

MICHAEL SACCO IS NAMED PRESIDENT OF SIU



The executive boards of the Seafarers International Union of North America and the SIU's A&G District unanimously elected Michael Sacco president to fill those offices which were left vacant by the death of Frank Drozak. Sacco, who is 51, will fill out the remainder of Drozak's SIUNA term, which expires in 1992. Elections for officers of the A&G District will take place in November and December this year. He also assumed the presidency of the 8.5 million member Maritime Trades Department of the AFL-CIO under that organization's constitution.

The SIU executive board also named Joseph Sacco, 50, as executive vice president. Others named to the SIU A&G executive board were Thomas Glidewell, now in charge of the Gulf region, and John Fay, who will head up the Great Lakes and Inland Waters District.

Other members of the executive board of the SIU include Joe DiGiorgio, secretary, and the following vice presidents: Angus "Red" Campbell, Contracts; Jack Caffey, East Coast; George McCartney, West Coast; Roy "Buck" Mercer, Government Services, and Steve Edney, United Industrial Workers.

Michael Sacco

Before being named executive vice president earlier this year to coordinate the activities of headquarters and the ports, Michael Sacco had served as vice president of the SIU's Great Lakes and Inland Waters division since 1976. He also served as vice president of the Seafarers Harry Lundeberg School of Seamanship during that institution's most important period of growth, 1968-1978.

As vice president of the SHLSS, Sacco was involved in every aspect of the school's development, from fashioning curriculums to teaching and counseling. Among other things, he helped establish an inland boatman's division and a steward and bosun recertification program.

Sacco is an executive board member of the Missouri State AFL-CIO, and served as the secretary-treasurer of the MTD's St. Louis Port Council.

Sacco joined the SIU in 1959 and shipped on U.S.-flag merchant vessels during the early years of the Vietnam War. After serving in a succession of union posts, he was named vice-president of both the SIUNA and the SIU, where he worked closely with former presidents Paul Hall and Frank Drozak.

A native of Brooklyn, N.Y., Sacco served in the U.S. Air Force from 1954 to 1958. He is married. He and his wife Sophie have five children.

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Frank Drozak Dies at 60

Frank Drozak, SIU president since 1980, died at his home June 11 following a long bout with cancer. He was 60 years old.

Drozak's career with the SIU spanned more than 40 years. He first shipped out from Mobile, Ala. in 1945.

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The former bosun fought in organizing drives in the 1950s, including the Cities Services and Isthmian beefs. He worked as a port agent in New York and Philadelphia.

He spent several years on the West Coast coordinating the SIU's Vietnam sealift programs and became an SIU vice president in 1972. He assumed the Union's presidency in 1980 following the death of Paul Hall. He was re-elected to the post twice.

He is survived by his widow, Marianne Rogers Drozak; a daughter, Sarah Frankie Bell; three grandchildren; a brother, David, and a sister, Mary Alice Walraven. Drozak was buried June 16 at the Seafarers Haven Cemetery in Piney Point, Md.



Frank Drozak as he addressed the SIUNA Convention last August in Piney Point, Md.

President's Report by Michael Sacco

SIU Mourns Its Loss

THE passing of Frank Drozak is a great loss to the Seafarers International Union of North America, to all of its members in the seafaring, fishing and allied trades and to the trade union movement generally. We will remember Frank with gratitude for his unswerving efforts to call attention to the need for preserving this nation's maritime capability and for his constant search for ways and means to protect and expand job opportunities for his Union's membership.

Frank assumed the leadership of our Union in a most difficult period, one in which U.S. shipping declined as a result of abandonment by the Carter and Reagan administrations. He recognized that the changing character of world shipping required recognition of the need for the industry to be competitive — not always a popular stance but a courageous and honest one.

Frank tackled his responsibilities with all his heart in the best traditions of his legendary predecessors, Harry Lundeberg and Paul Hall.

We will remember him as a seaman and unionist with great heart and dedication.

★ ★ ★ ★ ★

A Time To Move

With the Reagan administration winding down eight years of handling the nation's affairs, the maritime industry has got to feel a sense of relief. Coming on the heels of the Carter administration which never could live up to expectations that it understood the importance of private shipping as an element of the nation's strength, the Reagan years have seen the industry suffer what undoubtedly was the worst overall decline in history.

From a few months of promise in 1980 and 1981, when Ronald Reagan himself spoke of the essentiality of a strong U.S. maritime industry and issued a 7-point program for its survival, the picture turned to gloom and despair as his administration quickly and methodically set about dismantling this vital asset. The numbers tell the story. The U.S. private shipping fleet tumbled from 531 vessels in 1981 to 387 as of this year.

As the ships were disappearing, the guts and spine were being removed from the Maritime Administration, which in effect went from being the watchdog of the nation's maritime interests to liquidator of what was left.

Here we are now at the brink of a new administration. At this point, no one can tell what's in store for U.S. shipping. In these days of non-issue campaigning, no one knows where candidates stand on specifics.

But that doesn't mean that the industry can afford to sit still and wait. It had better get itself together, and I mean all of it—all of management and all of labor—and begin discussing and examining ways and means of using all resources available, to be certain U.S. shipping is not allowed to continue downward without a mighty effort on our part to turn things around.

It can be done, it's been done before. It's going to take good sense and hard work on the part of every section of the industry. The alternatives make it an absolute must for us to take a good hard shot at the challenge. We of the SIU stand ready to do our share!

Teamsters' Presser Dies

Jackie Presser, president of the International Brotherhood of Teamsters, the nation's largest union, died July 9. He was 61 years.

Presser had been suffering from brain and lung cancer. His death was attributed to cardiac arrest, according to officials at the Lakewood, Ohio hospital where he died.

Just last fall, Presser led the Teamsters back into the fold of the AFL-CIO, after more than 30 years outside the Federation.

The former jukebox delivery boy had recently taken a leave of absence from his post due to illness.

Presser took his first union job after he returned from Navy service in World War II. He became a Teamsters' organizer in 1952 and rose through the ranks in Ohio Teamsters locals and in 1976 joined the International leadership. He became Teamster president in 1983.

Late last month the U.S. government filed suit against the Teamsters seeking to oust Presser and others and put the union under control of a court-appointed trustee (see editorial page 31).

AMERICA WORKS BEST WHEN WE SAY...

UNION



YES




July 1988

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North America, Atlantic, Gulf, Lakes and Inland Waters District
AFL-CIO

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Navy Honors SIU Crews

The crews of three SIU-contracted ships have been cited for their meritorious service to the 6th Marine Amphibious Brigade.

The unit commendation for the entire brigade includes the SS Sgt. Matej Kocak, SS Major Stephen Pless and SS PFC Eugene Obregon, all three operated by Waterman Steamship Corp.

The award covers the period from July 1983 to July 1985.

The citation, from the Secretary of the Navy reads:

"For meritorious service in connection with the stand-up of the first Maritime Prepositioned Ships (MPS) Squadron from 26 July 1983 to 19 July 1985. During this period, the 6th Marine Amphibious Brigade, Fleet Marine Force, Atlantic, Camp Lejeune, North Carolina enacted plans for receiving, unloading and, subsequently, embarking 9,000 primary end items and 2,862 containers aboard the ships of MPS-1. Through the Management Decision Support System, MPS-1 ships were strategically loaded and provided time saving steps to match up personnel and equipment during the off-load phase. The unit's personnel established plans that would integrate MPS effectively and efficiently into the Marine Corps mission in any global real world contingency. Through the concentrated and dedicated efforts of the 6th Marine Amphibious Brigade, a unique new "Force in Readiness" was provided to the Navy/Marine Corps Team for use by the National Command Authority in the defense of freedom worldwide. By their resolute determination, professionalism, and complete devotion to duty, the officers, enlisted personnel, and civilian employees of the 6th Marine Amphibious Brigade, Fleet Marine Force, Atlantic, Camp Lejeune, North Carolina reflected credit upon themselves and upheld the highest traditions of the Marine Corps and the United States Naval Service.

Those cited include:

Kocak

Ashman, W. E.
Clements, J. W.
Deparlier, E. L.
Downey, M. S.

Fachini, A.
Gailas, T.
Grimes, Jr., A. J.
Hawker, P. M.
Higginbotham, B. D.

Holmes, M. C.
Huggins, W. C.
Jensen, H. C.
Kelly, L.
Perdikis, S.

Rooks, C.
Sanders, D.
Seymour, L. A.
Sholar, J. M.
Von Rabenstein, C. P.
Wells, E. A.
Zisis, W.

Obregon

Bartlett, F. L.
Bouganim, H.
Bowers, P. L.
Brown, M. B.
Corelli, G.

Dinnes, S. J.
Johnson, G. F.
Lofton, C. J.
Lukacs, R. F.
Martin, C. H.
Martinez, F. V.
McDuffie, F. L.
Stiller, J. R.
Strickland, M. W.
Todd, J. E.
Walker, Jr., W. A.
Weekley, W. C.
West, D. R.
Zeagler, S.

Pless
Babin, Jr., L. C.
Briggs, Jr., J.
Bush, T. J.
Byrne, W. S.
Callahan, W. T.
Davidson, W. L.
King, P. G.
Martinez, A. E.
Mazzara, G.
Pierce, J. J.
Sosa, J. A.
Sparra, A. W.
Timmons, D. L.



Merchant Marine Memorial Site Dedicated in California

Ground was broken in San Pedro, Calif. for a major U.S. Merchant Marine Memorial site, financed in part by a \$10,000 donation from the SIU. The groundbreaking took place during Maritime Day ceremonies.

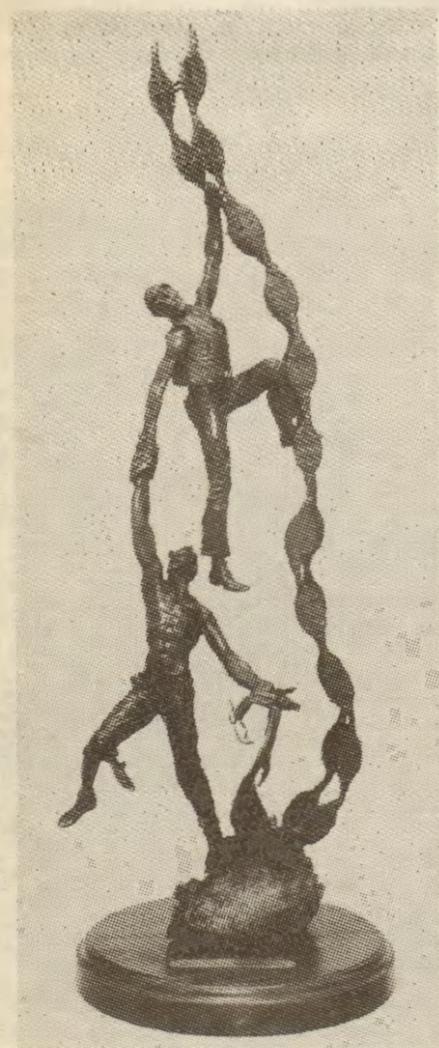
The sculpture, which will be the centerpiece of the memorial site, was designed by the late Jasper D'Ambrosi. He died after finishing the model of the statue, but his two sons, Mark and Michael, completed the work. The 17½-foot bronze statue will sit on a 5-foot base. The sculpture depicts two merchant seamen climbing a Jacob's Ladder following their rescue at sea.

The statue will be placed in the John S. Gibson Jr. Park in San Pedro, in front of the Los Angeles Maritime Museum and the entrance to the Ports of Call Village.

◀ This is model of the statue which will be placed at the San Pedro memorial site.

▶ In theme with the ceremonies, an anchor was used to break ground for the Merchant Marine Memorial.

▼ This an artist's rendition of what the memorial will look like when it is completed.



Port Elizabeth Means Payoff for Seafarers On Sea-Land's Many Ships



On the *Sea-Land Long Beach* at payoff are (seated, l. to r.) FWT Padilla, FWT Alicea, (standing) FWT Miranda, AB Jordan, Oiler Graydon, Oiler McAneney, Electrician Calloe and AB and Deck Delegate Santiago.



The *Sea-Land Long Beach*



On the *Sea-Land Adventurer* are (l. to r.) Bosun Arthur Harrington, AB Bill Dawson, AB Herb Mink and DEU Ali Mohsin.



Here's part of the crew of the *Sea-Land Leader* at payoff. They are (l. to r.) Chief Cook Clarence Wiley, AB Tom Kilbride, Vassilios Catranos, QMED Douglas Cooper, QMED Edgar Nattiel III, DEU Joseph Bonefont, QMED Vincent Carrao, S/A Ernest Dominguez and Bosun Leon Curry.



Onboard the *Sea-Land Expedition* are Chief Steward Lovell McElroy (left) and Chief Cook Raul Gotay.



On the *Sea-Land Expedition* are (l. to r.) Bosun John Le Vasseur, Electrician W. Walter, DEU George Vistakis, DEU Charles Jackson, Eng. Utility Alfonso D. Bombita Jr., AB J.R. Cavanaugh, AB Jimmie Leaz, OMU E. "Loggy" Young and AB Jim Foley.



Part of the crew of the *Sea-Land Integrity* at payoff. They are (l. to r.) AB Ishmael Bryab, AB P. Sambula, Partolman John Leiter, QMED Marvin Lamberth and GSU Jackson Fong.



The *Sea-Land Integrity*



Rigging the gangway on the *Sea-Land Integrity*.



SEAFARERS TRAINING & RECREATION CENTER Reservation Information

Name: _____

S.S. # _____ Book # _____

Address: _____

Telephone # _____

Number in Party _____

Date of Arrival: 1st Choice _____

2nd Choice _____

3rd Choice _____

(Stay is limited to 2 weeks)

Date of Departure _____

Send to:
Seafarers Training & Recreation Center
Piney Point, Md. 20674
(Phone: 301-994-0010)

Your Holiday at the SHLSS Vacation Center:

What It Will Cost

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

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

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

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

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

A Look at SIU Preferred Provider Health Care

For several years, the Seafarers Welfare Plan has been implementing an overall medical benefits cost containment effort. The program includes the Claims Department Medical Audit Program, participant audits and the Seafarers Preferred Provider Program.

The purpose of these cost containment programs is to ensure that Seafarers and their families continue to obtain quality medical care and, at the same time, help the Plan combat the continuing rise of hospital and medical costs.

The various cost containment programs will be explained in periodic articles in the LOG. This month the Seafarers Preferred Provider Program will be examined.

The Seafarers Welfare Plan has chosen clinics and hospitals in the ports of Seattle, San Francisco and Honolulu to participate in the programs. In the near future, this network will expand and eventually include the majority of ports across the United States.

WHAT IS A PREFERRED PROVIDER HOSPITAL?

For the purposes of this project, a Preferred Provider Hospital is a medical facility which agrees to provide services to Seafarers and their families for a negotiated reimbursement rate. Generally, there will be only one Preferred Provider Hospital in each port.

WHAT IS THE PURPOSE OF THE PREFERRED PROVIDER ORGANIZATION (PPO)?

The purpose of a PPO is to give Seafarers and their families an opportunity to be served by one facility which will become aware of the needs of men and women working in the maritime industry, and the particular needs of their families.

This arrangement will allow members and their dependents who are in need of medical attention to use a hospital which is familiar with the Seafarers Welfare Plan and the claim's payment procedures.

This arrangement also allows the Plan to have a continuing relationship with a hospital, so that if there are disputes which come up concerning payment of claims, they may be resolved quickly and with a minimum involvement of the members or their dependents.

Since the closing of Public Health Hospitals in 1981, Seafarers have used many different facilities in their home ports as well as when they were in unfamiliar U.S. ports. Establishing a PPO arrangement with one hospital will offer Seafarers the opportunity to get medical treatment at a hospital which will provide excellent care and will welcome Seafarers and their families.

HOW WILL THIS PROGRAM WORK?

As with any other hospital admission, in order to use a particular facility you must use a doctor who has priv-

ileges at the hospital. Most of the PPO hospitals will have outpatient clinics as part of their facility. By choosing a doctor from that clinic, should it become necessary for you to be admitted to a hospital, you should have no trouble being admitted to the PPO facility.

For example, if you are having back trouble, you would go to the clinic at that facility and ask to make an appointment with an orthopedist. If you feel this doctor suits you, he would become your regular doctor. And if you should need to be admitted for an operation, you would receive treatment at the PPO facility.

If your doctor does not have privileges at the PPO facility, the chances are you will not be able to use the PPO hospital when you or your family need in-patient treatment. As the PPO hospitals are among the biggest in the city, there will be many doctors in each specialty to choose from.

In non-emergency admission situations, you or your dependent would go down to the hospital's admissions section to check into the hospital. At that time the hospital staff would provide you with a Seafarers benefit application to be filled in. Once this application and other hospital forms are complete, in most cases, this would be all that is required of the member or his dependent. The hospital will forward all forms and bills directly to headquarters.

At the time of admission, the member's eligibility will be checked by telephone with headquarters in Camp Springs. By checking eligibility before services are provided, it will be determined at the outset who will be responsible for payment, and this will prevent disagreements later on.

In some instances, the PPO hospital will also be the clinic performing the fit-for-duty and other employment-related physical examinations. Your Port Representatives will notify you of any changes concerning the clinics.

WILL I BE ABLE TO USE THIS HOSPITAL IF I DO NOT HAVE ELIGIBILITY FOR WELFARE COVERAGE?

It is possible for you to use the PPO facility if you do not have eligibility for welfare benefits; however, you would be responsible for the payment of the hospital bills just as you would be at any other facility.

MUST I USE THE PREFERRED PROVIDER HOSPITAL?

The use of the PPO hospital is voluntary. If a member or dependent chooses a facility other than the PPO hospital, there is no effect on the benefits which will be provided by the Plan.

There are, however, many advantages to using the PPO hospital such as:

- obtaining services at a facility which offers quality care for a reasonable cost.

- using a facility which is familiar with our organization and whose staff is familiar with the unique needs of our membership and their families.
- streamlined claims procedures for members and dependents using this facility.
- use of these hospitals will allow the Plan to monitor the claims to make sure the hospital is offering their services efficiently and maintaining high standards of quality of care.
- if the hospital sees that many Seafarers and their families are using the facility, the hospital and Plan will be able to maintain the reasonable rates for services. This, in turn, will allow the Plan to keep a lid on rising health care costs and use these savings to the benefit of members and their dependents.

The following hospitals have contracted with the Seafarers Welfare Plan to provide clinic and hospital services; Virginia Mason in Seattle, St. Mary's

Hospital in San Francisco and Straub Clinic and Hospital in Honolulu. Future LOG articles will feature these facilities to inform Seafarers and their families of the services and special features of each preferred provider facility.

