



Drozak: "He Was Our Friend. He Was Our Brother." Frank Mongelli Is Dead at 72

Franks Mongelli, one of this Union's most trusted and dedicated officials, died at his home in Valley Lee, Md. Jan. 11. He was 72 years old.

At the time of his death, he was vice president of the Seafarers Harry Lundeberg School of Seamanship in Piney Point, Md. One of the founders of the school, Mongelli was instrumental in helping thousands of young men and women develop a new direction and skills to lead richer and more rewarding lives.

A member of this Union for more than 40 years, Frank participated in nearly all of its major beefs and organizing drives. He was known for his physical courage, his loyalty and the leadership qualities that he displayed when asked to take charge of a situation.

Mongelli made major contributions to the development of the American-flag merchant marine. He was incredibly gracious. He made sure that everyone who came to the Lundeberg School felt good about themselves, the SIU and the maritime industry.

He was the embodiment of this Union's commitment to education and human dignity. In many ways, Mongelli's most valuable contribution to the school was the example that he set with his own life.

He overcame poverty and early obstacles to become the head of one of the finest maritime training centers in the country. He never forgot where he came from: "Hell's Kitchen" and the streets of New York. He often said that his first real



Young Piney Point trainees honor the man who had given them a chance to do something with their lives by carrying him to his final resting place. Walking behind the procession is Frank Mongelli's beloved wife, Liz, and his nephew, Nick Mongelli.

break in life occurred when he joined the SIU in 1940.

He helped carry supplies to England during World War II. He began his career as an ordinary seaman and rose through the ranks to become a bosun.

Mongelli played a major part in helping this Union clean up the New York waterfront during the 1950s. He risked his life more than once so that our membership could work in a safe and rewarding atmosphere.

He started sailing at a time when seamen were treated as second class citizens. He lived to see the day when they were respected members of the community.

Like many of the people who built this Union—Harry Lundeberg, Paul Hall, Frank Drozak—Mongelli had a dream: that

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A warm and gracious Frank Mongelli making the crewmembers of the S.S. Independence feel at home at the SHLSS, where they received special training.

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Frank Mongelli:

44 Years of Service With the SIU

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seamen could overcome the oppression and exploitation that they were subjected to on the waterfront. That could only be accomplished, he realized, through education and trade unionism.

When Paul Hall conceived the idea of building the Seafarers Harry Lundeberg School of Seamanship more than 20 years ago, he turned to Frank Mongelli to transform that dream into a reality.

When the Seafarers first bought the Harry Lundeberg School, it was nothing more than an abandoned naval base. For several months, Mongelli

and his devoted wife, Liz, lived alone on the base. Frankie assembled a team of SIU stalwarts, and they began to renovate abandoned buildings and tore down rotting piers.

The school slowly took form. Within several months, the base was functional. A training program was established.

Mongelli set a tone for Piney Point. Because of his early experiences, he understood that young people need discipline and love. He gave the trainees who came through the school equal doses of both.

Many of the young men and women who came to the Harry Lundeberg School of Seaman-

ship had little reason to hope for a bright future. Many came from poor or broken families. Others could barely read or write.

Thanks to Frank Mongelli, these people left the school with something priceless: a choice. They now had the tools to make a decent living. They could upgrade, or improve their educational skills. They had hope.

To Frank Mongelli, the Union's motto—the Brotherhood of the Sea—was more than just words. It was something that he lived—something that he honored even in death.

His funeral was held at the auditorium of the new hotel,

which was fitting for someone who gave everyone connected with the SIU a place that they could call their second home.

His casket sat beneath pictures of Paul Hall, Andrew Furuseth and Harry Lundeberg. There was an SIU button on his lapel.

President Frank Drozak delivered the eulogy.

Drozak praised Mongelli for the life that he had lived and for the things that he had done for the Union. His voice was thick with emotion for the good friend that he had lost.

It was revealed at the funeral that the county commissioners of St. Mary's had issued a proclamation praising the contributions Frank Mongelli had made to Maryland, the maritime industry, and the education of the young.

Some 60 miles away, at the headquarters building, flags flew at half mast.

He was the first SIU member to be buried at the Seafarers Haven Cemetery. This resting place was something that he had long planned: a place for seamen to be buried so that they could be with their own.

He was carried to the gravesite by the young trainees he loved. He was buried under a brilliant blue January sky.

Hundreds of friends came to pay their last respects.

Nearby was the Farm that he had developed with his own hands, and the Alcohol Rehabilitation Center that he had helped establish.

In the distance, clearly in view, was the Seafarers Harry Lundeberg School of Seamanship, glistening on the banks of the St. George's River.



One of the Union's early organizing drives in Mobile. From left to right, facing the camera: Keith Terpe, Paul Drozak, Al Kerr, Bob Matthews and Frank Mongelli. The identity of the member being signed up is not known.



LOG

January 1985

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Two Propositions Adopted

Frank Drozak Is Re-Elected SIU President

Frank Drozak has been overwhelmingly re-elected president of the SIU-Atlantic, Gulf, Lakes and Inland Waters District in a secret mail ballot as provided for under the SIU Constitution. (See below for all election results.)

The ballots were counted by the official Union Tallying Committee, made up of 18 rank-and-file members. The Committee consisted of two members from each of the SIU's nine Constitutional ports. They were elected by their fellow members at special meetings in the nine Constitutional ports on Dec. 31, 1984.

The Tallying Committee's report appears below. It should be noted that in addition to the election of officers, there were two Propositions on the ballot.

Proposition 1, a Constitutional Amendment on Dues, was overwhelmingly passed. Another Constitutional Amendment, Proposition 2, was also overwhelmingly passed. This Proposition includes: the establishment of the office of Vice President Government Services; revisions of the title, powers and duties and office of Secretary-Treasurer; changes in the time for the holding of monthly meetings at Constitutional ports; increases in discipline for members found to have engaged in certain conduct relating to Union sanctioned picket lines and failure to perform strike duty; creation of the new Constitutional port of Piney Point, Md., as well as multiple housekeeping Constitutional changes.

The tallies on these two propositions are included in the Tallying Committee's report.

Following is the Union Tallying Committee's report on the vote count:

OFFICIAL TALLY SHEET FOR ELECTION OF 1985-1988 OFFICERS AND CONSTITUTIONAL AMENDMENTS

Seafarers International Union
of North America-Atlantic,
Gulf, Lakes & Inland Waters
District, AFL-CIO

As Constitutionally provided, the Union Tallying Committee did not count the votes for those candidates who were unop-

posed for any office or job, and such candidates are considered to be elected. The entire section dealing with unopposed candidates reads as follows:

Article XIII, Section 5(a)—“A candidate unopposed for any office or job shall be deemed elected to such office or job notwithstanding that his name may appear on the ballot. The Union Tallying Committee shall not be required to tally completely the results of the voting for such unopposed candidate but shall certify in their report, that such unopposed candidate has been elected to such office or job. The Election Report Meeting shall accept the above certification of the Union Tallying Committee without change.”

	TOTAL VOTES (*)	ELECTED
PRESIDENT		
Leo Cronsohn, C-801	104	
Frank Drozak, D-22	3,665*	
Glenn M. Wells, W-792	123	
No Votes	133	
Total	4,025	
Void Ballots	28	
EXECUTIVE VICE PRESIDENT		
Ed Turner, T-8001	Unopposed *	
SECRETARY-TREASURER		
Joseph DiGiorgio, D-2	Unopposed *	
VICE PRESIDENT IN CHARGE OF CONTRACTS AND CONTRACT ENFORCEMENT		
Angus Campbell, C-217	Unopposed *	
VICE-PRESIDENT IN CHARGE OF THE ATLANTIC COAST		
Leon Hall, Jr., H-125	Unopposed *	
VICE-PRESIDENT IN CHARGE OF THE GULF COAST		
Joe Sacco, S-1287	Unopposed *	
VICE-PRESIDENT IN CHARGE OF THE WEST COAST		
George McCartney, M-948	Unopposed *	
VICE-PRESIDENT IN CHARGE OF THE LAKES & INLAND WATERS		
Mike Sacco, S-1288	Unopposed *	
HEADQUARTERS REPRESENTATIVE		
Jack Bluit, B-15	Unopposed *	
Jack Caffey, C-1010	Unopposed *	
John Fay, F-363	Unopposed *	
Steve Troy, T-485	Unopposed *	
NEW YORK AGENT		
Augustin Tellez, T-764	Unopposed *	
NEW YORK JOINT PATROLMAN		
James Battle, B-1234	3,226*	
Frank Gill, G-8002	3,324*	
Kermett Mangram, M-2394	3,293*	

James Martin, M-5290	3,268*
Frank Mongelli, M-1111	3,352*
Juan Patino, P-622	1,101
Trevor "Robbie" Robertson, R-723	3,174*
Robert Selzer, S-1258	3,212*
Jesse Solis, S-8001	2,951*
No Votes	4,603
Total	31,504
Void Ballots	115

PHILADELPHIA AGENT

Robert Stevens, S-1627	Unopposed *
PHILADELPHIA JOINT PATROLMAN	
Robert N. "Joe" Air, A-61	Unopposed *
Carl Peth, P-755	Unopposed *

BALTIMORE AGENT

Allen Raymond, R-670	Unopposed *
BALTIMORE JOINT PATROLMAN	
James McGee, M-5945	Unopposed *
Robert Pomerlane, P-437	Unopposed *

MOBILE AGENT

Thomas L. Glidewell, G-467	Unopposed *
MOBILE JOINT PATROLMAN	
Edward "Edd" Morris, M-1358	Unopposed *
George Vukmir, V-269	Unopposed *

NEW ORLEANS AGENT

Patrick Pillsworth, P-1079	Unopposed *
NEW ORLEANS JOINT PATROLMAN	
Donald C. Anderson, A-5244	Unopposed *
Leo Bonser, B-1193	Unopposed *
Michael Worley, W-752	Unopposed *

HOUSTON AGENT

F.E. "Gene" Taylor, T-180	Unopposed *
HOUSTON JOINT PATROLMAN	
Dean Corgey, C-5727	Unopposed *
George Ripoll, R-708	Unopposed *
Ray Singletary, S-2260	Unopposed *

SAN FRANCISCO AGENT

Earl "Emil" Lee, Jr., L-8001	Unopposed *
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SAN FRANCISCO JOINT PATROLMAN	
Kwong Hom, H-8002	2,848*
Kenneth Mayer, M-25087	610
Gentry Moore, M-8001	2,903*
John Smith, S-1465	572
No Votes	897
Total	7,830
Void Ballots	138

DETROIT AGENT

Jack Allen, A-674	Unopposed *
DETROIT JOINT PATROLMAN	
Byron F. Kelley, K-12039	2,812
Dennis Wyllie, W-1141	606
No Votes	465
Total	3,883
Void Ballots	170

ST. LOUIS AGENT

William Dagon, D-5614	Unopposed *
ST. LOUIS JOINT PATROLMAN	
M. Joseph Sigler, S-2101	Unopposed *

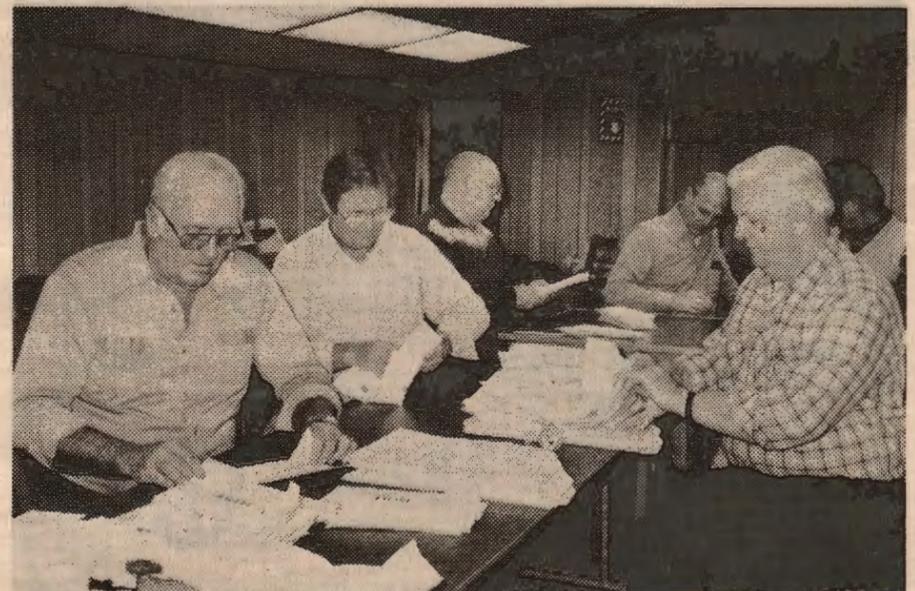
PROPOSITION #1

<i>(Constitutional Amendment—Dues)</i>	
YES	2,911
NO	1,021
NO VOTES	32
TOTAL	3,964
VOID BALLOTS	89

PROPOSITION #2

<i>(Constitutional Amendment—Vice President Government Services; Duties and Title of the Office of Secretary; Piney Point—Constitutional Port; other Constitutional Changes)</i>	
YES	3,147
NO	845
NO VOTES	1
TOTAL	3,993
VOID BALLOTS	60

(Continued on Page 6.)



The Tallying Committee at work.

In Jacksonville

SIU Crews New Condor; Antares Readies for MSC Trip

The *M/V American Condor* (Pacific Gulf Marine) has just come into the SIU fleet. The 10,800 hp, 193 meter ship carries an unlicensed crew of 12. Equipped with two deck cranes and two watertight ramps, the Swedish-built RO/RO has a speed of 20 knots on its run from the U.S. East Coast to northern Europe. The *Condor* will also be under charter at times to the Military Sealift Command.

As the *Condor* was crewing up in Jacksonville, the *USNS Antares* was getting ready for a large-scale MSC maneuver, *Reforger II*. The *Antares*, crewed last summer by the SIU, is one of the MSC's new TAKR Fast Sealift ships. Its home port is Jacksonville. These photos were taken by SIU Rep Edd Morris.



Steward Assistant Antoinette Spangler (l.) and Steward Paul Stubblefield pause for a minute as they stock the *American Condor's* (Pacific Gulf Marine) dry food storage area.



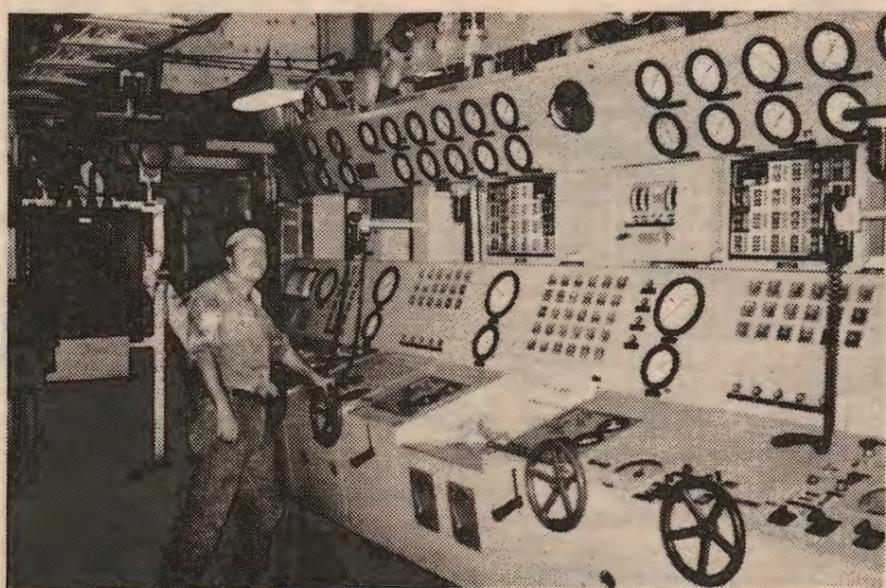
Chief Cook Donald Spangler on-board the *American Condor*.



Here is the bridge aboard the *American Condor*.



Antoinette Spangler takes a break at the *American Condor's* famous "Chicken Garden."



On the *USNS Antares*, Oiler/Maintenance Utility Michael Hinton stands beside the ship's modern control panel.



Jacksonville Patrolman Danny Griffin (l.) discusses the Fast Deployment *Antares'* mission with Steward/Baker Paul Stubblefield and Steward Assistant Robert Lang. Stubblefield recently changed ships and is now the steward on the *American Condor*.

Area Vice Presidents' Report

Gulf Coast, by V.P. Joe Sacco



HERE on the Gulf Coast as this new year of 1985 begins, I'm happy to say that we're moving full steam ahead. We have a lot of goals and programs set for this year, and we're going 'to give it hell!'

Let me start with our number one issue in the gulf, the nearly two-year-old strike against Dixie Carriers. In the past, this anti-union company has failed to bargain in good faith, but we continue to meet with the firm's representatives in the hope of reaching an agreement. A lot of the issues, however, will have to be settled in the courts. I'm optimistic, though, that the problems will be resolved and the strike settled.

Concerning contracts, we concluded negotiations with the SIU-contracted Delta Queen Steamboat Company which operates the passenger steamboats *Mississippi Queen* and *Delta Queen*. The approximately 320 SIU members on the two boats are currently voting on the contract.

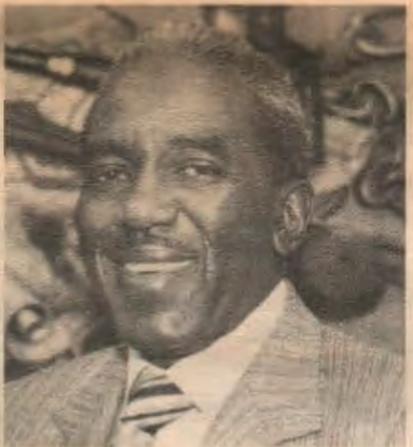
Also, the Delta Queen Steamboat Company is moving out of its present location in Cincinnati, Ohio to new headquarters in New Orleans. I feel that this company will be growing in the near future.

In our Gulf ports we crewed up a number of deep-sea vessels recently. For instance, in early January out of New Orleans we crewed up the *Sea-Land Consumer* (Sea-Land); in Houston on Jan. 3 we crewed the *Maine* (Ogden Marine); in Mobile in December we crewed the Cove Shipping vessels *Cove Trader* and *Cove Leader* which are coastwise tankers.

In Jacksonville at the end of January the *Spirit of Texas* (Titan Navigation) was crewed as well as the newly-acquired *American Condor* (Gulf Marine). This RO/RO vessel has two deck cranes and a horsepower of 10,800.

Finally, I want to take this opportunity to wish the best of luck to long-time Union official Lou Guarino who recently retired.

East Coast, by V.P. Leon Hall



AS we start the new year, I have a lot to report to the members from here on the East Coast.

In the port of Norfolk, for instance, a contract has just been ratified and signed at one of our SIU-contracted inland companies—Northeast Towing. The company runs two boats which work out of the port of Norfolk.

Also, a new three-year contract with Cape Fear Towing has been ratified by the members. This company, which works out of Wilmington, N.C., has seven pieces of inland equipment.

Out of Norfolk we're still in contract negotiations with the Association of Virginia Pilots, which represents launch operators and shoreside personnel, and with the Association of Maryland Pilots.

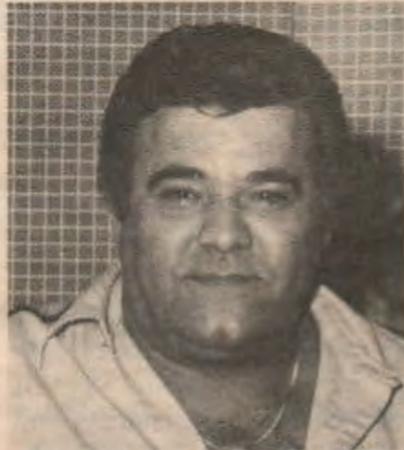
Anchored off the coast of Virginia are three SIU-contracted ships that are under charter to the Military Sealift Command. They are the *Cpl. Louis J. Hauge, Jr.* (Maersk Line), the *PFC William A. Baugh* (Maersk Line), and the *Sgt. Matej Kocak* (Waterman). The three ships are waiting for orders to go out on military exercises sometime this month.

In Baltimore I'm happy to report that the Port Maritime Council luncheon held on Dec. 28 was a huge success. This is the first of what will be an annual affair, and 160 people attended this year's luncheon which was held at the Union hall in Baltimore.

Chairman of the planning committee for the luncheon was SIU Rep Bob Pomerlane. Featured speaker at the affair was Joe Townsley, president of the Baltimore Port Council and president of the Joint Council of Teamsters in Maryland.

Up in Gloucester our SIU fishing representatives report that the pollock catches are very good. However, the price is way down to around 10 cents a pound.

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



ON both the Great Lakes and the Mississippi River the winter weather is having its annual effect. Work has just about ground to a halt for both tug and barge and deep-draft work on the Lakes. Meanwhile, the upper Mississippi River is basically closed down.

As far as negotiations are concerned, I'm happy to report that an agreement with SIU-contracted Luedtke Engineering on the Lakes has been overwhelmingly approved by the members. The new

three-year agreement went into effect on Jan. 1 of this year. Among Luedtke's equipment are five tugs and six dredges.

Also on the Lakes, negotiations are continuing with Tampa Tugs Corp. and the Great Lakes Dredge Owners Association. Tampa Tugs has five boats on the Great Lakes, and the Great Lakes Dredge Owners Association represents seven of the largest and most active dredging companies on the Lakes.

In the deep-draft area, a few of our contracted ships were running until Christmas. They're American Steamship's *Roger Kyes* and *Buffalo* and Huron Cement's *J.A.W. Iglehart*.

In St. Louis we've been making plans for the annual dinner-dance of the Greater St. Louis Area and Vicinity Port Council. Scheduled for March 23 at the Henry VIII Inn and Lodge in St. Louis, the dinner-dance will be attended by about 500 people.

The featured speaker will be Congressman Richard Gephardt (D-Mo.) who will receive the Able Helmsman award.

Also being honored will be Robert Kelley, president of the St. Louis Labor Council and a member of the Democratic National Committee.

Receiving the Labor Man of the Year award from the Council will be Guy Alberici whose contracting firm has been involved in large construction projects in the St. Louis area.

West Coast, by V.P. George McCartney



I'M happy to report that our two full service passenger ships, the *Constitution* and the *Independence* (American Hawaii Cruises) are doing very well.

The *Constitution* recently diverted from her regular seven-day Hawaii island cruises to a trip from Honolulu to Los Angeles and San Francisco and back to the islands. She was filled to capacity on both legs of the voyage.

Also, the *Independence*, which came to California for its annual drydocking, will be returning to Honolulu on Jan. 20 with a full load of passengers.

However, I'm sorry to report that we've lost the four M class Delta passenger/freightships that sailed from the West Coast. The last one stopped running in December. Each of these vessels is capable of carrying up to 100 passengers.

Down in Wilmington, Calif. the SIU participated in a demonstration against South Africa's imprisonment of many of its labor leaders.

Also in Wilmington, we assisted the United Food and Commercial Workers union in their beef with Gemco, a large discount retailer. During December the SIU took part in a demonstration with 300 other trade unionists outside one of Gemco's stores. The massive picketing helped bring the 13-week strike to an end. The demonstration was organized through the Maritime Port Council in Southern California.

On Jan. 20 in Wilmington we hope to crew the bulk carrier *Inger* (Reynolds Metal) which has been laid up for about two months.

Also in the Wilmington area, our third quarterly meeting between representatives of management from SIU-contracted Crowley and our members will be held on Feb. 20.

Up in Seattle we crewed the *Aleutian Developer* (Sea-Land) which works among the Aleutian chain of islands in Alaska. Last month in Seattle we crewed the supertanker *Brooklyn* (Apex Marine) which headed for Alaska.

New Congress Brings New Challenges for SIU

Last year's session of Congress ended on a frenzied note, with Congress desperately trying to come up with a last minute budget resolution.

This year looks like more of the same. The new session has barely begun, and already the main preoccupation on the Hill is tax reform and the budget.

The budget deficits just won't go away. Budget Director David Stockman met with some key Senate republicans and told them that the budget deficits will be \$8 to \$11 billion larger than predicted just a few weeks ago.

If something isn't done, then the budget deficit will hit \$225 billion in fiscal year 1986, \$240 billion in fiscal year 1987 and \$235 billion in fiscal year 1988.

This almost single-minded preoccupation with the budget will probably have important consequences for any industry or group trying to pass legislation through Congress.

Most experts seem to agree with the assessment made by Robert F. Morison of *The Journal of Commerce*, who covers developments in the maritime industry for that paper.

Morison predicts that "prospects aren't cheery for maritime legislation" and "anything that will cost money almost certainly is out."

This has put a special burden on the SIU and its legislative staff. The Union has to come up with a program that can turn things around for the American-flag merchant marine. Yet it must deal with a Congress and an administration that are looking to cut every excess penny from the federal budget.

High on the list of things that the Union wishes to get passed is a ban on the export of Alaskan oil and legislation that would promote the entire U.S. passenger industry. Neither bill would require additional federal outlays.

The Union believes that one of its most important tasks during the year ahead is to educate Congress, the administration and the American people about the critical problems facing the American maritime industry.

According to a study commissioned by Georgetown University's Center for Strategic and International Studies, the

American-flag merchant marine can be expected to decline by at least one-third of its present size within the next five years if something isn't done to stimulate shipping. This would mean a sharp drop in shipboard employment and would have ominous implications for this country's sealift capability.

Preparation for the 99th Congress

In an effort to prepare for the first session of the 99th Congress, which formally convened on Jan. 3, 1985, members of the Union's legislative staff held a series of meetings with key staff members of the various House and Senate committees dealing with the maritime industry.

As a result of these meetings, the Union's legislative staff believes that Congress will consider the following issues during the next few months:

- extension of Alaskan oil export restrictions,
- government-impelled cargo legislation,
- maritime promotional legislation,

- port development and waterway user fees,
- elimination of the Third Provision of the Jones Act (a loophole allowing diversion of shipments of U.S. goods to Canada by land and on to Alaska by foreign-flag vessels),
- recodification of maritime liability statutes,
- Panama Canal claims procedure,
- extension of war risk insurance program,
- passenger vessel initiatives,
- domestic fisheries promotion, and
- taxation of employee fringe benefits.

Alaskan Oil

On the top of the Union's legislative priorities is the ban on the export of Alaskan oil, which touches upon this country's national security and the jobs of as many 1,000 seamen.

The 98th Congress failed to reauthorize the Export Administration Act of 1970 (EAA).
(Continued on Page 13.)

Seafarers Re-Elect Drozak, Pass Two Propositions

(Continued from Page 3.)

CONCLUSION

The official tally of this Committee is annexed hereto and made a part of this closing report. It is recommended that the membership concur in the tally as well as in this report in its entirety.

Subject to the appropriate action of the membership at the "Election Report Meetings," our tally represents the basis for the installation into the offices or jobs as provided in Article XIII, Section 6 of the Constitution.

This report is unanimous; there being no dissents. Therefore, except for the contingencies provided for in Article XIII, Section 4(f) of the Constitution, this closing report shall be accepted as final.

Our report shall be made up in sufficient copies by the Secretary-Treasurer's office to comply with the requirements of the Union Constitution.

All of the members of the Committee wish to express their deep appreciation for the co-operation and assistance given

to us by the Union's legal department and its technical and clerical staff.

Finally, the members of the Union Tallying Committee wish to congratulate the elected officers and job holders. We extend our best wishes for the next four years. We hope that you will carry on the tradition of our Union and advance the strength of the maritime industry.

Dated: January 18, 1985

Fraternally submitted,

JAMES GOLDER, G-72, CHAIRMAN
PORT OF NEW YORK

WILLIAM SMITH, S-60,
PHILADELPHIA

MANUEL VIDAL, V-244, BALTIMORE

THOMAS BLUITT, B-1740, ALGONAC

DANIEL BALIERO, B-1414, HOUSTON

FRANK PLOPPERT, P-384,
NEW ORLEANS

HENRY PETERSON, P-643, MOBILE

MARVIN GARRISON, G-8004,
SAN FRAN.

W. STUBBLEFIELD, S-5811, ST. LOUIS

CALVAIN JAMES, J-3, NEW YORK

GEORGE BRANNAN, B-531,
PHILADELPHIA

NICK KRATSAS, K-549, BALTIMORE

RICHARD FORGAYS, F-663, ALGONAC

ROYCE BOZEMAN, B-1453, HOUSTON

OTTO PEDERSEN, P-333,
NEW ORLEANS

ROY THEISS, T-137, MOBILE

DENNIS PRESCOTT, P-8071, SAN FRAN.

MAURICE DUET, D-11, ST. LOUIS

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Fill out the application in this issue of the Log or contact the Admissions Office at SHLSS, Piney Point, Maryland 20674.

Seafarers OK Standard Agreements Revisions

Fourteen revisions, many recommended by SIU members at last year's crew conference, were approved for the Union's Standard Tanker and Standard Freightship agreements.

Seafarers around the country approved the revisions by an overwhelming margin at special meetings Dec. 31. The new agreements are effective through June 15, 1987. The previous agreements expired June 15, 1984, and at that time SIU members voted to extend the con-

tracts until new agreements could be worked out.

Several of the revisions were the result of SIU efforts to keep the U.S.-flag fleet competitive. "Due to worldwide recession, due to heavy competition for available cargoes and due to low cargo rates, our contracted companies are in serious financial condition," a report from the Union's Contract Department said.

The report also noted that the unions representing licensed of-

ficers had agreed to a wide range of concessions, including wage rollbacks to 1981 levels, reduced vacation to 15 for 30, revised pension and welfare regulations, elimination of port time and others.

Here are the revisions the membership approved.

- 1 Eliminate the after 5:00 p.m. and before 8:00 a.m., Monday through Friday port time.
- 2 Maintain the current wage, premium, overtime and penalty rates with no reductions.
- 3 In American domestic ports there will be no duplication in payment of fringe benefits if two seamen are joining and are leaving the same day. However, the crewmembers will receive full credit for the time on their discharges.
- 4 We will use the same COLA formula as the licensed officers, which will be granted, if any, every six months. The Union, in order to maintain the various plans, pension, welfare, vacation, etc., shall have the right to allocate such increase, if any, among the various employee benefit plans.
- 5 The cardiotrakers will be placed on all ships right after the first of the year.
- 6 All unlicensed personnel will be given instruction on starting the lifeboat engines.
- 7 All unlicensed personnel off duty will be allowed to attend safety meetings.
- 8 Survival suits will be placed aboard ships according to U.S. Coast Guard regulations. Any loss or damage to these suits will be charged to the crewmember.
- 9 The stewards shall assign all duties to members of the steward department.
- 10 Anyone competing for foreign fly-out jobs must submit his passport at the job call.
- 11 We have reduced the amount of time the Class A men may request for relief from 30 days to 15 days. Relief trips can only be requested after 60 days aboard ship.
- 12 Article I, the employment clause, has been revised to protect the multi-employer seniority of the membership.
- 13 This is a three (3) year agreement.



