

Official Publication of the Seafarers International Union • Atlantic, Gulf, Lakes and Inland Waters District • AFL-CIO Vol. 47 No. 4 April 1985

New Cable Ship

SIU's *Salernum* Is On Her Way to Honolulu

With her bulbous bow shined to a high gloss following \$7 million in renovations and repair, the C.S. *Salernum* is on her way to her first permanent home port since the American flag was unfurled from her mast last year. The newly SIU-crewed *Salernum* is on her way to Honolulu.

When the *Salernum* slid down the ways of the Everglades' shipyard here, her two twin-screw 3,500 hp. engines could power a top-speed of 16 knots and a normal cruising speed of 14 knots. The 340-foot long ship carries more than 350 miles of coaxial cable in three cable basins.

C.S. SALERNUM



The 4,979-ton cable repair ship was bought last year by the American Telephone and Telegraph Co. The *Salernum* will be the Pacific trouble-shooter, maintaining and repairing the tens of thousands of miles of underwater telephone cables on the floor of the Pacific Ocean.

Owned and operated by the Transoceanic Cable Ship Co. (which also operates the SIU-crewed C.S. *Long Lines*), the *Salernum* was built for an Italian company in 1954.

Named after the small Italian port city of Salerno, her name is about all that is left of her Italian origins. Tracor Marine Shipyard of Port Everglades, Fla. was hired to modernize and bring the cable ship up to U.S. Coast Guard standards. New generators, lifeboats, air conditioning, communications, galley and crew quarters were installed.

It is an involved process, according to Vince Tomalonis, AT&T manager of marine operations. The work of cable repair is a "whole science" from the time the break is discovered by AT&T locator systems ashore to the first and usually final attempt to bring the cable up.

The high tensions produced when new cable is lowered and the old cable picked up "takes enormous skill, with people on deck working with lines having actual cable laying experience. To repair a break, workers have to raise the cable from the bottom of the ocean over undersea mountains and valleys. The cable could be three miles underwater," Tomalonis said.

Through May and June, the 24 Seafarers aboard the *Salernum* will sail to the Far East on a government contract, making sure that Alexander Graham Bell's invention is the next best thing to being there.

Inside:

Blended Credit Battle

Inland News

SHLSS

MCS-AFL-PMA Pension Report

SIU Benefits Update

Page 3

Pages 7-10

Pages 11-14

Page 22

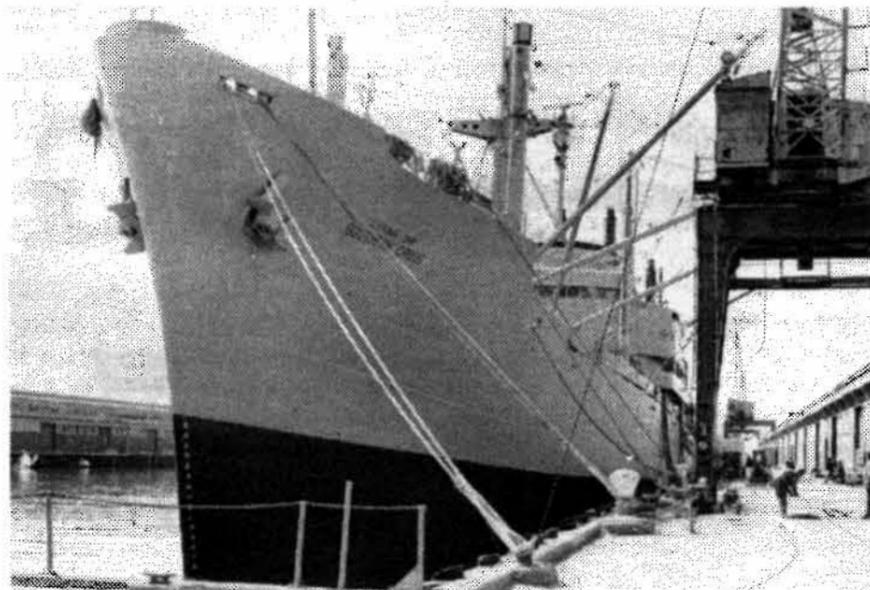
Page 22

Great Lakes Fitout



It's fitout time on the Great Lakes, and Richard Louma spruces up the *Charles E. Wilson* in Muskegon, Mich. See pages 15-18 for complete coverage.

SIU Crew Wins Praise for 'Professionalism and Skill'



USNS *Southern Cross* loads in Norfolk for upcoming Mediterranean Underway replenishment exercise. This new ship provides 58 SIU jobs. See pages 19-21.

President's Report

by Frank Drozak

Survival of the Fittest

SINCE 1954 when the Korean War ended, the SIU has been trying to warn Congress and the American public about the consequences of letting the nation's merchant fleet decline past a certain point.

We have had a mixed record. There have been many successes: the Cargo Preference Act of 1954, the Merchant Marine Act of 1970, the redocumentation of the *Independence* and the *Constitution* under the American registry.

Yet as every seaman knows, the last thing that peacetime politicians like to think about is the U.S.-flag merchant marine and this nation's sealift capability. It's a little bit like high blood pressure: you're not really aware of the damage until it's too late to act.

Three times in the past 50 years the United States had to engage in hasty and costly buildups of its merchant marine to meet the sealift needs of a nation at war. Yet the people who run this country never seem to learn their lesson.

If the United States does not understand the value of a fully functioning merchant fleet, then its enemy, the Soviet Union, does. During the past 15 years, the Soviet merchant fleet has increased at a rapid rate. Not only do these new vessels provide the Soviet Union with a tremendous amount of sealift capability, they have enabled that country to carry a substantial portion of the world's commercial cargo.

Many segments of the maritime industry have been so hard hit by the decline of the American-flag merchant marine that they are on the verge of not being able to function. This goes for management and labor alike.



We in the SIU have been able to buck that trend. While the U.S.-flag merchant fleet has lost nearly 200 vessels since 1980, we at the SIU have signed up 48 vessels in the past two years alone.

Our pension plans are healthy. We are looking into ways to keep our health care costs under control.

It has not been easy. In some instances—most notably in the case of the Navy vessels—we have had to agree to manning and wage levels below those that we have been used to. We do not have the luxury of turning down these job opportunities. Indeed, we have the responsibility to actively seek these opportunities for our membership. If a member of this Union does not want to work on one of these vessels, then fine. But at least the jobs are there for those who do want them. It's better than sitting on the beach unemployed.

While the situation in the maritime industry is bad—very bad—it is meaningless for us to complain that the federal government does not understand the issues, or for us to talk about how it used to be.

The only thing that counts is what we are willing to do today to promote jobs for our membership.

Our industry is experiencing major changes, and both management and this Union must accept this fact and act upon it.

To remain in good shape and to continue to grow, this Union must be as competitive as possible. The number of jobs available for American seamen is dropping. People who do not have the proper credentials—sea-time, endorsements, training—are being forced to drop out of the industry.

It is, therefore, important that each and every member sit down and think about what he or she needs to do about protecting job opportunities.

You need to upgrade. Training is key. Rapid technological advances are shaping the face of the maritime industry. Crews are getting smaller. The new jobs being created in the

maritime industry require more technical know-how.

You have to be alert. You can't be addicted to alcohol or drugs. Alcohol and drug addiction reduces a member's productivity. And it threatens the job security of all of us.

You have to be politically active. Every day, the maritime industry is faced with challenges in Congress. Legislation is routinely introduced that threatens the job security of all seafarers. Thanks to your support—through SPAD and special grassroots efforts—we have been able to check these attacks. Yet even as we speak, segments of the agricultural community are trying to do away with the PL-480 program which generates a substantial portion of all jobs available to American seamen.

We are involved in a never-ending struggle for survival on many fronts. If we don't show up, then we may just lose.

SIU Scholarships

Charlie Logan Awards Due

The Charlie Logan Scholarship Committee will meet Friday, April 26, 1985 in the Seafarers Hiring Hall in Houston, Texas to award scholarships.

As has been the case in years past, the scholarships are broken down into two categories—one for seamen, the other for dependents.

Applicants for the seamen's scholarships will be vying for one \$10,000 and two \$5,000 grants. A second \$10,000 grant may be awarded if the committee feels that two seamen are equally deserving.

Dependents will be vying for four \$10,000 grants.

The application deadline is April 15, 1985. All those interested are urged to apply.

In order to be eligible, the fol-

lowing requirements must be met:

- For the \$10,000 dollar scholarship, a member must have two years of service with a contracted employer, 125 days in the previous calendar year and one day of service in the past six months.

- For a member's dependent to be eligible for one of the four \$10,000 dependent scholarships, a member must have three years of sea-time, 125 days in the previous calendar year and one day of service in the past six months.

- For a seaman to be eligible for one of the two \$5,000 seamen's scholarships, he/she must have two years of service with a contracted employer, 125 days in the previous calendar year and one day's service in the past six months.



LOG

April 1985

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

Vol. 47, No. 4

Executive Board

Frank Drozak
President

Joe DiGiorgio
Secretary-Treasurer

Ed Turner
Executive Vice President

Angus "Red" Campbell
Vice President

Mike Sacco
Vice President

Leon Hall
Vice President

Joe Sacco
Vice President

George McCartney
Vice President

Roy A. Mercer
Vice President

Marietta Homayonpour
Associate Editor
New York

Ray Bourdus
Assistant Editor

Charles Svenson
Editor

Max Hall
Assistant Editor

Lynette Marshall
Assistant Editor/Photos

Mike Hall
Associate Editor
Washington

Deborah Greene
Assistant Editor

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

Farm Interests Attack Blended Credit Ruling

Eliminating or restricting the scope of existing cargo preference laws will do nothing to help American farmers, but will penalize the American-flag merchant marine. That's what SIU President Frank Drozak told the Senate Committee on Agriculture, Nutrition and Forestry.

Drozak was testifying on S. 721, a bill that would reverse a recent federal court decision handed down on the blended credit suit. Under the terms of that ruling, all cargo shipped under the federal government's \$1.5 billion Blended Credit program must meet the requirements set forth in the 1954 Cargo Preference Act, which states that at least 50 percent of all government generated cargo should be carried on American-flag vessels.

Drozak noted that while the agricultural community has consistently opposed the 1954 Cargo Preference Act, which generates a substantial portion of all American-flag vessels' cargo and jobs, the U.S. maritime industry has "always supported programs benefiting U.S. agriculture."

Rather than fight each other on secondary issues, Drozak said, the maritime industry and the farm community should join forces to

confront the root causes of their recent economic decline.

"The problems facing the American farm community are basically the same as those facing the American maritime industry—weak markets, the high dollar, highly subsidized foreign competition, restrictive foreign trade practices and non-tariff barriers," said Drozak.

Testifying at the same hearing were Peter Luciano, director of the Transportation Institute; Sen. Don Nickles (R-Okla.), the author of one of several bills that have been introduced to reverse the blended credit decision, and representatives from several farm associations.

Sen. Dave Boren (D-Okla.), who chaired part of the meeting, is a strong opponent of cargo preference laws. "While I believe in a strong American-flag merchant marine," he said, "I don't believe that the agriculture community should bear an unfair share of the burden of providing it with federal relief."

Drozak and Luciano took exception to that remark.

"Congress has approved the funding levels [for the blended credit program] with the full knowledge



SIU Legislative Director Frank Pecquex (left) and TI Legislative Counsel Jim Henry (right) confer before the Senate hearing on cargo preference, while SIU President Frank Drozak (center) waits to testify.

that the funding represents support for two industries, not one," Luciano said, "and with the full knowledge that the funding is provided to achieve two major national objectives—encouragement of American farming and of American shipping."

"If the agriculture industry," said Drozak, "is truly interested in applying free market trading practices to the maritime industry, they should see nothing wrong with giant grain brokers going to Argentina

to buy their farm commodities. I mention this example to make a point: our two industries are in the same boat together."

Representatives from all the farm associations who testified at the hearing opposed the recent federal ruling on the grounds that it added to the cost of exporting agricultural products. This assertion was in direct contrast to the statement delivered by Luciano, who said that "cargo preference does not
(Continued on Page 24.)

Recertified Bosuns Get an Earful at Hearing

by Max Hall

Ten bosuns who were going through Piney Point to get their recertification diplomas had a chance to see history in the making this month.

They sat in on the Senate Agriculture Committee's hearing on the blended credit controversy. Since a large part of all American-flag vessels' cargo and jobs are generated by this program, the outcome

of this dispute will have far-reaching consequences.

In many ways, this fight to protect cargo preference is one of the major campaigns in the Union's history, on a par with the Cities Service organizing drive and the Merchant Marine Act of 1970. There is no telling what the maritime industry will look like if the Cargo Preference Act of 1954 is repealed.

By attending this meeting, the 10 bosuns were able to gain a unique perspective about the way that Congress operates.

Several of the bosuns made the same observation: it seemed that most of the senators on the Agriculture Committee had already made up their minds on the issue. So why was it important that the SIU be represented at these hearings?

For one thing, these hearings represent one of the few ways that the maritime industry has of sending a message to the agricultural community that both sides should set aside their various differences and deal with the real causes of their relative decline: the overvalued American dollar, foreign subsidies and erratic trade policies.

This is especially true since Secretary of Agriculture John Block

has refused to meet with representatives from the maritime industry to discuss this issue.

These hearings also represent the most effective way of informing the American public about the maritime industry.

Roughly half of the people attending the hearings were reporters from major newspapers and news services. The way that they report a story shapes American public opinion, and therefore the outcome of a battle such as this.

Indeed, the blended credit dispute is shaping up as one of the more controversial issues of the present session of Congress. While it is receiving less attention than say the budget hearings or the arms control talks, it nevertheless has elicited a relatively rare occurrence: an open dispute between two cabinet members.

Agriculture's Block has made the elimination of the PL-480 program one of his top objectives. He has issued several press statements to the effect that the administration is behind him on this issue.

Transportation Secretary Elizabeth Hanford Dole, who is charged with promoting the American-flag merchant marine, has challenged
(Continued on Page 24.)



These recertified bosuns got the chance to see history in the making when they attended hearings held by the Senate Agriculture Committee on the recent blended credit ruling. They are Willoughby Bird, Steven Copeland, Stephen Garay, Charles "Sonny" Herrera, Robert Johnson, Dave Newman, Thomas Seager, Thomas Vain, Robert Vranish, and Antonios Trikoglou.

Sacramento Pays Off in Baltimore



It was a good trip for the *OMI Sacramento* (OMI) with everything running smoothly. The vessel, which is almost a year old, just returned from carrying a load of coal to Alexandria, Egypt. After a few days in Baltimore, she will make a return trip to Alexandria, this time carrying grain.

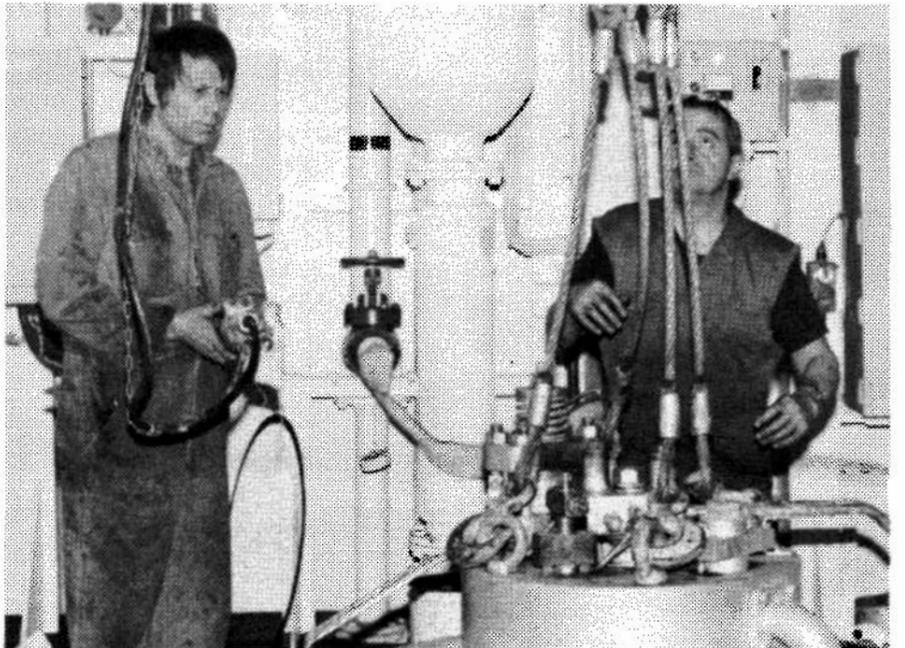


Bosun William Reeves (l.) and AB Dewey C. Bell (center) catch up on Union news with SIU Patrolman Dave Heindel.

(Photos by Deborah Greene)



Sam Davis, chief steward, goes about his cooking in the *OMI Sacramento's* galley.



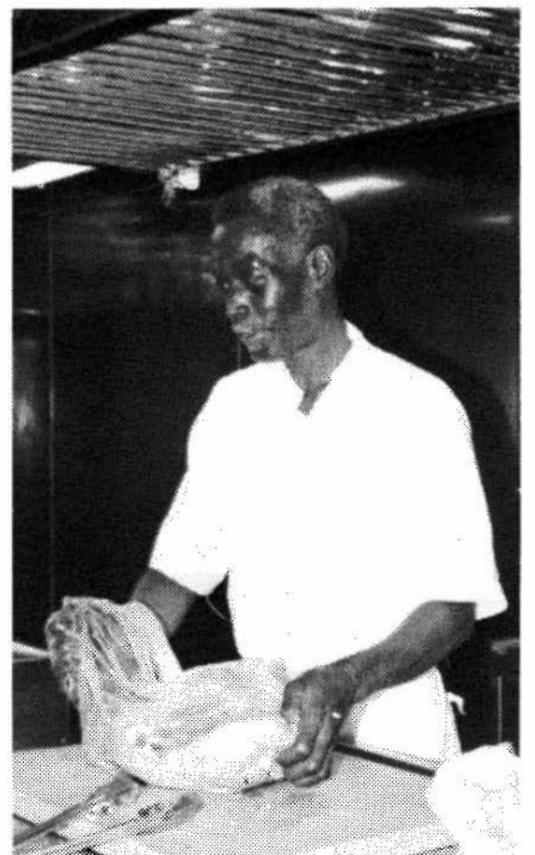
Leif Dalen, 1st engineer (l.), and Richard Jewett, 2nd engineer, are hard at work taking the cylinder head off the engine to pull out two pistons.



Roderick Gordon, steward delegate this trip, signs the patrolman's report.



The crewmembers got along well, as William Jemison, DEU, and QMED/Wiper Jeff Latham show. Latham was also engine department delegate this trip.



James Payton, chief cook, takes out some meat to be defrosted for yet another delicious meal aboard the *OMI Sacramento*.

The SIU in Washington

Seafarers International Union of North America, AFL-CIO

April 1985

Legislative, Administrative and Regulatory Happenings

Washington Report

Frustrated by years of broken promises by the Japanese government to open up that country's markets to American goods, the Senate voted 92-0 to censure Japanese trade practices.

The unanimous vote underscored the Senate's concern with the growing trade deficit, which will hit more than \$35 billion this year with Japan alone.

The vote does not have the force of law, but it is a recommendation to the president and the House of Representatives that something needs to be done concerning this issue. The larger the trade deficit, the more American jobs will be exported overseas.

Typical of the Senate's mood was this observation by Sen. Lloyd Bentsen (D-Texas): "This country is already in a trade war and had better wake up to that fact."

Budget Deficit

A number of economists, including Charles Shultz, the head of the President's Economic Advisory Board under President Jimmy Carter, believe that restrictive Japanese trade practices play a relatively minor role in this country's trade deficit, accounting for 2 or 3 percent of the total trade deficit of more than \$100 billion. The real culprit, they believe, is the value of the dollar.

While he deplored Japanese trade practices, the real issue, Shultz said, "is the value of the dollar. It is so overvalued that American firms cannot compete overseas."

The high value of the dollar, he believes, can be traced to one important factor: the huge federal budget deficit. Until something is done to bring the budget in line, Americans will continue to rack up trade deficits in the neighborhood of \$100 billion or more.

According to Shultz, these budget deficits can be traced to tax cuts made during the first two years of the Reagan administration, defense increases, spiraling interest payments on the federal deficit and run-away costs inherent in the Social Security and Medicare systems.

It is a delicate problem. The trick is to get the value of the dollar to come down slowly, without prompting a worldwide recession in the process.

PL-480

The high value of the dollar is making it impossible for many American industries to compete abroad.

Two industries that have been particularly hard hit by this economic development are agriculture and maritime. Ironically, the two industries are involved in what is being described as an all out war because Secretary of Agriculture John Block is trying to reverse a recent federal ruling on the blended credit issue.

In response to these developments, SIU President Frank Drozak testified before the Senate Agriculture Committee and called upon the agriculture and maritime industries to put aside their differences and join forces to deal with the real problems facing the two industries: the overvalued dollar, erratic trade policies, indifferent federal leadership.

For more on this story, see page 3 of this paper.

Alaskan Oil

Senate and House leaders are trying to speed up action on passage of the Export Administration Act (EAA), which expired the last session of Congress because the two houses could not agree on several issues relating to trade with South Africa.

The EAA contains a prohibition against the export of Alaskan oil. This provision, which would have an important effect on the fate of as many as 40 American-flag tankers, was not in contention.

The Senate has passed a short extension of the EAA, S. 883. As of this writing, Senate leaders plan to amend S. 883 to bring it into agreement with H.R. 1786, the House version of the bill. By doing this, it is hoped that the House and Senate will not have to meet in a joint committee.

H.R. 1783 has been reported out of the House Committee on Foreign Affairs.

Three Watch

The Coast Guard has issued a decision stating that tug and barges do not have to implement a three-watch system, and that two watches are enough to meet minimum safety standards.

The SIU is reviewing this decision.

Port Development

Several bills have been introduced in this session of Congress dealing with port development.

While there has been no mark-up of any of the bills, there has been a lot of behind-the-scenes work to find some sort of common ground between the

administration's position on this issue and the one taken by most Congressional proponents of port development.

During the last session of Congress, the administration stated that it viewed port development as a purely local concern. While it has altered its position somewhat, there remains a gap between the role that Congressional proponents of port development feel that the federal government should play in funding port development, and the role that the administration envisions.

Build Foreign

Transportation Secretary Elizabeth Hanford Dole has proposed legislation that would authorize the foreign acquisition of subsidized U.S.-flag vessels. She also has urged that Congress amend the 1954 Cargo Preference Act to provide immediate eligibility for certain re-flagged vessels in the carriage of government-impelled cargo.

Dole believes that the current three-year waiting period that foreign-built or rebuilt vessels must meet before they carry government impelled cargo "is at variance with the administration's proposal to eliminate barriers to the acquisition of modern vessels constructed outside the United States."

Carriage of U.S. Mail

Bills have been introduced in the House and the Senate to require that American mail being carried overseas be placed on American-flag vessels.

The House bill, H.R. 1702, was recently introduced by Rep. Helen Bentley (R-Md.).

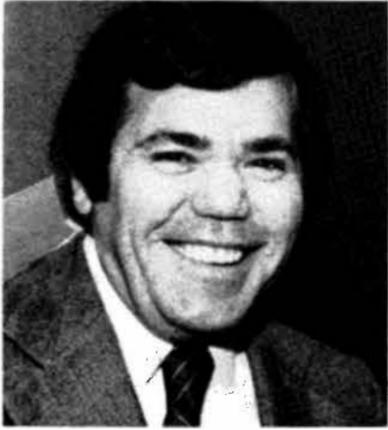
The Senate bill, S. 186, was introduced at the beginning of the new session of Congress.

Support
SPAD



Area Vice Presidents' Report

Gulf Coast, by V.P. Joe Sacco



IT'S been two-and-a-half months since the 22-month strike against Dixie Carriers ended. The Union representatives have been servicing the Dixie boats regularly, and it gives me pleasure to say that the crews are glad to be working under an SIU agreement again and to have representation onboard their equipment.

In other news, we have negotiated a number of increases during wage reopener talks with SIU-contracted tug and barge companies.

An increase was won for members at Radcliff Materials in the second and third years of their contract. Also, SIU Boatmen at Crescent Towing received a cost of living adjustment in the second year of their contract. In the third year of the contract at Sabine Towing the members also received a cost of living adjustment.