This program is an ambitious one, and in order to make it work it needs the full support of the SIU membership and their families. The Welfare Plan would like to hear about your experience with the existing clinics or your thoughts about this type of program. Please write to:

PPO Coordinator
SIU Headquarters—4th Floor
5201 Auth Way
Camp Springs, Md. 20746



Personals

Larry Albert Lynch

Please contact Floyd Mullins collect at (209) 537-2717.

In Memoriam

DEEPSEA



Wilfred Bennerson



Chester Miller



Niblet Oliver



Guy Reagan



Patrick Scanlan Larry Walker



- William Anderson
- Harry Bammarito
- Joseph Basch
- Gay Bentley
- Frederick Brown
- John Calhoun
- Curtis Clark
- William DeGroat
- Daniel Enos
- Frank Gages
- Ramiro Gonzales
- Norman Hall
- Dobromir Kosicki
- Francisco Nadal
- Raymond Orso
- Leo Strange
- Edward Sellers
- Robert Smith
- Reginald Thomas

INLAND



Stanley Marvel Glen Wheeler

- Norfleet Burke
- Anthony Conti
- William Culpepper
- Albert Windley

GREAT LAKES

- Edward Murphy
- John McDonald



Inland News

tug/tow
barge/dredge

Rivers Shrink in Face of Massive Drought

The worst drought in years has seen the Mississippi River shrink to some 20 feet below normal levels, and dozens of tugs and barges have become stuck, halting traffic up and down the river.

"It's having a tremendous effect here, slowing down shipments, and some boats have been laid up," said St. Louis Port Agent Tony Sacco.

Most of the problems have happened on the upper portions of the river. New Orleans Patrolman Nick Celona said operations around that Gulf port are pretty much normal.

Channels in the river have become both more narrow and shallow as the lack of rain dries up the river. New limits on the number of barges allowed in a tow have gone into effect.

The Army Corp of Engineers has seven dredges working the river. As tows become stuck, traffic is tied up along the river. At one time late last month, more than 1,800 barges were trapped on the Mississippi near Greenville, Miss. after a tow hit a sandbar.

Most of the navigation problems are at sharp, Z-shaped turns in the river where tows must move to the extreme

side of a navigable channel in order to change direction. As they make that move, they risk running aground into the side of the channel and destroying the channel wall.

Some problems have been reported along the Ohio River, but the Corps of Engineers said that river's system of locks and dams, along with water released from various flood control reservoirs, has helped keep barge traffic moving. Barges have been forced to carry lighter loads, however.

There is little relief in sight, and both rivers will probably drop even further unless major rainfalls occur. One barge industry leader said it would take a hurricane to bring the river levels back to normal.

While most attention has focused on the rivers, the Great Lakes have also been affected by the drought. No where near as serious as the river levels, lower lake levels have forced ships to reduce their loads by about

3,500 tons in some areas.

In Cleveland, vessels hauling iron-ore, stone and coal are loading about

a foot to 15 inches less to be able to navigate along the Cuyahoga River and other Lake Erie terminals.

Orgulf's Peter Fanchi



Onboard Orgulf's Peter Fanchi are (front, l. to r.) Tom Bayer, lead deckhand, deckhands Paul Sturmamatc and Doug Haston (rear) Deckhand Darren Curry and Cook Dorlis Armstrong.

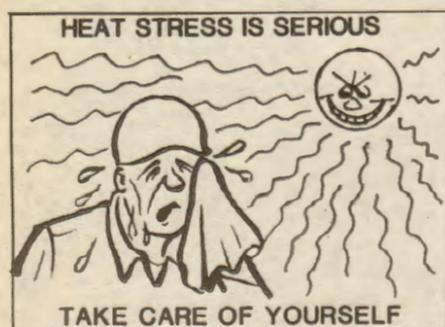
Dixie Orders New Chemical Barges

SIU-contracted Dixie Carriers has ordered three modern and sophisticated chemical barges which could boost their business on the Gulf-Intra-coastal Waterway.

The barges are the "most unique in the inland trade," said Dixie President Joe Pyne. They will be able to carry any type of non-pressurized chemical.

The barges are basically scaled-down versions of parcel tankers. Each barge will be double-skinned with a capacity of 2,000 metric tons and will be 218 feet long and 52.5 feet wide. They will have six stainless steel tanks, which is the preferred tank material because it cleans easily. Also each tank will have its own pump, further reducing the chance of contamination.

Dixie will operate the barges under contract from a Norwegian shipping company. Pyne said the use of these parcel barges could be a growth area for the inland industry.



Support SPAD

Dispatchers Report for Inland Waters

JUNE 1-30, 1988

Port	*TOTAL REGISTERED All Groups			TOTAL SHIPPED All Groups			**REGISTERED ON BEACH All Groups		
	Class A	Class B	Class C	Class A	Class B	Class C	Class A	Class B	Class C
DECK DEPARTMENT									
New York	0	0	0	0	0	0	0	0	0
Philadelphia	2	0	1	0	0	0	4	1	3
Baltimore	7	0	0	3	0	0	5	0	0
Norfolk	47	2	0	28	5	0	58	22	0
Mobile	0	0	0	0	0	0	0	0	0
New Orleans	0	0	0	1	0	0	0	0	0
Jacksonville	0	0	5	0	1	3	0	0	21
San Francisco	0	0	0	0	0	0	0	0	0
Wilmington	3	1	15	6	9	20	50	31	9
Seattle	0	0	0	0	0	0	0	0	0
Puerto Rico	0	0	0	0	0	0	0	0	0
Houston	1	0	2	0	0	4	2	0	3
Algonac	22	4	0	16	0	0	54	17	0
St. Louis	0	1	5	0	0	1	0	1	6
Piney Point	0	0	0	0	0	0	0	0	0
Totals	82	8	28	54	15	28	173	72	42
ENGINE DEPARTMENT									
New York	0	0	0	0	0	0	0	0	0
Philadelphia	1	0	0	0	0	0	2	0	0
Baltimore	0	0	0	0	0	0	0	0	0
Norfolk	6	2	0	4	0	0	14	6	0
Mobile	0	0	0	0	0	0	0	0	0
New Orleans	0	0	0	0	1	0	0	1	0
Jacksonville	0	0	0	0	0	0	0	0	0
San Francisco	0	0	0	0	0	0	0	0	0
Wilmington	0	0	0	0	0	0	25	6	2
Seattle	0	0	0	0	0	0	0	0	0
Puerto Rico	0	0	0	0	0	0	0	0	0
Houston	1	0	0	0	0	0	0	0	0
Algonac	14	1	0	12	0	0	31	11	0
St. Louis	0	0	0	0	0	0	0	0	0
Piney Point	0	0	0	0	0	0	0	0	0
Totals	22	3	0	16	1	0	72	24	2
STEWARD DEPARTMENT									
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	4	1	0	2	0	0	7	3	0
Mobile	0	0	0	0	0	0	0	0	0
New Orleans	0	0	0	0	0	0	0	0	0
Jacksonville	0	1	2	0	1	2	0	0	5
San Francisco	0	0	0	0	0	0	0	0	0
Wilmington	0	0	0	0	0	0	33	13	11
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	7	2	0	2	0	0	16	4	0
St. Louis	0	0	0	0	0	0	0	0	0
Piney Point	0	0	0	0	0	0	0	0	0
Totals	11	4	2	4	1	2	56	20	16
Totals All Departments	115	15	30	74	17	30	301	116	60

***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.



Gulf Convoy

American Eagle's Dangerous Voyage Includes Look at Life in the Middle East

Being part of a 15-ship convoy in the Persian Gulf was all in a day's work, said Michael Meany, who recently signed off the *American Eagle* after a six-month stint as chief steward.

Still, it got a little hairy at times, especially when the Syrian-flag tanker nearby was under attack from an Iranian frigate.

The 15-ship convoy (3 American-flag, 12 foreign) was part of an effort by the American government to relocate a base from Sudan to Bahrain. The *American Eagle* had to travel through the Suez Canal down the Nile to get to Sudan.

"It was an incredible trip," said

Meany, who took pictures of his experiences: the Suez Canal, a picturesque Sudanese marketplace, and most vividly, a helicopter mission onboard the *American Eagle*.

"I'm really glad we had that sealift course at Pincey Point," said Meany. "Everything wound up being pretty much routine, and we didn't have to use much of our training, but it sure was good to know what to do in case there was a real emergency."

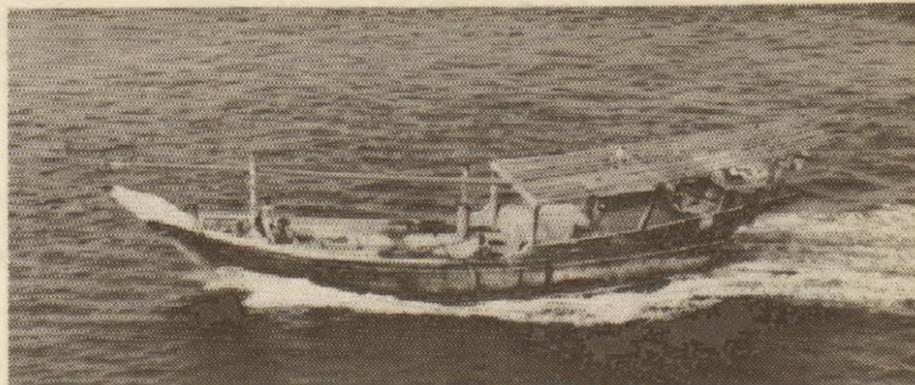
The warship accompanying the convoy was the *Samuel Roberts*, said Meany. He became friendly with one of the crewmembers who came onboard, Signalman Serge Kingery, who was on the ill-fated *S.S. Stark*.



The Seafarers onboard the *American Eagle* worked closely with its U.S. Navy escorts during the Gulf voyage. Here a sailor is transferred back to the escort ship *Samuel Roberts* via helicopter.



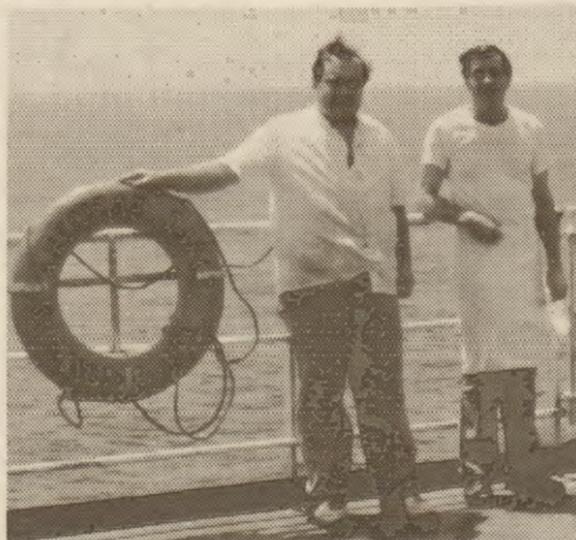
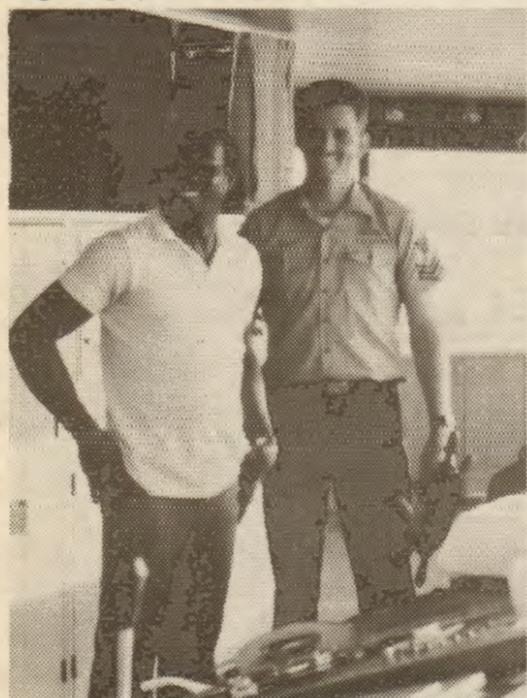
During a stop in the Sudan, crewmembers went ashore and visited this marketplace.



Not every vessel in the Gulf is a commercial or warship.

Photos by
Mike Meany

Eagle AB Juan Castillo (left) and Navy Signalman Serge Kingery on the *Eagle's* bridge.



Chief Steward Mike Meany (left) and Chief Cook Brantley Young.



AB Gary Dow



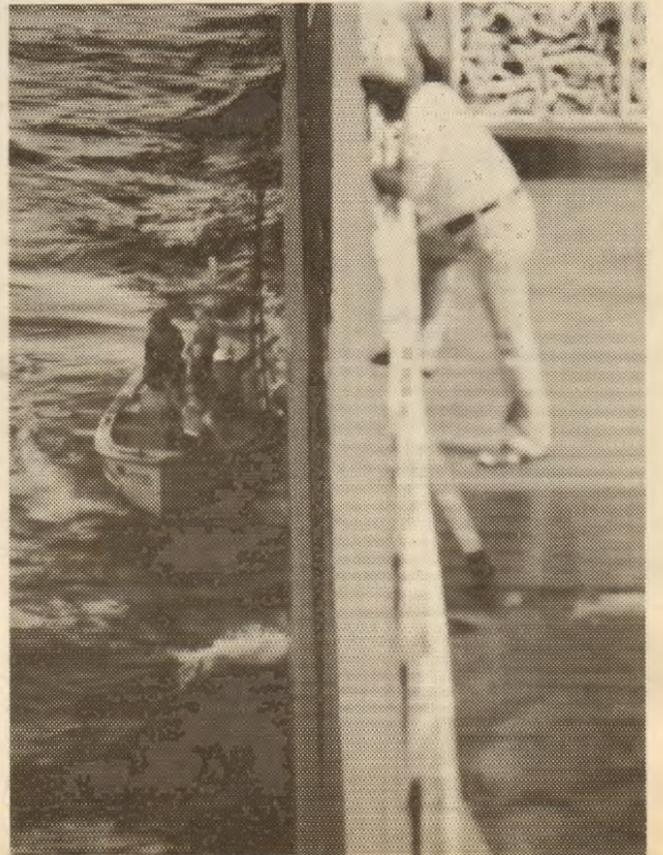
GSU Larry Aldries takes a break on deck.



The U.S. Navy warship *Samuel Roberts* protected the convoy.



A mosque in Bahrain



Crewmen from the *Roberts* come aboard the *Eagle*.



AB F. M. Rose



Life along the docks is a world apart from modern American ports. Above, workers find shade for an afternoon break. Below, it takes dozens of workers to move cargo by hand.



Chowtime's a welcome break on the *Eagle*.



Seafarer

Government Services Division

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



This Bud's for the USNS Navasota

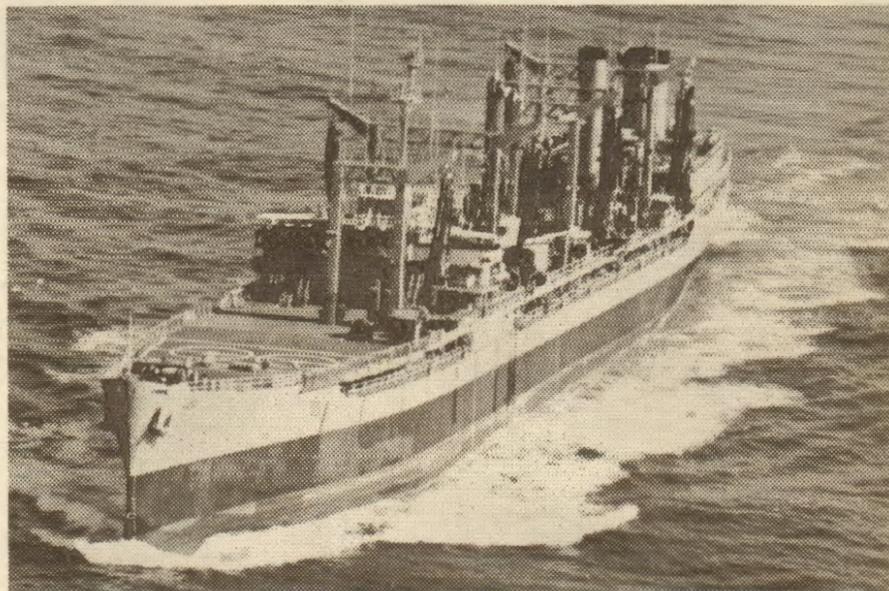
by Bob Borden, PAO, MSCPAC

IT'S a tough way to earn a cold beer, but the crew of the *USNS Navasota* recently took advantage of an MSCPAC instruction that allows the consumption of beer while on high-tempo operations in the Indian Ocean.

Since early February, the *Navasota* has been underway supporting ships operating in the waters of the Arabian Sea and those headed for the troubled Persian Gulf. Her performance has drawn praise from units refueled by her, including a personal note to the ship's master, Capt. C. L. Becker, from Commander, Cruiser Destroyer Group Three, who said: "Many thanks to you and the outstanding crew of the 'Battle Oiler.' Truly, without you, our operations would not have been possible."

After the *Navasota* completed her first 45 consecutive days at sea operating in the Indian Ocean, the ship held a fantail cookout. In accordance with MSCPAC Instruction 4440.7A, which explains the policy of consuming beer at sea, the crew and military detachment were allowed a maximum of two beers. *Navasota* personnel had to wait another 45 days at sea before they could enjoy one more cookout with beer. The final event took place in mid-May before the ship returned to Subic Bay in the Philippines. Capt. Becker said both cookouts with beer and soft drinks were a success and a welcome break from the ship's busy operational schedule in the Indian Ocean.

Key parts of MSCPAC Instruction 4440.7A include the following guidelines for drinking beer at sea:



USNS Navasota

- The instruction applies only to MSCPAC vessels operating in the Indian Ocean.
- Before a ship departs for Indian Ocean operations, the beer is purchased from a Navy exchange. The amount of beer purchased depends on the ship's complement and the 45 day increments of the underway schedule.
- Beer is issued only after the ship has accumulated 45 consecutive days at sea and is not scheduled to arrive

in a liberty port prior to 50 days at sea.

- Only two beers per person will be issued during "Beer Call." Beer is not allowed to be traded or sold among crewmembers. A list is used to record all beer issues.

- Issuance of beer at sea is normally accompanied with a cookout or barbecue. Beer is opened when issued. Canned soft drinks are made available to non-beer drinkers.

MSCPAC New Briefs . . .

—Chief Cook Calvin Williams, a long-time MSTSPAC and MSCPAC employee, retired in May after 42 years of government service. Williams will always remember his first month of employment with MSTSPAC. A couple of weeks after he was hired in August 1950, he was serving on the hospital ship the *USNS Benevolence*, when it was struck by another ship and sunk five miles west of the Golden Gate Bridge. Williams stayed afloat in a life preserver for two hours before he was picked up by a rescue boat. After that incident, he wasn't sure if he wanted to remain with the maritime organization. He finally returned to his Bay Area hotel, only to see it burning to the ground with all his possessions inside his room. "With no money and no clothes, I didn't have a choice about a career after that," joked Williams. "I had to stay with MSTSPAC."