In the port of New York, Seafarers voted on Dec. 31 at a meeting on contractual revisions.

Senate Membership in 99th Congress

These are the senators who will serve in the 99th Congress, which convenes in January. The post-election party breakdown is 53 Republicans and 47 Democrats, a net gain of two Democrats from the outgoing Congress.

The 26 re-elected this year have an asterisk * after their name. The seven new senators are indicated by the dagger † symbol.

ALABAMA Howell Heflin (D) * Jeremiah Denton (R)	ALASKA Ted Stevens (R) * Frank H. Murkowski (R)	ARIZONA Dennis DeConcini (D) Barry Goldwater (R)	ARKANSAS Dale Bumpers (D) David Pryor (D) *	CALIFORNIA Alan Cranston (D) Pete Wilson (R)	COLORADO Gary Hart (D) William L. Armstrong (R) *	CONNECTICUT Lowell P. Weicker Jr. (R)	DELAWARE Joseph R. Biden Jr. (D) * William V. Roth Jr. (R)	FLORIDA Lawton Chiles (D) Paula Hawkins (R)	GEORGIA Sam Nunn (D) * Mack Mattingly (R)	HAWAII Daniel K. Inouye (D) Spark M. Matsunaga (D)	IDAHO James A. McClure (R) * Steven D. Symms (R)	ILLINOIS Paul Simon (D) † Alan J. Dixon (D)	INDIANA Richard G. Lugar (R) Dan Quayle (R)	IOWA Tom Harkin (D) † Charles E. Grassley (R)	KANSAS Robert Dole (R) Nancy Kassebaum (R) *	KENTUCKY Wendell H. Ford (D) Mitch McConnell (R) †	LOUISIANA J. Bennett Johnston (D) * Russell B. Long (D)	MAINE William Cohen (R) * George Mitchell (D)	MARYLAND Paul S. Sarbanes (D) Charles McC. Mathias Jr. (R)	MASSACHUSETTS Edward M. Kennedy (D) John F. Kerry (D) †	MICHIGAN Donald W. Riegle Jr. (D) Carl Levin (D) *	MINNESOTA Rudy Boschwitz (R) * Dave Durenberger (R)	MISSISSIPPI Thad Cochran (R) * John C. Stennis (D)	MISSOURI Thomas F. Eagleton (D) John C. Danforth (R)	MONTANA John Melcher (D) Max Baucus (D) *	NEBRASKA J. James Exon (D) * Edward Zorinsky (D)	NEVADA Chic Hecht (R) Paul Laxalt (R)	NEW HAMPSHIRE Gordon J. Humphrey (R) * Warren B. Rudman (R)	NEW JERSEY Frank R. Lautenberg (D) Bill Bradley (D) *	NEW MEXICO Jeff Bingaman (D) Pete V. Domenici (R) *	NEW YORK Daniel Patrick Moynihan (D) Alfonse M. D'Amato (R)	NORTH CAROLINA Jesse Helms (R) * John P. East (R)	NORTH DAKOTA Quentin N. Burdick (D) Mark Andrews (R)	OHIO John Glenn (D) Howard M. Metzenbaum (D)	OKLAHOMA David L. Boren (D) * Don Nickles (R)	OREGON Mark O. Hatfield (R) * Bob Packwood (R)	PENNSYLVANIA John Heinz (R) Arlen Specter (R)	RHODE ISLAND John H. Chafee (R) Claiborne Pell (D) *	SOUTH CAROLINA Ernest F. Hollings (D) Strom Thurmond (R) *	SOUTH DAKOTA Larry Pressler (R) * James Abdnor (R)	TENNESSEE Albert Gore Jr. (D) †	TEXAS Lloyd Bentsen (D) Phil Gramm (R) †	UTAH Jake Garn (R) Orrin G. Hatch (R)	VERMONT Patrick J. Leahy (D) Robert T. Stafford (R)	VIRGINIA Paul S. Trible Jr. (R) John W. Warner (R) *	WASHINGTON Daniel J. Evans (R) Slade Gorton (R)	WEST VIRGINIA Robert C. Byrd (D) John D. Rockefeller IV (D) †	WISCONSIN William Proxmire (D) Bob Kasten (R)	WYOMING Malcolm Wallop (R) Alan K. Simpson (R) *
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The New U.S. House of Representatives

Here is the line-up following the 1984 elections.

The U.S. House of Representatives has 433 members. The new 99th Congress will have 266 Democrats and 167 Republicans, with two vacancies.

In the following listing, the number in front of the Congressman's name indicates the state congressional district: (D) means Democrat; (R) Republican; and (AL) means At Large.

The asterisk (*) means that the Congressman is a first-tripper (newly-elected).

ALABAMA

1. H. L. Sonny Callahan (R)*
2. William L. Dickinson (R)
3. Bill Nichols (D)
4. Tom Bevill (D)
5. Ronnie G. Flippo (D)
6. Ben Erdreich (D)
7. Richard C. Shelby (D)

ALASKA (1R)

- AL Don Young (R)

ARIZONA (2D, 3R)

1. John McCain (R)
2. Morris K. Udall (D)
3. Bob Stump (R)
4. Eldon Rudd (R)
5. Jim Kolbe (R)*

ARKANSAS (2D, 2R)

1. Bill Alexander (D)
2. Tommy Hammons (D)
3. John P. Hammerschmidt (R)
4. Beryl F. Anthony Jr. (D)

CALIFORNIA (28D, 17R)

1. Douglas H. Bosco (D)
2. Eugene Chappie (R)
3. Robert T. Matsui (D)
4. Vic Fazio (D)
5. Sala Burton (D)
6. Barbara Boxer (D)
7. George Miller (D)
8. Ronald V. Dellums (D)
9. Fortney H. (Pete) Stark (D)
10. Don Edwards (D)
11. Tom Lantos (D)
12. Ed Zschau (R)
13. Norman Y. Mineta (D)
14. Norman D. Shumway (R)
15. Tony Coelho (D)
16. Leon E. Panetta (D)
17. Charles Pashayan Jr. (R)
18. Richard H. Lehman (D)
19. Robert J. Lagomarsino (R)
20. William M. Thomas (R)
21. Bobbi Fiedler (R)
22. Carlos J. Moorhead (R)
23. Anthony C. Beilenson (D)
24. Henry A. Waxman (D)
25. Edward R. Roybal (D)
26. Howard L. Berman (D)
27. Mel Levine (D)
28. Julian C. Dixon (D)
29. Augustus F. Hawkins (D)
30. Matthew G. Martinez (D)
31. Mervyn M. Dymally (D)
32. Glenn M. Anderson (D)
33. David Dreier (R)
34. Esteban Edward Torres (D)
35. Jerry Lewis (R)
36. George E. Brown Jr. (D)
37. Alfred A. McCandless (R)
38. Robert K. Dornan (R)*
39. William E. Dannemeyer (R)
40. Robert E. Badham (R)
41. Bill Lowery (R)
42. Daniel E. Lungren (R)
43. Ronald Packard (R)
44. Jim Bates (D)
45. Duncan L. Hunter (R)

COLORADO (3D, 3R)

1. Patricia Schroeder (D)
2. Timothy E. Wirth (D)
3. Mike Strang (R)
4. Hank Brown (R)
5. Ken Kramer (R)
6. Dan Schaefer (R)

CONNECTICUT (4D, 2R)

1. Barbara B. Kennelly (D)
2. Sam Gejdenson (D)
3. Bruce A. Morrison (D)
4. Stewart B. McKinney (R)
5. John G. Rowland (R)
6. Nancy L. Johnson (R)

DELAWARE (1D)

- AL Thomas R. Carper (D)

FLORIDA (12D, 7R)

1. Earl Hutto (D)
2. Don Fuqua (D)
3. Charles E. Bennett (D)
4. Bill Chappell Jr. (D)
5. Bill McCollum (R)
6. Buddy MacKay (D)
7. Sam Gibbons (D)
8. C. W. (Bill) Young (R)
9. Michael Bilirakis (R)
10. Andy Ireland (R)
11. Bill Nelson (D)
12. Tom Lewis (R)
13. Connie Mack (R)
14. Dan Mica (D)
15. E. Clay Shaw Jr. (R)
16. Larry Smith (D)
17. William Lehman (D)
18. Claude Pepper (D)
19. Dante B. Fascell (D)

GEORGIA (9D, 1R)

1. Robert Lindsay Thomas (D)
2. Charles Hatcher (D)
3. Richard Ray (D)
4. Pat Swindall (R)*
5. Wyche Fowler Jr. (D)
6. Newt Gingrich (R)
7. George (Buddy) Darden (D)
8. J. Roy Rowland (D)
9. Ed Jenkins (D)
10. Doug Barnard Jr. (D)

HAWAII (2D)

1. Cecil (Cec) Heftel (D)
2. Daniel K. Akaka (D)

IDAHO (2R)

1. Larry E. Craig (R)
2. Richard H. Stallings (D)*

ILLINOIS (12D, 10R)

1. Charles A. Hayes (D)
2. Gus Savage (D)
3. Marty Russo (D)
4. George M. O'Brien (R)
5. William O. Lipinski (D)
6. Henry J. Hyde (R)
7. Cardiss Collins (D)
8. Dan Rostenkowski (D)
9. Sidney R. Yates (D)
10. John Edward Porter (R)
11. Frank Annunzio (D)
12. Philip M. Crane (R)
13. Harris W. Fawell (R)
14. John E. Grotberg (R)
15. Edward R. Madigan (R)
16. Lynn Martin (R)
17. Lane Evans (D)
18. Robert H. Michel (R)
19. Terry L. Bruce (D)*
20. Richard J. Durbin (D)
21. Melvin Price (D)
22. Kenneth J. Gray (D)

INDIANA (5D, 5R)

1. Peter J. Visclosky (D)
2. Philip R. Sharp (D)
3. John Hiler (R)
4. Dan Coats (R)
5. Elwood Hillis (R)
6. Dan Burton (R)
7. John T. Myers (R)
8. Richard D. McIntyre (R)*
9. Lee H. Hamilton (D)
10. Andrew Jacobs Jr. (D)

IOWA (3D, 3R)

1. Jim Leach (R)
2. Thomas J. Tauke (R)
3. Cooper Evans (R)
4. Neal Smith (D)
5. Jim Ross Lightfoot (R)
6. Berkley Bedell (D)

KANSAS (2D, 3R)

1. Pat Roberts (R)
2. Jim Slattery (D)
3. Jan Meyers (R)
4. Dan Glickman (D)
5. Bob Whittaker (R)

KENTUCKY (3D, 3R, 1 vacant)

1. Carroll Hubbard Jr. (D)
2. William H. Natcher (D)
3. Romano L. Mazzoli (D)
4. Gene Snyder (R)
5. Harold Rogers (R)
6. Larry J. Hopkins (R)
7. Chris Perkins (D)

LOUISIANA (6D, 2R)

1. Bob Livingston (R)
2. Lindy Boggs (D)
3. W.J. (Billy) Tauzin (D)
4. Buddy Roemer (D)
5. Jerry Huckaby (D)
6. W. Henson Moore (R)
7. John B. Breaux (D)
8. Gillis W. Long (D)

MAINE (2R)

1. John R. McKernan Jr. (R)
2. Olympia J. Snowe (R)

MARYLAND (7D, 1R)

1. Roy Dyson (D)
2. Helen Delich Bentley (R)*
3. Barbara A. Mikulski (D)
4. Marjorie S. Holt (R)
5. Steny H. Hoyer (D)
6. Beverly B. Byron (D)
7. Parren J. Mitchell (D)
8. Michael D. Barnes (D)

MASSACHUSETTS (10D, 1R)

1. Silvio O. Conte (R)
2. Edward P. Boland (D)
3. Joseph D. Early (D)
4. Barney Frank (D)
5. Chet Atkins (D)
6. Nicholas Mavroules (D)
7. Edward J. Markey (D)
8. Thomas P. O'Neill Jr. (D)
9. Joe Moakley (D)
10. Gerry E. Studds (D)
11. Brian J. Donnelly (D)

MICHIGAN (12D, 6R)

1. John Conyers Jr. (D)
2. Carl D. Pursell (R)
3. Howard Wolpe (D)
4. Mark D. Sijlander (R)
5. Paul B. Henry (R)
6. Bob Carr (D)
7. Dale E. Kildee (D)
8. Bob Traxler (D)
9. Guy Vander Jagt (R)
10. Bill Schuette (R)*
11. Robert W. Davis (R)
12. David E. Bonior (D)
13. George W. Crockett Jr. (D)
14. Dennis M. Hertel (D)
15. William D. Ford (D)
16. John D. Dingell (D)
17. Sander Levin (D)
18. William S. Broomfield (R)

MINNESOTA (5D, 3R)

1. Timothy J. Penny (D)
2. Vin Weber (R)
3. Bill Frenzel (R)
4. Bruce F. Vento (D)
5. Martin Olav Sabo (D)
6. Gerry Sikorski (D)
7. Arlan Stangeland (R)
8. James L. Oberstar (D)

MISSISSIPPI (3D, 2R)

1. Jamie L. Whitten (D)
2. Webb Franklin (R)
3. G. V. Montgomery (D)
4. Wayne Dowdy (D)
5. Trent Lott (R)

MISSOURI (6D, 3R)

1. William (Bill) Clay (D)
2. Robert A. Young (D)
3. Richard A. Gephardt (D)
4. Ike Skelton (D)
5. Alan Wheat (D)
6. E. Thomas Coleman (R)
7. Gene Taylor (R)
8. Bill Emerson (R)
9. Harold L. Volkmer (D)

MONTANA (1D, 1R)

1. Pat Williams (D)
2. Ron Marlenee (R)

NEBRASKA (3R)

1. Douglas K. Bereuter (R)
2. Hal Daub (R)
3. Virginia Smith (R)

NEVADA (1D, 1R)

1. Harry Reid (D)
2. Barbara F. Vucanovich (R)

NEW HAMPSHIRE (1D, 1R)

1. Robert C. Smith (R)
2. Judd Gregg (R)

NEW JERSEY (9D, 4R, 1 vacant)

1. James J. Florio (D)
2. William J. Hughes (D)
3. James J. Howard (D)
4. Christopher H. Smith (R)
5. Marge Roukema (R)
6. Bernard J. Dwyer (D)
7. Matthew J. Rinaldo (R)
8. Robert A. Roe (D)
9. Robert G. Torricelli (D)
10. Peter W. Rodino Jr. (D)
11. Dean A. Gallo (R)*
12. James A. Courter (R)
13. Jim Saxton (R)
14. Frank J. Guarini (D)

NEW MEXICO (1D, 2R)

1. Manuel Lujan Jr. (R)
2. Joe Skeen (R)
3. Bill Richardson (D)

NEW YORK (20D, 14R)

1. William Carney (R)
2. Thomas J. Downey (D)
3. Robert J. Mrazek (D)
4. Norman F. Lent (R)
5. Raymond J. McGrath (R)
6. Joseph P. Addabbo (D)
7. Gary Ackerman (D)
8. James H. Scheuer (D)
9. Thomas J. Manton (D)
10. Charles E. Schumer (D)
11. Edolphus Towns (D)
12. Major R. Owens (D)
13. Stephen J. Solarz (D)
14. Guy V. Molinari (R)
15. Bill Green (R)
16. Charles B. Rangel (D)
17. Ted Weiss (D)
18. Robert Garcia (D)
19. Mario Biaggi (D)
20. Joseph D. Dio Guardi (R)
21. Hamilton Fish Jr. (R)
22. Benjamin A. Gilman (R)
23. Samuel S. Stratton (D)
24. Gerald B. H. Solomon (R)
25. Sherwood L. Boehlert (R)
26. David O'B. Martin (R)
27. George C. Wortley (R)
28. Matthew F. McHugh (D)
29. Frank Horton (R)
30. Fred J. Eckert (R)
31. Jack F. Kemp (R)
32. John J. LaFalce (D)
33. Henry J. Nowak (D)
34. Stan Lundine (D)

NORTH CAROLINA (9D, 2R)

1. Walter B. Jones (D)
2. Tim Valentine (D)
3. Charles Whitley (D)
4. W. W. (Bill) Cobey Jr. (R)*
5. Stephen L. Neal (D)
6. J. Howard Coble (R)*
7. Charles Rose (D)
8. W. G. (Bill) Hefner (D)
9. Alex McMillan (R)
10. James T. Broyhill (R)
11. Bill Hendon (R)*

NORTH DAKOTA (1D)

- AL Byron L. Dorgan (D)

OHIO (10D, 11R)

1. Thomas A. Luken (D)
2. Willis D. Gradison Jr. (R)
3. Tony P. Hall (D)
4. Michael G. Oxley (R)
5. Delbert L. Latta (R)
6. Bob McEwen (R)
7. Michael DeWine (R)
8. Thomas N. Kindness (R)
9. Marcy Kaptur (D)
10. Clarence E. Miller (R)
11. Dennis E. Eckart (D)
12. John R. Kasich (R)
13. Donald J. Pease (D)
14. John F. Seiberling (D)
15. Chalmers P. Wylie (R)
16. Ralph Regula (R)
17. James A. Traficant (D)*
18. Douglas Applegate (D)
19. Edward F. Feighan (D)
20. Mary Rose Oaker (D)
21. Louis Stokes (D)

OKLAHOMA (5D, 1R)

1. James R. Jones (D)
2. Mike Synar (D)
3. Wes Watkins (D)
4. Dave McCurdy (D)
5. Mickey Edwards (R)
6. Glenn English (D)

OREGON (3D, 2R)

1. Les AuCoin (D)
2. Robert F. Smith (R)
3. Ron Wyden (D)
4. James A. Courter (R)
5. Denny Smith (R)

PENNSYLVANIA (13D, 10R)

1. Thomas M. Foglietta (D)
2. William H. Gray III (D)
3. Robert A. Borski (D)
4. Joe Kolter (D)
5. Richard T. Schulze (R)
6. Gus Yatron (D)
7. Bob Edgar (D)†
8. Peter H. Kostmayer (D)
9. Bud Shuster (R)
10. Joseph M. McDade (R)
11. Paul E. Kanjorski (D)
12. John P. Murtha (D)
13. Lawrence Coughlin (R)
14. William J. Coyne (D)
15. Don Ritter (R)
16. Robert S. Walker (R)
17. George W. Gekas (R)
18. Doug Walgren (D)
19. William F. Goodling (R)
20. Joseph M. Gaydos (D)
21. Thomas J. Ridge (R)
22. Austin J. Murphy (D)
23. William F. Clinger Jr. (R)

RHODE ISLAND (1D, 1R)

1. Fernand J. St Germain (D)
2. Claudine Schneider (R)

SOUTH CAROLINA (3D, 3R)

1. Thomas F. Hartnett (R)
2. Floyd Spence (R)
3. Butler Derrick (D)
4. Carroll A. Campbell Jr. (R)
5. John M. Spratt Jr. (D)
6. Robin Tallon (D)

SOUTH DAKOTA (1D)

- AL Thomas A. Daschle (D)

TENNESSEE (6D, 3R)

1. James H. Quillen (R)
2. John J. Duncan (R)
3. Marilyn Lloyd (D)
4. Jim Cooper (D)
5. William Hill Boner (D)
6. Bart Gordon (D)
7. Don Sundquist (R)
8. Ed Jones (D)
9. Harold E. Ford (D)

TEXAS (21D, 6R)

1. Sam B. Hall Jr. (D)
2. Charles Wilson (D)
3. Steve Bartlett (R)
4. Ralph M. Hall (D)
5. John Bryant (D)
6. Joe L. Barton (R)
7. Bill Archer (R)
8. Jack Fields (R)
9. Jack Brooks (D)
10. J. J. Pickle (D)
11. Marvin Leath (D)
12. Jim Wright (D)
13. Beau Boulter (R)*
14. David (Mac) Sweeney (R)*
15. E de la Garza (D)
16. Ronald D. Coleman (D)
17. Charles W. Stenholm (D)
18. Mickey Leland (D)
19. Larry Combest (R)
20. Henry B. Gonzalez (D)
21. Tom Loeffler (R)
22. Tom D. DeLay (R)
23. Albert G. Bustamante (D)
24. Martin Frost (D)
25. Michael A. Andrews (D)
26. Dick Arme (R)*
27. Solomon P. Ortiz (D)

UTAH (3R)

1. James V. Hansen (R)
2. David S. Monson (R)†
3. Howard C. Nielson (R)

VERMONT (1R)

- AL James M. Jeffords (R)

VIRGINIA (4D, 6R)

1. Herbert H. Bateman (R)
2. G. William Whitehurst (R)
3. Thomas J. Bliley Jr. (R)
4. Norman Sisisky (D)
5. Dan Daniel (D)
6. James R. (Jim) Olin (D)
7. Dan French Slaughter (R)
8. Stan Parris (R)
9. Frederick C. Boucher (D)
10. Frank R. Wolf (R)

WASHINGTON (5D, 3R)

1. John R. Miller (R)
2. Al Swift (D)
3. Don Bonker (D)
4. Sid Morrison (R)
5. Thomas S. Foley (D)
6. Norman D. Dicks (D)
7. Mike Lowry (D)
8. Rod Chandler (R)

WEST VIRGINIA (4D)

1. Alan B. Mollohan (D)
2. Harley O. Staggers Jr. (D)
3. Robert E. Wise Jr. (D)
4. Nick Joe Rahall II (D)

WISCONSIN (5D, 4R)

1. Les Aspin (D)
2. Robert W. Kastenmeier (D)
3. Steve Gunderson (R)
4. Gerald Kleczka (D)
5. Jim Moody (D)
6. Thomas E. Petri (R)
7. David R. Obey (D)
8. Toby Roth (R)
9. F. J. Sensenbrenner Jr. (R)

WYOMING (1R)

- AL Dick Cheney (R)





Inland News

tug/tow
barge/dredge

Crowley Boatmen Agree to Defer Wage Hike to '86

West Coast tug Boatmen of the Crowley Towing and Transportation Co. last month voted to defer a 5 percent wage increase due July 1, 1985 until June 1, 1986 and also ratified other contract changes.

Also ratified was a new two-tier wage scale for new Crowley T. & T. employees as defined by the SIU Shipping Rules and do not include any existing trainee classifications:

(a) 20 percent less pay for the first 135 calendar days.

(b) 15 percent less pay for the next 135 calendar days.

(c) 10 percent less pay for the next 135 calendar days.

(d) 5 percent less pay for the next 135 calendar days.

Crowley Boatmen at the Port Hueneme, Calif. military base on Dec. 31, 1985 will get a 15-day on, 15-day off option.

While the agreement covers only the West Coast Crowley Boatmen, it was voted on by Crowley's SIU employees



Pictured above is the East and Gulf Coast Tallying Committee for Crowley Tug and Transportation. They are (l. to r.) Joe Schneider, cook; AB Bill Kelch, committee chairman; Mike Meany, relief cook, and AB Remy Sampson.

around the nation.

Involved in the contract changes for the Union were Committeemen Capt. Bert Thompson, Ed Laird, Mike Stravers, Mike Restivo, Hugh

Wain, Jeff Davis and Stan Hubble.

Also Union Fleet Delegates: Tom Vella, Micky Main, Igor Loch, Ron Rogers, Bill Haynie and Hugh Wain.

For Crowley management were: Jerry Dowd, Bill Sikora, Don Randall, Randy Collar, Cholly Mercer, Bob Clinton and Jim Macaulay.

Army Studies Civilian Tug Use—Could Mean Jobs

An army may travel on its stomach, but the U.S. Army also travels on 58 tugs stationed around the world. The Department of Defense (DOD) is considering the possibility of chartering civilian companies to perform some of the tug work for the Army.

Late last year, tug industry representatives, including several SIU-contracted companies,

and Army officials met to discuss the feasibility of civilian tugs and crews performing the Army work.

The meeting, held in St. Louis, Mo., was the first of what may be several as each side learns the needs and resources of the other. The industry, according to the Transportation Institute, wanted to learn exactly what the Army needs, while the Army

was attempting to discover what equipment and services the industry could provide.

The Army is mainly interested in services which could be provided in time of conflict in overseas areas.

If the Army eventually decides to use civilian tugs, it will come under a new DOD program designed to identify the areas where the military may

not have the logistics capability needed in a future conflict. The program (LOGCAP) was established in 1983 but is not expected to award any contracts until fiscal year 1986.

The Army intends to study the information gathered at the meeting and continue to meet with industry officials to see if any kind of agreements can be reached in the future.



The *Centurion* is one of many Crowley tugs which calls Philadelphia home.



Chief Mate William Gosset (l.) and Crowley's assistant port captain Mike Rampola load stores aboard the *Centurion*.

New Pensioners



Donald James Blesener, 62, joined the Union in the port of Duluth, Minn. in 1960 sailing as a linesman for the Great Lakes Towing Co. from 1959 to 1984. Brother Blesener is a former member of the Sheetmetal Union, Local 32, from 1939 to 1961, working for the Lester Peterson Co. from 1939 to 1960. He is a veteran of the U.S. Air Force in World War II. Boatman Blesener was born in St. Louis Cty., Minn. and is a resident of Duluth.

captain. Brother Mamoliti was born in Pennsylvania and is a resident of Baltimore.



Charles O'Neil Retherford Sr., 59, joined the Union in the port of Port Arthur, Texas in 1964 sailing as a captain for the Slade Towing Co. from 1948 to 1984. Brother Retherford is a veteran of the U.S. Army in World War II. He was born in Newton, Texas and is a resident of Orange, Texas.



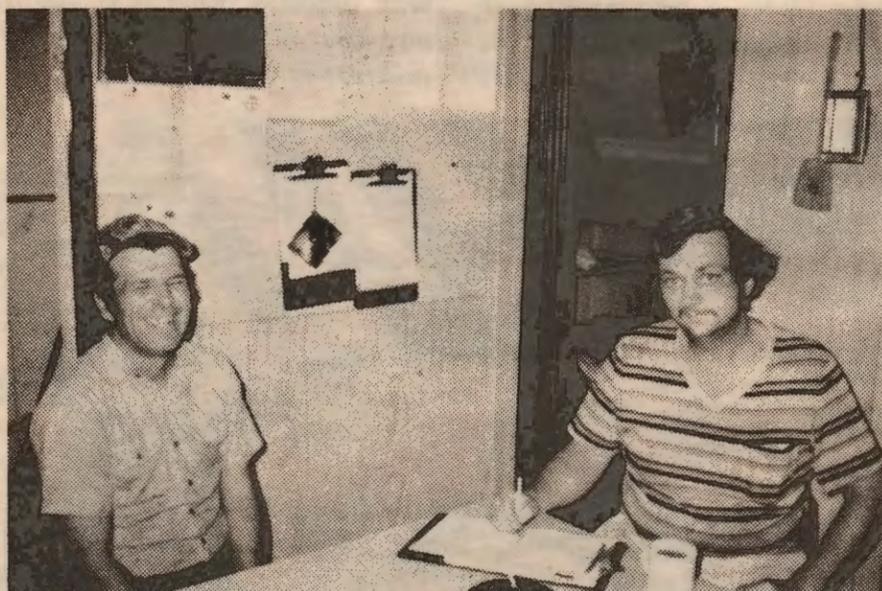
Hiram Watson Lupton, 58, joined the Union in the port of Philadelphia in 1957 sailing as a captain for IOT in 1973 and as a mate on the tug *Patricia* (C.G. Willis) in 1953. Brother Lupton is a veteran of the U.S. Coast Guard in World War II and the Korean War. He was born in Lowland, N.C. and is a resident there.



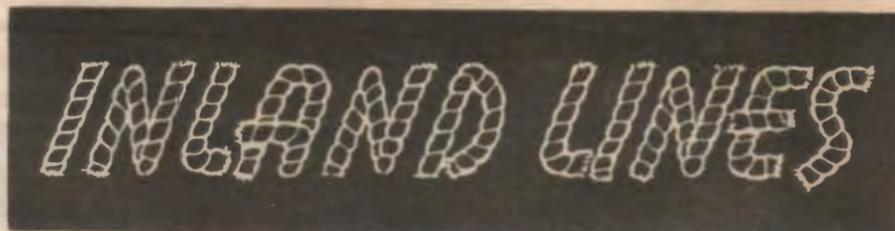
William Norman Montgomery, 64, joined the Union in the port of Baltimore in 1971 sailing as a mate and captain for the Arundel Corp. from 1941 to 1968 and on the tugs *Hamilton* and *James A. Harper* (C. H. Harper Associates) from 1961 to 1972 and for the Curtis Bay Towing Co. from 1972 to 1984. Brother Montgomery is a former member of the ILA and the Operating Engineers Union, Local 25. He was born in Deltaville, Va. and is a resident of Baltimore.

Jasper J. Mamoliti, 61, joined the Union in the port of Baltimore in 1957 sailing as a

Crew's Quick Thinking Snuffs Barge Blaze



AB Tankerman Ralph Wilcal and Barge Capt. Charles Hamrick are happy that they and other crewmen, along with the Jacksonville Fire Department, were able to contain and control a blaze which broke out on the asphalt barge *Auntie Mame* in transit with the tug *Big Bill* (Steuart Brothers) in Jacksonville.



Delta Queen Steamboat Vote Jan. 4

Boatmen and Boatwomen of the Delta Queen Steamboat Co. voted on their new contract on Jan. 4 in the port of New Orleans. Their old contract expired Dec. 31, 1984.

Carteret, Cape Fear Towing Pacts Okayed

The rank-and-file membership of both Carteret Towing and the Cape Fear Towing Co. in the port of Norfolk have ratified their new contracts.

Meanwhile, new contract negotiations were continuing for Boatmen in this port at the Virginia Pilots Assn. and for the Maryland Pilots Assn. Their contracts ended on Dec. 31, 1984.