Later this month a contract negotiation meeting will take place in Mobile with SIU-contracted Gulf Atlantic Towing Co.

In Jacksonville on April 23, the first in what will hopefully be a regular series of meetings will take place with SIU-contracted Crowley Towing and Transportation. This is the start of a labor-management program that will include representatives from Crowley and the SIU as well as from the rank and file. The purpose of the meeting is to improve communications between the company and the SIU and its Boatmen in the Gulf.

A few months ago I reported that one of our SIU-contracted companies, Delta Queen Steamboat, was moving its headquarters from Cincinnati, Ohio to New Orleans, La. It looks like this month will see the dedication of their new building in New Orleans. The company, which now operates the passenger paddle-wheelers *Mississippi Queen* and *Delta Queen*, hopes to expand its operations in the near future.

East Coast, by V.P. Leon Hall



THE port of Norfolk has been a very active one lately because of the many SIU-contracted ships chartered by the Military Sealift Command that are involved in exercises and training along the coast of Virginia.

The *PFC Eugene Obregon* and the *Sgt. Matej Kocak*, both operated by Waterman, just spent several months in Norfolk. The ships are now heading for Spain.

Also, the *Cpl. Louis J. Hauge, Jr.* (Expander Transport Co.) just

returned from sea trials to Cheatham Annex, Va.

Further, the first of the six T-AGOS vessels expected to be crewed out of Norfolk is due to take on her crew April 25 at the Little Creek Navy Base in Norfolk. This will be the *MV Stalwart* (Sea Mobility).

A number of SIU tug and barge contracts are being negotiated out of Norfolk. One is with Sheridan which operates tugs and dry cargo barges along the East Coast and to Puerto Rico.

Also, the Association of Maryland Pilots, which was given a negotiation extension until April 1, has asked for an additional emergency extension until the middle of May. This has been granted since the company needs time to reconstruct its operation. It is moving from offshore to a shoreside location.

Up in Gloucester, Mass. a big problem had developed as of LOG press time because of the announced closing of Gloucester Marine Protein, Inc., a dehydration plant. This operation, the only dehydration plant in the area, takes in the leftover fish matter, such as heads and bones, that are not used by the processors who fillet the fish. This leftover matter is then made into fish meal. Also, during the menhaden pogie season, which usually runs from June through September, the plant buys the entire fish catches to make into meal since the menhaden pogie is not considered edible. I'll keep you informed about this problem.

Finally, in Philadelphia the annual dinner-dance of the Delaware Valley and Vicinity Maritime Port Council will be held on May 10.

Great Lakes & Western Rivers, by V.P. Mike Sacco



I'M happy to report that a new three-year contract with the Great Lakes Dredge Owners Association has been ratified by the members. The Association represents the major dredging companies on the Great Lakes.

In other news from the Lakes, SIU-contracted Dunbar and Sullivan Dredging Co. has been declared the low bidder on two projects. One is near Point Mouillee, Mich.; the other is on the Rouge River in Detroit, Mich.

Another SIU-contracted company, Great Lakes Dredge and Dock, has been awarded a two-year contract to rebuild the protective breakwater in the Cleveland, Ohio harbor.

In the deep draft area on the Lakes, spring fitout is moving right along. SIU-contracted American Steamship is bringing out 13 ships this year. One of its ships, the *H. Lee White*, suffered damages on the Detroit River and will be in the Bay shipyard in Wisconsin for three or four weeks.

Huron Cement is fitting out three ships and Pringle transit two ships.

The Bob-Lo Co. which operates two excursion boats from Memorial Day through Labor Day will also start fitting out soon.

Here in St. Louis, over 500 people attended the annual dinner-dance of the Greater St. Louis Area and Vicinity Port Council of the AFL-CIO Maritime Trades Department (MTD). The keynote speaker was SIU and MTD President Frank Drozak who talked about the problems facing farmers and how the Reagan administration is trying to divide farmers and maritime labor.

West Coast, by V.P. George McCartney



OUR two SIU-contracted full service passenger ships, the *Constitution* and the *Independence* (American Hawaii Cruises) are doing so well that the company is thinking of expanding its operations.

Right now American Hawaii Cruises is studying the possibility of adding another ship to travel among the Hawaiian Islands. However, this ship would make three- and four-day tours among the Islands rather than the seven-day

runs that the *Constitution* and *Independence* now make. The company feels that the three- and four-day excursions would be ideal for groups holding conventions.

As I get more information I'll let you know the progress the company is making on this possible expansion.

In other news from the West Coast, the SIU-contracted *SS President* (APL), formerly the *President Tyler*, was recrewed in early April in San Francisco for the Military Sealift Command.

I'm happy to report that in Southern California a good friend of the SIU set a record when he became the first person to be re-elected to a fourth term as mayor of Los Angeles. He's Tom Bradley who won a landslide victory when he captured 68 percent of the vote in the April 9th election. The SIU gave strong and active support to Bradley during his campaign.

Up in Seattle our Seafarers are helping Local 2202 of the International Association of Machinists who have been on strike for nearly two months against Alaska Airlines which is trying to break the union.

In San Francisco on March 8, I attended a memorial service for the lost crewmembers of the tug *Willamette Pilot 3*. In early March the tug and her six crewmembers disappeared off San Francisco's Mendocino coast during heavy seas. Only some debris and life-saving gear were found.

Finally I want to express my sympathy at the passing of a good friend of the SIU, Jack Crowley, secretary-treasurer of the San Francisco Labor Council for the past 12 years and former head of the Mortuary Employees Union, an SIUNA affiliate. He died in mid March at the age of 61.



Inland News

tug/tow
barge/dredge

SIU Fights for Navy Job Rights and Wages

The SIU is seeking to ensure that all Navy harbor tug contracts are covered by the Federal Service Contract Act. The Service Contract Act sets wages and fringe benefit minimums for federal service jobs. Harbor tug work is subject to the law.

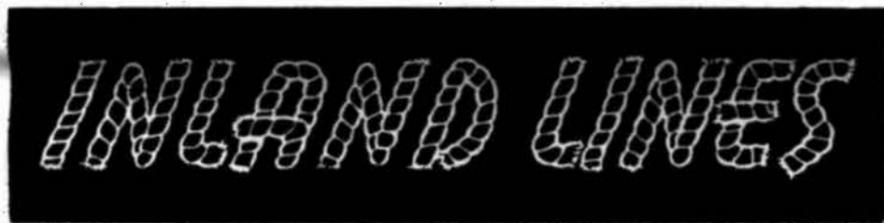
In recent weeks, Navy harbor tug contracts in areas as diverse as San Diego and the East Coast have been issued without Service Contract Act determinations or with only partial determinations. This violates the Act's requirements and leaves no protection for SIU tugmen that their prevailing wages will not be undercut by non-union competitors.

The Act also requires that when one company takes over the contract that another company formerly held, the new company may

not pay lower wages than the previous company paid.

As the Navy has increased the use of highly trained and proficient private tug companies and their crews, there is an increasing amount of work subject to the Act. The SIU has taken, and will take, all appropriate action, including lawsuits, if necessary, to ensure that the Service Contract Act is enforced for this work.

A pressing need is also to extend the Act to cover all U.S. vessels under government contract when they operate outside the U.S. Presently, the Service Contract Act stops at the continental shelf and, as a result, deep sea operations are not covered. This is one of the very few areas of government contracting not covered by the Act.



The Coast Guard has ruled that the tug industry may continue to operate uninspected tugs on voyages of over 600 miles without employing the three-watch system. The ruling was announced at a U.S. Coast Guard Towing Safety Advisory Committee that advises the Coast Guard on maritime issues. The SIU is reviewing the ruling, in view of the fact that it appears to conflict with recently enacted federal law.

The Coast Guard appears near to finalizing a rule regarding pilots aboard tugs with tank barges that may allow tugs and tank barges of up to 10,000 gross tons to dispense with pilot services when there is an operator in the wheelhouse with a pilot's license. The Coast Guard also may decide to request further comments on the issue of whether tugs/barges of 10,000 to 20,000 gross tons can avoid the use of a pilot by having a master with a pilotage certificate.

The Florida Alliance, a coalition of Florida groups that is attempting to increase Florida public awareness about the dangers of the proposed Trans-Gulf Pipeline, continues to be active in the Florida area. The conversion of the pipeline to carry petroleum products would wipe out most cross-Gulf ship and barge petroleum movements. As an example of the dangers of converting the 26-year-old natural gas line to carry oil products, a portion of the line blew up in south Florida in late March, forcing the closure of Interstate 95. The SIU is a part of the Florida Alliance. A giant conglomerate, Houston Natural Gas, is heading the fight to convert the line, despite the opposition of Florida consumers, environmentalists, retired groups and labor unions.

The Blended Credit battle over cargo preference has brought up the fact that many U.S. tug companies carry cargo preference goods to Latin America and Africa. These contracts are important to these companies, and at the same time the tugs provide the government a low-cost, economical transport of preference goods.

Cabo Rojo in San Juan



The *Cabo Rojo*, part of the San Juan harbor service, is tied up at dock, waiting for orders.



Engineers Mike Allica (l.) and Miguel Vazquez check out the lead story in the LOG with SIU Patrolman Angel Hernandez aboard the *Cabo Rojo*.

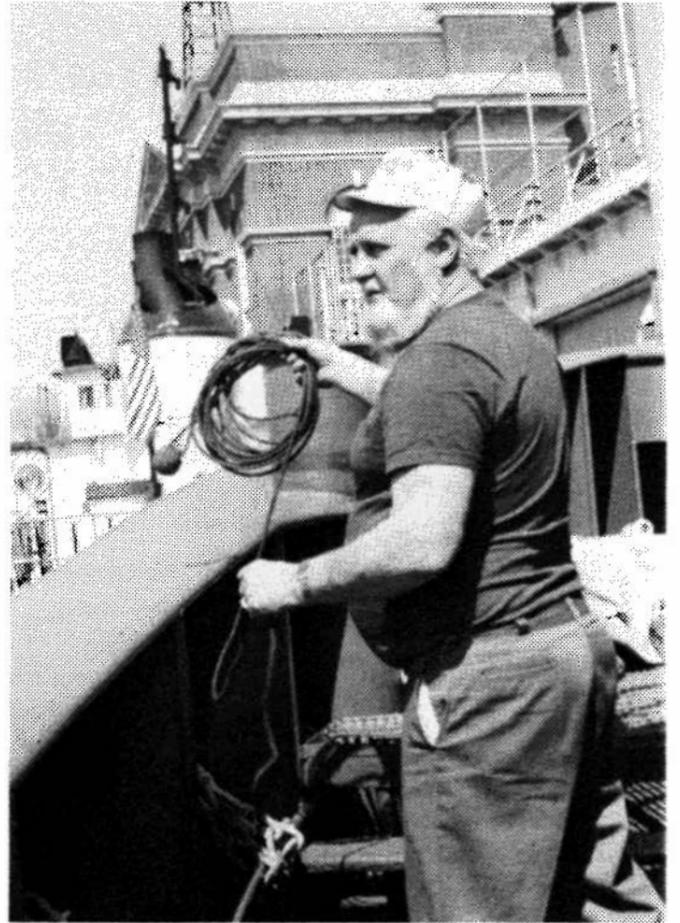
Aboard the M/V Achilles



Crewmembers of the *M/V Achilles* (Sabine Towing Co.) are, from the left: Leslie Richardson, pilot; George King, tankerman; Donald Pendarvis, captain, and Tommy Temple, tankerman. (Photo by Jimmy Walker)



A number of Curtis Bay tugs were in Baltimore recently, including the *Cape Ann*, *Hawkins Point*, *Kings Point* and *Cape Romain* (shown above).



Joe Surwila, AB on the *Cape Ann*, throws the heaving line. The *Cape Ann* recently brought a coal barge up from Norfolk, Va.

(Photos by Deborah Greene)

In and Around Baltimore Harbor



Chief Engineer Larry White helps the *Cape Ann* take on oil.



Some of the unsung heroes of the inland fleets are the mechanics. They keep the boats in running condition, working on the engines, lights and various mechanical problems that often arise. At the Curtis Bay workshop, the mechanics checking a heat exchanger are, from the left: Dick Moore, Edward Kokoszka and Dave Zents.



Donald Gregory is another of the mechanics at the Curtis Bay workshop. His specialty is welding.



Tracy Anderson is the mate aboard the *Cape Ann*. Tracy is a recent graduate of the SHLSS, completing his mate freight and towing course in November and his radar course in December.



SIU Port Agent Al Raymond (l.) gets the opportunity to talk with Lonnie Dail, captain of the *Holly S* (Steuart Transportation).

In Memoriam

Pensioner **Anson Wilmot Brower**, 79, passed away from natural causes at Doctor's Hospital, Staten Is., N.Y. on Feb. 21. Brother Brower joined the Union in the port of New York in 1960 sailing as a deckhand and mate for the Baltimore & Ohio Railroad from 1925 to 1967. He was born in New York and was a resident of Staten Is. Interment was in the Moravian Cemetery. Surviving are his widow, Hildgarde and a son, Richard.

Pensioner **John Floyd Hastings**, 82, succumbed to a heart attack in the James Hospital, Philadelphia on June 15, 1984. Brother Hastings joined the Union in the port of Philadelphia in 1961 sailing as a captain for Taylor and Anderson from 1932 to 1941 and for the Independent Towing Co. in 1941. He was born in Berlin, Md. and was a resident of Aldan, Pa. Surviving are a son, Robert of Danboro, Pa. and a daughter, Jacqueline Lundy.

Pensioner **Robert Bennett Ricker Sr.**, 77, passed away from kidney failure in the Highland Park Hospital, Covington, La. on Dec. 23, 1984. Brother Ricker joined the Union in the port of New Orleans

in 1956 sailing as a chief engineer for Dixie Carriers from 1950 to 1981. He was a former member of the NMU during World War II. Boatman Ricker was born in Washington, D.C. and was a resident of Abita Springs, La. Burial was in the Abita Springs Cemetery. Surviving are his widow, Vera; two sons, Robert Jr. of Mobile and Thomas of Covington, and two daughters, Vera Ann and Brenda of Mobile.



Pensioner **David Cole McMillian**, 65, succumbed to a lung disease in the Monroe Cty. (Ala.) Hospital on Feb. 23. Brother McMillian joined the Union in the port of Mobile in 1974 sailing as a pilot for Radcliff Materials from 1959 to 1981. He was a veteran of the U.S. Army during World War II. Boatman McMillian was born in Uriah, Ala. and was a resident there. Burial was in the Little River Cemetery, Monroe Cty. Surviving are his widow, Vallie Mae; three sons, Wayne, Stephen and James, and two daughters, Susan and Kimberly.

INLAND LINES

NBC Line Gets New Tug, Barge, Run

The NBC Line out of the port of Norfolk added the ocean-going tug *Nicole D. De Felice* plus a new barge in its fleet to carry containers on a new run to the port of New York.

From Gulf ports the tug *Ocean Star* (Sheridan Transportation Co.) will voyage from April 20-30, May 10-25, June 1-15, June 25, July 10 and July 15-30 with her barge *James Sheridan* and either the barge *Kathleen Sheridan* or barge *Mary J. Sheridan* to haul cargoes of 10,000 metric tons of bulk wheat each trip to Kingston, Jamaica.

Also from the Gulf, from July 15-25 the tug *Peggy Sheridan* (Sheridan Transportation) and her barge *James Sheridan* will carry a load of 7,500 metric tons of bulk wheat to Puerto Cortes, Honduras.

Radcliff Materials Boatmen Get Wage Hike

In the port of Mobile, Boatmen of Radcliff Materials got a wage increase as a result of wage reopener negotiations on their contract.

Officially, the just built Tennessee-Tombigbee Canal will open for traffic on April 24.

Lakes Dredge Owners Assn. Pact Okayed

The Great Lakes Owners Assn. standard contract was ratified, signed, sealed and delivered.

The Great Lakes Dredge and Dock Co. was the low bidder on a contract to restore the navigation lights in the Sandusky (Ohio) Harbor.

The company also won a major, two-year repair job on the Cleveland (Ohio) Harbor breakwall which extends one to two miles on the outside and a shorter length on the inside.

Luedtke Engineering got the contract to dredge Lake Calumet, near Chicago, Ill. and Holland (Mich.), Grand Haven (Mich.) and Ogdensburg (N.Y.) harbors.

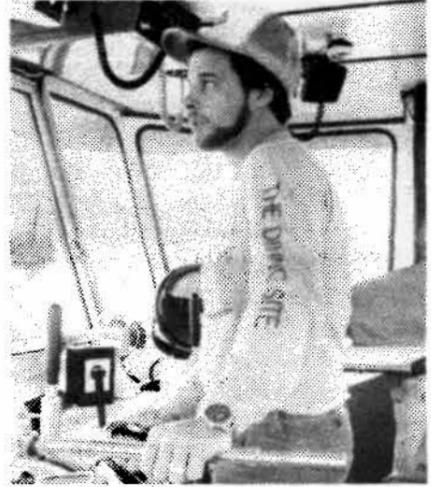
In the Port of Piney Point



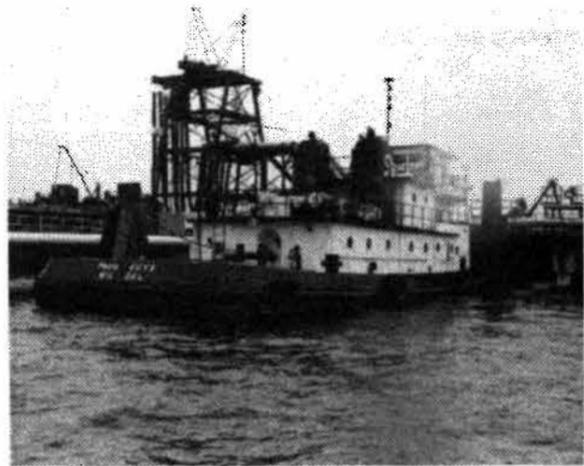
The *Holly S* (Steuart Transportation) at the Steuart Transportation Company pier, Piney Point, Md.



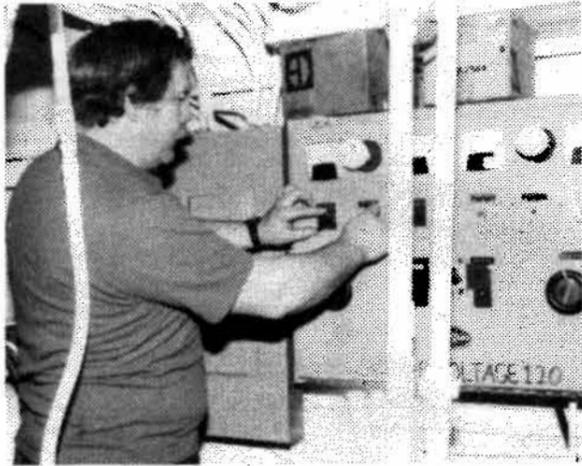
Kevin Taylor has worked for Steuart as chief engineer since 1970.



Bruce Falta is in the wheelhouse of the *Holly S*. Bruce is from Duck Key, Fla. and has worked for Steuart Transportation Co. as a mate on the *Holly S* since 1980.



The *Papa Guy* is one of Steuart Transportation's tugs in Piney Point, Md.



Hartzell Jones Jr., from Salisbury, Md., has worked for Steuart as assistant engineer since 1980.



In the galley of the *Papa Guy* are, from the left: Chris Hunt, OS; Frank Arthur, assistant engineer, and Ray Robbins, mate.

New Pensioners

Gilbert Graham Brooks, 62, joined the Union in the port of Philadelphia in 1959. He sailed as an AB and mate with the W. L. Graham Co. from 1957 to 1967, IOT in 1967 and Mariner Towing to 1985. Brother Brooks is a veteran of the U.S. Navy in World War II. He was born in Mathews, Va. and is a resident there.



Henry Michael Ciesielski, 60, joined the Union in the port of Baltimore in 1956 sailing as a deckhand for C.H. Harper Associates from 1948 to 1985.

Brother Ciesielski was a former member of the ILA and is a veteran of the U.S. Army in World War II. Boatman Ciesielski was born in Baltimore and is a resident there.



Raymond John Cocek, 58, joined the Union in Port Arthur, Texas in 1964 sailing as an AB for Slade Towing and G & H Towing from 1945 to 1964. Brother

Cocek was born in Waco, Texas and is a resident of Wimberly, Texas.



Raymond Wesley Collins, 57, joined the Union in the port of Philadelphia in 1962 sailing as a tankerman, mate and captain for IOT from 1945 to 1985.

Brother Collins attended the SIU Atlantic Coast Educational Conference at the SHLSS in Piney Point, Md. in 1978 and is a veteran of the U.S. Navy after World War II. Boatman Collins was born in Mt. Vernon, Md. and is a resident of Delmar, Md.

Oscar Levine Cudworth, Jr., 67, joined the Union in the port of Norfolk in 1961 sailing as an AB and mate for Curtis Bay Towing from 1954 to 1961, McAllister Brothers from 1957 to 1958 and for Mariner Towing (IOT) from 1966 to 1985. Brother Cudworth was a former member of the United Mine Workers, District 50. He was born in Wanchese, N.C. and is a resident of Virginia Beach, Va.



Manuel Garcia, 65, joined the Union in the port of Philadelphia in 1961. He sailed as a tankerman for IOT from 1955 to 1985, Gulf Oil Co. from 1953 to 1954

and as a 3rd assistant engineer for MEBA, Local 99, Houston from

1947 to 1949. Brother Garcia is a veteran of the U.S. Navy in World War II. He was born in Norfolk and is a resident of Philadelphia.



Raymond Irving Hudson, 60, joined the Union in the port of Philadelphia in 1961. He sailed as a deckhand, mate and captain for Taylor and Anderson from

1941 to 1972 and Curtis Bay Towing from 1973 to 1977. Brother Hudson is a veteran of the U.S. Navy in World War II. He was born in Philadelphia and is a resident of Salisbury, Md.

James John Kabakovich, Sr., 57, joined the Union in the port of Baltimore in 1956 sailing as a deckhand riding the tug *Britannia* (Baker-Whiteley) in 1952. Brother Kabakovich was a former member of the ILA and is a veteran of the

U.S. Navy in World War II. Boatman Kabakovich was born in Baltimore and continues to live there.

Leon J. Mach, Sr., 57, joined the Union in the port of Baltimore in 1967 sailing as a mate for Curtis Bay Towing and Baker-Whiteley. Brother Mach attended a Piney Point Inland Contract Conference in 1978. He is a veteran of the U.S. Army. Boatman Mach was born in Baltimore and is a resident there.



Walter John Michaelkiewicz, 59, joined the Union in the port of Baltimore in 1972 sailing as a tankerman for Harbor Towing from 1970 to 1985.

Brother Michaelkiewicz was a former member of the United Mine Workers Union and is a veteran of both the U.S. Army and Navy in World War II

and the U.S. Air Force during the Korean War. Boatman Michaelkiewicz was born in Baltimore and is a resident there.



Ted Henry Paeden, 65, joined the Union in the port of New Orleans in 1957 sailing as a boat operator and pilot for Dixie Carriers from 1943 to 1981. Brother Paeden was born in Bay Minette, Ala. and is a resident of Kenner, La.

Charles Eugene Stotz, 62, joined the Union in the port of St. Louis, Mo. in 1968 sailing as a deckhand for Inland Tugs in 1961 and for ACBL. Brother Stotz was born in Pinkneyville, Ill. and is a resident of Bunker Hill, Ill.



