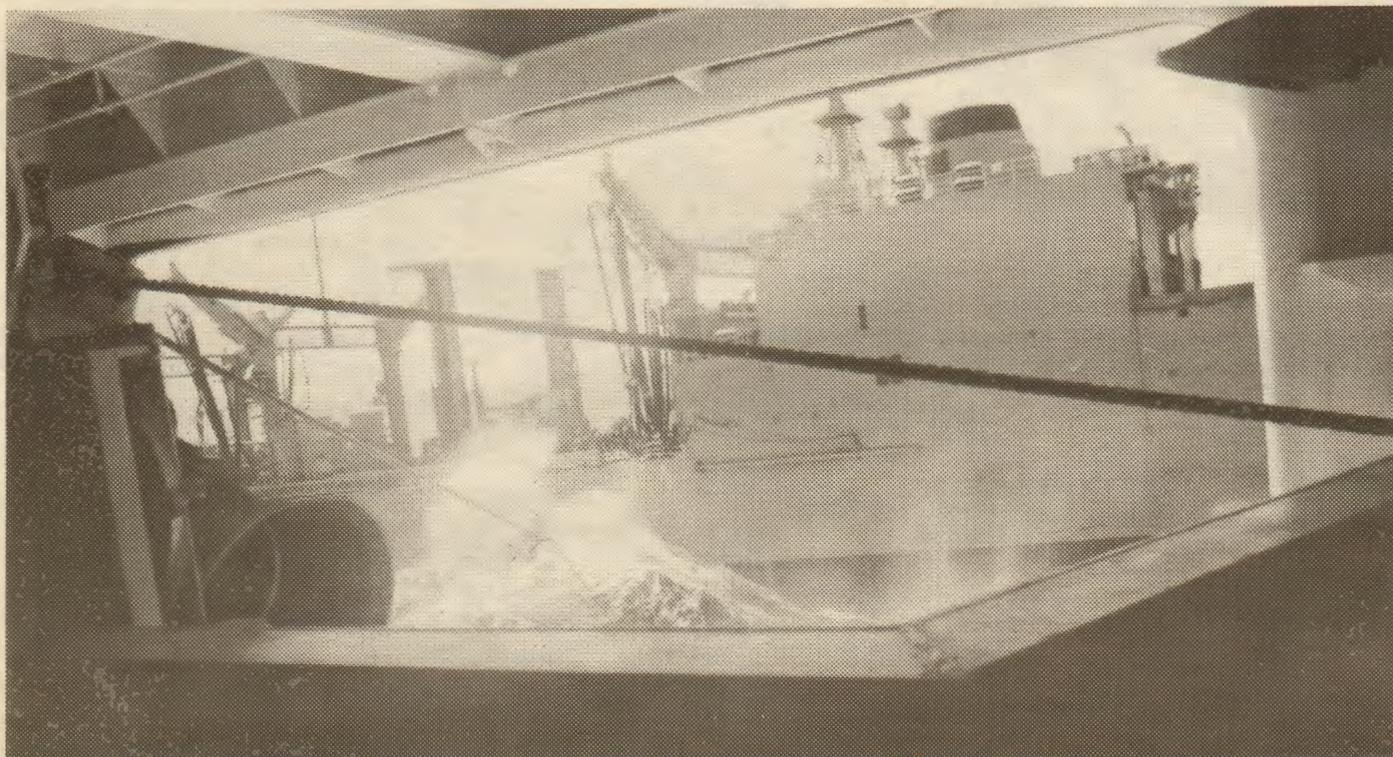


LOG

Official Publication of the Seafarers International Union • Atlantic, Gulf, Lakes and Inland Waters District • AFL-CIO Vol. 48 No. 7 July 1986



Steady 'Hands' Needed in Unrep

Seafarers onboard the SIU-contracted 1st Lt. Baldomero Lopez (Amsea) got a chance to put some of their training to use recently during an underway replenishment exercise off the Virginia Capes. See page 9 for photo coverage of the refueling.

Ex-Member Uses Art Skills to Promote U.S. Fleet

The first thing Marcel Scuderi ever drew was a tugboat. Since he drew his first tugboat, the 29-year-old Scuderi has gone from "directionless" teenager to Piney Point grad (Class 189) to QMED. A lot of Seafarers have made the same large jumps in their lives. But Scuderi has gone a bit further.

Four years ago he left the sea to enter one of the country's more prestigious art schools, the Corcoran School of Art in Washington, D.C. Just last month he left with his Fine Arts degree and an impressively designed campaign to help the public understand the plight of the U.S. merchant marine.

Scuderi is intense and passionate about helping the U.S.-flag fleet and about giving back something to the Union and industry that helped him so much.

"You guys showed me the world. I got my QMED ticket at Union expense and now I want to give something back," he said, explaining why he spent the six months of his senior year creating the seven-poster ad series.

Late last year he approached the SIU and the Transportation Institute about the project. With the encouragement of both organizations and TI's Executive Director Peter Luciano, Scuderi began his work.

The result—"I've got stacks of stuff all over. It took a long time before I settled on a design."

The centerpiece of each design is a blue freighter bow with a large white American flag star and blue and red

stripes extending sternward. Depending on the short and simple message—"Our Merchant Marine Is Going Down Fast and We Need Your Help!" "If We Don't Carry More Export Cargo Our Fleet Will Just Disappear!" "Security and Trade Are Assured With a Newly Revitalized Merchant Marine!"—the ship's bow is portrayed a bit differently, symbolizing the message.

The designs with the above messages illustrate the technique. In the first the bow points dangerously skyward as if the ship is just minutes from slipping under the ocean. With the warning about a disappearing fleet, the bow's coloring is much lighter, fading into the background. On the last, the ship is quickly cutting through the seas steaming ahead.

"The images might look simple, but this has to be understood by everybody—the farmers in Iowa—everybody," Scuderi said.

Apparently the series does create an interest for people who know little about the U.S. merchant marine. He said that during the months he worked on the project at the Corcoran his professors began asking questions and became interested in the problems.

Like most college grads this time of year, he is job hunting, hoping his degree, free-lance work and internships, along with his impressive project will land him a job as a graphic artist. His work was on display at the SHLSS's recent conference on strategic sealift where dozens of industry representatives had a chance to view



Marcel Scuderi displays the ads he developed to help promote the U.S. merchant marine.

it. It also will be displayed at SIU headquarters this month.

Scuderi has come a long way from that day aboard ship when he used every pen and pencil he brought with

him to draw during his off hours. Finally he bought a half-empty ballpoint pen from a crewmate so he could keep drawing to the next port. In the process, he has given something back.

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President's Report

by Frank Drozak

Maybe persistence does pay off. For years the SIU has been trying to find ways to increase this country's passenger ship fleet. In a nutshell, more passenger vessels mean hundreds of jobs for American seafarers of all unions. These ships generate millions of dollars for the ports they call on and the owners who run the ships. And perhaps most important they serve this country's national defense interests.

But despite our years-long effort, there are only two U.S.-flag passenger ships, the SIU-crewed *SS Constitution* and *SS Independence*. In the past several years other unions have fought against us. Congressional leaders have sought compromises. The administration refused support.

But now things may be changing. For the first time Marad has shown



favor to a bill which could allow up to five foreign-flag passenger ships to re-flag U.S. While the administration has some reservations about a bill that

is now in the U.S. Senate, it has given qualified support to the bill.

Unfortunately, like so many other important maritime issues, there are some powerful opponents—other unions, business interests and others. Too many of these people are arguing their cases from a stance of very narrow self-interest with short-sighted opinions and sometimes blatantly false statements.

Let's face it. No American passenger ship has been built in the United States in three decades, and none will be built. It is simply too costly.

In the meantime, foreign-flag ships are taking billions of American dollars in the booming passenger ship trade. And thousands of seagoing and shore-side jobs are being denied to American workers.

* * *

While the administration appears to have come around on the passenger ship issue, it still needs to look very closely at this country's strategic sealift shortfall. Basically there are not enough U.S.-flag merchant ships and merchant sailors to carry the needed military supplies and troops if any major conventional conflict breaks out.

Navy forces have increased, and the nation's Ready Reserve Fleet has also grown. But Navy strategists admit that is still not enough. Defenders of the current sealift policy claim that the shortfall will be made up by using flag-of-convenience (FOC) ships owned by Americans and ships of our NATO allies.

The SIU has argued that these ships cannot be counted on because they are manned by crews who would not sail into an American war scene. A resolution adopted by the International Transport Worker's Federation (ITF) Seafarers Section may finally prove our point.

The resolution gives seamen the right to refuse to proceed on ships bound for a war-like operations area. Maritime unions from more than 50 nations, including most of our NATO allies, are parties to the resolution. While the SIU fought against the action, the ITF and International Labor Organization has included this resolution in every document and issue for the past 18 months or more.

Several hundred ships this country counts on for a military emergency are FOC or NATO vessels, but if the crews refuse to sail, those ships are useless.

Perhaps this ITF action will make the administration and Congress realize that American military might must rely on American ships and American crews.

* * *

If we are going to have a healthy U.S.-flag fleet, a new system of subsidy for our liner companies (which have shrunk by more than half in the last 15 years) must be designed to replace the Operating Differential Subsidy program which the administration is phasing out.

Like so many other issues facing the maritime community, no one can agree on what should be done. Unions, companies, owners and politicians have been pulling in different directions, despite warnings from such maritime allies as representatives Mario Biaggi (D-N.Y.) and Walter Jones (D-N.C.) that if they don't come together it will be too late to pass any legislation this year.

It is time to put our differences aside or it will be too late to do anything but sit on our thumbs as ODS disappears and nothing is left.

* * *

If you think every time you read my column I say something about drugs, there is a reason for that. Drugs, especially cocaine and alcohol, are ruining lives and too often ending them.

The deaths of Len Bias, University of Maryland All-American basketball star and Boston Celtics' first-round draft choice, and Don Rogers, a Cleveland Browns' defensive back and former rookie of the year, are examples that cocaine doesn't care who it kills.

Those two young men were probably as healthy as anyone can be, yet both died from single episodes of cocaine use. There is no doubt that cocaine can certainly get you high, there should be no doubt anymore that it can kill too. Is that 10 or 20 minute rush worth the risk?

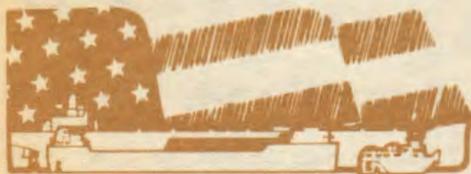
On another level, if drugs are found in your urine after a required drug test, which more and more of you must take if you want certain jobs, you won't get that job. Is that 10 or 20 minute rush worth losing months of work for?

If you do have a problem with drugs or alcohol, get help now. The SIU wants to help you help yourself. Talk to your port agent or call the Seafarers Alcohol and Drug Abuse Rehabilitation Center, please. It could save your life.

Finance Committee Checks SIU Expenses



The Union's Finance Committee held its quarterly meeting at SIU headquarters last month. The committee, made up of rank and file Seafarers, spent several days examining the Union's expenditures. Pictured above (l. to r.) are Anthony Gregoire, Terry Mouton, Christos Florous, Frank Costango, SIU Secretary Joe DiGiorgio, Cal James and Frank Rodriguez.