Williams was joined in a small ceremony at MSCPAC in May with Nina J. Olsen and Donald L. Gould. Olsen, a computer specialist at MSCPAC, received a pin and certificate for her

20 years of government service. Olsen's entire government career has been spent at MSCPAC. Gould, a deck engine machinist, was recognized for his 40 years of government service. After spending a few years in the Navy, Gould joined MSTSPAC in 1951 as a fireman. He spent the next 18 years aboard the *USNS Sultan* until the troop ship was laid up in 1969.

—Comptroller employees Robert Sciba and Eva Lee were named that department's Employee of the Month for April and May, respectively. Sciba, a five-year MSCPAC purser who's served aboard the *Misphillion*, *Ponchatoula*, *Passumpsic*, *Mizar* and *Mercy*, was praised for training new junior purser candidates in "real" purser situations. Ms. Lee, a fiscal accountant, was selected for Comptroller Employee of the Month because of her quality work performance, her pleasant manner and her willingness to assist ashore and afloat customers.

—Capt. Nathan E. Smith, who served as temporary master aboard the *USNS*

Kilauea while the ship was deployed to the Indian Ocean from October to January, received a Special Act award from MSCPAC in recognition of his outstanding performance aboard the ammunition ship. During the *Kilauea's* Indian Ocean voyage, the ship's air operations moved 2,078 passengers, 780 tons of freight and 389,905 pounds of mail without a single accident or incident. The *Kilauea* and HELSUPPRON FIVE DET FOUR received Battle Group Alpha's "Most Valuable Player" award during the ship's deployment. Capt. Smith was at MSCPAC headquarters in early June to receive his Special Act award and a \$1,500 check for his superb performance aboard the *Kilauea*.

—MSCPAC's Sailor of the Quarter for afloat and ashore billets (January-March 1988) was announced recently by Capt. W. T. Dannheim, USN, COMSCPAC. ET1 John Gemmel of the *USNS Passumpsic* was recognized for his revitalization of an undermanned electronics shop. Through Gemmel's training of work center personnel to get them thoroughly familiarized with shipboard systems, the *Passumpsic* was prepared for a high level of operational readiness. RM2 Cynthia L. Hughes was named the ashore SOQ for her outstanding performance of duty while serving as communications leading petty officer and NWPL custodian at MSCPAC. Her knowledge of the NWPL enabled her to assist in the establishment of several military department libraries. Both sailors received a certificate of achievement, an

engraved MSCPAC plaque and 72 hours of special liberty.

—The second annual MSCPAC golf tournament was held in Alameda June 1. Low gross winner was Lt. Rod Linville who shot an even par 71. Low gross runnerup was Bob Borden with a 74. Linville also captured low net honors. His 11 handicap gave him a net 60. Low net runnerup was Capt. Harry Lara, the former MSCPAC transportation chief, with a 61.

—MSCPAC staffer George Bruno, head of the tanker branch and a Naval reserve captain in command of MSCO Concord 220, participated in the Navy's physical readiness test in early June and showed why he's getting better with age. Bruno, 46, surpassed the "Outstanding Level" for 17-19 year-olds males, the highest mark on the physical readiness test. He completed 96 situps, 73 pushups and ran 1.5 miles in 11 minutes.

—Chief Engineer Steve W. Cox, a 27-year federal employee, died May 22 after a bout with cancer. Cox, 60, is survived by his wife, Anita, who resides in Incline Village, Nevada.

—Utilityman John J. Wilson, with three years of federal service, suffered a stroke aboard the *USNS Ponchatoula* and died May 22. Wilson, 69, is survived by his two children.

—AB Earl W. Sandidge Jr., a 30-year federal employee, drowned near Norfolk, Va., on April 14. Sandidge, 58, was last assigned to the *USNS Zeus*. He is survived by his two children.



Joining in a small retirement ceremony at MSCPAC are (l. to r.) George Grier, Capt. W.T. Dannheim, Calvin Williams and Donald Gould.

Labor Briefs

JOSLIN, Ill. (PAI)—IBP, Inc. agreed to recognize the Food and Commercial Workers as the representative of 1,700 workers at IBP's meatprocessing plant here after the Illinois Labor Dept. said a majority of workers had signed union authorization cards. UFCW President William H. Wynn expressed hope that IBP's acceptance of the card check rather than forcing a more time-consuming election process "heralds the start of an improved relationship between the union and IBP, built on mutual cooperation and understanding and benefiting both the workers and the company." The UFCW also represents 2,800 workers at IBP's Dakota City, Neb., plant.

FORT COLLINS, Colo. (PAI)—Workers at Anheuser-Busch's new brewery here voted 222 to 53 for a union shop. The Teamsters said the victory was particularly rewarding because Colorado is a right-to-work state. Colorado is the only right-to-work state in the nation that allows a union shop when employees under contract approve it by a 75 percent margin. Anheuser-Busch recognized the IBT as bargaining agent in February 1988 after the union provided proof that a majority of the workers sought its representation.

MADRID, Spain (PAI)—The International Metalworkers' Federation (IMF) Central Committee meeting here expressed support for the striking International Jai-Alai Players Association, the Auto Workers' "Washington Report" said. The IJAPA voted to affiliate with the UAW in June after striking eight companies in Florida, Connecticut and Rhode Island in mid-April. The UAW said unfair labor practices against the players have included threatening Basques with the loss of their visa status and return airline tickets to Spain. About 70 percent of the UAW-represented Jai Alai players come from the Basque country.

WASHINGTON (PAI)—The AFL-CIO Industrial Union Dept.'s Committee on Pension and Benefit Fund Policy has commissioned a study of benefits in the 21st century. Clothing and Textile Workers President Jack Sheinkman, who chairs the committee, said the study will be directed by Howard Young, an actuary who recently retired from the Auto Workers and now teaches at the University of Michigan. The study will focus on the impact of political, population and other changes on benefit structures and needs as the proportion of Americans over age 65 greatly expands in the next century.

WASHINGTON (PAI)—The Associated Clerical, Office, Laboratory and Technical Staff of the University of Maine (ACSUM), a National Education Association affiliate, won \$2.7 million in pay equity raises for most of the 1,000 clerical workers at the university. After an ACSUM study demonstrated sex and race bias in the university's job classification system, the employees worked with the university administration to develop a bias-free system with pay equity raises that will be implemented this summer.

MSCPAC On Exhibit in Oakland



◀ A 20-foot MSC container which displayed captioned photos telling the story about the Military Sealift Command was used at two separate events in May. Hundreds of people attending Oakland's World Trade and Maritime Day on May 21 took a look inside the van and left with a colorful MSC poster. In the spirit of the Unified Transportation Command, MSCPAC shared space inside the container with MTMC-WA. Earlier in the week, the same display was used at the National Defense Transportation Association's symposium held at the Presidio in San Francisco.



Personals

Mike Bullen

Please contact John Thompson-bosun, USNS Antares, Sealift Terminal, 9810 August Rd., Jacksonville, Fla. 32226.

Cecil Ayers

Perry Ellis would like to get in touch with you. Please write him at P.O. Box 123201, Ridglea Post Office, Fort Worth, Texas 76121.

Raymond Hill

Raymond Hill would like to hear from any of his seafaring friends. Please write to him at Route 3, Box 4444, Hagerstown, Maryland 21740.

Jack Sommers

Please contact an old shipmate, James Peterson, at 1483 Judson Way, Chula Vista, Calif. 92011.

Are You Missing Important Mail?

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

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

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

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

HOME ADDRESS		PLEASE PRINT			Date: _____
				Social Security No. _____	
				Phone No. () _____	
Your Full Name _____				Area Code _____	
Street _____	Apt. or Box # _____	City _____	State _____	ZIP _____	
Book Number _____		<input type="checkbox"/> SIU <input type="checkbox"/> UIW <input type="checkbox"/> Pensioner		Other _____	
UIW Place of Employment _____					
<p>This will be my permanent address for all official Union mailings. This address should remain in the Union file unless otherwise changed by me personally.</p>					
(Signed) _____					

Where to Find WW II Vets Information

The Veteran's Administration has issued the following list of agencies and their addresses for WW II merchant marine veterans seeking disability compensation and medical benefits for service-connected injuries and illnesses.

Information Sources for World War II Merchant Seamen Seeking Benefits and Services from the Veterans Administration for Service-Connected or Service-Aggravated Injuries or Illnesses.

The Veterans Administration (VA) may pay disability compensation and provide medical services to World War II merchant seamen with veterans status under Public Law 95-202. Merchant seamen must be able to document their claim for compensation by providing substantiating information.

The following is a list of facilities that maintain merchant seamen records. The records may contain material relevant to a compensation claims case.

Medical information on merchant seamen treated at U.S. Public Health Service Hospitals (former marine hospitals). Requests for information should include the name the seaman used as a patient, date of birth, social security number, Z-number, location of hospital where treatment was received, approximate date(s) of treatment, kind of information being requested, how it is to be used and where the information should be sent. If request for information is on behalf of a merchant seaman who is deceased or incompetent, a death certificate or proof of incompetency must be provided. Requester should also state their relationship to seaman.

Write: Health Data Center
GWL Hansen's Disease Center
Carville, LA 70721

Attn: Director

Information on merchant seamen who received medals and decorations. Government files may contain information about the basis for which the medal award was given. Requests for information should include the full name of the seaman, U.S. Coast Guard Z or Book number, and World War II home address.

Write: U.S. Department of Transportation
Maritime Administration-MAR 250
Office of Maritime Labor & Training
400 Seventh Street, SW
Washington, DC 20590

Attn: Seamen Awards

Records of merchant seamen trained by the U.S. Maritime Service. Requests for information should include the name the seaman used during training, date of birth, and social security number.

Write: National Personnel Records Center
Civilian Records Branch
111 Winnebago Street
St. Louis, MO 63118

The U.S. Coast Guard has information on specific vessels a merchant seaman may have served on. Requests for information should include U.S. Coast Guard Z-number, date of birth and name the seaman used when sailing.

Write: Commandant
U.S. Coast Guard (GMVP-1)
2100 Second Street, SW
Washington, DC 20593

Academic, medical and training records of seamen who were enrolled as cadets at the U.S. Merchant Marine Academy. Requests for information should include name the seaman used as a cadet, date of birth, social security number and dates of enrollment.

Write: U.S. Merchant Marine Academy
Kings Point, New York 11024-1699

Attn: Director of External Affairs

Vessel Status Cards that identify vessels owned or operated by the War Shipping Administration (WSA) and articles of vessels owned or controlled by WSA that suffered war damage may be available at Maritime Administration. Requests for information should include the name of the vessel.

Write: U.S. Department of Transportation
Maritime Administration-MAR 573
Chief, Division of Statistics
400 Seventh Street SW
Washington, DC 20590

The SIU in Washington

Seafarers International Union of North America, AFL-CIO

July 1988

Legislative, Administrative and Regulatory Happenings

(Continued from Page 32.)

differential subsidy funds for 12 foreign-built container vessels.

The bill is "vitally necessary if the U.S. merchant marine is to be competitive for the essential trades of the United States," said Inouye, who noted that the bill would not hurt other U.S. liner operators nor would it affect existing cargo preference laws. It is not, he emphasized, a substitute for reform of the liner subsidy program.

Minimum Wage

The House of Representatives is expected to vote on the Fair Labor Standards Amendments of 1988 later on this month. The legislation would raise the minimum wage to \$4.55 in three stages by 1991.

The minimum wage has remained static since 1981 while inflation has increased dramatically. "It is only fair that this legislation be passed," said SIU's Sacco. "The SIU strenuously opposes any move to weaken the bill through the passage of amendments authorizing a sub-minimum youth wage."

Procedure and Charter Bill

The House Merchant Marine and Fisheries Committee has been holding hearings on H.R. 4662, which would authorize the federal government to build vessels for charter to private industry.

The legislation has divided the maritime industry. Some operators feel that it could give the industry a badly-needed boost in the arm. Others are convinced that it would upset the domestic trades.

Sewage Sludge

At the very same moment that segments of the maritime industry were celebrating passage of a bill clarifying the Jones Act to include the transportation of sewage sludge, legislation outlawing the carriage of such products was being introduced in both the Senate and House of Representatives.

The SIU has strongly backed enactment of the Sewage Sludge bill.

The Union also felt that there was

a tremendous opportunity for growth in the industry. In addition, the legislation marked the first time that the Jones Act was unequivocally applied to the 200 mile exclusive economic zone.

Trade Bill

Prospects for passage of a trade bill picked up dramatically when Democrats in the House and Senate decided to introduce a separate piece of legislation dealing with the issue of plant closings.

Most Democrats, as well as the labor movement and many local governments, remain committed to the concept of plant closing legislation. The political reality, however, is that the Democrats can't muster the necessary two-thirds vote to override President Reagan's veto of the Omnibus Trade Bill.

By separating the two bills, Democratic leaders are convinced that they can win the necessary two or three votes needed from Republican lawmakers who face difficult re-election

campaigns this year and who won't be on record as opposing plant closing legislation.

The stripped down trade bill contains several items of interest to the maritime industry, including one which would enhance the powers of the Federal Maritime Commissioner to pursue matters involving unfair trade against American shipping companies.

Unfortunately, the legislation does not contain an auto-carriage provision, which was deleted in joint conference. And it does not contain a ban on the export of refined Alaskan oil, which was dropped in the unsuccessful attempt to gain the three votes needed to override the president's veto in the Senate.



Frank Drozak Is Dead at 60

Frank Drozak, the tenacious, two-fisted bosun who led the Seafarers Union during one of maritime's most tumultuous periods, died of cancer at his home in Alexandria, Va. on June 11, 1988. He was 60 years old.

Drozak was buried in a simple ceremony at Seafarers Haven, a cemetery for seamen which he had built across the river from the Seafarers Harry Lundeberg School of Seamanship. He now rests alongside such friends and co-workers as Frank Mongelli, E.B. "Mac" McAuley, Jimmy Golder and Bob Vahey. "Piney Point was his port, his safe haven," said SIU Secretary-Treasurer Joe DiGiorgio in a moving graveside eulogy.

"Frank Drozak's leadership, compassion and guidance will be sorely missed," said Mike Sacco, who was sworn in as president of the SIU after a unanimous vote of the Union's executive board on June 15.

"His death will leave an immense void in the maritime industry," said Rep. Walter B. Jones (D-N.C.), chairman of the House Merchant Marine and Fisheries Committee.

"We are better and this labor movement is strong because he came among us," AFL-CIO Secretary Treasurer

Thomas R. Donahue said in his heartfelt eulogy during final services at the Seafarers Harry Lundeberg School.

"I am sure that Frank Drozak will take his place among such figures as Paul Hall, Joe Curran and Harry Lundeberg," said Shannon Wall, executive vice president of District 1-NMU.

"Maritime has lost one of its own," said Rep. Helen Bentley (D-Md.) in a statement included in the *Congressional Record*.

"Frank's death brings sorrow to trade unionists around the world, at sea and ashore," said AFL-CIO President Lane Kirkland. "He will be remembered by the national leaders who relied on his counsel, as well as by union members in every craft whom Frank helped rescue in a thousand strike emergencies."

During his eight years as SIU president, Frank Drozak was a leading spokesman for workers' rights. He opposed the administration's repeated attempts to cut federal spending for maritime and social programs, saying that this would weaken this nation's sealift capability and create a two-tiered society of haves and have-nots.

His agenda was shaped by an historical accident. He assumed office during

Frank Drozak



the 1980 presidential campaign. He died just as the Reagan "Revolution" was winding down, when the shipping industry was still mired in a decade-long depression.

Under Drozak's stewardship, the SIU was able to sign up hundreds of new jobs for its members in the military sector, expand membership services through the implementation of innovative programs and upgrade its training and educational facilities in Piney Point. These accomplishments occurred during a time when the American-flag merchant marine had declined by more than

one-third, from 600 vessels in 1980 to 360 today. Institutions like U.S. Lines and the National Maritime Council, which many in the maritime industry thought would last forever, have simply ceased to exist.

Under Drozak's stewardship, "the SIU operated a formidable political apparatus," wrote Robert F. Morison in *The Journal of Commerce*. "The Seafarers, small in number compared to the other national unions, consistently

— continued next page

With Jean Ingrao, executive secretary-treasurer of the AFL-CIO Maritime Trades Department, one of his mentors, his strongest ally in the labor movement, and a close friend.



In Nicaragua in 1982 meeting with labor leaders and pledging support for a free and democratic trade union movement in Central America.

At the Democratic National Committee's Platform Committee in January 1980 urging a commitment to a strong national maritime policy.



At the House Merchant Marine and Fisheries Committee in 1984 urging national support for ailing U.S.-flag merchant marine.

What They Are Saying. . .

Frank Drozak guided the Maritime Trades Department through eight of the most difficult years we have ever encountered. He never wavered from our true course of bringing a better life to working people through the trade union movement.

He was particularly effective in the legislative and political fields, which are so vital to the MTD and its 44 affiliated unions. Time and again his testimony was instrumental in convincing Congress of the rightness of our cause.

His contributions to the MTD, as well as the entire labor movement, will long be remembered.

— Jean Ingrao, Executive Secretary-Treasurer
Maritime Trades Department, AFL-CIO

ranked high on the list in dollars donated to congressional and presidential campaigns." Because of this, the SIU played an important role in preserving the ban on the export of Alaskan oil and in fighting back repeated attempts to weaken the Jones Act.

Drozak was considered one of the architects of the Cargo Preference Compromise of 1985, which preserved the P.L. 480 program in the face of fierce attacks from agricultural groups. As a result, American-flag cargo preference

requirements for certain kinds of government-impelled cargoes were raised from 50 to 75 percent, safe-guarding thousands of jobs for American seamen and shoreside workers.

During the last two years of his life, Drozak was instrumental in forging coalitions to remove transportation from the provisions of the Canada Free Trade Agreement, in fighting for a Trade Bill that would give American shipping companies equal access to foreign markets and in speaking out against attacks on the integrity of the American registry, most notably, the reflagging of 11 Kuwaiti tankers.

With Riley Regan of the National Institute on Alcoholism at the SIU-sponsored seminar on alcohol addiction and treatment at Piney Point in February 1976.



Drozak was a vice president of the AFL-CIO and a valued member of the Federation's executive council. He was also head of the 8.5 million member Maritime Trades Department. He was only the third person to head the Seafarers International Union of North America, following two legendary leaders, Harry Lundeberg and Paul Hall. He was also president of two SIUNA

With national labor leaders at the White House for a briefing by President Ronald Reagan in July 1981.