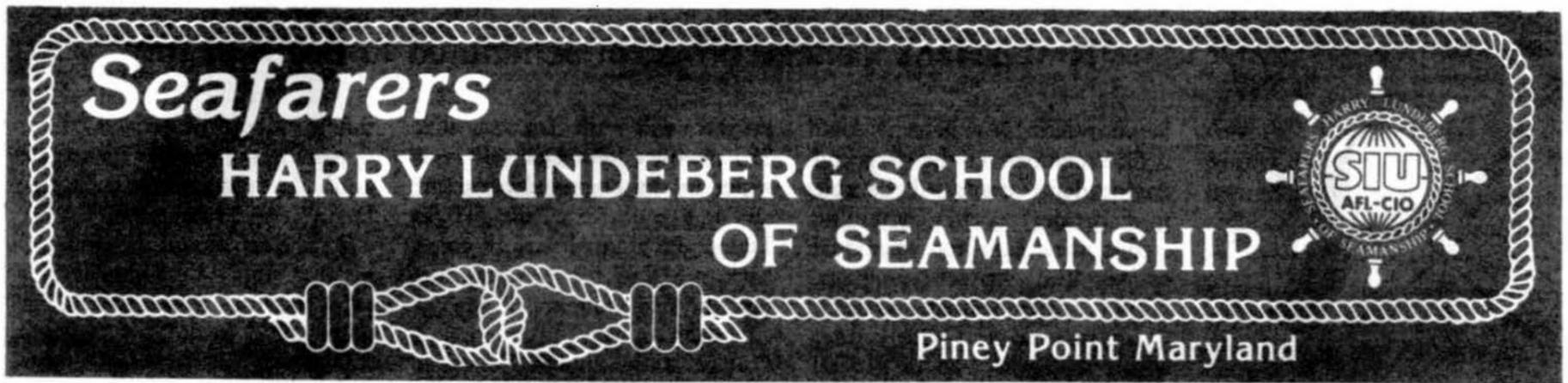
Morris F. Superczynski, 56, joined the Union in the port of Baltimore. Brother Superczynski is a resident there.

Dispatchers Report for Inland Waters

MARCH 1-31, 1985

Port	*TOTAL REGISTERED All Groups			TOTAL SHIPPED All Groups			**REGISTERED ON BEACH All Groups		
	Class A	Class B	Class C	Class A	Class B	Class C	Class A	Class B	Class C
DECK DEPARTMENT									
Gloucester	0	0	0	0	0	0	3	0	0
New York	0	0	0	0	0	0	0	0	0
Philadelphia	3	1	6	1	0	1	4	2	12
Baltimore	1	0	0	10	0	10	5	0	0
Norfolk	48	6	0	39	4	0	62	7	0
Mobile	0	0	0	0	0	0	0	0	0
New Orleans	6	1	10	0	1	2	17	7	14
Jacksonville	1	0	2	1	1	6	6	6	0
San Francisco	0	0	0	0	0	0	0	0	0
Wilmington	4	8	0	0	0	0	9	4	9
Seattle	0	0	0	0	0	0	0	0	0
Puerto Rico	0	1	0	0	0	0	0	1	0
Houston	2	2	0	1	2	0	7	5	3
Algonac	4	2	0	0	0	0	41	11	0
St. Louis	5	0	6	0	0	0	8	3	15
Piney Point	0	2	0	0	2	0	0	0	0
Totals	74	23	24	52	10	19	162	46	53
ENGINE DEPARTMENT									
Gloucester	0	0	0	0	0	0	0	0	0
New York	0	0	0	0	0	0	0	0	0
Philadelphia	0	0	0	0	0	0	0	0	0
Baltimore	0	0	0	0	0	0	1	0	0
Norfolk	5	0	0	4	0	0	7	0	0
Mobile	0	0	0	0	0	0	2	0	0
New Orleans	1	1	2	0	1	1	1	3	2
Jacksonville	0	0	0	0	0	1	2	1	0
San Francisco	0	0	0	0	0	0	0	0	0
Wilmington	0	0	0	0	0	0	0	0	0
Seattle	0	0	0	0	0	0	0	0	0
Puerto Rico	0	0	0	0	0	0	0	0	0
Houston	0	0	0	0	0	0	1	0	0
Algonac	4	2	0	0	0	0	18	2	0
St. Louis	0	0	0	0	0	0	1	0	0
Piney Point	0	0	0	4	0	0	0	0	0
Totals	10	3	2	4	1	2	33	6	2
STEWARD DEPARTMENT									
Gloucester	0	0	0	0	0	0	0	0	0
New York	0	0	0	0	0	0	0	0	0
Philadelphia	1	0	0	0	0	0	3	1	3
Baltimore	0	0	0	0	0	0	0	0	0
Norfolk	4	0	0	2	0	0	4	0	0
Mobile	0	0	0	0	0	0	0	0	0
New Orleans	1	5	6	1	1	5	1	9	16
Jacksonville	0	0	2	1	1	2	2	3	1
San Francisco	0	0	0	0	0	0	0	0	0
Wilmington	2	1	0	0	0	0	1	2	0
Seattle	0	0	0	0	0	0	0	0	0
Puerto Rico	0	0	0	0	0	0	0	0	0
Houston	0	0	0	0	0	0	0	0	0
Algonac	0	0	0	0	0	0	4	0	0
St. Louis	1	0	0	0	0	0	1	1	2
Piney Point	0	0	0	0	0	0	0	0	0
Totals	9	6	8	4	2	7	16	16	22
Totals All Departments	93	32	34	60	13	28	211	68	77

* "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.



USNS Southern Cross crew members participate in the Sealift Operations and Maintenance course

The *USNS Southern Cross* is a C-3 break bulk freighter which has been redesigned to conduct underway replenishment (UNREP) operations with naval vessels. This ship crews 60 unlicensed seafarers with training by both the U.S. Navy and the Seafarers Harry Lundeberg School of Seamanship. The U.S. Navy held a week of UNREP training in port and three days actual UNREP operations at sea.

Completing their training with the Navy, the General Deck Utility crew then comes to SHLSS and enters the two-week Sealift Operations and Maintenance course. This course consists of classroom lectures and practical training in the following areas: fork lift operation, crane operations, underway replenishment, and damage control.

Because of the crews previous experience with Underway Replenishment, this topic is only given a four-day overview. The sea lift operations section consists of running a fork truck, moving

palletized cargo, operating booms, winches, and sliding padeyes. The damage control section concerns maintaining watertight integrity which includes patching, plugging holes, and pipe repair. Sound powered telephone communication, methods of shoring, dewatering and desmoking areas are also covered in damage control. The differences between the Hagglund and Lake Shore cranes are discussed and universal hand signals are taught.

On April 21st the *USNS Southern Cross* sails to the Mediterranean for two months. During this time it will replenish the U.S. Fleet operating in these waters by using underway replenishment techniques taught by both the Navy and SHLSS. If the voyage is as successful as expected the U.S. Navy will reoutfit an additional nine ships with UNREP capabilities, thereby supplying 600 future jobs.



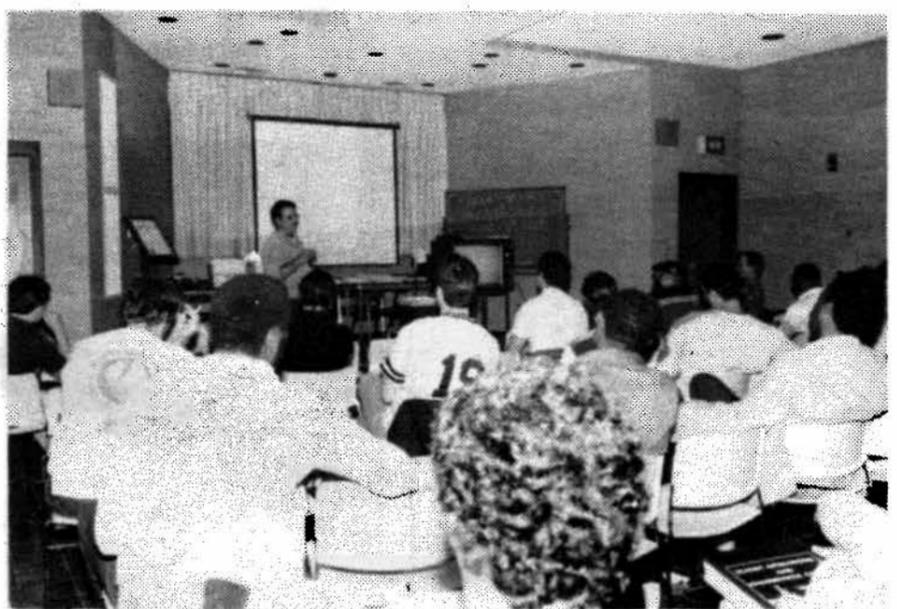
The cargo is picked up and transferred by a highline, to the tank barge.



The cargo is raised clear of the deck prior to being transferred.



The Southern Cross crew are briefed and assigned their stations prior to UNREP operations.



UNREP instructor Bill Hellwege discusses procedures for all phases of underway replenishment.



New SHLSS College Program Scheduled to Begin in July

SIU members sailing in the deck and engine departments will have a new and exciting opportunity to earn two-year associates degrees in Nautical Science Technology and Marine Engineering Technology. If all goes as scheduled, SHLSS will receive degree granting approval from the Maryland State Board for Higher Education this summer, and these two new degree programs will get underway. A third degree program for the steward department members in Food Service Management will

begin in late 1985.

SIU members in the deck and engine departments will be able to earn degrees by combining credits they earn for vocational courses (i.e. trainee program, FOWT, Able Seaman, QMED, Quartermaster, etc.) with courses which they will take in general education subjects such as math, science, English, and social sciences.

This new college program will be unique because the general education classes will be offered for six-week periods at different times during the year. This will allow SIU members to sign up for the courses and come back to school for six weeks to take two or three college courses at a time without having to be enrolled in an upgrading course at the same time.

Here is an example of how the

program will work. Let's say that SIU member John Doe sails as a wiper in the engine department and is a graduate of the SHLSS Trainee Program. John can come back to SHLSS for six weeks and take the first sequence of general education courses: Introduction to College Math, English Composition and Engineering Principles I. John then ships out and comes back for FOWT. John then sails for a while and comes back for the second sequence of general education courses: College Math and Physics I. John then ships out again with his sights set on QMED. John comes back to school for QMED and ships out again. John then makes one more trip to SHLSS for the third sequence of general education courses: Physics II, Engineering Principles II, Literature and Social Studies. Upon completion of this

third sequence of general education courses, John has earned his associates in arts degree in Marine Engineering Technology.

As you can see, in the course of his upgrading, John made three trips to Piney Point for college courses and earned his two-year college degree. The degree programs for all deck and engine members, sailing inland, great lakes or deep sea, work in a similar manner.

These programs have been designed specifically for seafarers to be flexible to their needs and busy shipping schedules. With this new college program, many seafarers who have not had an opportunity to take college courses and earn a degree will soon have the chance. More information about the college programs will appear in future issues of the LOG.



Roberta Blum First Woman Nautical Science Student

Born and raised in New York, Roberta Blum has always enjoyed the ocean. After completing High School she tried several different

jobs but found she really wanted to go to sea.

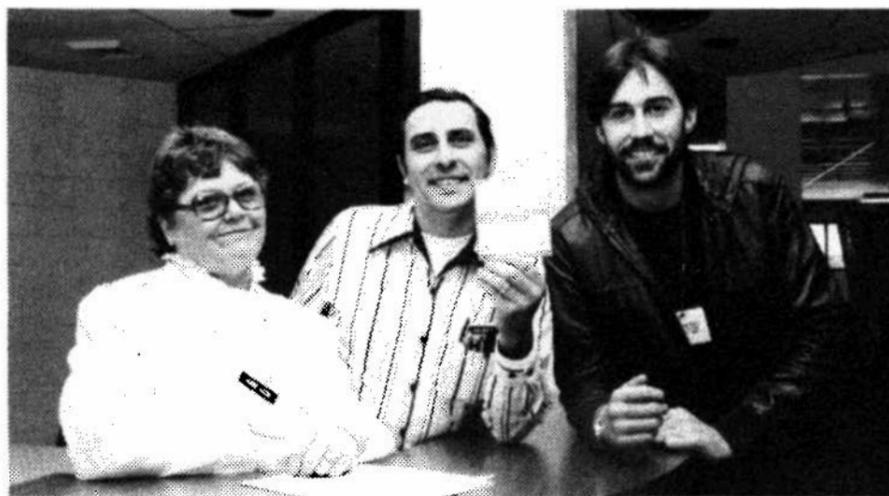
Roberta was able to join the SIU through the SHLSS Trainee Program. As a member of Trainee Class #314, she graduated from the Steward Program in 1980.

Preferring to ship deep sea, Roberta enjoys traveling and visiting all the foreign ports. A deep sea vessel rarely crews more than one or two women. "But," says Roberta, "I like to keep to myself, so it really doesn't bother me."

Roberta returned to the SHLSS in 1982, entered the Cook and Baker Program and received her endorsement. Today Roberta is back at SHLSS studying for a Nautical Science Certificate and an Associate in Arts degree.

Her future goals include becoming a Chief Steward, and receiving a college degree as a Nutritionist.

First SIU Member to Register at the Port of Piney Point



Chip Noell (r.) is the first SIU member to register at the Port of Piney Point. With him are Port Agent Edd Morris and secretary Betty Smith.

Don't Miss Your Chance to Improve Your Skills How?

SHLSS has self-study materials in many areas. Upon your request SHLSS will send them to you to study in your spare time.

You can use these skills:

- ★ on your job.
- ★ to improve your skills for upgrading.
- ★ to further your education.

Please send me the area(s) checked below:

MATH

- Fractions
- Decimals
- Percents
- Algebra
- Geometry
- Trigonometry (Spherical)

ENGLISH: Writing Skills

- Book 1 - 4
- Writing Business Letters

SOCIAL STUDIES

- Geography
- U.S. History
- Economics
- Political Science

STUDY SKILLS

- Listening Skills
- How To Improve Your Memory
- How To Use Textbooks
- Study Habits
- Test Anxiety
- Test Taking Tactics
- Stress Management
- Notetaking Know-How

COMMUNICATION SKILLS

- Tax Tips for Seafarers
- Basic Metrics



Name _____
 Street _____
 City _____ State _____ Zip _____
 Book No. _____ Social Security No. _____
 Department Sailing In _____

Cut out this coupon and mail to:

Adult Education Department
 Seafarers Harry Lundeberg School of Seamanship
 Piney Point, Maryland 20674

Send it today!



GED Graduates (l. to r.): Peter, Tom, and Mark Platania.

Three Brothers Took SHLSS GED Course and Received Diplomas

Recently, trainee Mark Platania, Class #401, was joined by his parents and two brothers, Peter and Tom, to celebrate his graduation. All three brothers not only share the fact that they are SHLSS graduates, but also all three have taken the SHLSS GED course and have received their Maryland High School State Diplomas. Mark is the youngest member of the family to study for his GED exam. Peter, the oldest

brother, took the GED course during 1978 while enrolled in Class #252. He later upgraded to Able-Bodied Seaman and just finished the new Sealift Operations and Maintenance course. Tom received his diploma last November while taking the Cook and Baker course. The Platania brothers, like many seafaring families, have made shipping and education a family tradition. All three brothers cited

how they will use their skills to further their education and apply them to future upgrading courses.

The GED program is only one of the many successful educational opportunities offered at SHLSS to prepare the seafarer for the future and we are happy to see that the Platania brothers have joined over 2,000 other seafarers who have successfully completed the GED program.

SEAFARERS TRAINING & RECREATION CENTER Reservation Information

Name: _____

S.S. # _____ Book # _____

Address: _____

Telephone # _____

Number in Party _____

Date of Arrival: 1st Choice _____

2nd Choice _____

3rd Choice _____

(Stay is limited to 2 weeks)

Date of Departure _____

Send to:

Seafarers Training & Recreation Center

Piney Point, Md. 20674

(Phone: 301-994-0010)

Your Holiday at the SHLSS Vacation Center:

What It Will Cost

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

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

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

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

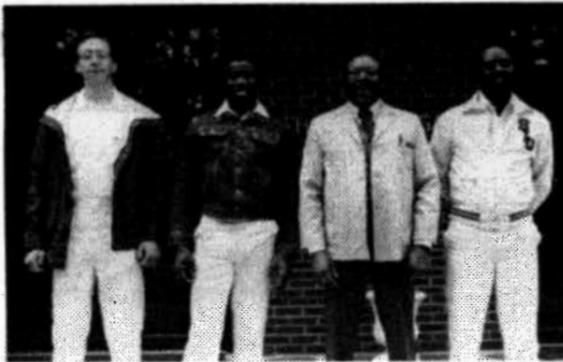
So that as many of our members as possible can enjoy a holiday at SHLSS Vacation Center, the stay is limited to two weeks.

SHLSS COURSE GRADUATES



Welding

Front row l. to r.: Bill Foley (Instructor), Jeff Nugent, Steve W. Bigelow. Second row l. to r.: Juan D. Sanchez, Josh Lanier, Robert L. Carroll.



Three Man Steward

Standing l. to r.: Danny Brown, Ricky Hobson, Laymon Tucker (Instructor), Thomas McQuay.



Third Assistant Engineer

Front row l. to r.: Donald Keller, Keith Amos, Frank Byers, Kelly Cook. Second row l. to r.: Torry Kidd Jr., Ronald Huffman, Mike Marth, Mark Ruhl. Not pictured: Mark Serlis.



Lifeboat

Front row l. to r.: Octavianus Parlama, Richard Weltzin, Keith Lum, Arthur Medeiros, Vic A. Bula, Gina Sylvester. Second row l. to r.: Ben Cusic (Instructor), William R. Jones, Juan Diaz Agosto, Bert Winfield, Kelly Chong, Chris Donner, Randall Firestone, Victor Higgs, Jarritt Pang. Third row l. to r.: Gary Washington, Veronica Ercolono, Wilfred Scales, Bill Jones, John F. Bass.



Sealift Operations & Maintenance

Front row l. to r.: Kaid H. Zaldan, Santos Garcia Jr., Mustari LaLong, San Anthony Negron, Michael Rolle. Standing l. to r.: Bill Hellwege (Instructor), Ralph Vidal, Riley Donahue, Peter Kulyk, Abraham Vegas, Elliot Vazquez. Not shown: Edgar Nattiel.



Sealift Operations & Maintenance - Bosun Recertification
Front row l. to r.: Charles Herrera, Gary Cardillo, Joseph Consentino, Barbara Jean Stevenson, Antolios Trikolglou, Susanne Cake, H. Bailey, Tom Vain. Second row l. to r.: Joe Marshall (Instructor), Dave Newman, Tom Seager, August Werdenberg, Marc Bromberg, Eva Myers, Brandon Murphy, James Gavelek, Peter Loik, Bill Hellwege (Instructor). Third row l. to r.: Frank Andryauskas, Steve Copeland, R.A. Varnish, Willoughby Byrd, S. Randy Garay, Robert Johnson.

Upgrading Course Schedule



May Through July 1985

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

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

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

Deck Upgrading Courses

Course	Check-In Date	Completion Date
Celestial Navigation	May 10	June 14
Radar Observer	May 31 June 14 June 21	June 13 June 20 July 11
Quartermaster	July 19	August 29
Lifeboat	May 17	May 30
Sealift Operations & Maintenance	May 3 June 7 July 26	June 6 July 11 August 29
Third Mate	July 5	September 13
Master/Mate Freight & Towing	July 5	September 13
Simulator Course	July 12 July 26	July 18 August 1

Engine Upgrading Courses

Course	Check-In Date	Completion Date
Welding	June 28	August 1
Tankerman	May 17	May 30
Third Assistant Engineer	July 5	September 13

Steward Upgrading Courses

Course	Check-In/Completion Date	Length of Course
Assistant Cook	bi-weekly	varies
Cook and Baker	bi-weekly	varies
Chief Cook	bi-weekly	varies
Chief Steward	monthly	varies
Three Man Steward Dept.	monthly	varies

Recertification Programs

Course	Check-In Date	Completion Date
Steward Recertification	June 3	July 8

Adult Education Courses

Course	Check-In Date	Completion Date
(ESL) English as a Second Language	May 3	May 31
(ABE) Adult Basic Education	May 3	May 31
(DVS) Developmental Studies	May 3	May 10



Seafarers Harry Lundeberg School of Seamanship Upgrading Application



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

Address _____ (Street)

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

Deep Sea Member Inland Waters Member Lakes Member Pacific

Social Security # _____ Book # _____ Seniority _____

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

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

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

Trainee Program: From _____ to _____
(dates attended)

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

Course(s) Taken _____

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

Date Available for Training _____

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

VESSEL	RATING HELD	DATE SHIPPED	DATE OF DISCHARGE

SIGNATURE _____ DATE _____

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

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

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

DECK DEPARTMENT

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

ENGINE DEPARTMENT

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

STEWARD DEPARTMENT

- Assistant Cook
- Cook & Baker
- Towboat Inland Cook
- Three Man Steward Dept.
- Chief Cook
- Chief Steward

ALL DEPARTMENTS

- Welding
- Sealift Operations & Maintenance
- Lifeboatman

ADULT EDUCATION DEPARTMENT

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

COLLEGE PROGRAM

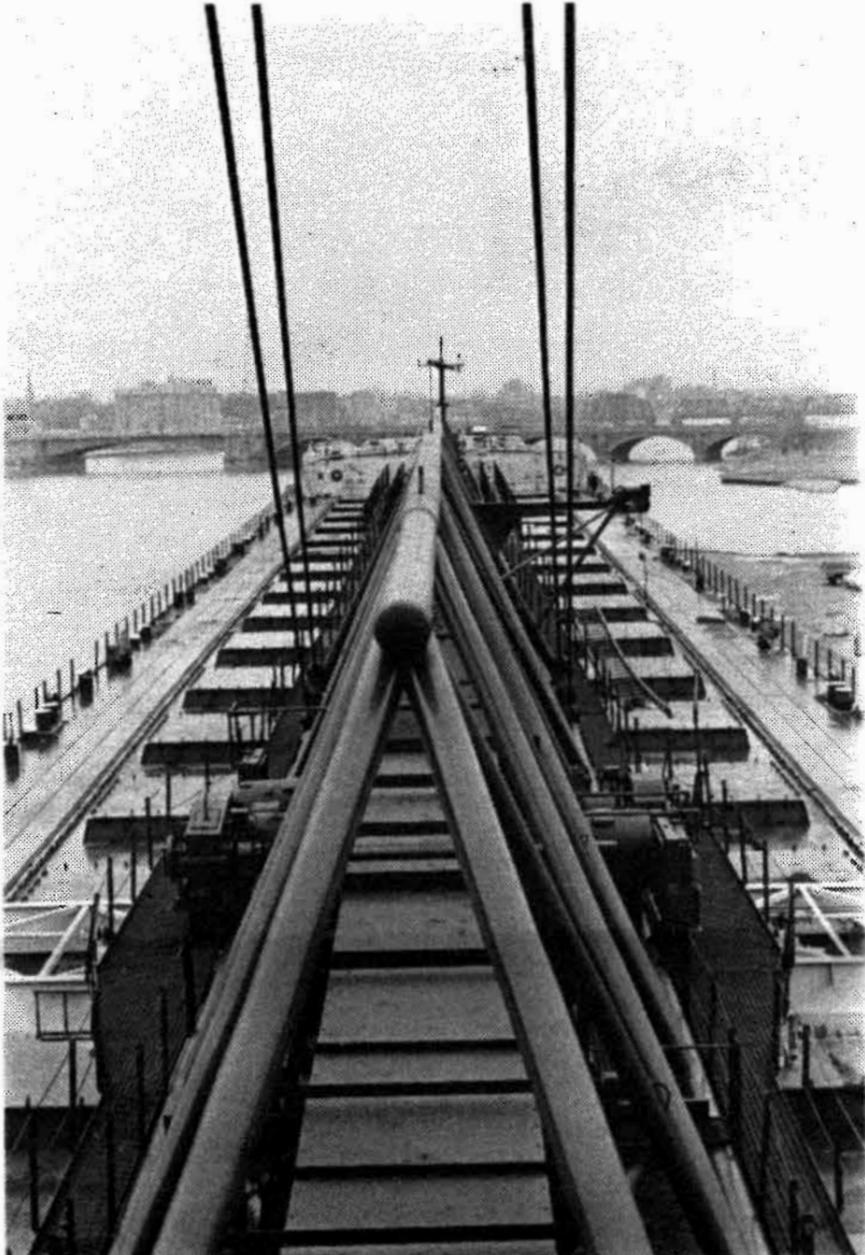
- Nautical Science Certificate Program
- Scholarship/Work Program
- Other _____

Fitout 1985

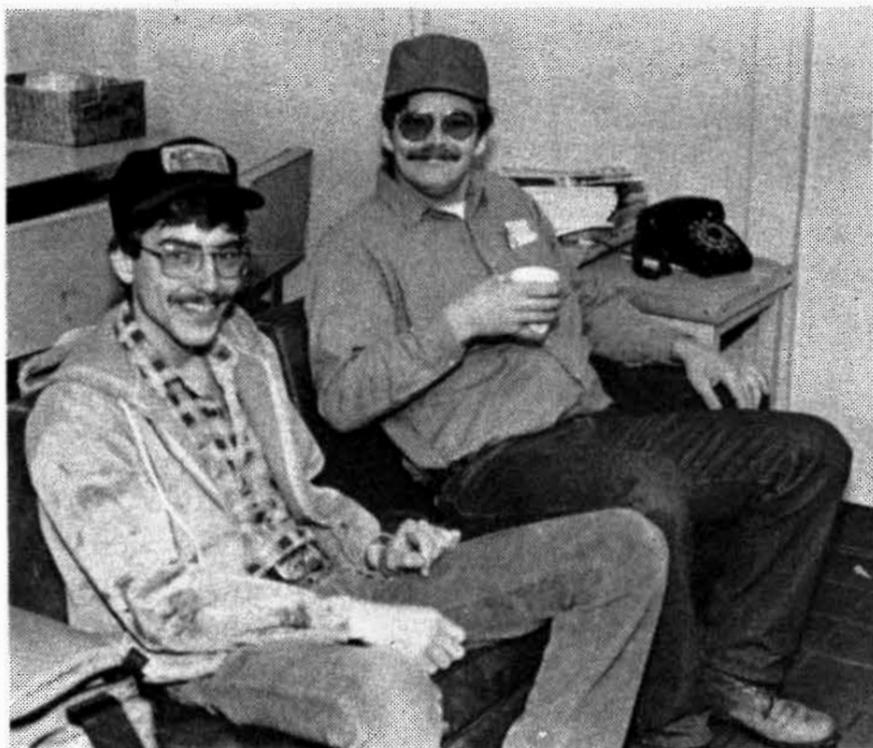
The Great Lakes Thaw, The Steamships Crew

As winter begins to turn into a chilly memory, shipkeepers along the Great Lakes' ports turn over their ore, cement and coal carriers to returning SIU Lakers. Scrapping, painting and housekeeping chores are the order of the day. Some returned tanned with tales of sunny beach life. Others are happy to relieve a bad case of cabin fever.

