1	0
Totals	91	28	37	76	18	29	134	78	29
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	1	0	0	1
Baltimore	0	0	0	0	0	0	0	0	0
Norfolk	20	8	0	8	7	0	8	4	0
Mobile	0	0	0	0	0	0	0	0	0
New Orleans	0	0	0	0	0	1	0	0	0
Jacksonville	0	0	0	0	0	0	0	0	0
San Francisco	0	0	0	0	0	0	0	0	0
Wilmington	0	0	0	0	0	0	0	0	3
Seattle	0	0	0	0	0	0	0	0	0
Puerto Rico	0	0	0	0	0	0	0	0	0
Houston	1	0	1	0	0	1	1	2	0
Algonac	3	4	0	3	0	0	22	26	0
St. Louis	0	0	0	0	0	0	0	0	0
Piney Point	0	0	0	0	0	0	0	0	0
Totals	24	12	2	11	7	3	31	32	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	0	0	0	0	0	0	0
Baltimore	0	0	0	0	0	0	0	0	0
Norfolk	8	5	0	10	1	0	10	2	0
Mobile	0	0	0	0	0	0	0	0	0
New Orleans	0	0	0	0	0	0	0	0	1
Jacksonville	1	0	1	0	0	0	1	0	1
San Francisco	0	0	0	0	0	0	0	0	0
Wilmington	0	0	2	0	0	2	0	0	2
Seattle	0	0	0	0	0	0	0	0	0
Puerto Rico	0	0	0	0	0	0	0	0	0
Houston	0	0	0	0	0	0	0	0	0
Algonac	2	1	0	0	0	0	18	8	0
St. Louis	0	0	1	0	0	1	0	0	0
Piney Point	0	0	0	0	0	0	0	0	0
Totals	11	6	4	10	1	3	29	10	4
Totals All Departments	126	46	43	97	26	35	194	120	37

***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.

Retired SIU VP Cal Tanner Dies

Retired SIU Vice President William Calton "Cal" Tanner, 69, a charter member of the Union, passed away late last month.

Brother Tanner joined the SIU in 1938 in the port of Tampa, his birthplace, sailing as an OS. He first shipped out in 1935 as a member of the International Seamen's Union.

Seafarer Tanner retired to Tampa in 1979.

In World War II, he sailed in all the war zones as an AB and bosun. In 1943, riding the 23-year-old SS *Norwalk* off Cuba with the late SIU VP Claude "Sonny" Simmons, a Nazi U-Boat torpedo blew the ship from under them at about 3 a.m. Tanner helped lower a lifeboat and then made it to a raft. When daylight broke, the crew was picked up by a Norwegian ore carrier and then transferred to a Cuban gunboat which took them to Cuba.

Just before the end of the war in the Pacific, Cal was asked to come ashore by the late SIU President

Paul Hall, then New York port agent. In 1947, Tanner with Hall and Simmons and the former SIU VP Lindsey Williams and the late SIU VP "Bull" Shepherd, organized and signed up the 120 ships of the Isthmian Line. Simultaneously, they organized and put into the SIU fold the Cities Service Oil Co. He also helped organize the Great Lakes Port Councils.

Tanner held the vice presidency from 1947 to 1972. From 1947 to 1960, he was the port of Mobile agent and a member of the State Dock Board and MTD Port Council.

In 1960 he was elected the first executive vice president of the SIU A & G District.

In the mid-1970s Tanner was elected SIU vice president in charge of contracts and contract enforcement.

Surviving are his widow, Mary; a son, Robert, and a daughter, Sandra Hurley.



Former SIU Vice President Cal Tanner spent 41 years serving the Union and its members. He rose from ordinary seaman to vice president and held several other posts throughout his career.

Tributes to Dr. Joseph Logue, SIU Medical Chief

Here are two tributes to the late Dr. Joseph B. Logue, 91, who passed away early last month. Dr. Logue was SIU medical director from 1956 to 1986 establishing health clinics throughout the Union's ports. Previously, he had spent 36 years in the U.S. Navy Medical Corps retiring as a vice admiral.

The first tribute is from Florence Penney, special assistant to Dr. Logue at the Pete Larsen SIU Clinic in Brooklyn for almost 30 years:

"During the month of January 1957, I had the opportunity of being interviewed by Dr. Logue for a secretarial position with the Seafarers Welfare Plan at which time their main office was located in Manhattan.

"I never realized at the time I was hired I would have the pleasure of working with him for close to 30 years. He was a kind, warm and gentle man whom I loved working with and whom I loved very much.

"I remember well the opening of the first SIU Clinic in the spring of 1957. He was so very proud of it and went on to establish other clinics in the various ports.

"He was a man who was dedicated to his work and the membership, and many times he reached in his pocket to give a helping hand to those in need.

"My relationship with Dr. Logue was very special. He was a friend and confidant, and I will cherish his memory in my heart forever."

The second tribute lauding Dr. Logue is from SIU Atlantic Vice President Leon Hall:

"Logue was responsible for opening up this Union's nationwide system of clinics. One of the last surviving admirals from World War I, he had a truly remarkable career.

"Logue dedicated the last part of his life to providing quality medical

care to American seamen. He had a real affection for this membership."

After World War I, Dr. Logue specialized in traumatic surgery for the Haitian government from 1927 to 1930.

He was assistant chief of surgery at the Naval Hospital in Washington, D.C. from 1936 to 1939 and commanding officer of the Naval Hospitals in Key West, Fla. and Dublin, Ga. from 1945 to 1947. He was with the Navy Department's Bureau of Medicine and Surgery, Washington, D.C. from 1947 to 1949, and he was in charge of orthopedic and traumatic surgery on the Naval hospital ship *U.S. Relief* in Brooklyn, N.Y.

Dr. Logue also did special work in surgery at the Mayo Foundation Clinic, Rochester, Minn.; Massachusetts General Hospital, Boston; University of Pennsylvania, Philadelphia and the Postgraduate Hospital, New York City.

He was a member of the American Medical Assn., Fellow of the American College of Surgeons, Alpha Omega Alpha Honorary Medical Society, New York State and County Medical Society, Assn. of Military Surgeons of the U.S. and was certified by the N.Y.S. Workmen's Compensation Board for orthopedic surgery.

Funeral services for one of the last surviving U.S. Navy admirals of World



Dr. Joseph B. Logue Sr. at the time he was appointed Rear Admiral.

War I were held in Brooklyn, N.Y. on Oct. 6. Burial with full military honors was at the U.S. National Cemetery, Arlington, Va. on Oct. 10.

Surviving are his son, Joseph B. Logue Jr. of New York City; a daughter, JoAnne Daugherty of Redwood City, Calif.; two sisters, Rubie Adkins of Georgia and Myrtus Yoder of North Carolina; a grandson, Paul Daugherty of San Francisco, and a granddaughter, Colleen Daugherty of Alexandria, Va.

Rex Dickey, Former Balto. Agent, Charter Member, Dies

Rex Dickey, a charter member of the SIU, former organizer and Baltimore port agent, died Oct. 26 in Deerfield Beach, Fla. He was 84 years old. The cause of death has not been determined.

Dickey joined the SIU in October 1938 as the fledgling seamen's union was just organizing. He sailed in the deck department as an AB until 1942 when he joined the service. He was wounded in combat and returned to the merchant marine in 1943.

He participated in the 1946 General Maritime Strike, and in 1948 then Organizing Director Paul Hall asked Dickey to work as an organizer. He participated in large organizing drives during that time. In 1952 he became a patrolman in Baltimore and was elected port agent there in 1960. Dickey retired

in 1972.

Dickey continued to make his home in Baltimore following his retirement. He was active in several social groups, including the Bull Liners and the Over 50's.

Dickey was in Florida for the wedding of a grandson Oct. 25. He was stricken the following day. He collapsed in a hotel lobby and was taken to Broward Hospital where he later died.

He is survived by his widow Rosalie J. Dickey; one son, Joseph of Falston, Md.; two stepsons, Robert Markland of Elkton, Md. and Richard Markland of Norco, Calif., and three grandchildren. He was preceded in death by his first wife Theresa. Dickey was buried at Oak Lawn Cemetery in Highlandtown, Md. Nov. 1.

MTD's John Lyons Dies, Was Former Iron Workers President

John H. Lyons, a longtime member of the AFL-CIO's Maritime Trades Department and president emeritus of the Iron Workers, died Oct. 26 following a stroke. He was 66.

Lyons served as Iron Workers president for 24 years and on the AFL-CIO Executive Council for 18 years. He retired in 1985. He spent 48 years with the Iron Workers and was elected

to that union's top post in 1961.

Along with serving in the MTD, Lyons also was a vice president and executive council member for both the Metal Trades and Building and Construction Trades departments at the AFL-CIO. He was appointed to 19 advisory commissions and panels by six U.S. presidents and served as co-chairman of the 1984 National Democratic Party Platform Committee.

Seafarer

Government Services Division

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



Pictured with their awards are Leon Powe Jr., wiper; M. Thompson, engine utility; J. L. Rhodes, third steward; George Grier, SIU representative, and L. Ramon, laundryman.

Open Season for Health Plan Changes

The period designated as Open Season this year for federal employees health benefits changes is Nov. 10 through Dec. 5, 1986. This is the period during which eligible federal employees may change from one health plan to another, or from Self Only to Self and Family.