LOG

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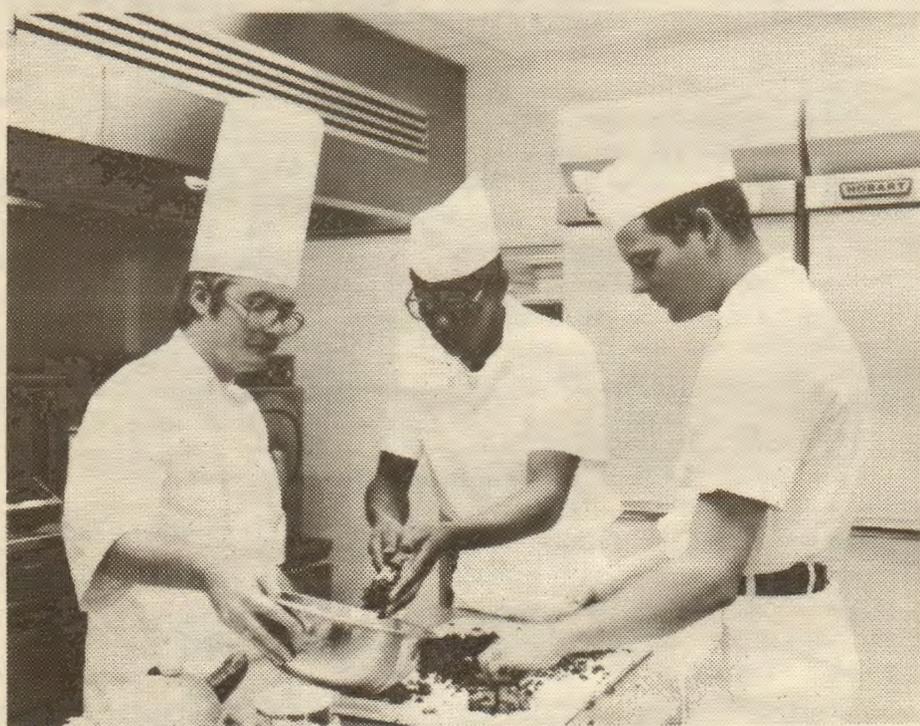


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John Cleveland, SIU Cafeteria Manager, Killed in Crash

SIU Headquarters cafeteria manager John "Johnny" Travis Cleveland Sr., 28, died of injuries sustained in a two-car collision in Compton, Md., St. Mary's County on June 30.

Brother Cleveland, of Compton, and the driver of the other car, Timothy William Mathers, 27, of Lexington Park, Md., were pronounced dead on arrival at St. Mary's Hospital in Leonardtown, Md.



Piney Point cooking instructor Johnny Cleveland (left) helping student cooks improve their culinary skills.

There were no passengers in either vehicle.

According to the county sheriff's department, Mathers was driving north on the road at about 9:55 p.m. when his car crossed the center line to pass two cars on a curve, skidded sideways and crashed into Cleveland's southbound auto.

Cleveland began working for the Union in 1981 at SHLSS. In May 1983 he took over the cafeteria at SIU headquarters in Camp Springs, Md.

He was a graduate of the U.S. Navy Culinary School at Patuxent Naval Air Base in Lexington Park, Md.

Cleveland was the founder and first president of an American Culinary Federation chapter in Southern Maryland.

Burial was in the SIU Cemetery at Valley Lee, Md. Surviving are his widow, Cheryl; a son, John Travis Jr.; his parents, and a brother and sister.

Commenting on Cleveland's death, Gus Gusilatar, co-worker for six years and headquarters cafeteria chief cook said, "to me, John was a very intelligent guy and a well-coordinated worker. He was a good instructor."

Romeo V. Lupinacci, Piney Point chief chef and president of UIW Local 31 said, "John had a lot of vision. He was a cleancut, typical American man. And aggressive and he had a quick mind. He wanted to make it . . . he wanted to be a great chef . . . he was very ethical and a great outdoorsman. He was like a son."

UIW lawyer Charles Monblatt who knew John for almost four years said, "Johnny Cleveland was a good person."

"John was friendly, helpful, courteous, a gentleman of good character. He was strict but fair," LOG staffer Ray Bourdus said.

A special memorial service for Cleveland was held at SHLSS July 3. Several hundred people from headquarters, the school and the community attended. In addition, co-workers and friends have established a special trust fund for Cleveland's son.

Earns Medals for Mulberry Operation

Seafarer Wins Vet Status

It took more than 40 years, but finally Seafarer Winston Edward Battle Sr. is getting the recognition he rightly deserves. Battle, who was one of hundreds of American merchant seamen who took part in Operation Mulberry during the Normandy Invasion in June 1944, is being officially recognized as a veteran of that military operation.

Seafarer Battle, who is 62 and still ships as chief steward, was given an Honorable Discharge certificate and medals for his services in the European-African-Middle Eastern Campaign. He was also awarded the Good Conduct Medal and the Honorable Service lapel button. His veterans status entitles him to benefits from the U.S. Veterans Administration.

"I'm going to wear these medals with pride and dignity finally," Battle said. His wife, Cora in Compton, Calif. added, "We're going to frame the discharge certificate. It makes me happy that my husband has finally received his recognition."

"Our ship (the SS *Victory Sword*) was among 32 ships that were intentionally sunk by our men to create a breakwater effect, thus calming the waters of the [Mulberry] Harbor so that infantrymen could have an easier time coming ashore," Battle explained.

"Only some of those ships and their personnel were recognized for their efforts," he said. "For years I and others have tried to receive that same due recognition. It took the Mulberry



Winston Battle

Veterans Act (Public Law 95-202) to open up the way for the rest of us to be recognized."

A notice was published in many newspapers asking for veterans who served on these ships including the *Victory Sword* to contact the U.S. Army Reserve Personnel Center so they could receive their long-delayed recognition.

"They finally got around to realizing they would never have won World War II without merchant seamen," Battle said.

Seafarer Battle, who hit the bricks in the 1946 General Maritime and 1946 Isthmian beefs, later sailed during both the Korean and Vietnam Wars. He has been a member of the SIU since 1942.

Sharing his honors as a "Mulberry Vet" along with his wife are Battle's son, Seafarer Vance F. Battle and his daughter, Linda Whitaker.

itime Defense Zone Atlantic, and Commander Third Coast Guard District in New York City where he was assigned in 1984.

In these roles, Yost was responsible for Coast Guard operations in the Atlantic, Caribbean, and Gulf of Mexico including drug interdiction, maritime law enforcement, and search and rescue, as well as maritime coastal defense under the authority of the Commander Atlantic Fleet, United States Navy.

Prior to his Third District assignment, Admiral Yost was Chief of Staff of the Coast Guard for three years. He was promoted to flag rank in 1978 and served as Eighth District Commander in New Orleans, La. for three years.

Admiral Yost graduated from the Naval War College at Newport, R.I. in 1964. He received master's degrees in international affairs from George Washington University (1964) and in mechanical engineering from the University of Connecticut (1959).

The Commandant's awards include The Distinguished Service Medal, Silver Star, Legion of Merit with combat "V", a gold star in lieu of a second Legion of Merit, Meritorious Service



Adm. Paul Yost

Medal, Combat Action Ribbon, Korean Service Medal, and United Nations Service Medal.

A native of St. Petersburg, Fla., Admiral Yost is married to the former Jan Worth of Wakefield, Mass. They have five children.

News Notes

In a late-breaking development, a contract has been ratified by SIU members who work onboard the *SS Constitution* and *Independence*.

The new contract will cover more than 1,000 SIU members. The two vessels are owned by American Hawaii Cruise Lines. They constitute this country's entire passenger fleet.

More details on the contract will be carried in next month's LOG.

* * * *

Ed Pulver, regional director of the SIU, was named as a delegate to the National Labor Council for Latin

American Advancement, it was announced by Jack Otero, president of LCLAA and an official of the Brotherhood of Railway & Airline Clerks, AFL-CIO. Pulver is a long-time member and official of the SIU working in the New Jersey area.

* * * *

The many-talented Louis Cirignano, Seafarer, teacher, town councilman and public-spirited citizen, showed up in the *Congressional Record* May 13 where he was recognized as one of "The Boys at Myrtle & Monroe of the City of Passaic, N.J."

Yost Takes C.G. Command

Admiral Paul Alexander Yost Jr. became the 18th Commandant of the United States Coast Guard on May

30, 1986. He was nominated to that position while serving as Commander of the Atlantic Area, Commander Mar-

profiles

In its monthly series of interviews and reports, "PROFILES" will highlight key government officials instrumental in shaping national and maritime policy.

In his six years in the U.S. Senate, **Alfonse D'Amato** (R-N.Y.) has been an active supporter of the U.S. Merchant Marine.

On virtually every major maritime bill to come before the full House in recent years, the senator has supported those that protect the American flag. In particular, he has supported the cargo preference compromise, registry of Cunard vessels in the American passenger trades, P.L. 480 maritime subsidies and tax deductions for conventions at sea. The 49-year-old senator also has landed Staten Island a major naval role as homeport to Navy nuclear construction projects which will give employment opportunities to hundreds of Staten Island maritime workers in the years ahead.

Senator D'Amato was elected to office in 1980, and today, six years later, is favored to win re-election. It probably will not make a difference who runs against Senator D'Amato this year. For as everyone in New York seems to know, D'Amato has brought home the bacon to New York on countless occasions while successfully lobbying for federal funding for his state. And it is for this reason the majority of voters, both Democrat and Republican, are supporting D'Amato in '86.

Chief among D'Amato's accomplishments has been a bargain he made to beef up drug enforcement in New York. A bargain was struck in 1983 after Reagan aides approached D'Amato for his vote on the MX missile. The president would have his vote if, in return, New York were given money to hire drug enforcement officials, D'Amato told the Reagan aides. New York gained millions of dollars to pay a new work force of border customs agents while D'Amato voted for the MX.

In another instance, D'Amato worked out a coalition in the Senate



Sen. Alfonse D'Amato

to pressure the administration to continue funding subsidies for the N.Y. transit authority. Although D'Amato has had success in his campaign against drug trafficking, it is in the area of transportation that he has established his political career. D'Amato, joining other senators, said he would vote down a gasoline tax bill unless a portion of receipts from the bill were allocated toward the New York transit system. The plan worked, and D'Amato secured through 1986 from Congress \$1 billion for New York commuters.

On other issues, D'Amato has come out strongly in favor of retaining state and local tax deductions in the federal tax laws, and in a number of ways helped to create jobs by helping to create small businesses. D'Amato is also credited with keeping the administration from withdrawing tax exempt industrial development bonds, a source of jobs for New York.

Senator D'Amato serves on the Senate Appropriations Committee, the Committee on Housing and Urban Affairs the Small Business Committee and the Joint Economic Committee.

Idaho Governor **John V. Evans** is a moderate Democrat in Republican country. Governor since 1977, Evans is seeking to unseat the current Republican officeholder in this fall's U.S. Senate elections.

The shifting political climate in Idaho has made the Democratic issues and values Evans has fought for his entire career a difficult battle. Three times the state legislature has overturned the governor's veto of right-to-work for less legislation. But organized labor and Evans campaigned long and hard to obtain enough citizen support to put the issue on this November's ballot.

For Evans, the governorship has not been easy. He leads a state that has been changing radically, both demographically and politically. Idaho has become one of the fastest growing states in recent years, with most of the growth coming from residents moving to Idaho from conservative Orange County, Calif. Between 1960 and the current election year, Idaho has shifted in party affiliation from Democrat to Republican. Now it is one of the more conservative states in the union.

Evans is challenging incumbent Senator Steven Symms and so far into the campaign, Evans has the respect and support of organized labor, especially after his long fight to keep Idaho from becoming a right-to-work state. Evans' three vetoes of right-to-work legislation attests to the anti-labor climate in a state which would not let the issue rest after a first veto. Evans also has fought to retain Davis Bacon prevailing wage standards.

On major issues, Governor Evans has had a wholesome affect on Idaho. He has kept the state financially solvent without having to raise taxes. He has led the state further along the path of industrial development. In addition, he has worked to improve education and called for licensing requirements at daycare centers to reduce child abuse, an emotional issue in this election year.