Shipping on the Great Lakes won't be much different from last year. About half of the Lakes' 130 ships will break out this year. Like the rest of the nation's industrial heartland, the economic health of Great Lakes' shipping is keyed to heavy industry which is not enjoying an economic recovery. But for the several hundred SIU Lakers who will sail through the spring, summer and fall, those thoughts are put aside as they get ready for another season on the Great Lakes.



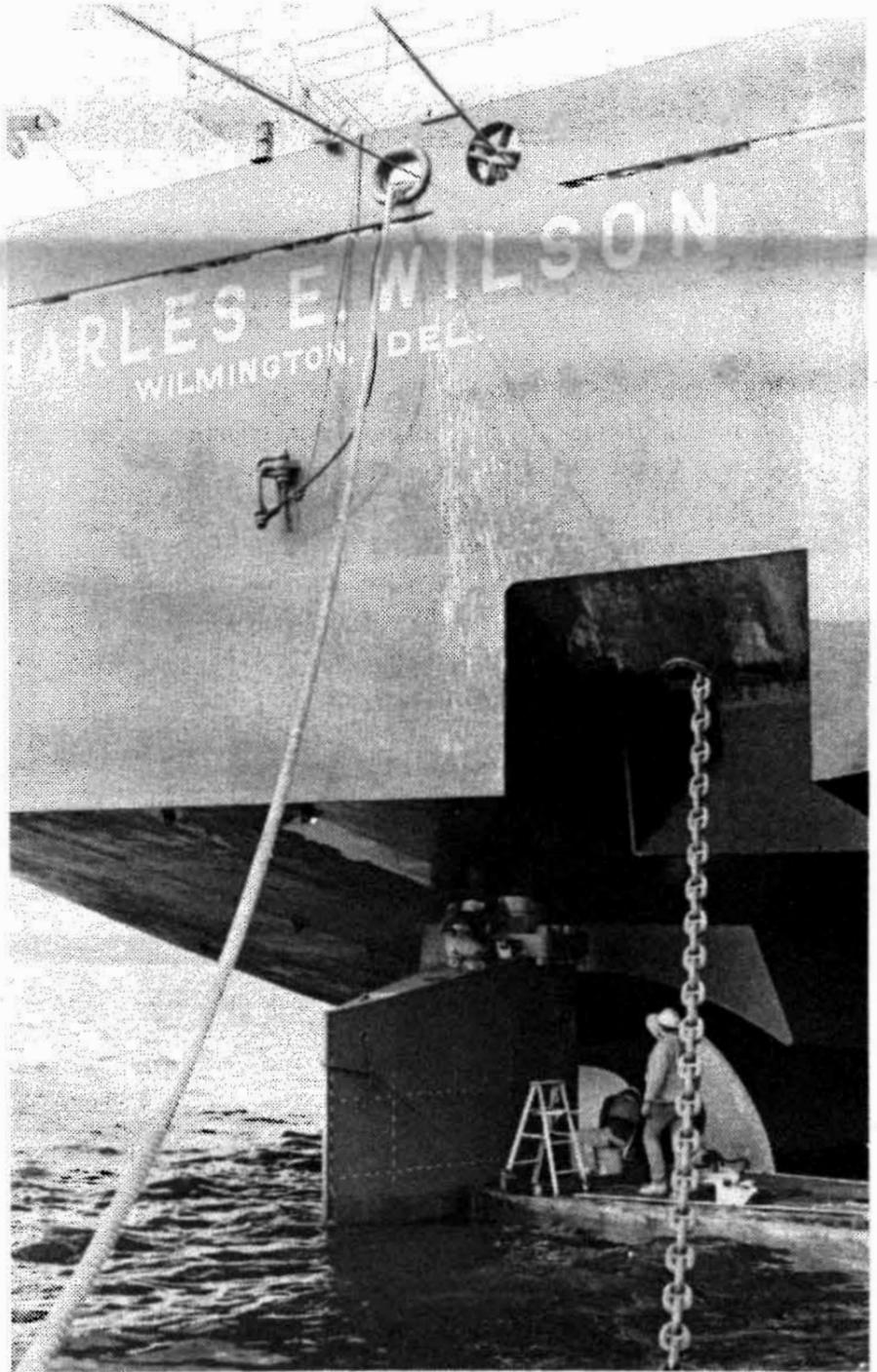
The *William Roesch*



Watchman John Kernoham and Bosun Brett Fischbach look happy to be back to work on the *William Roesch*.

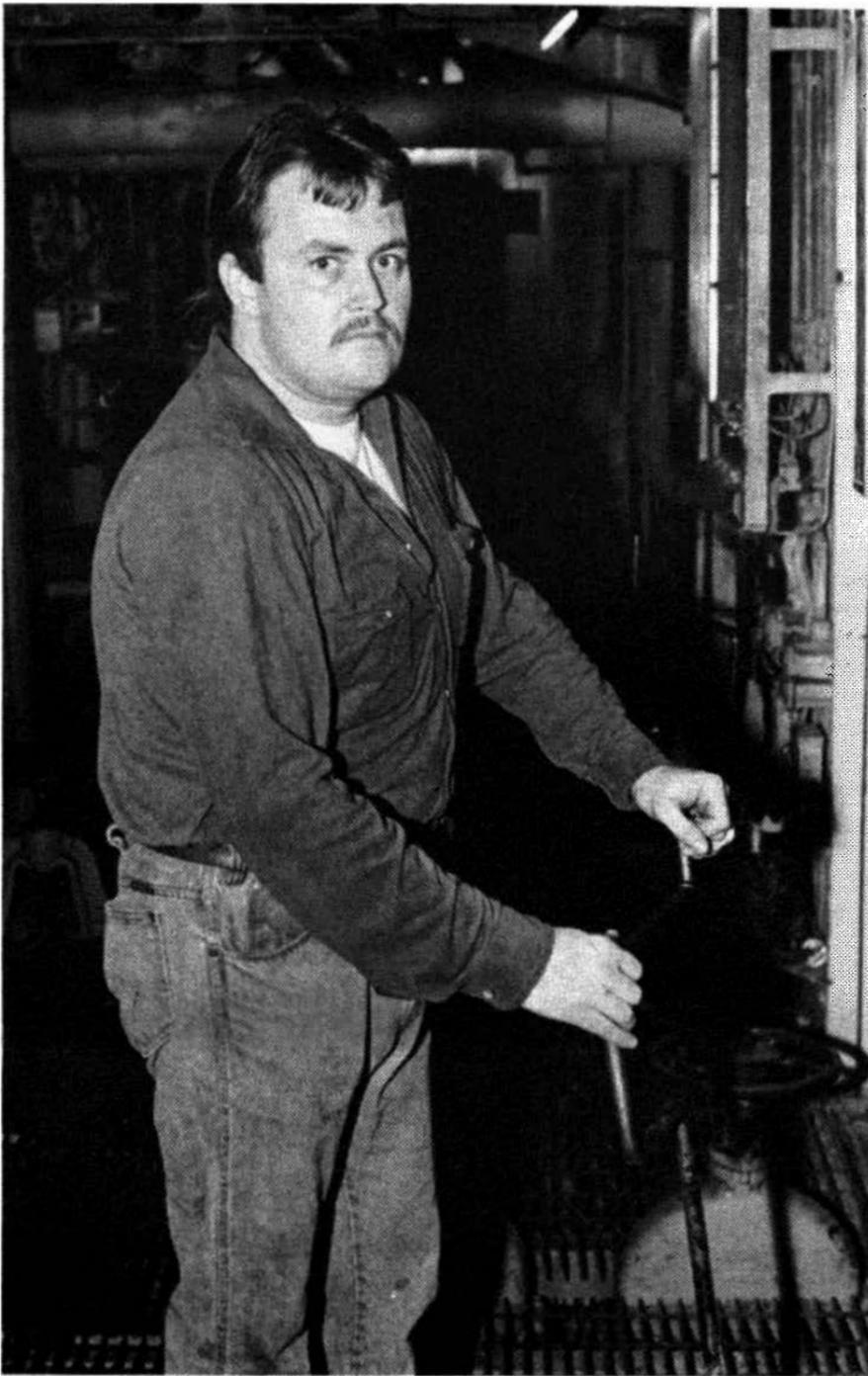


Wiper Ray Semerad reaches over the side to bring supplies aboard the *Medusa Challenger* as shipmate Bill Hass looks on.



From left to right: Russ Brown, Mitch Stewart and Doug Verosky, all deck department mates, put some paint on the *Charles E. Wilson's* rudder.

From the Shores of Michigan, Huron and Erie, a New



Oiler Mike Spicer takes a minute to pose in the engine room of the *Medusa Challenger*.



William Truax is a conveyerman on the *Paul Thayer*.



The *Charles E. Wilson's* second cook, John Beushaw, dishes up a few bowls of coleslaw.



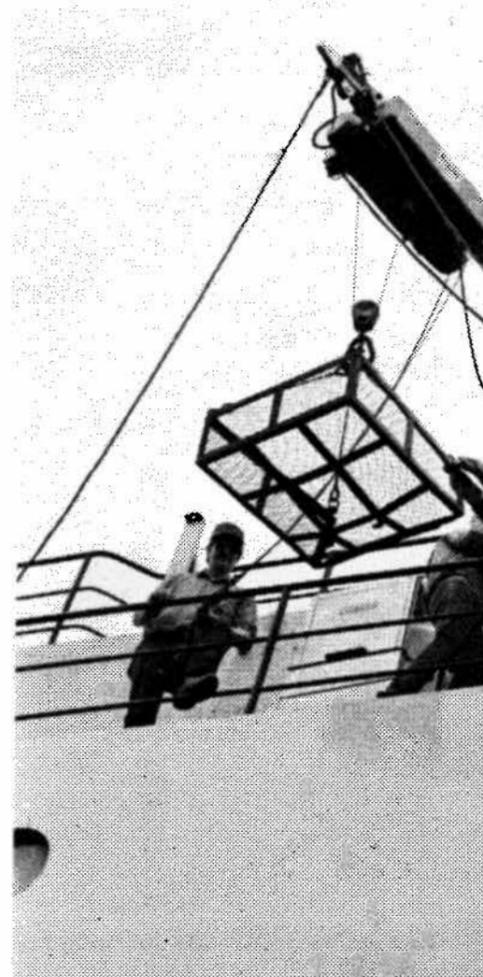
The view from above and below as crew



Photos by Mike Hall



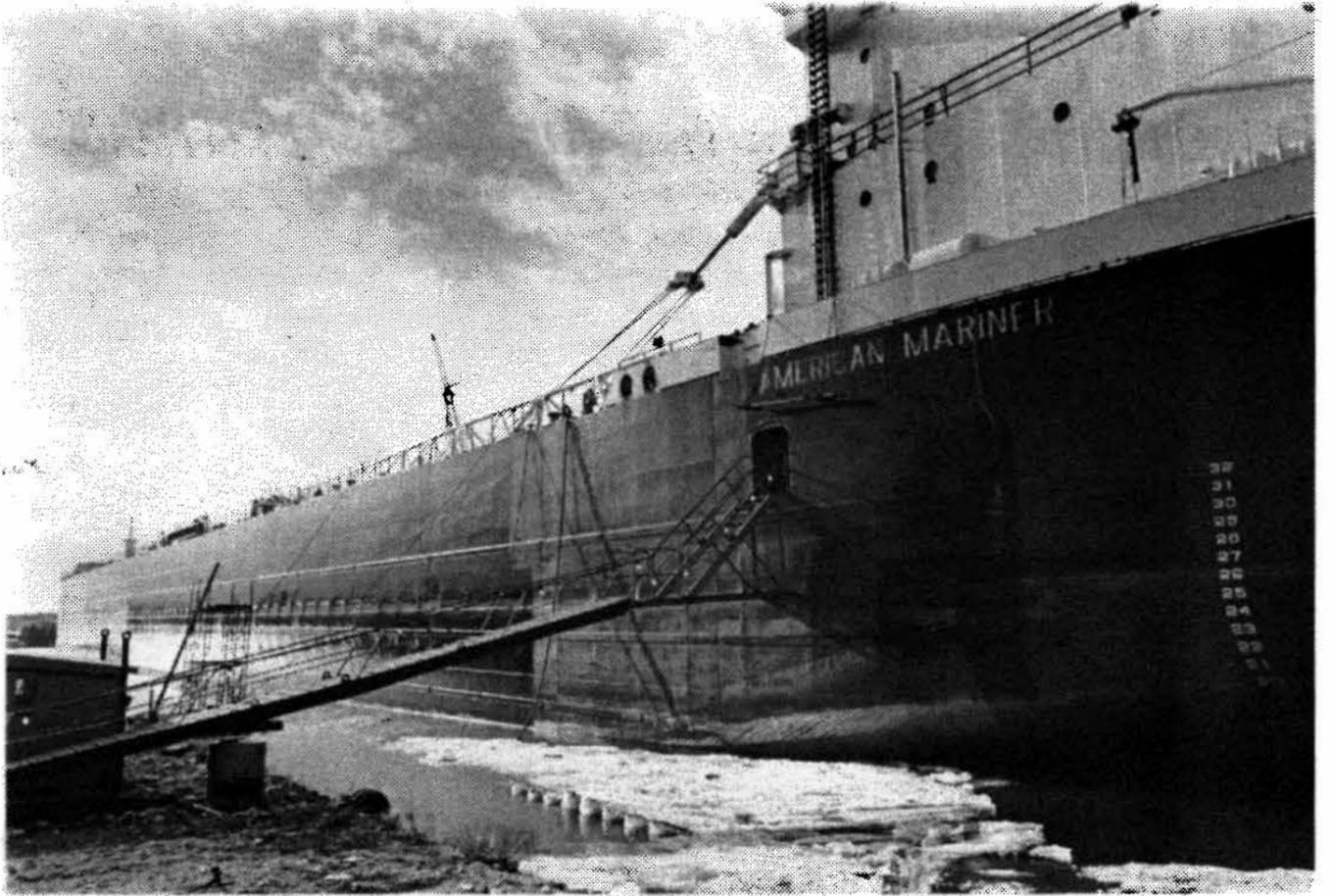
Fitout also means paperwork. Here on the *William Roesch* (l. to r.) Conveyerman Don Binkowska, Wiper Sam Beland, Algonac Port Agent Jack Allen and Watchman John Kernoham catch up on some.



Season Begins



Members of the *Roesch* hoist supplies aboard.



Just a few tiny chunks of ice float around the *American Mariner* in Sturgeon Bay.



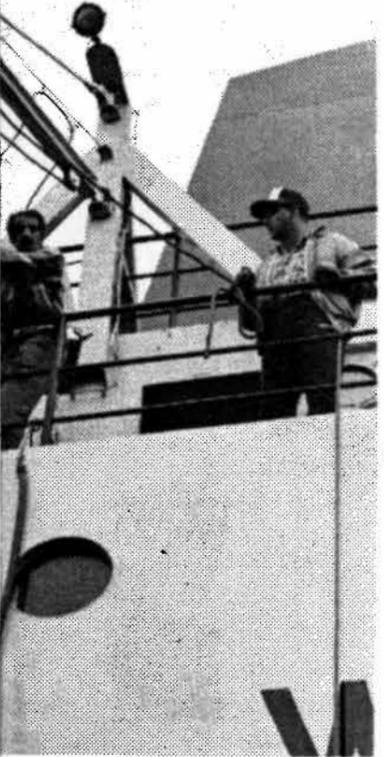
Cliff Cadreau, a wheelsman aboard the *Charles E. Wilson*, is also an accomplished photographer.



Doug Verosky and Russ Brown finish up paint work on the rudder of the *Charles E. Wilson* at its stout in Muskegon, Mich.

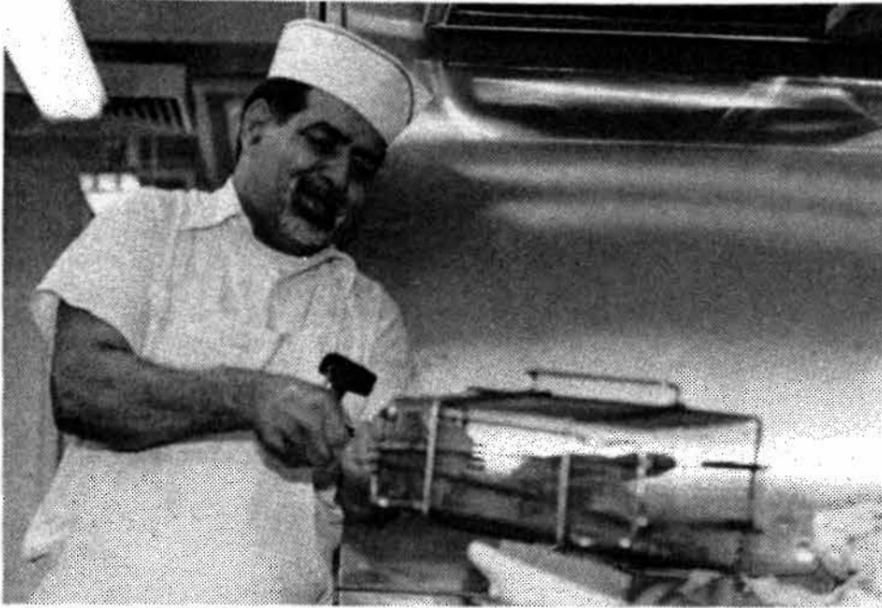


Manch Ahmed is a porter on the *Medusa Challenger*.

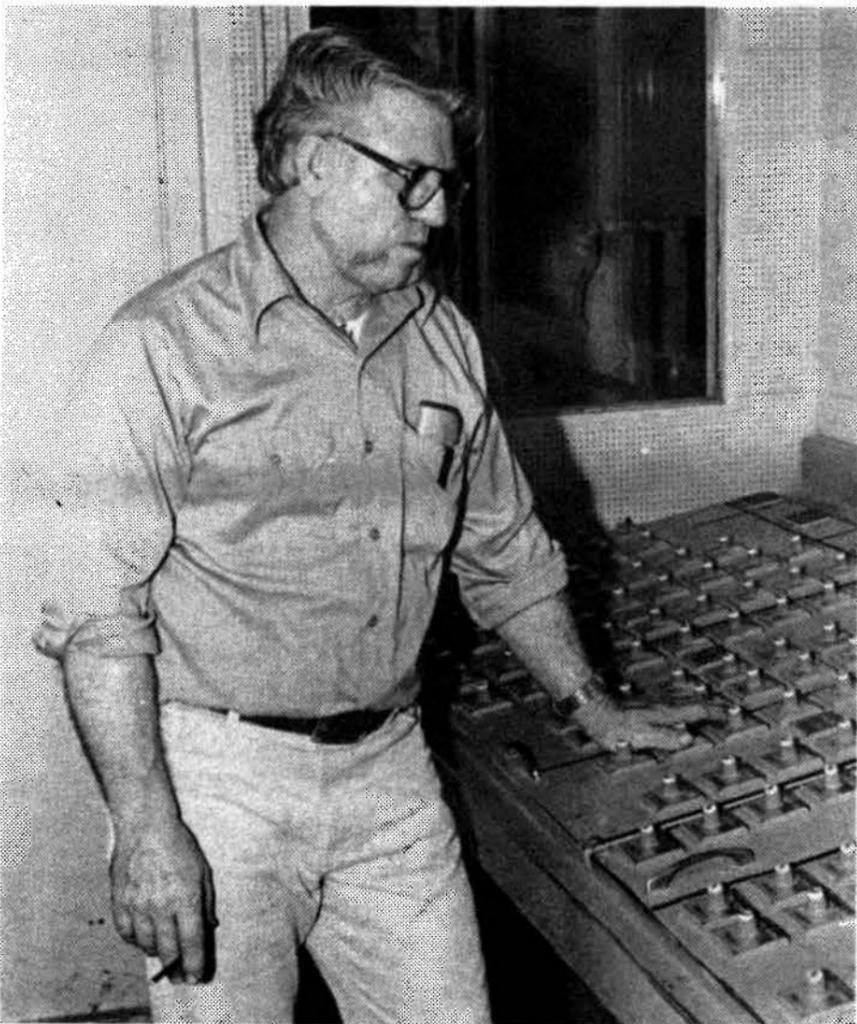


Fitout 1985

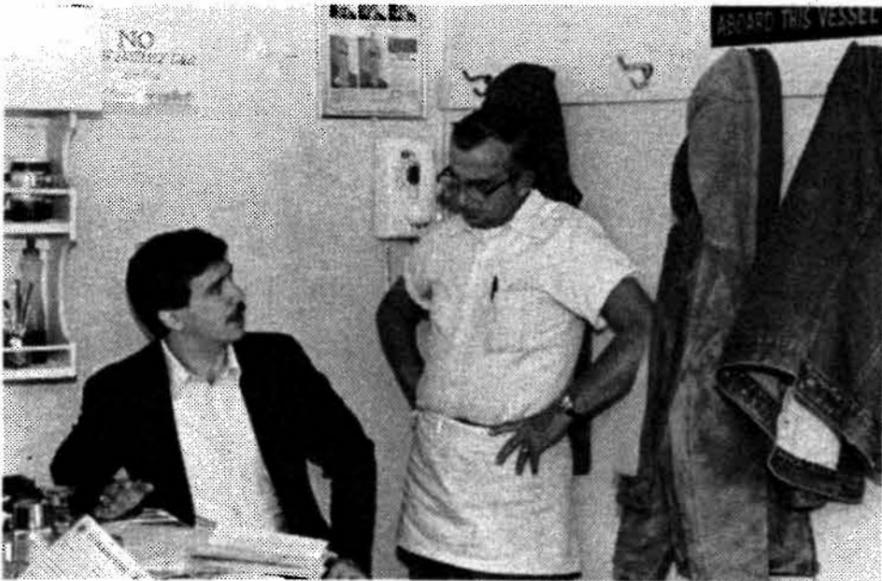
(More Photos Next Month)



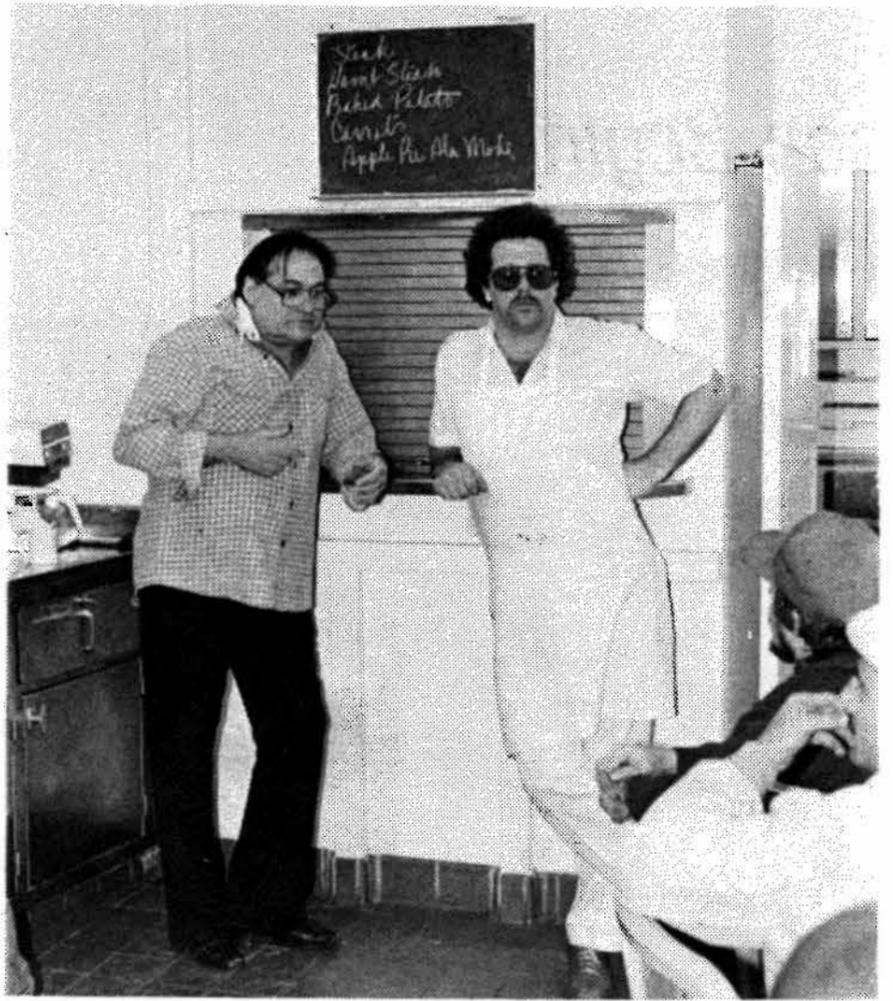
Fresh fried perch is on the menu of the *Charles E. Wilson* and steward/cook Salim Ali dumps a batch of fish.