In the port of Norfolk, the newly negotiated contract at Northeast Towing was ratified by the Boatmen there and signed early this month by the Union and company.

Contract Talks Under Way at Express Marine

New Contract talks got under way for Boatmen at the Express Marine Co. in the port of Philadelphia.

1st Transit of Tenn-Tom Canal Jan. 14

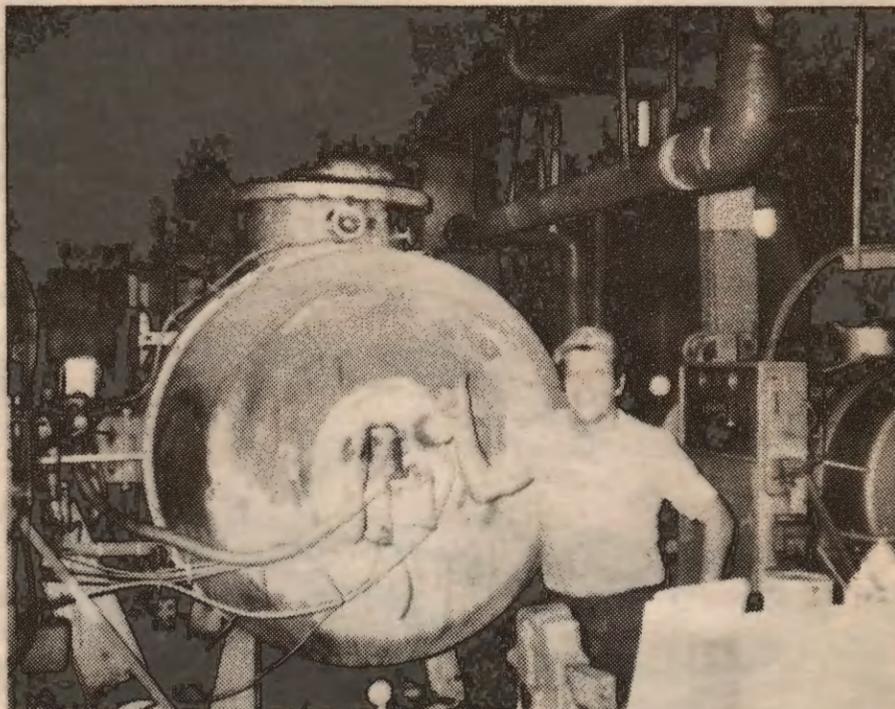
The first transit of the 234-mile, \$2 billion Tennessee-Tombigbee Waterway's 10 locks from the port of Mobile, Ala. to Pittsburgh, Pa. via the Ohio River with eight fully-loaded barges will start the week of Jan. 14.

1984 INCOME TAX PREPARATION

SIU has arranged for income tax preparation available to members at Brooklyn and Piney Point. Fees will be reasonable and will vary with the complexity of the tax return.

Accountants from the firm of Brackett & Associates (of Port Washington, N.Y.) will be available at those two hiring halls, at specified times beginning in February, to offer preparation of 1984 federal, state and city tax returns.

Look for further details and informational brochures to be distributed at each location during January.



Wilcal gives the thumbs up sign in the boiler room where a ruptured oil line in the boiler caused flames to shoot 20 feet in the air.

In Memoriam



Pensioner **John Turner Stratton**, 74, died on Nov. 21. Brother Stratton joined the Union in the port of Philadelphia in 1961

working as a maintenance man for the Curtis Bay Towing Co. from 1944 to 1968. He was a veteran of the U.S. Army in World War II. Boatman Stratton was born in Philadelphia and was a resident of Cape May, N.J. Surviving are a brother, William of Villas, N.J. and a sister, Margaret Kingrea of Cape May.

Pensioner **Horace Canfield Stetson**, 71, passed away on Nov. 29. Brother Stetson joined the Union in the port of Norfolk in 1961 sailing as a mate for the Curtis Bay Towing Co. from 1946 to 1963. He was a former member of the United Mine Workers Union. Boatman Stetson was a veteran of the U.S. Army during World War II. A native of North Carolina, he was a resident of Chesapeake, Va. Surviving is a sister, Irene Clark of Chesapeake.

Pensioner **Bernard Joseph Zeller**, 82, passed away on Nov. 24. Brother Zeller joined the Union in the port of New York in 1960 sailing as a deckhand for the N.Y. Central Railroad from 1924 to 1967. He was a former member of the Masters, Mates and Pilots Union, Local 1, in 1967. Boatman Zeller was born in New York City and was a resident of Elmwood Park, N.J. Surviving are his widow, Jeanette; two sons, Daniel of Saddle Brook, N.J. and Robert, and a daughter, Eva.

Pensioner **Martin Christopher Jr.**, 87, passed away on Dec. 12. Brother Christopher joined the Union in the port of New York in 1960 sailing as a deckhand on the tug *Cleveland* (Penn Railroad) out of Pier H, Jersey City, N.J. from 1925 to 1962. He was a former member of the

Masters, Mates and Pilots Union from 1925 to 1960. And he was a veteran of the U.S. Navy in World War I and the U.S. Coast Guard from 1923 to 1924. Boatman Christopher was born in Jersey City and was a resident of Belmar, N.J. Surviving is his widow, Astrid.

Pensioner **James Edward Flynn**, 65, died of cancer in the Silver Lake Nursing Center, Dover, Del. on Nov. 16. Brother Flynn joined the Union in the port of Philadelphia in 1960 sailing as a tankerman for IOT from 1950 to 1979. He was a former member of Local 1800. Boatman Flynn was a veteran of the U.S. Army in World War II. Born in Bowers, Del., he was a resident of Frederica, Del. Burial was in the Barratts Chapel Cemetery, Frederica. Surviving are his widow, Virginia and a daughter, Theresa.

Norbert Joseph Kowalski, 59, died on Dec. 2. Brother Kowalski joined the Union in the port of Norfolk, Va. in 1973 sailing as a cook for Allied Towing from 1973 to 1975 and for Ocean Towing from 1980 to 1984. He was a veteran of the U.S. Navy. Boatman Kowalski was born in Pittsburgh, Pa. and was a resident of Virginia Beach, Va. Surviving are his widow, Elizabeth and a brother, Raymond.

Pensioner **Clarence Wilson Brady**, 66, passed away on Nov. 2. Brother Brady joined the Union in the port of Norfolk in 1972 sailing as a mate and AB aboard the *Maryland Clipper* (NBC Line) in 1970. He was born in Buxton, N.C. and was a resident there. Surviving are his widow, Annie; a son, Robert, and a sister, Wilma Fulcher.



Drozak Nominated To Coal Council Post

A group of coal-state and maritime-state congressional members have nominated SIU President Frank Drozak for a post on the National Coal Council.

"The movement of coal for either domestic consumption or export depends upon a coordinated transportation network. . . Therefore it is important that representation be afforded to the primary transportation modes that will be involved in the bulk movement of coal. . . Frank Drozak is ideally suited to lend his varied talents toward making the National Coal Council a more effective body. . . he has developed considerable expertise in handling transportation issues," the group wrote to Secretary of Energy Donald Hodel.

Members of the National Coal Council, which will attempt to set a comprehensive national coal policy, have not yet been named.

Dispatchers Report for Inland Waters

DEC. 1-31, 1984

Port	*TOTAL REGISTERED			TOTAL SHIPPED			**REGISTERED ON BEACH		
	Class A	Class B	Class C	Class A	Class B	Class C	Class A	Class B	Class C
DECK DEPARTMENT									
Gloucester	0	0	0	0	0	0	0	0	0
New York	0	0	0	0	0	0	0	0	0
Philadelphia	2	0	2	4	3	2	2	0	2
Baltimore	9	0	0	0	0	0	11	1	0
Norfolk	47	4	0	34	3	0	55	4	0
Mobile	0	0	0	0	0	0	0	0	0
New Orleans	8	1	28	0	1	10	10	2	48
Jacksonville	4	2	6	1	1	3	3	1	3
San Francisco	0	0	0	0	0	0	0	0	0
Wilmington	11	3	7	0	0	0	19	8	0
Seattle	0	0	0	0	0	0	0	0	0
Puerto Rico	0	0	0	0	0	0	0	0	0
Houston	3	0	1	2	0	0	10	0	3
Algonac	0	0	0	0	0	0	0	0	0
St. Louis	2	3	14	0	0	1	2	3	14
Piney Point	0	0	0	0	0	0	0	0	0
Totals	86	13	58	41	8	16	121	19	70
ENGINE 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	2	1	0	0
Baltimore	2	0	0	0	0	0	2	0	0
Norfolk	5	0	0	2	0	0	5	0	0
Mobile	0	0	0	0	0	0	0	0	0
New Orleans	0	0	1	0	0	0	3	1	4
Jacksonville	1	0	1	0	0	1	1	0	1
San Francisco	0	0	0	0	0	0	0	0	0
Wilmington	0	0	0	0	0	0	1	0	0
Seattle	0	0	0	0	0	0	0	0	0
Puerto Rico	0	0	0	0	0	0	0	0	0
Houston	0	0	0	0	0	0	1	1	0
Algonac	0	0	0	0	0	0	0	0	0
St. Louis	0	0	0	0	0	0	0	0	0
Piney Point	0	0	0	0	0	0	0	0	0
Totals	9	0	2	2	0	3	14	2	5
STEWARD DEPARTMENT									
Gloucester	0	0	0	0	0	0	0	0	0
New York	0	0	0	0	0	0	0	0	0
Philadelphia	0	0	0	0	0	0	0	0	0
Baltimore	0	0	0	0	0	0	0	0	0
Norfolk	3	0	0	1	0	0	3	0	0
Mobile	0	0	0	0	0	0	0	0	0
New Orleans	2	1	8	1	0	8	3	0	6
Jacksonville	2	6	4	1	0	4	1	6	0
San Francisco	0	0	0	0	0	0	0	0	0
Wilmington	0	1	0	0	0	0	1	1	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	0	0	0
St. Louis	0	1	3	0	0	0	4	1	3
Piney Point	0	0	0	0	0	0	0	0	0
Totals	7	9	15	3	0	12	12	8	9
Totals All Departments	102	22	75	46	8	31	147	29	84

* "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.

**Support
SPAD**

From Union Hall to School Hall

Nine-year-old Jasmine Skelton says she only misses the yellow swings and the sliding board that were near her old school. Classmate Shiloh King tags along in the path of SIU Port Agent Al Raymond for the few minutes each morning he drops in on her classroom. The youngest student, Jade Skelton, is silent about her new class surroundings. "She's only 5,"

playground beside the hall to the third floor where seamen await incoming vessels and retirees play rounds of gin rummy.

Port Agent Al Raymond helped arrange to have space donated to the school temporarily until church elders are able to locate a permanent, larger site. The previous one-room school was rented in a Baltimore row house for several years.

Now instead of the one room, the children have space to accommodate learning and the rough and tumble fun of a children's world—three rooms for formal and informal learning, a film projection area beneath a stairwell and a speed-reading lab.

In the front room, kindergarten and ABC's (pre-school) students share a classroom, and music lessons are given on an upright piano against one wall. Adjoining the room is a play area that also serves as a cloak room. A mahogany rack for the children's coats and a shelf for their lunch pails were added.

In the next and last room, older students receive concentrated tutor instruction from teacher Mark Shanty and parent church members who act as classroom aides. The room needed no structural changes. However, the children made stained-glass panels from cut-out snips of colored paper ironed onto wax paper to hang in the row of windows that rims the room.

It appears a quiet learning environment suitable for the special type of instruction adopted by the church. Since the children are not all the same age (the youngest is 5, the oldest, 14), each is taught from workbooks compatible with each child's abilities in math, English reading and vocabulary, social studies, science, devotions and the creative arts. And for the child to be able to concentrate calls for more space than is needed in the traditional modern classroom setting, according to Shanty.

Though there is much going on at any given moment on the first floor of the SIU Baltimore hall, from Dr. Seuss to rapid spelling bees, "nobody seems to hear them or see them in the building," says Raymond. It is the goal of the church to enhance the talents unique to each of the children according to Mark Shanty, and the SIU wanted to be a part of that effort, says Raymond.

Perhaps one will grow up to be a seaman.



Teaching aide Elizabeth Jones reads a story to kindergarten and ABC's students in their new classroom.

Shiloh says looking up from deep almond eyes.

For years, the spacious first floor of the SIU Baltimore hall was used to store records and furnishings. The intersection of Lafayette and E. Baltimore streets where the hall stands, once the busy crossroads of sailors, now shows little movement of traffic or people since the Baltimore harbor has experienced a drought in shipping. Litter is tossed by the wind like tumbleweeds in a ghost town.

But three months ago, Jasmine, Shiloh, Jade and 19 other students, enrolled in the Church of the Lord Jesus Christ elementary and secondary school program, moved their school desks to the first floor of the SIU hall and taped crayola drawings on the walls to transform the space to a working school house. On any afternoon in the school week, the golden laughter of youth drifts from the

"We're part of the community," Raymond said, "and we wanted to give something back to the community." The church, which is renovating several buildings across the street, has helped out the Union also.

There was a serious vandalism problem near the Baltimore hall for several years. Raymond said because church members are constantly in the neighborhood, they began keeping an eye on the hall and called police several times. The vandalism problem virtually disappeared.

"I feel a lot more secure now, knowing somebody is across the street," Raymond said.

"It was a God-send for us too," Rev. Steve Skelton said. The church had made an arrangement to rent space from another group, but only a few days before school began in September, that deal fell through. That was when Skelton decided to approach the SIU for help.



Best friends Shiloh King (left) and Jade Skelton have more room to play at their Baltimore hall school. But they stick together like glue. Like their classmates and instructors, they dress in the code of their church, long flowing jumpers a dark shade of blue and covering the ankles for the young girls and women, black dress pants, blue shirts with ties for the men and boys.

Two SIU Ships Help Save 33

Seafarers rescued 25 people from a Greek vessel and sheltered an eight-man crew floating adrift in a lifeboat from Atlantic swells and Scottish pre-winter winds in two maritime sinkings last November.

The first sinking occurred seven miles northwest of the Ramna Stacks, Shetland Islands. As reported in the *Shetland Times*, the crew of the Scottish vessel *Unity* was forced to a lifeboat Nov. 13 in the dark of night when Skipper Morris Duncan notified the crew of rising water in the engine room. The SIU-contracted tanker, *American Heritage*, sighting flares set off from the raft, arrived and maneuvered to protect the small boat from sea and wind until another vessel could make its way to pick up the men and attempt to salvage their purse netter fishing boat.

According to the *Shetland Times*, the skipper "got those asleep out of their beds and ordered everyone to put on their life jackets," after alerting the Scottish Coast Guard that the main pump was jammed and the boat filling with water. Coast Guard helicopters flew out, and a rescue ship picked up the crew in an hour at 9 p.m. as water was washing over the stern. Attempts to save the fishing boat failed, however. At 10 p.m. the *Unity* sank.

The SIU-contracted ITB *Moku Pahu* was plying the Pacific, westbound for Honolulu Nov. 25, when it received radio contact from U.S. Coast Guard res-



The SIU-contracted *American Heritage* helped shelter eight Scottish fishermen whose boat sank off the coast of the Shetland Islands.

cue aircraft about a vessel in distress 160 miles from Costa Rica. Twenty-five survivors of the Greek-flag vessel *M/V Kalliopi-A*, according to *Moku Pahu* Captain William McAuliffe, were rescued by Seafarers two hours after sunset after experiencing a 22-hour ordeal cramped in a lifeboat without food.

The Pacific-Gulf Marine *Moku Pahu* received cabled congratulations on the rescue from Captain R. J. Gree, acting commander of the Pacific Area Coast Guard: "Please accept my sincere thanks and appreciation for your assistance in the rescue of the crew of *M/V Kalliopi-A*. After the *Kalliopi-A* crew of 25 was located by a Coast Guard aircraft you unselfishly diverted to recover the crew from their life raft. Your assistance and highly professional actions echo the great spirit and tradition of mariners assisting others in distress at sea."

The *Kalliopi-A*, carrying a cargo of scrap iron to South Korea from Burnside, La., apparently sank when the number two cargo hold was flooded.

The *Moku Pahu* sped 32 miles, diverting from its trade route to the *Kalliopi-A* just two hours after the lifeboat had been sighted, according to Captain McAuliffe, with a rescue aircraft circling above the lifeboat until the vessel arrived.

"It was another job well done by an SIU crew," said McAuliffe who wanted to send his thanks to those who helped rescue and transfer the survivors and prepare the first meal they had in over 24 hours. His thanks goes out to Bos'n/AB Ray Todd, QMED "Shorty" Norris, ABs "Sam" MacBean, John Kane, and Elisa Limon, GU/Dk Eng Gary Mitchell, Steward Baker Robert Spencer and Chief Cook Andrew Green.

ramifications of the plan, or even if it will be enacted. Yet as of this writing, it would affect the maritime industry in at least the following ways:

- It would replace the 1981 accelerated depreciation system with a much less generous depreciation schedule which would be indexed for inflation.
- It would repeal the current exclusion from income funds deposited in a Capital Construction Fund program.
- It would deny deductions for expenses incurred while attending seminars held aboard cruise ships.
- It would repeal or curtail certain fringe benefits.

Congress

(Continued from Page 6.)

which among other things contained restrictions on the export of oil found in the Alaskan North Slope.

While both the Senate and the House agreed by wide margins on the need to restrict the export of Alaskan oil, they could not agree on other provisions in the EAA and failed to come up with a compromise bill.

The export of Alaskan oil remains prohibited under the International Emergency Economic Powers Act (IEEPA). However, the IEEPA remains less preferable than having the ban officially extended by Congress.

Tax Reform

On Nov. 27, 1984, the Department of Treasury made public a proposal to substantially revise the current system of determining individual corporate income tax liability.

The plan has generated a great deal of controversy. While most people give lip service to the general concept of tax simplification, most don't want to see their favorite tax shelters touched.

At least two of the provisions in the tax plan will hit middle and lower-middle taxpayers hard: the proposed elimination of deductions for state and local taxes, and the administration's desire to tax health care benefits past a certain contribution rate.

It is too early to know the full

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. 94104
Tele. # (415) 981-4400

SEATTLE, WASH.

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

TAMPA, FLA.

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

Survival Suits Now Aboard Most SIU Ships

The bright red suit worn by Seafarer Grif McRee may not be the latest fashion, but it's designed to do just what its name implies.

Called a "survival suit," the spongy, seemingly watertight suit is now required by law to be available to each crewmember—depending on the run—aboard many American-flag vessels.

Onboard the *Sea-Land Leader* (Sea-Land) on a recent cold but sunny January morning, 25-year-



AB Grif McRee models one of the survival suits that is now standard equipment on many U.S.-flag ships. The suits protect seamen from hypothermia in frigid waters.

old Brother McRee modeled the suit for the LOG.

The suit was kept rolled up in its carrying bag in the locker of McRee's fo'c's'le. It would seem that a better carrying case could be devised since getting the suit out was a bit cumbersome and time-consuming.

However, the front of the bag does contain instructions in very clear lettering on how to use the suit.

McRee, who sails as an AB, said that on the recently-concluded trip a fire and boat drill had been held during which time the mate and a maritime academy cadet demonstrated how to use the suit.

"One size fits all," McRee said as he slipped on the suit over his jeans and T-shirt. He explained that if there was enough time during a real emergency he might put on even more clothing. (The instructions on the bag, however, say that one's shoes should be removed.)

Once in the suit, McRee zipped it all the way up, pulled over the head piece, and strapped another part of the suit across the bottom of his face.

The survival suit is equipped with a pocket light and a tube on the chest for manual inflation. On the back of the suit in

big letters is the name of the ship.

McRee seemed pretty comfortable in the suit which is designed to help seamen survive in cold water. However, the bosun aboard the ship—a big man named Leon Curry—complained that he could not fit into the suit.

Each survival suit is worth more than \$200, and if it is

damaged or lost the crewmember will be responsible for the cost.

Whenever you take a new job aboard a ship, be sure to check your survival suit carefully to make sure it's in perfect condition.

If you ever have to plunge into freezing waters, you don't want a hole in your survival suit.



McRee begins donning the survival suit.

Wait and See on Soviet Maritime

The U.S. government has "not yet decided to seek a resumption of maritime negotiations" with the Soviet Union, the State Department told SIU President Frank Drozak.

In November, in letters to high-ranking government officials including Secretary of State George Shultz, Drozak urged the U.S. to begin talks aimed at re-establishing a bilateral shipping agreement with the Soviets. A previous 10-year agreement expired in 1981. Under the terms of that agreement, U.S.-flag ships carried one-third of the cargo between the two countries.

Drozak cited both national defense and commercial arguments in his call for maritime negotiations. He also noted that the political climate between the two nations appeared to be thawing and such an agreement had few barriers to overcome.

"We continue to monitor de-

velopments, and we will be ready to consider approaches to all outstanding issues when the time looks right," Franklin K. Willis, deputy assistant secretary for transportation and telecommunications affairs at the State Department, wrote in reply to Drozak's letter.

Delta Sale Talks On

Negotiations between Crowley Maritime Corp., parent of Delta Steamship Lines, and United States Lines for the sale of Delta to USL are still under way. Late last year the two firms began talks about the sale of 11 Delta ships, its trade routes and the lease of three new containerships now under construction for Delta in Danish yards.

Crowley paid \$96 million for Delta when the company purchased the line from Holiday Inns Inc. in 1982. Published reports indicate that Delta is losing about \$2 million a month.

USL Gets Foreign-Flag OK

Despite strong objections from many steamship companies and maritime labor unions, Marad granted United States Lines (USL) permission to use foreign-flag "feeder" vessels to bring cargo to USL's giant new containerships on their round-the-world service. Normally U.S. maritime law prohibits subsidized American carriers from using foreign ships. USL holds Operating Differential Subsidy agreements.

Marad granted a two-year waiver on the foreign-flag ban. USL had requested a three-year waiver. In 1986 the company must go back to Marad if it wants to continue the use of foreign-flag ships. But it also must submit a feasibility study on "operating the feeder service with unemployed U.S.-flag vessels, including any which USL might have available, foreign-built vessels reflagged under U.S. registry and joint arrangements

with U.S.-flag operators," according to Marad.

The SIU was opposed to the plan to use the foreign ships to transfer cargo from smaller ports to the larger ports where USL's ships will call. SIU President Frank Drozak said, "In the USL scheme of things, benefits would be enjoyed by foreign as well as U.S.-flag interests, but subsidy costs would be borne solely by the U.S. government." He also said that the foreign-flag service would take away a possible 300 unlicensed jobs which could have been created if American ships were used.

Joining the SIU in opposition to the move were the National Maritime Union, the Transportation Institute, Sea-Land Service, Waterman Steamship Co. and several other organizations.

Currently opponents of the waiver are considering possible court action in an attempt to overturn the Marad ruling, but none has been initiated.

Seafarers

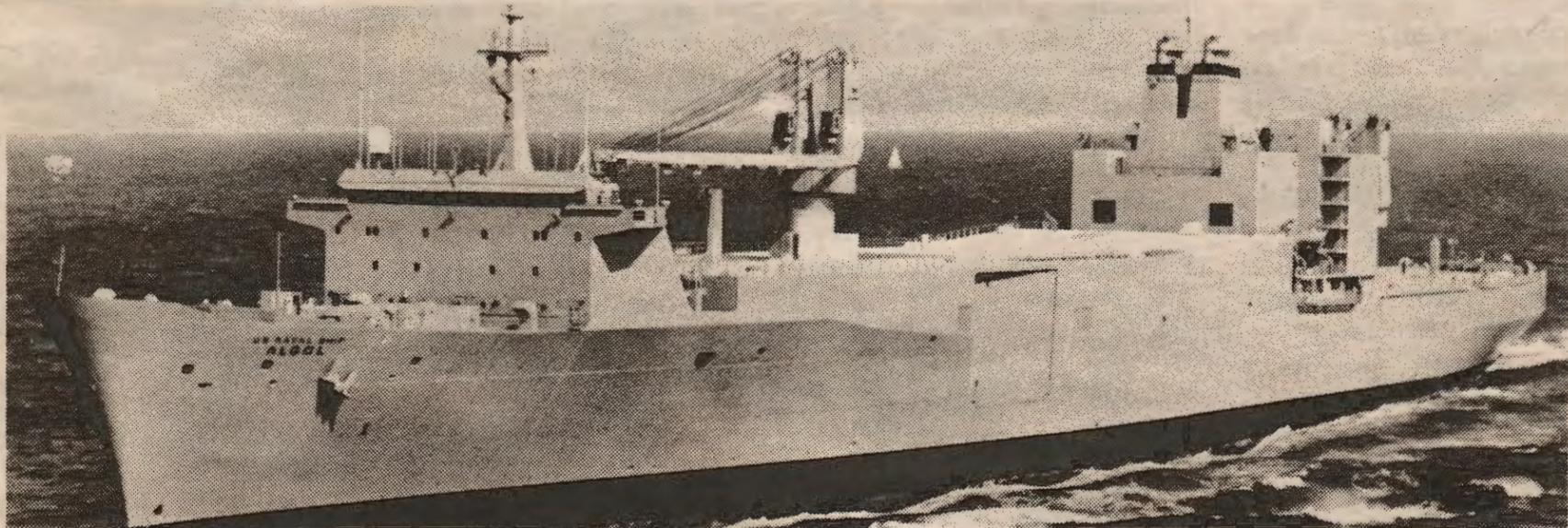
HARRY LUNDEBERG SCHOOL OF SEAMANSHIP



Piney Point Maryland

Seafarers International Union • AFL-CIO

January, 1985



The SIU-crewed *USNS Algol* is the first of the Navy's converted SL-7s to join the Fast Sealift Ships Fleet. At recent sea trials she proved she

was indeed fast, clocking a speed of more than 36 knots (42 mph.). SIU members will crew each of the first four SL-7s.

SIU: Meeting the Needs of the U.S. Military As the Fourth Arm of Defense

"The purpose of our school is to guide and encourage our members to improve their professional skills to meet the needs of the industry."

--SIU President Frank Drozak

The Seafarers Harry Lundeborg School of Seamanship was founded on its present site in Piney Point, Maryland in 1967. In the years since the school was founded, it has grown to become the largest educational facility for seafarers in the United States.

In the past few years, the school has gone through a very special period of growth and adjustment to meet the ever increasing changes in marine technology, the changing manpower needs of the deep sea and offshore towing industries.

This special supplement is designed to bring military, government and congressional personnel up-to-date on the military-related courses taught at SHLSS.

The purpose of the school is to train, guide and encourage our members to make careers for themselves on the world's oceans or on America's network of inland and coastal waterways, as well as to upgrade seafarers and boatmen to higher ratings and licenses.

To achieve these goals, the school emphasizes both academic and vocational education.



SIU President Frank Drozak testifies before Congress that the Department of Defense needs to develop Navy support programs intended to meet national security needs and to build up the U.S.-flag fleet.

President Ronald Reagan

"Shipbuilding, a strong maritime industry and our national security go hand-in-hand."

The U.S. Joint Chiefs of Staff have expressed a renewed awareness and determination to address the current sealift problems of the nation. They have said, "Sealift will bear the brunt of the workload in deployment, reinforcement and supply efforts. The U.S. relies on the nation's merchant marine as a strategic resource."

Chief of Naval Operations

"Without adequate and reliable sealift, literally none of our military plans are executable."

Commander of the Military Sealift Command

"Does it really matter if the United States has no merchant marine? You bet it does. Today, in peacetime, our own sea lines of communication are filled largely by foreign flag ships... That doesn't make sense to me. A strong merchant marine, just as much as a strong Navy, is the basis of any nation's seapower . . . It's time to rescue our sinking merchant marine before it becomes the 'strategic missing link' rather than our 'fourth arm of defense,' a title that the Merchant Marine earned with honor in World War II."



LOG

Special 20 Page Supplement

Keystone State's SIU Crew Exceeds Expectations; SHLSS Training Is Key to Professional Operation

The recent Navy J-LOTS exercises, conducted off the coast of Norfolk, Va., was an intensive test of the SIU's *Keystone State* and her crew.

The exercises were conducted continuously from Sept. 18 through Oct. 12, and the crews were on call 24 hours a day. The crane operators handled the cargo unloading operation in 12-hour shifts, while the maintenance, QMEDs, engineers and oilers were on normal shifts plus overtime. The nine-man steward department prepared hot meals four times a day. The smoothness of the month-long exercises was attributed to the professionalism and cooperation of the entire crew.

Seafarers worked around the clock in a "war" scenario where they superbly executed their duties, far exceeding the Navy's expectations. Seafarers proved once again that they can ably and efficiently perform as an auxiliary to the Navy.

The 20-year-old *Keystone State* was converted earlier this

year by the Navy as the first of 11 heavy-lift crane ships under charter to the Military Sealift Command (MSC). These crane ships will be able to unload containerhips in primitive ports with no lifting facilities, in modern ports where the container cranes have been damaged by enemy action, or "in the stream" without any port facilities.

The *Keystone State* was converted at the Bay Shipbuilding Corporation in Sturgeon Bay, Wis. The three pairs of rotating cranes sit on pedestals all on

"We can take pride in our efforts."

the starboard side so that the loading and unloading of any containerhip along its side is possible. The cranes are able to load tanks, trucks, helicopters, spare parts—any type of military equipment. During the exercises, 1,000 containers were loaded and unloaded during a specific time period.

The massive cranes, 121 feet high and weighing 700,000 pounds each, are highly automated and computer controlled.

Each member of the team has been trained at the Seafarers Harry Lundeberg School of Seamanship to learn the advanced operation, rig-handling and other technical areas of this special equipment.