With President Jimmy Carter on the White House lawn in the Summer of 1980.



With Mrs. Harry Lundeberg and west coast maritime labor leaders Paul Dempster, SUP president and Ed Turner, former president of the Marine Cooks and Stewards at the rededication of the memorials to Lundeberg and Andrew Fureseth in San Francisco in March 1981.

affiliates—this Union, the SIU-AGLIWD, and the United Industrial Workers Union, which represents workers in a diverse number of fields, from the service and industrial sectors to transportation, government, fish canning and steel.

In his various capacities, he was an ardent spokesman for working people both here and abroad. At the request of AFL-CIO President Lane Kirkland, he traveled extensively to other countries—Nicaragua, Australia, Zimbabwe, among others. He was a member of the A. Philip Randolph Institute, the Coalition

Against Apartheid and the United Way. He received a life achievement award from Histadrut, the Israeli organization.

As president of the MTD, Drozak led a successful 11-year fight to gain recognition for the role that American seamen played in World War II. He worked tirelessly for ratification of ILO Convention 147, which set minimum international standards for seamen. It was the first ILO convention to be signed by the United States in more than 35 years.

He was a leading spokesman for the fishing and fish processing industry. He helped reorganize the Atlantic Fisher-



With Presidential candidate Walter Mondale at SIU headquarters in August 1984.





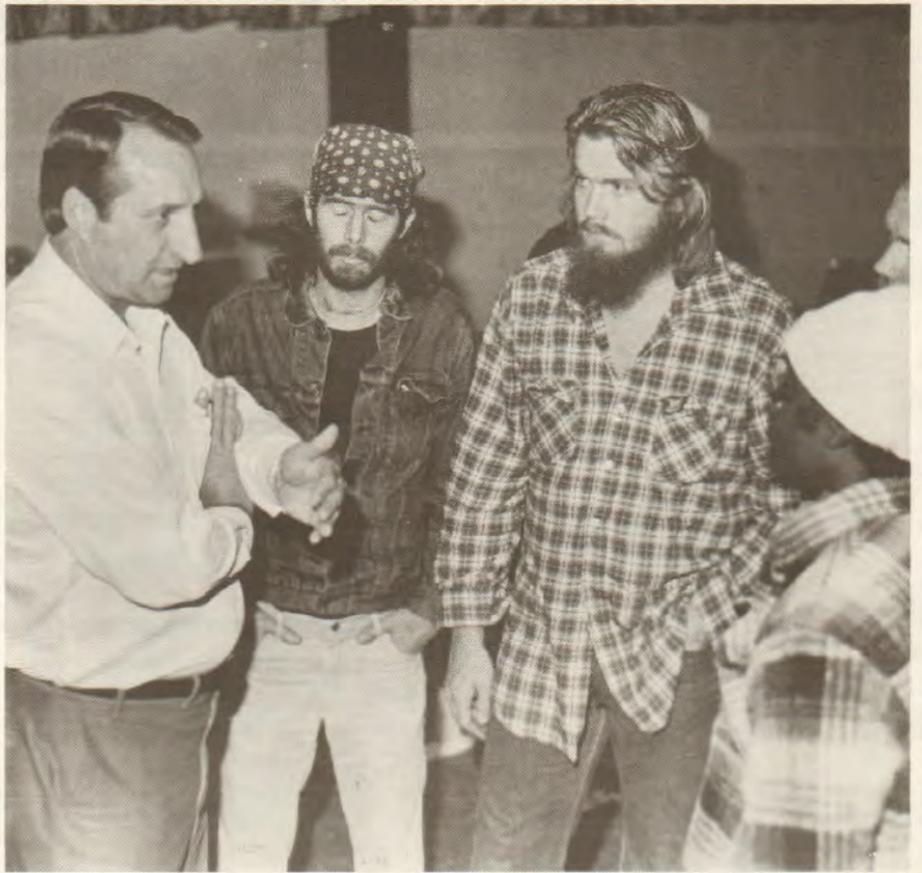
With NMU President Shannon Wall at SIU-sponsored unity meeting in Miami Beach in February 1982.

men's Union in New Bedford, incorporating it directly into the SIU.

He led a long and bitter strike in New Bedford to protect the rights of the newly-reorganized fishermen there. At the same time, he worked with allies in Congress to try to resolve thorny problems relating to vessel safety, liability insurance, and fishing rights on the Grand Banks.

He strenuously opposed attempts by tug and barge companies which tried to deprive certain groups of workers of their legitimate right of union representation by unilaterally reclassifying them as supervisory personnel. He worked for passage of a port development bill to stimulate activity in the dredging industry and opposed the imposition of user fees, which he viewed as posing a serious threat to the economic health of the inland waterways industry.

He worked to enact legislation to reduce the burdensome requirements heaped on the maritime industry, which is regulated by more than 75 federal agencies. At the same time, he opposed the administration's broader policy of deregulation, saying that it would lead to a breakdown of safety standards in the transportation industry.



With upgrading Seafarers at SHLSS in April 1979, where he was keynote speaker at the launching of the SIU's industrial relations program.

Drozak was a strong proponent of grassroots political activity. During one battle to save the Cargo Preference Act of 1954, he flooded Capitol Hill with dozens of whitecapped seamen who made unannounced visits to their elected representatives. He was constantly seeking new ways to bring labor's message to the public at large. It was a message he had spent his whole life trying to communicate.

He started his career in 1945 in the port of Mobile, Ala. He was one of four children. Both he and his twin brother Paul sought to escape the poverty of Coy, Ala. by going to sea in the waning days of World War II.

Drozak joined the SIU in its first decade of existence, when Paul Hall, then director of organizing, was in the process of transforming the Union into one of the most powerful forces on the waterfront.

Drozak upgraded to bosun, the highest unlicensed rating in the deck department. He participated in many of the Union's early beefs, including the Isthmian and Cities Service organizing campaigns. He caught the attention of Cal Tanner, then port agent in Mobile, who assigned him to the shore gang in that port. From then on, it was a steady rise through the ranks of the SIU.

In 1959 he came to New York as acting port agent. In 1962, at the request of SIU President Paul Hall, he headed the

SIU's fight against the Teamsters in the port of Philadelphia.

The Teamsters had just been expelled from the AFL-CIO by George Meany. SIU head Paul Hall was in the forefront of the fight to prevent the Teamsters from developing a lock on the transportation industry through raids on unions affiliated with the AFL-CIO.

Steve "Blackie" Cardullo, national director of the SIU-affiliated United Industrial Workers Union, had just gone over to the International Brotherhood of Teamsters, taking six other UIW and SIU officials with him. Drozak and a team of SIU stalwarts spent months sleeping on the floor of the Philadelphia hall and walking picket lines. They were exposed to the daily threat of physical violence. They persevered, and as a result of their efforts, hundreds of industrial workers in the port of Philadelphia remained covered by SIU/UIW contracts.

In 1963, Drozak briefly headed the Union's lifeboat training program in Brooklyn, N.Y. He was named Philadel-

—continued on next page



With SUP President Paul Dempster, left, and Marine Firemen President Whitey Disley at a San Francisco Port Council meeting in April 1984.

With the recertified Bosuns at SIU headquarters in October 1984 in one of his continuing dialogues with the membership.



phia port agent in 1964. In 1965 he went out to the West Coast to oversee the Union's Vietnam sealift, where he developed a program to insure qualified crewing of SIU-contracted vessels.

His experiences during this vital period in our nation's history was to lead to a lifelong commitment to developing procedures to enhance the SIU's manpower system. "It doesn't make a difference if we have the contract," he would often say. "If we can't man the vessels, then we won't get the jobs."

In 1972 he moved to SIU headquarters, then in Brooklyn, where he became vice president in charge of contracts. His close personal relationship with SIU President Paul Hall continued to grow. He assumed many of the day-to-day duties of running the Union, which freed Hall to work on a national and international level.

One of the reasons why Hall had called Drozak to headquarters was that he had suffered a near-fatal heart attack two years before. Though Hall fully recovered from that ordeal, he was determined that nothing should interfere with the smooth operation of the SIU, not even his own death.

When Drozak fell ill in 1988, he was to repeat this process by calling SIU Vice President Mike Sacco to



Explaining the need for a Fair Trade policy to a young citizen during hearings on U.S.-Japan bilateral agreements.

Speaking at Maritime Day memorial services in Washington, D.C. in May 1980.



With MEBA-2 President Ray McKay, SIU of Canada President Gralewicz and SIU of Canada Executive Secretary Andrew Boyle at a meeting of the ILO Maritime Commission in Geneva in October 1984.

What They Are Saying . . .

The passing of Frank Drozak is a great loss to the Seafarers International Union of North America, to all of its members in the seafaring, fishing and allied trades and to the trade union movement generally. We will remember Frank with gratitude for his unswerving efforts to call attention to the need for preserving this nation's maritime capability and for his constant search for ways and means to protect and expand job opportunities for his union's membership. Frank assumed the leadership of our union in a most difficult period, one in which U.S. shipping declined as a result of abandonment by the Carter and Reagan administrations. He recognized that the changing character of world shipping required recognition of the need for the industry to be competitive--a not always popular stance but a courageous and honest one.

—Mike Sacco, President
Seafarers International Union of North America

Washington to coordinate the activities of headquarters and the ports.

In his capacity as vice president of the SIU, Drozak attracted nationwide attention for his efforts to mobilize support for the re-opening of the Seatrain Shipyard in Brooklyn. Robert Blackwell, former head of the Maritime Administration, ranked this as one of Drozak's "most remarkable accomplishments."

In 1978 Drozak's brother Paul, who had led the fight to sign up workers in the tug and barge industry, died of cancer at the age of 50. Later, as president of the SIU, Frank Drozak would fight to preserve his brother's legacy when tug and barge companies like ACBL, Dixie and SONAT Marine tried to rid themselves of union workers.

When SIU President Paul Hall was felled by an inoperable brain tumor in

1979, Drozak gave this Union a strong presence during a potentially troubling period. Because of their close relationship, there was a smooth transition.

Drozak immediately stepped in for Hall on the national level. Within months, he was playing a leading role in securing support for Jimmy Carter, who during his tenure as president had demonstrated a strong commitment to the maritime industry. Among other things, Carter had come out in support of a cargo preference bill, signed into law legislation redocumenting the *S.S. Independence* under the American flag, consistently backed a healthy maritime budget, established the Strategic Petroleum Reserve, signed the Deep Seabed Hard Mineral Resources Act with "man-American" provisions intact and worked hard for the enactment of the Outer Continental Shelf Lands Act.

Carter lost the 1980 election to Reagan by a substantial margin, in large part because of a sense of national frustration brought on by the Iranian hostage crisis. Control of the Senate passed to the Republican Party for the first time in more than 20 years. The combination of these two events helped pave the way for the so-called Reagan "Revolution," which transformed the face of American politics during the early part of the decade and which had profound implications for American seamen.

The entire labor movement was faced with a new environment distinctly unfavorable to the interests of the working people. Federal programs which had promoted numerous American industries and provided a minimum safety net for millions of American workers



Leading the Seafarers on a march to support the United Mine Workers in Washington, D.C. in May 1980.

Participating at maritime meetings of the International Labor Organization in Geneva in the Summer of 1984 with Ake Selander, deputy secretary general of the International Transport Workers Federation.



were axed. The National Labor Relations Board was packed with conservative appointees, which made it impossible for workers to receive an impartial hearing.

Maritime, like many other American industries, was hard hit. The Construction Differential Subsidy Program died. In addition, the administration tried to gut the Title XI Loan Guarantee Mortgage Program and the Capital Construction Fund.

The USPHS hospital system, which for 200 years had provided seamen with quality medical care, was shut down.

Under Drozak's direction, the Union looked into imaginative ways to effect savings within the Seafarers Welfare Plans without having to cut back on the benefits provided seamen. In New Orleans and Seattle, for example, a preferred provider program was set up

which guaranteed seamen in those ports better medical coverage for less money.

From the moment he took office, Drozak was aware that the maritime industry was faced with a grim prospect for the future. The shipping boom of the '70s, which grew from the Vietnam War and was nurtured by the Merchant Marine Act of 1970, was nearing an end. A depression in the oil industry and an explosion of corporate takeovers would soon create a desperate situation in the tug and barge industry as well.

In the early part of the decade, before the scope of the Reagan "Revolution" became truly known, Drozak lobbied for a plan to revive the near-moribund bulk

trade. He called on Congress to enact the Boggs Bulk Bill, which would have set aside a certain percentage of bulk products for American-flag carriers. The Reagan administration strenuously opposed this bill as well as other efforts to stimulate the bulk trade. It dismantled existing programs aimed at stimulating domestic coal production and tried to discourage the use of bilateral trade agreements.

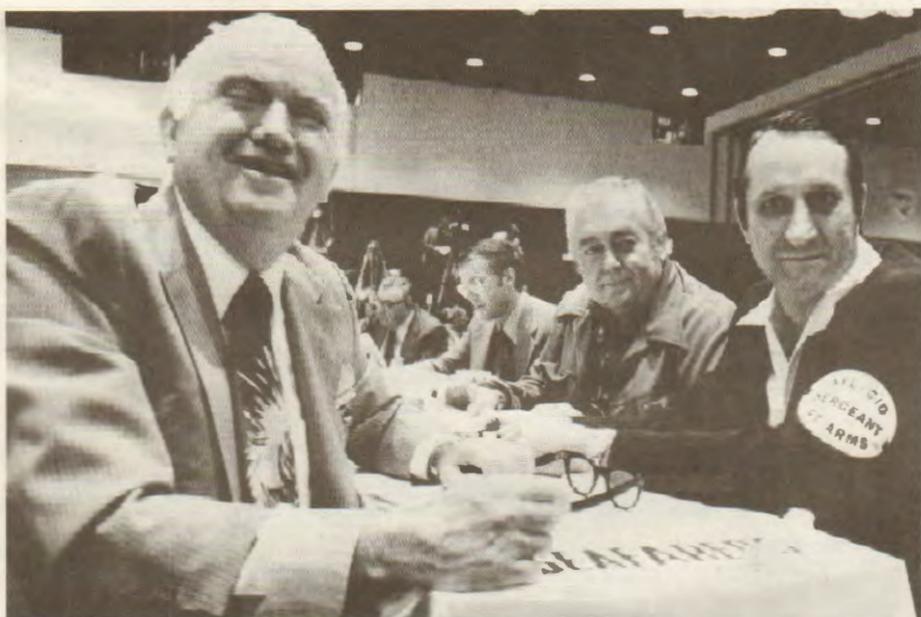
Drozak also moved to revitalize the passenger vessel industry, which the Carter administration had helped to resurrect. He was successful in enacting legislation to reflag the *S.S. Constitution*, thereby creating several hundred more

jobs for SIU seamen. In addition, the tax code was revised to allow the deduction of expenses incurred on shipboard conventions.

Disunity in the maritime industry, however, prevented passage of legislation which would have added more passenger vessels to the American registry. Lack of unity was also a major stumbling in the enactment of a new liner subsidy reform program.

— continued next page

With SIU President Paul Hall, Johnny Yarmola and Bob Vahey at the AFL-CIO Convention in May 1976.



With other members of the Nationwide Coordinating Committee in Washington in June 1968. It was his first national political involvement. At right is former SIU legislative representative Phil Carlip.



With NMU Vice President Mel Barisic and ILA President Teddy Gleason at Maritime Day ceremonies in New York in May 1976.



Being installed (4th from left) as a vice president of the SIUNA at the Union's 12th Convention in 1965.

In a lighter moment with his wife, Marianne (top photo) and best friends Ray and Dolly McKay.

At a meeting of the MTD Executive Board in February 1982 (bottom photo).



While fighting to protect his members from jurisdictional attacks by other unions, especially the licensed ones, Drozak was determined to narrow whatever differences he could. Albert E. May, executive director of the United Shipowners of America, said that "the big thing Frank did in Washington was to pull everyone together. That's something he'll be remembered for."

Drozak sought to extend that sense of unity to its logical conclusion. The ILA rejoined the Maritime Trades Department in 1981, and the Military Sealift Transport Union merged with the SIU in 1982.

Merger talks with the NMU were entered into in 1986. When these talks fell apart because of the NMU's insistence that the A&G District break its formal ties with the other affiliates of the SIUNA, Drozak responded by forming the Seafarers Maritime Union. His goal always was to promote and protect the job security of the membership of the SIU.

Building upon the legacy of Paul Hall, he made education a priority. During his tenure as president, the SHLSS instituted a new associate arts program and expanded the alcoholic rehabilitation center to include treatment for drug addiction. Sophisticated new equipment like the Haaglund Crane and a bridge simulator were installed. The Army and Navy and other groups started to train at the school.

In his speeches, columns and taped messages, Drozak urged our members to

Eulogy

I am standing in today for Lane Kirkland, who would certainly be here if he could to say farewell to a friend and colleague who was also a fellow seaman, and to express more eloquently than I, his affection for Frank and his deep sympathy to Marianne, to the other members of Frank's family, and to the union and the sailors he served.

Lane once remarked that the brotherhood of the sea rests on a deep understanding of the basic facts of life that also underlie trade unionism. Seamen understand more readily than others, he said, how much human beings have to depend on each other; they see in their daily life how each member of the crew is responsible to some degree for the lives of his shipmates, the safety of the vessel and the success of the voyage.

Nobody ever had a more highly developed sense of the brotherhood of the sea than Frank Drozak. He learned in his teens, shipping out in time of war, that all of us are in the same boat and that the only way to keep it afloat and on course is to make it sea worthy for all.

He carried that view ashore with him when he began his career of service to his fellow Seafarers. He extended it, as he grew in experience and responsibility, to include workers in every craft and trade and all the members of our society, the whole family of man.

It is a credit to the members of the Seafarers International Union that they keep electing leaders like Frank Drozak — and Paul Hall and Harry Lundeberg and Andrew Furuseth — who are determined never to permit this organization to become an exclusive little parish, but to make it as inclusive as possible, to keep it right in the center of the channel of trade unionism, and to make it a force for strengthening democracy throughout the land.

One expression of that determination is this Harry Lundeberg School of Seamanship, which is not merely one of the finest trade schools in any industry, but a rescue operation that gives youngsters from city ghettos and rural backwaters a chance to learn and to become full-fledged participants in this society. This school and those opportunities were among the abiding prides and passions of Frank's life.

Another expression of that determination to keep the SIU a strong, central, trade union force, is the unflinching support that this Union's officers and members give to the work of the labor movement as a whole, from the highest councils of leadership to the loneliest picket lines. I recall no plea for help, at the local, state, national or international level that didn't have Frank's and the SIU's quick response.

And I know of no union that has devoted more of its resources, or used them more effectively, in labor's legislative and political campaigns — and in that, as in everything they shared, Frank and Marianne were clearly an effective team.