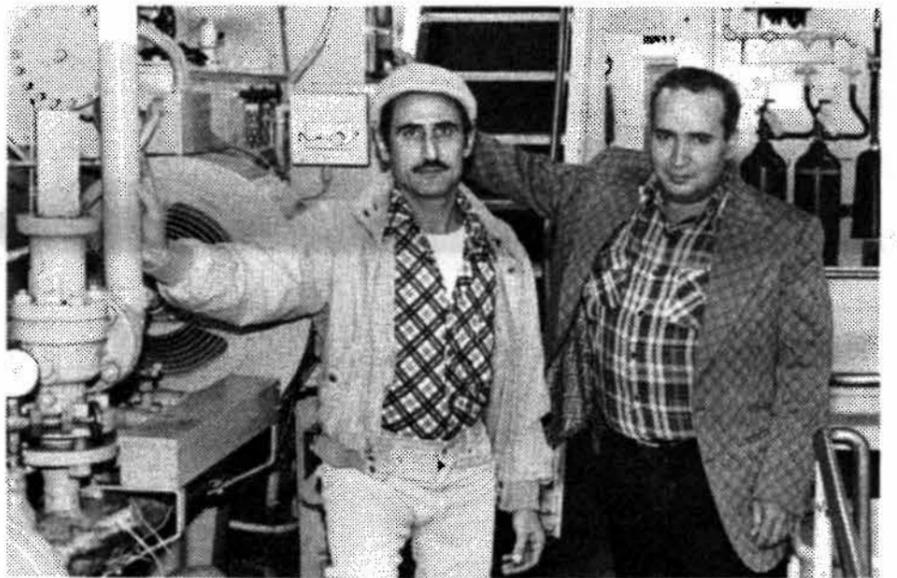
Conveyerman LaVerne Cole keeps an eye on the control panel for the conveyers on the *Medusa Challenger*.



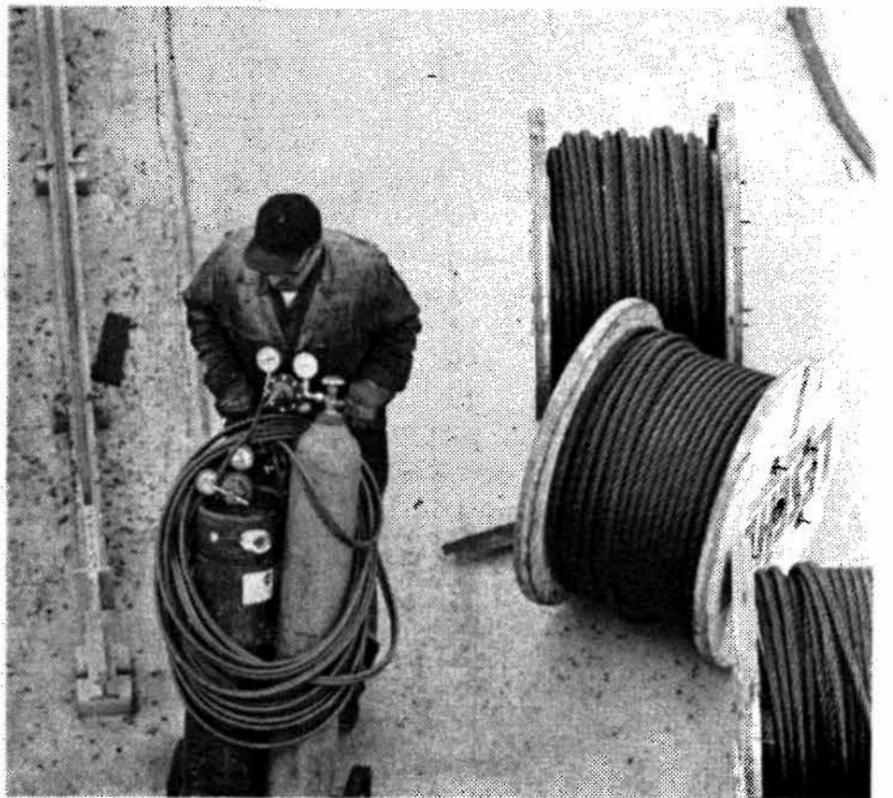
Cleveland Field Rep. Martin Vittardi explains congressional attempts to tax employee benefits such as health insurance and pensions to *Medusa Challenger* steward Joe Cherubini.



Patrolman Joe Sigler (left) and Second Cook David Bartlett discuss matters with the crew of the *American Mariner*.



Oiler Rassim Said Abdulla (left) and Wiper Mohsib Harhart are on their way into town after a day of work fitting out the *American Mariner*.



Caught from above, a crewmember on the *American Mariner*.



USNS *Southern Cross*, a converted C-3, loads in Norfolk for upcoming Mediterranean Underway Replenishment exercises.



Bosun Nick Kratsas, right, and AB David Hood take a break during deck maintenance.

SIU Crew Wins Praise for 'Professionalism and Skill'

Southern Cross Loads Military Supplies in Norfolk Navy Yard

FOLLOWING a highly successful training exercise last month, including an actual underway replenishment, the *S.S. Southern Cross* began loading military cargo at the Norfolk Navy Yard in preparation for a full-scale exercise in the Mediterranean Sea this spring and summer with the Navy's MEDLOGEX '85 program.

The *Southern Cross* is a converted C-3 with 22 booms. Her highly-trained SIU crew of 58 unlicensed seamen drew high praise from the Navy for their performance during the training exercises (see letter on page 21).



AT SEA—the *Southern Cross* moves up on a Navy assault ship during underway replenishment exercises last month.



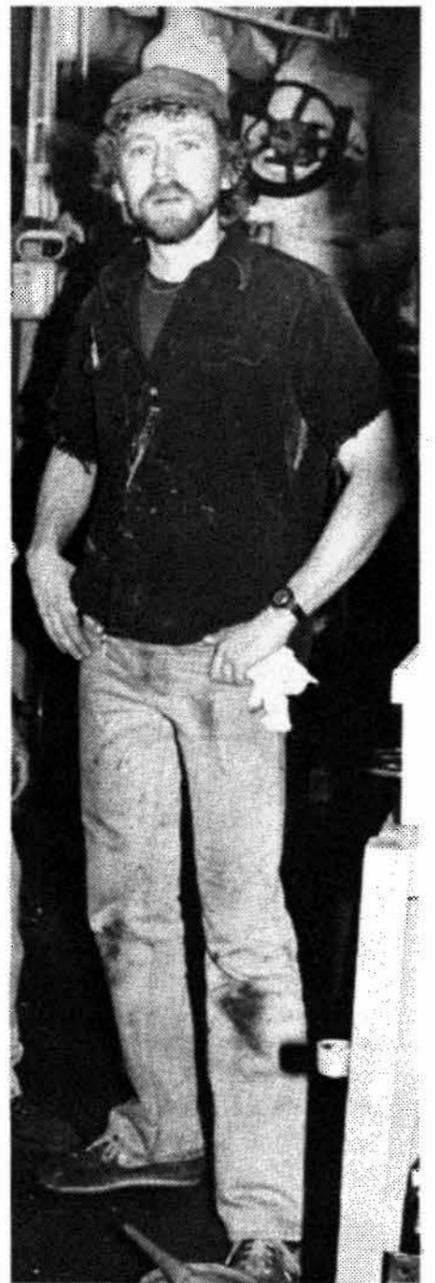
The *Southern Cross* edges in closer to the Navy Assault Vessel.



Able Seaman Brian Isendstadt is at the wheel as the *Southern Cross* begins the underway replenishment operation.



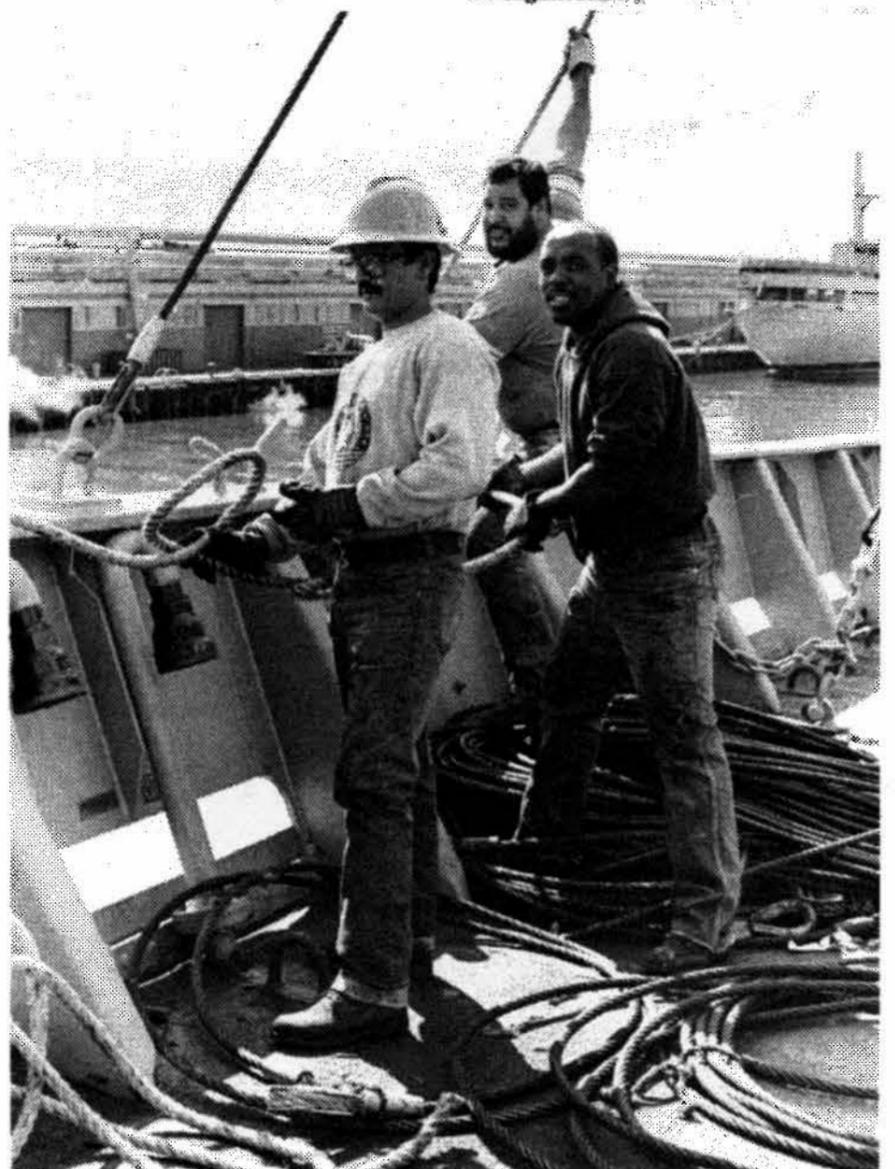
Able Seamen Charles Wright, left, and Peter Platania, center, move deck equipment under the guidance of Bosun's Mate Patrick Wright.



Oiler David Veldcamp poses for a photo in the engine room.



ABs Michael McCarthy, left, and Joe Snapchs on deck as cargo is stowed.



Deck gang repairs lines and wires. From left are Rafael Rivera, OS; Willie Burrus, AB, and Martin Ramos, deck/engine utility.

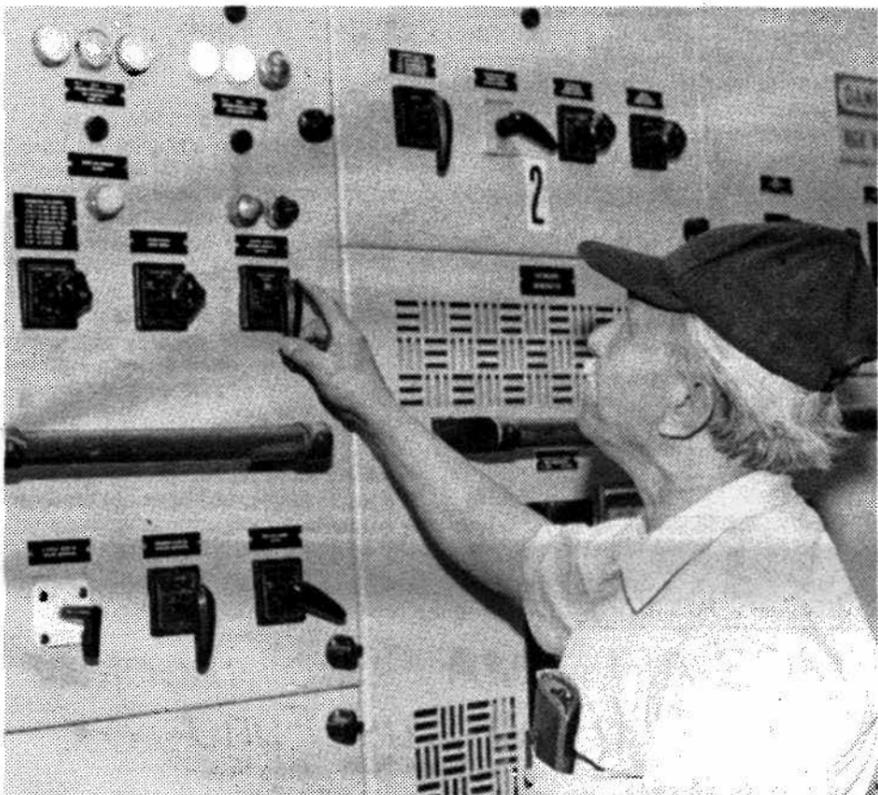
Coming Next Month in the LOG



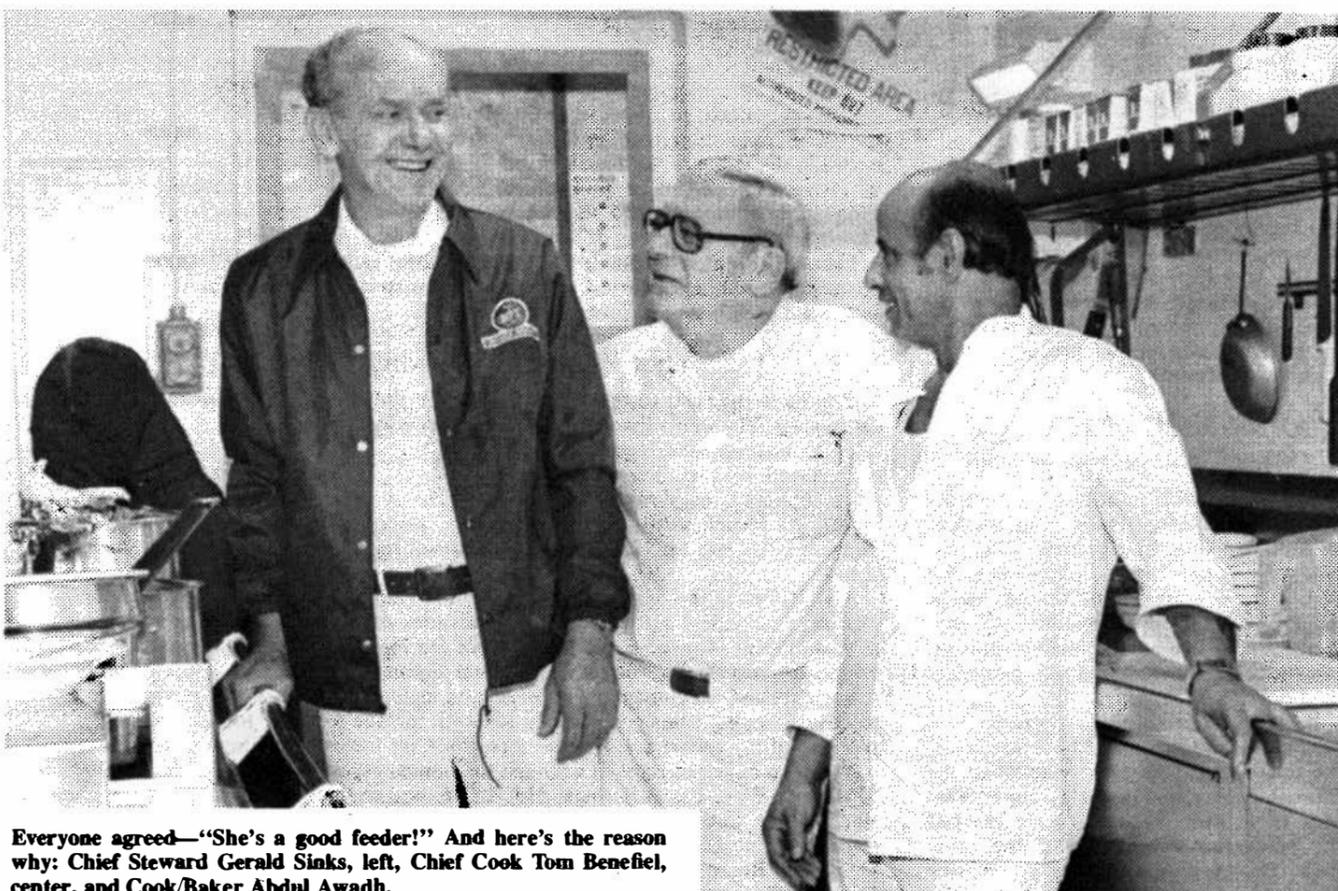
USNS 2nd Lt. John P. Bobo Ends Sea Trials



Hugh Woods, deck/engine utility, right, gets some advice from Seafarer Ramont Jackson who has shipped aboard naval support vessels under both the SIU and the MSTU banners.



Chief Electrician S. Wala runs tests in the engine room.



Everyone agreed—"She's a good feeder!" And here's the reason why: Chief Steward Gerald Sinks, left, Chief Cook Tom Benefiel, center, and Cook/Baker Abdul Awadh.

The Seafarers International Union

OF NORTH AMERICA • AFL-CIO

5201 Auth Way, Camp Springs, Maryland 20746
301-899-0675



FRANK DROZAK
President

TO: The Crew of the Southern Cross

I have just received at Headquarters a copy of the Telex to your vessel from the captain of the USS Sylvania, the vessel you exercised with recently.

The Telex praises the professionalism and skill you showed in recent underway replenishment exercises leading up to the Southern Cross operations in the Mediterranean this spring and summer for MEDLOGEX '85.

I want to congratulate the entire crew for the manner in which you have taken on the challenge of operating the Southern Cross. It is this type of example that will convince the military establishment that all such underway replenishment and military support work can be safely and efficiently handled by private maritime companies and their civilian union crews.

As you prepare for the Mediterranean exercises, please remember that you are the representatives of the membership of the entire SIU and that the job you do may mean hundreds of new jobs for our union in the future.

Best wishes and good luck,

Frank Drozak
Frank Drozak
March 27, 1985



AB Daniel Schwall, right, on gangway watch, stands by as James Dickens, deck/engine utility, signs aboard with AB Eddy Stwaerd.

19 MARCH 85

TO: USNS SOUTHERN CROSS
FROM: USS SYLVANIA

OVERALL, THE ENTIRE TRAINING EXERCISE WAS CONSIDERED A GREAT SUCCESS.

SAFETY WAS PARAMOUNT ON BOTH SHIPS AND EXTENSIVE EFFORTS WERE TAKEN TO ENSURE A SAFE OPERATION.

ATTENTION TO THE TRAINING EXERCISE WAS A MAJOR FACTOR IN TEACHING THE HELMSMAN ON THE SOUTHERN CROSS ABOUT THE FORCES AND INFLUENCES HE EXPERIENCED WHILE STEERING ALONGSIDE.

RIGGERS, RIG CAPTAINS AND SIGNALMEN WERE PROFICIENT, AND DISPLAYED A TYPE OF CONTROL THAT SOME "EXPERIENCED" RIG CREWS SELDOM USE.

IN-PORT TRAINING WAS A MUST AND IS HIGHLY RECOMMENDED FOR FUTURE EXERCISES OF THIS TYPE.

IN SUMMARY, EVERY EXERCISE CONDUCTED WITH THE SOUTHERN CROSS WAS VERY PROFESSIONAL AND EXTREMELY EFFICIENT. IF WE HAD NOT BEEN INVOLVED IN THE IN-PORT INITIAL TRAINING, WE WOULD NEVER HAVE KNOWN THEY WERE NOVICES TO ALONGSIDE REPLENISHMENT.

IT WAS A PLEASURE TO HAVE THEM ALONGSIDE. BRAVO ZULU.

Seafarers Welfare, Pension Plans Updated to Provide Best Possible Benefits

The trustees of the Seafarers Plans continuously review the rules and regulations as well as the laws governing the Plans. During the past year, the trustees made certain changes to more efficiently utilize the Plans resources and provide the best possible benefits to all participants.

Seafarers Pension Plan

Pension Credit Increased

The trustees decided to increase the pension benefit for seamen whose employers are contributing at the maximum rate. If a seaman has at least 3,000 days of actual contributory seetime (employment aboard a vessel) he/she can receive credit for 1 1/4 days service for each day of actual seetime earned after June 16, 1984. Eligible seamen will now be able to accrue more service, which can be used to satisfy the Plan's eligibility requirements and may increase the benefit payable for a wage-related pension.

Effective June 16, 1984, an Early Normal Wage Related Pension for deep sea employees shall be calculated as follows: All actual contributory employment shall be counted for the purpose of determining the amount of benefit payable. All days will be divided by 365 to determine the percentage to be applied to average earnings.