Among supporters of Evans are conservatives who have become disenchanted with Symms. Symms' politics are more closely attuned to the conservative mood of the state, but his unpredictable and often outlandish remarks have upset many voters. Added to this is the fact that Symms has



Gov. John V. Evans

accomplished nothing major to keep Washington 'off the backs' of state residents as he campaigned to do in the 1980 election espousing libertarian anti-government philosophy. What the senator has done while in office is to vote against government programs without offering acceptable alternatives.

Symms' flamboyant behavior is not likely to have gained him much in the way of voter support either. Symms for instance, was one of a handful of senators who voted against a resolution condemning vote fraud in the Philippines. He has criticized South African Nobel prize winner Desmond Tutu. In 1981, Symms proposed that the food stamp program be trimmed by asking the poor to purchase their own food stamps.

With this record, Symms has established an image for himself as being against the underdog. One could not expect that he would support working labor issues. In fact, Symms has a low threshold for labor causes. He also has not given his support to the maritime industry and to working Seafarers.

In experience as well, Evans surpasses Symms. He has given three decades of service to the people of Idaho. He began his political career in 1952 serving first as senator in the Idaho State Senate. He was elected state lieutenant governor in 1960 and mayor of Malad City, Idaho in 1967. A decade later, in 1977, he was elected governor of the state.

One Size Fits All



Seafarers come in all sizes, but survival suits come in just one. The picture above dramatically illustrates that these suits do fit everyone. On the left is 110-pound Julian Lopez; on the right is his *Sea-Land Patriot* shipmate, 275-pound Andrew Reasko.

Liberty Ship John W. Brown To N.Y. Harbor as Museum

The Maritime Administration will give the Liberty ship *John W. Brown* to the non-profit Project Liberty Ship of New York City for preservation and development into a merchant marine memorial museum.

The project to preserve the *John W. Brown* as a museum was formed in 1977. It made a bid for the ship in October 1985 and plans to move her to a site in N.Y. Harbor later this year from the stored James River (Va.) National Reserve Fleet.

She took part in 1944 in the World War II invasions of Southern France and Anzio, Italy and is one of the better preserved of the few remaining Liberty cargo vessels built during that war. In 1985 the *John W. Brown* was named to the National Register of Historic Places.

After the war, the Liberty ship housed a Manhattan, N.Y. maritime high school in the Hudson River before reverting back to the U.S. government in 1983.

The SIU in Washington

Seafarers International Union of North America, AFL-CIO

July 1986

Legislative, Administrative and Regulatory Happenings

MARAD Leans to Passenger Ship OK

Passenger Vessels

Marad administrator John Gaughan gave qualified approval to S. 1935, legislation that would permit the re-flagging of up to five foreign-flag passenger vessels under the American registry. This is the first time that the administration has taken this stand.

The SIU has been working hard to try to get S. 1935 passed. It has met with opposition from some segments of the maritime industry who point to proposed domestic-build projects that they say will produce new passenger vessels.

"Not one cruise vessel has been constructed in a U.S. yard since 1958," said Frank Pecquex, head of the SIU's legislative department. "Unless S. 1935 is enacted, it is unlikely that this country's domestic fleet will be increased. It now stands at exactly two."

Sealift

"Our commercial (merchant marine) fleet has an essential national security role to fulfill, and it is a national responsibility—not just a Navy or Defense Department responsibility—to see that this national asset is properly supported."

These words were spoken by Deputy Chief of Naval Operations VADM Thomas Hughes Jr. at a House Merchant Marine Subcommittee hearing. He cited Defense Department sealift projections for 1992 to show a shortfall of 70,000 to 100,000 tons in our sealift capability.

"Clearly the decline in the size and capacity of the U.S. merchant marine is of grave concern to us in the Department of Defense responsible for security planning," he said.

Tax Reform

The Senate passed a sweeping tax reform bill by a near unanimous vote of 97-3. If enacted, it will have major repercussions for all Americans, including those employed in the maritime industry.

Under the terms of the bill that the Senate passed, the tax code would be changed in the following ways. The depreciation schedule for vessels would be extended to 10 years from the current five-year schedule; the investment tax credit would be repealed, and the tax treatment of foreign-sources income would be altered.

In addition, the measure would retain present law with respect to monies deposited into a tax-deferred Capital Construction Fund and maintain the tax deductibility of business expenses incurred while attending conferences held onboard U.S.-flag passenger vessels.

The House has already passed its version of tax reform. Because there are differences between the House and Senate versions of tax reform, a conference committee made up of members of the Senate Finance Committee and the House Ways and Means Committee must meet to iron out a compromise bill.

Momentum seems to be building on enactment of some kind of tax reform bill. Two months ago, tax reform was virtually dead. Today, no one is betting against it.

Liner Fleet

SIU President Frank Drozak has called upon

Congress to enact legislation to promote this country's declining liner fleet.

The time to do something is now, before there is no more liner fleet left to revitalize, said Drozak in a recently issued press release. He has applauded the attempts of the House Merchant Marine Committee which is looking into ways to preserve this important segment of the maritime industry.

As currently envisioned by the House Merchant Marine Committee, attempts to revive this country's liner fleet would revolve around the following programs:

- a streamlined operating differential subsidy program,
- some kind of build foreign authorization, coupled with incentive for the domestic shipbuilding and repair industry, and
- the relaxation of a number of regulatory controls on vessel operation.

Current ODS contracts will be phased out during a 15-year period starting in 1987. Unless they are replaced, said Drozak, the liner fleet will experience a further decline.

The House Merchant Marine Committee has been conducting hearings on this matter. Noting the seriousness of the issue, Rep. Mario Biaggi (D-N.Y.) urged the various segments of the maritime industry to put aside their differences in order to present a united front to the administration.

Service Contract

Two amendments have been attached to the Department of Defense Authorizations bill that would "profoundly" restrict the application of the basic wage protections for the Service Contract Act of 1965. If these amendments are enacted, then the job security and wage stability of seamen employed on military vessels will be jeopardized, said SIU President Frank Drozak in a letter to the Senate Armed Services Committee.

The first amendment would dramatically raise the applicable employee and financial thresholds of the Service Contract Act. At present, projects that employ five people or cost more than \$2,500 fall under the terms of the Act. If the amendment is passed, then only projects employing 25 employees and costing \$1,000,000 would be covered.

The second amendment would exempt all Department of Defense-sponsored maritime services contracts from the provisions of the Service Contract Act. According to Drozak, "It is patently unfair to arbitrarily reclassify the job function performed by American seafarers. Regardless of how a seaman's occupational function is examined, it is a service activity and, as such, falls within the jurisdiction of the Service Contract Act.

"The bottom line is this," said Drozak. "If these amendments are enacted, then the job security and the wage stability of seamen employed onboard military vessels will be jeopardized.

"Simply put," said Drozak, "the federal government should not be promoting the payment of substandard wages. Enacting these amendments would be tantamount to penalizing those employees who provide essential services to the federal government."

Alaskan Oil

The Commerce Department has issued a report calling for the export of North Slope Alaskan oil even though that report concedes that such a move "would have a negative impact on the U.S.-flag tanker fleet and the industries that it supports."

For the maritime industry, removal of the export ban would lay up an estimated 30 tankers totalling over 4 million dwt. It would expose "approximately \$382 million of Title XI federally guaranteed mortgages to default," according to the Commerce Department.

In addition, according to the report, private tanker owners and oil companies that own tankers "could be subject to an additional default of approximately \$540 million."

Seafaring employment would be the hardest hit by removal of the ban, said the Department of Commerce. Displacement could be as high as 52 percent of the U.S. tanker workforce—about 2,000 workers.

According to the report, "Displaced seafarers would have difficulty finding work in other types of shipping since employment opportunities in the U.S. merchant marine at large are poor."

Ostensibly, the reason for removing the ban would be to improve the trade balance. Yet according to the Commerce Department, there are factors that could lead to a negative change in the trade balance. For instance, if oil replaced on a barrel for barrel basis by oil imports is carried on foreign tankers, the U.S. would lose the transportation costs of each transaction.

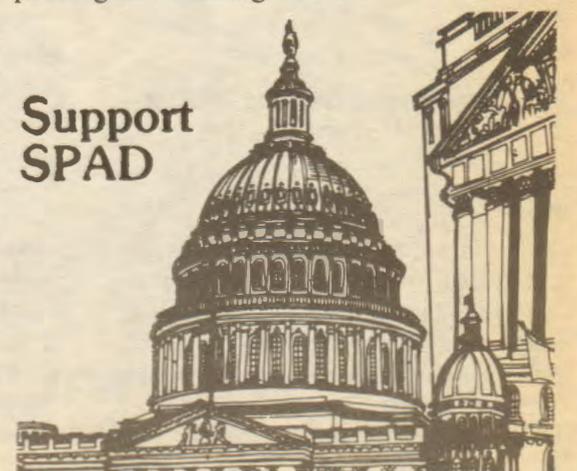
The Commerce Department was willing to accept these developments because removal of the ban "would reduce government-caused economic distortions and inefficiencies.

"There is no better argument for continuing the ban on the export of Alaskan oil," said Frank Pecquex, head of the SIU's legislative department, "than the report that the Commerce Department issued. I find it difficult to believe that this administration would accept the wholesale sacrifice of an entire American industry."

Congress to Recess

July should be a relatively quiet month for legislation. Congress will be in recess until the 14th.

Politicians usually use this time to campaign back home. Seafarers reading this paper might think about sending letters to the district offices of their congressional representatives about pending maritime legislation.



Area Vice Presidents' Report



Great Lakes
by V.P. Mike Sacco

SHIPMENTS of iron ore, coal and grain on the Great Lakes totaled 14,000,000 tons last month, a decrease of 13 percent from the same period last year. As a result of this decline, the U.S.-flag fleet operated only 49 out of its 88 bulk carriers during the month.

This latest piece of news did nothing to dispel the gloom of the Great Lakes maritime industry. The American Great Lakes maritime industry steadily has been losing ground over the past 30 years. In 1984 U.S.-flag vessels carried just 6.4 percent of the U.S./Canada trade; the U.S.-flag share for 1953 was 29.2 percent.

Given this gloomy picture, the SIU has been doing fairly well. While the dredging industry is "no great shakes," according to Algonac Port Agent Byron Kelley, SIU jobs number about the same as last year.

Still, the SIU has been politically active in this area. In Ohio, we are taking the lead in supporting the re-election campaign of John Glenn and Dick Celeste. Both races are extremely important.

One interesting footnote: SIU Field Rep Martin Vittardi is one of just two labor representatives to be elected to city councils in Cuyahoga County in Ohio. (He's from Parma, a suburb of Cleveland.) "My opponents try to say that I am a member of a special interest group," said Vittardi. "I say, if fighting for better working conditions and more jobs means that you are part of a special interest group, then fine, I'm a member of a special interest group."



Government Services
by V.P. Roy Mercer

THE tragic deaths of two prominent sports figures from cocaine overdoses have underscored the severity of this nation's drug problem.

By now, everyone has probably heard about the deaths of Len Bias and Don Rogers. Bias, who was drafted by the champion Boston Celtics, was a prominent basketball star at the Uni-

versity of Maryland. Rogers was a star football player for the Cleveland Browns.

Both were well liked by their fellow teammates. Both were extremely talented and had bright futures. The only good thing to come from their deaths is the publicity about the dangers of drug abuse, especially cocaine.

This is a national problem. It exists everywhere, including the U.S. Navy and the private-flag merchant marine. Yet my immediate concern is with the use of drugs by unlicensed crewmembers aboard MSCAPAC ships. I say that it is time to protect those people who do not make use of any drugs and who are being put in jeopardy because of those who are users.