Each plan participant has been sent a personalized Enrollment Change Form and FEHB Plan Comparison Chart along with a brochure. All should be studied very carefully before making a final decision to change plans. In some cases premiums have been increased; in other instances, premiums have been slightly lowered. What is most important, however, is whether services have been increased or decreased, and cost-sharing amounts charged for primary care have changed. Answers to these questions can be found in the brochure. Remember, if you cancel your coverage altogether,

and at a later date you enroll again, you must maintain coverage for a five-year period prior to your retirement. Otherwise, you lose your benefits.

It is also important that the "Privacy Act Statement" that appears on the reverse side of the "Enrollment Change Form" be studied and understood. The Privacy Act Statement states in part, "This information may be disclosed to other federal agencies or congressional offices which may have a need to know it in connection with your application for a job, license, grant or other benefit. It may also be shared with national, state, local or other charitable or social security administrative agencies to determine and issue benefits under their programs. In addition, to the extent this information indicates a possible violation of civil or criminal law, it may be shared with an appropriate federal, state or local law enforcement agency."

Unlicensed Promotions Announced

The announcement has gone out to all MSCPAC ships and posted on the bulletin board at Building #310, Naval Supply Center, for civilian marine unlicensed permanent and competitive temporary promotions in 28 categories.

The categories include:

- Boatswain (Unrep), Boatswain (Freighter), Carpenter (Freighter), Boatswain Mate (Day) (Rig Captain), Boatswain-Mate (Cable), Able Seaman and Able Seaman (Maintenance).
- Chief Electrician (all classes), Refrigeration Engineer (Day), Second Refrigeration Engineer, Third Refrigeration Engineer, Deck Engineer-Machinist, Unlicensed Junior Engineer, Second Electrician (Day), Engine Utilityman, Pumpman, Oiler and Fireman-Watertender.
- Chief Steward, Third Steward, Steward-Baker, Chief Cook, Night

Cook and Baker, Second Cook-Baker, Assistant Cook, Third Pantryman, Laundryman, and Yeoman-Storekeeper.

All promotion requests should be submitted to MSCPAC Employment Division (Code P-22), Oakland, Calif. 94625 prior to the closing date of Dec. 15, 1986. Interested candidates who are afloat should submit their requests via message, even though you may have submitted a previous request. In addition, recommendations from ships' masters on behalf of candidates who are under their supervision go a long way when a candidate is being considered for permanent or competitive temporary promotion.

Each time there is an MSCPAC marine promotion announcement, it seems that marine employees who are in a leave status fail to get the word. This time, however, MSCPAC will be

A Whole Lotta Years—Plus

Length of Service and a Sustained Superior Performance Award were presented to four MSCPAC marine employees recently by MSCPAC Commander, Capt. W. T. Dannheim.

M. Thompson and L. Ramon each have 40 years federal service while J. L. Rhodes can boast of 41 years. Ramon and Rhodes elected to retire and spend a little time with their families—and the rest of their leisure fishing on the banks of the various California rivers.

Thompson remains on the MSCPAC rolls unfit for duty but is thinking strongly of "throwing in the towel." Just think—that's 121 years of federal

civil service between the three. That's a "whole lotta years."

Leon Powe Jr., who received a "Special Achievement Award" for his sustained superior performance while serving aboard the cable ship *USNS Zeus*, has worked as a wiper since joining MSCPAC in June 1982. Powe received a check in the amount of \$741 for his productive labor, accomplished at times under adverse circumstances. In receiving his award, Powe proved to himself, the crew of the *Zeus*, and to all MSCPAC unlicensed marine personnel, that individuals can be rewarded for the execution of their duties in an exemplary manner.

Tug Catawba



Three of the four-member steward department take a break from their arduous duties aboard the *USNS Catawba*. They are, from left: Charles Abernathy, utility and Thomas Dryden, steward/baker. Seated is Arthur Victor, chief cook.

Merry Christmas—Maybe?

MSCPAC unlicensed deck, steward department and yeomen/storekeeper personnel received a one-half (.05%) percent retroactive base wage increase on May 23, 1986 for the period March 16 through August 31, 1984. Only a portion of that half-percent was paid at that time. There remains one-half percent to be paid for the period Sept. 1, 1984 through May 15, 1985.

Additionally, there is a retroactive payment of three-and-one-half (3.5%) percent increase on base wages due

for the period April 1, 1985 through May 15, 1986, plus a two (2%) percent increase in two increments on premium pay rates. This retro money is payable to all unlicensed personnel.

Together, these payments represent a sizable sum for each affected employee, and the new MSCPAC Comptroller, CDR R. E. Odegard, has indicated his staff would do their level best to have the long overdue retroactive money paid before Christmas 1986. Personnel who will be aboard ships and want their checks mailed to them should write to the MSCPAC Comptroller's Office, telling them where they want their check mailed.

sending copies of the announcement to those employees who are in a leave status in order to give them the same opportunity for promotion consideration as those afloat employees.

After the closing date, which is Dec. 15, 1986, it will take the MSCPAC staff some time to compile all the paperwork and set up the ranking order in the different departments and categories. Consequently, the MSCPAC Promotion Board will not meet until some time after the new year.

**Alertness Is
The Key to
Vessel Safety**



MV PAUL BUCK—Some of the crewmembers take time out for a snapshot while offloading in Pearl Harbor. They are, from the left: J.L. Carter, AB; George Pino, GSU; Alfred L. DeSimone, DEU; Marion E. Howell, chief cook, and Klaus Tammler, AB.



BEAVER STATE—While stopping off in Honolulu, the deck gang, led by Bosun Jack Edwards, takes on parts for the engine room.

Around the Hawaiian Islands



SS CONSTITUTION—The deck and engine gang onboard the *SS Constitution* turn out for a Union meeting while at sea.

Photos by Steve Ruiz
and Bob Hamil



SS INDEPENDENCE—SIU Rep Bob Hamil accepts a contribution to the Maritime Defense League from Mrs. Vickie Irving in the port of Hawaii.



MV 1ST LT. JACK LUMMUS—From the port of Honolulu, the crew takes time out to send a warm aloha to the mainland. Seated (l. to r.) are Ellen Jobbers, SA; Luke Meadows, bosun; Mike Tracey, AB; Edward Ellis, SA; Mark Stevens, AB, and Rick Holt, SA. Standing (l. to r.) are Steve Parker, chief cook; Cathy Hohs, baker, and Brad Girlich, SA.



SS CONSTITUTION—Passenger Service is first-rate aboard the *SS Constitution* with the help of the lovely and competent purser department. They are (l. to r.) Ivonne Darley, jr. asst. purser; Gay Hammett, chief purser; Heidi McCartney, jr. asst. purser, and Kathy Harper, jr. asst. purser.

Cove Leader Passes Through Panama Canal

The SS *Cove Leader* (Cove Shipping Inc.) passed through the Panama Canal Sept. 11 on her way back to the Gulf after shuttling six voyages from Valdez/West Coast this summer. The vessel underwent a shipyard period in

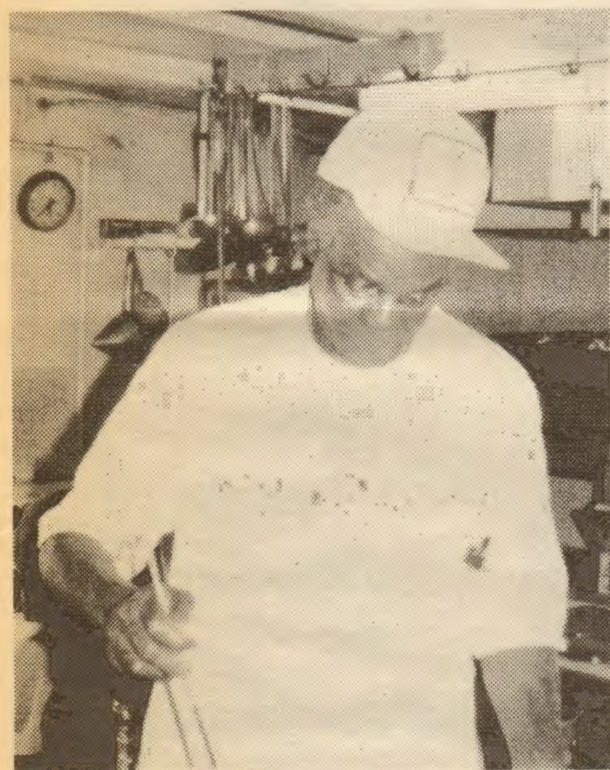
Portland, Ore. and recrewed out of the Seattle hall. Thanks to R.A. McClean, master aboard the *Cove Leader*, for sending us these photographs of the crew. (Look for more pictures of the *Cove Leader* next month.)



M. Bolger, AB



C. Smith, bosun



H. Lewis, chief cook



R. Schwender, OMU



C. Broerman, AB



M. Williams, pumpman



J. Kass, AB

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



Correction



Due to an editor's error, the captions on the above pictures which appeared in the October LOG were switched. Above (left) is AB Raymond Rainey. Steward Assistant Mark Fuller is pictured on the right.