In all areas of trade union activity, because of the quality of its leaders and the solidarity of its members, the SIU has exerted influence far beyond its apparent strength, and I have no doubt that that will continue. This is an institution that was built for long hauls and heavy weather, and each of its leaders has strengthened it and left behind leadership capable of taking the helm.

Frank Drozak was a clear and strong voice on the AFL-CIO Executive Council and its committees not just on maritime issues (though surely he was clear on those) but equally on matters of defense policy, international affairs, economic policy, trade, organizing, pension investment, and a host of other concerns.

In the International Transport Federation and at the ILO, he was a voice for America and for American seamen within the world fraternity of sailors, and in our AFL-CIO Ad Hoc Maritime Committee he worked with his fellow maritime leaders to try to find unity of action. Frank always called it the Ham Hock Committee.

He was by any measure a leader — tough, energetic and hard-working, and a staunch ally of every friend of working people.

He'll be sorely missed on our Executive Council, in the Maritime Trades Department, in this great Union and throughout this trade union movement. But we are better and this movement is stronger because he came among us.

— Thomas R. Donohue
AFL-CIO Secretary-Treasurer

upgrade their skills. In order to make upgrading more palatable, he improved the facilities at the Seafarers Harry Lundeberg School. A beautiful new hotel and recreation center was built. So was a new library and a museum to house the records of our Union's rich history. Lectures were videotaped and piped into the students' rooms, so that they could more readily absorb the material they had to learn.

Conscious of the fact that the Reagan administration was cutting back benefits for American workers, Drozak toiled to pick up the slack. Among other things, he implemented a new program to house pensioners at Piney Point.

Shortly after taking over the helm of the SIU, Drozak took steps to improve services to the members. He relocated the headquarters building to Camp Springs, Md. He completely computerized the Union's records. Not only

did this facilitate the processing of claims, but it laid the foundation for a stronger, more efficient Manpower and Shipping department.

It was Drozak's belief that the problems facing the American maritime industry were part of a larger problem. He felt that the international trading system was inherently unfair and that something needed to be done to protect the security of American workers.

He called on Congress and the administration to enact an industrial policy. If they didn't, he predicted a mass exodus of jobs overseas. All that American workers would be left with, he said, were "Mickey Mouse jobs in places like McDonald's paying minimum wage rates." The prototype for this, he said, was the formulation of the Effective U.S.

Control Doctrine, which decimated the American-flag merchant marine and jeopardized the fleets of our NATO allies.

He was one of the authors of an historic study calling for the reorganization of the American labor movement: "The Changing Situation of American Workers and Their Unions." Acting on the recommendations contained in the report, he made a concerted effort to beef up the Union's organizing department.

During his long career in the maritime industry he had witnessed firsthand drastic changes in automation and technology. Unless the SIU and the members of the Union adapted to the rapid changes that were engulfing the industry, he said, they would be left behind.

Absent help from the federal government, he believed that the only avenue

With AFL-CIO President Lane Kirkland and Secretary-Treasurer Thomas Donahue at his election to the AFL-CIO Executive Council in November 1981.



At one of the SIU Crews Conferences at Piney Point in 1975.



open for growth was in the military sector. He repeatedly called on the federal government to contract work out to the private sector. This would have a three-fold effect, he said. It would increase the sealift capability of this country by securing an adequately-sized pool of skilled mariners. It would save the American taxpayers hundreds of millions of dollars. And it would save the American-flag merchant marine.

The turning point came in 1984, when an amendment attached to the Department of Defense authorizations bill mandated that the Military Sealift Command go through an A-76 bidding process. As a result of this, the Union was able to sign up hundreds of new jobs on more than 70 military vessels.

It was a slow process, made possible by the high quality of SIU crews. In 1984, for example, an SIU crew onboard the *Southern Cross* made a strong impression on the military, earning a letter of commendation for its flawless performance in NATO exercises.

Drozak did everything he could to take advantage of the job opportunities that were opening in this area. The SHLSS retooled its curriculum to include a sealift course incorporating training for helicopter operations and underway replenishments. New trainees were cross-trained so that they could handle chores onboard deck and in the engine room. Drozak brought management, labor and government together at Sealift conferences, the first of which was held in May 1986 at the SHLSS.

One potentially disturbing development occurred late last year when the Military Sealift Command put out a bid

With Stephen Leslie on his election as president of the Maritime Trades Department, AFL-CIO, in February 1980.

on a hospital ship only to declare itself the winner. There was a widespread feeling in the private sector that the procurement process had not been conducted properly. Marine Transport Lines, an NMU-contracted company, filed suit on this issue. Drozak joined others in the maritime industry in calling for a reform of the procurement process.

Red Campbell, vice president in charge of contracts, said, "Frank Drozak's enduring legacy is that he enabled this Union to stay afloat during one of the darkest periods in the history of the maritime industry. The United States is quickly approaching the point where it will have to decide if it wants a merchant fleet capable of meeting its security needs."

This same conclusion was reached by the Commission on Merchant Marine and Defense, which recently released a seven-point program aimed to revitalize the maritime industry. "There is a clear and growing danger to the national security," it said, "in the deteriorating condition of America's maritime industries."

Echoing a theme that Drozak continually hit upon, the report noted that "There is today insufficient strategic sealift, both ships and trained personnel, for the United States using only its own resources as required by the defense planning assumptions, to execute a major deployment in contingent operations in a single theater such as South-

Speaking at the Metal Trades Department meeting in Anaheim, California in October 1985 with Metal Trades President Paul Burnsky (top photo).

With Jack Otero, vice president of the Transportation Communications Union at the AFL-CIO Convention in October 1985 (bottom photo).



west Asia. Without decisive action the situation will worsen substantially by the year 2000.

"Major government effort is urgently required, indeed overdue, to revise our national objectives, policies and commitments in order to reverse the decline of the maritime industry."

"There is a great deal of irony in the timing of Frank Drozak's death," said SIU Vice President George McCartney.

"The man who did so much to promote the interests of merchant seamen through political action will not be around for what will probably be the most important election in the history of the maritime industry."

"Whatever administration replaces this one will almost certainly decide the fate of the American-flag merchant marine," said Joe Sacco, executive vice president of the SIU.

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At his last Union meeting on April 4, 1988 in Piney Point as he welcomed Mike Sacco aboard as executive vice president.



Perhaps the most moving tribute to the memory of Frank Drozak occurred on Maritime Day, several weeks before his death.

On the same day the nation was honoring the contributions that American seamen have made to the defense and economic development of this nation, the Fletcher School of Law and Diplomacy unveiled a study which called for the elimination of all federal subsidies to the American-flag merchant marine, a development that would doom the maritime industry.

The report was denounced by almost all segments of the maritime industry. "It's full of more holes than a well used

dart board," wrote the *The Journal of Commerce* in a front page story.

The study was unveiled at an all-day seminar. Many of the members of the audience were blunt. "It's categorically bad, amateurish, biased, an undergraduate piece of work and most disappointing," said Admiral Harold E. Shear, former head of the Maritime Administration.

For SIU members, the high point of the day came when Andrew Gibson, former head of the Maritime Administration and now chairman of Automor, an SIU-contracted company, said that the American Seafarers who crewed his vessels "were the finest in the world, bar none."

If that is true, it is because of the vision and determination of one man: Frank Drozak, who kept alive the legacy handed to him by Paul Hall and Harry Lundeberg.

Frank Drozak is survived by his wife Marianne Rogers Drozak, a daughter, Sarah Frankie Bell; three grandchildren, one of whom was born just days before his death; a brother David; and a sister, Mary Alice Walraven.

A solemn blessing as he is laid to rest.



And a last tribute from an old and trusted friend—SIU Secretary-Treasurer Joe DiGiorgio.



Digest of Ships Meetings

BELLATRIX (T-AKR 288), International Marine Carriers), May 20—Chairman Hurmon B. Butts, Secretary Vincent Sanchez Jr., Educational Director Alfred Rargas. No beefs or disputed OT reported, although there was some disputed division of wages in the steward department. Because of poor mail service, no communications have been received from headquarters. A motion was made for the company to have sufficient amount of money on hand for draws in all ports and to forward mail to the ship. Members would also like clarification, in writing, as to the maintenance requirements and the 12-hour clause that's in the contract. As it presently stands, the members are confused. A vote of thanks was given to the steward department for a job well done. Next port: New Orleans, La.

GROTON (Apex Marine), May 15—Chairman Neil Matthey, Secretary Marvin Deloatch, Educational Director Alan Gardner, Deck Delegate Lionel Shaw, Engine Delegate Ricardo Vasquez, Steward Delegate Abduh Azez. No beefs or disputed OT reported. Everything is running smoothly aboard the *Groton*. The ship will pay off in Stapleton, N.Y. on May 18. The chairman stressed the importance of contributing to SPAD to help keep our political activities moving forward. And the secretary urged all members who qualify to attend the upgrading courses at Piney Point to learn new skills—your key to job security. The educational director reminded members to vote this year in the presidential election. He also said that if members know that they will be at sea during the elections, they should plan ahead to get an absentee ballot. The crew gave the steward and chief cook a vote of thanks for the fine food they serve. And the steward, in turn, gave a vote of thanks to the crew for their great cooperation. Next port: Stapleton, N.Y.

OMI WABASH (OMI), May 1—Chairman H. Thrower, Secretary P. Shauger, Deck Delegate J. Cunningham, Engine Delegate G. Venus, Steward Delegate C. Feurtdo. No beefs or disputed OT reported, although there was some problem with the launch service in Panama and being restricted to the ship there. There is \$117 from arrival pools which has been given to the captain to put in his safe. There will be a payoff this trip. The repair list will be posted on the board. A request was made for more milk in the night lunch (so that members can have dry cereal at midnight when getting off watch). Next port: Bayway, N.J.

OVERSEAS JUNEAU (Maritime Overseas), May 12—Chairman Errol Pak, Educational Director James Fair. No beefs or disputed OT reported, although there was a question in the engine department regarding earning rest period on weekends and holidays. Is rest period payable on premium days? A question also was brought up about the sanitary for the crew. A letter from Headquarters Rep Carl Peth was read. However, the captain has said he

will have to dispute any OT claims in lieu of sanitary. The chairman urged all crewmembers to respond to the proposal (March '88 LOG, p. 3) on shipping and registration. He also urged all members to become politically active in this election year. Any information on candidates, registration and volunteer work can be obtained from the field rep at any SIU port. The educational director stressed the importance of upgrading at Piney Point to further job opportunities. A vote of thanks was given to the steward department. Next port: San Francisco, Calif.

SAM HOUSTON (Waterman), May 22—Chairman H. Leake, Secretary G.T. Aquino, Educational Director P. Walker. No beefs or disputed OT reported. There is \$140 in the ship's fund. The bosun stressed how important it is for all jobs aboard a ship to be filled so that the ship does not have to sail short. The amount of money lost in this manner affects all members with regard to benefits and reflects poorly on the Union. The steward read and posted the notice regarding pollution of the seas by ships. Many changes will be made beginning January 1, 1989. No more plastic of any kind may be discharged less than three and often up to 12 miles from shore. This will also include material that floats and any food waste or non bio-degradable products. All members were reminded that this is an election year. "We need the help of any politician who will work for us. If you can give these people even a few hours of your time, they will appreciate it very much." A vote of thanks was given to the steward department. The steward department, in turn, thanked all hands who helped keep the rec room, mess room and pantry clean. One minute of silence was observed in memory of our departed brothers and sisters. Next port: Alexandria, Egypt.

SEA-LAND FREEDOM (Sea-Land), April 30—Chairman L.E. Watson, Secretary L.A. Lamphere, Educational Director D.L. Struthers. No beefs or disputed OT reported. One man is getting off in the deck department after one relief trip, and the regular AB is due back. Some clarification is needed from the patrolman regarding watchstanders. Payoff will take place upon arrival in Tacoma, Wash. There is no ship's fund at present, but it was agreed that a collection should be taken up for an arrival pool in Yokohama so that money will be available for some new movies. It was mentioned that the vents by the gangway give off a toxic gas and are a health hazard. Something should be done about the problem. Members were asked to be considerate of others aboard ship, and the crew members voted unanimously against national shipping. They want to leave the jobs in the respective ports and not have to compete nationwide. A request was also made to put the photos of the deceased members back in the LOG. Next port: Yokohama, Japan.

SEA-LAND MARINER (Sea-Land), May 25—Chairman David B. Atkinson, Secretary Lois V. Ware, Educational Di-

rector A. Bell, Deck Delegate Robert E. McGonagle. No disputed OT. The steward department did have a beef regarding the shortage of soups put onboard, necessitating the chief cook to spend many extra hours making soup. The crew would like to stand on record that they would like the shipping rules to remain as they are—with no national registration. Crewmembers also requested a microwave for the rec. room. A vote of thanks was given to the steward department for the excellent soup and salad bar and the good menus this voyage. Next port: Tacoma, Wash.

SEA-LAND QUALITY (Sea-Land), May 8—Chairman B.G. Williams, Secretary Norman Duhe, Educational Director D. Baker. No beefs or disputed OT reported, although some clarification was requested by the engine department as to the duties of the QMED and DEU on docking and undocking. The chairman said that the crew had taken over the *Sea-Land Quality* in the shipyard in Vancouver, British Columbia, and it has been a hard job. It's a big ship with a small crew, "but as usual, nothing a good SIU crew cannot handle." A vote of thanks was given to the steward department for a job well done.

LNG TAURUS (Energy Transportation Corp.), May 22—Chairman Ulus S. Veach, Secretary J. Gibbons, Educational Director Bruce Smith, Deck Delegate John Wells, Engine Delegate Barry Harris, Steward Delegate W. Watson III. No beefs or disputed OT reported. There is \$950 in the ship's fund. Funds are being raised to purchase a refrigerator for the crew's quarters and a scale for the exercise room. While passing through Singapore this trip, prices will be checked on these items. The bosun discussed the importance of adhering to safety procedures at all times while working aboard ship. He noted that the company had sent out a videotape on the threat of AIDS and urged all to see it. He also reminded members to upgrade their skills at Piney Point. The secretary asked the crew to help in keeping the lounge clean and to help maintain the sanitary condition of the galley. "This is your home away from home." The educational director talked about the importance of contributing to SPAD and to the Maritime Defense Fund—to keep jobs flowing. A vote of thanks was given to the blackgang for installing the new washer and dryer. A vote of thanks also went to the steward department for a job well done, and for the pool party. The members aboard the *Taurus* ask that the LOG reinstate the practice of using pictures in the final departures and pensioners sections. Next port: Arun, Indonesia.

STUYVESANT (Bay Tankers), May 22—Chairman Robert Whytock, Engine Delegate Richard Groening, Steward Delegate L. Taylor, Secretary Henry Manning. No beefs or disputed OT reported. The chairman noted that everything is running pretty smoothly at this time. The secretary said he would be getting off this trip. "It's been nice sailing with all of you." There is now a refrigerator in the crew lounge for use by all crewmembers. The educational director reminded all eligible members to upgrade. They should fill out the proper forms and send them to the school at Piney Point. The repair list has been filled out, but three months have passed and still a number of repairs haven't been made from last time. The TV and VCR both need repair, and the variety and quality of movies onboard have been poor. The steward department was given a vote of thanks for a job well done.

USNS DUTTON (LSC Marine), May 8—Chairman Frank Coburn, Secretary Tracey McFarlane, Deck Delegate Robert Carson, Engine Delegate Jim Scott, Steward Delegate Michael Baker, Treasurer Bill Ware. No beefs or disputed OT reported. The new Coast Guard ruling on alcohol was received at the last port and was posted on the bulletin board for all to read. The two washing machines for the unlicensed crewmembers should have been fixed in Abidjan, Ivory Coast, but the price was too high and the wiring was different, so they will be fixed in Rio, the next port. A motion was made and seconded to renegotiate the new LSC contract to a four-month tour of duty instead of a six-month tour. A question was asked regarding survival suits and why they were no longer in the rooms. The answer was that since the ship is on the equator, the water is warmer. When the ship returns to the 33rd parallel or above, survival suits will again be issued. A number of other questions were asked—regarding painting of the lower decks, replacing the door to the generator room to the crew's lounge and putting a water fountain in the gym room. A motion was made to hold the next meeting in the Navy crew mess. Next port: Rio de Janeiro, Brazil.

Official ships minutes also were received from the following vessels:

- | | |
|---------------------------|------------------------------|
| ALTAIR | PATRIOT |
| AMERICAN CORMORANT | PRIDE OF TEXAS |
| AMERICAN EAGLE | ROBERT E. LEE |
| ASPEN | SAN JUAN |
| CONSTITUTION | SEA-LAND INDEPENDENCE |
| COVE TRADER | SEA-LAND INTEGRITY |
| FALCON LEADER | SEA-LAND LEADER |
| GOLDEN MONARCH | SEA-LAND PERFORMANCE |
| OMI CHARGER | SEA-LAND PRODUCER |
| OMI MISSOURI | ULTRAMAR |

Monthly Membership Meetings

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

To the crewmembers of the OMI Charger:

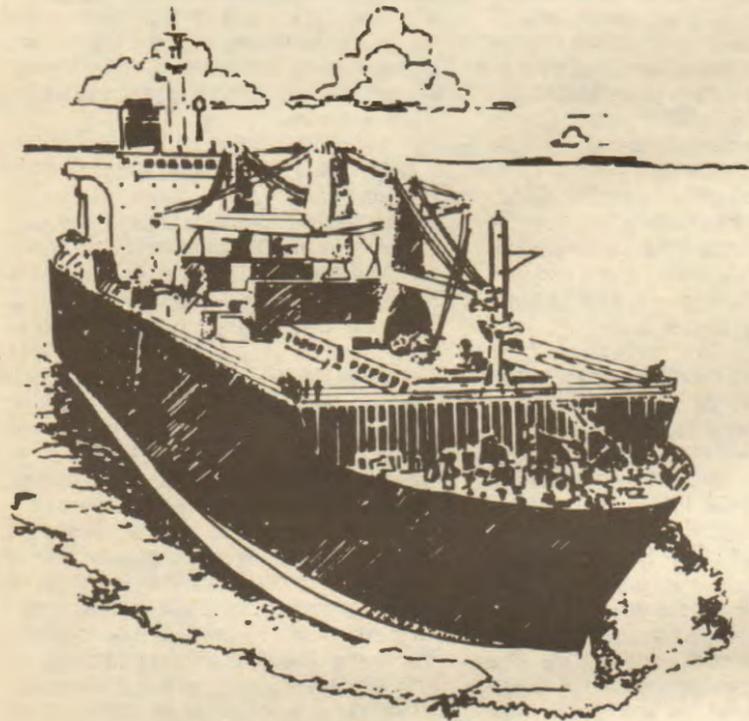
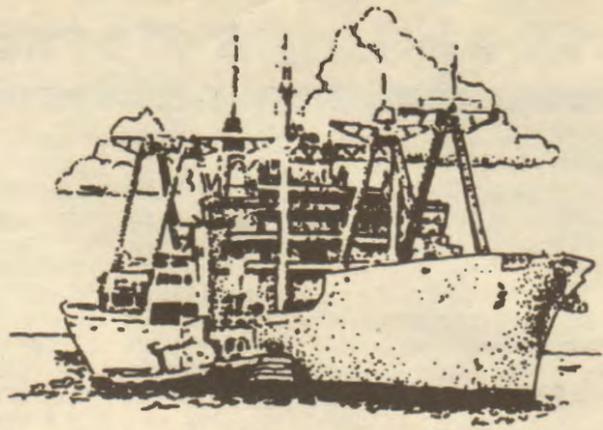
I want to express my deep heartfelt gratitude to a group of professional, quick thinking men who were instrumental in bringing me out of the engine room after the generator explosion on March 25, 1988, in Corpus Christi.