At present, the Personnel Rehabilitation Program (PRP) only applies to crewmembers who are assigned to the *USNS Kilauea*, an ammunition ship. Yet because of the growing epidemic of drugs, private steamship companies are demanding that corrective action be taken and have requested that language be negotiated into contracts on the utilization of drug screening tests.

The use of such tests in some shape or form is probably inevitable. And when they are used in the private sector, it will not be too long before MSCAPAC will demand the same thing.

It is my strong suggestion to those of you who use recreational drugs—to clean up your act now, before it is too late.



Gulf Coast
by V.P. Joe Sacco

THE SIU has placed a high priority on its grassroots activities, especially in Texas, where democratic governor Mark White is up for re-election.

White has been a good friend to the SIU and to the maritime industry. He is a stand-up politician who is willing to go to the wall for the things he believes in.

This year's elections will be extremely important. For one thing, they will help set the tone for the 1988 presidential race.

Whoever is president in 1988 will have the chance to nominate several justices to the Supreme Court. President Reagan has had the chance to nominate three people—Rehnquist, O'Connor and Scalia. If you think that they are pro-labor or pro-maritime, then think again.

Half of all the sitting judges on the federal courts and the National Labor Relations Board have been appointed by President Reagan. This has made things extremely difficult for workers, especially in their dealings with owners.

The SIU has had a first-hand glimpse of this anti-labor bias, most recently with National Marine. Many labor officials no longer believe that they can get a fair hearing before a Labor Relations court.

This is not to paint a bleak picture of the maritime industry, just to remind people that political action is extremely important.

On a more positive note, we were able to get a waiver from Congress to allow the *Delta Queen* to continue operating for at least five more years. This will mean a lot to workers in the Gulf and the inland rivers, and especially workers in Louisiana, which now has the highest unemployment rate in the country.

In addition, we were able to negotiate a contract with Marine Contracting and Towing. Unlicensed members employed in SONAT Marine's Mariner fleet have approved the company's contract proposals.

This does not, however, settle the long-standing dispute over SONAT's unilateral decision to reclassify the captains, mates and barge captains in its various fleets as "supervisors."



West Coast
by V.P. George McCartney

SHIPPING on the West Coast has picked up in recent weeks, while things in Hawaii have slowed down a little. The fact that the *Independence* is back from her lay-up helps a bit, though.

We've been busy trying to negotiate contracts for our members who have until July 10 to vote on Crowley's final proposal. In addition, members who work onboard American Hawaii Cruise Line vessels are voting on a new three-year contract. Both were difficult sets of negotiations.

From Mike Lowry's congressional race in Washington to Tom Bradley's bid to become the new governor of California, the SIU has been playing an active role on a grassroots level. This year's elections will help determine the fate of the American-flag merchant marine, so I urge all members to register to vote.

Members in Wilmington have a new hall which is located at 510 North Broad Street. Dennis Lundy, our new field rep there, was asked to serve on the Board of Directors of the Seamen's Church Institute.

I know my good friends on the East Coast will be busy celebrating the 100th anniversary of the Statue of Liberty this Fourth of July. I want to remind all our members that this year also marks the 50th anniversary of the

Queen Mary, the luxurious ocean liner which was turned into a land-based hotel. It is staffed with members of the United Industrial Workers Union, an affiliate of the SIU.

One last thing: I want to thank Marad Administrator John Gaughan for saying that merchant seamen should be granted veterans status for their activities during World War II. Only those seamen who served in the now famous Mulberry Operation have been granted that status so far, but as far as John Gaughan and I are concerned, all merchant seamen deserve it.

One of our members who served in the Mulberry Operation, Winston Battle, was recently written up in the papers out here for his heroic actions during World War II. He and thousands of other merchant seamen like him risked their lives so that all Americans could be free.



East Coast
by V.P. Leon Hall

ALL eyes will be on New York this Fourth of July, where the Statue of Liberty will be celebrating her 100th anniversary.

The country has taken the occasion to its heart. There has been an almost universal outpouring of love for Lady Liberty and all that she represents.

This nation's maritime and labor heritage will be highlighted in the Fourth of July celebration. An armada of tall ships will make their way down the Hudson River in order to be inspected by the Lady, as the statue is fondly called.

The statue's 100th anniversary comes one year after the modern seamen's movement celebrated its one 100th anniversary.

Lady Liberty, the labor movement and merchant seamen have come a long way in 100 years. Unfortunately, today's political and economic climate has not been good for the maritime industry or for the labor movement.

Seamen and other workers have had to struggle to maintain the benefits and wage increases that they've won over the past 100 years. With the growing trade deficit, foreign-flag shipping and attacks on the labor movement, it has not been easy.

Still, all across the country, the SIU is making headway with its grassroots political activities. These activities all boil down to this: we are urging the government to adopt a comprehensive policy on maritime affairs that will cover everything from deep-sea sailors, to inland boatmen, to fishermen, to Great Lakes sailors to cannery workers. For without a strong maritime industry, there would never have been a Lady Liberty.



Inland News

tug/tow
barge/dredge

Bob-Lo's Lake Boats Too

Mariner Contract, 3 Other Inland Pacts Ratified

SIU members recently approved five Inland and Lakes contracts, including three which authorized inland SPAD check-offs.

One of the contracts that was ratified covered "non-supervisory personnel" in SONAT Marine's Mariner fleet.

The Mariner contract, which was sent out for approval in May, comes a year-and-a-half after the old one expired. Negotiations between SONAT Marine and the SIU were complicated by the company's unilateral decision to reclassify the captains, mates and barge captains as supervisory personnel.

The SIU and the Mariner Negotiating Committee made a decision to reach an agreement on those categories of workers that the company was willing to discuss at negotiations, and to simultaneously pursue all legal remedies for the captains, mates and barge captains.

"The Union's decision to negotiate for the unlicensed personnel," said John Fay, SIU assistant-secretary, "in no way waives its right to bargain on behalf of the captains, mates and barge captains."

SONAT's decision to reclassify some of its workers is part of a larger anti-union trend that is gripping the tug

and barge industry. That is why the decision of the Inland members at three companies to include a SPAD check-off in their contract is so important.

The three companies where this happened were Sabine Towing, C.G. Willis Towing and Red Circle Transport.

"This is an historic development," said SIU Vice President Joe Sacco. "The members at these Inland companies realize that the only way to protect their rights in this day and age is through political action."

Sacco pointed to developments at SONAT Marine and National Marine as evidence of this anti-union bias.

"Since Ronald Reagan took office," said Sacco, "management-labor negotiations have been extremely difficult. In some areas, it is virtually impossible to get a fair hearing before the National Labor Relations Board."

The fifth contract covers SIU members who work for the Great Lakes Ferry Company, which is owned by the Bob-Lo Company. Seafarers working under this contract help carry passengers from Detroit to Bob-Lo's Amusement Park, on the *Ste. Clair* and the *Columbia*.



Workers at Sabine Towing in Houston who man the *Titan* and other tugs, recently approved a new contract which included a SPAD check-off for the first time.



On the Great Lakes, the SIU crews two large ferry boats which operate from Detroit to Bob-Lo Island Amusement Park. About 28 people each work on the *Ste. Clair* (above) and the *Columbia*.



Luedtke Wins 'Rock Job'

Luedtke Engineering was the low bidder on a "rock job" in Euclid, Ohio on Lake Erie for outside dredging and repair and replacement of the breakwater. Dunbar and Sullivan won the contract to do the shoreside work there.

Dredging Cleveland Harbor

Annual dredging of the Cleveland River and harbor is being done by the Great Lakes Dredge and Dock Co.

Later the company will dredge the Rouge River and deposit the dredged up material at Pt. Moulee, Mich., 18 miles below Detroit.

Red Circle Boatmen OK New Contract

Red Circle Boatmen in the port of New Orleans have ratified a new contract with an hourly wage increase. The old contract ended June 30.

In Memoriam

Pensioner Myron Arrington Garrish Jr., 65, died of heart disease on May 7. Brother Garrish joined the Union in the port of Norfolk in 1961. He sailed as a mate for McAllister Brothers from 1956 to 1976. He was a former member of the United Mine Workers Union from 1953 to 1961. Boatman Garrish was a veteran of the U. S. Coast Guard during World War II. A native of Norfolk, he was a resident of Chesapeake, Va. Burial was in the Riverside Park Cemetery, Norfolk. Surviving are his widow, Edna, a daughter, Susan, and his mother, Nora Gashill.

Glenn McDonough, 28, died on June 10. Brother McDonough joined the Union in the port of Jacksonville in 1976. He sailed as a deckhand for Caribe Towing from 1974 to 1975 and for Crowley Marine from 1985 to 1986. He was a 1978 SIU Inland Towboat Scholarship winner. Boatman McDonough was born in Townsend, Wash. and was a resident of Jacksonville. Surviving are his father, James of Lake Charles, La. and his mother, Darlene of Jacksonville.

Marine Allied Workers of the Atlantic and Gulf Coast Union from 1915 to 1957. Boatman West was a veteran of the U.S. Army during World War II. Born in Rockdale, Texas, he was a resident of Galveston, Texas. Surviving are his widow, Winnie and two daughters, Judy and Joyce.



Pensioner Walter Wayland West, 67, died on May 2. Brother West joined the Union in the port of Houston in 1957. He sailed as a chief engineer for G & H Towing from 1956 to 1982. He was a former member of the



SIU member Dave Jarvis, oiler, shows off one of the five large walleyes he caught from the SIU dock in Algonac, Mich. The fish measured 27½" and weighed eight pounds.

New Pensioners

Thomas John Antoncic, 64, joined the Union in the port of Philadelphia in 1965. He sailed as a tug mate for the Reading Railroad Co. from 1952 to 1962. Brother Antoncic last sailed out of the port of New York at Jersey City, N.J. He was a former member of the Masters, Mates and Pilots Union from 1943 to 1959. Boatman Antoncic was born in Philadelphia and is a resident of Cinnaminson, N.J.



Edward E. Austin, 62, joined the Union in the port of Norfolk. Brother Austin is a resident of Virginia Beach, Va.



Dennis Slaber Hooper, 65, joined the Union in the port of Norfolk in 1972. He sailed as a chief engineer for Allied Towing from 1970 to 1977. Brother Hooper is a veteran of the U.S. Navy during World War II, the Korean Conflict and the Vietnam War. He was born in Kentucky and is a resident of Portsmouth, Va.



Gerald Nicholas Keller Sr., 59, joined the Union in the port of New Orleans in 1956. He sailed as a deckhand and captain for Crescent Towing from 1954 to 1986. Brother Keller attended both the 1977 Piney Point Gulf Educational Conference and the Louisiana Inland Crews Conference there. He was also a member of the MAW-HIWD 498. Boatman Keller is a veteran of the U.S. Navy during World War II. Born in Algiers, La., he is a resident of Gretna, La.



Absie Mitchell Le Beouf, 65, joined the Union in the port of Port Arthur, Texas in 1961. He sailed as a chief engineer for Moran Towing in 1939 and for D.M. Picton from 1964 to 1975. Brother Le Beouf last sailed out of the port of Houston. He was a former member of the Sabine National Tugboat Assn. District Independent Union from 1946 to 1961. Boatman Le Beouf was born in Cameron, La. and is a resident of Port Arthur.

Patrick Albert O'Brien, 70, joined the Union in the port of Houston in 1975. He sailed as a chief engineer for G & H Towing from 1968 to 1977. Brother O'Brien was a former member of the SUP. He was born in Kansas and is a resident of Houston.



Jimmie Tatum, 61, joined the Union in the port of Houston in 1960. He sailed as an oiler for National Marine Service from 1957 to 1960 and for G & H Towing from 1965 to 1974. Brother Tatum was a former member of the IBL Union from 1957 to 1960. He was also a former member of the NMU. Boatman Tatum is a veteran of the U.S. Marine Corps in World War II. A native of Edna, Texas, he is a resident of Ingleside, Texas.