Going Out on Pension? Here Are Some Tips . . .

If you are going out on pension, it is to your advantage to plan ahead. Get all the forms and paperwork together so that there will be no delay in getting your pension application approved and your checks in the mail. You will need:

- A copy of your birth certificate.
- Copy of your wife or husband's birth certificate.
- Copy of your marriage certificate.
- Copies of your discharges. Especially those for the years prior to 1951 and the last year you worked.
- Passport size photograph.

If your application is for an Inland pension, you will also need:

- A Type I Statement of Earnings from Social Security.
- A company letter outlining your service with the company.

Additional documents are needed for those of you who are applying for a disability pension:

- A Social Security disability award.
- A Permanently Not Fit for Duty letter from your doctor.

If you lost any of your discharges, write to the U. S. Coast Guard, Wash-

ington, D. C. well ahead of the time you will be submitting your pension application.

Your Union's pension and welfare departments are set up to give you prompt service. Your help in giving them the necessary documents to prove eligibility will ensure that you get your benefits on time.



Are You Missing Important Mail?

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

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

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

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

HOME ADDRESS

PLEASE PRINT

Date: _____

Social Security No. _____

Phone No. () _____

Area Code _____

Your Full Name _____

Street _____

Apt. or Box # _____

City _____

State _____

ZIP _____

Book Number _____

☐ SIU

☐ UIW

☐ Pensioner

Other _____

UIW Place of Employment _____

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

(Signed) _____

Hawaii Honors WWII Merchant Marine Vets



Hawaii Gov. George Ariyoshi (seated) signed a proclamation recently honoring all merchant sailors who served in World War II. At the ceremony were Seafarer vets (l. to r.) J. Roland, an unidentified young man, B. Mendez, Manuel Ledesma and S. Toguchi.

A Poem of Love

The Sailor I Married

He is so very special to me,
My life without him . . .
Just wouldn't be.
He is gone for four months
At a time,
But when he comes home to me
He is all mine

Altho he's gone from home a lot . . .
A wonderful husband and father
we got.
He calls me often just to say,
I love you sweetheart . . .
In his own special way.

So you see, this sailor I married
Was just meant to be . . . The most
wonderful, loving, caring, devoted
Husband who was specially meant
Just for me!

I love you sweetheart, tho the miles
Between us are far apart . . .
It's you I love and keep near
my heart.

**Grace Freeman
Panama City, Fla.
(wife of QMED Mark Allan Freeman
aboard the LNG Aquarius)**



Do You Have Claims Questions

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

AS the 1987 school season begins, it's not too early for high school seniors to start thinking about college. For dependents of Seafarers and Boatmen the financial burden of college can be greatly eased if they win an SIU scholarship.

The awards, known as the **Charlie Logan Scholarship Program**, are given each year under the auspices of the Seafarers Welfare Plan. For dependents, four \$10,000 scholarships are offered.

But the Scholarship Program is **not exclusively for dependents**. A \$10,000 award and two \$5,000 scholarships are available to active Seafarers and Boatmen. Also, when there are exceptionally qualified Seafarers and Boatmen, the Board of Trustees of the Welfare Plan may grant a second \$10,000 award to an active member.

The Scholarship Program was begun in 1952 to help members and their children achieve their educational goals. Several years ago it was named after Charlie Logan, a labor consultant and arbitrator who died in 1975. He helped establish the Seafarers Scholarship Program and then worked hard to keep it strong and growing.

Seafarer Requirements

Seafarers and Boatmen who are applying for scholarships must:

- Be a graduate of high school or its equivalent.
- Have credit for two years (730 days) of employment with an employer who is obligated to make contributions to the Seafarers Welfare Plan on the employee's behalf prior to the date of application.
- Have one day of employment on a vessel in the six-month period immediately preceding the date of application.
- Have 120 days of employment on a vessel in the previous calendar year.

Pensioners are not eligible to receive scholarship awards.

Dependent Requirements

Dependents of Seafarers and Boatmen who apply for a scholarship must be unmarried, under 19 years of age, and receive sole support from the employee and/or his or her spouse. Unmarried children who are eligible for benefits under Plan #1 Major

Medical are eligible to apply for a dependent's scholarship up to the age of 25.

Each applicant for a dependent's scholarship must:

- Be unmarried at the time application is made.
- Be under 19 or 25 years of age (whichever is applicable).
- Be eligible for dependent benefits under the Seafarers Welfare Plan.
- Be a graduate of high school or its equivalent.

The applicant's parent must:

- Have credit for three years (1,095 days) of employment with an employer who is obligated to make contributions to the Seafarers Welfare Plan on the employee's behalf prior to the date of application.
- Have one day of employment in the six-month period immediately preceding the date of application.
- Have 120 days of employment in the previous calendar year.

The last two items above covering worktime requirements of the applicant's parents do not apply to applicants who are the children of pensioners or eligible deceased employees.

Don't Wait! Apply Now For



1987 SIU College Scholarships Deadline - April 15

Must Take SAT or ACT

For both active members and the dependents of eligible members, the scholarship grants are awarded on the basis of high school grades and the scores of either College Entrance Examination Boards (SAT) OR American College Tests (ACT).

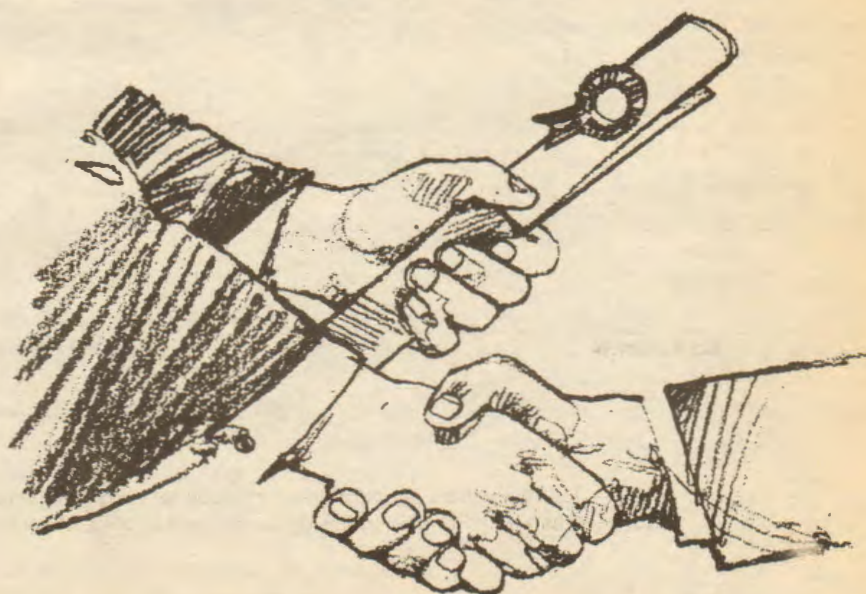
The SAT or ACT exam must be taken no later than February 1987 to ensure that the results reach the Scholarship Selection Committee in time to be evaluated. For upcoming SAT test dates and applications, contact the College Entrance Examination Board at either: Box 592,

Princeton, N.J. 08540 or Box 1025 Berkeley, Calif. 94701, whichever is closest to your mailing address.

For upcoming ACT test dates and applications contact: ACT Registration Union, P.O. Box 414, Iowa City, Iowa 52243.

Scholarship program applications are available to active members or their dependents at any SIU hall or through the Seafarers Welfare Plan, 5201 Auth Way, Camp Springs, Md. 20746.

Scholarship winners will be announced in May 1987. The deadline for submission of applications is April 15, 1987.



Deep Sea

Pensioner **Frank Bauer** passed away on Oct. 16. Brother Bauer joined the SIU-merged Marine Cooks and Stewards Union in the port of San Francisco. He retired in 1968.



Pensioner **Steven Boides**, 78, passed away from cancer on Sept. 13. Brother Boides joined the SIU in the port of San Francisco. He was born in Greece and was a naturalized U.S. citizen. Seafarer Boides was a resident of San Francisco. Burial was in the Greek Memorial Park Cemetery, Colma, Calif. Surviving are his widow, Areti and a son, Franklin of Walnut Creek, Calif.

Herbert "Herb" Gerard Boudreaux, 39, died on Sept. 25. Brother Boudreaux joined the SIU in the port of New Orleans in 1967 working last on the Sea-Land Shoregang, Port Elizabeth, N.J. and on the Waterman Shoregang, New Orleans from 1983 to 1984. He hit the bricks in the 1980 ACBL beef. In 1975, he worked as a spinner maintenance mechanic for the Louisiana Dock Co. (UIW) New Orleans. And in 1977, he was a delegate to the 5th UIW Quadrennial Convention in New York City. Herb worked at the SHLSS from 1969 to 1970 during the school's building period. And he was a veteran of the U.S. Marine Corps during the Vietnam War. Born in Louisiana, he was a resident of Violet, La. Surviving are his widow, Vilma of Honduras and five daughters, Wendy, Lynn, Sue Ann, of San Ysidro, Calif., Cynthia and Carol of New Orleans.



Pensioner **Francis Edward Burley**, 64, died on Oct. 20. Brother Burley joined the SIU in the port of New York in 1951. He sailed last as a cook out of the port of Houston. He was born in New Hampshire and was a resident of Spring, Texas. Surviving are his widow, Mavis; his mother, Dorothy Sargent of Dover, N.H., and a brother, Elmer.