Pensioner's Death Benefit Eligibility Liberalized

Since Feb. 1, 1984, eligibility for the standard pensioner's death benefit is expanded to include all pensioners who have at least 125 days of covered employment in the year prior to their retirement.

Added Protection for Vested Service

A vested year is any year (Jan. 1 to Dec. 31) in which a covered employee earns 125 days service. If an employee earns less than 62 1/2 days service in any calendar year, he/she incurs a break-in-service. More than 62 1/2 days of service credit, but less than 125 days in a calendar year does not earn vesting service, nor does it result in a break-in-service. Once an employee is vested (10 years with at least 125 days credit) he/she can never lose that time. Employees are currently eligible to receive deferred vested pensions upon reaching normal retirement age, if they have 10 vested years.

For service time after Jan. 1, 1985, an employee who is not yet vested will only lose credit for prior accumulated service if he/she works less than 62 1/2 days in each of five years in a row, and the number of those break-in-service years equals or is greater than the number of vested years already accumulated.

In addition, if an employee is away from covered employment due to pregnancy, child birth, infant care or adoption, up to a maximum of 62 1/2 days, he/she will not incur a break-in-service. If an employee is away from covered employment up to 62 1/2 days while attending upgraders courses at the Harry Lundeberg School of Seamanship, he/she will not incur a break-in-service provided he/she successfully completes the courses. Neither this school time nor child care time will earn additional service credit. However, both can now be used to help avoid breaks-in-service.

Effective Jan. 1, 1985 an employee will be credited with contributory employment time and certain military service time for the purposes of satisfying the eligibility requirements for a Deferred Vested Pension. Disability time cannot be applied towards satisfying the requirements for this type pension.

Spouse's Pension Rights

The Pension Plan currently offers joint and survivor pensions. If an employee has been married for at least one year prior to retirement and is eligible for pension benefits from this Plan, the Plan will automatically pay the pension in the form of a joint and survivor pension. If the employee wishes to choose the full pension benefit instead, which would stop when the employee dies, the employee must sign an election form which will be provided by the Plan. This form will also have to be signed by the employee's spouse, and the spouse's signature will have to be notarized or witnessed by a representative of the Pension Plan.

In addition, if an active employee who had been married at least one year dies, at a time when he/she would have been eligible to receive a pension from this Plan and who satisfied the eligibility requirements for a pension, it will be assumed that the member had applied the day before he/she died. His/her spouse would then begin to receive the survivor's pension. The pensioner's standard death benefit will be paid to his/her designated beneficiary if the employee had at least 125 days of covered employment in the calendar year preceding his/her death.

If a vested employee, who had been married at least one year dies, before he/she reached retirement age, his/her spouse shall be entitled to a survivor's pension of one-half of the actuarially calculated amount. These payments will begin when the employee would have reached the Plan's earliest retirement age.

These rules make sure that your spouse is protected and receives the benefits you worked hard to earn.

Seafarers Welfare Plan

Service Credit for School Time

In order to help Seafarers satisfy the Plan's eligibility requirements, the trustees decided to accept time spent at upgrading courses at the Seafarers Harry Lundeberg School of Seamanship as covered employment, provided the courses have been successfully completed and provided the employee had satisfied the standard welfare eligibility requirements in the year prior to the employee's attendance at SHLSS.

Eligibility Requirements Reduced

In order to maintain eligibility for welfare benefits in 1985, the basic requirement of 125 days of covered employment in the previous calendar year has been reduced to 120 days for seamen whose employers are contributing to the Plan at the maximum rate. The requirement of one day of service in the six-month period preceding your claim still exists.

Coordination of Benefits Defined

The Welfare Plan coordinates its benefits with those of other Plans. The trustees decided that some clarification of the purposes and policies of this provision in the Plan were necessary. All benefits under the Plan, except death benefits and accidental dismemberment benefits, are coordinated with any other group, individual or service plan.

If the other plan providing benefits does not have a coordination of benefits clause, the other benefit provider will act as the primary carrier, and the Seafarers Welfare Plan takes over when you have reached the maximum payable under the other plan. The Welfare Plan will not provide benefits for medical expenses that will be

payable by coverage under no-fault insurance.

In addition, where applicable, the Plan will coordinate its benefits for dependent children with your spouse's coverage through his/her employment by providing primary coverage if your birthday comes before your spouse's and secondary coverage for the dependent children if your spouse's birthday comes earlier in the year than yours.

Special Equipment

Special equipment is currently provided at a rate of 70 percent of the reasonable and customary charges associated with such equipment. If the equipment is required as a result of an onboard injury, the rate is 50 percent of the reasonable and customary charges.

Pensioner's Eligibility

Many pensioners are eligible to continue receiving welfare benefits after they retire.

A pensioner is eligible for benefits if he has 125 days employment the year before he/she retires and he/she had at least 5,475 days service, OR if he/she had 125 days employment the year before he retires and is receiving a disability pension.

Maternity Benefit Increased

A change in federal regulations regarding medical treatment due to pregnancy resulted in the following benefit change: Prior maternity coverage for employees at the highest contribution rate allowed a payment of \$500, plus 80 percent under major medical for all hospital and physician's services.

After July 1, 1983, the maternity benefit covers all reasonable and customary charges (semi-private room) for hospital room and

board and for hospital extras, in the same manner as any other illness or injury. Delivery charges for an employee's spouse are paid according to the surgery schedule plus 80 percent of the balance under major medical.

Treatment by a physician rendered to an employee for pregnancy-related services are paid in the same manner as any other illness or injury. Although the outpatient treatment for an employee's spouse is not payable because it must be treated like any other illness, the increased payment for hospital charges results in a higher maternity benefit for employee's spouses.

S & A Benefit

The federal government has deemed the sickness and accident benefit "taxable income." In order to continue providing \$8 per day to the participant, the trustees have accepted the responsibility of paying the employer's and employee's shares of the applicable F.I.C.A. taxes. If you received S & A benefits from the Plan during the past year, you will receive a W-2 stating the amount of this taxable income and the amount of F.I.C.A. taxes paid on your behalf.

Eye Examinations

The provisions of the Optical Benefit have been expanded to include all eligible employees and their dependents, even if they do not need eyeglasses. The benefit will be paid once every two years for eye care. This benefit is intended to pay for an eye examination. It can, however, be applied to the cost of glasses if they are needed. Dependent children can receive the benefit more often if new eyeglasses are needed for pathological reasons.

Seafarers Pension Plan and Seafarers Welfare Plan Summary Plan Description Booklets were previously mailed to you and are available at all ports. To keep your benefit information current, clip this article and keep it with your booklet.

Summary Annual Report

MCS-AFL-PMA Supplementary Pension Trust Fund

This is a summary of the annual report for MCS-AFL-PMA Supplementary Pension Trust Fund, 51-6097856, for the year ended June 30, 1982. The annual report has been filed with the Internal Revenue Service, as required under the Employee Retirement Income Security Act of 1974 (ERISA).

Basic Financial Statement

The value of Plan assets, after subtracting liabilities of the Plan, was \$6,194,531 as of June 30, 1982, compared to \$5,663,396 as of July 1, 1981. During the Plan year, the Plan experienced an increase in its net assets of \$531,135. This increase included unrealized appreciation or depreciation in the value of Plan assets; that is, the difference between the value of the Plan's assets at the end of the year and the value of the Plan assets at the beginning of the year, or the cost of assets acquired during the year. The Plan had total income of \$1,469,223, including employer contributions of \$828,702, and earnings from investments of \$640,521.

Plan expenses were \$907,050. These expenses included \$788,920 in benefits paid to participants and beneficiaries; \$70,620 in administrative expenses, and \$47,510 for fees, insurance premiums and other such expenses.

Your Rights to Additional Information

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

1. An accountant's report.
2. Assets held for investment.

To obtain a copy of the full annual report, or any part thereof, write or call the office of Mr. Al Jensen, 5201 Auth Way, Camp Springs, Md. 20746. The charge to cover copying costs will be \$1.00 for the full annual report, or \$0.10 per page for any part thereof.

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

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

SIUNA's John Crowley Dies

A friend of the SIU and one of San Francisco's top organized labor leaders, John F. "Jack" Crowley Sr., 61, the widely respected secretary-treasurer of the city's Labor Council for the last 12 years, died March 18 in Shanghai, China after emergency surgery.

Brother Crowley was once head of the SIUNA-affiliated Mortuary Employees Union in San Francisco.

In attendance at the funeral Mass in St. Ignatius Roman Catholic Church, San Francisco on March 25 were celebrant Bishop Mark Hurley of Santa Rosa, Calif., an old friend of the deceased; Harry Bridges, leader of the International Longshoremen's and Warehousemen's Union; city Mayor Dianne Feinstein; state Sen. Milton Marks (R-S.F.); George Johns, retired secretary-treasurer of the Labor Council who recommended Crowley to succeed him, and city Sheriff Michael Hennessey.

Bishop Hurley eulogized the labor leader at the Mass calling him "captain and commander-in-chief of the working men and women of San Francisco."

The bishop declared in his eulogy that unions are an "essential and extremely important element in our society, and Jack Crowley understood the dignity of work and the dignity of workers."

Previously, an editorial in the *San Francisco Chronicle* said Crowley "... will be remembered as a respected official with rare skills of mediation."

It went on to say "he was in the thick of some of the city's thorniest strikes and quickly established himself as the possessor of special qualities for negotiating fair and equitable contracts . . . the city has lost a man who has left behind a fine reputation for integrity and fair counsel."

Crowley was born in San Francisco and was a regent of the California State University System and a member of the Board of Permit Appeals.

Burial was in Golden Gate National Cemetery, San Bruno, Calif.

Surviving are his widow, Geraldine; three sons, John P. Jr., Joseph and Francis, all of San Francisco; three daughters, Mary-Frances of Vacaville, Calif., Kelly Fuller of Davis, Calif. and Tara Chase of Ventura, Calif.; a sister, Bernice Reis, and 16 grandchildren.

Support SPAD

Legal Aid

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

NEW YORK, NEW YORK

Schulman & Abarbanel
358 Fifth Avenue
New York, New York 10001
Tele. # (212) 279-9200

BALTIMORE, MD.

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

CHICAGO, ILL.

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

DETROIT, MICH.

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

GLOUCESTER, MASS.

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

HOUSTON, TEXAS

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

LOS ANGELES, CALIF.

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

WILMINGTON, CALIF.

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

MOBILE, ALA.

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

NEW ORLEANS, LA.

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

NORFOLK, VA.

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

PHILADELPHIA, PA.

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

ST. LOUIS, MO.

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

SAN FRANCISCO, CALIF.

John Paul Jennings
Henning, Walsh & Ritchie
100 Bush Street, Suite 440
San Francisco, Calif. 94100
Tele. # (415) 981-4400

SEATTLE, WASH.

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

TAMPA, FLA.

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

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.

Bosuns Get an Earful at Cargo Hearing

(Continued From Page 3.)

Block's interpretation of the administration's policy. She states that the administration's position is "not at this time supporting legislation to change the interrelationship between the cargo preference laws and the blended credit program."

According to one high-ranking government official, cargo preference is not something that President Reagan or most Americans think of when they get up in the morning." Given the heated emotions on both sides of the issue, the potential consequences and the rather specialized nature of the dispute, most high ranking officials in the administration have shied away from taking a definitive stand.

This means that public opinion will play an important role in determining the final outcome of the dispute. And the bosuns saw for themselves that President Drozak and the legislative staff of the SIU were on hand to correct any misrepresentations.

When one witness cited an astronomical figure as representing "the average seaman's salary," Drozak set the record straight by saying that the figure represented wages and benefits for all three seamen filling the same billet.

When Sen. Rudy Boschwitz (R-Minn.) questioned the value of giving the merchant marine any fed-

eral subsidy because it has declined in recent years, Drozak looked him straight in the eye and said, "Senator, the same can be said of the farm industry."

The remark drew a favorable response from the audience. Both Drozak and Boschwitz laughed. They were like two chess players with the same goal in mind: to win over the hearts and minds of the press.

After the Senate hearing on cargo preference, the 10 bosuns had a chance to sit down and discuss their impressions of the hearing. Here are some of their comments.

Robert Vranish

"It was quite educational."

Dave Newman

"I was raised on a farm. I didn't see anyone at that hearing who looked like a farmer to me. They all looked like big businessmen."

Willoughby Bird

"In my opinion our side held its ground pretty good."

Antonios Trioglou

"I have a question to ask these so-called patriotic Americans: Where would we all be without an American-flag merchant marine?"

Steven Copeland

"I was really mad. I felt like throwing a chair when they talked about how much we seamen make,

and it wasn't even right. They tried to blame us for everything: the poor farmers, and even the starving Ethiopians."

Robert Johnson

"I wasn't aware of how complex it all is until we went to the hearing. Frank Drozak did all he could to set the record straight."

Thomas Vain

"You've got to stay in the trenches with these people, or they'll eat you alive."

Thomas Seager

"Mr. Drozak brought to the senators' attention that they may have been using erroneous data. At the end of the session, they said that they would check into it."

Stephen Garay

"I was really upset by the way the chairman acted. He was supposed to get input from both sides, but he had already made up his mind. I never thought Congress operated that way. . . . The senators talked about the farmer's way of life being threatened, but they never brought up what kind of shot in the arm the PL-480 program is to unemployed seamen."

Charles "Sonny" Herrera

"When the hearing started, the senators on the Committee didn't seem to want to listen to a thing Drozak said. But by the end, they

did say that they may have been wrong on a few figures, and that they would be willing to negotiate on the issue."

Blended Credit

(Continued From Page 3.)

make one cent of difference in either the price the American farmer receives for his commodities, or the price the foreign importer pays to purchase those commodities. Any costs of cargo preference are paid by the U.S. government, as part of its investment in a strong national defense."

The American maritime industry, Boren believes, started the controversy now in existence by "trying to extend the provisions of the 1954 Cargo Preference beyond its original intent." He said that he favored a "compromise" approach that would reverse the blended credit ruling and restrict PL-480 cargo to a handful of specific situations, such as the shipment of relief supplies to places like Ethiopia.

Luciano responded that the maritime industry had not tried to expand the definition of the 1954 Cargo Preference Act, but had tried to have its meaning clarified. He noted that the American maritime industry was forced to go this route because Agriculture Secretary John Block would not meet with them on the issue.

Drugs Mean Trouble—Don't Use Them Editorial

Every month you'll find a cartoon like the one below in the LOG. It's straight and to the point. Drugs can mess with your life in a lot of ways—they can screw up your mind—they can screw up your body—and they can screw up your job.

The SIU has always tried to warn you of the dangers of drugs, and many of you have learned that drugs and shipping do not mix. But some of you haven't.

There is one thing to remember; it's a saying you may have seen and heard hundreds of times "If you are caught with drugs you can lose your papers." That is not some empty scare slogan. It is true. It has happened recently.

A lot of the SIU's work these days is under military contract or charter. The military authorities and federal drug enforcement agencies are keeping a close watch on those ships. The companies that are winning those contracts and providing SIU members with jobs have to

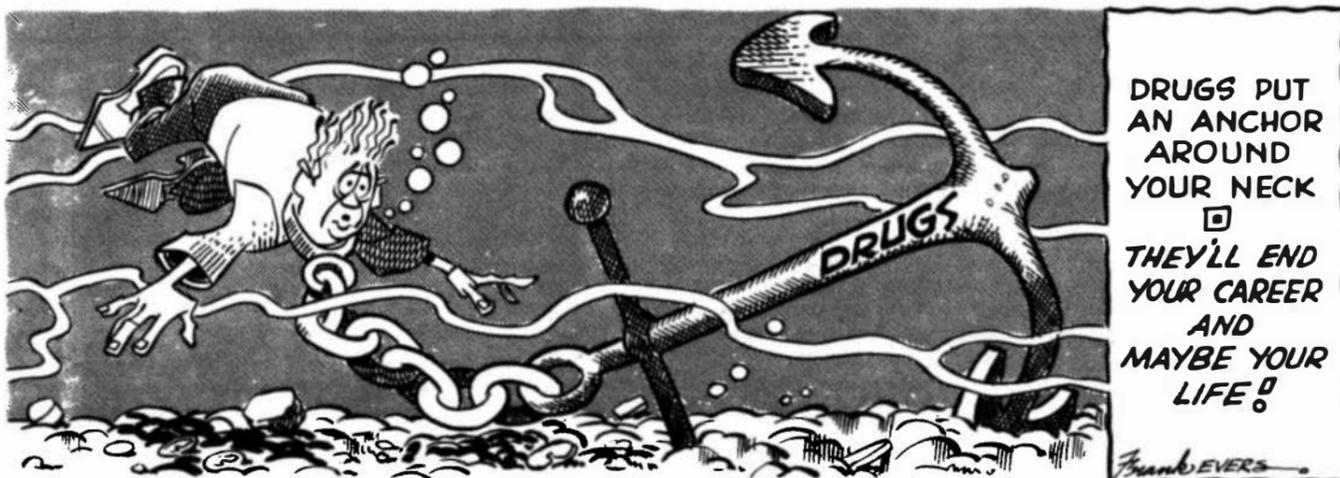
prove to the government that the crews aboard those ships are not working under the influence of drugs.

Passenger ships provide a lot of jobs for Seafarers, and in the future they may provide even more. Seafarers on those ships are there to efficiently serve the passengers and make their voyages pleasant. That is difficult to do if you're wasted or wired.

In some cases, before you can ship out you have to pass a urine analysis which can detect traces of illegal drugs in your system. And after shipping the same test can be made again. If you test positive, you are in trouble. If you are found to be using drugs or possess them, you are in even more trouble.

If you have a drug problem, get help. You owe it to yourself and you owe to your shipmate. If you want to do drugs, don't ship. If you want to ship, don't do drugs.

Help is available. It's up to you.



Personal Notice

D. Ross, AB
SS Overseas Vivian
O. Martinez, AB
SS Overseas Vivian
P. Decker, OMU
SS Overseas Vivian
J. McKenny, AB
SS Overseas Vivian

Please contact Red Campbell by letter relative to subsistence claims resolved with Maritime Overseas Corp.

Digest of Ships Meetings

BEAVER STATE (Apex Marine), February 17—Chairman Gaetano Mattioli; Secretary Frank Costango; Educational Director Candido Castro; Deck Delegate Harry Smith; Engine Delegate Conrad Taylor; Steward Delegate Francisco Monsibais. No disputed OT, although there were a number of beefs in the engine department which will be taken up with the boarding patrolman in Portland, Ore. Due to bad weather, arrival in Kashima, Japan will be four days late. After taking bunkers in Yokohama, the vessel will then proceed to Portland to load grain for Egypt. The ship's committee will discuss heating and air conditioning problems with the captain and the chief engineer. A vote of thanks was given to the steward department for a job well done. A special vote of thanks also was given to S/A Alan Bartley for his kindness and generosity in allowing the crew to borrow his personal collection of video movies. "The John Wayne old-timers are great."

BORINQUEN (Puerto-Rico Marine), March 17—Chairman R. Molina; Secretary C.B. Carter; Educational Director George Ray. No beefs or disputed OT reported. There is \$13 in the ship's fund, and the crew and officers contributed \$170 for the AMMLA. There will be a payoff on arrival in San Juan this trip. All men getting off should leave their rooms clean and turn in their dirty linen. Members should also help keep the rec hall clean, take all cups and silverware back to the galley, and keep all longshoremen and strangers off the ship during payoff. Next ports: San Juan, P.R. and Elizabeth, N.J.

CONSTITUTION (American Hawaii Cruises), February 12—Chairman William Mansfield; Secretary Cynthia A. Rose; Deck Delegate J.C. Dillon. This was voyage #141 for the SS Constitution. The meeting of the deck and engine department with SIU Rep Emil Lee was called to order by the bosun, William Mansfield. Lee talked about the crew rotation agreement of the current contract which went into effect June 2, 1984. He also mentioned that he will soon be meeting with Mr. Geoff Motlow, senior vice president of American Hawaii Cruises and will bring up a number of topics including: allowing permanent crewmember requiring emergency leave to retain their permanent article number, and reinforcing/revising the uniform code to restrict shorts from being worn. Mr. Lee answered a number of questions brought up by crewmembers. He said that any suggested resolutions should be written and sent to him at the SIU in Honolulu. Next ports in Hawaii: Kona, Nawiliwili, Honolulu and Kahului.

COVE LEADER (Cove Shipping), February 26—Chairman William Smith; Secretary Henry W. Roberts; Educational Director J. Sanchez; Deck Delegate Jerry Borucki; Engine Delegate Reginald Ridgway; Steward Delegate John Lee Davis. No beefs or disputed OT reported. The chairman noted that the *Cove Leader* has not gotten a definite charter, and so it's just a trip-at-a-time for the present. A repair list will be turned in when there is news about a charter. This is the *Cove Leader's* first trip with a reduced steward department. All the changeover work has not been completed in the galley. This puts the two-man galley in a position where there's a lot of man-hours put in at no overtime, and there's still quite a lot of work to be done to make the department run smoothly. Next ports: Marcus Hook, Pa. and Nederland, Texas.

LNG GEMINI (Energy Transportation Corp.), March 10—Chairman A.L. "Pete" Waters; Secretary Guy De Baere; Educational Director T. Maga; Deck Delegate John Graham; Engine Delegate Harry Gearhart; Steward Delegate David Pappas. No disputed OT was reported in any of the three departments. The chairman announced that the vessel will be going into the shipyard and that all unlicensed personnel will be laid off or transferred to another vessel, if possible, to finish their 120 days. The educational director reminded all hands that when going into the tanks, they should be sure that all the safety equipment is close by. He also stressed the importance of contributing to SPAD for the good of each individual as well as the Union and the maritime industry. A vote of thanks was given to the steward department for the excellent food, especially to David Pappas. "He cares." Next port: Nagoya, Japan.



GOLDEN ENDEAVOR (Apex Marine), February 17—Chairman E. Lasoya; Secretary James W. Barnett; Educational Director Charlie E. Durden; Deck Delegate David Murray; Engine Delegate Juan Rodriguez; Steward Delegate Edwin M. Felker. Everything seems to be running smoothly so far with no beefs or disputed OT reported. The ship has just crewed up after a three-month layup, and a few minor repairs still need to be taken care of. One problem pertains to keys. There is a key machine aboard, but without the original key, it is useless. The secretary stated that he was at headquarters last November and knows for a fact that all SIU ships' minutes are reviewed by Vice President "Red" Campbell. He further noted that Campbell will respond to any individual's letter, but another way to make your ideas and suggestions known to him is through these meeting reports—so speak up. The placement of the garbage storage in the portway was felt to be inconvenient. Also, the crew refrigerator was damaged in rough weather and has not yet been repaired. Another suggestion was to secure the officers' lounge and rooms in rough weather, since they are just above the crews' quarters. Next ports: Port Sudan, Egypt; Masqat, Oman; Jiddah, Saudi Arabia, then back to Nederland, Texas for payoff.

OMI SACRAMENTO (OMI), March 3—Chairman R.L. Tuttle; Secretary Sam Davis; Educational Director T.A. Taylor; Engine Delegate H.J. Latham; Steward Delegate Roderick T. Gordon. No beefs or disputed OT. The three departments are running smoothly so far. There is no ship's fund as yet, but a suggestion was made for all members to contribute something at payoff to establish such a fund. The importance of donating to SPAD for a stronger merchant marine was also stressed. The repair list was turned in to the chief engineer. A leak under the fan drip pan apparently causes ice to form on the deck, and a deep fryer on the port side will not

hold the temperature. Next port: Alexandria, Egypt.

OVERSEAS HARRIETTE (Maritime Overseas), February 25—Chairman Richard Bradford; Secretary Douglas A. Thomas; Educational Director C. Williams; Deck Delegate Walter Harris; Engine Delegate John McCabe; Steward Delegate John McLaurin. Some disputed OT was reported in the deck department. The crew requested written clarification as to who pays the transportation for a relief. Also, if a man fails to rejoin the ship, who gets that job? Can the man already there keep it, or must the job go back to the hall? Several suggestions were made. One was to have door hooks put on crewmembers' doors. Another was to order new porthole curtains. The crew also requested standby's in the ship's home port as well as verification of allotments. Capt. S.A. Salaris, speaking on his own behalf and for his officers, gave the steward department a vote of thanks for the good job of menu planning and improved quality of the meals being served. This was echoed by the crewmembers. Next ports: Newport News and Norfolk, Va.