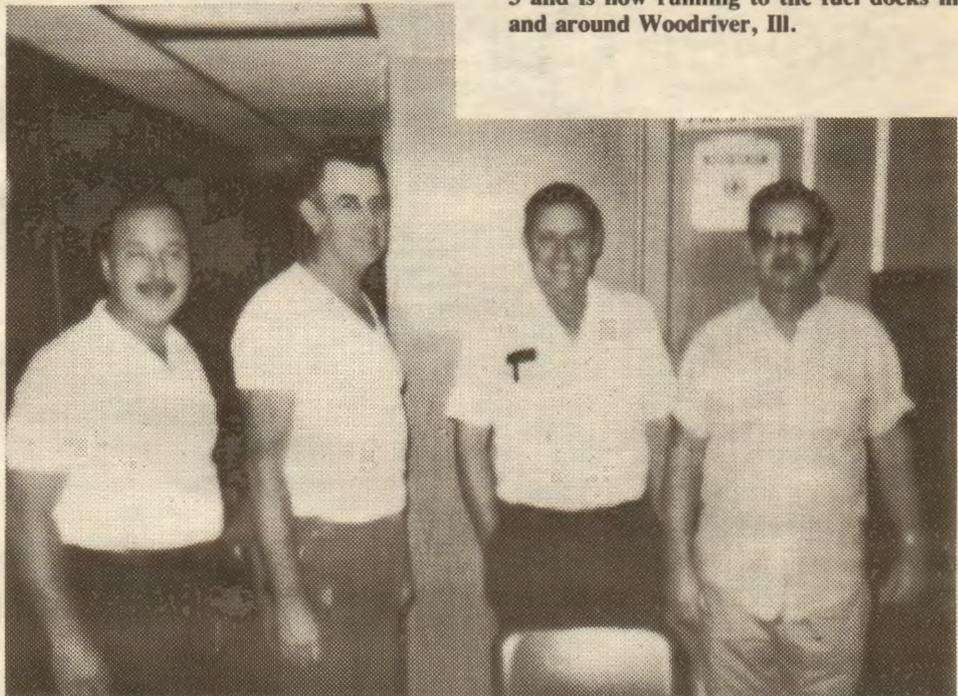
John Walter Trawka, 62, joined the Union in the port of Philadelphia in 1951 sailing as an AB and 3rd mate for IOT from 1970 to 1978. Brother Trawka began sailing during World War II. He also worked as a rigger and machinist at the Sun Ship-

yard, Chester, Pa. from 1968 to 1970. Boatman Trawka is a veteran of the U.S. Army in World War II. A native of Philadelphia, he is a resident there.

Aboard the Dixie Power



The tug *Dixie Power* came out of layup June 3 and is now running to the fuel docks in and around Woodriver, Ill.



Aboard the *Dixie Power* are, from the left, Robert W. Katzara, engineer; Dudley Bonvillain, chief engineer; Bill Mitchel, pilot, and J.B. Phillips, cook.

Dispatchers Report for Inland Waters

JUNE 1-30, 1986

Port	*TOTAL REGISTERED All Groups			TOTAL SHIPPED All Groups			**REGISTERED ON BEACH All Groups		
	Class A	Class B	Class C	Class A	Class B	Class C	Class A	Class B	Class C
DECK DEPARTMENT									
Gloucester	0	0	0	0	0	0	0	0	0
New York	0	0	0	0	0	0	0	0	0
Philadelphia	2	2	2	2	2	4	0	0	0
Baltimore	3	0	0	10	0	0	0	0	0
Norfolk	52	10	0	56	7	0	83	21	0
Mobile	1	2	0	0	2	0	4	0	0
New Orleans	5	3	3	2	2	0	5	0	10
Jacksonville	4	3	8	5	2	5	0	1	3
San Francisco	0	0	0	0	0	0	0	0	0
Wilmington	4	2	17	0	0	0	4	4	19
Seattle	0	0	0	0	0	0	0	0	0
Puerto Rico	0	0	0	0	0	0	0	0	0
Houston	5	0	1	2	4	0	5	3	7
Algonac	10	5	0	6	3	0	29	30	0
St. Louis	2	0	8	0	1	4	2	3	9
Piney Point	0	0	0	0	0	0	1	0	0
Totals	88	27	39	83	23	13	133	62	48
ENGINE DEPARTMENT									
Gloucester	0	0	0	0	0	0	0	0	0
New York	0	0	0	0	0	0	0	0	0
Philadelphia	0	0	0	0	0	0	0	0	0
Baltimore	0	0	0	0	0	0	0	0	0
Norfolk	10	3	0	7	2	0	12	4	0
Mobile	0	0	0	0	0	0	0	0	0
New Orleans	3	0	0	0	0	0	1	0	0
Jacksonville	1	1	0	0	0	0	1	1	0
San Francisco	0	0	0	0	0	0	0	0	0
Wilmington	1	0	2	0	0	0	1	0	3
Seattle	0	0	0	0	0	0	0	0	0
Puerto Rico	0	0	0	0	0	0	0	0	0
Houston	2	1	0	0	0	0	2	1	1
Algonac	4	3	0	2	1	0	29	18	0
St. Louis	0	0	0	0	0	0	0	0	0
Piney Point	0	0	0	0	0	0	0	0	1
Totals	21	8	2	9	3	0	46	24	5
STEWARD DEPARTMENT									
Gloucester	0	0	0	0	0	0	0	0	0
New York	0	0	0	0	0	0	0	0	0
Philadelphia	0	0	0	0	0	0	0	0	0
Baltimore	0	0	0	0	0	0	0	0	0
Norfolk	8	1	0	6	0	0	11	27	0
Mobile	0	0	0	0	0	0	0	0	0
New Orleans	1	2	0	0	1	0	2	3	1
Jacksonville	3	2	2	1	1	1	2	1	1
San Francisco	0	0	0	0	0	0	0	0	0
Wilmington	1	0	1	0	0	0	1	2	6
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	3	2	0	0	1	0	16	5	0
St. Louis	0	0	0	0	0	0	1	0	3
Piney Point	0	0	0	0	0	0	0	0	0
Totals	16	7	3	7	3	1	33	38	11
Totals All Departments	125	42	44	99	29	14	212	124	64

**"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.

Lopez Participates in UNREP Exercise



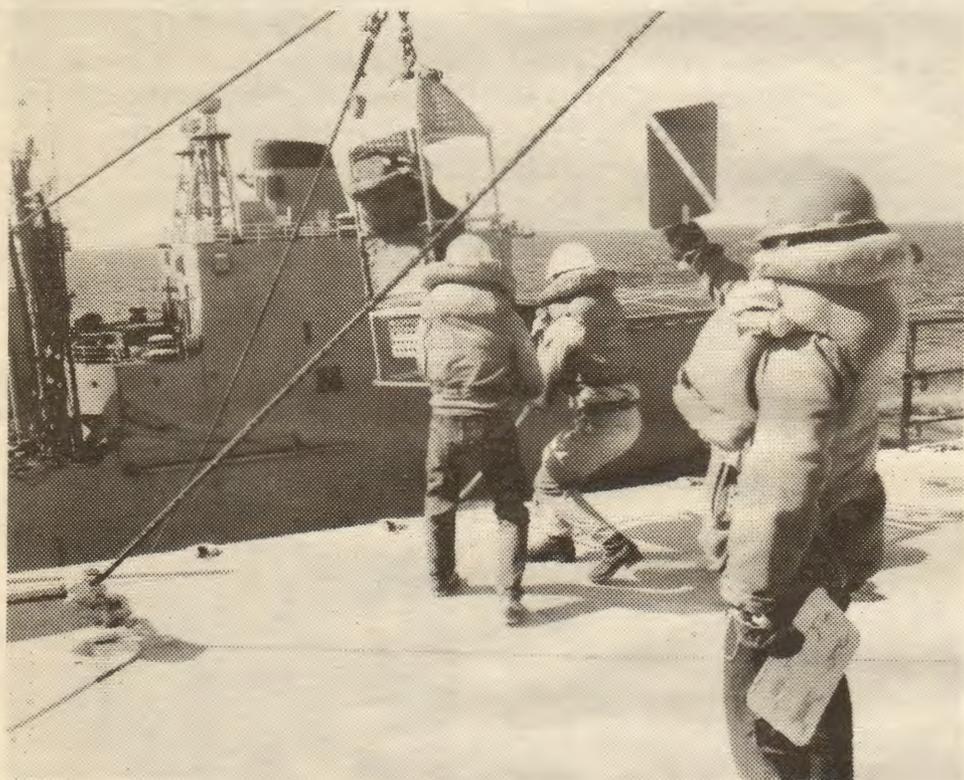
Crewmembers on the *Lopez* brave about 40 knots of wind whipping across the decks as they signal the fuel-laden *Kalamazoo*.

The wind was gusting up to 50 knots as the SIU-crewed *1st Lt. Baldomero Lopez* and the Navy's oiler *USS Kalamazoo* participated in an underway fuel replenishment (UNREP) exercise off the Virginia Capes in May.

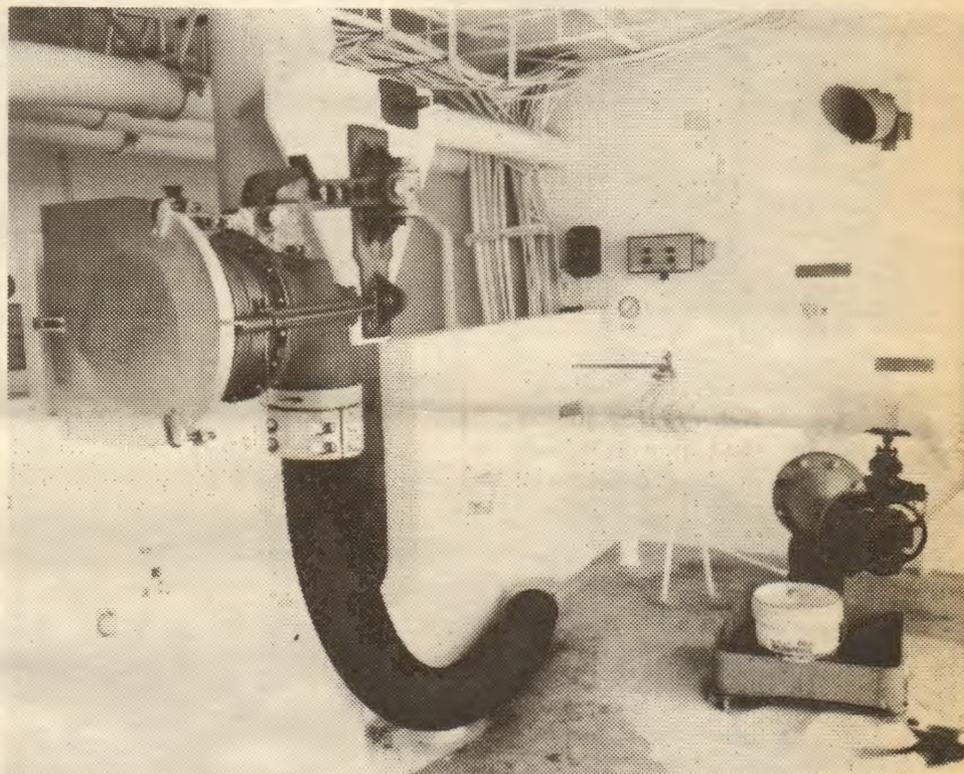
It was a good test for the SHLSS-trained crew and the equipment. The conditions were certainly not fierce, the winds and the seas added some difficulty to an already tricky maneuver.

The two ships came together twice for about two hours in the morning and afternoon. Each time the large fuel lines were passed successfully between the *Lopez* and the *Kalamazoo*, with only a few dozen yards separating them.