During the exercises off the Virginia coast, the *Keystone State* met all the tasks set for it by the Navy in the combat situation, and at the same time proved the workability of privately-operated and manned TACS crane ships and their roles as floating docks for construc-

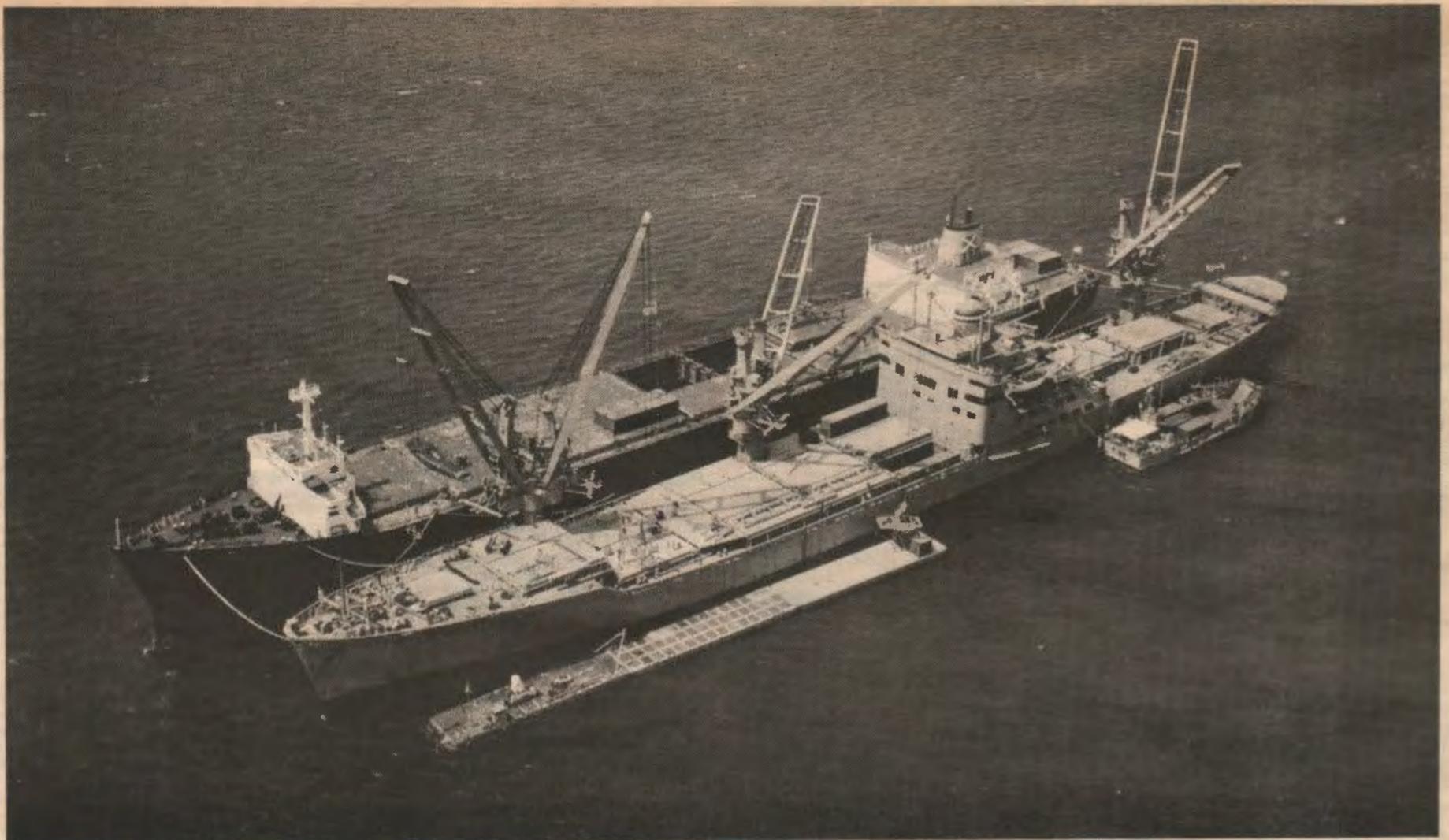
Frank Drozak

tion unloading. Adm. Harold Shear, administrator of DOT's Maritime Administration, sent commendations to the crewmembers of the *Keystone State* for a "job well done."

Tom Keller, project manager for the *Keystone State* of Marad's Ship Operations Office, had this to say about the exercises and the SIU. "The SIU performed very well and

every member of the crew should be lauded for their outstanding performance. The crew bit the bullet and did it, and their diligent efforts have not gone unnoticed."

SIU President Frank Drozak also sent a congratulatory letter to the SIU crewmembers of the *Keystone State*, praising them for their fine service and "demonstrating again that the SIU mariner is the best in the world. I believe that your achievements will mean additional crane ships will be built and manned by merchant mariners and that the Navy can truly view our membership as vital back-up and support force in times of both peace and conflict to the U.S. Navy."



The SIU-crewed *Keystone State* recently completed her first full-scale war games off the coast of Virginia. The first of 11 crane ships designed to assist the Navy in carrying and transferring military cargo with its own

giant cranes, the ship and her crew won high praise from the Military Sealift Command and SIU President Frank Drozak.

Tricky Refueling by Falcon Leader Draws MSC Praise

In time of war or national emergency, naval fleets cannot risk divulging their whereabouts, and stopping in port to refuel is too dangerous.

Taking part in an early autumn military preparedness exercise, the SIU-contracted *Falcon Leader* was heaped with praise after skillfully completing radical rendezvous refueling maneuvers for a fleet of U.S. Navy ships patrolling the Indian Ocean.

Vice Adm. William Rowden and Rear Adm. John R. Batzler, in a telegram to Seahawk Management, operator of the *Leader*, commended SIU seamen for lending their skillful support to the nation's naval defense.

Between Sept. 24 and Oct. 14, the SIU members refueled

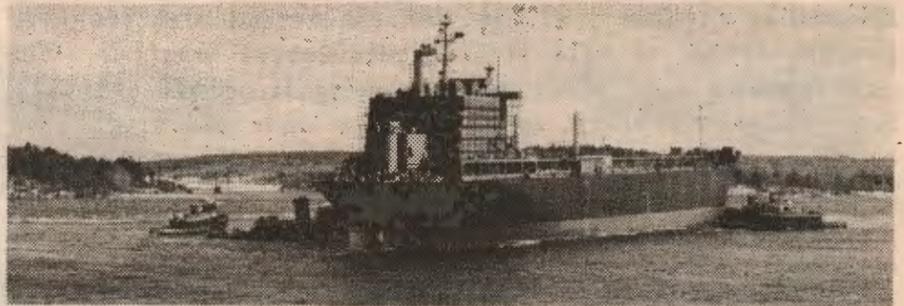
from astern 10 ships near the Persian Gulf, according to Capt. Steven Ford, vice president of tanker operations for Seahawk Management, the operator of the *Falcon Leader* and her sister ship, the *Falcon Champion*. Both ships are covered by a five-year Military Sealift Command charter.

The exercises, said Ford, were "professionally challenging" with the delicate process of taking on jet and diesel fuel from astern, requiring "professional pizzazz, proper planning and professional seamanship. There is always the chance involved in any radical maneuver such as this of polluting the sea," said Ford. "After doing a job like this, I think the guys deserve a pat on the back," he added.

In refueling from astern, the larger ship must synchronize speed and direction so that a hose from the merchant ship can transfer fuel without strain or slack as the ships continue in motion. The crew listened to tapes and practiced test runs months before the formal performance.

Congratulations on a job well done go to each member of the SIU crew:

Bosun	Joe Donovan
AB	James Lee Jackson
AB	Othman Vin Chik
AB	Robert Lee Cooper
AB	Jerry P. James
AB	Harrin Macip
AB	James E. Dawson
Pumpman	Joseph R. Negron
QMED	George Darney
QMED	Williard Verzone
Chief Steward	Brad Otto
Chief Cook	Sergio Morales
Steward Assistant	Howard Bickford
Deck Engine	Oçtovianus
Utility	Pariama



The SIU-crewed *Falcon Leader*, currently under a five-year Military Sealift Command charter, drew high praise for her performance during recent Navy exercises near the Persian Gulf.

Advisory Board Meets to Review Training Programs



Members of the Advisory Board posed for this group photo at the close of a very fruitful conference.



The U.S. Coast Guard was represented at the conference by Cmdr. John Lindak, left, and Lt. Cmdr. George Naccara.

Sets Agenda For New Training Goals

Each year the SHLSS staff meets with management, labor, the Military and Maritime Administration representatives to discuss the progress of the school. The purpose of the annual meeting is to acquaint the board members with the new facilities, review current programs and look at future objectives and goals.

Frank Drozak, in his opening remarks to the meeting, summed up the importance of the agenda: "The Advisory Board has added greatly to the continuing improvement and farsighted training goals of the school. It is because of this close cooperation between labor and management that great strides in maritime education have been accomplished."



Underway Replenishment

SIU & SHLSS Preparing for the Future

The Seafarers International Union has long been aware of the need for cargo-shipping capacity for the resupply of forces deployed overseas in remote locations, particularly during periods of national emergency. In response to this need, the Navy has included, as a key element of the rapid deployment force concept, a Navy Controlled Fleet operated by a civilian crew. This program consists of eight SL-7 class container ships which are being converted to a cargo configuration specifically designed to facilitate the rapid loading and unloading of military equipment, fuel, personnel, and supplies while the ships are underway. Four of the ships have been converted and are SIU contracted vessels. These are: the *Algol*, the *Capella*, the *Antares* and the *Bellatrix*.

Here at the Seafarers Harry Lundeborg School of Seamanship we are training Seafarers in the techniques of Underway

Replenishment (UNREP). The course is one week long and is a required part of the Bosun, Quartermaster, Third Mate and AB programs.

The first day of the course is spent in the classroom with an introduction to Replenishment at Sea, a description of the ship, UNREP command and control, highline transfer method, fueling at sea method and additional replenishment methods. The following days consist of UNREP practice while tied to the pier, assigning crew to all stations, reassigning crew to man new stations, and actual underway replenishment at sea.

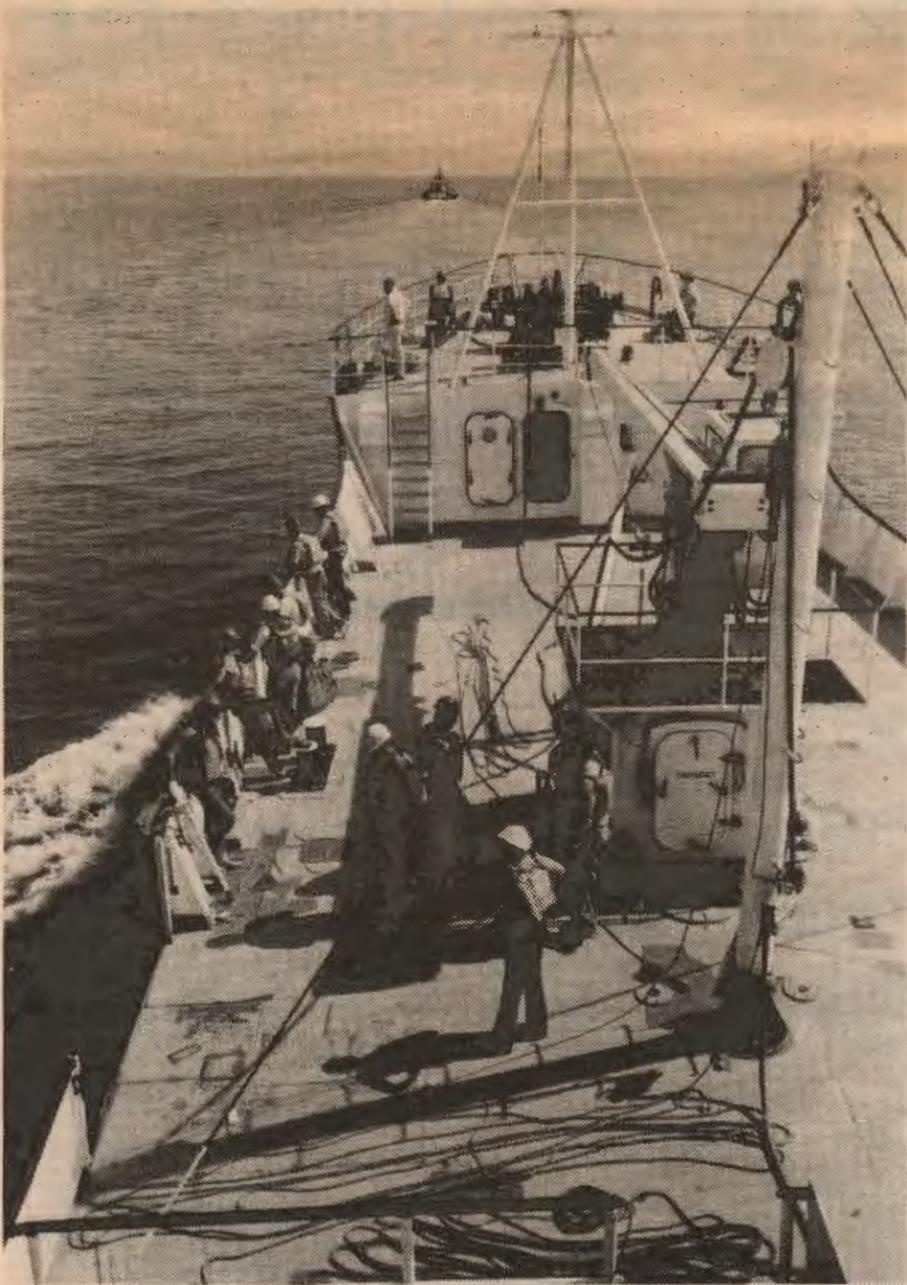
SIU members have just completed participation in an Underway Replenishment exercise which was held in the Pacific Ocean. This Military Sealift Command exercise was designed as a comprehensive test of underway replenishment methods. This test was rated excellent by MSC and the Navy.



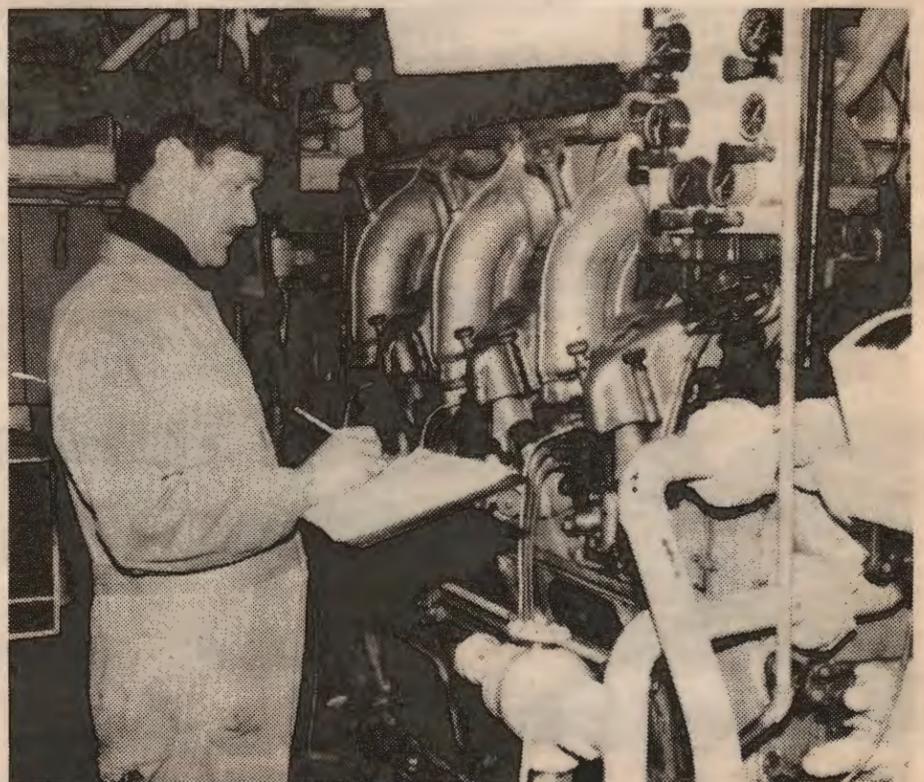
The rendezvous position for the Underway Replenishment is plotted with the wind and sea direction being a prime factor by Bill Moore who is presently enrolled in the Master Mate Freight and Towing course.



A special sea detail for UNREP is set by quartermaster students Paul Billington, on the wheel, and Robert Enke. Captain Tom Doyle oversees the bridge operation.



As the Bosun Recertification class prepares the lines, the *Earl "Bull" Shepard* begins to make its approach to the receiving vessel, which is on a steady course and speed. Once alongside, it maintains station on the receiving ship by using small course and speed changes.



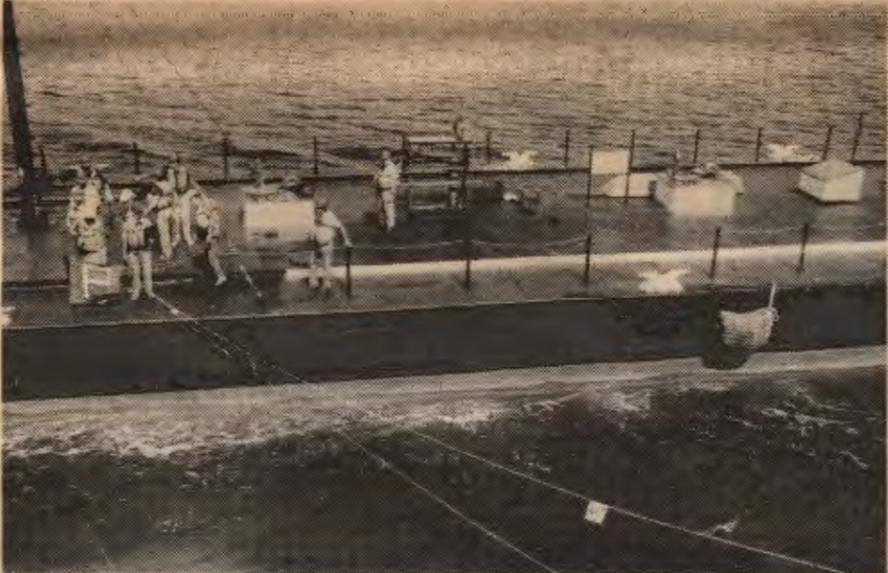
In the engine room, preparations also are being made prior to coming alongside the receiving vessel by Norman Walzer, engineer.



Once alongside the receiving vessel, at a distance between 80 - 150 feet, a weighted light line called a "Bolo" is sent over to the receiving crew. This line is used to receive the messenger line, to which the high line, and the phone and the distance lines are attached.



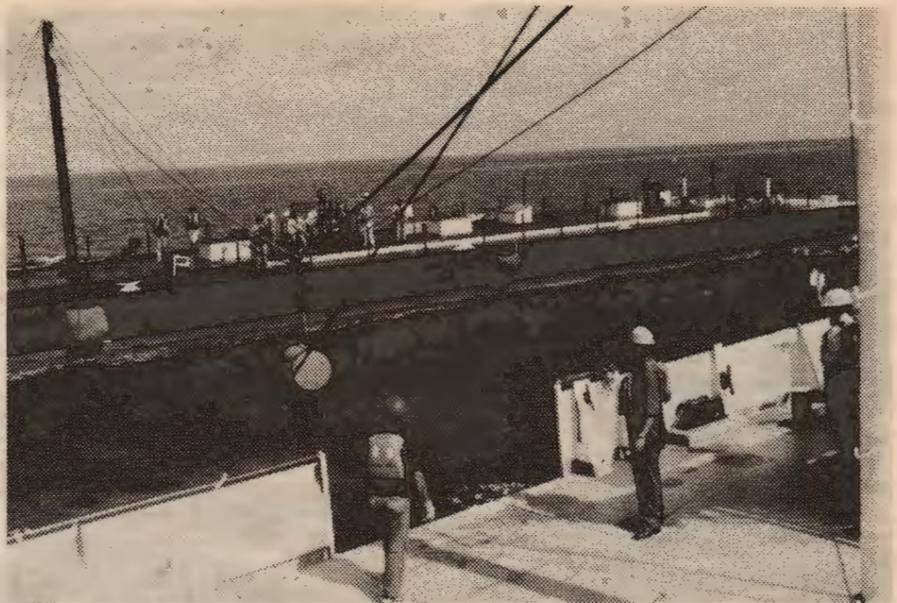
The phone and distance line is passed over to the receiving ship by means of the messenger line. A signalman, with colored paddles, coordinates the sending of the line, with his counterpart on the receiving ship.



After the distance line is received, it is made fast to the receiving vessel and is used by the delivery ship to maintain the proper separation between vessels.



After the 5-inch manila highline is attached to the kingpost aboard the receiving vessel, a 55-gallon drum is prepared to be sent across.



The 55 gallon drum is hauled aboard the receiving vessel by means of the in-haul line, and is kept about 8 feet above the water during the transfer.



After the drum is received, it is disconnected from the chime hooks and is sent back to the delivery ship for an additional load.



Upon completing the transfer of all cargo, the rig is then prepared to be sent back to the delivery ship by reversing the process of how it was received aboard.



After the gear is received back on board, it is made up and stowed for the next "UNREP".

The NEW Seafarers Shiphandling Simulator

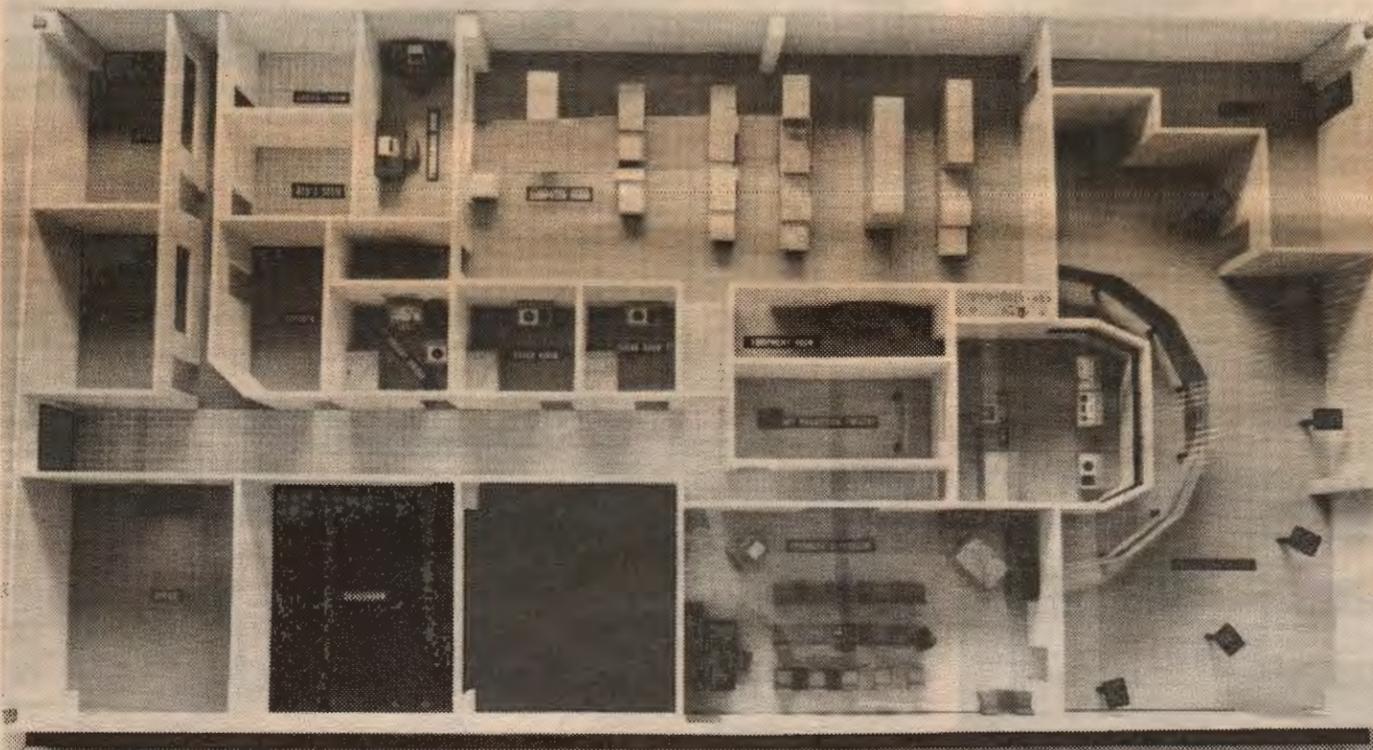


The Seafarers Shiphandling Simulator combines state-of-the-art technology and proven educational methodology into a complete training system. Marine simulators are a safe and cost-effective alternative to traditional shipboard training. Vessel operators can develop shiphandling skills while working in a safe and controlled environment.

The central feature of our simulator system is a full-sized recreation of a ship's bridge.

Features include:

- full day or dusk visual scenes
- beam to beam forward view, and after view
- clear or reduced visibility
- wind and current effects
- bottom contour effects
- bow thruster and assist tug effects
- various traffic vessels
- several own-ship configurations including tugboats pushing barges ahead and towing astern.



Programs are now being developed to provide training in Basic Shiphandling, Bridge Navigation Management, Emergency Shiphandling, Vessel to Vessel Communications, Rules of the Road Situations, and Restricted Waterway Navigation. Future courses are envisioned which will train harbor pilots for specific geographic locations and provide station keeping training for deck officers aboard underway replenishment vessels.

This full bridge simulator can be used in conjunction with three other ownship radar simulators to create a scenario with four operating vessels. These three additional simulators also have the ability to operate alone and will be used extensively in radar observer training.

A scale model of the simulator shows classrooms, computer room, bridge, radar rooms, secondary bridge, and a view of the projection theatre. From the bridge, there is a 180° view of the simulated scenario with an additional view at the stern.



Canal/Lock Approach The NIGHT SCENE above shows three panels of a seven paneled 180° view, as seen by the pilot.

New SHLSS Radar Program

Plots a course for the future

In keeping up with the needs of the Maritime industry, the Seafarers Harry Lundeberg School of Seamanship is now offering a Radar Observer course. The course covers basic radar information yet it is geared toward the specific needs of mariners sailing either inland, Great Lakes, or deep sea. The course consists of the following: an eight-day program for unlimited oceans and Great Lakes, a five-day program for inland waters, a three-day refresher for inland or unlimited oceans, and a one-day recertification program for either inland or unlimited oceans.

The course of study consists of radar theory, observation, operation and use, interpretation and plotting, advanced radar plotting, collision avoidance and navigational exercises.

The instructor teaches the course through lectures, audio visuals and state-of-the-art radar equipment. The students' radar scope is attached to an instructor controlled computer console which enables the teacher to set up any given situation and control the speed and direction of the vessels showing up on the radar scope. The students control and maneuver their vessel, plot the course of all vessels and maneuver the ship to safety without jeopardizing the safety of the other vessels.

The course is designed to provide training for SIU members who are applying for an original license as a deck officer; those licensed deck officers who are upgrading and/or renewing their licenses and those licensed deck

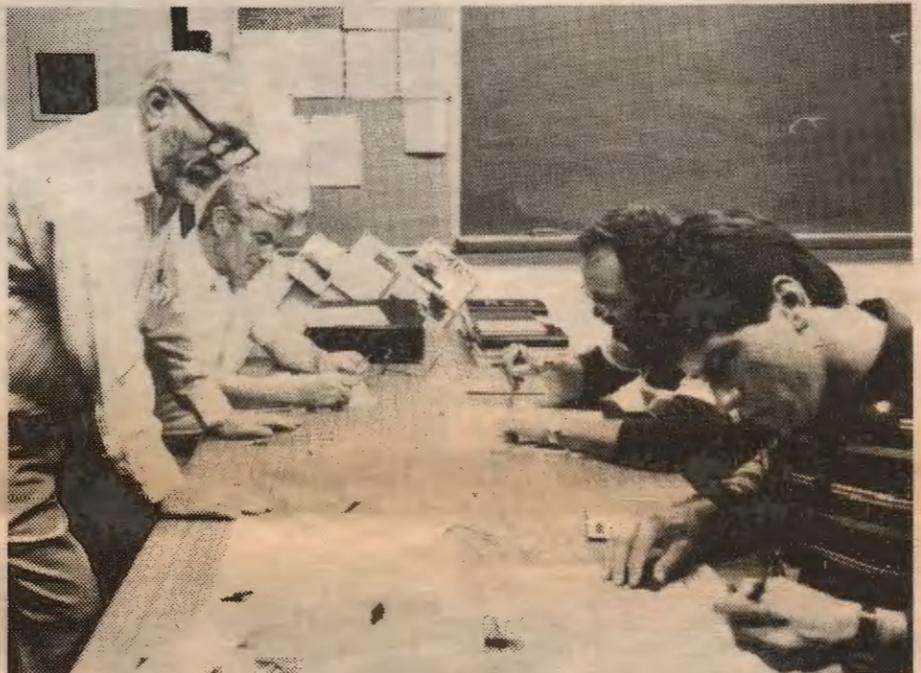
officers who are seeking to increase the scope of their licenses for service on vessels of 300 gross tons and over. As a licensed deck officer you should be a competent radar observer.

Use of radar is required by RULE 5 of the U.S. Coast Guard Navigation Rules, under "PART B Section I - Conduct of Vessels in any Condition of Visibility," which obligates the mariner to use "...all available means appropriate."

The SHLSS Radar Observer course is approved by the U.S. Coast Guard, and graduates receive a Radar Observer Endorsement.



Thomas Calahan (l.) and Marshal McGregor practice direct plotting on the radar.



The Radar class practices plotting on radar plotting paper. From l. to r. are instructor Abe Easter, Thomas Doherty, Thomas Calahan and Marshal McGregor.



SHLSS Radar Instructor, Abe Easter runs a computer console which is linked to, and controls the student's radar scope.

Merchant Marine Act of 1920

"It is necessary for the national defense and for the proper growth of its foreign and domestic commerce that the United States shall have a merchant marine of the best equipped and most suitable types of vessels sufficient to carry the greater portion of its commerce and

serve as a naval or military auxiliary in time of war or national emergency, ultimately to be owned and operated privately by citizens of the United States; and it is hereby declared to be the policy of the United States to do whatever may be necessary to develop and encourage the maintenance of such a merchant marine..."