Joseph Anthony Dixon, 34, died in a hospital on Sept. 18. Brother Dixon joined the SIU in the port of Mobile in 1969 sailing as a cook and AB. He also shipped out on the West Coast from the port of San Francisco. Seafarer Dixon was born in Mobile and was a resident there. Surviving are his mother, Lavern of Mobile and three Seafarer brothers.

Pensioner **Harold P. Faisone**, 55, died of heart-lung failure in the Kaiser Foundation Hospital, San Francisco on Aug. 20. Brother Faisone joined the SIU-merged Marine Cooks and

Stewards Union in 1949 in the port of San Francisco sailing as a porter. He first sailed on the West Coast in 1947. Seafarer Faisone was a resident of San Francisco. Surviving are two daughters, Mercie White of Lubbock, Texas and Sherry Mercedes of San Francisco and a sister, Myrtle Willis of San Francisco.

Herbert Van Dunn, 45, died on March 8. Brother Dunn joined the SIU-merged Marine Cooks and Stewards Union in the port of San Francisco in 1978. Brother Dunn first sailed on the West Coast in 1962. He was a veteran of the U.S. Army during the Vietnam War. A native of California, he was a resident of Oakland, Calif. Surviving is his mother, Sybil Wightman of Oakland.

Pensioner **Lee Hguy Gong**, 85, passed away from lung failure in the French Hospital, San Francisco on Sept. 1. Brother Gong joined the SIU-merged Marine Cooks and Stewards Union in the port of San Francisco sailing as a cook for APL. He first sailed on the West Coast in 1935. Seafarer Gong also sailed during World War II. Born in China, he was a resident of San Francisco. Interment was in the Ning Yung Cemetery, Colma, Calif. Surviving are his widow, Len Hai; three sons, Bock Kai; Bock Hung and Michael of San Francisco and a daughter, May Fong.

Pensioner **George R. Higgs** died on June 2. Brother Higgs joined the SIU-merged Marine Cooks and Stewards Union in the port of San Francisco. He retired in 1977.

Pensioner **Frank Chouza Lijo**, 81, succumbed to arteriosclerosis in Brooklyn, N.Y. on Aug. 19. Brother Lijo joined the SIU in the port of New York in 1951 sailing last as a chief steward. He walked the picket lines in the 1946 General Maritime, 1947 Isthmian, 1948 Wall St., 1961 Greater N.Y. Harbor and the 1962 Robin Line beefs. Seafarer Lijo was born in Coruna, Spain and was a resident of New York City. Burial was in the Rosedale Cemetery, Linden, N.J. Surviving are a brother, Manuel of Norwood, Mo. and a sister, Josefa of Coruna.



Pensioner **Manuel Sanjurjo Medina**, 57, succumbed to cancer in the Ashford Hospital, San Juan, P.R. on Oct. 4. Brother Medina joined the SIU in the port of San Juan in 1964 sailing as a wiper and AB. He was born in San Juan and was a resident there. Interment was in the Puerto Rico Cemetery, Isla Verde, Carolina, P.R. Surviving are his widow, Ernestina; two sons, Juan and Reyes; a daughter, Santa, and his mother, Adela of San Juan.

Pensioner **George G. Silva**, 77, passed away from cancer at home in Hawaii on Sept. 7. Brother Silva joined the SIU-merged Marine Cooks and Stewards Union in the port of New York in 1955. He first sailed on the West Coast in 1926. He was born in Hawaii. Burial was in the Chapel of the Chimes Cemetery, Oakland, Calif. Surviving are his widow, Bertha of San Leandro, Calif.; three sisters, Ida, Maria Camara of Winchester, Mass. and Alice Gonsalves of San Francisco, and two nieces, Lorna Perry of Hayward, Calif. and Jean Gonsalves of San Francisco.



Pensioner **Harry David Silverstein**, 67, died of lung failure in the Virginia Mason Hospital, Seattle on Aug. 5. Brother Silverstein joined the SIU in the port of San Francisco in 1956. He sailed as a cook, waiter and bartender. He also sailed during the Vietnam War. Seafarer Silverstein was a veteran of the U.S. Army in World War II. A native of San Francisco, he was a resident of Seattle. Cremation took place in the Butterworth Crematory, Seattle. Surviving are his mother, Sophie of North Hollywood, Calif; a brother, Maurice of Sacramento, Calif.; a sister, Ethel of Daly City, Calif.; two nephews, Jackie and Herman Oravitz of Daly City, and a niece, Donna Franzen of San Francisco.



Eugene Van Sobczak, 66, succumbed to lung failure in the Hayward (Calif.) Hospital on Sept. 11. Brother Sobczak joined the SIU in the port of New Orleans in 1951 sailing as an oiler. He also worked as a railroad brakeman. Seafarer Sobczak was a veteran of the U.S. Navy in World War II. Born in Chicago, Ill., he was a resident of Hayward. Burial was in the Holy Sepulchre Cemetery, Hayward. Surviving are a brother, Harry of Chicago; a sister, Adeline Kafka also of Chicago, and a niece, Barbara Wagner of Oak Forest, Ill.



Pensioner **Vertis Cook Smith**, 74, passed away from a heart attack in St. Joseph's Hospital, Tampa, Fla. on Aug. 30. Brother Smith joined the SIU in 1942 in the port of Baltimore sailing as a recertified bosun, 3rd mate and ship's delegate. He graduated from the Union's Recertified Bosuns Program in 1975. And he was on the picket lines in the 1946 General Maritime, 1947 Isthmian and the 1948 Wall St. Beefs. Seafarer Smith was born in Heflin, Ala. and was a resident of Tampa. Interment was in the Fitzgerald Cemetery, Mulberry, Fla. Surviving is his widow, Irma.



Pensioner **Alexander Sokolowski Jr.**, 62, died at home in New Orleans on Sept. 11. Brother Sokolowski joined the SIU in 1942 in the port of New York sailing as an AB. He hit the bricks in the 1946 General Maritime, 1947 Isthmian and the 1948 Wall St. beefs. Seafarer Sokolowski received a Union Personal Safety Award in 1961 for sailing aboard an accident-free ship, the SS *Steel Surveyor*. Sokolowski was born in Westfield, Mass. Cremation took place in the Security Plan Crematory, New Orleans. Surviving are his mother, Anna of Westfield, and a sister, Jennie O'Keefe of Springfield, Mass.



Pensioner **Sven Orage Stockmarr**, 62, died on Sept. 13. Brother Stockmarr joined the SIU in 1943 in the port of New York. He sailed as a recertified bosun, graduating from the Union's Recertified Bosuns Program in 1973. Seafarer Stockmarr walked the picket line in the 1946 General Maritime and the 1961 N.Y. Harbor beefs. He also attended the U.S. Maritime Transport Service Schools in Hoffman Is., N.J. and Sheepshead Bay, Brooklyn, N.Y. Bosun Stockmarr was born in Denmark and was a naturalized U.S. citizen. He was a resident of Brooklyn. Surviving are his father, S. Stockmarr of Morley, Denmark and two sisters, Karen Nielson and Gudrun Stockmarr, both of Esbjerg, Denmark.



Pensioner **Vasser Szymanski**, 70, died on Oct. 2. Brother Szymanski joined the SIU in 1946 in the port of Galveston sailing as a chief steward. He walked the picket line in the 1946 General Maritime beef. Seafarer Szymanski was a veteran of the U.S. Army in World War II. Born in Massachusetts, he was a resident of Springtown, Texas. Surviving are his widow, Queen Victoria, and two sons, John of Salem, Mass. and Ernest.



Pensioner **Phillip "Blackie" Rodney Wagner**, 61, died on Aug. 29. Brother Wagner joined the SIU in 1947 in the port of New York. He sailed as an oiler and engine delegate and helped to organize Tideland Marine Services. Seafarer Wagner hit the bricks in the 1946 General Maritime, 1947 Isthmian and the 1948 Wall St. beefs. Wagner was a veteran of the

(Continued on next page.)



(Continued from previous page.)

U.S. Navy in World War II. Born in Hastings, Neb., he was a resident of New Orleans. Surviving are his widow, Mary and his father, G.W. Wagner of Grand Island, Neb.

Pensioner **Merle Edward Williams**, 79, passed away from heart-lung failure in the Swedish Medical Center, Seattle on Jan. 4. Brother Williams joined the SIU-merged Marine Cooks and Stewards Union in the port of San Francisco in 1967 sailing as a cook and steward for APL. He first sailed on the West Coast in 1922. Seafarer Williams was born in Wichita, Kans. and was a resident of Seattle. Interment was in the Mt. Pleasant Cemetery, Seattle. Surviving are two sons, Reanuel of Compton, Calif. and Vandrea of Los Angeles, Calif. and two daughters, Casandra of Los Angeles and Jacqueline Franklin of Seattle.