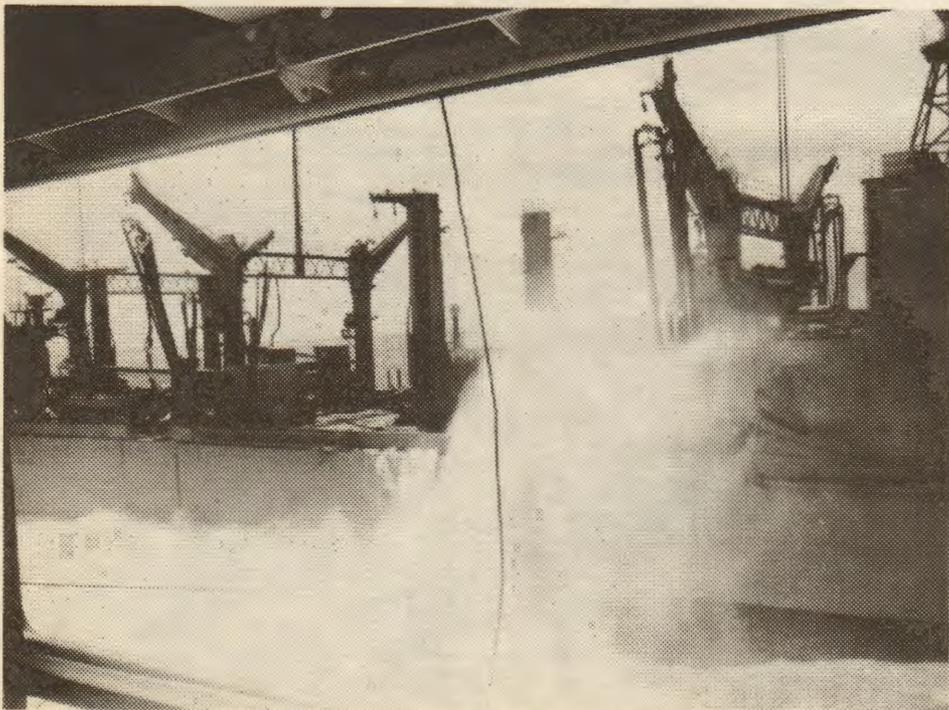
(Photos by Bill Hellwege)



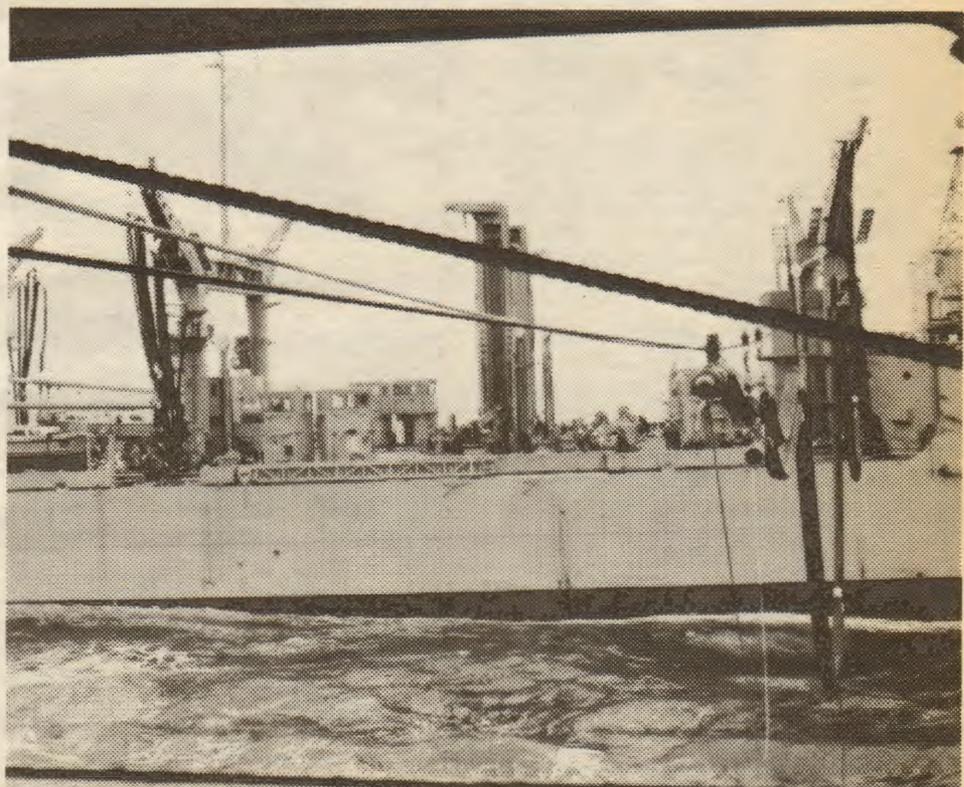
The highline chair was passed from ship to ship.



This is the single probe refueling station on the *Lopez*, where the fuel line from the *Kalamazoo* will be attached.



This is the view from the refueling station as the *Kalamazoo* is alongside and readying for the transfer.



The hook-up is almost complete as the fuel probe is brought aboard the *Lopez*.

Seafarers

HARRY LUNDEBERG SCHOOL OF SEAMANSHIP



Piney Point Maryland

Seafarers Lundeborg School Hosts First Annual Sealift Conference

The First Annual Sealift Conference was conducted at SHLSS on June 24 thru 26, 1986 with union, SHLSS, company, government and military representatives.

The conference was designed to provide an opportunity to review

the Sealift Training Program and to discuss ideas and goals for all concerned within the sealift community.

The conference was a two part affair with the unions, SHLSS and military contracted shipping companies meeting on the first day.

Topics for discussion were as follows:

1. Crew training for Present/Future/Jobs/Skills
2. Sealift qualification for Crew/Licensed Personnel
3. Past/Present performances of crews
4. Training Money/Incentives incorporated into future contracts
5. Recent efforts by SIU/SHLSS for Sealift equipment
6. Coordinated efforts to supply up-to-date training information to SHLSS and ships
7. Ship Types/Manning levels/Manpower

Military and government representatives joined the conference the second day where the agenda topics were reviewed and discussed more extensively.

A cross exchange of ideas and mutual concerns were discussed, with SIU President Frank Drozak delivering an address to the conference. "We need young, well trained, highly qualified seamen to man our military vessels" said Drozak. "The school and the SIU need only to know what the shipowners and military want and we can do it here at the school and save everyone money by doing it. I hope that this conference will be the beginning of a joint program between the shipowner, maritime industry and military to better prepare for the future. Time is running out. We must prepare now in order to have a future."

The goal of the school is to

provide sealift training to all SIU members. Because of the reduced manning level found aboard military contracted vessels, it is necessary that crew members from the deck, engine and steward departments are thoroughly trained. The SIU presently has under contract or has bids on 80 ships with various companies. This has led to a need for a more coordinated effort and cooperation for training.

Since an estimated 60% of the work available to SIU members will be in the military sector by 1990, the training for the military ships has become essential. As in any new program, there are problems to solve and new potentials to be explored. This conference was designed to do both. With the shipping companies, labor and government working hand-in-hand, this can certainly be accomplished for the benefit of all concerned. Training is the **KEY** to the success of this industry and we want to make this program the best.



SHLSS Sealift Coordinator Bill Hellwege discusses the objectives of the conference.



John Mason (seated r.) explains the SHLSS Vocational Training program to Mike McKay.



SIU President Frank Drozak discussed the present and future goals of the SIU, in relation to military contracted vessels.



Michael Meahalic - Naval Sea Systems Command asks questions about the SIU Manpower capabilities.



Present and future contracts are discussed by Angus "Red" Campbell SIU Vice President.



Bob Kesteloot - TI Vice Chairman explains recent efforts by the SIU for Sealift Training/Equipment.



Captain Pete Johnson - Pacific Gulf Marine and Bob Rogers - I.O.M. listen intently during the conference.



Joe Conwell - Bay Tankers, Bart Rogers - SIU Manpower and Carmine Bracco - Bay Tankers discuss manpower capabilities.



Art Friedberg - U.S. Department of Transportation, John Hinkell - Commander Military Sealift Command and Frank Drozak discuss sealift training.



Capt. Edward Lynch Jr., USN - Commission on Merchant Marine and Defense, Ken Conklin - SHLSS, Bill Young - Commission on Merchant Marine and Defense and CDR. Duane B. Bower, USN - Commission on Merchant Marine and Defense.



Gerry Carblener - APL, Bill Hellwege - SHLSS, Bart Rogers - SHLSS, Bob Holmstead - Maersk Lines LTD.



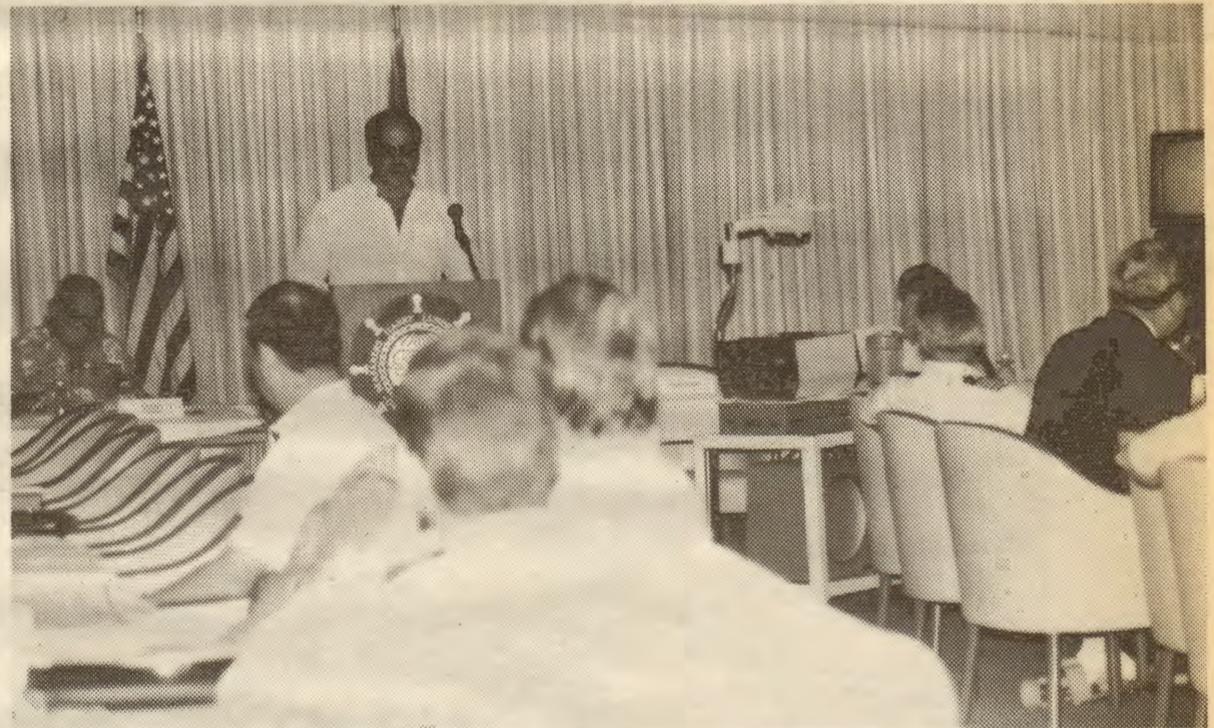
SIU Vice President Buck Mercer discusses the Sealift Program on the West coast and emphasizes the need for more training.



Ed Kelly - MEBA—AMO District 2, Capt. Pete Johnson - Pacific Gulf Marine and Art Friedberg - U.S. Department of Transportation.



Anne Kane - Ocean Shipholding and Jim Childs - AMSEA.



SIU Manpower Coordinator Bart Rogers discusses the manpower office and procedures for crewing vessels.