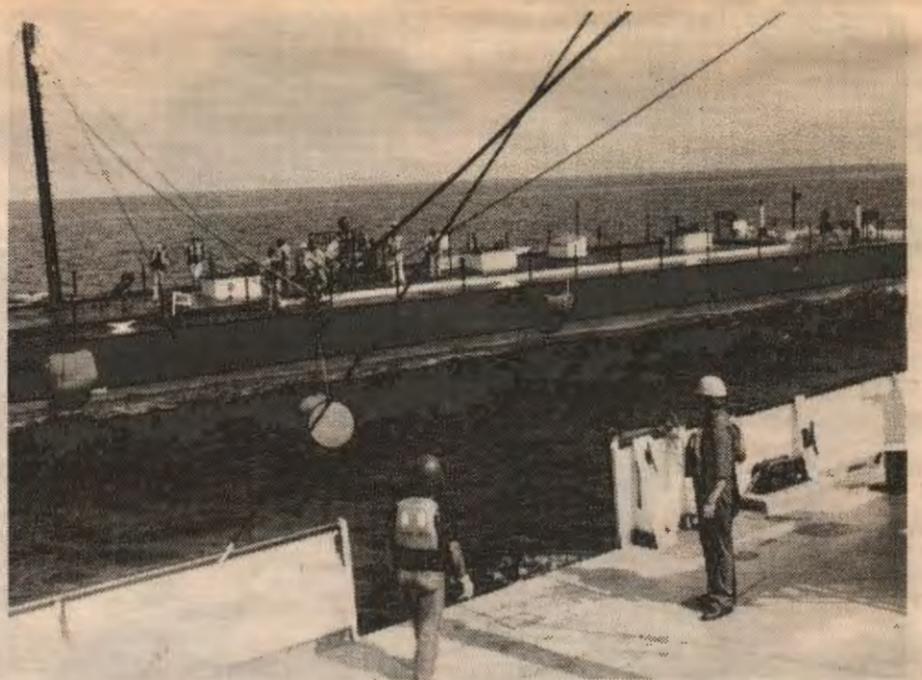
SEALIFT OPERATIONS AND MAINTENANCE COURSE

The Sealift Operations and Maintenance course has been developed to meet the requirements for seafarers to man the new MSC ships operated by SIU- contracted companies. The course consists of classroom lectures and practical application to include;

- Underway Replenishment on SHLSS vessels.
- Vertical Replenishment
- Crane Operation on the SHLSS crane.
- Fork Lift Operations
- Damage Control
- Fire Fighting
- Safety



The school's newly acquired 32-ton twin Hagglund crane trains SIU Seafarers in the efficient operation and maintenance of this military support equipment.



During an UNREP, a 55-gallon drum is hauled aboard the receiving vessel by means of the in-haul line, and is kept about 8 feet above the water during the transfer.

The course is open to all members in good standing and is required to be taken in addition to the specialty and upgrading courses offered at SHLSS.

It will cross-train each member, no matter what department, for the varied jobs within the ships of the rapid deployment force.

The school has recently installed a 32-ton twin Hagglund crane which will be used for the on-the-job-training in the Sealift Operation and Maintenance course. This allows the school to train SIU members on real equipment for each segment of the course.

Keep Your Head Above Water

Take the SHLSS Lifeboat/Water Survival Course

Survival is the key word in the Lifeboat/Water Survival course taught at SHLSS. Due to the isolated confines of a ship, seafarers must be more dependent on their own abilities and their fellow seaman in a time of crisis.

The four-week Lifeboat/Water Survival course is required for all entry-level trainees and available to all upgrading students. Many SIU members choose to take the lifeboat course while they are enrolled in other programs, and

some come to SHLSS specifically to get their lifeboat endorsement.

The course consists of over forty hours of classroom time and thirty hours of practical training. Subjects taught include emergency

drills, lifeboat construction, launching and recovery, basic compass navigation, life raft construction, launching and maintenance, rowing, survival training and use of all lifeboat and life raft equipment.

All "State-of-the-Art" equipment is used during instruction with a strong emphasis on audio visual presentations. The SHLSS has prepared its own water survival manual, video tapes and teaching aids. Individualized instruction is available through the Learning Center depending on the needs of each student.

Members of the U.S. Coast Guard come to the Lundeberg school to test the lifeboat students. This exam is given in English only. The Coast Guard test consists of davit operation, boat handling, and a written exam. The written exam may be taken orally at the students' request, but the test will only be given in English. The entry-level trainees must pass an additional Coast Guard test on knot tying.

Should a disaster occur, the SHLSS Lifeboat/Water Survival course gives our seafarers the training, knowledge and confidence to safely evacuate a ship.



Trainees practice backing away from the dock.



Roger Mignone demonstrates how to stay warm and dry in 30 degree water.



Davit launching is practiced by the Hawaiian crew members.

Firefighting

a course you can't afford to miss!

Few things cause more damage to a ship and her crew than fire. On land people can be evacuated, and trained firemen are called in to put out the flames. Onboard ship it's the crew who has to take over these responsibilities. Since many of our ships carry highly flammable materials, the necessity of having a crew trained in firefighting techniques is of the utmost importance.

Every trainee at the Seafarers Harry Lundeberg School of Seamanship (SHLSS) attends one week (for two hours each day) of classroom instruction on fire prevention and firefighting. Included in this training is a one-day field trip to the Military Sealift Command's firefighting emergency school at Earle, N.J. Here the emergency situations which have been discussed in the classroom become reality—but under controlled conditions. The experience of fighting different kinds of fires and the mistakes that are sure to be made become learning experiences rather than fatal errors.

Dressed in firefighting gear, the students are first given classroom instruction on equipment and safety. The instructors then spend the rest of the time demonstrating how to control and extinguish various types of fires. The students get "hands-on" experience putting out grease fires, bilge fires, spill fires and tank fires. In addition, the students learn to work together as a firefighting team, each gaining the experience of working at the three positions which make up the team—hose man, back-up man and nozzle man.

Instruction is also given in how to wear oxygen breathing apparatus. Every student is expected to put on a mask, enter a smoke filled room, remove the mask, count to ten and leave the room.

By the end of the day the students are worn out. But they are confident that should a fire occur onboard their ship they will know what to do to control and put out the fire.



Daniel McLaughlin hand cranks the oxygen supply to a hose mask while Charles Woodson watches for kinks in the hose.



Instructor Dick Peyrek of the Military Sealift Command's Firefighting School positions each man and demonstrates how to approach and put out a hatch fire.



Gavin Pennington uses a CO₂ fire extinguisher to put out a grease fire.



At close quarters a fire such as this can look ominous, but with teamwork it is extinguished in less than a minute.

Vice Admiral Kent Carroll, former Commander, Military Sealift Command, has been steadfast in pointing out, "our nation and

our maritime industry have pursued sealift with relentless apathy!"

First Aid & CPR

Don't Leave Here Without It!!!

Due to the inherent isolation of shipboard members, safety becomes a very important issue to seafarers. Here at the Seafarers Harry Lundeberg School of Seamanship, safety is stressed in all of our courses.

Accidents, of course, will happen, and to prepare our students to meet these emergencies, the school offers a course in First Aid and a course in CPR. Both courses are required for all our entry level trainees and recommended to our upgrading students.

Cardiopulmonary Resuscitation (CPR) refers to life-sustaining medical treatment that artificially restores oxygen to the vital organs of a person experiencing respiratory or heart failure. The CPR class teaches students the principles and techniques of cardiopulmonary resuscitation in accordance with the standards of the American Heart Association.

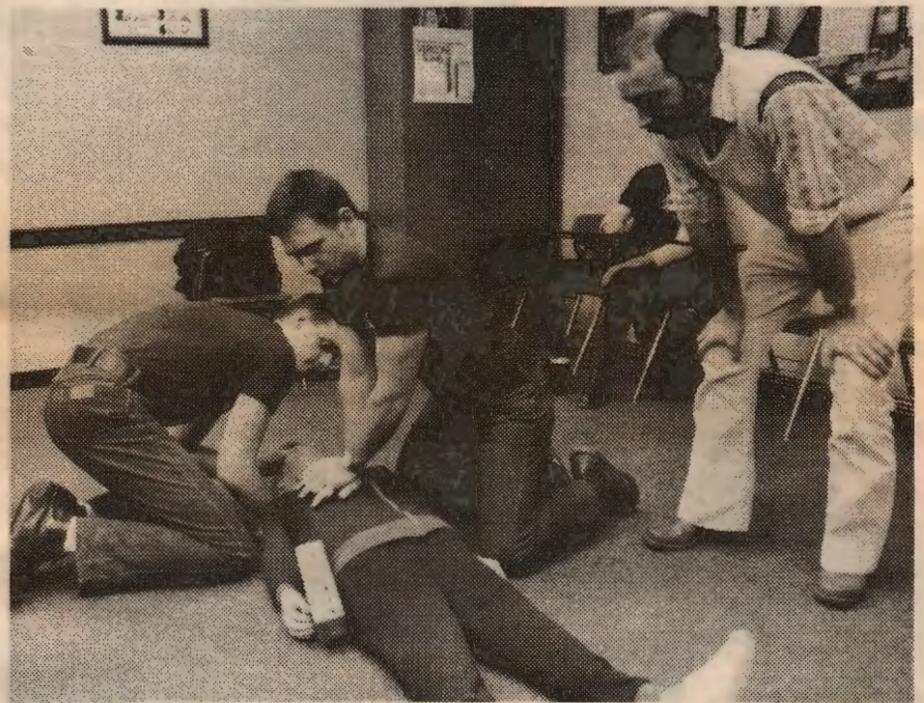
Students are awarded the American Heart Association CPR Certification after successfully completing the course.

The First Aid course provides the principles and techniques of safety and basic first aid according to the accepted standards of the American Red Cross. After successful completion of the course, students are awarded the American Red Cross Standard First Aid Certification.

The value of accurate knowledge in First Aid and CPR cannot be over emphasized. You might be able to save a limb, you might be able to save a life. If you use your knowledge only once, the course was worth your time. Sign up for the First Aid and CPR courses while you are attending classes at SHLSS. Don't regret that you passed up the opportunity.



SHLSS Instructor Janet Cook observes as David Velandra and Claude Hollings apply a splint to Grant Marzette.



Working together as a team is an important part of the CPR training.



Royce Bozeman, Norman Evans and Paul Stubblefield practice splinting a leg fracture on victim, Conrad Gauthier.

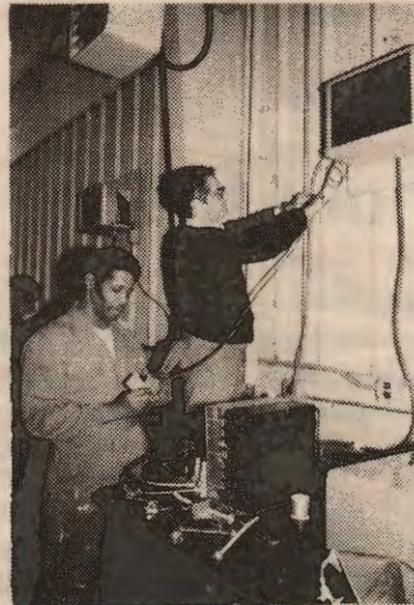


Under the direction of Instructor Janet Cook, Algernon Hutcherson, George Luke and Roberto Principe practice basic CPR.

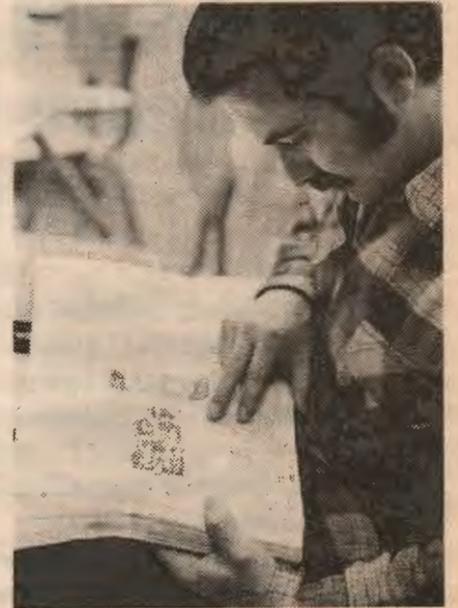
ENGINE DEPARTMENT



WELDING



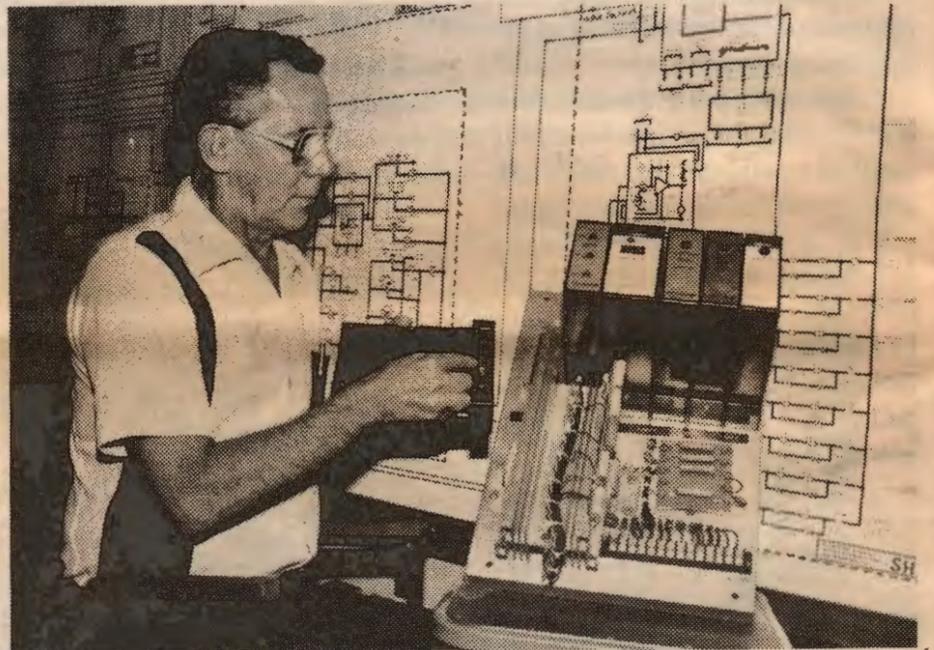
**MAINTENANCE AND OPERATIONS
REFRIGERATION SYSTEMS**



**FIREMAN, WATERTENDER,
OILER (FOWT)**



TANKERMAN



MARINE ELECTRONICS

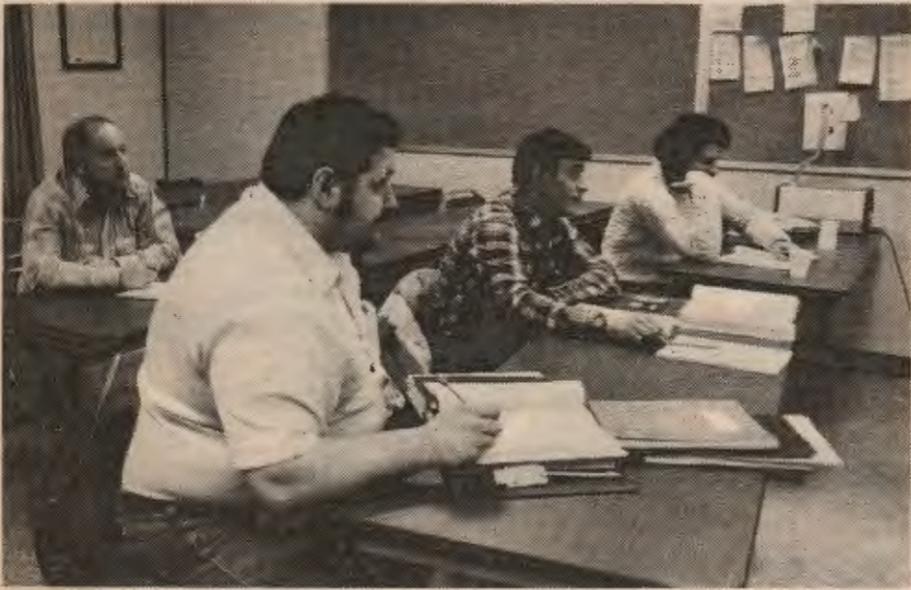


**QUALIFIED MEMBER OF
THE ENGINE DEPARTMENT (QMED)**

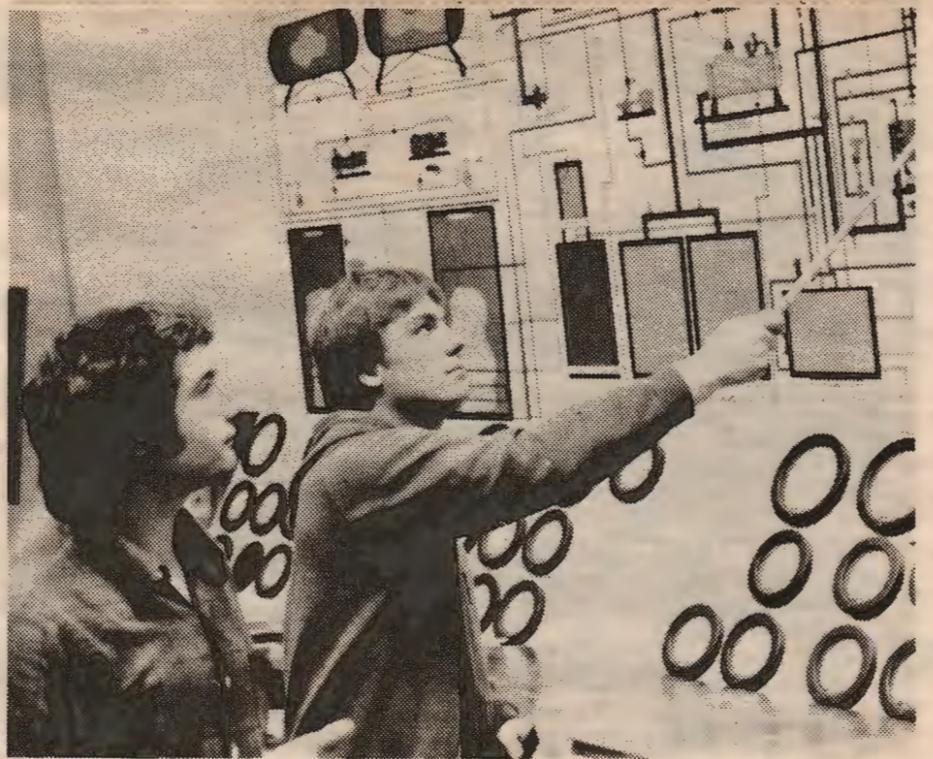


DIESEL ENGINE TECHNOLOGY

Upgrading Programs



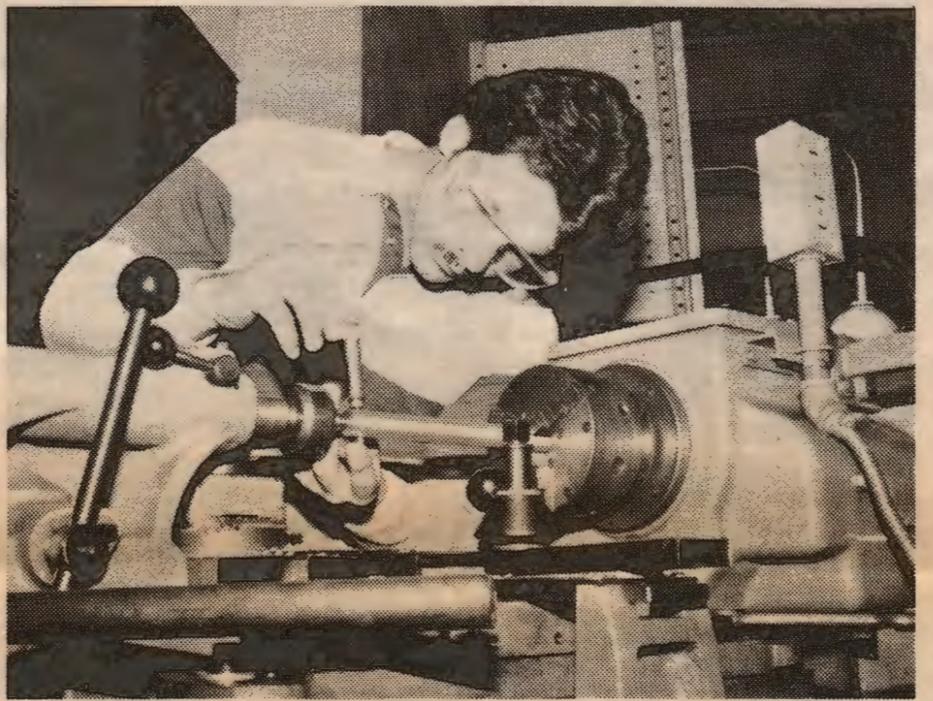
THIRD ASSISTANT ENGINEER AND ORIGINAL SECOND ASSISTANT ENGINEER STEAM OR MOTOR



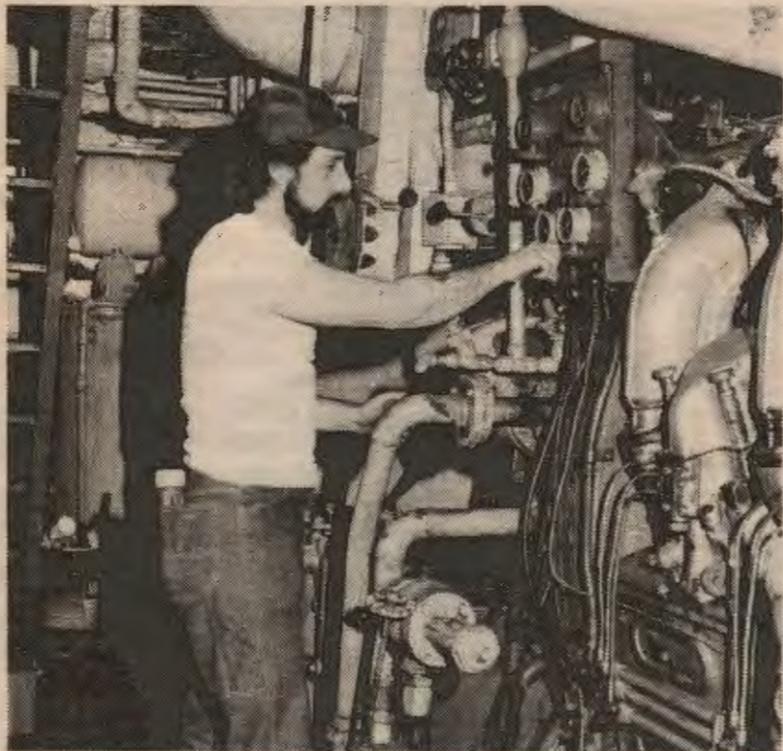
AUTOMATION



MARINE ELECTRICAL MAINTENANCE



PUMPROOM MAINTENANCE AND OPERATIONS

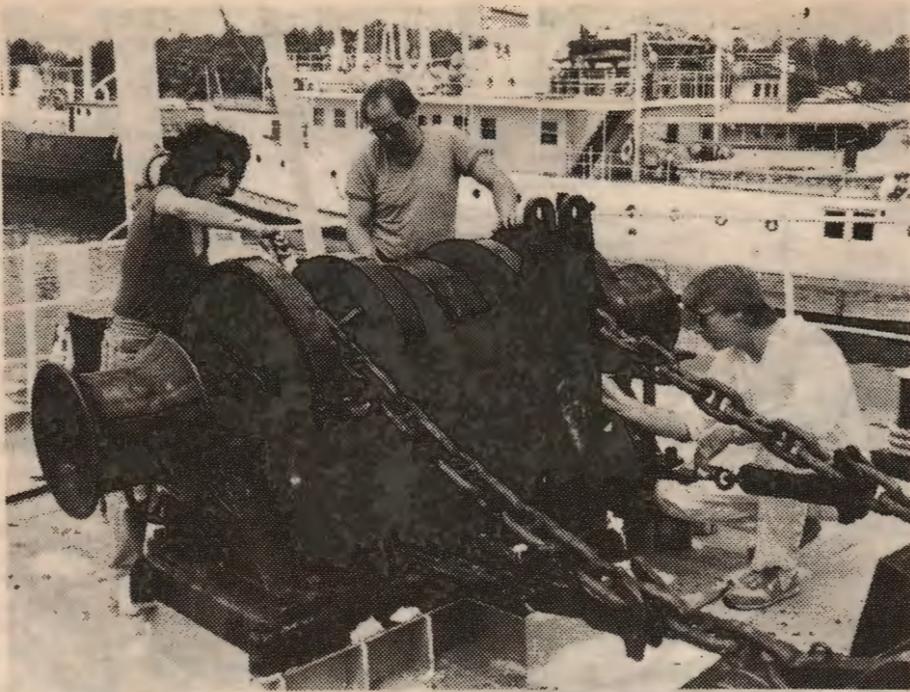


**CHIEF ENGINEER Uninspected Motor Vessel
ASSISTANT ENGINEER Uninspected Motor Vessel**



CONVEYORMAN

DECK DEPARTMENT



ABLE SEAMAN, Special (12 Months) ABLE SEAMAN, Limited (18 Months)
ABLE SEAMAN, Unlimited (36 Months)



CELESTIAL NAVIGATION



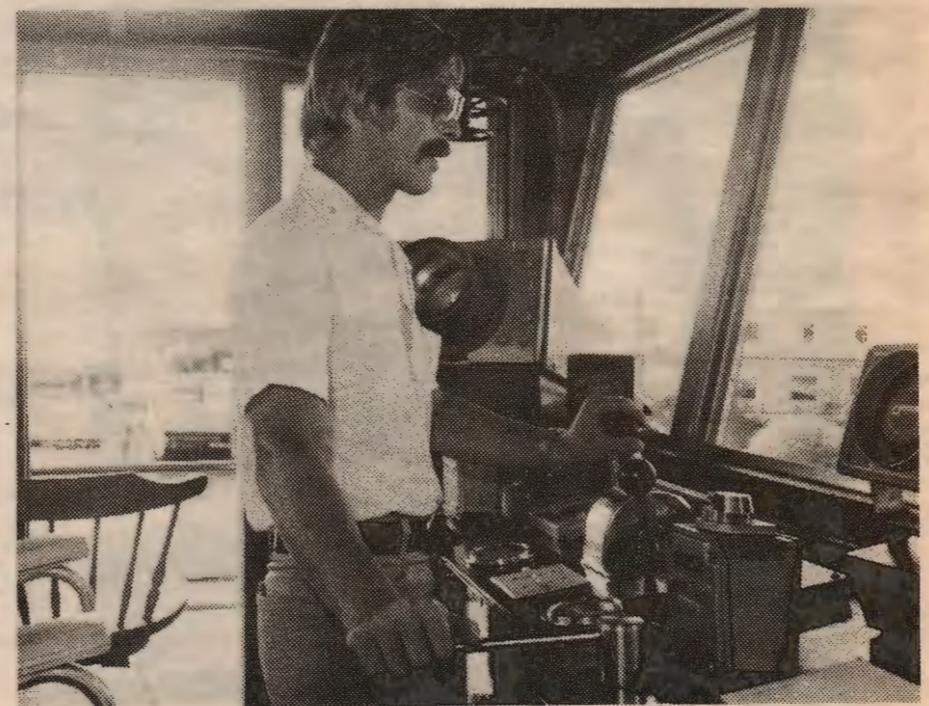
THIRD MATE



QUARTERMASTER



MASTER/MATE FREIGHT AND TOWING VESSEL (Inspected)