Robert Michael Wilson Jr., 36, died in a fall aboard the *Sea-Land Endurance* at sea enroute to the port of Yokohama, Japan on Sept. 22. Brother Wilson joined the SIU in 1971 following his graduation from the Seafarers Harry Lundeberg

School of Seamanship Entry Trainee Program, Piney Point, Md. He sailed as a QMED. He also sailed during the Vietnam War. Seafarer Wilson was born in San Francisco and was a resident there. Surviving are his father, Robert "Sam" M. Wilson Sr. of Port Angeles, Wash.; his mother, Ruby of Pahoa, Hawaii, and a brother, Michael of California.



Pensioner **John McCabe Yates**, 58, died at home in Jacksonville on Aug. 25. Brother Yates joined the SIU in the port of Baltimore in 1953 sailing as a bosun. He was on the picket line in the 1961 N.Y. Harbor beef. Seafarer Yates was a veteran of the U.S. Army in World War II. He was a native of Columbus, Ohio. Burial was in the Seafarers Haven Cemetery, Piney Point, Md. Surviving is his sister, Elizabeth Blackstone of New Concord, Ohio.

Great Lakes

Pensioner **Harry Herion**, 79, passed away from heart failure in the Berlin Hospital, Green Bay, Wis. on Sept. 19. Brother Herion joined the Union in the port of Frankfort, Mich. in 1956. He sailed as an AB for the Ann Arbor

(Mich.) Car Ferries from 1966 to 1972 and also worked as a journeyman rigger. He was born in Michigan and was a resident of Manitowoc, Wis. Cremation took place in the Jens Crematory, Manitowoc. Surviving are his widow, Luella and a son, Dale.

Atlantic Fishermen

Pensioner **Philip Thomas Parisi** passed away on Oct. 10. Brother Parisi joined the SIU-merged Gloucester Fisherman's Union in the port of Gloucester, Mass. sailing as an AB. He retired in 1976. In 1975 he rode the *CS Long Lines* (AT&T). Fisherman Parisi was a resident of Gloucester.

In Memoriam

(Continued from Page 18.)



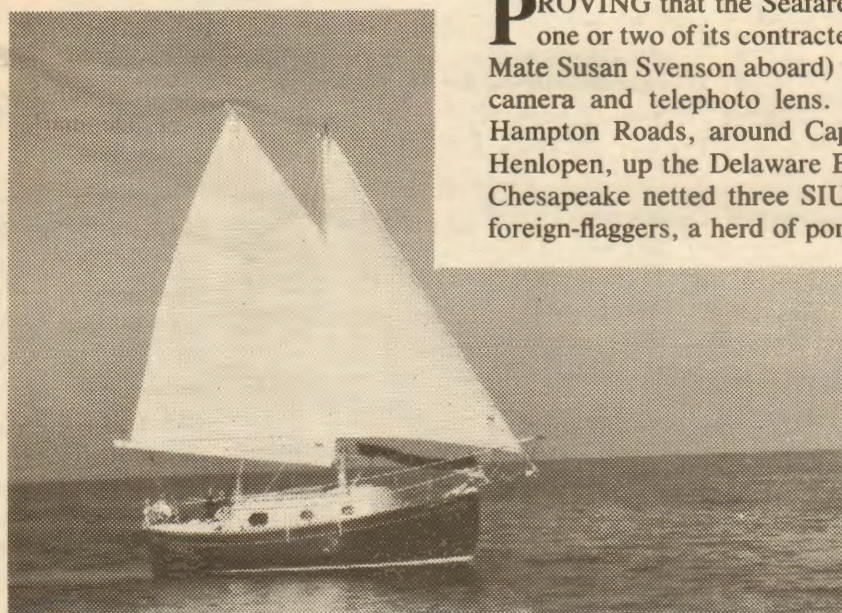
Joseph Christopher Muscato III, 34, died of injuries sustained as a passenger in a car crash on Rt. 249, St. George's Is., St. Mary's Cty., Md. on Sept. 19. Brother Muscato joined the Union following his graduation from the Harry Lundeberg School of Seamanship Entry Trainee Program in 1977. He sailed as a relief captain for Sonat Marine (IOT) from 1979 to 1984

and as an AB and tankerman for Crowley Marine from 1985 to 1986. Boatman Muscato had three years at Jacksonville University studying the liberal arts. A native of New York City, he was a resident of Jacksonville. Interment was in Arlington Cemetery, Jacksonville. Surviving are his parents, Joseph and Myrtice Muscato Sr. of Jacksonville and two brothers, Michael and Joseph Jr.



Pensioner **James Russell Wathan Jr.**, 66, died of heart-lung failure in Lake Jackson, Texas on Sept. 20. Brother Wathan joined the Union in the port of Houston in 1957. He sailed for Dixie Carriers from 1957 to 1983. Boatman Wathan also sailed for the Dow Chemical Co. from 1952 to 1957. Capt. Wathan was a former member of the Carpenters and Joiners Union of America from 1940 to 1941. And he attended a Piney Point Gulf Crews Conference in 1977. Wathan was a veteran of the U.S. Navy in World War II. Born in Carrabelle, Fla., he was a resident of Freeport, Texas. Burial was in the Restwood Park Cemetery, Lake Jackson. Surviving are his widow, Elizabeth; two sons, James II and Daniel of Freeport, and a daughter, Joanne Wicke of Freeport.

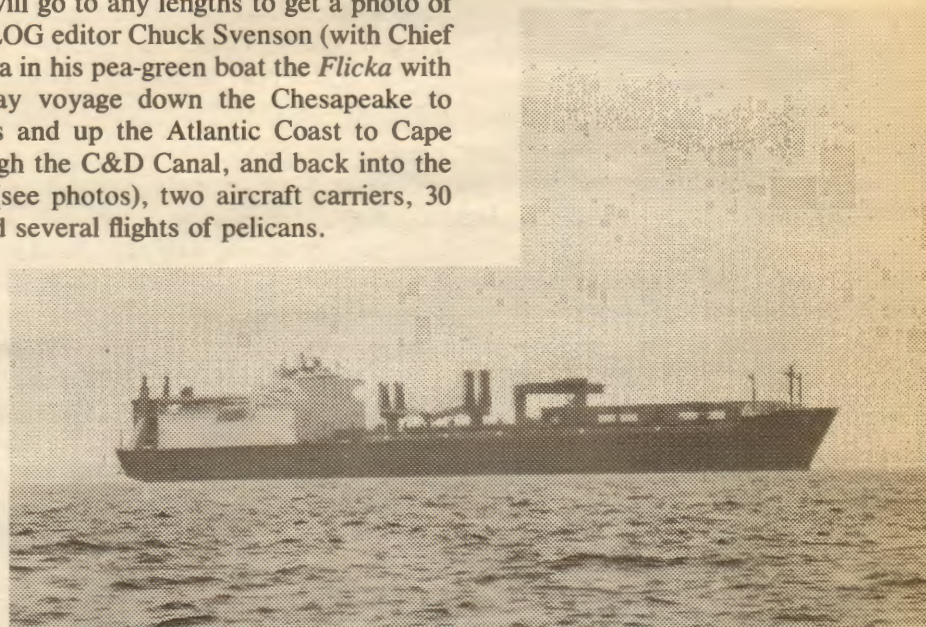
Going to Any Length



The *Flicka* ghosts on the waters of the Chesapeake Bay at the beginning of her 10-day voyage around the Delmarva peninsula.



The *Sealand Developer* is down to her marks as she steams inbound at Hampton Roads.



The *Lt. John T. Bobo* lies at anchor at Hampton Roads.



The *Mount Vernon Victory* is silhouetted by the setting sun as she heads outbound on the Delaware Bay.

Deep Sea



Robert Hilton Bell Jr., 56, joined the SIU in 1947 in the port of New York sailing as an AB. Brother Bell last shipped out of the port of Mobile. He was born in Alabama and is a resident of Pensacola, Fla.



Clifford "Cliff" Aubrey Bellamy, 65, joined the SIU in the port of New York in 1953 sailing as a bosun. Brother Bellamy began sailing in 1948. He also sailed on the Great Lakes. Seafarer Bellamy sailed during both the Korean War and the Vietnam Conflict. And he is a former member of the SUP, Hod Carriers Union and the Mine, Mill Smelters Union and is a veteran of the U.S. Navy in World War II. Bellamy is a published poet. Born in Boone, N.C., he is a resident of Salt Lake City, Utah.



Thomas Gregory Boland, 58, joined the SIU in 1947 in the port of Seattle. He sailed as a recertified bosun last shipping out of the port of Houston on the *SS Falcon Princess*. Brother Boland graduated from the Union's Recertified Bosuns Program in 1983. He hit the bricks in the 1946 General Maritime and the 1947 Isthmian beefs. Seafarer Boland is a Sp/3d Class veteran of the U.S. Army in the Korean War. A native of Davenport, Iowa, he is a resident of Texas City, Texas.



John David Burchinal Sr., 63, joined the SIU in 1944 in the port of New York sailing as a chief electrician. Brother Burchinal last shipped out of the port of New Orleans. He is a veteran of the U.S. Navy in World War II. Seafarer Burchinal was born in Pennsylvania and is a resident of Harvey, La.

Juan I. Gomez, 66, joined the SIU in the port of Seattle in 1957. Brother Gomez last shipped out of the port of New York. He was born in Puerto Rico and is a resident of New York City.