SHLSS Sealift Coordinator Bill Hellwege discusses the present training equipment and the equipment needs for the future.



George McCarthy - Sea Mobility Inc. and Harrison Glennon - Sea Mobility discuss contract problems.

Second Annual P.S.C.A. Induction of Officers Awards Dinner

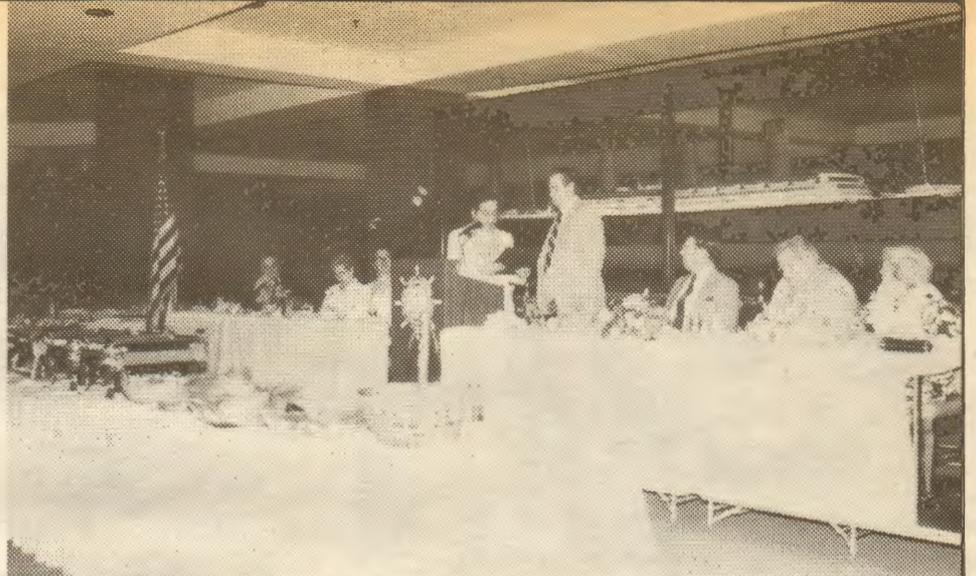
No one can put on a feast like a group of chefs and the members of the Professional Seafarers Culinary Association Incorporated (P.S.C.A.) really excelled at their Annual Induction of Officers Awards Dinner.

The dinner, held on May 25, 1986, was well-attended. The guest speakers were Edwin Brown - National Administrator, American Culinary Federation Inc. (A.C.F.), Paul Pontano - Executive Vice President Eastern Region, A.C.F. Inc., Larry Conti - Chairman of the Board of Chefs Academy and Jack Braun - Chairman A.C.F. Educational Institute. Speeches were also given by SIU Secretary Joe DiGiorgio and SHLSS Hotel Manager Ed Gildersleeve. Romeo Lupinacci, SHLSS Certified Executive Chef, was Master of Ceremonies. The new P.S.C.A.

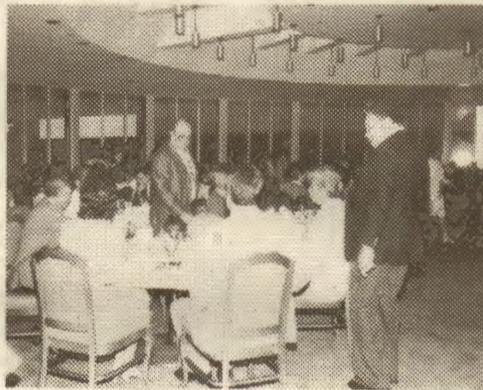
Officers are: Greg Herring - President, Charles Harrison - Vice President, LeLand "Buck" Buchan - Secretary/ Treasurer. Executive Chef Romeo Lupinacci was presented the Maryland State 1986 Chef of the Year Award.

The P.S.C.A. is a chapter of the American Culinary Federation Inc. and the only chapter from the maritime field. Having many opportunities to both the steward staff and the SIU Steward membership. Interested SIU Stewards can join the P.S.C.A. and take advantage of the information and opportunities offered through the American Culinary Federation Inc.

For more information about the A.C.F. or a request for a membership application write to; Greg Herring, Steward Department, Seafarers Harry Lundeberg School of Seamanship, Piney Point, Md. 20674.



Hotel Manager Ed Gildersleeve presents Romeo Lupinacci with the A.C.F. Maryland State Chef of the year award.



The P.S.C.A. Banquet was well attended and enjoyed by all.



Romeo Lupinacci, William Sallee and Chuck Harrison put finishing touches on the banquet table



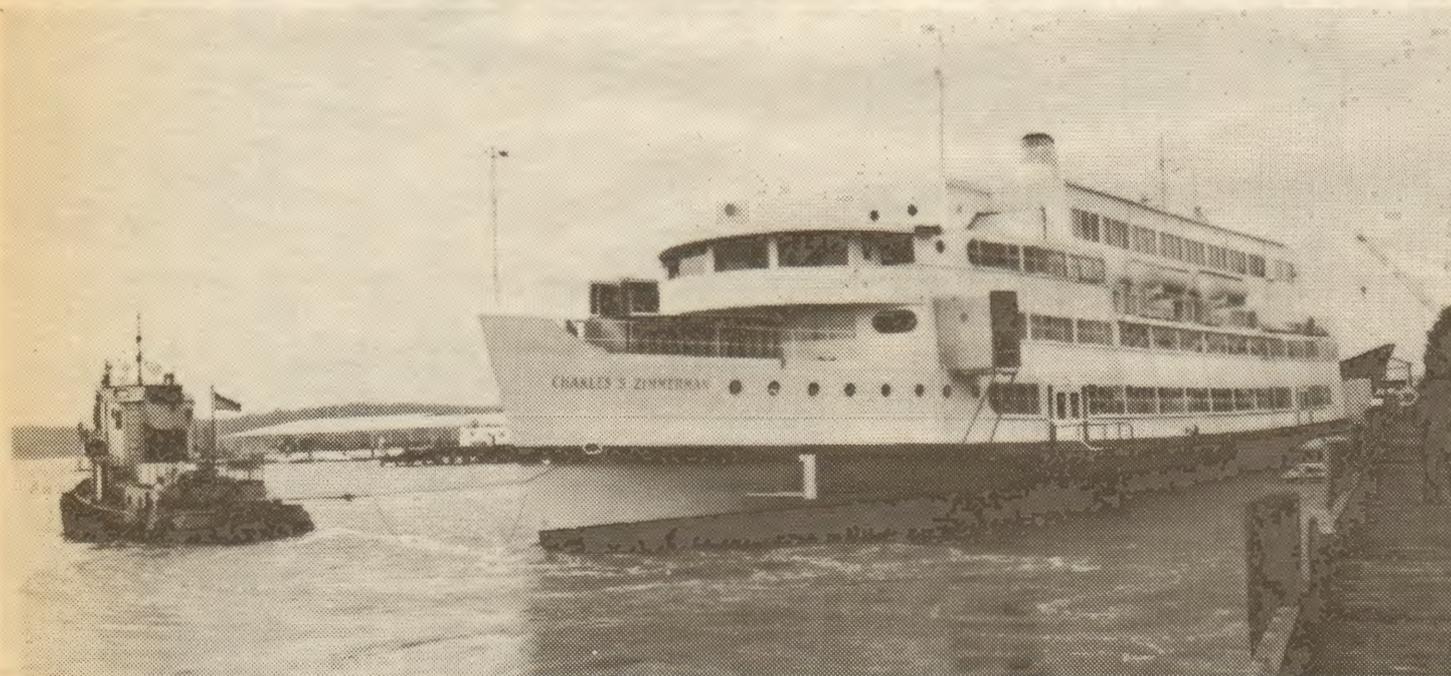
Baltimore Sea Scouts enjoy an afternoon touring the SHLSS facilities. The scout members are: Russell Grau (Skipper), Christopher Williams, Ronald Holland, Daniel Conway, Wilber Anderson, Robert Swells, Robert Mohammett, Charlie McColhem (Mate).



Touring the SHLSS facilities are (l. to r.) John Mason, Enver Tocoglu - President of Railwork Workers Union of Turkey, Ken Conklin, and Mustafa Yondem - General Secretary of Seafarers Union of Turkey.



John R. Kearney (c.) receives a plaque from Jackie Knoetgen (l.) and Ken Conklin in appreciation of his accomplishments as the Charles County Community College Coordinator at SHLSS.



Charles S. Zimmerman — End of an Era

The *Charles S. Zimmerman* was purchased by the SIU in 1967. The vessel was reconstructed to accommodate classrooms, library and an auditorium and brought to the Lundeberg School in 1969. As the school expanded and constructed more buildings, the need for the *Zimmerman* grew less. Recently this vessel was sold and on June 24, 1986 it was towed to a shipyard in Norfolk, Virginia for refurbishing. The *Zimmerman* will be berthed in Yonkers, New York where it will be used as a Catering Restaurant.



John Travis Cleveland, SHLSS Steward Instructor, dies at 28. See page 3.



Curtis Hintze (r.) works with SHLSS Instructor Jim Brown on a Celestial Navigation problem.

Curtis Hintze SHLSS Self-Study Student

Part of the underlying philosophy of education at the Seafarers Harry Lundeberg School of Seamanship is to provide all SIU members with every opportunity to learn new skills and upgrade their ratings.

For some courses and some students this means daily class sessions and extensive instructor guidance. For others it means a self-study course that combines prepared materials with personal initiative. For Curtis Hintze, a ten-year SIU veteran who ships out of

Philadelphia, it has meant both. Before his current stint at SHLSS, Hintze received his Radar Observer, Unlimited endorsement by attending classes in January of 1986. He also holds an AB Unlimited License and a Tankerman Rating, both obtained through classroom study.

Right now, however Brother Hintze is attending SHLSS in the Master Mate Freight and Towing self-study course. He stays on the SHLSS campus during the week and commutes to his home in Silver Spring, Maryland on the weekends. "Anyone living on the East Coast, from New York to Norfolk, should take advantage of

SHLSS self-study", says Hintze.

One of the best things about any self-study course, according to Hintze is that it helps you make constructive use of your free time aboard ship. Although self-study is not used for original licenses, many SIU members find it a convenient way to upgrade their ratings.

Among the strong points of the program he's taking now, Hintze cites the books, videotapes, library and instructor Jim Brown's "excellent" study guides. All these things help in the learning process but, says Hintze, "you have to apply yourself to self-study programs."

QMED Classification

The QMED - Any Rating course is twelve (12) weeks long. The subject breakdown is:

- Weeks 1, 2 - Generals/Pumpman
- Weeks 3, 4 - Machinist
- Weeks 5, 6, 7, 8 - Electrician/Deck Engineer
- Weeks 9, 10 - Refrigeration
- Weeks 11, 12 - Junior Engineer

The ten (10) specialty courses are:

1. Automation - 4 weeks.
2. Marine Electrical Maintenance - 10 weeks.
3. Marine Electronics - 6 weeks.
4. Refrigeration Systems Maintenance & Operations - 6 weeks.
5. Welding - 4 weeks.
6. Pumproom Maintenance & Operations - 7 weeks.
7. Diesel Engine Technology - 6 weeks.
8. Hydraulics - 4 weeks.
9. Hagglund Crane Maintenance - 6 weeks.
10. Refrigerated Container Advanced Maintenance - 6 weeks.

The classification steps are:

1. 4th Class QMED - SHLSS QMED certificate or Coast Guard QMED -Any Rating.
2. 3rd Class QMED - QMED with 2 or 3 SHLSS specialty courses.
3. 2nd Class QMED - QMED with 4 or 5 SHLSS specialty courses.
4. 1st Class QMED - QMED with 6 or more SHLSS specialty courses.