FIRST CLASS PILOT



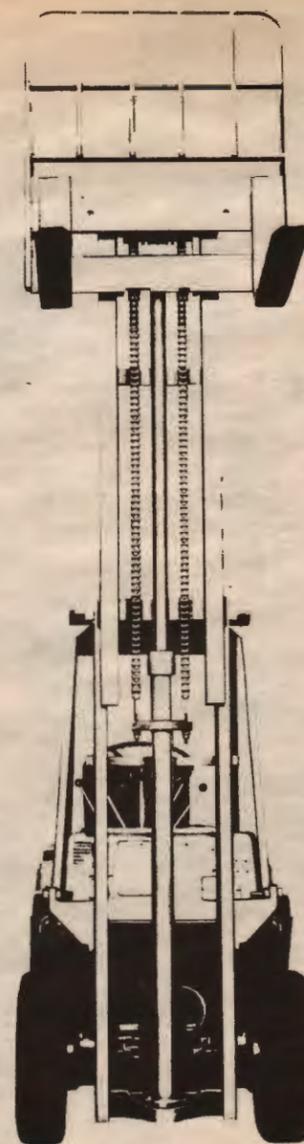
RADAR



TOWBOAT OPERATOR



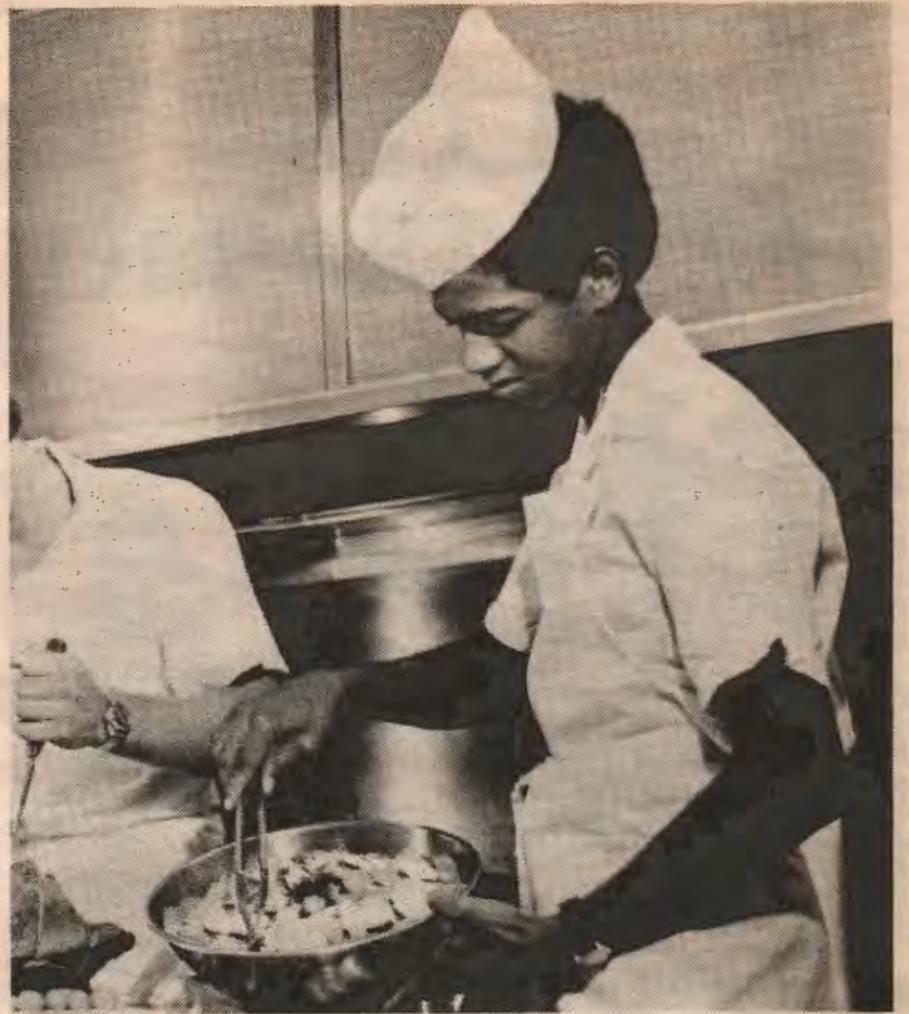
SEALIFT OPERATIONS AND MAINTENANCE



STEWARD DEPARTMENT



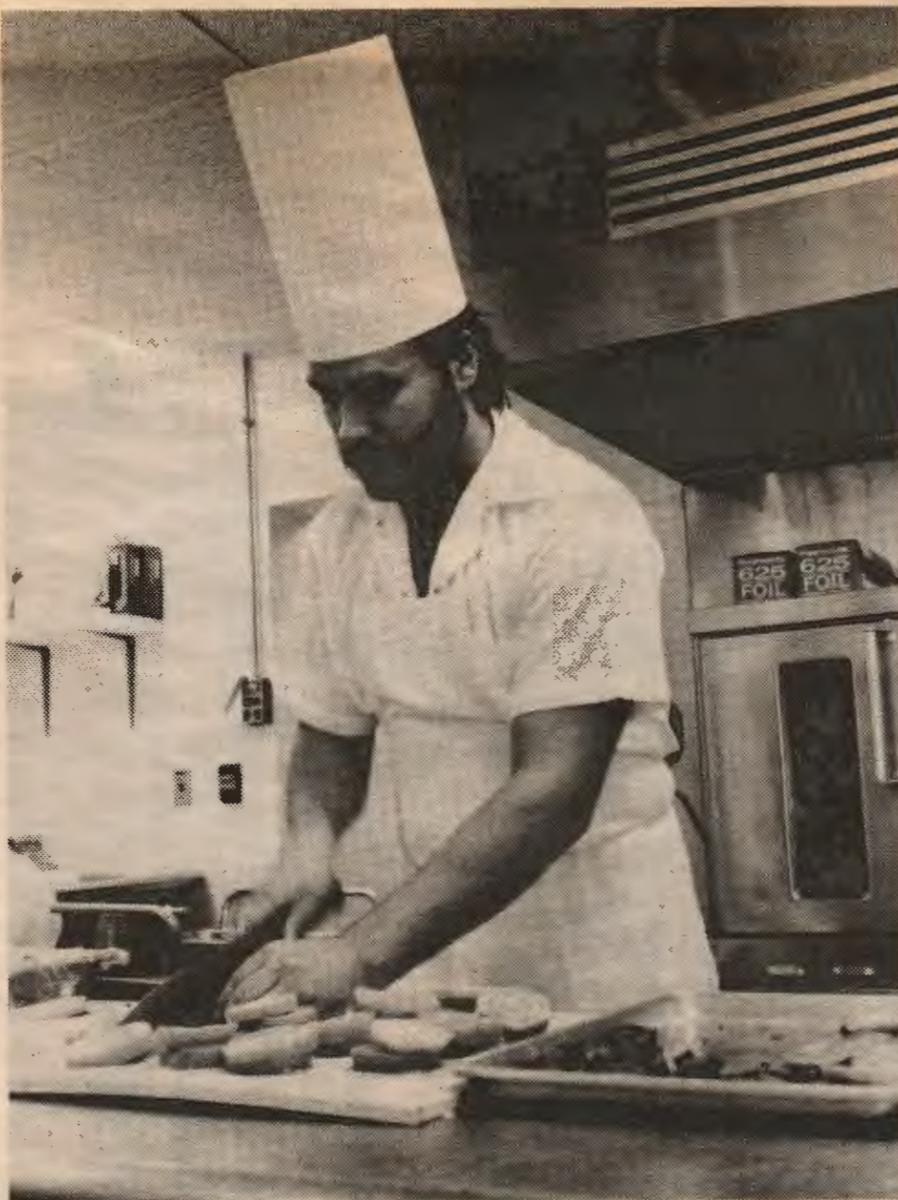
INTERNATIONAL PASTRIES AND CAKE DECORATING



ASSISTANT COOK



COOK AND BAKER



CHIEF COOK



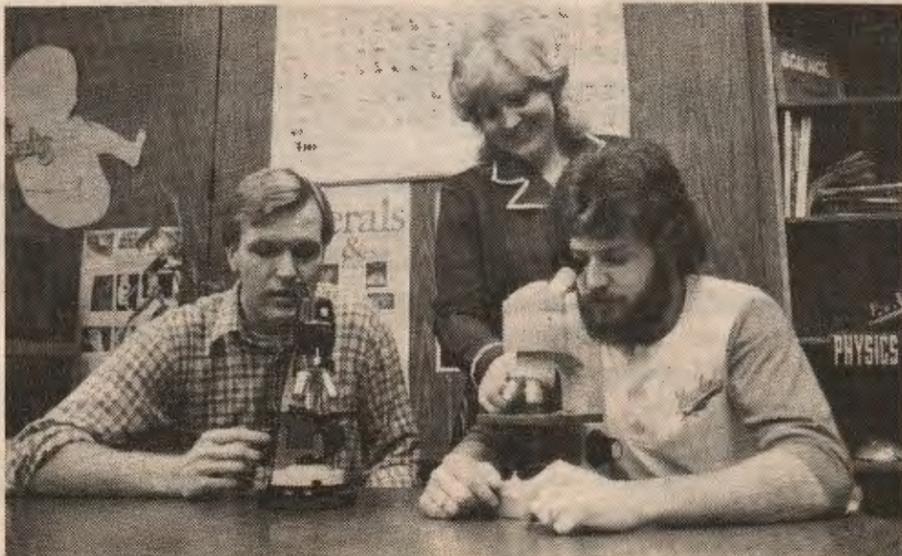
CHIEF STEWARD



ADULT BASIC EDUCATION

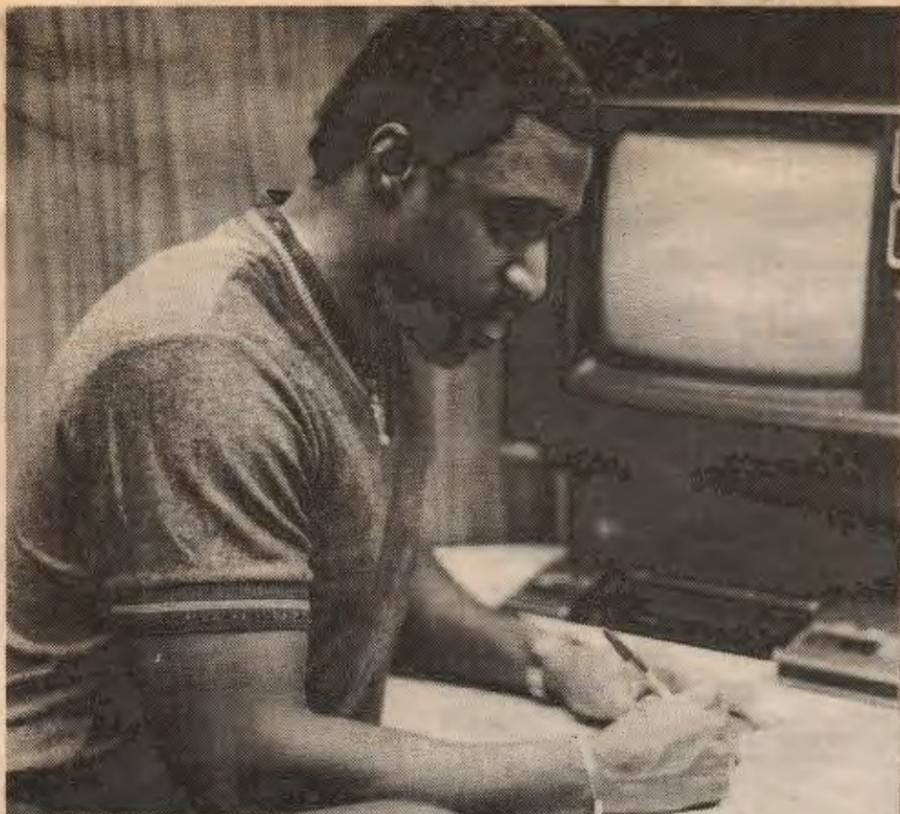


ENGLISH AS A SECOND LANGUAGE



High School Equivalency Program

College Courses Offered Through SHLSS



Congratulations go to Richard Robertson who recently received his Nautical Science Certificate.

Through a contractual agreement between the Seafarers Harry Lundeberg School of Seamanship and Charles County Community College of Maryland, SIU members have the opportunity to earn a certificate in Nautical

Science and/or an associate in arts degree in general studies.

The courses, taught on the SHLSS campus, are offered in a self-study format. This allows a student to begin a course at his convenience. He sets his own

deadlines for completing assignments, but the course must be completed within one year. This format allows a seafarer to take college level courses at the same time he is taking vocational upgrading courses on the SHLSS campus. The vocational courses are approved for college credit and may be applied toward the Nautical Science Certificate and/or an associate in arts degree in general studies.

The Nautical Science certificate program supplements the regular vocational training programs of the Lundeberg School with post-secondary academic training in nautical science. This certificate enhances the educational opportunity for members of the Seafarers International Union. The 21 credit-hour program takes between six and ten weeks to complete. More than 50% of the students complete the program in less than five weeks due to previous accredited courses taken at SHLSS.

The Scholarship/Work Program is another example of the SIU's

deep belief that education is the key to growth and strength of individuals, of the union, and of the industry. This program has been developed for eligible members who wish to return to SHLSS solely to work towards their associate in arts degree through the Charles County Community College. The Scholarship/Work Program is available to all SIU members who need sixteen credits or less to complete their associate in arts degree through Charles County Community College.

For more information on the college level programs offered at SHLSS please write to the college Programs Office, Seafarers Harry Lundeberg School of Seamanship, Piney Point, Maryland 20674.



"With no business, ships of the U.S. Merchant Marine are disappearing off the high seas. Military spending alone cannot rescue the U.S. Merchant Fleet. It needs to be a major force in

moving this country's commerce. It must be the Fourth Arm of Defense."

Adm. Warren C. Hamm
Military Sealift Command

SHLSS Teachers Visit USNS Keystone State

SIU Brings Education Programs to the Members

For an education program to be effective, it must be able to reach the students and meet their needs. A continuous effort must be made to identify these needs and design new methods and materials to meet them.

The Seafarers Harry Lundeberg School of Seamanship (SHLSS) has long recognized and responded to such innovative approaches in education. Its departments work cooperatively together to provide the best educational programs for seafarers. Recently, SHLSS Vocational instructor Bill Hellwege and Adult Education instructors Mary Coyle, Terry Sharpe and Sandy Schroeder had the opportunity to visit the *Keystone State*.

The opportunity to visit the *Keystone State* provided a vital link between the school and the seafarers on board. It gave the crew a chance to share their concerns and educational needs with the instructors. At the same time, the instructors had a chance to explain the programs and courses available at the school including the correspondence courses and materials that are available. Several copies of everything that is offered on the correspondence coupon of the LOG were distributed. This included materials on English, math, social studies, communication skills, taxes and metrics.

Prior to the *Keystone State* visit, the Adult Education Department had received a call from crew member Bill Ashman, a crane operator on the *Keystone State*, requesting some GED self-study materials. He explained that he had set up an evening study group on the vessel for eight fellow crew members and needed more materials. His enthusiasm and determination to make the study group a success was evident. He had recruited fellow crew members to help as tutors. Even *Keystone State* Captain Frank Contelmo had volunteered to tutor and offered his support for the group. The organization of this study group represents only one type of educational activity that could be effective on any vessel. The possibility of more correspondence programs and methods to reach hundreds of members on other contracted vessels will be a strong focus for the Adult Education department.

Ideas for correspondence courses and alternative education methods for members has always been a priority at the Seafarers Harry Lundeberg School of Seamanship. These ideas have been supported and followed through by both the Union and the staff at the Seafarers Harry Lundeberg School of Seamanship.

Instructor Bill Hellwege, SHLSS Vocational instructor who has taught the cargo handling and crane operating course, also shares the same concerns about ship-board life and education. Bill knows the military aspects of not only getting the job done, but the importance that education and training have in developing needed skills.

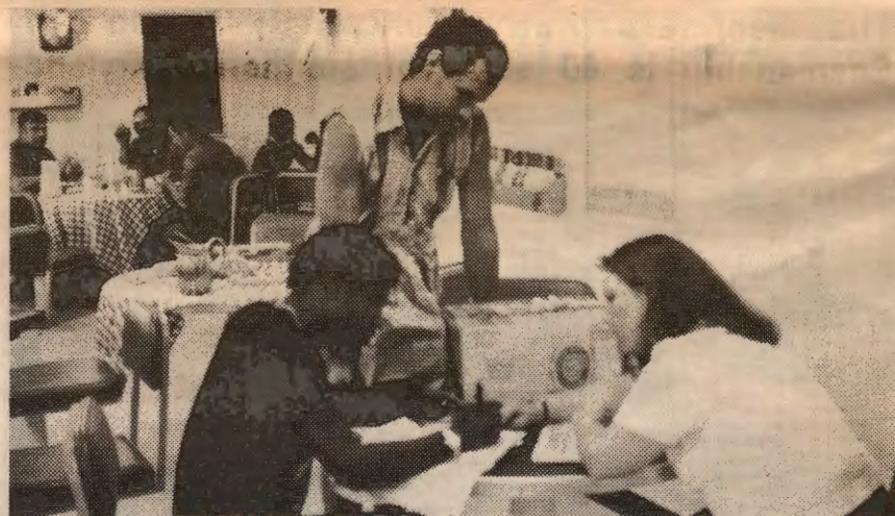
Education and training go hand in hand in preparing the members for both their job and life skills. As the skills or needs change and are identified, the materials and methods must also change. It is this total approach to education, that your union and the SHLSS educational departments utilize to improve on what they have. The

Keystone State crew members provided suggestions for other correspondence materials to be developed in areas of Personal Finance, Nutrition, Health and Safety and splicing wire and line to list a few. Most of all there was an overwhelming desire by the crew members to improve their academic knowledge.

Currently, new materials and correspondence methods are in the process of being developed with hopes that they can be implemented soon. The visit certainly was an eye-opening experience- in making the instructors realize how many members there are yet to reach who have a strong desire to further their academic education.



Paul Lewis (l.) received his GED diploma through SHLSS in the Spring of 1984. Bill Ashman is currently studying for his GED and heads the GED study group.



SHLSS instructor Mary Coyle helps Lorenza Pethres apply for the ABE program. Phil Tambon, standing, recently completed the Third Mate course offered at SHLSS.



The AB crane operator instructors on board the *Keystone State* are, from l. to r. Dave Novogratz, Robert Carroll, Lou Flade, Philip Tambon and Bill Ashman.

Seafarers Harry Lundeberg School of Seamanship



The Seafarers Harry Lundeberg School of Seamanship is 60 acres of southern Maryland

waterfront property dedicated to the training and advancement of seafarers.



Paul Drozak Building



Seafarers Shiphandling Simulator Building



SHLSS Marina



Charles Logan Building



Paul Hall Library & Maritime Museum



Seafarers Harry Lundeberg Training & Recreation Center

Apply Now for an SHLSS Upgrading Course



Seafarers Harry Lundeberg School of Seamanship Upgrading Application



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

Address _____ (Street)

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

Deep Sea Member Inland Waters Member Lakes Member Pacific

Social Security # _____ Book # _____ Seniority _____

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 _____

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

DECK

- Tankerman
- AB Unlimited
- AB Limited
- AB Special
- Quartermaster
- Towboat Operator Inland
- Towboat Operator Not More Than 200 Miles
- Towboat Operator (Over 200 Miles)
- Celestial Navigation
- Master Inspected Towing Vessel
- Mate Inspected Towing Vessel
- 1st Class Pilot
- Third Mate Celestial Navigation
- Third Mate
- Radar Observer Unlimited

ENGINE

- FOWT
- QMED—Any Rating
- Marine Electronics
- Marine Electrical Maintenance
- Pumproom Maintenance & Operation
- Automation
- Maintenance of Shipboard Refrigeration Systems
- Diesel Engines
- Assistant Engineer (Uninspected Motor Vessel)
- Chief Engineer (Uninspected Motor Vessel)
- Third Asst. Engineer (Motor Inspected)

ALL DEPARTMENTS

- Welding
- Lifeboatman
- Sealift Operations & Maintenance

STEWARD

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

COLLEGE PROGRAM

- Nautical Science Certificate Program
- Scholarship/Work Program

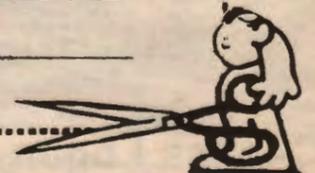
No transportation will be paid unless you present original receipts and successfully complete the course.

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

VESSEL	RATING HELD	DATE SHIPPED	DATE OF DISCHARGE

SIGNATURE _____ DATE _____

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





Upgrading Course Schedule

February Through April 1985

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



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

For convenience of the membership, the course schedule is separated into five categories: **engine department** courses; **deck department** courses; **steward department** courses; **recertification programs**; **adult education** courses.

The starting and completion dates for all courses are also listed.

Inland Boatmen and deep sea Seafarers who are preparing to upgrade are advised to enroll in the courses of their choice **as early as possible**. Although every effort will be made to help every member, classes will be limited in size—so sign up early.

Class schedules may be changed to reflect membership demands.

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

The following classes will be held through April 1985 as listed below:

Deck Upgrading Courses

Course	Check-In Date	Completion Date
Towboat Operator Scholarship Program	March 15	May 2
Quartermaster—Ocean	April 19	May 30
License Mate (3rd Unlimited-Master/Mate Freight & Towing)	March 1	May 10
Able Seaman	March 1	April 11
Lifeboat	February 15 March 11 April 8	February 28 March 21 April 18
Sealift Operations & Maintenance	February 22 March 29	March 28 May 2

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

Recertification Programs

Course	Check-In Date	Completion Date
Bosun Recertification	March 3	April 8

Engine Upgrading Courses

Course	Check-In Date	Completion Date
QMED—Any Rating	March 15	June 6
Marine Elect. Maintenance	April 26	June 27
Marine Electronics	March 8	April 25
Diesel Engineer—Reg.	February 22 April 26	March 21 May 30
Welding	February 8 March 15 April 19	March 14 April 18 May 23
Diesel Engineer Scholarship (License)	February 22 April 26	April 18 June 20
Tankerman	February 15	February 28

Bus Schedule

Monday Through Friday Only

Depart Lexington Park	Arrive Washington D.C.
6:20 A.M.	8:20 A.M.
Depart Washington, D.C.	Arrive Lexington Park
4:30 A.M. 5:55 P.M.	6:15 A.M. 7:55 P.M.

The Gold Line Bus is the only bus which travels between Washington D.C. and the nearest bus stop in Lexington Park. This bus line travels Monday through Friday only.

It is necessary to take a cab from Lexington Park to the Seafarers Harry Lundeberg School of Seamanship in Piney Point.

The Gold Line Bus Station is located at 12th and New York, Northwest, D.C. Telephone Number in Washington, D.C.: (202) 479-5900

The Gold Line Bus Station is located in Lexington Park at the A&P Grocery. Fare: \$10.30 (One Way)

Friendly Cab Company, Lexington Park, Maryland
Telephone Number: 863-8141
Fare from Lexington Park to SHLSS is: \$11.00 (1 or 2 occupants) one way.

Smoking: It's Never Too Late to Quit

JANUARY 1, 1985—the start of another new year.

Is this the year you were going to go on a diet, start an exercise program, quit smoking? And did these good intentions, like those resolutions of past years, fall by the way within a matter of weeks, or even days?

If quitting smoking was one of those good intentions gone awry, remember one thing: it's never too late to quit.

Within the past 15 years, the habit of smoking tobacco—mainly in cigarettes—has been identified by medical groups and government officials as a leading cause of death and a major health problem.

In 1979, Joseph A. Califano, Jr., then Secretary of the U.S. Department of Health, Education and Welfare, called smoking "the largest preventable cause of death in America. . . . Today there can be no doubt that smoking is truly slow-motion suicide."

And just this past May, C. Everett Koop, Surgeon General of the United States, said, "Cigarette smoking is causally related to chronic obstructive lung disease, just as it is to cancer and coronary heart disease; severe emphysema would be rare were it not for cigarette smoking."

Statistics

- Each year, 340,000 Americans die prematurely from the effects of smoking. Millions more live on with crippled lungs and overstrained hearts.



The costs of smoking are high in the United States—\$47 billion a year in unnecessary bills for illnesses, accidents and absenteeism.

- Cigarette smoking is a major cause of lung cancer, heart disease, emphysema and chronic bronchitis. There is no controversy about these facts.

- The longer you smoke, the deadlier it is. But it doesn't take years for smoking to affect you. Just a few puffs can hurt. One single cigarette speeds up your heart beat, increases your blood pressure, upsets the flow of blood and air in your lungs and causes a drop in the skin temperature of your fingers and toes.

idence of lung cancer and chronic lung diseases (emphysema and chronic bronchitis) since World War II.

In 1914, the death rate from lung cancer was 0.7 per 100,000 population in the United States for both men and women. By 1950, there were 18,313 lung cancer deaths in the U.S. In 1964 there were 45,838, in 1977 there were 90,510, and in 1980 101,000 persons died from lung cancer. It is well to note that lung cancer is fatal in 88 percent

drinker. Pipe and cigar smokers have a risk similar to that of cigarette smokers of developing cancer of the larynx.

Pipe smoking has also long been recognized as a cause of lip cancer. And pipe and cigar smoking, as well as tobacco chewing, contribute to cancer at other sites in the mouth.

Analysis of a large number of studies shows that from three to 10 times as many mouth cancers (lip, tongue, floor of the mouth, hard and soft palate) develop in cigarette smokers as in nonsmokers. Fortunately, mouth cancers are often cured because they can be readily seen and treated at an early stage.

Heart Disease

The link between cigarette smoking, lung cancer and chronic lung disease has been known for years. But the knowledge that cigarette smoking is a major factor leading to diseases of the heart and blood vessels is more recent.

Each year, nearly one million Americans die of heart attacks, strokes and related disorders—more than all other causes of death combined. And nearly 40 million Americans have some form of these diseases.

Smoking is a factor in about 325,000 deaths each year in the United States. More of those deaths are a result of heart and blood-vessel diseases than any other cause.

All cigarette smokers run an extra risk of heart disease. And this risk rises (up to 300 percent) if the smoker also has high blood-pressure and high levels of fat (cholesterol) in the blood.

Exactly how cigarette smoking increases the risk of heart attack is not fully known. But this much information is available: When you smoke a cigarette, the nicotine makes your heart beat faster. As a result, the heart is forced to work harder and needs more oxygen. To make things worse, the carbon monoxide from the tobacco smoke cuts down the amount of oxygen carried in the blood to the heart.

When pathologists study the arteries of deceased cigarette

Warning:
The Surgeon General Has Determined That Cigarette Smoking Is Dangerous To Your Health

Mortality Rates

The most direct result of smoking tobacco products is the visible difference between the death rates of smokers and nonsmokers. The American Lung Association has put together a few statistics about cigarette smoking and death rates. They say that cigarette smoking . . .

- causes an estimated 340,000 premature deaths per year in the United States.

- reduces life expectancy by more than nine years.

- doubles the risk of death before age 65.

- cuts an average of 23 years of life from those who die from smoking.

The damage done by smoking usually depends on a number of factors: the age at which smoking started, the number of cigarettes smoked per day, how rapidly one smokes, the amount of smoke inhaled by the smoker, how much of the cigarette is smoked, and the tar and nicotine content of the cigarette.

Lung Cancer

Cigarette smoking has been identified by official commissions and scientific studies in many countries as the main cause of the enormous rise in the in-

(for females) and 92 percent (for males) of diagnosed cases.

In 1971 the U.S. Surgeon General reported that "cigarette smoking is the main cause of lung cancer in men . . . in women [it] accounts for a smaller portion of the cases than in men."

But in 1979, the Surgeon General's Report was strengthened to say that "cigarette smoking is the major cause of lung cancer in both men and women."

The age at which people start smoking is also related to its later effects. Men who started smoking before age 15 have a death rate from cancer nearly four times higher than those who began after age 25. And while cigar and pipe smokers have lower death rates from cancer than cigarette smokers, they still have much higher rates than nonsmokers.

Other Cancers

Tobacco smoking also causes, or is strongly associated with, cancers of the larynx, mouth, esophagus, urinary bladder, pancreas and the kidneys.

A typical patient with cancer of the larynx is a 60-year-old male who has been a heavy cigarette smoker and also a moderate-to-heavy alcohol

smokers during autopsies, they have observed that the blood vessels of such smokers contain a great number of fatty deposits which cling to the artery walls and clog circulation. This condition is a form of arteriosclerosis, or hardening of the arteries.

Persons who smoke a pack of cigarettes a day have more than twice the risk of heart attack than persons who have never smoked. And the risk for a smoker of more than a pack of cigarettes a day is three times greater than the nonsmoker.

Smokers who have a heart attack also have less chance for survival than a person who does not smoke. And by continuing to smoke after a heart attack, the smoker's chance for a second attack increases.

Passive Smoke

Nonsmokers often find themselves suffering from exposure to the smoke of people around them puffing on cigarettes. This phenomenon, known as "passive smoke," causes aggravating symptoms in healthy nonsmokers, such as burning eyes, nose and throat irritations, headaches and coughing.

The Benefits of Quitting

1. Add years to your life.
2. Help avoid lung cancer, emphysema, bronchitis and heart attacks.
3. Give heart and circulatory system a break.
4. Lose your smoker's hack.
5. Feel more vigorous in sports.
6. Improve stamina.
7. Stop smoke-related head and stomach aches.
8. Get fresh start on sense of smell.
9. Enjoy tasting foods again.
10. Have smoke-free rooms and closets.
11. End cigarette breath.
12. Have a lot more spending money.
13. Say goodbye to stained yellow teeth and fingers.
14. Stop burning holes in clothes or furniture.
15. No more messy ashtrays, tobacco crumbs in rugs.
16. Set good example for others close to you.
17. Prove your self-control.

The Surgeon General of the United States has said that there is "very solid" evidence that nonsmokers can suffer from lung disease by exposure to the smoke of those who do use cigarettes.

Low Tar Cigarettes

Despite seductive media advertising promoting "low tar" cigarettes, the health benefits of a switch to a "milder" brand are actually insignificant. There is no such thing as a less hazardous, safer cigarette. Death rates from smoking lower tar and nicotine brands of cigarettes are still nine times higher than for nonsmokers.

There is no "safe" cigarette. The only sure way to reduce the risks associated with smoking is to quit entirely and permanently, as soon as possible.

Kicking the Habit

When you quit smoking, your body starts to repair itself almost immediately. Familiar symptoms like shortness of breath, sinus troubles and persistent coughs start to disappear. After 10 to 15 years of *not* smoking, an ex-smoker's risk of dying prematurely is reduced to close to that of a person who has never smoked.

There is a good chance that

you want to give up smoking. You are convinced by the mounting evidence that tells you, as an intelligent person, that smoking causes all sorts of serious ailments and can have drastic effects which lessen your chances of living as long and as healthy a life as you otherwise might.

So . . . what do you do? Where do you start? You can quit "cold turkey" or set a date two weeks ahead. You can make a pact with a friend to quit. You can go to a withdrawal clinic. You have to find a way that works for you.

But first—you have to *want* to quit. Once you really want to, you'll find your own way to do it.

Almost 33 million Americans have quit smoking. Join the group.

Just because January 1 has passed, don't put off quitting the smoking habit until next year. Do it now—it's never too late to quit.



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.

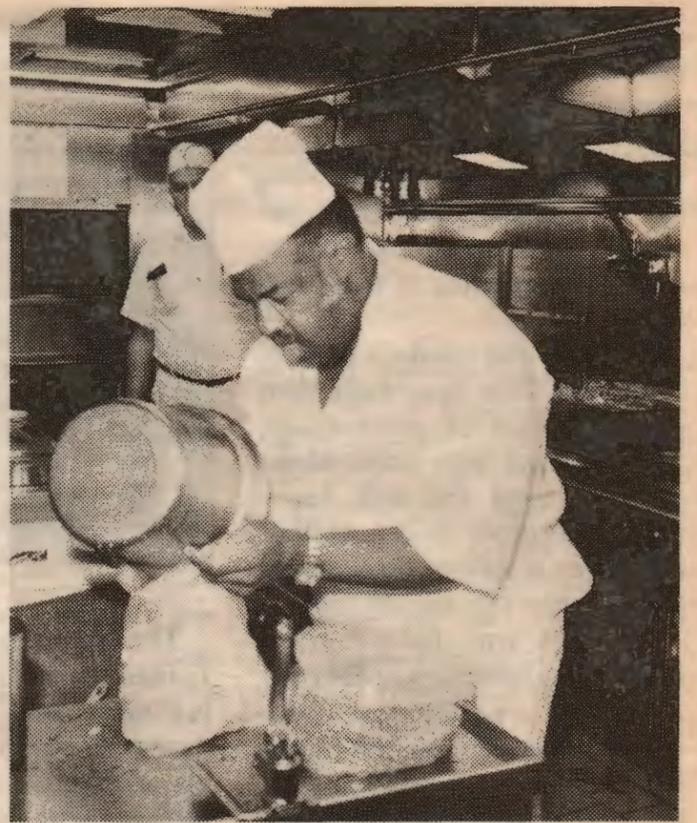
EQUAL RIGHTS. All members are guaranteed equal rights in employment and as members of the SIU. These rights are clearly set forth in the SIU constitution and in the contracts which the Union has negotiated with the employers. Consequently, no member may be discriminated against because of race, creed, 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.



The *President Lincoln* (APL) docks in Los Angeles harbor.



Chief Cook Leon Scott gets ready to prepare another meal aboard the *President Lincoln*.

Eye on L.A.

Making quick stopovers in Los Angeles harbor recently were the President Lincoln, President Eisenhower, Ogden Dynachem and Ogden Yukon. On these two pages, you'll see these ships and some of the hardworking men and women of the SIU who crew them.