Francisco "Frank" DeDominicis, 63, joined the SIU in 1944 in the port of New York sailing as an AB. Brother DeDominicis last shipped out on the *Sea-Land Economy* in the port of New Orleans. He was born in New York and is a resident of New Orleans.



James Michael Lennon, 61, joined the SIU in 1943 in the port of New York sailing as an oiler. Brother Lennon also sailed in the Vietnam War. He hit the bricks in the 1961 Greater N.Y. Harbor and the 1962 Robin Line beefs. Bearer Lennon was born in New York City and is a resident of Brooklyn, N.Y.



Herschel Leon Myers, 65, joined the SIU in the port of Wilmington, Calif. in 1968 sailing as an AB. Brother Myers also worked as a plasterer. He is a veteran of the U.S. Navy in World War II. Seafarer Myers was born in Lebanon, Ind. and is a resident of Hawaiian Gardens, Calif.



Juan Oquendo Jr., 65, joined the SIU in 1943 in the port of New York sailing as a recertified chief steward. Brother Oquendo graduated from the Union's Recertified Chief Stewards Program in 1981. He walked the picket lines in the 1946 General Maritime, 1947 Isthmian and the 1948 Wall St. beefs. Seafarer Oquendo was born in Puerto Rico and is a resident of Uniondale, N.Y.



Vincent Pascal Pizzitolo Sr., 64, joined the SIU in the port of New Orleans in 1953 sailing last as a recertified chief steward riding the *Sea-Land Producer*. Brother Pizzitolo graduated from the Union's Recertified Chief Stewards Program in 1981. He is a veteran of the U.S. Army Paratroopers in both World War II and the Korean War. He was wounded in Belgium, France and Korea. Seafarer Pizzitolo was born in New Orleans and is a resident there.



Charles Martin Rice, 64, joined the SIU in 1945 in the port of Boston, Mass. sailing last as a recertified chief steward and ship's chairman aboard the *SS Ponce* out

of the port of Jacksonville. Brother Rice graduated from the Union's Recertified Chief Stewards Program in 1979. He is a veteran of the U.S. Navy in World War II. Seafarer Rice was born in Federal Pake-Perry Pt., Md. and is a resident of Ormond Beach, Fla.



Lloyd Douglas Richardson, 65, joined the SIU in 1944 in the port of Norfolk sailing as a bosun last on the *SS Long Beach*. Brother Richardson is also an electrician. He hit the bricks in the 1946 General Maritime, 1947 Isthmian and the 1948 Wall St. beefs. Seafarer Richardson was born in Richard, Va. and is a resident of Chesapeake, Va.



John Francis Scully, 58, joined the SIU in 1946 in the port of New York sailing as an AB. Brother Scully last worked on the port of Seattle Sea-Land Shoregang from 1978 to 1986. He was on the picket line in the 1946 General Maritime beef. Seafarer Scully was born in Beverly, Mass. and is a resident of Seattle.



Kenneth Hennis Steinmetz, 59, joined the SIU in 1947 in the port of New York sailing last as QMED on the *SS Thompson Pass* out of the port of San Francisco. Brother Steinmetz hit the bricks in the 1946 General Maritime and the 1947 Isthmian beefs. He was born in New Jersey and is a resident of Clearlake, Calif.

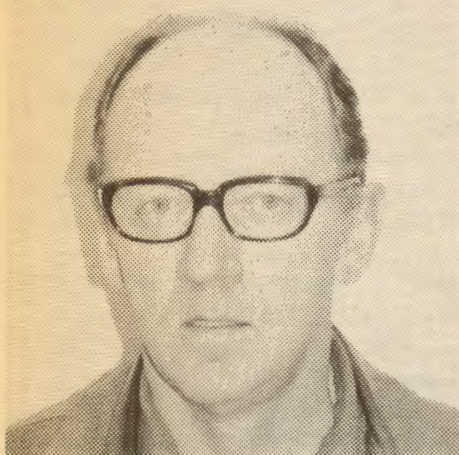


Raymond Payton Taylor, 62, joined the SIU in 1947 in the port of New Orleans sailing as a chief steward last on the *SS Arctic* (Maritime Overseas). Brother Taylor walked the picket line in the 1946 General Maritime beef. He was born in Louisiana and is a resident of Harvey, La.

Great Lakes

Joseph Leo Vieira, 65, joined the SIU in the port of Cleveland, Ohio in 1966 sailing last as a chief pumpman for the Erie Sand Co. from 1966 to 1986. Brother Vieira also worked as a turret lathe operator and as a yacht refinisher. He is a veteran of the U.S. Coast Guard in World War II. Laker Vieira was born in Ohio and is a resident of Erie, Pa.

Ex-SIU Agent 'Pete' Drewes Retires



Longtime SIU official Peter "Pete" Walton Drewes, 59, retired on Oct. 1. Brother Drewes joined the Union in 1945 in the port of Charleston, S. C. sailing this last year as a recertified bosun aboard the *SS Ambassador* (Coordinated Caribbean Transport) out of

the port of Jacksonville, Fla. Previously, he had sailed Sea-Land ships from 1980 to 1982.

He graduated from the Union's Recertified Bosuns Program in 1974.

Seafarer Drewes first became a SIU official as a patrolman in the port of Duluth, Minn. serving from 1959 to 1961. He was the port of Detroit, Mich. agent from 1964 to 1967.

From 1969 to 1975 he was a patrolman in the port of Houston, Texas mixed in with a 1972 to 1973 stint as agent in the port of St. Louis, Mo.

In 1975 he attended a Union Crews Conference at the Seafarers Harry Lundeberg School of Seamanship in Piney Point, Md., and in 1981 he was a delegate to the SIUNA Triennial Convention in Washington, D.C.

A native of Brooklyn, N.Y., Drewes is a resident of Dunedin, Fla.



33 Years at Sea

For more than 33 years, Harold "Buck" Weaver made his living sailing deepsea or inland, until a knee injury forced him to retire last month. Weaver spent the last dozen years working as an AB for G&H Towing in Houston. Throughout the years he sailed as an AB, AB deck/maintenance and recertified bosun. Brother Weaver began sailing with the SUP in 1943 and the SIU in 1951. Houston Port Agent Dean Corgey said Weaver "is one of the more respected and admired members around the Houston hall."

Digest of Ships Meetings

BALTIMORE (Apex Marine), September 21—Chairman C. Mattioli; Secretary Edward M. Collins; Educational Director C.R. Wright. Some disputed OT was reported in the engine department pertaining to the pumpman. There will be a payoff this trip in New York. Both the chairman and secretary thanked the crew for their cooperation and for helping keep the pantry and messroom clean. The importance of contributing to SPAD was also stressed. One suggestion brought up was to see the patrolman about getting more movies aboard ship. Next port: St. Croix, V.I.

1st LT. JACK LUMMUS (AMSEA), September 21—Chairman Douglas Luke Meadows; Deck Delegate William E. Ashman; Engine Delegate Larry Brown; Steward Delegate Catherine Kohs; Secretary William E. Bragg. No disputed OT reported. There is \$129 in the ship's fund. The crew voted to earmark that money, as well as money from the various pools, for the necessary equipment to complete the video system. On the subject of the video system: The crew will handle only the VHS format machine and are prohibited from using the Navy's Beta format machine. The bosun will have a cabinet built to house the tapes in the 0-4 linen locker. The chairman reminded the crew that "we are still members of the SIU" and "we should strive to live and work by the rules of our contract and make every effort to run the ship as any other SIU ship." It was suggested that the crew start football pools to get additional funds for the ship. And regarding the amount of milk allotted by the company, it was decided to wait until the next meeting to file a beef. Next port: Honolulu, Hawaii.

GROTON (Apex Marine), September 21—Chairman Neil Matthey; Secretary Marvin Deloatch; Educational Director A. Gardner; Deck Delegate P. Barney; Engine Delegate Tecumseh Williams; Steward Delegate Roderick Bright. No disputed OT reported. The chairman noted that all repairs were made in the shipyard, and the new washing machine that was ordered should be aboard this trip. The ship will pay off in Baltimore Sept. 25. He urged all qualified members to take advantage of the upgrading courses offered at Piney Point. The secretary talked about the decline of the maritime industry. He suggested that all members write their congressional representatives to try to help build a stronger merchant marine. And the educational director reminded members that the *Groton* is a tanker; therefore, there should be NO SMOKING outside on deck at any time. He stressed that crewmembers practice safety at all times. He also noted the continuing importance of contributing

to SPAD. A vote of thanks was given to the steward department for a job well done. Next port: Baltimore, Md.

PFC JAMES ANDERSON, JR. (Maersk), September 21—Chairman Alfonso Armada; Secretary T. Maley; Educational Director Steve Miller; Deck Delegate Edwin Ortega; Engine Delegate Benjamin O. Conway; Steward Delegate Gregory Lee. No beefs or disputed OT reported. A telegram was sent to headquarters advising them of the number of Class A and Class B seniority onboard. A

The pumpman cautioned all personnel involved to be certain that all tanks are gas-free before entering. A deck officer should be present at that time. Crewmembers are in the process of forming an arrival pool to help raise money for the ship's fund. The garbage problem back aft was discussed as was common courtesy when using the washer and dryer and the VCRs (which are located on the bridge). A vote of thanks was given to the steward department for a job well done. Next port: Subic Bay, P.I.