OVERSEAS MARILYN (Maritime Overseas), February 17—Chairman John O. Frazier; Secretary Charles Corrent; Educational Director E. Figueroa; Deck Delegate Michael N. Bolger; Engine Delegate Nathan Adams; Steward Delegate V. Garcia. No beefs or disputed OT. The patrolman reported the fact that there will be no more port time and also that OT rates are staying the same. The bosun asked that all members be sure to read the SIU Constitution. Two members of the steward department were put off ship due to illness. This leaves a three-man department, and replacements are needed as soon as possible. There are lots of movies aboard the *Overseas Marilyn*, so no complaints there. It was requested that a copy of the new agreement be sent to the vessel. Heading out to Sudan.

PITTSBURGH (Sea-Land Service), January 31—Chairman Abdel K. Mohamed; Secretary G. McEwen; Educational Director Stanley Gondzar. Everything is running smoothly, with no beefs or disputed OT. The chairman announced that the ship had just left Rio Haina and is expected to arrive in Elizabeth, N.J. for the February payoff. A discussion was held pertaining to the new contract, and a round of thanks was given to the bosun, the ship's chairman and the delegates. A special vote of thanks also was given to the steward department for the wonderful meals. And a reminder was stressed, "Don't forget to donate to SPAD." One minute of silence was observed in memory of our departed brothers and sisters.

RANGER (Ocean Carriers), February 2—Chairman V. Grima; Secretary Carroll Kenny. Some disputed OT was reported in the deck department. There is no money in the ship's fund, but a collection will be taken at payoff for the purpose of purchasing tapes. It was requested that the mail situation be looked into. No mail has

been received aboard the *Ranger* for a couple months. The steward department sailed short one man as the assistant cook was injured in Romania. Nevertheless, they did a great job, and they were given a vote of thanks. Next port and port of payoff: New Haven, Conn.

SAM HOUSTON (Waterman), January 27—Chairman Herbert O. Leake; Secretary G. Aquino; Educational Director C. Tsipliareles. No beefs or disputed OT. The new bosun introduced himself and told the crewmembers his door is always open to resolve any problems that may arise during the voyage. The death of Frank Mongelli was also noted. "Frank, who many of us have known for a long time, will be missed by all." The chief mate has been showing firefighting films that are both interesting and informative. The bosun talked to the crew about the importance of donating to SPAD, and the subject of upgrading also was brought up. Today's Seafarers should become as professional as possible in their jobs. The steward thanked the crew for helping keep the mess room clean. In turn, a vote of thanks was given to the steward department. One minute of silence was stood in memory of our departed brothers and sisters. Next port: Norfolk, Va.

SANTA ROSA (Delta Steamship Lines), February 3—Chairman Mark Trapp; Secretary E. Dale; Educational Director J. Tagliaferrri. All is well with no beefs or disputed OT, although one man was hurt and hospitalized in Guayaquil, Ecuador, one man was taken off the vessel in Balboa, Panama, and one man was fired. A motion was made to arrange some means whereby the members of a vessel can be notified of the progress of a fellow shipmate who has been hospitalized in a foreign country. "We are interested, as members and brothers." The Delta Steamship vessels have been sold, and so this is the last voyage for the *Santa Rosa*. Members were asked to clean their rooms at payoff and bring all linen to the linen lockers. The steward department was given a vote of thanks for the good food. In concluding the meeting, a final quiet plea was made to headquarters: "Send us another ship. We have lost this one." Next and final port: New Jersey.

STUYVESANT (Bay Tankers), February 17—Chairman R. Garcia; Secretary W. Smith; Educational Director S. Perdon; Deck Delegate Todd Peden; Engine Delegate Dennis A. Dengate; Steward Delegate Eric Parker. The deck department sailed one man short, but there was no disputed OT reported. The vessel will pay off late Friday, Feb. 22. Then one more trip is scheduled before the *Stuyvesant* goes into the shipyard in Portland, Ore. The chairman said that he will check with the patrolman about re-registering and reclaiming members' jobs when the ship goes into the shipyard. A vote of thanks was given to the steward department for the vast improvements made in the food and service. Next port: Long Beach, Calif.

Official ships minutes were also received from the following vessels:

ADAMS	OMI MAINE
ALEUTIAN DEVELOPER	OVERSEAS ALASKA
AMERICAN COMMON	OVERSEAS JUNEAU
AMERICAN EAGLE	OVERSEAS NEW YORK
AURORA	PUERTO RICO
BROOKLYN	SEA-LAND ADVENTURER
LNG CAPRICORN	SEA-LAND CONSUMER
COVE SAILOR	SEA-LAND EXPRESS
INGER	SEA-LAND INDEPENDENCE
LNG LEO	SEA-LAND LEADER
LONG BEACH	SEA-LAND MARINER
MANTLAND	SEA-LAND PACER
OAKLAND	SEA-LAND VENTURE
LNG LIBRA	SEA-LAND VOYAGER
OMI CHAMPION	LNG TAURUS
OMI COLUMBIA	STONEWALL JACKSON
OMI RUBEN	WALTER RICE

Pensioner's Corner

Deep Sea



James Fredolf Bergstrom, 57, joined the SIU in 1947 in the port of Baltimore sailing as a chief steward. Brother Bergstrom is a veteran of the U.S. Army during the Korean War. He was born in Davis, W.Va. and is a resident there.



George Allen Burch, 64, joined the SIU in 1939 in the port of New Orleans sailing as a recertified bosun for the Delta Line. Brother Burch was graduated from the Union's Recertified Bosuns Program in 1974. He was born in Mississippi and is a resident of Tickfaw, La.



Donald Chestnut, 62, joined the SIU in 1943 in the port of Mobile sailing as a recertified bosun. Brother Chestnut was graduated from the Union's Recertified Bosuns Program in 1974. He also worked for the U.S. Civilian Conservation Corps (CCC) during the Great Depression. Seafarer Chestnut was born in Alabama and is a resident of Fairhope, Ala.



John Cisiecki, 64, joined the SIU in 1942 in the port of New York sailing as a recertified bosun. Brother Cisiecki was graduated from the Union's Recertified Bosuns Program in 1974. He also sailed on the Great Lakes. Seafarer Cisiecki was born in Luzerne Cty., Pa. and is a resident of San Francisco.



William Santos Costa, 62, joined the SIU in the port of Boston, Mass. in 1958 sailing as a cook. Brother Costa attended Piney Point Educational Conference No. 6 and is a veteran of the U.S. Navy in World War II. Seafarer Costa was born in Massachusetts and is a resident of Tiverton, R.I.



William Augustis De Lappe, 63, joined the SIU in 1939 in the port of Boston, Mass. sailing as a bosun and ship's delegate. Brother De Lappe was born in Massachusetts and is a resident of Seattle.



James Charlie Dial, 62, joined the SIU in 1942 in the port of Tampa, Fla. sailing as a QMED and 3rd assistant engineer for MEBA, District 1. Brother Dial is a veteran of the U.S. Army in the Korean War. He was born in Alabama and is a resident of Livingston, Ala.



David Marion Eby, 71, joined the SIU in the port of Baltimore in 1968 sailing as a chief steward for the Stuart Oil Transportation Co., Piney Point, Md. in 1972. Brother Eby is a veteran of the U.S. Navy in World War II. He was born in Maryland and is a resident of Baltimore.



Norwood Emile Geno, 65, joined the SIU in 1942 in the port of Philadelphia sailing as a bosun. Brother Geno is a veteran of the U.S. Navy in World War II. He was born in Mobile and is a resident there.



Joseph Ross Graves, 68, joined the SIU in the port of New York in 1958 sailing as a FOWT and engine delegate. Brother Graves was born in Philadelphia and is a resident of Seattle.



Frank Eugene Guitson, 59, joined the SIU in 1944 in the port of New York sailing as an AB. Brother Guitson pounded the bricks in the 1961 Greater N.Y. Harbor beef. He was born in Ranshaw, Pa. and is a resident there.



Adam Andrew Hauke, 62, joined the SIU in 1942 in the port of New York sailing as an AB. Brother Hauke was born in Minneapolis, Minn. and is a resident of Bush, La.



Oliver Allen Hess, 63, joined the SIU in 1947 in the port of New York sailing as a QMED. Brother Hess is a veteran of the U.S. Army in World War II. He was born in Texas and is a resident of Hemphill, Texas.



Harold R. Kammet, 57, joined the SIU in the port of New York in 1955 sailing as an AB. Brother Kammet also sailed in the Vietnam War. He hit the bricks in the 1965 District Council 37 beef. Seafarer Kammet is a veteran of the U.S. Navy in the Korean War. Born in the Bronx, N.Y., he is a resident of Brooklyn.



Mauri Olaf Johannes Karlsson, 61, joined the SIU in 1946 in the port of New York sailing as a FOWT, oiler and deck reefer engineer. Brother Karlsson's last ship was the *Sea-Land Pittsburgh*. He was born in Jakobstad, Finland, is a naturalized U.S. citizen and is a resident of Lantana, Fla.



Thomas Lowell Laningham, 66, joined the SIU in 1947 in the port of Galveston, Texas sailing as a QMED. Brother Laningham is a veteran of the U.S. Navy in World War II. He was born in Ranger, Texas and is a resident of Galveston.



Paul Ching Lee, 60, joined the SIU in the port of Wilmington, Calif. in 1955 sailing as a bosun. Brother Lee began sailing in 1948. He received a Union Personal Safety Award in 1960 for sailing aboard an accident-free ship, the *SS Fairport*. Seafarer Lee was born in China and is a naturalized U.S. citizen. Lee lives in Daly City, Calif.



Melvin Francis Libby, 68, joined the SIU in 1948 in the port of Norfolk sailing as a bosun. Brother Libby is a veteran of the U.S. Army in World War II. He was born in New Hampshire and is a resident of Galveston, Texas.



Frederick Eugene Lillard, 65, joined the SIU in the port of New York sailing as an AB. Brother Lillard is a veteran of the U.S. Army in World War II. He was born in Tyronza, Ark. and is a resident of San Francisco.



Joe Vernon Martin, 50, joined the SIU in the port of New Orleans in 1963 sailing as an AB. Brother Martin is a veteran of both the U.S. Navy and the U.S. Air Force during the Korean War. He was born in Picayune, Miss. and is a resident of Gulfport, Miss.



Young Curtis McMillian, 62, joined the SIU in 1944 in the port of Mobile sailing as a cook. Brother McMillian was born in Alabama and is a resident of Mobile.



Bernard James McNalley, 66, joined the SIU in 1942 in the port of Baltimore sailing as a chief steward for the Delta Line. Brother McNalley also sailed during the Korean War and pounded the bricks in the 1946 General Maritime beef. Seafarer McNalley was born in Pittsburgh, Pa. and is a resident there.



Joseph Daniel McPhee, 62, joined the SIU in 1944 in the port of New York sailing as a bosun. Brother McPhee was born in Boston, Mass. and is a resident of Gretna, La.



Anthony John Novak, 61, joined the SIU in 1946 in the port of New York sailing as a QMED. Brother Novak's last ship was the *SS Overseas New York* (Maritime Overseas). He was born in Minneapolis, Minn. and is a resident of New Orleans.



Joseph Albert Rusheed, 66, joined the SIU in 1942 in the port of Mobile sailing as a bosun. Brother Rusheed was born in Alabama and is a resident of Reno, Nev.

Pensioner's Corner

Edward Charles O'Connell, 61, joined the SIU in 1943 in the port of New York sailing as a recertified bosun. Brother O'Connell graduated from the Union's Recertified Bosuns Program in 1979. He was born in Rockport, Mass. and is a resident of Salem, Mass.



Jose Antonio Santiago, 66, joined the SIU in the port of Baltimore in 1959 sailing as a cook. Brother Santiago was born in Puerto Rico and is a resident of Philadelphia.



Miguel Angel Verdejo, 69, joined the SIU in the port of New York in 1959 sailing as an assistant cook. Brother Verdejo was born in Puerto Rico and is a resident of San Francisco.



Ching Song Ong, 67, joined the SIU in 1947 in the port of New Orleans sailing as a deck engineer. Brother Ong worked on the *Sea-Land Shoregang*, Oakland, Calif. from 1968 to 1978. He was born in China and is a resident of San Francisco.



Jose Federico Santiago, 65, joined the SIU in the port of New Orleans in 1956 sailing as a BR utility and ship's delegate. Brother Santiago was born in Santurce, P.R. and is a resident of New Orleans.



Walter H. Whitten, 57, joined the SIU in 1945 in the port of Mobile sailing as a FOWT. Brother Whitten's last ship was the *SS Sea-Land Producer*. He was born in Escambia, Ala. and is a resident of Mobile.



Endel Pappel, 59, joined the SIU in the port of Baltimore in 1955 sailing as an AB. Brother Pappel is a veteran of the U.S. Army in the Korean War. He was born in Estonia, U.S.S.R. and is a naturalized U.S. citizen. Seafarer Pappel is a resident of Baltimore.



Precilo Saycon Silva, 54, joined the SIU in the port of Wilmington, Calif. sailing as a FOWT. Brother Silva was born in the Philippine Is. and is a resident of San Francisco.



Osborne Rutledge Williams, 57, joined the SIU in 1940 in the port of Savannah, Ga. sailing as a recertified chief steward. Brother Williams hit the bricks in the 1965 District Council 37 beef. He was born in Savannah and is a resident of Corona, N.Y.



Frank X. Ploppert, 61, joined the SIU in 1948 in the port of Philadelphia sailing as a chief steward. Brother Ploppert worked on the *Waterman Shoregang*, New Orleans from 1974 to 1978. He is a wounded veteran of the U.S. Navy in World War II. Seafarer Ploppert was born in Pennsylvania and is a resident of Meraux, La.



Franklin Cameron Snow, 65, joined the SIU in the port of New York in 1952 sailing in the steward department. Brother Snow is a veteran of the U.S. Army in World War II. He was born in Gordonsville, Va. and is a resident of Richmond, Va.



James Lake Woods, 61, joined the SIU in the port of Houston in 1969 sailing as a cook. Brother Woods is a veteran of the U.S. Navy in World War II. He was born in Iowa and is a resident of Fredericksburg, Iowa.

CORRECTION

Due to an editor's error, an incorrect picture accompanied last month's Pension announcement for Richard "Dick" Heffley. This is the correct picture and announcement. We regret the error.



Isabelo Barcoma Quanico, 62, joined the SIU in 1946 in the port of Philadelphia sailing as a chief cook. Brother Quanico was born in San Pedro Antique, P.I. He is a resident of San Francisco.



Ejvind Marinus Taube Sorensen, 62, joined the SIU in 1944 in the port of Philadelphia sailing as a chief cook. Brother Sorensen's last ship was the *SS Charleston* (Westchester Marine). He was born in Copenhagen, Denmark and is a naturalized U.S. citizen and a resident of Jacksonville, Fla.



Richard "Dick" Heffley, 58, joined the SIU in 1943 in the port of Philadelphia sailing as a bosun. Brother Heffley last sailed on the *SS Rose City* (Westchester Marine) in 1984. He was born in Philadelphia and is a resident of Cardiff, N.J.

Great Lakes



Rudel Earl Ramage, 65, joined the SIU in the port of Wilmington, Calif. in 1967 sailing as an AB. Brother Ramage is a veteran of the U.S. Navy in World War II serving as a chief bosun's mate. He was born in Detroit, Mich. and is a resident of Lemon Grove, Calif.



Bueford Edward Stockman, 63, joined the SIU in the Port of Lake Charles, La. in 1956 sailing as a QMED. Brother Stockman also worked as a boilermaker. He is a veteran of the U.S. Navy in World War II. Seafarer Stockman was born in Alabama and is a resident of Melbourne, Fla.



Robert Edward Kane, 62, joined the Union in the port of Ashtabula, Ohio in 1961 sailing as an AB fro the Great Lakes Towing Co. from 1949 to 1984. Brother Kane was born in Conneaut, Ohio and is a resident of Ashtabula.



Walter Scott Richmond, 63, joined the SIU in 1944 in the port of New York sailing as a chief cook. Brother Richmond also sailed during the Vietnam War and pounded the bricks in the 1962 Robin Line beef. Seafarer Richmond was born in Illinois and is a resident of Satusma, Fla.



Jerry Weston Trayer, 65, joined the SIU in the port of San Francisco sailing as a chief steward. Brother Trayer is a veteran of the U.S. Marine Corps in World War II. He was born in Salt Lake City, Utah and is a resident of Antonio, Colo.



Robert James Malaski, 65, joined the Union in the port of Alpena, Mich. in 1960 sailing as a FOWT. Brother Malaski is also an amateur (ham) radio operator. He is a veteran of the U.S. Coast Guard during World War II and the U.S. Navy during the Korean Conflict. Laker Malaski was born in Alpena and is a resident there.



Deep Sea



Charles Milton Bean, 61, died of cancer in the Care Inn Nursing Home, West Point, Miss. on Dec. 27, 1984. Brother Bean joined the SIU in the port of New Orleans in 1956 sailing as a FOWT. He also sailed during World War II. Seafarer Bean was born in Itta Bena, Miss. and was a resident of West Point. Interment was in the Self Creek Cemetery, Oktibbeha Cty., Miss. Surviving are two sisters, Helen Myers of Gulf Breeze, Fla. and Kathleen Hudson of Memphis, Tenn.



Pensioner Alfred Wagstaff Booth Jr., 62, died of cancer in St. Luke's Hospital, Houston on Feb. 13. Brother Booth joined the SIU in 1946 in the port of New York sailing as a FOWT and engine department delegate. He was a veteran of the U.S. Army in World War II. Seafarer Booth was born in Washington, D.C. and was a resident of Houston. Cremation took place in the Forest Park Crematory, Houston. Surviving are his widow, Anna and his sister, Eleanor Oversby of Seattle.

Ormsbey H. Carter, 78, passed away on Jan. 25. Brother Carter joined the SIU-merged Marine Cooks and Stewards Union (MC&SU) in the port of San Francisco in 1958 sailing as a waiter. He first sailed on the West Coast in 1938 and was a graduate of the MC&SU's Steward Training School, Santa Rosa, Calif. Carter had 15 years of hotel experience. A native of Wisconsin, he was a resident of San Jose, Calif. Surviving are his widow, Diana; a son, Daniel and a sister, Hazel Cline of Rock Springs, Wis.



Noel Duane Cook, 43, succumbed to cancer in Baltimore on Feb. 20. Brother Cook joined the SIU in the port of Baltimore in 1963 sailing as an AB. He was a veteran of the U.S. Army in the Vietnam War serving as a private earning the Sharpshooter and Expert citations for the M-14 rifle and the Good Conduct Service Medal. Seafarer Cook was born in Bald Knob, W. Va. and was a res-

ident of Linthicum, Md. Cremation took place in the Security Process Co., Baltimore. Surviving are his parents, Omer Calvin and Delpha Cook of Baltimore and his sister, Donna R. Dodrill of Linthicum.

Pensioner Stephano Gabriel Di Girolomo, 62, died on March 3. Brother Di Girolomo joined the SIU in 1940 in the port of New York sailing as a FOWT on the Isthmian Shoregang in 1966. He received a Union Personal Safety Award in 1960 and was involved in the SIU elections for officers. Born in Brooklyn, N.Y., he was a resident of St. Petersburg, Fla. Surviving are his widow, Aura; a daughter, Laura, and his father, John of Brooklyn.



On March 27, 1985, the ashes of Steve DiGirolomo were spread upon the sea at 21-05 north and 66-54 west at 1530 hours. Crewmembers and off-duty officers of the SS *San Juan* (Puerto Rico Marine) attended the service which was held on the stern of the vessel. The engines were stopped. Daniel J. Skwyra, master, read the Psalm of David and the Committal Prayer, after which DiGirolomo's ashes were scattered over the Atlantic Ocean. Three long blasts and one short blast were sounded on the ship's whistle in salute. Then, full ahead on the engines. Pictured above at the ceremony are Captain Skwyra and Bosun John Green.



Pensioner Anacleto Doromal, 76, passed away on March 2. Brother Doromal joined the SIU in the port of New York in 1951 sailing in the steward department. He was born in the Philippine Islands and was a resident of New Orleans. Surviving are his widow, Carmelite and a daughter, Loyola of New Orleans.



Pensioner Charles Joseph Dougherty Jr., 62, died in a Staten Island, N.Y. hospital on Feb. 28. Brother Dougherty joined the SIU in 1942 in the port of New York sailing as a chief electrician. He hit the bricks in the 1946 General Maritime beef, the 1961 Greater N.Y. Harbor strike

and the 1965 District Council 37 beef. Seafarer Dougherty also attended the 1970 Union Crews Conference No. 8 at the SHLSS, Piney Point, Md. and was a veteran of the U.S. Army in World War II. Born in Philadelphia, he was a resident of Staten Island. Cremation took place in the Rose Hill Crematory, Linden, N.J. Surviving is his mother, Mary of Seattle.



Pensioner Grady Wilkins Faircloth Sr., 65, passed away from a heart attack in West End, N.C. on Jan. 2. Brother Faircloth joined the SIU in 1944 in the port of New York sailing as a chief steward and ship's delegate. He also sailed during the Vietnam War. A native of Moore Cty., N.C., he was a resident of Pinehurst, N.C. Burial was in the Beulah Hill Baptist Church Cemetery, Pinehurst. Surviving are his widow, Margaret; two sons, Grady Jr. of Green Creek, N.J. and Robert; a brother, and a sister, Georgia Stubbs of Pinehurst.



Pensioner Dominick John Fuschillo, 72, passed away on March 14. Brother Fuschillo joined the SIU in 1944 in the port of New York sailing as an AB. He was born in Italy and was a resident of New Britain, Conn. Surviving are his widow, Marie and another relative, Shirley Fuschillo of Kensington, Conn.

Pensioner Kurt Ferdinand Holst, 78, succumbed to a heart attack at the Scripps Institute, San Diego, Calif. on Feb. 4. Brother Holst joined the SIU-merged MC&SU in the port of San Francisco in 1951 sailing as a wine steward and smoking room steward for the Matson Line. He first sailed on the West Coast in 1935. Holst was born in Germany and was a naturalized U.S. citizen. He was a resident of San Juan Capistrano, Calif. Burial was in the El Toro (Calif.) Cemetery. Surviving are his widow, Lola and a son, Mark of San Jose, Calif.



Pensioner Vincent Sheldon Hooper, 76, passed away in Penticton, British Columbia, Canada on Feb. 18. Brother Hooper joined the SIU in the port of New

York in 1958 sailing as an FOWT. He sailed 33 years. Seafarer Hooper was a veteran of the Canadian Navy in World War II. Born in Canada, he was a resident of Penticton. Surviving are his father, Milton of Murray River, Prince Edward Is., Canada; a brother, Haldon, also of Murray River, and an uncle, Austin Bell of Seattle.



Pensioner Julian Tadeus Lelinski, 77, passed away from heart failure in the East Liverpool (Ohio) City Hospital on Feb. 27. Brother Lelinski joined the SIU in the port of New York in 1955 sailing as a chief steward. He sailed 29 years. Seafarer Lelinski was born in Pittsburgh, Pa. and was a resident of East Liverpool. Cremation took place in the Lake Park Crematory, Youngstown, Ohio. Surviving are two daughters, Carol Hoppel of East Liverpool and Phylis McIntosh of Hollywood, Fla.

Miguel Martinez died on March 22. Brother Martinez joined the SIU-merged Marine Cooks and Stewards Union in the port of San Francisco.



Luis Santana Merced, 44, died of natural causes in the Bronx (N.Y.) Lebanon Hospital on March 4. Brother Merced joined the SIU in the port of New York in 1970 sailing as an AB. He was born in Ponce, P.R. and was a resident of the Bronx. Interment was in Cypress Hills Cemetery, Brooklyn, N.Y. Surviving are three sons, Orlando, Raul and Pedrito; his parents, Pedro and Josefina Merced of Ponce; two brothers, Andres, also of Ponce and William of Brooklyn, and three sisters, Noemi Rodriguez of the Bronx, Rachel Ramires and Nilda of Brooklyn.