I thank God, the doctors of Memorial Medical Center and the crew for me being alive today. All of you who stopped by the hospital Intensive Care Unit and met with my wife and father, many thanks for your concern.

I would like to hear from you guys. Please drop me a line.

Your Shipmate,
Michael Woods
 9905 Woodland Drive
 Silver Spring, MD 20902

Safeguard Your Shipping Rights



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

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

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

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

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

KNOW YOUR RIGHTS

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

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

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

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

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

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

KNOW YOUR RIGHTS



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

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

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

KNOW YOUR RIGHTS

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

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

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

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

Seafarers

HARRY LUNDEBERG SCHOOL OF SEAMANSHIP

Piney Point Maryland



In Memoriam . . .

Frank Drozak always wanted seafarers to better themselves but realized that their lifestyles and educational needs were unique and required a flexible school setting to meet those needs. Frank believed that the SHLSS was the best way to provide seafarers of all ages with the education they required. He wanted the membership to be professional seafarers and to have the respect which they deserved from the industry.

Frank was an innovative planner and a pillar of strength in recommending new courses at the school to enable the Union to provide highly trained and skilled personnel to meet the requirements necessitated by automation and technological changes in the industry. This far-sighted planning enabled the SHLSS to meet the multiple demands of both the commercial and military fleets under SIU contract.

To provide top quality vocational training, Frank pushed for the development of new vocational courses to meet industry needs. He also understood and encouraged the tie between vocational and academic education, and took pride in the school's adult education, GED and college programs.

Frank continually stressed that education for seafarers was their key to the future. These were more than words to Frank; he put these words into action at SHLSS.



Dec. 24, 1927 - June 11, 1988

Ken Conklin

Ken Conklin
SHLSS Vice President

Frank Drozak and the SHLSS . . .



▲ At the microphone, SIU President Frank Drozak welcomed more than 100 union and university educators to the Annual AFL-CIO Education Conference at the SHLSS on March 18, 1986. At right is Dorothy Shields, AFL-CIO education director.

▶ At the Second Annual Sealift Conference in June 1987, Frank Drozak made his point to Capt. Frank Johnson of Strategic Sealift.



▲ Shown here flanked by SIU officials, Frank Drozak was present at the 1981 dedication of the SIU's new library and museum named in honor of his late predecessor, Paul Hall. Left to right: Jimmy Martin, Carl Peth, Augie Tellez, Jack Caffey, Leon Hall, Tom Glidewell, Jack Allen, Joe Sigler, unidentified, Ed Kelly, Mike Sacco, Frank Drozak, Joe DiGiorgio, Leo Bonser, Ed Turner, George McCartney, Angus "Red" Campbell, Frank Mongelli, Ken Conklin, Buck Mercer.

▶ Lane Kirkland speaking at the 1981 dedication ceremonies. Left to right: Mrs. Hugh Carey, Gov. Hugh Carey (D-N.Y.), Frank Drozak, Lane Kirkland, Irena Kirkland, Mrs. Paul Hall.



SHLSS Upgrader Achieves

Sonny Herrera is a man who knows what he wants and then goes after it with gusto! This may sound like the typical line you may hear in a beer commercial, however, it aptly describes this remarkable man and his recent experience here at Piney Point. Sonny, who is from Galveston, Texas, and went through his Bosun Recertification in 1985, recently completed the SHLSS GED (High School Equivalency) course of study. The following interview gives a good insight into Sonny's new experience of being a student and achieving a life-long goal.

Q. What motivated you to enter the program?

A. Well, you see, I only have an eighth grade education, and I felt a little ashamed about that. Most people nowadays have at least a couple of years of high school behind their belts. Anyway, I thought about it a lot and came to the conclusion that my shame was actually the result of my own pride and my fear of learning. That fear simply disappeared once I really got into the pro-

gram, because here at the school I am with my peers, and the teachers made for a really supportive atmosphere.

Q. Has your learning experience been anything at all like you thought it would be?

A. At the very beginning there were several times when I really wanted to back out. It was hard getting used to studying again and I was really having a hard time with the math. But I'm not a quitter. I had something to prove to myself. Eventually it got easier as I progressed. The instructors were very understanding by not giving me any more than they knew I could handle. During my six-week course of study I was surprised at the number of guys who expressed curiosity about the program to me. It was like they wanted to have that knowledge, but were afraid to take the plunge—just like me at first.

Q. What is your advice to others who only thought about the possibility of taking the course?

A. I'd say go ahead and take it. It's better to at least try than not to do



GED student Sonny Herrera (left) listens as instructor Robert Wheeler emphasizes a point in his lesson.

anything at all. I found that it raised my self esteem and took away my fear of learning. With that fear gone, I found myself taking an interest in a wider range of things. I was naturally drawn to the library and learned how to find all kinds of information which interested me. With advancing your education, you not only improve yourself as a person, you also improve your everyday skills of math and reading which

helps you perform better on the job.

So, if you are interested, the GED program at the SHLSS is open to all SIU members who do not have a high school diploma. Since the program was developed, more than 2,000 SIU members from ages 16 to 76 have taken the GED exam at the school. Over 90 percent of those students have successfully passed the exam and earned a Maryland State High School Diploma.

SHLSS Shows its Colors

Under the experienced guidance of SHLSS instructor Casey Taylor, three SHLSS trainees: Ed Ott, Mario Amalfitano and John Morales participated in an SIU/SHLSS Industrial Display and knot-tying demonstration at the Annual Alexandria (Va.) Waterfront Festival on June 11-12, 1988.

The festival, sponsored by the American Red Cross and the American Sail Training Association, drew about 100,000 people over two days. The American Sail Training Association (ASTA) sponsors the American Tall Ships through various maritime training programs. The trainees demonstrated splicing, various knots and fabricated "bag-o-wrinkle," a form of sail chafing gear used on square rig ships. They also manned the *Capt. Purce*, a towboat operated

by the Washington, D.C. Recreation Department during the maritime "Sail-By" which also included the Revolutionary War Sloop Replica *Providence* and Barquentine *Galeza of Philadelphia*. These three young men represented the school and the Union in an exemplary fashion.



Proudly representing the SHLSS at the Alexandria Waterfront Festival were, at left, John Morales and, at right, Ed Ott.

SHLSS Course Graduates



Trainee Lifeboat Class #427

First row, left to right: William Heaton, Luis R. Morales, John A. Morales, Ricky Simien, Beverly A. Lee, Steve Churchya, Ronnie Carson. Second row: Ben Cusic (instructor), Tina C. Terry, William P. Irlbeck, Frank J. LaBruzzo, Daniel J. Crean, Stan Kazmierski, Elias Bonfont. Third row: Reid M. Scheidt, Keil O. Klipfel, Mario Amalfitano.



Upgrader Lifeboat 6/7/88

First row, left to right: Miguel Palacios, Gheorghe Savencu, T. Abulencia. Second row: Dave Carpenter, John Sanchez, Martin Ramos, Les Stringer, Mike Vititov, David Mills, Charles Alston, Bill Tadios. Third row: Chris B. Salvaterra, D. Brinkley, Doug Neubauer, C.A. Gittens, R. Volkart, Philip Howell, Mohsin Ali, P. Durnin, Jr.



SMU Lifeboat 6/7/88

First row, left to right: Albert Dussault, Lynn Meeks, Cay Manning, Benjamin Berry. Second row: Ben Cusic (instructor), Gary Nagel, Dan Borowski, Fernando Caballero.



Canadian Chief Cooks 5/15/88

Front row, left to right: Donald E. Kelly, Joanne Allen, Kathleen Jones, Wayne Fester. Back row: Andree Bouthillier, Adde V. Baer, Felix Kalainikas, Eleonore Bruneau, F. Sally Barton, Claire Forgeron, Rick Sandiford.



Mario Amalfitano, left, and John Morales demonstrate how to make "bag-o-wrinkle" for the amusement of fairgoers.



1988 Upgrading Course Schedule



Programs Geared to Improve Job Skills And Promote U.S. Maritime Industry July — December 1988

The following is the current course schedule for July 1988 — December 1988 at the Seafarers Harry Lundeberg School of Seamanship.

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

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

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

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

PLEASE NOTE: All members are required to take firefighting when attending SHLSS.

Engine Upgrading Courses

Course	Check-In Date	Completion Date
QMED - Any Rating	September 19	December 9
Fireman/Watertender & Oiler	August 22	September 30
Refrigeration Systems Maint. & Op.	October 3	November 11
Refrigerated Containers—Advanced Maint.	August 8	September 2
Pumproom Maint. & Operations	August 1 September 19	September 9 October 28
Variable Speed DC Drives	September 5	October 14
Electro-Hydraulic Systems	November 7	December 16
Automation	November 21	December 16
Welding	November 21	December 16
Hydraulics	October 17	November 11
Third Asst. Engineer/Steam or Motor	Open-ended (Contact Admissions Office for Starting Date)	

*All students in the Engine Department will have 2 weeks of Sealift Familiarization at the end of their regular course.

Steward Upgrading Courses

Course	Check-In Date	Completion Date
Assistant Cook	Open-ended (Contact Admissions Office for starting date)*	
Cook and Baker	Open-ended (Contact Admissions Office for starting date)*	
Chief Cook	Open-ended (Contact Admissions Office for starting date)*	
Chief Steward	Open-ended (Contact Admissions Office for starting date)*	

*All students in the Steward Program will have 2 weeks of Sealift familiarization at the end of their regular course.

Deck Upgrading Courses

Course	Check-In Date	Completion Date
Able Seaman	July 25 September 19 October 31	September 2 October 28 December 9
Radar Observer Unltd.	July 18 September 12 November 7	July 29 September 23 November 18
*Minimum number of students required for radar class to be held is four (4).		
Radar Refresher/Renewal	Open-ended, 3 days (Contact Admissions Office for starting date.)	
Radar Recertification	Open-ended, 1 day (Contact Admissions Office for starting date)	
*Minimum number of students required for Celestial Navigation class to be held is five (5).		
Lifeboat	July 25 August 22 September 19 October 17 November 14 December 12	August 5 September 2 September 30 October 28 November 25 December 23
LNG — Self Study Safety Course	(This course is not offered as a separate course, but may be taken while attending any of the regularly scheduled courses.)	

*Upon completion of course must take Sealift Operations & Maintenance.

Recertification Programs

Course	Check-In Date	Completion Date
Steward Recertification	July 5	August 8
Bosuns Recertification	September 26	November 7

Adult Education Courses

Course	Check-In Date	Completion Date
For students who wish to apply for the GED, ESL, or ABE classes in 1988, the courses will be six weeks in length and offered on the following dates:		
High School Equivalency (GED)	July 5 August 29 October 31	August 15 October 10 December 12
Adult Basic Education (ABE)		
English as a Second Language (ESL)	July 5 August 29 October 31	August 13 October 7 December 10

The Developmental Studies Class (DVS) will be offered one week prior to some of the upgrading classes.

Developmental Studies (DVS) (Offered prior to the Third Mate & Original Second Mates Course)

ABE/ESL Lifeboat Preparation Course June 6 June 24

This Three week course is an Introduction to Lifeboat and is designed to help seafarers prepare themselves for the regular Lifeboat course which is scheduled immediately after this course. This class will benefit those seafarers who have difficulty reading, seafarers whose first language is not English, and seafarers who have been out of school for a long time.

College Programs Scheduled for 1988

Course	Check-In Date	Completion Date
Associates in Arts or Certificate Program	August 8 October 17.	September 30 December 9



Seafarers Harry Lundeberg School of Seamanship Upgrading Application



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

Address _____
(Street)

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

Deep Sea Member Inland Waters Member Lakes Member Pacific

If the following information is not filled out **completely** your application will not be processed.

Social Security # _____ Book # _____ Seniority _____ Department _____

Veteran of U.S. Armed Forces Yes No Home Port _____

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 _____ Last grade of schooling completed _____
(dates attended)

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

Course(s) Taken _____

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

Date Available for Training _____ Primary Language Spoken _____

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

DECK

- AB/Sealift
- Towboat Operator Inland
- Celestial Navigation
- Master Inspected Towing Vessel
- 1st Class Pilot (organized self study)
- Third Mate
- Radar Observer Unlimited

ALL DEPARTMENTS

- Welding
- Lifeboatman (Must be taken with another course)

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

ENGINE

- FOWT
- QMED—Any Rating
- Variable Speed DC Drive Systems (Marine Electronics)
- Marine Electrical Maintenance
- Pumproom Maintenance & Operation
- Automation
- Refrigeration Systems Maintenance & Operations
- Diesel Engine Technology
- Assistant Engineer/Chief Engineer Uninspected Motor Vessel
- Original 3rd/2nd Assistant Engineer Steam or Motor
- Refrigerated Containers Advanced Maintenance
- Hydraulics
- Electro-Hydraulic Systems

STEWARD

- Assistant Cook Utility
- Cook and Baker
- Chief Cook
- Chief Steward
- Towboat Inland Cook

COLLEGE PROGRAM

- Associates in Arts Degree
- Certificate Programs

ADULT EDUCATION DEPARTMENT

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

With this application COPIES of your discharges **must** be submitted showing sufficient time to qualify yourself for the course(s) requested.

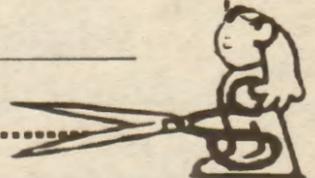
You **must** also submit a COPY of the first page of your union book indicating your department and seniority, as well as, a COPY of your clinic card. The Admissions Office **WILL NOT** schedule until this is received.

VESSEL	RATING HELD	DATE SHIPPED	DATE OF DISCHARGE

SIGNATURE _____ DATE _____

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

Rev. 2/88



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

Dispatchers Report for Great Lakes

JUNE 1-30, 1988

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	19	8	0	49	21	0	6	3
ENGINE DEPARTMENT									
Algonac	0	5	1	0	25	7	0	3	1
STEWARD DEPARTMENT									
Algonac	0	5	2	0	11	3	0	0	0
ENTRY DEPARTMENT									
Algonac	0	0	0	0	0	0	0	9	6
Totals All Departments	0	29	11	0	85	31	0	18	10

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

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

Directory of Ports

Michael Sacco, President
Joseph Sacco, Executive Vice President
Angus "Red" Campbell, Vice President
Joe DiGiorgio, Secretary
Jack Caffey, Vice President
Thomas Gildewell, Vice President
George McCartney, Vice President
John Fay, Vice President
Roy A. Mercer, Vice President
Steve Edney, Vice President

HEADQUARTERS

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

ALGONAC, Mich.

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

BALTIMORE, Md.

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

CLEVELAND, Ohio

5443 Ridge Rd. 44129
(216) 845-1100

DULUTH, Minn.

705 Medical Arts Building 55802
(218) 722-4110

HONOLULU, Hawaii

636 Cooke St. 96813
(808) 523-5434

HOUSTON, Tex.

1221 Pierce St. 77002
(713) 659-5152

JACKSONVILLE, Fla.

3315 Liberty St. 32206
(904) 353-0987

JERSEY CITY, N.J.

99 Montgomery St. 07302
(201) 435-9424

MOBILE, Ala.

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

NEW BEDFORD, Mass.

50 Union St. 02740
(617) 997-5404

NEW ORLEANS, La.

630 Jackson Ave. 70130
(504) 529-7546

NEW YORK, N.Y.

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

NORFOLK, Va.

115 Third St. 23510
(804) 622-1892

PHILADELPHIA, Pa.

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

PINEY POINT, Md.

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

SAN FRANCISCO, Calif.

350 Fremont St. 94105
(415) 543-5855

SANTURCE, P.R.

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

SEATTLE, Wash.

2505 1 Ave. 98121
(206) 441-1960

ST. LOUIS, Mo.

4581 Gravois Ave. 63116
(314) 752-6500

WILMINGTON, Calif.