Brotherhood of the Sea: The True Meaning

We would like to commend the following crewmembers and officers on the *Pride of Texas* during the boat-dropping incident. Upon accidental release of Lifeboat #1, AB Tony Dundee fell approximately 70 feet from the lifeboat davits with the lifeboat into the Elizabeth River in Portsmouth Va. at the Moon Engineering dock. Prompt action during this crisis resulted in the safe rescue of this crewmember from the river.

Instrumental in the rescue were the following individuals: Chief Engineer Jim Fernandez who did not hesitate to jump into the river upon first seeing the victim. Chief Mate Wayne Edwards, 1st Asst. Engineer Paul Walker, and Engine Cadet Patrick Paddock assisted Brother Dundee who was conscious but obviously disoriented and injured. The Moon Engineering utility boat was quick to the scene to further assist in moving the victim to the awaiting ambulance. The Third Mate and Medical Officer Jerry Jones accompanied Brother Dundee to Maryview Hospital.

We thank and commend these men as well as all others who were part of this successful rescue. They put forth unselfish efforts and kept level heads during this time of crisis and thus deserve recognition.

Sincerely,
Ships Committee
Robert B. Crane, Master
M/V *Pride of Texas*

SEA-LAND PRODUCER (Sea-Land Service), September 21—Chairman W.C. Boyd; Secretary C. Hollins; Educational Director P. Thomas. No beefs or disputed OT reported. There is \$9 in the ship's fund at this time. The ship will pay off in New Orleans Sept. 27. Anyone getting off should be sure to give 24 hours notice so that a replacement can be obtained from the Union hall. The educational director reminded crewmembers about the upgrading opportunities at Piney Point. He said that anyone interested in attending the school should see their Union rep in the hall they ship out of. Several problems were noted. The first was that the air conditioning system is not working well. The rooms are 82° most of the time. The chief engineer will be advised of this. The steward department also had a complaint about the jackets and aprons they are getting which look as if "someone has been wiping the ship down" with them. They have asked the captain to back them up on this point. The steward department was given a vote of thanks for a job well done. Next port: Everglades, Fla.

Official ships minutes also were received from the following vessels.

LNG GEMINI	PFC WILLIAM B. BAUGH
OMI SACRAMENTO	SEA-LAND CONSUMER
OVERSEAS HARRIETTE	SEA-LAND VOYAGER
OVERSEAS MARILYN	STAR OF TEXAS

OVERSEAS WASHINGTON (Maritime Overseas), September 18—Chairman W.E. Hampson; Secretary C.A. Guerra; Educational Director H.S. Butler. Some disputed OT was reported in the engine department. It will be taken up with the boarding patrolman in Texas City. There is \$62.52 in the ship's fund. The chairman reports everything running pretty smoothly with no major beefs. He stressed the importance of contributing to SPAD and urged all qualified members to upgrade their skills at the SHLSS in Piney Point. The secretary gave the crew a vote of thanks for helping keep everything clean and for their cooperation in taking the 90 days stores. The need for practicing safety at all times was reiterated by the educational director. All hands gave the steward department a vote of thanks for the excellent food and a job well done. One minute of silence was observed in memory of our departed brothers and sisters. Next port: Texas City, Texas.

copy of the crew list followed. The chairman reported on the start of negotiations with Lavino Shipping and on the anti-Service Contract Act drive on in Congress, recently defeated by the Kennedy Amendment. The chief steward reported that the captain had cancelled the work order for roach extermination by shoreside professionals, but that the steward would continue to spray.

SAMUEL L. COBB (Ocean Ships), August 31—Chairman Ubie E. Nolan; Secretary Kris A. Hopkins; Educational Director Barry Kiger; Deck Delegate Joseph Carver; Engine Delegate Ronald Gordon; Steward Delegate Daniel V. Crawford. Some disputed OT was reported in the deck department over an air conditioner problem.

Bull Lines Info Sought

Anyone with information on the pre-World War II log books for the Bull Line ships *SS Carolyn* and *SS Evelyn* please contact:

H.C. Hansen
1327 Burleigh Rd.
Lutherville, Md. 21093

Hansen is an historic researcher and would like to review the logs or hear from any former crewmembers who sailed on either ship prior to World War II.

Monthly Membership Meetings

Port	Date	Deep Sea Lakes, Inland Waters
Piney Point	Monday, December 8	10:30 a.m.
New York	Tuesday, December 9	10:30 a.m.
Philadelphia	Wednesday, December 10	10:30 a.m.
Baltimore	Thursday, December 11	10:30 a.m.
Norfolk	Thursday, December 11	10:30 a.m.
Jacksonville	Thursday, December 11	10:30 a.m.
Algonac	Friday, December 12	10:30 a.m.
Houston	Monday, December 15	10:30 a.m.
New Orleans	Tuesday, December 16	10:30 a.m.
Mobile	Wednesday, December 17	10:30 a.m.
San Francisco	Thursday, December 18	10:30 a.m.
Wilmington	Monday, December 22	10:30 a.m.
Seattle	Friday, December 26	10:30 a.m.
San Juan	Thursday, December 11	10:30 a.m.
St. Louis	Friday, December 19	10:30 a.m.
Honolulu	Thursday, December 18	10:30 a.m.
Duluth	Wednesday, December 17	10:30 a.m.
Gloucester	Tuesday, December 23	10:30 a.m.
Jersey City	Wednesday, December 24	10:30 a.m.



The LNG Aquarius softball team was victorious (18-10) over the team of Americans at the compound in Indonesia. They are, from left to right (front row): James Roberson, chief cook; Salim Abraham, AB; Jerry Bass, wiper; James P. O'Reilly, SA; Alan Bartley, SA, and George (Skip) Hofmann, AB. From left to right (back row) are Roger Franz, 3rd mate; Dave Elliott, AB; Stewart Davis, 2nd mate; Armando Voluntad, OS, and Jerry Johnson, QMED.

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

Dispatchers Report for Great Lakes

OCT. 1-31, 1986

Port	*TOTAL REGISTERED All Groups			TOTAL SHIPPED All Groups			**REGISTERED ON BEACH All Groups		
	Class CL	Class L	Class NP	Class CL	Class L	Class NP	Class CL	Class L	Class NP
DECK DEPARTMENT									
Algonac	0	13	2	1	46	1	0	25	4
ENGINE DEPARTMENT									
Algonac	0	12	1	0	18	0	0	15	0
STEWARD DEPARTMENT									
Algonac	0	4	0	0	6	0	0	6	1
ENTRY DEPARTMENT									
Algonac	0	18	3	0	0	0	0	30	4
Totals All Departments	0	47	6	1	70	1	0	76	9

*"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

OCT. 1-31, 1986

Port	*TOTAL REGISTERED			TOTAL SHIPPED			Trip Reliefs	**REGISTERED ON BEACH		
	All Groups			All Groups				All Groups		
	Class A	Class B	Class C	Class A	Class B	Class C		Class A	Class B	Class C
DECK DEPARTMENT										
Gloucester	2	5	0	1	1	0	0	7	8	0
New York	60	13	0	43	7	0	9	100	20	0
Philadelphia	2	3	0	5	3	0	1	2	4	0
Baltimore	7	4	2	2	5	0	1	11	4	2
Norfolk	10	2	0	9	6	0	1	13	4	1
Mobile	11	3	0	11	2	0	2	16	4	1
New Orleans	44	8	2	34	5	3	7	70	7	3
Jacksonville	26	4	1	32	8	2	7	42	12	0
San Francisco	40	11	6	21	3	4	9	71	21	5
Wilmington	22	6	2	20	6	0	6	27	7	2
Seattle	30	9	1	21	6	2	5	59	12	0
Puerto Rico	11	0	1	11	4	0	1	25	3	0
Honolulu	6	18	10	9	10	0	10	7	22	10
Houston	45	10	6	36	6	6	4	64	7	1
St. Louis	0	0	0	0	0	0	0	0	0	0
Piney Point	1	5	1	0	5	0	0	4	5	1
Totals	317	101	32	255	77	17	63	518	140	26
ENGINE DEPARTMENT										
Gloucester	2	1	0	1	0	0	0	4	4	0
New York	31	8	1	14	4	0	4	72	11	1
Philadelphia	4	1	0	5	1	0	1	3	2	0
Baltimore	5	3	0	7	0	0	0	12	4	0
Norfolk	2	4	0	2	4	0	0	8	5	0
Mobile	13	2	0	8	2	0	1	12	3	0
New Orleans	31	6	1	27	11	2	5	39	5	3
Jacksonville	17	3	0	15	3	0	4	30	4	0
San Francisco	14	6	4	7	5	2	1	36	6	2
Wilmington	13	5	0	8	3	0	2	20	7	2
Seattle	33	10	0	17	5	0	8	45	11	0
Puerto Rico	8	0	0	6	0	0	0	12	1	0
Honolulu	6	6	9	5	7	4	3	4	6	8
Houston	28	4	0	21	4	0	3	41	4	0
St. Louis	0	0	0	0	0	0	0	0	0	0
Piney Point	2	3	0	1	1	0	0	7	6	0
Totals	209	62	15	144	50	8	32	345	79	16
STEWARD DEPARTMENT										
Gloucester	1	2	0	0	1	0	0	2	2	0
New York	16	4	1	19	2	1	3	31	7	1
Philadelphia	2	1	0	0	2	0	1	2	1	0
Baltimore	2	1	0	1	0	0	0	5	2	0
Norfolk	2	0	0	2	0	0	0	5	2	1
Mobile	7	1	0	3	0	0	0	10	1	0
New Orleans	27	1	0	19	0	0	7	33	3	2
Jacksonville	6	2	0	13	5	0	2	8	4	0
San Francisco	46	8	5	22	2	5	7	73	10	4
Wilmington	13	2	0	7	5	0	5	15	2	0
Seattle	14	3	0	13	1	1	5	32	7	0
Puerto Rico	4	0	0	6	0	0	0	10	3	0
Honolulu	6	23	21	6	23	17	34	5	28	30
Houston	15	1	0	12	1	0	4	20	0	0
St. Louis	0	0	0	0	0	0	0	0	0	0
Piney Point	3	3	0	1	4	0	2	7	4	0
Totals	164	52	27	124	46	24	70	258	76	38
ENTRY DEPARTMENT										
Gloucester	0	1	0	0	0	0	0	2	2	0
New York	21	36	8	17	18	7	0	43	57	6
Philadelphia	0	2	0	2	4	0	0	1	3	0
Baltimore	3	3	1	1	2	0	0	11	5	1
Norfolk	2	8	1	1	12	0	0	5	8	2
Mobile	1	6	0	2	1	0	0	0	11	0
New Orleans	22	10	18	11	10	9	0	29	24	23
Jacksonville	2	9	0	3	10	0	0	6	11	2
San Francisco	38	14	9	18	9	6	0	71	26	5
Wilmington	14	10	2	5	11	1	0	22	16	2
Seattle	24	15	0	16	10	0	0	35	31	2
Puerto Rico	7	8	0	0	0	0	0	13	14	1
Honolulu	8	86	188	3	69	123	0	13	104	310
Houston	17	6	3	9	8	0	0	25	10	4
St. Louis	0	0	0	0	0	0	0	0	0	0
Piney Point	0	17	0	0	12	0	0	0	9	0
Totals	159	231	230	88	176	146	0	276	331	358
Totals All Departments	849	446	304	611	349	195	165	1,397	626	438