Aboard the *Ogden Dynachem* (Ogden Marine) are QMED Joe Spell, left, and his son, Pumpman Gary Spell. Altogether, Joe has four sons who sail—two are pumpmen with the SIU and two sail as engineers with MEBA-District 2.



The *President Lincoln's* steward department works well as a team.



Members of the *Ogden Dynachem's* steward department are, from the left: Morris Moultsby, chief cook; Frank Nigro, steward/baker, and Julian Mendoza, GSU.

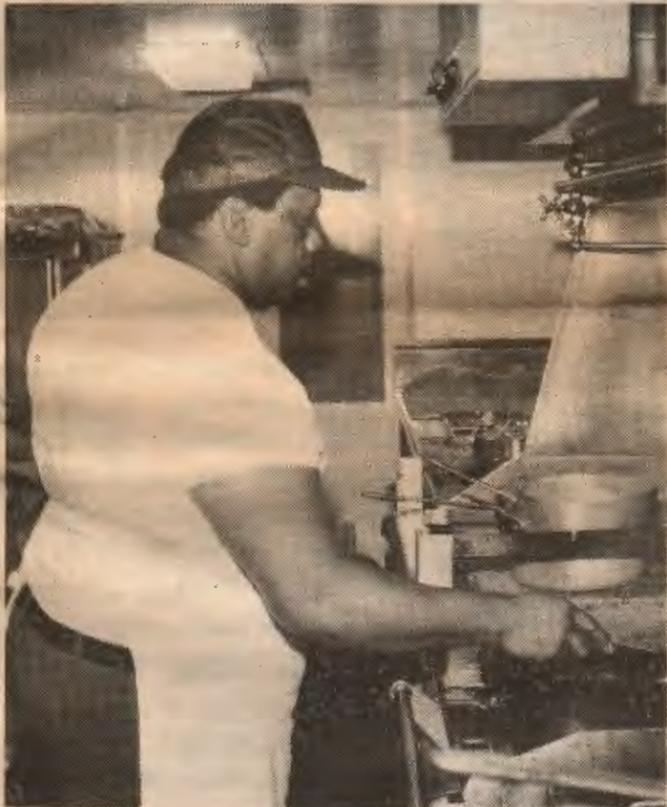


James Zang, a tankerman aboard Crowley's *Barge 18*, helps refuel the *Ogden Yukon* (Ogden Marine).



Fully fueled, the *Ogden Yukon* sets off for her next port of call.

Eye on L.A.



Hamburgers sizzle under the watchful eye of Albert Hendricks, chief cook aboard the *Ogden Yukon*.



It's all smiles from members of the *Ogden Yukon*. From the left are Dennis Cobb, AB; Marshall Novack, SIU rep; William Tindale, AB; Chuck Pafford, AB, and Joe Alleluia, recertified bosun.



This view of the *President Eisenhower* (APL) shows containers being loaded onto the vessel's deck.



The *President Eisenhower* has its own Three Musketeers. They are (l. to r.) William Sharp, chief cook; Scott Clifford, assistant cook, and R.T. Lowe, chief steward.

Pensioner's Corner

Deep Sea



Rufus King Breeden, 63, joined the SIU in 1946 in the port of New York sailing as a chief pumpman. Brother Breeden hit the bricks in the 1946 General Maritime beef. He was born in Louisiana and is a resident of Houston.



William Bowles, 65, joined the SIU in the port of Mobile in 1952 sailing as a FOWT. Brother Bowles is a veteran of the U.S. Navy during World War II. He was born in Prichard, Ala. and is a resident of Theodore, Ala.



Macario Bauzon Caampued, 62, joined the SIU in the port of New York in 1957 sailing as a cook. Brother Caampued received a 1960 Union Personal Safety Award for sailing aboard an accident-free ship, the *SS Steel Architect*. He was born in Bulivova, the Philippines, and is a resident of Daly City, Calif.



Anthony "Tony" Bernard Caldeira, 58, joined the SIU in the port of New Orleans in 1951 sailing as a recertified bosun. Brother Caldeira was graduated from the Union's Recertified Bosuns Program in 1974. He walked the picket line in the 1961 Greater N.Y. Harbor beef, the 1963 maritime strike and the 1965 Chicago, Ill. taxi beef. Seafarer Caldeira is a veteran of the U.S. Navy in World War II and the Vietnam War. Born in Brooklyn, N.Y., he is a resident of Galveston, Texas.



John Patrick Cunningham, 65, joined the SIU in the port of New York in 1955 sailing as an AB. Brother Cunningham was on the picket line in the 1962 Robin Line beef. He was born in New York City and is a resident of Staten Island, N.Y.



Nicholas William Funken, 61, joined the SIU in 1943 in the port of New York sailing as an AB. Brother Funken was born in Kentucky and is a resident of New Orleans.



Jose Leopold Gomez, 68, joined the SIU in 1945 in the port of Philadelphia sailing as a recertified bosun. Brother Gomez was born in the Virgin Islands and is a resident of the East Bronx, N.Y.



Thomas Cranston Hankins, 55, joined the SIU in the port of Savannah, Ga. in 1955 sailing as a recertified chief steward. Brother Hankins began sailing in 1945 aboard a shrimp boat. He was born in St. Augustine, Fla. and is a resident of Staten Island, N.Y.



Robert Raymond Hudgins, 62, joined the SIU in the port of Norfolk in 1961 sailing for IOT from 1965 to 1972. Brother Hudgins is a veteran of the U.S. Navy in World War II. He was born in Onemo, Va. and is a resident of Matthews, Va.



Olle Edward Johannisson, 65, joined the SIU in 1945 in the port of New York sailing as an AB. Brother Johannisson hit the bricks in the 1962 Robin Line beef. He is a former member of the Swedish Seaman's Union. Seafarer Johannisson was born in Stockholm, Sweden and is a resident of Hallandale, Fla.



Alfred John Karr, 65, joined the SIU in the port of New York in 1953 sailing as an oiler and ship's delegate. Brother Karr is also a die setter and machinist. He was born in New Jersey and is a resident of Collins Lakes, N.J.



George Mike, 65, joined the SIU in 1947 in the port of Boston, Mass. sailing as a chief pumpman, chief electrician, QMED and engine delegate. Brother Mike also worked on the Houston Shoregang. He is a veteran of the U.S. Navy in World War II. Seafarer Mike was born in Norwood, Mass. and is a resident of Greenville, Miss.



Carlos Manuel Morera, 65, joined the SIU in the port of New Orleans in 1970 sailing as a BR utility. Brother Morera began sailing in 1964. He was born in Cuba and is a resident of Gretna, La.



Armando Ortega, 65, joined the SIU in the port of New York in 1959 sailing as a waiter and steward department delegate. Brother Ortega was born in Los Arobos, Cuba and is a resident of Miami, Fla.



Joseph Price Pettus, 62, joined the SIU in 1944 in the port of New York sailing as an AB. Brother Pettus was born in Tennessee and is a resident of Humble, Texas.



Ernest "Jack" Cyprien Ponson, 65, joined the SIU in the port of New Orleans in 1961 sailing in the steward department. Brother Ponson attended a Piney Point Educational Conference, Workshop No. 2 as a delegate. He is a veteran of the U.S. Army in World War II. Seafarer Ponson was born in Thibodeaux, La. and is a resident of Kenner, La.



Kalju R. Reinvelt, 59, joined the SIU in 1946 in the port of New York sailing as an AB. Brother Reinvelt walked the picket line in the 1946 General Maritime beef and the 1947 Isthmian strike. He was born in Estonia, U.S.S.R. and is a resident of Jericho, N.Y.



Santos Reyes, 65, joined the SIU in the port of Houston in 1955 sailing as a chief cook. Brother Reyes began sailing in 1947. He was born in Rutenberg, Texas and is a resident of Houston.



Ewing Allan Rihn, 60, joined the SIU in 1944 in the port of Galveston, Texas sailing as a recertified bosun. Brother Rihn was graduated from the Union's Recertified Bosuns Program in 1973. He was a winner in the Union's 1961 Original Safety Poster Design Contest and attended a Piney Point Educational Conference. Seafarer Rihn was born in Texas and is a resident of Slidell, La.



Lewis William Roberts, 67, joined the SIU in 1946 in the port of Boston, Mass. sailing as a bosun. Brother Roberts was a former member of the United Steel Workers Union in 1942 and is a veteran of the U.S. Marine Corps in World War II. A native of Slatington, Pa., he is a resident of Easton, Pa.

Pensioner's Corner



John Thomas Robinson, 57, joined the SIU in 1946 in the port of Houston sailing as an AB. Brother Robinson also worked as a deck maintenance on the New Orleans Delta Line Shoregang in 1978. He is a veteran of the U.S. Army after the Korean War. Seafarer Robinson was born in New York and is a resident of New Orleans.



Michael Joseph Thomas Sr., 68, joined the SIU in the port of Houston in 1955 sailing in the steward department. Brother Thomas was born in Maryland and is a resident of Baltimore.

Great Lakes



Steve Anthony Gobrukovich, 69, joined the Union in the port of Chicago, Ill. in 1963 sailing as a deckhand and electrician for the Hanna Corp. Brother Gobrukovich is a former member of the N.J. Longshoremen's Union, AFL-CIO and the N.J. Professional Musician's Union, Local 526, from 1940 to 1946. He was also a professional wrestler. A veteran of the U.S. Navy during World War II, he was born in Bayonne, N.J. and is a resident of Burnham, Ill.



Cecil Chrysostom Rush, 63, joined the SIU in the port of New York in 1955 sailing as a chief pantryman and storekeeper. Brother Rush sailed aboard the *SS State of Virginia* (U.S. Army Transport Service) from 1944 to 1945. He also worked as a chief cook and chief steward for the Sea-Land Shoregang, Port Elizabeth, N.J. from 1966 to 1978. Seafarer Rush hit the bricks in the 1961 N.Y. Harbor beef. Born in St. John's, Grenada, he is a resident of Brooklyn, N.Y.



Walter Roy Travis, 56, joined the SIU in the port of Philadelphia sailing as a re-certified bosun. He was graduated from the Union's Re-certified Bosuns Program in 1983. Brother Travis was born in Pittsburgh, Pa. and is a resident of Chester Heights, Pa.



Filomeno Perez Valiao Sr., 65, joined the SIU in the port of San Francisco in 1970 sailing as a cook. Brother Valiao was born in Cauayun in the Philippine Islands and presently resides in San Francisco.



Robert Edward Kane, 62, joined the Union in the port of Ashtabula, Ohio in 1961 sailing as a deckhand. Brother Kane is a resident of Ashtabula.



Kuno Gustav Schopfer, 68, joined the SIU in the port of New York in 1951 sailing as a chief pumpman, chief electrician and engineer, earning his MEBA-District 2 license in 1966. Brother Schopfer is also a lathe operator. He was born in Danzig, Germany and is a resident of Summerville, S.C.



Carmond Lewis Williams, 58, joined the SIU in 1944 in the port of Norfolk sailing as an AB. Brother Williams walked the picket line in the 1946 General Maritime beef. He was born in North Carolina and is a resident of Harrells, N.C.



Harold Matthew Lehman, 65, joined the Union in the port of Detroit, Mich. in 1973 sailing as an AB. Brother Lehman is a graduate of the Henry Ford Marine Engineering School. He is a veteran of the U.S. Navy in World War II. Laker Lehman was born in Lansing, Mich. and is a resident of Portland, Mich.

Old-Timers Corner



Veteran SIU member Anthony Parker, center, calls it a career as Jacksonville Port Agent George Ripoll, left, and Patrolman Danny Griffin issue Parker his first pension check.



Christmas came a day early to John Allman (right), as he received his first pension check from Norfolk Port Agent Jim Martin at the Norfolk Union Hall.

John began sailing deep sea in 1951 with Waterman and Sea-Land and participated in the Robin Line, New York Harbor and Cities Service beefs.

In 1973 Brother Allman took advantage of the SHLSS facilities in Piney Point, upgrading to quartermaster and then to tankerman. In March 1975 he started working at Sonat as an AB/tankerman.

Both Allman and his wife attended the Sonat conference at Piney Point this past year. John said that he is "grateful and thankful to the SIU," noting also that "Paul Hall was a great man" and that "Frank Drozak is doing a fine job and is a fighter."

We all wish John Allman and his wife a healthy and enjoyable retirement.

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

Dispatchers Report for Great Lakes

DEC. 1-31, 1984

Port	*TOTAL REGISTERED All Groups			TOTAL SHIPPED All Groups			**REGISTERED ON BEACH All Groups		
	Class CL	Class L	Class NP	Class CL	Class L	Class NP	Class CL	Class L	Class NP
DECK DEPARTMENT									
Algonac	0	12	2	0	20	8	0	24	7
ENGINE DEPARTMENT									
Algonac	0	3	0	0	12	7	0	5	2
STEWARD DEPARTMENT									
Algonac	0	1	0	0	2	2	0	3	2
ENTRY DEPARTMENT									
Algonac	0	9	9	0	14	12	1	14	13
Totals All Departments	0	25	11	0	48	29	1	46	24

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

Dispatchers Report for Deep Sea

DEC. 1-31, 1984

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	4	3	0	0	1	0	0	8	9	0
New York	62	20	1	76	16	0	3	158	38	2
Philadelphia	17	16	0	7	1	0	0	17	16	0
Baltimore	11	5	0	1	0	0	0	28	12	0
Norfolk	20	8	0	7	17	0	0	29	24	0
Mobile	26	4	0	18	3	0	0	18	4	0
New Orleans	58	1	0	36	13	0	0	115	19	1
Jacksonville	41	20	2	42	24	0	0	72	42	5
San Francisco	37	10	2	35	12	0	0	8	1	0
Wilmington	23	12	0	24	11	0	3	55	34	0
Seattle	82	36	0	35	33	0	2	48	19	0
Puerto Rico	15	3	0	8	10	0	0	22	9	0
Honolulu	2	15	4	3	18	0	0	4	23	0
Houston	44	14	0	39	22	0	0	17	18	0
St. Louis	0	3	0	0	0	0	0	0	0	0
Piney Point	0	0	0	0	0	0	0	0	0	0
Totals	442	170	9	331	181	0	8	599	268	14
ENGINE DEPARTMENT										
Gloucester	2	2	0	0	0	0	0	4	6	0
New York	46	6	0	45	8	0	0	128	19	0
Philadelphia	15	11	0	6	1	0	0	15	11	0
Baltimore	8	0	0	2	0	0	0	19	2	0
Norfolk	2	5	0	3	22	0	0	17	6	0
Mobile	19	2	0	16	1	0	0	16	3	0
New Orleans	32	6	0	24	2	0	0	83	20	4
Jacksonville	20	8	2	22	10	0	0	56	27	4
San Francisco	26	8	0	10	4	0	0	10	14	0
Wilmington	11	5	0	10	4	0	1	34	14	0
Seattle	61	35	0	40	18	0	1	22	21	0
Puerto Rico	14	2	0	6	2	0	0	17	8	0
Honolulu	4	19	8	0	22	5	0	4	16	12
Houston	29	5	0	18	3	0	4	65	24	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	297	112	10	210	97	5	6	493	171	16
STEWARD DEPARTMENT										
Gloucester	0	3	0	0	0	0	0	0	3	0
New York	39	12	0	31	25	0	5	80	12	0
Philadelphia	7	1	0	2	8	0	0	7	1	0
Baltimore	2	1	0	2	1	0	0	11	4	0
Norfolk	4	2	0	2	20	0	0	14	3	0
Mobile	18	0	0	13	1	0	0	12	0	0
New Orleans	24	2	0	14	3	0	0	42	6	0
Jacksonville	14	4	0	23	25	0	0	25	14	2
San Francisco	43	11	0	31	1	0	0	23	10	0
Wilmington	25	2	0	17	3	0	4	27	8	0
Seattle	47	19	0	24	27	0	0	34	14	0
Puerto Rico	5	3	0	4	4	0	0	9	0	0
Honolulu	8	21	30	4	86	121	0	3	12	128
Houston	22	3	0	15	5	0	3	65	18	0
St. Louis	2	0	0	0	0	0	0	2	0	0
Piney Point	0	0	0	0	0	0	0	0	0	0
Totals	260	84	30	182	209	121	12	354	105	30
ENTRY DEPARTMENT										
Gloucester	0	3	0					2	5	0
New York	26	33	3					62	127	12
Philadelphia	12	34	0					12	34	0
Baltimore	5	12	0					16	29	0
Norfolk	6	20	0					9	50	0
Mobile	7	7	0					5	7	0
New Orleans	31	18	1					51	62	1
Jacksonville	8	13	2					7	30	5
San Francisco	48	28	12					28	24	12
Wilmington	16	19	1					33	65	0
Seattle	40	85	0					27	54	0
Puerto Rico	16	11	0					20	27	1
Honolulu	10	114	122					6	91	48
Houston	16	10	0					13	24	2
St. Louis	0	0	0					0	0	0
Piney Point	0	7	0					0	7	0
Totals	241	414	141	0	0	0	0	291	636	81
Totals All Departments	1240	780	190	723	487	126	26	1,737	1,180	141

***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 December was up from the month of November. A total of 1,362 jobs were shipped on SIU-contracted deep sea vessels. Of the 1,362 jobs shipped, 723 jobs or about 53 percent were taken by "A" seniority members. The rest were filled by "B" and "C" seniority people. A total of 26 trip relief jobs were shipped. Since the trip relief program began on April 1, 1982, a total of 841 jobs have been shipped.

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

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

Support SPAD



Deep Sea

Pensioner **Joaquin Buendia Arlos**, 73, passed away from cancer at home in Honolulu, Hawaii on Nov. 2. Brother Arlos joined the SIU-merged Marine Cooks and Stewards Union in 1945 in the port of San Francisco sailing as a waiter. He first sailed on the West Coast in 1933. Arlos was a native of the Philippine Is. Interment was in the Valley of Temples Park Cemetery, Kaneohe, Hawaii. Surviving are his widow, Felicidad; two sons, Nelson and James, and two daughters, Jessica Kitajima of Honolulu and Arlene.

Oscar Blanco, 71, died of a heart attack in Hong Kong on Oct. 1. Brother Blanco joined the SIU-merged Marine Cooks and Stewards Union in the port of San Francisco in 1958 sailing as a cook. He first sailed on the West Coast in 1945. Blanco was a veteran of the U.S. Army Infantry in World War II. Born in Los Angeles, Calif., he was a resident of San Francisco. Cremation took place in the Cape Collision Crematorium, Hong Kong. Surviving are his widow, Segundia; two brothers, Victor and Louis, both of Los Angeles, and a sister, Nellie Nash, also of Los Angeles.



Pensioner **Alfred Borjer**, 77, passed away on Nov. 28. Brother Borjer joined the SIU in 1943 in the port of Norfolk. He was born in Estonia, U.S.S.R. and was a resident of Brooklyn, N.Y. Surviving is a cousin, August Vvsar of Nova Scotia, Canada.



Donald James Gilbo, 56, died on Nov. 18. Brother Gilbo joined the SIU in the port of New York in 1952 sailing as a QMED. He was born in Michigan and was a resident of Vancouver, Wash. Surviving are his widow, Laverne; a son, Seafarer Gilbo, and his father, Clayton of Grand Rapids, Mich.



Pensioner **Harry August Edward Jurgenson**, 73, died on Nov. 23. Brother Jurgenson joined the SIU in 1943 in the port of New York sailing as a chief pumpman during the Vietnam War. He hit the bricks in the 1961 Greater N.Y. Harbor beef. Seafarer Jurgenson was born in Estonia, U.S.S.R. and was a resident of Brooklyn, N.Y. Surviving are his widow, Elsie and a sister, Wanda Psuks of Estonia.



Pensioner **James Franklin Lee Jr.**, 74, passed away in the St. Francis Pavilion Convalescent Hospital, Daly City, Calif. on Nov. 26. Brother Lee joined the SIU in 1944 in the port of New York sailing as a bosun. He was a veteran of the U.S. Navy before World War II. Seafarer Lee was born in Cleveland, Tenn. and was a resident of San Francisco. Surviving is a sister, Grace Croy of Marietta, Ga.



Arturo Morales, 40, died on Nov. 10. Brother Morales joined the SIU in the port of New York in 1970 sailing as a cook. He was born in Puerto Rico and was a resident of New York City. Surviving are his widow, Anna and a son, Jose.



Pensioner **Albert Robert Packert**, 63, died in the Seattle U.S. Veterans Administration Hospital on Nov. 28. Brother Packert joined the SIU in 1944 in the port of New York sailing as a recertified bosun. He was graduated from the Union's Recertified Bosuns Program in 1976. Seafarer Packert was a veteran of the U.S. Navy during World War II. A native of Brooklyn, N.Y., he was a resident of Seattle. Surviving are his son, David of Brooklyn and his mother, Jennie, also of Brooklyn.



Pensioner **Robert "Bob" Scherffius**, 74, passed away on Nov. 30. Brother Scherffius joined the SIU in 1938, a charter member, in the port of Mobile sailing as a bosun. He was born in Florida and was a resident of Mobile. Surviving are three sisters, Frances, Patricia and Joyce Kyser, all of Pensacola, Fla.



Pensioner **Gerald Francis Shaffer**, 61, died of natural causes at home in Brownsville, Texas on Nov. 22. Brother Shaffer joined the SIU in 1942 in the port of New York sailing as a FOWT and 2nd assistant engineer (he earned the license in 1966 from MEBA-District 2). He was on the picket lines in the 1946 General Maritime beef, the Wall St. strike and the 1947 Isthmian beef. Seafarer Shaffer was born in Philadelphia. Burial was in Rose Lawn Gardens Cemetery, Brownsville. Surviving is his widow, Diana.



Enrico "Ernie" Noble Tirelli, 63, died of a heart attack in the South Nassau (N.Y.) Community Hospital, Oceanside on Dec. 3. Brother Tirelli joined the SIU in the port of New York in 1951 sailing as a recertified bosun. He was graduated from the Union's Recertified Bosuns Program in 1974. Seafarer Tirelli worked on the Sea-Land Shoregang, Port Elizabeth, N.J. from 1972 to 1984. In 1965 he hit the bricks in the Chicago (Ill.) taxi beef. And he attended a Piney Point educational conference. "Ernie" Tirelli was a veteran of the U.S. Navy during World War II. He was born in Brooklyn, N.Y. and was a resident of Lynbrook, N.Y. Interment was in the U.S. National Cemetery, Pinelawn, N.Y. Surviving are a daughter, Lucinda of Matawan, N.J. and a sister, Elsie Scalza of Babylon, N.Y.



Juan "Johnny" Casiano Vega, 58, died on Nov. 24. Brother Vega joined the SIU in the port of New York in 1952 sailing as a recertified bosun. He was graduated from the Union's Recertified Bosuns Program in 1976. Seafarer Vega began sailing in 1948. And he sailed during the Vietnam War. In 1961 he was on the picket line in the N.Y. Harbor beef. "Johnny" Vega was a veteran of the U.S. Navy in World War II. A native of Puerto Rico, he was a resident of Brooklyn, N.Y. Surviving are his widow, Sol Angel; a son, Boatman Vega, and a daughter, Sonia.



Hulon Ware Jr., 55, died aboard the *LNG Capricorn* (Energy Transport) on Oct. 7. Brother Ware joined the SIU in the port of New Orleans in 1971 sailing as a QMED. He began sailing in 1963. Seafarer Ware was born in Louisiana and was a resident of Baton Rouge, La. Surviving are his widow, Delores and a sister, Rae Vanderaworker of Baton Rouge.

Great Lakes

Pensioner **William Jerome Tiers**, 62, died of an infection in the James A. Haley U.S. Veterans Administration Hospital, Tampa, Fla. on July 10. Brother Tiers joined the Union in the port of Detroit in 1961 sailing as a linesman for Dunbar and Sullivan from 1956 to 1957 and the Great Lakes Dredge and Dock Co. from 1951 to 1974. He was a former member of the Teamsters Union and the Operating Engineers Union from 1950 to 1955. Laker Tiers was a veteran of the U.S. Army during World War II. Tiers was born in Rockledge, Pa. and was a resident of Brooksville, Fla. Cremation took place in the Wilhelm Thurston Cemetery Crematory, St. Petersburg, Fla. Surviving are two daughters, Betty of Orlando, Fla. and Marcia.

Digest of Ships Meetings

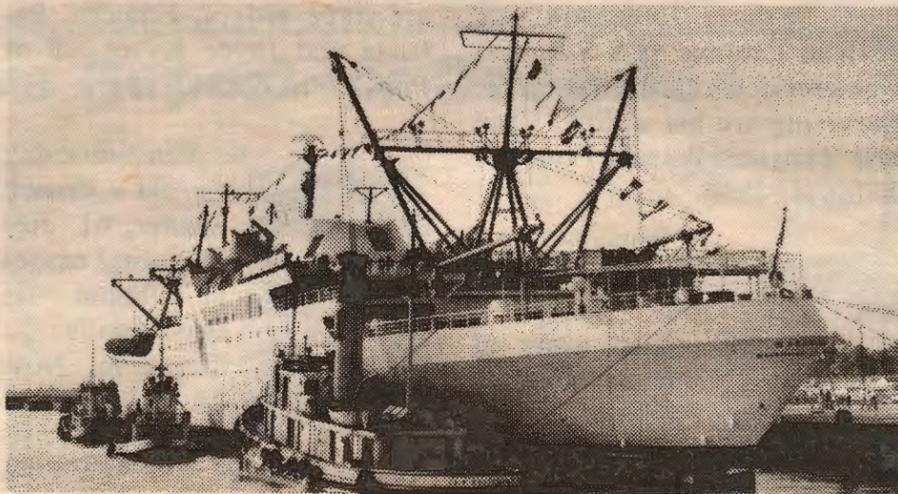
LNG ARIES (Energy Transportation Corp.), December 2—Chairman R. D. Schwarz; Secretary Joe Speller; Educational Director R. Ali; Deck Delegate M. Rawi; Engine Delegate M. Freeman; Steward Delegate S. Wagner. No beefs or disputed OT. There is \$225 in the ship's fund. A discussion was held about upcoming legislation such as the PL-480 program that could help the maritime industry. The SIU lobbyists in Washington are an important part of helping push this legislation through—as are members' donations to SPAD. QMEDs were reminded of the opportunities at Piney Point to upgrade. A vote of thanks was given to the steward department. "Joe Speller and Steve Wagner did it again with a fine pool party which was enjoyed by all. We can't help but put on weight on this ship. Thanks, fellows." Next ports: Himeji and Tobata, Japan.

BAYAMON (Puerto Rico Marine), November 26—Chairman Rufino Garay; Secretary J. DeLise; Educational Director J. Tagliaferri; Deck Delegate Antonios M. Trioglou. All old repairs were completed, and all recent communications were received and posted for everyone to read. The three departments are running smoothly with no beefs or disputed OT. There is \$8 in the ship's fund. The bosun asked members to try and take better care of the ship's video cassette—and when finished using a tape, to rewind it and secure the set. A vote of thanks was given by the members to the steward department for the wonderful Thanksgiving Day dinner. Chief Cook E. Ruiz "did a splendid job" in the preparations. Next port: San Juan, P.R.

LNG CAPRICORN (Energy Transportation Corp.), November 18—Chairman Roy VonHolden; Secretary David Centofanti; Educational Director Bruce Smith; Deck Delegate James Billington; Engine Delegate David Terry; Steward Delegate Henry Daniels. No disputed OT was reported in any of the departments. There was \$472 in the ship's fund according to the last ship's minutes, but the captain says he does not have it. "We are in the process of locating the money." A new washing machine has been installed in the laundry room. This makes two machines in operating condition. It was suggested that one be used solely for dirty work clothes and the other for good clothes. Crewmembers were reminded to return all dirty dishes to the galley—not leave them in the lounge. Next ports: Arun, Indonesia; Tobata, Japan; Bontang, Indonesia, and Osaka, Japan.

CPL. LOUIS J. HAGUE, JR. (Maersk Lines Ltd.), December 1—Chairman Robert Vransh; Secretary Georg Kenny; Educational Director Robert Larsen; Deck Delegate Eddie Rivera; Engine Delegate Edgar Cortes; Steward Delegate Lawrence Winfield. Some disputed OT was reported in the steward department. A patrolman has been requested at payoff to settle the complaint. Since this is the first Sea-

farer crew, there is no money as yet in the ship's fund. A suggestion was made that all members contribute something at payoff to establish such a fund. The chairman noted that it hasn't been easy going for the *Cpl. Louis J. Hague* while under organizational status. There are still quite a few kinks to be worked out. "It's going to take time, but it can be done." The secretary added that this ship was built so that a seaman could be comfortable while away from home. The living quar-



ters are very fine. "She's a clean ship, and if we all work together, we can keep it that way." The electrician stressed the importance of upgrading at Piney Point. There are academic as well as technical courses that should be taken advantage of, he said, and the instructors are helpful and "always available for counseling." A letter will be sent to "Red" Campbell regarding clarification of the agreement currently in effect—especially those items dealing with cost of living increases, hazardous cargo pay, manning scales, and whether or not a trip relief program (30 or 60 days) can be established. The movie situation, mail service and ship's launch service are three definite areas in which improvement is needed. One suggestion made was to get one day off for every 30 days worked. Report to the LOG: "This is a unique sailing experience in that the ship is manned by civilian, military and Seafarer personnel, yet we all get along in a friendly manner." Next port: Norfolk, Va.

COVE SAILOR (Cove Shipping), November 18—Chairman Richard Gibbons; Secretary Welden O. Wallace; Deck Delegate Charles Lambert; Engine Delegate Jerome Sumlin; Steward Delegate Joseph Emidy. No beefs or disputed OT. The voyage is just getting under way. Repair lists are to be submitted by each delegate to the ship's chairman before arrival in France. Any additional information about the run will be passed on to members as it is received from the master. The secretary has lots of Union literature—information on the vacation, pension and welfare plans. Vacation and upgrading applications are also available. Members were reminded that if they have any beefs, they should take them up with their department delegate. Due to arrive in France on Nov. 22.