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

Dispatchers Report for Deep Sea

JUNE 1-30, 1988

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										
New York	59	12	4	32	10	4	6	96	15	2
Philadelphia	7	1	2	2	0	3	0	9	3	1
Baltimore	12	5	0	9	5	0	4	13	6	1
Norfolk	16	12	3	9	7	4	1	24	9	2
Mobile	16	3	1	8	5	3	0	20	2	1
New Orleans	42	10	6	29	8	3	5	66	11	6
Jacksonville	46	8	4	20	6	4	2	66	10	0
San Francisco	32	11	17	28	8	13	7	54	10	17
Wilmington	18	11	1	11	7	1	3	30	9	1
Seattle	38	10	5	32	10	5	7	56	4	1
Puerto Rico	11	2	0	7	3	0	2	24	0	0
Honolulu	8	10	8	3	17	6	5	8	7	6
Houston	40	7	4	25	7	3	5	52	4	5
St. Louis	1	0	2	0	1	1	0	1	1	2
Piney Point	0	8	5	1	7	8	0	1	4	1
Totals	345	108	62	223	103	58	50	516	93	46
ENGINE DEPARTMENT										
New York	37	4	0	24	1	0	7	56	10	1
Philadelphia	2	3	0	2	2	0	0	4	2	0
Baltimore	5	2	1	6	4	0	0	8	1	1
Norfolk	12	7	1	11	5	1	2	10	7	2
Mobile	7	6	1	5	2	0	2	12	6	1
New Orleans	26	5	1	20	5	6	4	38	12	2
Jacksonville	28	8	1	10	2	2	3	39	6	2
San Francisco	26	6	12	21	6	9	5	32	8	8
Wilmington	12	2	1	7	2	0	1	21	3	1
Seattle	20	6	5	14	6	2	7	35	4	5
Puerto Rico	8	1	0	5	0	0	0	10	1	0
Honolulu	9	12	7	4	10	7	22	5	7	4
Houston	26	6	4	15	2	4	4	38	6	2
St. Louis	0	0	0	0	0	0	0	0	0	0
Piney Point	4	6	2	1	2	0	0	4	5	2
Totals	222	74	36	145	49	31	57	312	78	31
STEWARD DEPARTMENT										
New York	22	4	2	11	3	1	5	40	6	3
Philadelphia	2	1	0	0	2	0	2	2	0	0
Baltimore	4	2	0	2	1	0	0	6	3	0
Norfolk	11	1	2	4	1	0	2	12	2	2
Mobile	11	2	0	5	1	0	1	8	2	0
New Orleans	21	6	3	13	3	0	7	27	6	5
Jacksonville	13	4	2	8	2	0	1	19	7	2
San Francisco	39	9	2	28	5	1	12	85	18	7
Wilmington	11	4	1	15	2	1	3	17	4	3
Seattle	23	6	1	18	6	0	6	33	7	3
Puerto Rico	5	0	0	1	0	0	0	8	0	0
Honolulu	7	16	17	2	29	22	70	16	17	18
Houston	19	1	1	12	0	2	3	23	1	1
St. Louis	1	0	0	0	0	0	0	1	0	0
Piney Point	2	11	8	0	8	5	1	5	6	4
Totals	191	67	39	119	63	32	113	302	79	48
ENTRY DEPARTMENT										
New York	21	11	7	12	11	4	0	38	26	5
Philadelphia	4	3	1	1	4	0	0	5	3	1
Baltimore	3	6	0	2	1	0	0	4	9	0
Norfolk	4	7	5	5	5	5	0	4	8	6
Mobile	3	7	5	1	7	1	0	5	6	5
New Orleans	21	10	11	9	12	9	0	31	14	19
Jacksonville	4	5	4	4	1	4	0	4	12	6
San Francisco	23	11	26	13	10	14	0	57	19	40
Wilmington	7	7	8	5	5	0	0	17	13	17
Seattle	20	8	2	17	5	0	0	36	13	4
Puerto Rico	10	9	1	4	7	1	0	14	9	1
Honolulu	6	60	133	4	74	162	0	8	81	170
Houston	12	4	3	10	2	2	0	16	12	5
St. Louis	0	2	0	0	1	0	0	0	2	1
Piney Point	1	10	7	0	1	6	0	1	13	4
Totals	139	160	213	87	146	208	0	240	240	284
Totals All Departments	897	409	350	574	361	329	220	1,370	490	409

*"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 June was up from the month of May. A total of 1,484 jobs were shipped on SIU-contracted deep sea vessels. Of the 1,484 jobs shipped, 574 jobs or about 39 percent were taken by "A" seniority members. The rest were filled by "B" and "C" seniority people. A total of 220 trip relief jobs were shipped. Since the trip relief program began on April 1, 1982, a total of 7,858 jobs have been shipped.

SUMMARY ANNUAL REPORT FOR SEAFARERS PENSION PLAN

This is a summary of the annual report of the Seafarers Pension Plan for the year ended December 31, 1986. The annual report has been filed with the Internal Revenue Service, as required under the Employee Retirement Income Security Act of 1974 (ERISA).

BASIC FINANCIAL STATEMENT

Benefits under the plan are provided by the Trust.

Plan expenses were \$23,913,676. These expenses included \$3,314,315 in administrative expenses and \$20,599,361 in benefits paid to participants and beneficiaries. A total of 20,205 persons were participants in or beneficiaries of the plan at the end of the plan year, although not all of these persons had yet earned the right to receive benefits.

The value of plan assets, after subtracting liabilities of the plan, was \$381,089,746 as of December 31, 1986, compared to \$343,248,323 as of January 1, 1986.

During the plan year the plan experienced an increase in its net assets of \$37,841,423. This increase included unrealized appreciation or depreciation in the value of plan assets; that is, the difference between the value of plan assets at the end of the year and the price the plan originally paid for those assets. The plan had total income of \$49,250,438, including employer contributions of \$8,151,476, gains of \$14,107,084 from the sale of assets, and earnings from investments of \$26,677,352 and other income of \$314,526.

MINIMUM FUNDING STANDARDS

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

SUMMARY ANNUAL REPORT FOR SEAFARERS WELFARE FUND

This is a summary of the annual report of the Seafarers Welfare Fund EIN 13-5557534 for the year ended December 31, 1986. The annual report has been filed with the Internal Revenue Service, as required under the Employee Retirement Income Act of 1974 (ERISA).

The Trust has committed itself to pay claims incurred under the terms of the plan.

BASIC FINANCIAL STATEMENT

The value of plan assets, after subtracting liabilities of the plan was a (deficit) of \$(25,205,351) as of December 31, 1986 compared to \$(16,425,919) as of January 1, 1986. During the plan year the plan experienced a (decrease) in its net assets of \$(8,779,432). This (decrease) included unrealized appreciation and depreciation in the value of plan assets; that is, the difference between the value of the plan's assets at the end of the year and the value of the assets at the beginning of the year or the cost of assets acquired during the year. During the plan year, the plan had total income of \$23,331,217 including employer contributions of \$22,962,505, miscellaneous income of \$15,254, and earnings from investments of \$353,458. Plan expenses were \$32,174,471. These expenses included \$3,015,522 in administrative expenses and \$29,158,949 in benefits paid to participants and beneficiaries.

SUMMARY ANNUAL REPORT FOR SEAFARERS VACATION FUND

This is a summary of the annual report of the Seafarers Vacation Fund EIN 13-5602047 for the year ended December 31, 1986. The annual report has been filed with the Internal Revenue Service, as required under the Employee Retirement Income Security Act of 1974 (ERISA).

The Trust has committed itself to pay claims incurred under the terms of the plan.

BASIC FINANCIAL STATEMENT

The value of plan assets, after subtracting liabilities of the plan was a deficit of \$(4,756,642) as of December 31, 1986, compared to a deficit of \$(3,046,762) as of January 1, 1986. During the plan year the plan experienced a decrease in its net assets of \$1,709,880. This decrease included unrealized depreciation, amounting to \$34,260, in the value of plan assets; that is, the difference between the value of the plan's assets at the end of the year and the value of the assets at the beginning of the year or the cost of assets acquired during the year. During the plan year, the plan had total income of \$28,115,002 including employer contributions of \$27,871,668, and earnings from investments of \$243,334. Plan expenses were \$29,790,622. These expenses included \$3,617,526 in administrative expenses, \$24,287,664 in benefits paid to participants and beneficiaries, and \$1,885,432 in other expenses (payroll taxes on vacation benefits).

SUMMARY ANNUAL REPORT FOR UNITED INDUSTRIAL WORKERS OF NORTH AMERICA WELFARE FUND

This is a summary of the annual report of the United Industrial Workers of North

America Welfare Fund EIN 13-5677156 for the year ended December 31, 1986. The annual report has been filed with the Internal Revenue Service, as required under the Employee Retirement Income Security Act of 1974 (ERISA).

The Trust has committed itself to pay claims incurred under the terms of the plan.

BASIC FINANCIAL STATEMENT

The value of plan assets, after subtracting liabilities of the plan was a (deficit) of \$(776,325) as of December 31, 1986 compared to \$(240,101) as of January 1, 1986. During the plan year the plan experienced a decrease in its net assets of \$536,224. This decrease included unrealized appreciation and depreciation in the value of plan assets; that is, the difference between the value of the plan's assets at the end of the year and the value of the assets at the beginning of the year or the cost of assets acquired during the year. During the plan year, the plan had total income of \$4,891,968 including employer contributions of \$4,797,288, earnings from investments of \$94,146 and gain on sale of investments of \$534. Plan expenses were \$5,416,754. These expenses included \$491,006 in administrative expenses and \$4,925,748 in benefits paid to participants and beneficiaries.

SUMMARY ANNUAL REPORT FOR UNITED INDUSTRIAL WORKERS OF NORTH AMERICA PENSION PLAN

This is a summary of the annual report of the United Industrial Workers of North America Pension Plan EIN 11-6106805 for the year ended December 31, 1986. The annual report has been filed with the Internal Revenue Service, as required under the Employee Retirement Income Security Act of 1974 (ERISA).

BASIC FINANCIAL STATEMENT

Benefits under the plan are provided by the Trust.

Plan expenses were \$450,730. These expenses included \$120,750 in administrative expenses and \$329,980 in benefits paid to participants and beneficiaries. A total of 4,190 persons were participants in or beneficiaries of the plan at the end of the plan year, although not all of these persons had yet earned the right to receive benefits. The value of plan assets, after subtracting liabilities of the plan, was \$28,290,670 as of December 31, 1986, compared to \$24,423,505 as of January 1, 1986. During the plan year the plan experienced an increase in its net assets of \$3,867,165. This increase included unrealized appreciation in the value of plan assets; that is, the difference between the value of plan assets at the end of the year and the price the plan originally paid for those assets. The plan had total income of \$4,121,316, including employer contributions of \$949,625, gains of \$1,189,742 from the sale of assets, and earnings from investments of \$1,981,949.

MINIMUM FUNDING STANDARDS

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

YOUR RIGHTS TO ADDITIONAL INFORMATION

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

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

To obtain a copy of the full annual report, or any part thereof, write or call the office of Mr. Leo Bonser who is the Plan Administrator, 5201 Auth Way, Camp Springs, MD 20746 (301) 899-0675. The charge to cover copying costs will be \$2.10 for the full annual report, or \$.10 per page for any part thereof. You also have the right to receive from the plan administrator, on request and at no charge, a statement of the assets and liabilities of the plan and accompanying notes, or a statement of income and expenses of the plan and accompanying notes, or both. If you request a copy of the full annual report from the plan administrator, these two statements and accompanying notes will be included as part of that report. The charge to cover copying costs given above does not include a charge for the copying of these portions of the report because these portions are furnished without charge. You also have the legally protected right to examine the annual report at the main office of the plan at 5201 Auth Way, Camp Springs, MD 20746 and at the U. S. Department of Labor in Washington, D. C., or to obtain a copy from the U. S. Department of Labor upon payment of copying costs. Requests to the Department should be addressed to: Public Disclosure Room, N4677, Pension and Welfare Benefit Programs, Department of Labor, 200 Constitution Avenue, N.W., Washington, D. C. 20216.



IF YOU SNIFF IT...



IF YOU SMOKE IT...



IF YOU SHOOT IT...

IT'S DUMB!
GET HELP!
KICK THE DRUG HABIT!
CONTACT YOUR PORT AGENT OR YOUR UNION.

Don't Miss Your Chance

to Improve Your Skills How?

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

You can use these skills:

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

Please send me the area(s) checked below:

MATH

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

ENGLISH: Writing Skills

- Grammar Books
- Writing Business Letters

SOCIAL STUDIES

- Geography
- U.S. History
- Economics

STUDY SKILLS

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

COMMUNICATION SKILLS

- Tax Tips for Seafarers
- Basic Metrics



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City _____ State _____ Zip _____

Book No. _____ Social Security No. _____

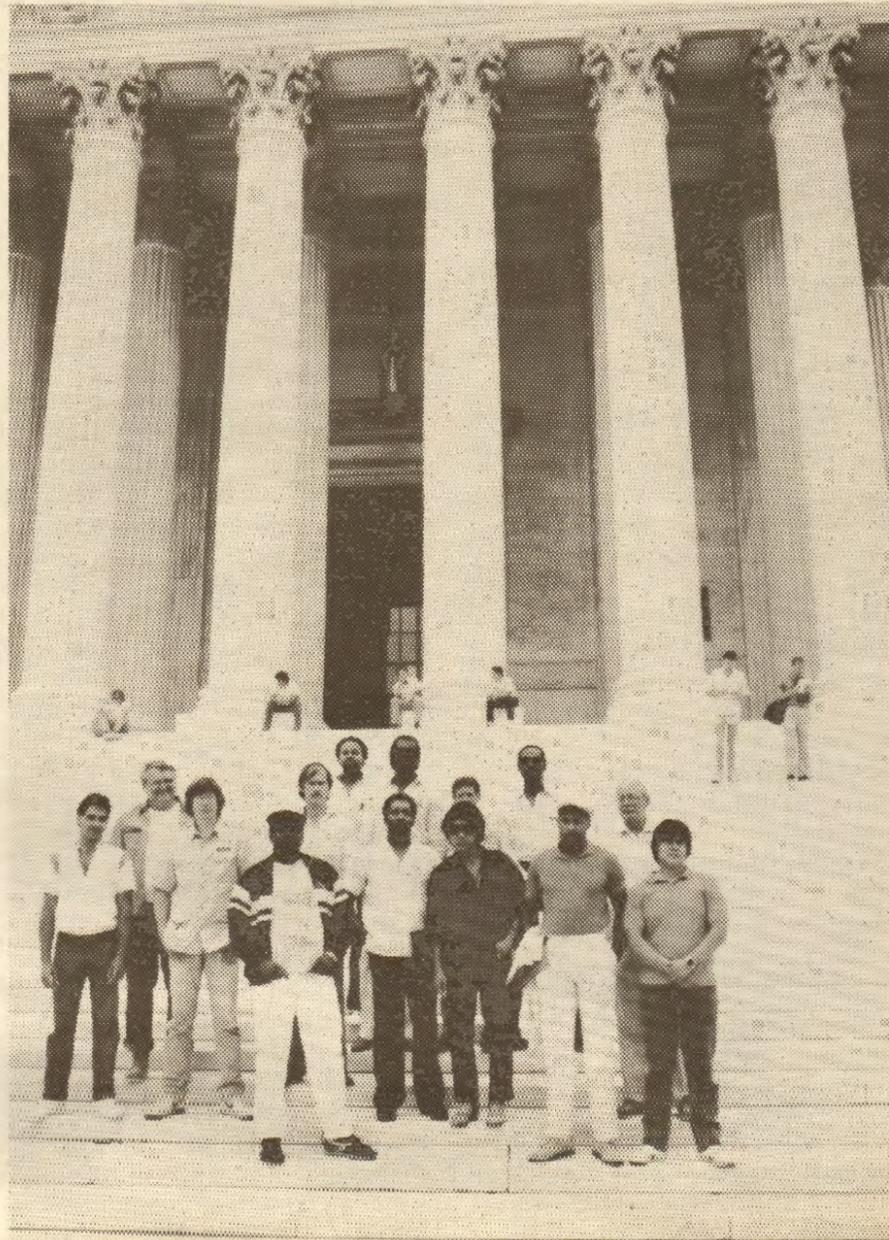
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Piney Point, Maryland 20674

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Upgraders Visit Hill



The Union education program continued last month with FOWT and Hydraulics upgraders taking a tour of Capitol Hill. Standing in front of the Supreme Court are: Hermus Patrick, Owen Richards, Joe Saxon, Clyde Hall, Cleo Helm, Wilfredo Lawigan, Samuel Davis, Larry Flores, Roy Matteson, Edgar Hantsche, Donald Droste, C.L. Wilson, Kevin Daughtey and Piney Point Port Agent Al Raymond.

SUMMARY ANNUAL REPORT FOR SIU PACIFIC DISTRICT-PMA PENSION PLAN

This is a Summary of the Annual Report for the SIU Pacific District-PMA Pension Plan, Employer Identification No. 94-6061923, for the year ended July 31, 1987. The Annual Report has been filed with the Internal Revenue Service, as required under the Employer Retirement Income Security Act of 1974, ERISA.

BASIC FINANCIAL STATEMENT

Benefits under the Plan are provided by a trust arrangement. Plan expenses were \$15,961,792. These expenses included \$946,019 in administrative expenses and \$15,015,772 in benefits paid to participants and beneficiaries. A total of 7,045 persons were participants in or beneficiaries of the Plan at the end of the Plan Year, although not all of these persons had yet earned the right to receive benefits.

The value of Plan assets, after subtracting liabilities of the Plan, was \$147,776,716 as of the end of the Plan Year compared to \$146,940,007 as of the beginning of the Plan Year. During the Plan Year, the Plan experienced an increase in its net assets of \$836,709. This increase included unrealized appreciation in the value of Plan assets; that is, the difference between the value of the Plan's assets at the end of the year and the value of the assets at the beginning of the year or the cost of the assets acquired during the year.

The Plan had total income of \$19,360,157 including employer contributions of \$2,952,870, earnings from investments of \$8,685,740, net realized gains in the amount of \$7,713,486 from the sale of certain assets, and miscellaneous income in the amount of \$8,061.

MINIMUM FUNDING STANDARDS

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

Labor Building
200 Constitution Avenue, N.W.
Washington, D.C. 20216

SUMMARY ANNUAL REPORT FOR SIU PD-PMA SUPPLEMENTAL BENEFITS FUND, INC.

This is a Summary of the Annual Report for the SIU PD-PMA Supplemental Benefits Fund, Inc., Employer Identification No. 94-1431246, for the year ended July 31, 1987. The Annual Report has been filed with the Internal Revenue Service, as required under the Employer Retirement Income Security Act of 1974, ERISA.

BASIC FINANCIAL STATEMENT

Benefits under the Plan are provided by a trust arrangement. Plan expenses were \$8,771,828. These expenses included \$225,543 in administrative expenses and \$8,546,285 in benefits paid to participants and beneficiaries. A total of 1,609 persons were participants in or beneficiaries of the Plan at the end of the Plan Year, although not all of these persons had yet earned the right to receive benefits.

The value of Plan assets, after subtracting liabilities of the Plan, was \$2,529,344 as of the end of the Plan year compared to \$2,528,759 as of the beginning of the Plan Year. During this Plan Year, the Plan experienced an increase in its net assets of \$585. The Plan had total income of \$8,772,413 including employer contributions of \$8,449,111, earnings from investments of \$211,368, lapsed benefits of \$111,696, unclaimed compensation of \$188 and miscellaneous income of \$50.

YOUR RIGHTS TO ADDITIONAL INFORMATION

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

1. An accountant's report;
2. Assets held for investment; and
3. Transactions in excess of three (3) percent of Plan assets.

To obtain a copy of the full Annual Report or any part thereof, write or call the office of the Plan Administrator, 522 Harrison Street, San Francisco, California 94105, telephone (415) 495-6882. The charge to cover copying costs will be \$5.00 for the full Annual Report, or \$0.10 per page for any part thereof.

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

You also have the legally protected right to examine the Annual Report at the main office of the Plan, 522 Harrison Street, San Francisco, California 94105, and at the U.S. Department of Labor upon payment of copying costs.

Requests to the Department of Labor should be addressed to:

Public Disclosure Room N4677
Pension and Welfare Benefit Programs
Francis Perkins Department of
Labor Building
200 Constitution Avenue, N.W.
Washington, D.C. 20216

One Columnist, Shaken on the Rocks—Part II

(Editor's Note: This is the second and final installment of a series of articles by San Francisco Chronicle columnist Jon Carroll. We are publishing them here with the permission of the writer and the Chronicle in hopes that the message will help someone recover from alcoholism.)