Anthony "Tony" Raymond Morant, 27, died on March 6. Brother Morant joined the SIU following his graduation from the Seafarers Harry Lundeberg School of Seamanship (SHLSS) Entry Trainee Program, Piney Point, Md. in 1979. He sailed as a wiper. A native of Norfolk, Va. he was a resident there. Surviving is his mother, Alma of Norfolk.



It was voyage 133 for the *Sea-Land Producer* (Sea-Land Service) and the last for Seafarer Dempsey Nicholson. Burial at sea services were conducted Jan. 8, 1985 for Nicholson on the stern of the *Sea-Land Producer* by the ship's master, G.W. Schaberg, at lat. 29°06' north and long. 74°42' west while bound for Rotterdam, The Netherlands. "We are gathered here to perform and to witness the burial at sea of the last remains of Dempsey Nicholson according to the wishes and instructions of his next of kin," the master said. "We now commit the remains of Dempsey Nicholson to the sea, from which he came, and to which he now returns."



The sky was partly cloudy on Sunday, Feb. 10, when the *Sea-Land Philadelphia* (Sea-Land Service) was ordered to stop her engines at lat. 50-12N, long. 128-35W for a burial at sea of the cremated remains of Bjarne Jensen and Clyde E. Miller and a memorial to Capt. Hendon Berger. Crewmembers gathered at the fantail, the ensign was placed at half mast, and Capt. James C. Waters recited the Lord's Prayer and delivered a eulogy for the three respected seamen. "We are gathered here today in memory of our departed brothers Bjarne Jensen, Clyde E. Miller and Capt. Hendon Berger," the master began. The 23rd Psalm was read; the remains were committed to the deep. The vessel then proceeded full ahead, and a long whistle blast was sounded. Pallbearers were Claude L. Hollier, Larry R. Bonnell, Barney R. Loane, Richard C. Campbell, James E. Hoban and Anthony R. Myers. Others in attendance were R. Rios, M. Strickland, B. Carlson, J. Glenn, R. Rappel, A. Shale, E. Perrigowe and G. Exum.

Pensioner Theodore "Ted" N. Nelson, 81, passed away on Aug. 14, 1984. Brother Nelson joined the SIU-merged MC&SU in the port of San Francisco in 1956 sailing until 1971. He first sailed on the West Coast in 1945 and was a resident of Long Beach, Calif. Interment was in the Green Hills Park Cemetery, Los Angeles. Surviving are a son, Lyle of Tinley Park, Ill. and a sister, Norma Olson of Shell Lake, Wis.

bey Crematory, Compton, Calif. Surviving is his widow, Helen.

Charles L. Rainey died on Feb. 5. Brother Rainey joined the SIU-merged MC&SU in the port of San Francisco.



William O. Thurmond, 56, died on April 10, 1983. Brother Thurmond joined the SIU in the port of San Francisco in 1972. He was born in Mississippi and was a resident of Seattle. Surviving is a brother, Walter of Jackson, Miss.



Pensioner **William Archibald Walsh Sr.**, 71, passed away on March 11. Brother Walsh joined the SIU in the port of Baltimore in 1958 sailing as a chief steward for Sea-Land and Maritime Overseas. He was born in New York City and was a resident of Rockville, Md. Surviving are his widow, Othedris and a son, Seafarer William J. Walsh Jr., a 1961 Union Scholarship winner.



Pensioner **John William White**, 74, died on Feb. 6. Brother White joined the SIU in the port of Jacksonville in 1960 sailing as a chief steward and chef. He also sailed during the Vietnam War. Seafarer White was a veteran of the U.S. Navy in World War II. Born in Block Is., R.I., he was a

resident of Houston. Surviving are his widow, Carmel; a brother, Donald of Tully, N.Y., and a nephew, David White, also of Tully.

for the Bob-Lo Co. He was born in Hiawassee, Ga. and was a resident there. Surviving are his widow, Joyce; a son, Bynuan; a daughter, Lillian of Hiawassee, and his mother, Lillian, also of Hiawassee.

Great Lakes



Wofford Newton Taylor, 58, died of injuries sustained in an auto crash on Jan. 15. Brother Taylor joined the Union in the port of Detroit in 1968 sailing as a bosun

Pensioner **Raynaldo Octive Peltier**, died on Sept. 20, 1984. Brother Peltier joined the Union in the port of Duluth, Minn. in 1961. He retired in 1971. Laker Peltier was a resident of Duluth. Surviving is his widow, Elna.



James Kenneth Pieper, 51, succumbed to emphysema at home in San Francisco on Jan. 23. Brother Pieper joined the SIU-merged Marine Cooks and Stewards Union (MC&SU) in the port of San Francisco in 1979 sailing as a baker for the Delta Lines from 1978 to 1983. He was a 1962 graduate of the MC&SU's Steward Training School, Santa Rosa, Calif. Seafarer Pieper was born in Honolulu, Hawaii. Burial was in the Pleasant Hills Cemetery, Sebastopol, Calif. Surviving is his mother, Charlotte Gundall of San Francisco.



Pensioner **Charles Edward Price Jr.**, 65, succumbed to cancer at home in La Habra, Calif. on Feb. 14. Brother Price joined the SIU in the port of New York in 1955 sailing as a bosun. He sailed 42 years and during World War II. Seafarer Price was a former member of the NMU. Price was born in Kansas City, Mo. Cremation took place in the Angeles Ab-

Monthly Membership Meetings

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

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

Dispatchers Report for Great Lakes

MARCH 1-31, 1985

Port	*TOTAL REGISTERED All Groups			TOTAL SHIPPED All Groups			**REGISTERED ON BEACH All Groups		
	Class CL	Class L	Class NP	Class CL	Class L	Class NP	Class CL	Class L	Class NP
DECK DEPARTMENT									
Algonac	39	13	7	50	5	2	5	37	5
ENGINE DEPARTMENT									
Algonac	25	12	3	31	5	0	3	17	5
STEWARD DEPARTMENT									
Algonac	6	4	2	12	4	0	3	8	2
ENTRY DEPARTMENT									
Algonac	39	7	10	0	0	0	7	26	12
Totals All Departments	109	36	22	93	14	2	18	88	69

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

Directory of Ports

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

HEADQUARTERS

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

ALGONAC, Mich.

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

BALTIMORE, Md.

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

CLEVELAND, Ohio

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

DULUTH, Minn.

705 Medical Arts Building 55802
(218) 722-4110

GLOUCESTER, Mass.

11 Rogers St. 01930
(617) 283-1167

HONOLULU, Hawaii

707 Alakea St. 96813
(808) 537-5714

HOUSTON, Tex.

1221 Pierce St. 77002
(713) 659-5152

JACKSONVILLE, Fla.

3315 Liberty St. 32206
(904) 353-0987

JERSEY CITY, N.J.

99 Montgomery St. 07302
(201) 435-9424

MOBILE, Ala.

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

NEW ORLEANS, La.

630 Jackson Ave. 70130
(504) 529-7546

Toll Free: 1-800-325-2532

NEW YORK, N.Y.

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

NORFOLK, Va.

115 3 St. 23510
(804) 622-1892

PHILADELPHIA, Pa.

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

PINEY POINT, Md.

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

SAN FRANCISCO, Calif.

350 Fremont St. 94105
(415) 543-5855

SANTURCE, P.R.

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

SEATTLE, Wash.

2505 1 Ave. 98121
(206) 441-1960

ST. LOUIS, Mo.

4581 Gravois Ave. 63116
(314) 752-6500

WILMINGTON, Calif.

408 Avalon Blvd. 90744
(213) 549-4000

Dispatchers Report for Deep Sea

MARCH 1-31, 1985

Port	*TOTAL REGISTERED All Groups			TOTAL SHIPPED All Groups			Trip Reliefs	**REGISTERED ON BEACH All Groups		
	Class A	Class B	Class C	Class A	Class B	Class C		Class A	Class B	Class C
DECK DEPARTMENT										
Gloucester	1	1	1	2	4	0	0	5	3	1
New York	60	14	1	64	11	0	0	0	0	0
Philadelphia	7	2	0	7	3	0	0	13	13	0
Baltimore	12	16	0	10	10	0	0	13	9	0
Norfolk	8	6	0	10	10	0	1	30	14	0
Mobile	16	5	1	15	2	0	0	13	6	0
New Orleans	47	8	1	26	7	0	0	112	16	2
Jacksonville	36	25	3	42	23	0	0	75	47	0
San Francisco	40	9	1	24	5	0	5	78	22	3
Wilmington	20	12	0	19	2	0	1	58	32	0
Seattle	30	10	0	40	14	0	4	71	33	0
Puerto Rico	13	2	0	9	6	0	0	15	5	0
Honolulu	7	33	2	5	23	2	2	5	26	2
Houston	37	8	0	33	2	0	1	82	20	0
St. Louis	0	0	0	0	0	0	0	0	2	0
Piney Point	0	0	0	0	4	0	0	0	0	0
Totals	334	151	10	306	126	2	14	570	248	8
ENGINE DEPARTMENT										
Gloucester	1	3	0	1	1	0	0	2	4	0
New York	47	6	0	36	3	0	33	0	0	0
Philadelphia	6	3	0	4	1	0	0	15	7	0
Baltimore	14	5	0	3	1	0	0	19	9	0
Norfolk	11	4	0	3	2	0	0	23	6	0
Mobile	8	2	0	6	3	0	0	12	6	0
New Orleans	33	2	0	17	1	0	0	79	10	0
Jacksonville	34	12	3	19	20	0	0	60	16	0
San Francisco	24	5	4	15	1	0	1	51	9	6
Wilmington	14	7	0	9	6	0	1	36	13	0
Seattle	27	9	0	27	13	0	2	51	27	0
Puerto Rico	8	4	0	8	2	0	0	17	5	0
Honolulu	2	22	2	1	23	1	0	3	19	2
Houston	43	11	0	19	1	0	1	79	21	0
St. Louis	0	0	0	0	0	0	0	0	0	0
Piney Point	0	0	0	0	0	0	0	0	0	0
Totals	272	95	9	171	78	1	38	447	152	8
STEWARD DEPARTMENT										
Gloucester	0	2	0	0	0	0	0	1	4	0
New York	34	2	0	33	9	0	0	0	0	0
Philadelphia	1	1	0	2	0	0	0	8	4	0
Baltimore	6	3	0	4	5	0	0	4	3	8
Norfolk	7	3	1	3	6	0	0	19	1	1
Mobile	10	1	0	6	1	0	0	13	2	0
New Orleans	15	1	2	21	5	0	0	48	4	0
Jacksonville	6	5	0	12	2	0	0	13	12	0
San Francisco	44	8	2	35	11	0	12	98	9	2
Wilmington	10	2	0	19	3	0	1	31	10	0
Seattle	17	5	0	34	19	0	3	51	27	0
Puerto Rico	9	1	0	6	2	0	0	12	3	0
Honolulu	11	18	21	13	111	149	30	17	141	64
Houston	12	0	0	9	1	0	0	56	16	0
St. Louis	0	0	0	0	0	0	0	1	0	0
Piney Point	0	0	0	0	7	0	0	0	0	0
Totals	182	52	26	197	182	149	46	372	236	75
ENTRY DEPARTMENT										
Gloucester	1	2	0					1	5	1
New York	29	32	0					0	0	0
Philadelphia	5	8	1					8	42	0
Baltimore	0	0	0					0	0	0
Norfolk	6	6	0					8	33	0
Mobile	2	10	0					6	12	0
New Orleans	28	22	2					44	58	3
Jacksonville	8	26	1					18	56	0
San Francisco	41	34	2					35	11	12
Wilmington	16	20	0					27	64	0
Seattle	14	43	4					35	90	4
Puerto Rico	7	12	0					11	28	0
Honolulu	7	101	160					0	28	0
Houston	16	18	0					11	33	1
St. Louis	0	0	1					0	0	1
Piney Point	1	17	0					1	6	0
Totals	181	351	171	0	0	0	0	205	466	22
Totals All Departments	969	649	216	674	386	152	98	1,594	1,098	113

***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 March was up from the month of February. A total of 1,310 jobs were shipped on SIU-contracted deep sea vessels. Of the 1,310 jobs shipped, 674 jobs or about 52 percent were taken by "A" seniority members. The rest were filled by "B" and "C" seniority people. A total of 98 trip relief jobs were shipped. Since the trip relief program began on April 1, 1982, a total of 1,024 jobs have been shipped.

Support SPAD

Taxes

Not on Workers' Benefits

APRIL 15 has just passed, and while we may all have griped and groused some, we paid our income taxes. Nobody really likes to, but taxes are the price we pay to run the country. And as long as everybody pitches in and pays their fair share, that's fine.

Today most working people are not convinced their share is fair. Corporate contributions to the nation's tax coffers have fallen from more than 30 percent in 1955 to less than 10 percent today. The bulk of American tax dollars comes from the pocketbooks of American workers—American workers without tax shelters, depreciation allowances, accountants or financial analysts.

Editorial

"Tax reform, revenue enhancement, tax simplification" are terms that have been tossed about frequently since the Reagan administration finally realized that it is not good business to run the country with a \$200 billion deficit. What is both frightening and maddening is that many of these programs now before Congress propose to loot the American taxpayer even more. They don't just want our income, now they want our benefits. Forget the companies that run up hundreds of millions of dollars in tax credits, they want to put the squeeze on your health insurance, your pensions, your dental plans.

That cannot be allowed.

The major tax schemes now before Congress include one from the Treasury Department, the Bradley-Gephardt legislation and one from Sen. Dennis DeConcini (D-Ariz.). What they all have in common is their focus on working people's employee benefits.

Employee benefit programs are essential to the well-being and security of millions of American families. These benefits help families meet heavy medical expenses in times of crisis and encourage preventive health care. They provide families with a source of income when the breadwinner dies. They allow disabled employees to maintain their standard of living while encouraging rehabilitation to return to productivity. They provide funds for basic necessities for unemployed workers and their families. They provide necessary retirement security with a regular monthly income for retired workers.

It is simple. The employee benefits are necessary to provide for the financial security and physical well-being of working people and their families who could not otherwise afford them.

The deficit has to be reduced, and the tax system must be made more fair. Taxing employee benefits is not the way to do it. These proposals are not closing the tax loopholes big enough for corporate jets to fly through; they are putting a death grip on the average American working taxpayer.

These proposals must be stopped, and there is a way. Sen. Robert Packwood (R-Ore.) is the new Senate Finance Committee chairman and a strong opponent of employee benefit taxation. He says Congress will listen to the American people but the people must "flood us with mail. We need overwhelming quantities of mail."

So write your senators and congressional representatives today. Then again tomorrow. Have family and friends write. Tell Congress that taxing employee benefits is not right, is not fair and is not a proper or productive way to reduce the deficit. Write today!

Personals

Wilbur Lee Adams

Please contact your daughter Theresa Durden at 424 Perth St., Fayetteville, N.C. 28304, or phone (919) 867-1363. I love you.

Salvatore Ciciulla

Rafael Matos would like you to contact him at the following telephone number: (201) 244-0755.

Buddy Marshall

Missing you on the East Coast. Happy Easter. Call home soon—Trish.

Emilio A. (Tony) Portafe

Emilio A. Portafe (or anyone knowing his whereabouts), please call your sister Francis at (804) 499-9621.

Garry Sande

Please contact Linda at (415) 442-5450 or (415) 672-3544.

Leszek Zyzynsky

Contact the law offices of SENNET & KRUMHOLZ, 30 East 33rd Street, New York, N.Y. 10016 regarding a matter of importance to you.

Letters To The Editor



'Words of Kindness . . .'

I would like to thank all the Brothers and Sisters of the SIU and the many other friends for their words of kindness and their thoughtful prayers during our time of bereavement after the death of Frank Mongelli. On behalf of myself and other members of Frank's family, I would like to express my gratitude to you with these words . . .

Perhaps you sent a lovely card,
Or sat quietly in a chair.
Perhaps you sent a floral piece,
If so, we saw it there.
Perhaps you spoke the kindest words,
As any friend could say.
Perhaps you were not there at all,
Just thought of us that day.
Whatever you did to console our hearts,
We thank you so much whatever the part.

Lis Mongelli & Family

'Barometer Search . . .'

In the past year we've had a number of our old sea-scapes restored to respectability by qualified artists. And a few of our old mariners are presently reconditioning and gussying up our collection of old ships' gear, presented to the Harbor through the years. This work is being done in our own hobby workshop.

We are particularly proud of our old wheel-house paraphernalia. And we find ourselves short of an old mercury barometer. This piece has been out of use for many long years, and is not easily come by.

Do you know of a tired and lonely mercury barometer in need of a good retirement home?

Max Katzoff
Box 245
Sea Level, N.C. 28577

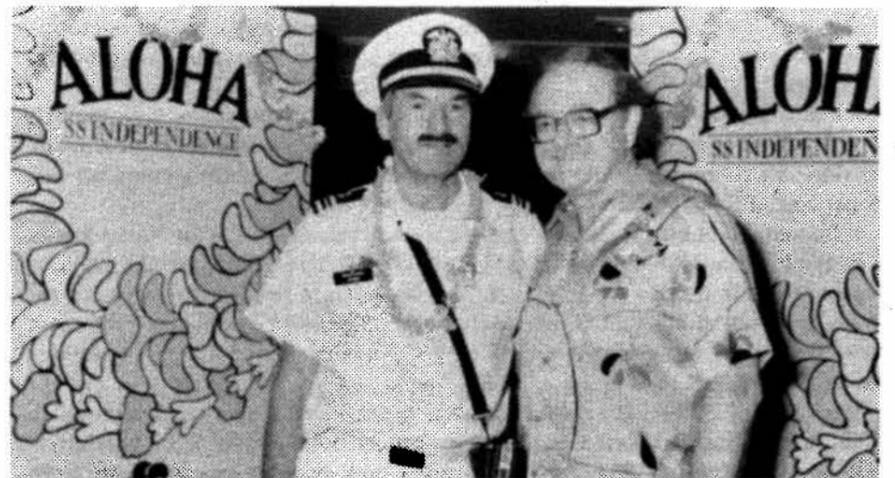
'Former Member Praises SIU Crew . . .'

Working with an SIU crew has always been a pleasure for me. . .

I am both pleased and proud of the quality of crew that the SIU managed to put on the two American passenger ships. We, the SIU, had the disadvantage of starting from nothing. . . Yet on trip after trip, the passengers who had cruised on foreign-flag ships told me that our crew was so much more friendly and helpful.

It is the crew that deals daily, directly, with the passengers; it is the passengers' opinions that make a cruise ship a business success. Now that American Hawaii Cruises plans to put a third ship into service, let us hope that they will recognize the Seafarers' contribution to its success.

Yours sincerely,
Randy Ferrebe (MEBA Dist. 2-AMO)
Mate, Falcon Lady



Randy Ferrebe and SIU Vice President George McCartney.

U.S. Fishermen Are Hurt by Canadian Imports

It was the beginning of a February work week—Monday, the 18th—and fishermen in New England were getting \$1.50 a pound for haddock; 80 cents for scrod haddock; 70 cents for market cod, and 55 cents for scrod cod.

That price situation held true for Tuesday as well. On Wednesday, however, the trucks came down from Canada with fresh fish. The price for haddock promptly came down to 90 cents a pound and the price for market cod and scrod cod fell to 40 cents a pound.

The above is one example of a frequent occurrence. Imported Canadian fish, for a variety of reasons including Canadian government assistance to their fishermen, is cheaper than American fresh fish. When Canadian fish comes across the border it brings down the price of all fish bought by distributors in the U.S.

The problem is one that SIU fishermen have been complaining about for years. The Union has fought for adequate quotas and tariffs on imported fish, but to no avail.

Now the United States International Trade Commission has issued a report on the situation. Entitled the "Conditions of Competition Affecting the Northeastern U.S. Groundfish and Scallop Industries in Selected Markets," the report came out in December of 1984 after a year-long study. (Groundfish includes such species as cod, haddock, pollock, flounder and sole.)



If something isn't done to protect American fishermen from unfair imports, they may not be hauling in nets in the future.

Among the Commission's findings were the following:

- Canadian government assistance to that country's Atlantic coast groundfish and scallop industry is more comprehensive than that available to the Northeastern U.S. industry.

In Canada, government assistance includes vessel construction aid; operating cost monies for such items as ice, fuel, and equipment; price supports; technical and marketing services; special unemployment insurance; infrastructure development, and a number of other programs that aid the Atlantic coast fishing industry.

Furthermore, the Canadian government provided substantial financial assistance during a recent restructuring of the depressed processing and offshore harvesting sectors of the groundfish and scallop industry in Atlantic Canada.

In contrast, the U.S. government mainly provides assistance to Northeast fishermen for vessel construction. Limited assistance is available for operating costs (mainly gear damage); technical and marketing services, and infrastructure development.

- Canada, "by far," was the principal supplier of Northeastern U.S. imports of groundfish and scallops during 1979-83. In the fresh fish market, Canada provided 99 percent of Northeast U.S. imports of fresh, whole groundfish and 95 percent of fresh groundfish fillets during 1979-83.

- Imports accounted for an increasing share of consumption in the Northeastern U.S. fresh groundfish market during 1979-83. During that time the ratio of imports to consumption for fresh, whole groundfish in the Northeastern United States more than doubled, from 4 percent in 1979 to 10 percent in 1983. Just about all of these imports were supplied by Canada and most of the increase was due to cod imports.

Also, during 1979-83 the ratio of imports to consumption for fresh groundfish fillets in the Northeastern United States nearly doubled, from 12 percent in 1979 to 21 percent in 1983. Again, the great bulk of such imports came from Canada.

- The settlement of the U.S.-Canadian maritime boundary dispute by the World Court on Oct. 12, 1984 creates new uncertainty as to the future of both the Northeastern U.S. and Atlantic Canada groundfish and scallop industries.

This is the boundary dispute in which the Georges Bank fishing grounds were divided between the U.S. and Canada by the World Court in The Hague, Netherlands. The larger part was given to the U.S. but the richest fishing area went to Canada. The decision greatly angered American fishermen.

In its finding about this World Court decision, the ITC report notes that "preliminary assessments of the situation indicate the Northeastern U.S. harvesters will lose groundfish supplies and gain scallop supplies, but the poor condition of the scallop resource make the latter projection subject to question."

The report goes on to say that because of the boundary decision "the relocation of displaced U.S. vessels from the U.S. coast will put added pressure on those resources and may result in lower overall catches there."

Furthermore, the report notes that many fishermen in the Northeastern U.S. are afraid that the extra fish the Canadians will catch as a result of the boundary decision will be sold mainly in the Northeastern fresh fish market. Much of "the fresh fish supply in that market," the report says "originates along the Southwestern Nova Scotia coast, the Canadian region closest to the new boundary area."

- Field interviews with Canadian and U.S. industry sources showed that Canadian firms are increasing their efforts to market fresh groundfish fillets to major buyers, such as supermarket and restaurant chains, both in the Northeastern United States and in other U.S. metropolitan areas.

"The fresh market, with its potentially higher profit margins, is attractive to Canadian producers who have traditionally supplied the lower margin, frozen market," the ITC report said.

The report also concluded that Northeastern U.S. producers have had the advantage vis-à-vis Canadian producers in reputation for higher quality products in the Northeastern U.S. market. "For biological and technological reasons, Canadian groundfish products have developed a reputation among fish buyers in the United States for poor or inconsistent quality relative to U.S. groundfish. In addition, consumers in the United States may perceive domestic fish as fresher than imported fish."

However, as SIU fishing representatives in Gloucester have pointed out, this advantage for American fishermen is being eroded because of misleading labeling. For instance, American fish processors often buy processed Canadian fish and then put their firm's label on it from Gloucester or New Bedford or some other American town. The unaware buyer would most likely think that the fish was from the United States.

The ITC report, which is 230 pages long, is, in a sense, just a fact-finding study. It was not done to make connections between the Canadian government's financial assistance programs and the competitive price advantage enjoyed by its fishing industry in the U.S.

Now it is up to the U.S. fishing industry to call for an ITC investigation to prove that Canadians are unfairly damaging the Americans.

Spokesmen for the industry have said that they will push for such an investigation.

The result, hopefully, will be tariffs and quotas that will allow American fishermen to compete fairly with their Canadian neighbors.



It is time to help American fishermen.