GROTON (Apex Marine), November 25—Chairman Christos Florous; Secretary Marvin Deloatch; Educational Director Alan R. Gardner; Steward Delegate Ali S. Hydera; Deck Delegate George Cruz. Everything is running smoothly, according to the chairman. No beefs or disputed OT were reported. A discussion was held about the permanent job status, and the secretary stressed the importance of contributing to SPAD to help fight for a stronger merchant marine. The educational director suggested that crewmembers practice safety at all times. He also recommended that everyone read the LOG thoroughly each month since it is a ready source of information and keeps members up-

to-date on the latest happenings in the Union and in the maritime industry. One sad note is that Ronald Eugene Dawsey, chief cook, died onboard the *M/V Groton*, on Nov. 17 in the port of Port Reading, N.J. "Brother Ronald Dawsey was a person well liked by all of his shipmates. Brother Dawsey was a person very dedicated to his job. And he was a person always prompt for work." Dawsey died in the galley while performing his duties. A vote of thanks was given to the steward, Marvin Deloatch, and the chief cook, Ali S. Hydera, for the best of food. "This ship is a very good feeder." Next port: Stapleton, N.Y.

LNG LEO (Energy Transportation Corp.), December 2—Chairman John P. Davis; Secretary F. Motus; Educational Director A. Abidin. No disputed OT. The chairman advised those members who live forward of the house to close their curtains so it won't distract navigation at night. He also stressed the importance of donating to SPAD and of upgrading at Piney Point for job security. There is \$97.65 in the ship's fund, and the movie library is growing with money from the arrival pool. At present, the cargo engineer has taken some of the funds to purchase a new tape in the States. One of the steward assistants was taken to the hospital in Port Arun, Indonesia, for an appendicitis operation. She appears to be recovering nicely, and most of her shipmates visited her before the ship left for Japan. Safety regulations were discussed and posted for all to read. One of the items brought up was that no tennis shoes are to be worn during the working hours; everybody must wear safety shoes. One suggestion made under Good and Welfare was to start cooking hominy grits for breakfast.

OGDEN CHAMPION (Ogden Marine), December 8—Chairman Marion Beeching; Secretary Rudy De Boissiere; Educational Director J.W. Philpot; Deck Delegate Mark S. Downey; Steward Delegate P. Willis. No disputed OT. The ship is returning to Texas from California through the Panama Canal. Union voting is going on at present, and all members in good standing are urged to vote. It has been a very smooth trip so far, and Patrolman Gentry Moore visited the ship in California. The educational director reminded everyone to take advantage of the courses offered at Piney Point. "A higher rating means higher pay. This is your bread and butter." Crewmembers were also reminded that the Union needs the support of everyone. "Through the years, the Union has done its job of seeing that everyone had a job. With new ships and reduced manning scales, it's a must that everyone give 100 percent to their work aboard ship. The day of the unskilled worker has passed. We are the professionals and must remain so. Thanks to the SIU, we have homes, cars, money in the bank—and we are no longer called 'dogs.' Thanks to the leadership of the SIU and Mr. Frank Drozak, president of our Union." A special vote of thanks was given to Chief Steward Rudy De Boissiere and his department for the beautiful Thanksgiving Day meal—complete with exotic wines, fruit cakes and turkeys. It was an excellent job. Thanks also to Bosun Marion Beeching and his department for making this California trip a very smooth one. "Nowhere will you find an engine department such as ours. They are the best there is." Report to the LOG: As the year starts to wind down, we wish to thank the Seafarers LOG for a wonderful year of information and of keeping us informed of every issue facing the maritime industry today. We wish to thank Mr. Frank Drozak, president of the SIU, and his staff for fighting our fight for us. God bless all of you and wishing you a Merry Christmas and a Happy New Year." One minute of silence was observed in memory of our departed brothers and sisters. Next port: Baytown, Texas.

OGDEN CHARGER (Ogden Marine), November 28—Chairman F.R. Schwarz; Secretary Anthony Gregoire; Deck Delegate S.K. Thompson. Everything is running smoothly aboard the *Ogden Charger*. No beefs or disputed OT were reported. Fifty dollars was received from an arrival pool. This sum was added to the ship's fund. The vessel is on its way to Spain from Greece and will then return to the United States. The captain and government inspector were very pleased with the tank cleaning job done by the crew. A new steward assistant came aboard ship in Greece. She came from Piney Point and is working out very well. Many movies are onboard the vessel, and the crew is free to play as many as they wish. The VCR does need a head cleaner, however, which will be purchased in Rota, Spain. The refrigerator in the crew messhall is not working properly and needs some attention. The steward will check with the captain about ordering a new one—also a freezer to keep the ice cream cold. A suggestion was made about

having pie and pastry put out for the nite lunch as well as more ham. The steward said he will do the best he can. Many votes of thanks were handed out: to the deck and engine departments for keeping the messhall and pantry clean and to the steward department for a job well done. Next port: Rota, Spain.

OGDEN DYNACHEM (Ogden Marine), November 25—Chairman Horace B. Rains; Secretary Donnie W. Collins; Educational Director J.W. Spell; Deck Delegate E.R. Beverly; Engine Delegate J.W. Badgett; Steward Delegate Morris J. Maultsby. No beefs pending or disputed OT reported in any of the three departments. Stamps were purchased for \$4, leaving \$12 in the ship's fund. The ship will go on the intercoastal run starting voyage #50. Recent LOGs were received and passed out. The secretary suggested that every member read the October LOG. Some of the articles are superb. Members were especially urged to read the section on ballots and SIU constitutional amendments so that they will be more informed SIU voters. The educational director reminded QMEDs of the upgrading courses at Piney Point. Many of them still do not have Class 1, which will be needed come the first of the year . . . "So, QMEDs, upgrade!" A personal vote of thanks was given to the steward and chief cook for outdoing themselves on Thanksgiving Day dinner and for the fine foods they prepare every day of the week. Next ports: Baytown, Texas; Long Beach and San Francisco, Calif., and Portland, Ore.

OVERSEAS CHICAGO (Maritime Overseas), December 2—Chairman Richard Wardlaw; Secretary G. Marzetti; Engine Delegate S. Wyre; Steward Delegate J. Buggs. Some disputed OT was reported in the deck department. The chairman noted that there has been quite a bit of trouble in the deck department since the changeover of captain and officers. These problems will be taken up with the boarding patrolman. Otherwise, everything is running pretty smoothly. The secretary reminded members that now is the time to upgrade. If anyone has not been to Piney Point recently, they should take the time to visit and see what progress the Union is making to help educate its members.

PITTSBURGH (Sea-Land Services), December 6—Chairman Stephan Carr; Secretary S. Kolasa; Engine Delegate David Mull; Steward Delegate Miguel S. Robles. The crew in all departments has been a good one. A new ship's chairman was elected, and a vote of thanks given to the ex-chairman for a job well done. Thanks were also given to all department delegates for helping everything to run smoothly. The galley is very hot. The blower needs to be repaired or a new one installed. This item has been on the repair list for three months. (One joking suggestion to bring in cold air was to connect a pipeline from Alaska to the Pittsburgh's galley.) One minute of silence was observed in memory of our departed brothers and sisters. Pay-off will be on arrival in the next port: Elizabeth, N.J.

ROSE CITY (Apex Marine), November 4—Chairman Bobby J. Butts; Secretary Charles Corrent; Educational Director P. Kerney; Steward Delegate Ralph J. Edwards. No disputed OT was reported. There is no ship's fund at the present time. If money is needed for any emergency or other reason, donations will be solicited. The Jacksonville SIU brothers would like to know why the swimming pool at the Jacksonville hall is always closed to the membership. This matter has been brought up many times, but as yet no reply has been given. The chairman asked the *Rose City* crewmembers to be sure and read about the current state of the U.S. merchant fleet. He remarked that the situation is a human tragedy and urged everyone to write their congressional representatives to try and help rebuild the merchant marine and the maritime industry. "It's time to put U.S. ships back to work." The secretary expressed his appreciation to the deck department for their help in cleaning up in the mornings. He said that this has been a good crew, officers included, and easy to feed. The educational director said that there are lots of movies and reading material onboard ship for all who are interested. In their report to the LOG, it was noted that there is some heavy ping-pong action aboard the *Rose City* which is being taken very seriously. The winner will soon be getting a t-shirt. Next port: Pusan, Korea.

SEA-LAND PACER (Sea-Land Services), November 25—Chairman James H. Corder; Secretary D.G. Chafin; Educational Director P.H. Huss; Deck Delegate C.R. Sutton; Engine Delegate M.S. McIlwain; Steward Delegate Rudy S. Pace. No beefs or disputed OT were reported. The patrolman announced that a bus will be waiting by the ship at payoff to take members to the Union hall so that they can vote in the Union election. All members in good standing are encouraged to vote. There is \$10.43 in the ship's fund. Anyone who wishes to buy popcorn will be reimbursed from the fund. Also, since a new popcorn popper is also needed, all donations to the fund are welcome. Deck Delegate C. Sutton is taking a trip relief. R. Mena will take over the duties of delegate for one trip. A suggestion was made to have the air conditioning turned on in warm and hot weather. A vote of thanks was given to the steward department for the good food being prepared and served. Assistant Cook Charles Ratcliff also gave a special vote of thanks to Rudy Pace, crew messman, for a job well done. Members stood for one minute of silence in memory of our departed brothers and sisters.

STONEWALL JACKSON (Waterman), November 3—Chairman William Kratsas; Secretary Thomas Liles Jr.; Educational Director Clarence E. Hemby; Deck Delegate Thurman S. Barnes; Engine Delegate John Tucker; Steward Delegate Jerry W. Watkins. Some disputed OT was reported in both the deck and steward departments. One QMED, Brother Harris, was taken off ship sick in the port of Bombay, India. A warning to be careful was given to men working aft, as it is quite dangerous on the

Digest of Ships Meetings

LASH vessel's deck. Several motions were raised. One was to have shipping cards stamped (120 days for B men, 180 days for A men) when the member is shipped. Another was that the time of registration on shipping cards be extended from 90 days to 120 days. Several other suggestions were also made. The first was that more care be given to menu planning—being careful to include foods suitable for people with diabetes. The second was that new rugs be put down in the living quarters. The ones in use now have just about had it. Next ports: Djibouti, Africa; the Suez Canal; then back to Newport News, Va. for payoff.

THOMPSON PASS (Interocean Management), November 18—Chairman James R. Colson; Secretary James Temple; Educational Director William D. Hatchel; Deck Delegate Donald R. McFarland; Engine Delegate Frederick V. Vogler; Steward Delegate Juan B. Gonzalez. No disputed OT. There is \$300 in the movie fund. The chairman noted that everything is going along pretty smoothly, and he reminded all members to attend the ship's weekly meetings. The educational opportunities available at Piney Point were brought up by the educational director. He said that anyone who has not upgraded at the Harry Lundeberg School should do so for a better job and job security. A recommendation was made for the Union to accept the application of Juan B. Gonzalez to attend SHLSS in the steward recertification program. And a special vote of thanks was given to the steward department for a job well done. "This is the best food we've had on this ship for the last six months."

TRANSCOLORADO (Hudson Waterways), November 18—Secretary A. Goncalves; Educational Director H.H. Johnson. This was a special meeting called by the secretary, in

consultation with the educational director, for two specific purposes. One was to elect a new ship's chairman; the other to fill out the official SIU crew list form. No other reports, therefore, were made. A motion was made by H.H. Johnson to elect Steve Coker as chairman. The steward reminded everyone that self nominations were in order. The only requirement for the position was that the person have a good Union background, be of good character, and when a beef arises, that person should be able to weigh the two sides carefully before taking any decisive action. Johnson's motion was seconded. Since there were no other nominations or self nominations, Coker was unanimously elected.

ULTRASEA (Apex Marine), November 11—Chairman Jerry McLean, Secretary Stanley A. Freeman; Educational Director Robert Rentz. A great deal of disputed OT, as well as other beefs, were reported in the deck and engine departments. It was requested that Brother Mike Sacco or Joe Perez, or another responsible Union representative, settle these problems. Another great source of irritation aboard ship is that the mail service has been very poor. It would be appreciated if the Union would contact Apex Marine to find out what's happening with the mail situation. Also suggested was that a change be made in the regulations pertaining to a day off in lieu of a day's pay after working 30 days. A special vote of thanks was given to the steward department for a job well done. The four-man galley really puts out some fine meals.

Official ships minutes were also received from the following vessels:

CAGUAS	PANAMA
COMANCHE	PUERTO RICO
DREDGE DODGE ISLAND	SEA-LAND EXPRESS
INDEPENDENCE	SEA-LAND PIONEER
LNG LIBRA	SEA-LAND PRODUCER
OAKLAND	SEA-LAND VENTURE
OGDEN LEADER	SEA-LAND VOYAGER

Monthly Membership Meetings

Port	Date	Deep Sea Lakes, Inland Waters
New York	Monday, February 4	2:30 p.m.
Philadelphia	Tuesday, February 5	2:30 p.m.
Baltimore	Wednesday, February 6	2:30 p.m.
Norfolk	Thursday, February 7	9:30 a.m.
Jacksonville	Thursday, February 7	2:00 p.m.
Algonac	Friday, February 8	2:30 p.m.
Houston	Monday, February 11	2:30 p.m.
New Orleans	Tuesday, February 12	2:30 p.m.
Mobile	Wednesday, February 13	2:30 p.m.
San Francisco	Thursday, February 14	2:30 p.m.
Wilmington	Tuesday, February 19	2:30 p.m.
Seattle	Friday, February 22	2:30 p.m.
Piney Point	Friday, February 8	3:00 p.m.
San Juan	Thursday, February 7	2:30 p.m.
St. Louis	Friday, February 15	2:30 p.m.
Honolulu	Thursday, February 14	2:30 p.m.
Duluth	Wednesday, February 13	2:30 p.m.
Gloucester	Tuesday, February 19	2:30 p.m.
Jersey City	Wednesday, February 20	2:30 p.m.

Letters To The Editor



'Appreciation for Union Support . . .'

(The following letter, from SIU members who were unjustly terminated from McAllister Brothers Towing Co. of Baltimore, was sent to SIU President Drozak and fellow members. A copy was also forwarded to Baltimore Port Agent Al Raymond to be read into the Union meeting minutes. Thanks to Brother Jerome J. Lukowski for sending us a copy of this open letter of appreciation.)

We are very pleased that the SIU . . . has been committed to an all-out fight to defeat the McAllister-Outreach end-run around a collective bargaining agreement. Such a union-busting precedent, if allowed to stand, not only emasculates the Union and forces out senior employees by an inverted seniority system, . . . it sets a foreboding precedent for other contracted companies (and other union industries as well) to follow if given the chance.

We have been pleased to answer many continuing questions coming from all over the East Coast, even the West Coast, that the SIU has made progress, that the Union is pledged to fight right down the line, that a very good law firm (Schulman & Abarbanel) is handling the legal battle, and that the interest of the laid-off workers has not wavered in seeking victory over the charade being attempted.

We thank our Union personally for their efforts on so important a Union issue, and sincerely hope we receive full backing until the alter ego is recognized and the jobs restored to the terminated members.

The very members who are being hurt are the same ones who established the Union in this port of Baltimore, and helped a great deal in the growth of the Inland sector of our Union. We are strong Union men and deserve better than what Outreach is doing to us.

Recognition and thanks are also in order for the efforts to date of Jack Caffey, Bob Vahey, Al Raymond, Jim Altman and Bob Pomerlane.

**Sincerely,
Terminated Employees of
McAllister Bros.
Baltimore, Maryland**

'Couldn't Get Along Without Claims. . .'

I am writing this in appreciation for all the aid and assistance you have given me the past 25 years since my retirement. When I joined in 1944, I had no realization how much I would come to rely on you in later years.

Your response to my claims have always been prompt and courteous. It gives me great peace of mind to know that I can rely on you when assistance is needed.

You could easily get along without me, but I certainly couldn't get along without you.

Thanking you again, I remain,

**Fraternally yours,
Carter C. Chambers
Blythe, Calif.**

'Snug Harbor . . .'

(The following information was sent in by Seafarer Max Katzoff who is now a resident of Sailors Snug Harbor in Sea Level, N.C. He gives some sound advice to seamen who may be considering applying to the Harbor.)

Earlier this year an old shipmate from the West Coast paid us a visit on his way home from Florida. He liked what he found here at Snug Harbor, and he had more than enough sea time to qualify as a resident. (Required time: 10 years on American ships, or five American and five foreign.)

Soon after he got back to the West Coast, he wrote that he was gathering up his records and picking up loose ends in anticipation of coming home to the 'Harbor.' Two months later we read that he died of heart seizure.

Now don't you get caught trying to outguess fate. Get off your kiester! Gather up your Coast Guard Discharge Certificates and file for admittance with our Social Service Office. (Snug Harbor, Sea Level, N.C. 28577.) Filing for admittance is not an obligation to move in, now or ever. But it will place you in an active file, provided our Social Service Office hears from you at least every six months. Hell, a postcard is enough. I might add, we do have a few vacancies at the present time.

**Max Katzoff
Snug Harbor, N.C.**

'Thanks to the Union and SHLSS. . .'

I am writing as a member in good standing, book number P 1130. This letter is long overdue, but I feel it is necessary.

I joined the Union in 1976 as an Ordinary Seaman, and by taking advantage of the [Seafarers Harry Lundeborg] School and its programs, received my 3rd mate's license in May of '83.

Shipping out of the port of Houston as mate on a tug and barge unit of Bay Houston Towing, I have been able to support my family at a comfortable level. This has been possible because of my 3rd mate's license.

I could never have attained it without the help of my instructor, John Chancellor. His patience, understanding, years of knowledge and confidence in me helped me immensely to pass my exam. We were given his home phone number, and after hours on the weekends if a question arose while studying, were free to call. We were invited to his home for dinner or a barbecue. . .

A man with his attributes should not go without thanks. For without him, I do believe I would not have passed. My sincere gratitude and thanks go to the Union which employs him. I will always be thankful.

**Sincerely yours,
Frank Pivik P 1130
Corpus Christi, Texas**

Personals

Antonio Calix

Antonio Calix, born in Cantarranos, Honduras, or anyone having information of his whereabouts, please contact Mrs. Kugler in New Jersey at (201) 861-4667. I met your mother, Angela Calix Rivera, in Comayagua, and she would like to make contact with you.

**Andy Pierros
and
Mike Murphy**

Please get in touch with Jim Hoban, 2330 1st Ave., Seattle, Wash. 98121.

Francis Beiber

Please contact Helen Mirabel at (713) 621-0932 or write her at 3971 Inverness, Houston, Texas 77019.

Bernard Martineau

Please contact me concerning important matters—same phone no.—Helen

Buddy Marshall

Happy 25th birthday, Buddy. Love, Trish.

Can the Merchant Marine in Its Present State Be an Effective Back-Up to the Military?

By BOB VAHEY

This is the second of a two-part series on the problems between the civilian merchant marine and the military.

Again the problem has been a lack of clear Navy policy on what it wants so that Congress can be asked to maintain a U.S. merchant marine that meets that Navy level.

It's not enough to say the fleet may be too small—what we must decide are where additions are needed and how to get them. For that, it is up to the Navy to set clear goals.

Additionally, the Navy overlooks modern U.S. shipping practice. The Navy until recently thought U.S. tugs/barges were no good to deliver petroleum products long distances. Now they have found that an integrated tug-barge can run from Hawaii to Johnston Island and do the job just fine. In the process, a Navy T-1 tanker with a large crew is replaced by a commercial tug with seven to eight men. A huge cost saving to the Navy results.

Again when the Navy talks about the available private U.S. tanker fleet, it talks only about deep-sea vessels. Yet there are also dozens of ocean-going tug/barges that can do an equally good job in certain areas. By not counting them, the Navy comes up with a smaller merchant marine than the true strength of equipment available.

In a similar fashion, the Navy seems to rule out U.S. supertankers as too large to get into military port areas. Yet in the U.S. merchant marine, we regularly lighten large tankers to reduce their draft and allow them to enter even very small ports. Thus, one big U.S. tanker could carry the oil of 10 small ones to meet military needs.

Resources Are Available

When we talk about the U.S.

merchant marine, we must also add the hundreds of ocean-going U.S. tugs and barges and related equipment that could be converted to carry helicopters, ammunition, oil, or other supplies to the battle zone. While possibly not suitable for the first battle surge, they could provide the floating supply line that keeps the battle zone supplied. Most of these vessels aren't even counted or considered by the Navy.

These tugs and the companies that operate them provide a support force that did not exist in World War II or Korea. The Navy does not understand the versatile roles of this fleet and as a result, does not count their equipment or understand their value.

Thus, when it comes to numbers, the U.S. fleet has far more assets to use than Navy numbers indicate. Unfortunately, the Navy has never done a study of the military comparability and usefulness of this large, versatile fleet.

Manpower—The Navy makes the same false assumptions to understate the manpower capabilities and resources of the U.S. merchant marine. Our ships today carry far fewer crewmembers on each new U.S. ship. When this fact is coupled with the fewer deep-sea ships in our industry, the Navy feels that there is an inadequate base to meet the increased manpower needs of a wartime sealift.

A realistic review finds a far different U.S. maritime manpower situation:

- There are 400 active U.S. merchant ships with minimum crews of 20 each. This means 8,000 billets employing at least 16,000 men. There are in actuality, some 20,000 U.S. seamen available today, including those on U.S. Great Lakes vessels.

- There are an additional 20,000 other U.S. maritime workers, of which up to half have seagoing skills and ratings such as QMED,

ABs, captains and mates. They serve on tugs, dredges, supply ships, passenger vessels or other equipment, some operating offshore, some on rivers and harbors and some on inland lakes. They are experienced seamen.

Commentary

Together, these two sources of manpower could crew an additional 600 to 1000 vessels, at least during the first crucial six months of a conflict. This is more U.S. crews than there are available vessels in all the active, Navy and reserve fleets under the U.S. flag.

In this six-month period, recruitment of retired seamen, those who quit shipping due to a poor shipping situation, and new trainees could provide a continuing growth in the U.S. maritime manpower base.

Together, these various sources of manpower can provide the skilled personnel to meet all potential Navy requirements. But if the Navy turns a blind eye to the competence of these people, then it will surely continue to think our industry can't meet the demand for personnel.

In Summary:

1. The U.S. merchant marine—management, ships and men can do the job of supporting the Navy in a crisis and will go wherever is needed—including hostile areas—to do the job.

2. The U.S. Navy must stop taking the easy way out—buying aging U.S. vessels, made available as the maritime industry contracts, to form its own merchant marine. Rather, the Navy must promote and support government policies that maintain a strong peacetime U.S. merchant marine. It's far cheaper to have an active merchant marine that's ready to go than

paying for a laid-up RRF force. Laid-up ships contribute nothing in trained crew or equipment that is in working order.

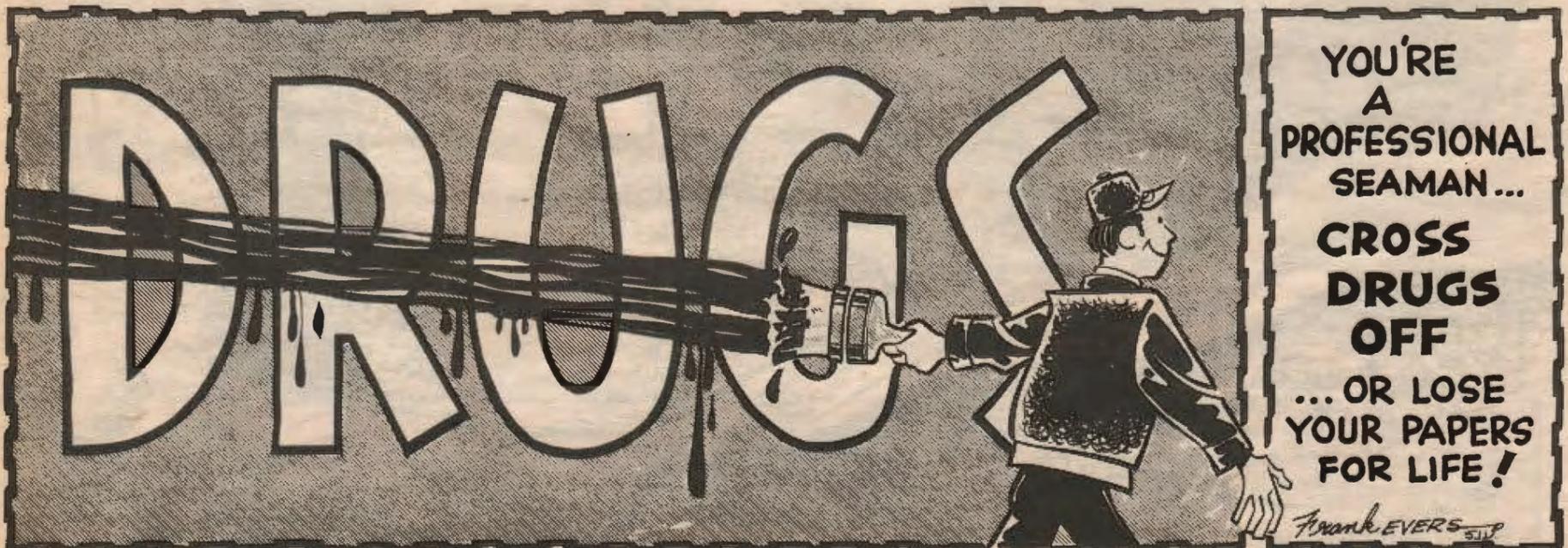
3. The U.S. merchant marine should be given a greater role in current Navy sealift and support missions so that we will have more peacetime training in assisting and working with the Navy. This includes manning all Navy support projects, including hospital ships; Army tugs and LCVs; Navy vessels that provide underway replenishment services, and all related ship services that do not require the combat force of the Navy to operate.

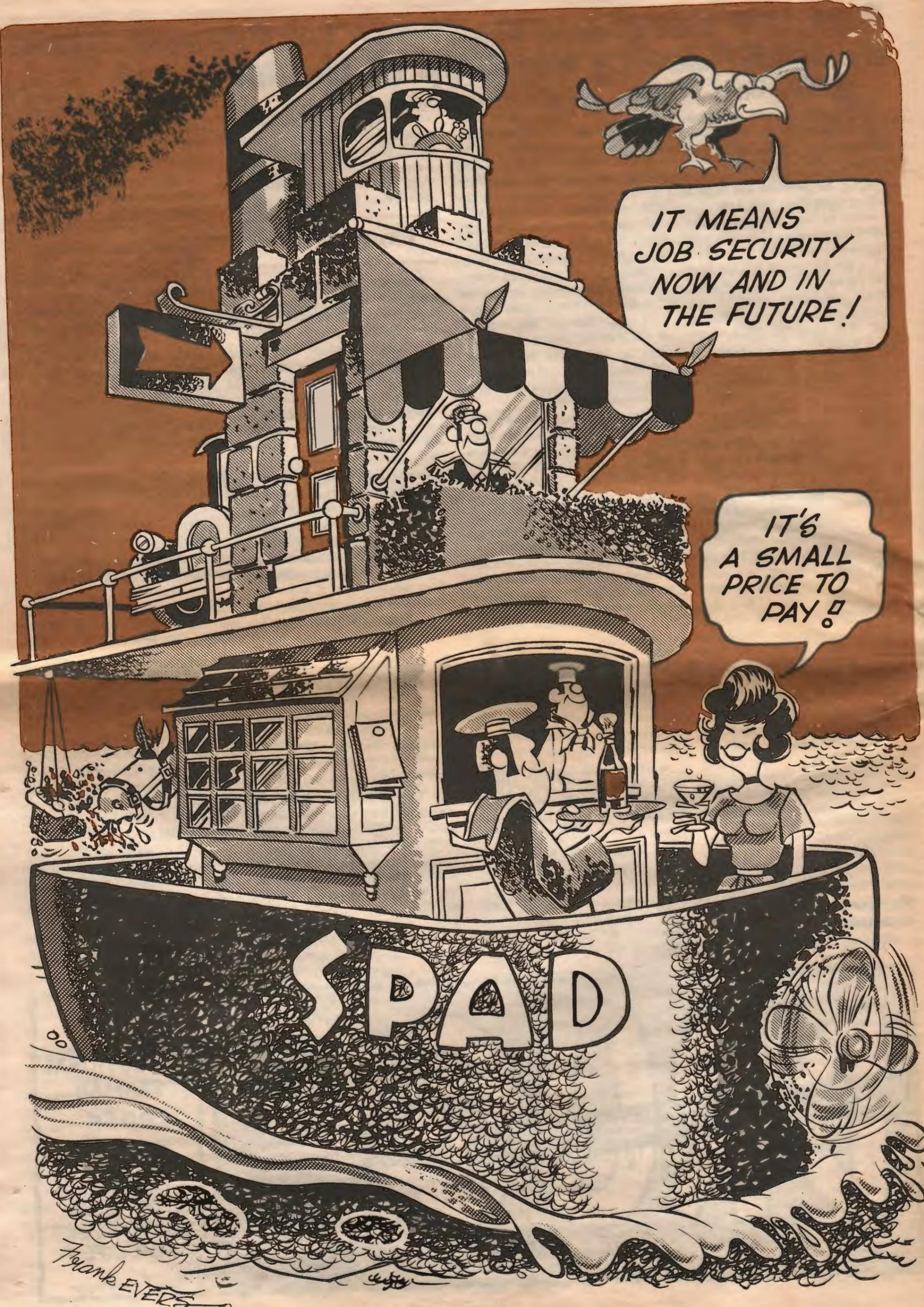
4. The Navy should work with a task force of experienced merchant marine professionals to develop a plan to utilize the various assets of the U.S. merchant marine in the best possible manner to assist the Navy—so that the entire modern U.S. maritime industry is available in an emergency!

In the Falkland Islands, merchant vessels of the British merchant marine were present at the beachhead and were fired upon by the Argentine force. Lives of marines were lost.

The U.S. merchant marine expects that it too will be a target in any military confrontation wherever it operates. As such, it is illogical to restrict the U.S. merchant marine's role to backwater military support in peacetime, based on the so-called principle that only military personnel will go into the war zone in wartime. A U.S. merchant vessel anywhere is a target in wartime.

The U.S. merchant marine and its unions want to be a full partner of the Navy and the other armed services in peacetime as well as armed emergencies. We will do so in the same cost-efficient and effective manner we have done so in all past U.S. conflicts.





IT MEANS
JOB SECURITY
NOW AND IN
THE FUTURE!

IT'S
A SMALL
PRICE TO
PAY!

SPAD

Frank EVERETT SIV.