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

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

Shipping in the month of October was down from the month of September. A total of 1,320 jobs were shipped on SIU-contracted deep sea vessels. Of the 1,320 jobs shipped, 611 jobs or about 46 percent were taken by "A" seniority members. The rest were filled by "B" and "C" seniority people. A total of 165 trip relief jobs were shipped. Since the trip relief program began on April 1, 1982, a total of 3,889 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

New Congress Must Act

WHAT may have been the dirtiest off-year election ever is finally over. The voters showed why the process works, in spite of their bombardment by nasty television ads, personal attacks and mudslinging. They went into the voting booths across the country, scrapped the muck off the ballots and, for the most part, sent people to office on the basis of the issues and facts.

The Democrats won suprisingly big in the Senate and gained a few seats in the House. The GOP made some big strides on the state level, picking up several new governors' seats. What that shows is that people voted on the issues, which hopefully will carry over to representatives and senators when they come back to Washington in January.

That may be a good sign for the SIU and the maritime industry.

While there was no nationwide theme to the balloting, the word is out that one of the first priorities for the new Congress will be trade, an area sorely neglected during the past several years. Trade is the lifeblood of the merchant marine, and it plays an important role for American industry as a whole.

Every month this country imports billions of dollars more of goods than it exports. Six years worth of hands-off, so-called free trade have left the nation's balance of trade in shambles, and America's industrial workers jobless.

The last Congress had a chance to attack the trade problem when the House overwhelmingly passed a trade bill which would have put American industry on a more equal footing with its trading partners. The Republican-controlled Senate failed to act. The administration has shown no signs of implementing any kind of fair trade policy. It will be up to the new Congress.

A fair trade policy will put more American's back to work. A fair trade policy will help seafarers and the maritime industry stay afloat.

But it will take a bipartisan effort to ensure action on trade legislation. If the new Congress takes a good look at the election results, they will see the voters selected them on the basis of the issues and the candidates' qualifications, not necessarily blind party loyalty. The new Congress should act accordingly.

Letters To The Editor



'A Colleague and Friend . . .'

With great sorrow I have heard of the passing of Dr. Logue, and wish to extend my condolences to you and the S.I.U. membership.

Dr. Logue has been a pioneer in maritime occupational medicine. We were fortunate that he was able to provide his expertise to the meetings of the Seafarers Health Improvement Program, where he and Mr. Tom Cranford made valuable contributions.

I shall miss him as a colleague and as a friend.

Sincerely,
C. J. Urner, M.D.
Medical Director
Lykes Bros. Steamship Co.

DEALING WITH STRESS

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

Learning how to deal with stress is more important to you than trying to avoid it altogether, which is impossible in modern life.

Unfortunately, many people experiencing unusually high amounts of stress tend to do all the worst possible things to remedy the situation.

They may start to smoke more. Or eat more. Or drink more. At the same time, they may cut back on physical activities. All of these reactions to stress—overindulgence and lack of exercise—just perpetuate the cycle.

It's helpful in getting a handle on stress to recognize that it's a normal, fundamental element in our existence. The stress mechanism is present and working for us whenever we respond to a sudden danger.

Some stress can be an exhilarating experience. You've felt it at any exciting athletic contest—whether you were playing or rooting for your side.

That's the good side of stress—a sort of shifting into high gear to help us protect ourselves, or to heighten enjoyment.

The trouble comes when the system doesn't ease back into equilibrium when the peak has passed. Then stress becomes a nagging, ever-present condition.

Besides understanding what stress is and how it works, developing a healthy life perspective is another good step in learning how to cope.

Robert Eliot wrote a book called "Is It Worth Dying For?" In it, he said there are basically two rules for stress management:

★ First, don't sweat all the small stuff.

★ Second, it's all small stuff.

But keeping cool and following a good diet and exercise program still may not be enough. That tape recording in your brain keeps repeating the

same tension-filled messages.

Talk it over with your doctor. If you're concerned about your health, the doctor probably will want to make sure you've had a recent physical examination. That's to rule out any organic disease as a source of your problem.

Then together you should make an honest behavioral assessment of your lifestyle, including diet, exercise, smoking, social support, and other potential risk factors that are under a person's control.

According to Dr. Dennis Davidson, a heart specialist at the University of California in Irvine and director of a disease prevention program, "The next step would be to see how interested the patient is in change. We'll have to confront the reasons why stress has become a problem and the motivations for change."

Therapists generally can help analyze the sources of your discomfort and assist you in developing a means of tackling anxieties. Studies also show that social support is important for a better mental outlook. Invest some time in developing close friendships.

You may also wish to explore such stress-reducing techniques as biofeedback, meditation, self-hypnosis, progressive relaxation and behavior modification.

Although its total impact on the body remains a matter of controversy, there's little doubt that stress to some degree may contribute to a variety of health problems. These include back pain, headache, high blood pressure, cardiovascular disease and a number of intestinal disorders, including ulcers, colitis and irritable bowel syndrome.

Controlling stress is worth working at. Just remember, it's easy to fall back into old habits. Once you get a handle on stress, you have to make a continual effort to help ensure long-term change. Otherwise, stress can recur.

Miracles Never Cease (But Prayers Often Go Unanswered)

Commentary

by Capt. Robert Kesteloot (USN Ret.)

TWO important reports were made public recently, and their common and miraculous feature was that they were in agreement and, in fact, complement one another. This was particularly unusual since the first report came from the Transportation Institute, a trade association supported by companies with the Seafarers International Union, and the second report from (of all places) the U.S. Navy.

Both studies concluded that the Navy program to lay up additional ships in the Ready Reserve Force (RRF) was an unsound policy since the absence of an adequate sized U.S.-flag fleet precluded the existence of sufficient numbers of citizen mariners to man the government-owned ships in time of war.

The Navy study, as well as the industry study, concluded, in the words of the Navy study, that the only "fail-safe solution" was a "robust peacetime U.S.-flag fleet that supports as a minimum an active seafarer pool of adequate size sufficient to meet all shipping requirements in time of war."

Capt. Robert Kesteloot (USN Ret.) is the vice chairman of the Transportation Institute. He is the former director of the Navy's Strategic Sealift division.

We find it paradoxical that this administration is so strongly supportive of national defense, yet so noncommittal on maritime policy. This country has a forward defense posture. That is, we intend to meet enemies on soil other than our own and keep the war fighting away from our own shores. To this end we spend billions on defense, but we have ignored the crucial investment in our U.S.-flag fleet that is required to deploy our forces where needed. The cost, in terms of cargo preference laws, bilateral trade agreements, tax incentives to shippers or even outright subsidies, is "in the grass" compared to defense outlays and would be, therefore, highly leveraged dollars because they would ensure the executability of this nation's forward defense strategy.

It is regrettable that our maritime policy has been left to those in the Office of Management and Budget when it should be included, by definition, as a part of national defense on which this administration rightfully prides itself as a strong advocate.

It's too bad that an entire industry's prayers go unanswered simply because the definition of "national defense" is too narrow.

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