The Democracy Of Addiction

Addiction is not a bigot. It does not care about race, creed or color; it is blind to wealth or poverty. Good deeds will not save you from it, nor a college education, nor large donations to the symphony.

It may be that some nationalities have a genetic predisposition to alcoholism, but that evidence is entirely statistical; no one has yet rooted out the appropriate chromosome.

Nor does your body know whether a drug is legal or illegal. It does not believe that cocaine is "bad" and alcohol is "good." It just takes what it craves; it is not rational, the chemically addicted body. If it were rational, it would not have allowed the brain upstairs to get into this situation in the first place.

Which is why the Center for Chemical Dependency at Herrick Hospital in Berkeley, where I recently spent 31 fun-filled days kicking my habit, does not distinguish between drugs either. We had drunks and dope fiends and crack heads and Valium freaks.

We had a cross-section of America self-selected by two criteria: (a) an acknowledgment of their addiction, and (b) their access to a satisfactory insurance plan.

We had "high bottom" drunks like me (the most common reaction to my situation was, "Gee, I knew you drank, but I didn't know you had a problem.") to "low bottom" addicts like the guy who had literally lost everything—marriage, family, house, car, money, friends—in his pursuit of booze and crack.

Some examples, heavily disguised to preserve anonymity but nevertheless accurate in essence:

The tennis professional from Napa who said he played some of his best games after an all-nighter with the crack pipe and a case of beer.

The night shift security guard, a woman, who once unplugged her home phone for a year because the calls interrupted her drinking.

The ghetto street kid whose part-time job was breaking the ribs of slow-paying crack customers, and who turned out to be one of the most intelligent and sensitive people I'd ever met.

The rock 'n' roll keyboard player who kicked heroin by himself only to find that he was addicted to Valium.

We had blackout drunks and cocaine freaks who would frequently stay up, and indoors, for a week, peering out of windows. We had a guy who'd been mugged and thrown in a dumpster and a woman who'd embezzled money to support her habit.

We were all liars, of course; addicts start out lying to themselves and quickly get hooked on the habit. Almost all of us came from dysfunctional families, one way or another. We had different tastes in everything: food, movies, music, politics, sex.

And we loved each other. Sounds corny; true anyway. We had a sort of backwards relationship with each other. We knew each other's dark secrets, but not the more ordinary stuff. I knew the victim of incest, but I never did find out where she lived. I knew the bigamist, but not what he thought about the Giants' chances this year.

We had no small talk, really; nothing but big talk. If I had known going in that I would be crying in front of strangers, hugging strangers, earnestly talking about different concepts of God with strangers, I probably wouldn't have gone. But it seemed natural, even inevitable. Secrets want to come out; secrets are miracles waiting to happen.

The Age of Miracles and Wonder

They don't let you get away with much at the Center for Chemical Dependency. They call it "tough love"; the phrase has a bit too much swagger for my tastes, but it's accurate enough.

None of your laid-back Viennese "what do you think about what you think about" gentility for them. My counselor would say things like "I don't buy that" or "What makes you so special?" or just plain "Bull—."

And most often she was right. I came to believe that if my counselor said something was cow dung, it would be inadvisable to use it as a cheese spread.

This attitude was particularly refreshing because it served as an antidote to the rest of the world, to a government that sends Nancy Reagan and her constipated "Just Say No" smile out to ghetto schools while her husband continues to support drug-running terrorists and dictators so long as they're not Communists; to a society that sends cocaine abusers to jail and alcohol abusers to Congress.

(No wonder so many cops are alcoholics. How would you feel if you discovered that your own government was financing the very activities you were risking your life to prevent?)

Honesty is the only defense against that kind of hypocrisy. Sanity within meets insanity without. Sometimes it loses; even so, there's no other weapon.

If there was an important urgency to their approach, it was only because of a compassionate rage to get the message across. They took every shortcut and burned every bridge. A month is not a long time stacked against the habits of a lifetime.

And it worked. I saw miracles, friends. I saw a woman tell her son

for the first time about her alcoholism; I saw a man come back almost from the dead; I saw a husband and wife fall in love all over again.

I saw the shock of recognition reflected in many eyes.

To the people in the program, it did not seem that these things would be possible. They did not seem possible to me. I saw things in the faces of my wife and daughters that I had never expected to see again.

The mechanism is a mystery, to me at least. But mysteries are real, and miracles happen.

I can't say that I will never drink again; I can say with some assurance that I will not drink today; I have some fragile confidence that I will be able to say the same thing tomorrow. That's 19 steps further than I had gotten before.

And that's the reason for these columns. I know that someone out there is reading this column at 8 in the morning already half in the bag or still cruising in the middle of a five-day crack run.

The paper may be several days old by then, picked up with the front-porch litter or found crumpled at the end of the bar. And I know, because I have shared the feeling of hopelessness and powerlessness.

And I am saying: It need not be. At almost every hour of the day, somewhere in the Bay Area, there are groups of men and women observing a moment of silence in your honor. You are among friends, whether you know it or not.

You have free will, of course; hasn't done much for you lately, though, has it? You already know your doctor's number; Alcoholics Anonymous and Cocaine Anonymous and Narcotics Anonymous are in the book.

If it doesn't work, you can always get loaded again.

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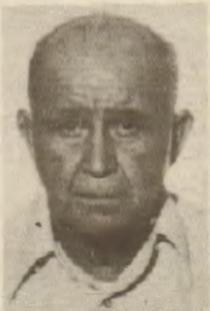
Deep Sea



James P. Hoffman



Peter J. Hopeland



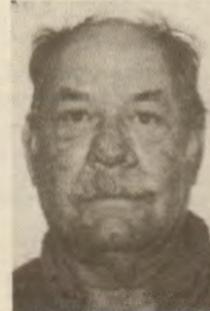
David A. Norris



Raymond J. Nugent



Willie L. Smith



Leonard C. Suchocki



Thomas Liles Jr.



Fred A. Morishige



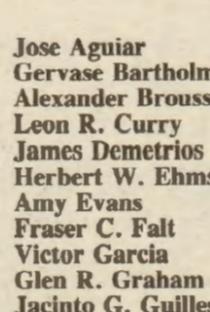
Carlos Rodriguez



Michael Ruta



Glen H. Watson



José Aguiar

Gervase Bartholmey
Alexander Brousseau
Leon R. Curry
James Demetrios
Herbert W. Ehmsen
Amy Evans
Fraser C. Falt
Victor Garcia
Glen R. Graham
Jacinto G. Guilles

Angel L.O. Morales
John R. Nuckols
Donald L. Rood

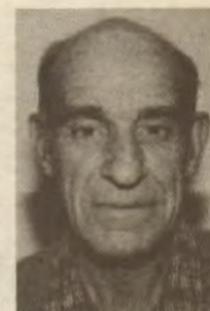
John F. Tubman
Steve West
Aubrey G. Wilson



Inland



Robert E. Anglin



Patsy J. Frango

Milton H. Atherton
Louis A. Canavino
Charles C. Cappello

Kenneth Godeke
James T. Malone
Robert J. Snyder

Teamsters—

Government Has No Business Running Unions

Editorial

WELL, the Reagan administration—that great friend and protector of working men and women and stalwart supporter of organized labor—is at it again. They want to take over the International Brotherhood of Teamsters.

Yes siree, the same folks who busted PATCO, stacked the NLRB with right wing, anti-labor members, gutted health and safety laws and campaigned for a sub-“human” minimum wage now claim they are looking out for the welfare of the 1.6 million Teamsters.

Late last month the Justice Department filed civil, not criminal, charges against the entire Teamsters’ executive board, including president Jackie Presser. Filed under the so-called Racketeer Influenced and Corrupt Organization Act (RICO), the suit asks that board members be removed and a trustee appointed to run the union until the government decides that “fair and free elections” can be held.

In a nutshell, the suit claims that those named have been engaged in

criminal acts ranging from extortion to violence and bribery. It charges that the union is controlled by organized crime which allegedly rigged union-wide elections.

Those are serious charges, which, if the government has the proof, it should be made to prove those charges “beyond a reasonable doubt.”

Last year, using the same evidence, the government could not prove its case “beyond a reasonable doubt” in a New York City criminal trial involving some of the same charges.

In a civil case the burden of proof is less stringent. A Justice Department spokesman even admitted that the suit would use some of the same evidence it used last year, but hoped that the less stringent burden of proof rules could make those charges stick.

“If the Justice Department has evidence sufficient to prove that the officers of the International Brotherhood of Teamsters or any other union have committed federal offenses, the de-

partment should proceed against those individuals directly under the laws which forbid convicted criminals from holding union office,” said AFL-CIO President Lane Kirkland.

We agree. If the government can prove criminal charges against somebody, fine, toss the bum out of union office. But where in the world is it written that the government, through a court-appointed trustee, can take over an entire union? Running a labor union is no business of the government. It has every right to police an organization and enforce laws, but unions are run by men and women elected by the membership.

Only in totalitarian countries can a government step in and run a union. Even Sen. Orrin Hatch (R-Utah), ranking Republican on the Senate Labor and Human Resources Committee and someone organized labor has butted heads with over many issues, said the government’s action “smacks of totalitarianism . . . I don’t think the government or any court in this nation

is capable of being a trustee over a union.”

If the government is granted its trusteeship of the Teamsters, a terrible precedent will be set.

The administration already has PATCO’s scalp on its belt. It’s now after the Teamsters. Who will be the next target?

It would be interesting, however, to see how the administration would react if the shoe was on the other foot.

While few criminal charges have been filed against administration officials, the Justice Department, Defense Department and other administration agencies have been plagued by scandal, sleaze and rumors of corruption. Perhaps using the same less stringent rules of proof available under civil law, a trustee could be appointed to make sure the government runs honestly until “fair and free elections” are held.

Or we could just wait until November 8.

Letters To The Editor



... Rover Rescues 24 ...

Enroute to the Philippines on 5/23/88, the M/V Rover rescued twenty-four Vietnam refugees from their unseaworthy vessel.

The refugees had been without food and water for several days. Aid was rendered, the M/V Rover’s engineers determined the boat motor was not repairable, and twenty-four men, women, and children were brought onboard the M/V Rover for safety.

The boat people were allowed refuge at the vessel’s next port of call in Bataan, Philippines.

This is not the first incident of the kind of personal involvement exhibited by SIU members, nor do we suspect it will be the last. We enclose a list of the personnel onboard at the time and extend our commendations along with the United Nations High Commissioner for Refugees, Jean-Pierre Hocke. A copy of Commissioner Hocke’s telex of appreciation is enclosed for your review and files.

Very truly yours,
M. Anne Kane
Manager-Marine Personnel
Ocean Carriers Inc.
Houston, Texas

To Captain W.H. Anderson III, Master of the M/V Rover from Jean-Pierre Hocke, United Nations High Commissioner for refugees.

I warmly commend the action of yourself and your crew in rescuing 24 refugees in distress at sea. Such humanitarian deeds of conduct uphold the best maritime traditions. My sincere best wishes to you and all who voyage on the M/V Rover.

Jean-Pierr Hocke
(UNHCR Geneva)

Dear Capt. Anderson:

We wish to commend you, the officers and crew for the rescue of the



twenty-four Vietnamese men, women, and children while en-route to the Philippines on May 23, 1988, and for the subsequent care and kindness provided these unfortunate people.

As always, American seamen, regardless of rating, or Union affiliation are ready to exhibit the true meaning of the Brotherhood of the Sea.

Fraternally yours,
Mike Sacco
President-SIU

M/V Rover Crew

Anderson, W.H. III—Captain
Leri, Robert P.—Ch. Mate
Wheeler, Bradford L.—2nd Mate
Conlon, Thomas J.—3rd Mate
Dias, Junior R.—R.E.O.
Hale, Leonard C.—Ch. Engr.
Seales, Walter—1st Engr.
Sepe, Thomas NMI—2nd Engr.
Fagan, Michael S.—3rd Engr.
John, Furr—AB/Bosn
Marchione, Demetrio—AB
Nunez, Fred—AB

Sutherland, John—AB
Santana, Mitchel—OS
Boone, Harold—OS
Christian, Donald—Q/Pumpman
Daniels, Ray T.—Qmed
Koski, Ronald S.—Qmed
Myint, Maung Hla—Emm
Majaducon, Elias M.—Emm
Ferguson, Vernon Jr.—Stwd/Bkr
Payton, Floyd E.—Ch. Cook
Williams, Russel S.—GSU

The SIU in Washington

Seafarers International Union of North America, AFL-CIO

July 1988

Legislative, Administrative and Regulatory Happenings

ANWR

Representatives of the maritime industry are calling on the federal government to open up the Alaskan National Wildlife Reserve (ANWR) to exploration and development.

Failure to explore the reserve for oil could "have dire consequences for the U.S.-flag tanker fleet," according to Neil Dietz of the Seattle Port Council of the Maritime Trades Department. "The 60 tankers operating [in the Alaskan trade] constitute two-thirds of the U.S. [tanker] fleet. But [the number of tankers] could drop to 20 without exploration of the Arctic plain."

The issue of ANWR exploration has aroused considerable debate. *The Journal of Commerce* predicts that Congress will probably not get around to dealing with this issue during this session.

"It just doesn't make sense to have American servicemen risk their lives in the Persian Gulf to protect the flow of oil and then not do anything to develop what many people believe is a major source of energy right in our back yard," said SIU President Mike Sacco.

APEX

The Maritime Administration has tentatively approved part of Apex Resources Inc.'s plan to sell a portion of its fleet of tankers and bulk carriers.

Apex had to get Marad's permission because two of the company's six vessels are affected by subsidy and the other four were built overseas with special permission. In addition, the prospective buyer has links to foreign-flag shipping interests.

Marad has decided to let the buyer, the Liberty Shipping Group, acquire the four foreign-built dry bulk carriers on the condition that it can demonstrate that it is a U.S. shipping company under the shipping statutes.

The sale of a fifth vessel will be considered later on. Sale of the sixth, the *Aurora*, will be put off until October when its charter runs out.

CBI

Governor Alexander Farrelly of the U.S. Virgin Islands has expressed concern over a proposed expansion of the Caribbean Basin Initiative.

"The CBI is a constant threat, and we have to stay alert," said Farrelly. The United Industrial Workers Union, an affiliate of the SIU, represents more than 4,000 workers in the territories, including many who work for the government.

Farrelly is particularly concerned that Congress might expand the present scope of the CBI to include rum, which is one of the territory's chief sources of income. Rum accounts for roughly \$30 million of the approximately \$200 million worth of products that the U.S. Virgin Islands ships to the United States.

In addition, a good portion of the territory's budget is generated by an excise tax put on the sale of rum products.

Drought

The unusually warm weather we are having

this summer has caused droughts in some areas. This development has had a disastrous effect on the inland maritime industry. Traffic on the Mississippi River was briefly held up, and rates are expected to soar.

There is some concern among industry officials that levels of government-impelled P.L. 480 cargo will drop as a result of the drought. This will inevitably have ramifications for deep-sea sailors. Under cargo preference laws, 70 percent of all such cargo must be carried on American-flag vessels (that figure will be increased to 75 percent next year as a result of the Cargo Preference Compromise of 1985).

"It's sort of like reform of the liner subsidy program," said one maritime official. "You find yourself praying for something to happen and nothing ever does."

Drug Testing

The Department of Transportation has issued regulations requiring drug testing for seamen onboard commercial vessels. Similar regulations concerning aviation and railway workers were issued earlier this year.

Those mariners who test positive for drug use could lose their licenses or have their certifications and jobs revoked, said DOT Secretary James Burnley.

"The SIU is committed to a drug-free environment," said Headquarters Representative Augie Tellez at the Union's July membership meeting. "We will take a close look at these proposed regulations to ensure that our members' rights are protected."

Fishing Safety

Provisions that would have caused drastic changes in the liability insurance industry have been dropped from a fishing safety bill.

Among other things, the bill would have put a cap on the amount that could have been awarded to fishermen in exchange for the establishment of a streamlined system of compensation payments for seamen who were temporarily injured.

Legislators had sought to reach a compromise between trial lawyers and fishing boat owners on the matter, but that just was not possible. "In the final analysis," said Rep. Gerry Studds (D-Mass.), "the lawyers could not agree with the fishermen."

Now that the legislation has been shorn of its most controversial provisions, passage is expected within a short period.

Passage of the bill is still important, said SIU Legislative Director Frank Pecquex, because it would establish minimum safety standards in the fishing industry. Under the proposed bill, vessels would have to be outfitted with radio beacons, emergency locator equipment, life rafts, safety or immersion suits and similar equipment.

While most insured vessels carry this equipment, vessels that don't have insurance often sail without it.

The fishing industry is one of the few that is exempted from the provisions of the Occupational Safety and Health Act of 1970. It has one of the nation's highest accident and death records.

Flags of Convenience

There is a growing effort on the part of open

registry shippers to gain acceptance for their services in traditional maritime nations.

Typical of the trend was the symposium held in Washington D.C. last month by the Skaarup Foundation to unveil what turned out to be a widely discredited study on maritime policy.

These efforts are occurring worldwide. In West Germany, for example, adherents of open registry shipping are trying to persuade the government there to open up a second registry.

West German trade unionists are opposed to the establishment of a second registry because it would cost 37,000 German seamen and marine-allied workers their jobs.

Foreign Reflagging

Moremac Marine Group Inc. has joined a growing number of U.S.-flag companies who have put in applications to Marad for permission to shift American registered vessels to foreign flags.

The failure of Congress, the administration and a sorely divided maritime industry to come up with a new plan of action to revitalize the maritime industry has left many American-flag operators and their aging vessels with a dilemma: what do they do if they can't receive construction differential payments or build foreign? How can they plan for the future when they don't know if there will still be an ODS program?

Some of the operators putting in applications may have valid reasons. Most, however, are obviously trying to take advantage of the present situation.

The inability of the maritime industry and the administration to unite behind a common plan will continue to cause difficulties for the American-flag merchant marine.

Intermodal Seminar

Intermodalism is the most important development to hit the maritime industry since containerization changed the face of the industry in the late '50s.

This was the conclusion of the participants at the Containerization and Intermodal conference which was held in Oakland, Calif. last month.

Intermodalism has changed the face of the transportation industry, linking as it does shipping, railroads and trucking. It has created vast new opportunities for companies like Sea-Land and APL, which bring together separate modes of transportation under one corporate roof. At the same time, it has created huge capital investment problems for companies seeking to adapt to these changed conditions and has altered the market for transportation services in ways that are not yet apparent.

Liner Subsidy

Reform of the liner subsidy program is not likely to be achieved any time in the near future, reports *The Journal of Commerce*. The failure of Congress and the administration to resolve this issue has led Senator Daniel Inouye (D-Hawaii) to introduce legislation that would allow Sea-Land to apply for operating

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