QMED Classification Information:

1. All SHLSS specialty course certificates will be retroactive to the dates obtained. **Example:** If a member completed a class in 1977, it will count.
2. No more than two (2) specialty courses can be taken consecutively. A member needs "on-the-job" experience to go along with the theory.
3. A minimum of three (3) months seetime will be required before obtaining the next higher QMED class rating. This gives the member a chance to try out day working jobs they are being trained for. **Example:** 2nd Electrician.
4. A test for certification will be given, if the member can show evidence of a class (es) taken elsewhere.
5. Any member with an Engineer's License will be classified as a 1st Class QMED.
6. Any member with more than two (2) years of discharges from a day working job will be able to take a practical test in lieu of the specialty course. **Example:** A member with three (3) years Chief Pumpman discharges can take the Pumproom Maintenance and Operations test, instead of the course. If he/she passes the test, he/she will receive the certificate.
7. SHLSS will be increasing the number of classes offered in the ten (10) specialty courses, to make sure everyone has the opportunity to take the classes.
8. SHLSS will be getting new equipment to beef up the courses for larger class sizes, and to update the training programs. **Example:** Two (2) or more Diesel Engines, Tanker Cargo Control Simulators and a Regulator Panel with Modular Card Packs, and a new Cargo Crane.

SHLSS COURSE GRADUATES



Lifeboat

r. to l. George Davis, Bob Mealor, Lanny Johnson, Luong Ngo, Jake Karaczynski (Instructor).



Automation

First row (l. to r.) Pompey Alegado, Luis Nieves, John Wright, K. Kostouros, Arthur Omdahl. Second row (l. to r.) Brenda Murray Dye, Patrick Coppola, Charles Edwards, Robert Shaw, Ed Craig. Third row (l. to r.) John Gener, Jimmy Sabga, John Trent, Spiros Perdikis.



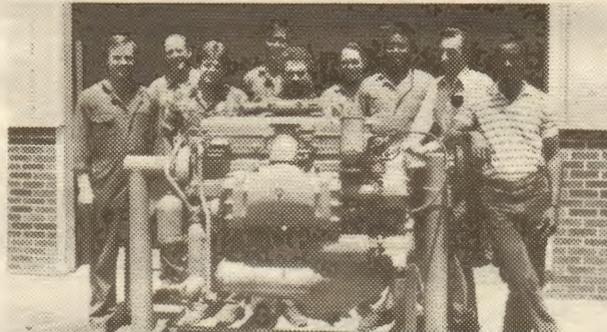
SeaLift Maintenance & Operations

First row (l. to r.) Joe Marshall (Instructor), Michael Stein, William Jackson, James Longo, Earl Mallory, Hampden Lea, James Bloodworth, Bill Hellwege (Instructor). Second row (l. to r.) John Steeber Jr., Ed Thumper Johnston, W.C. Colman, Monroe Monseur, David Reed, Mark Jones, Regina Ewing, Harry Alongi (Instructor). Third row (l. to r.) F. Smith, J.S. Clarkson, Mike Schveier. Fourth row (l. to r.) Manny Basas, Alan Lautermilch, Robert Fryett, Raymond Vicari, George Wilkey, Greg Linkous.



Hagglund Crane

l. to r. Ken Browning, Paul Hanley.



Diesel Engine Technology

l. to r. Greg Thompson, Todd Smith, John Miranda, Edgar Young, Carl Merritt, V.L. Kirksey, Eric Malzkuhn (Instructor), Aldo Santiago, Steven Ahrens.



Recertified Steward

First row (l. to r.) Rudy Spingat, Kumiau Koon lau, Dana Paradise, James Tucker, Steven Aken. Second row (l. to r.) Frankie Ross, Ken Conklin (Commandant), Uriab Fernando, Peter Gonsalves. Third row (l. to r.) Gerald Sinkes, Carroll Kerby, Harold Markowitz, Willie Manel.



Celestial Navigation

l. to r. Jim Brown (Instructor), Harold Berggren, Stephen Argay, Alan Barry, Chris VonRabenstein, Robert Saylor, Don Plummer, Jim Harris, Claude Dockrey.



Radar

First row (l. to r.) Harry Berggren, C. vonRabenstein, Rick Cavalier, J. Harris, Gary Hetherington. Second row (l. to r.) Jim Brown (Instructor), Chuck Dockrey, Donald W. Plummer, Alan Barry, Robert Saylor.



FOWT

First row (l. to r.) Willie Zisis, Jerry Bas, Joseph Krebs, Andy Eckers, Roosevelt Johnson. Second row (l. to r.) Mark Grendahl, Michael Morales, Mark Field, Phillip McKenzie, John Cronan, Ocle Jones III, David Cuffee, Jeff Diethelm, Bill Foley (Instructor). Third row (l. to r.) Willie Howard, H.T. Hinnant, Jon Beard, Bernie Hutchings, Frank Kole, Frank Doherty, Thomas Hogan.

From Baja to Alaska

Maritime History Abounds

Part II

In the June issue of the LOG we gave you a brief account of maritime places of interest on the East Coast, Great Lakes, Inland Waters and the Gulf Coast, hoping that some of you could include one or more in your vacation plans. This time we will take you along the West Coast and hope that either this summer or next you will be able to enjoy one or more of these. Maritime museums, living history exhibits, replicas, restorations and such have become prime daytime entertainment.

by Dorothy Re

Let's travel along the coastline as the gray whales do, from the Baja Peninsula, where they spend the winter months, to the Bering Sea, where they spend the summer. Cruise ships take interested spectators from Los Angeles or San Diego on tours of the Golfo de California in Mexico, where scientific instruction is also a part of whale watching.

At San Diego's Point Loma you can watch the whales from shore at Cabrillo National State Park lookout station. The whales swim just off shore, in one of the longest migrations in the animal kingdom, and their arrival at this point is as predictable as the return of the famous swallows to San Juan Capistrano which is not far up the coast.

San Diego is a busy port, and the San Diego Maritime Museum is here as is the Naval Undersea Center. Star Crescent Harbor Tours' (an SIU-contracted company) *Marietta* will take you around one of the most beautiful harbors in the world. The *Star of India* sails in splendor here. After fire, ice and sad neglect, interest in this square-rigger was sparked for her restoration through the combined efforts of John Bunker and Capt. Alan Villiers who made her story known to the public through the *San Diego Chronicle*.

As we head north, let's stop at Dana Point Marina near Laguna Beach. San Juan Capistrano is not far from this large marina where a replica of Richard Henry Dana's *Pilgrim* is berthed close to the point where they threw the hides off the cliff to the waiting ship below in *Two Years Before the Mast*. A perfect book for reading on a nautical safari.

At Newport Beach, just south of Long Beach and just north of Laguna Beach, the Southern California Wooden Boat Show is held every June.

The *Queen Mary* (staffed by UIW members) is at Long Beach in Los Angeles Harbor next to Howard Hughes' *Spruce Goose*, the enormous airplane that didn't fly very far. Next door to the *Queen* there is a British village, and tours of the luxury liner are available.

The *Princess Louise*, built in 1921, a steamboat of the Canadian Pacific's British Columbia Coastal Service, is a restaurant in San Pedro, Calif., a suburb of Los Angeles, and the *Catalina*, another coastal steamer on a run from San Pedro to Catalina Island, is still being restored and is located in Long Beach.

From Los Angeles Harbor boats will ferry you across to Santa Catalina Island, known as "Cat" to natives, and to the other off-shore islands along the coast. The SIU-crewed cruise ships *Independence* and *Constitution*, although based

in Honolulu, Hawaii, sail into L.A. Harbor occasionally.

Honolulu is also the home of *Falls of Clyde*, a four-masted schooner that sails this lovely land of trade and trade winds. It belongs to the Bishop Museum there. Of more recent fame, or infamy (Dec. 7, 1941), is the *USS Arizona* Memorial at Pearl Harbor. A tour of the harbor and the memorial, built over the sunken hull of the *Arizona*, is free.

In Monterey, back on the mainland, there is a new Oceanographic Museum and Aquarium that was built only two years ago after a study was made of many other aquariums around the country. Every aspect of undersea life is available here for those who wish to explore the vast canyons of the ocean. Both Monterey and Carmel are teeming with surface craft, and in Monterey the Allen Knight Maritime Museum adds to the harbor's bustle.

San Francisco is one of the largest and busiest harbors in the country. It has many maritime attractions, and there are several famous ships that sail this harbor reminding San Franciscans of their glorious past. Sailing ships helped to build this harbor city. The *Flying Cloud* sailed into this great port in 1851. Her maiden voyage around Cape Horn was a record, under 90 days, equalled only twice—once by the *Flying Cloud* herself.

The San Francisco Maritime Museum, located near Fisherman's Wharf, a world famous attraction in itself, and not far from the Golden Gate Bridge, was begun in 1951 by Karl Kortum who sailed the square-riggers and is still the leading force at this unique place. In 1978 the San Francisco Maritime Museum merged with the San Francisco Maritime Historical Park, which was adjacent to it, and together they became the National Maritime Museum, San Francisco.

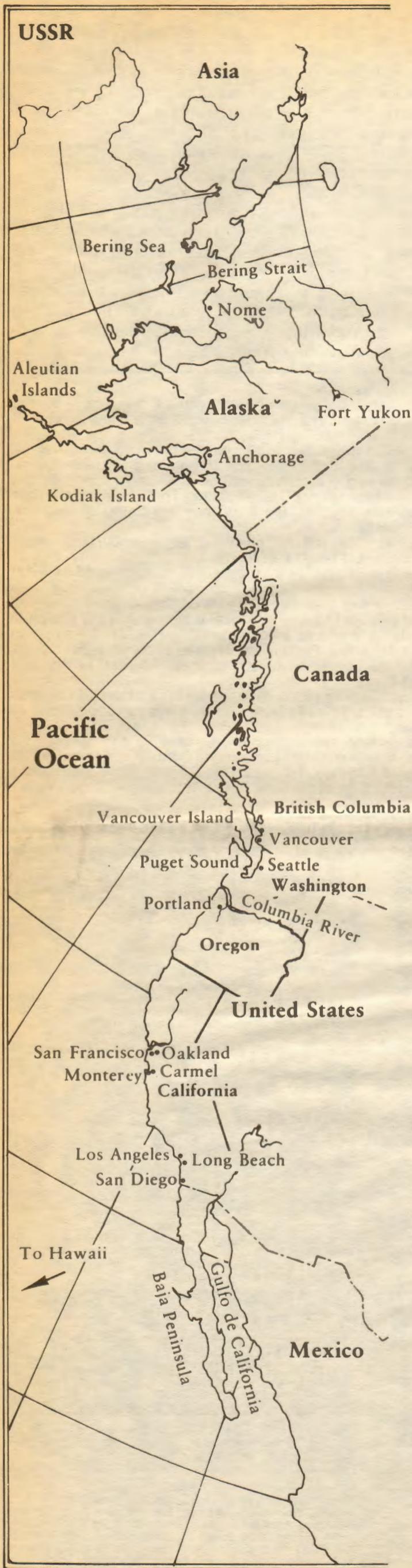
The most famous ship that sails San Francisco Bay was, and still is, *Balclutha* (which means the town of Clyde River in ancient Gaelic). She was the museum's first and was saved by men who sailed in square-rig, Kortum and Harry Lundeberg of the SUP, notable among them.

The *C.A. Thayer* and the *Alma*, sister ships to the *Balclutha*, sail the bay with her. The *Thayer* is a four-masted schooner that sailed the Bering Strait for cod and made off-shore voyages to Guaymas in the Gulf of California and to Honolulu, Hawaii. The *Alma* is a San Francisco Bay scow schooner that was an early cargo ship carrying hay and other commodities.

Other ships in this collection are *Eureka*, a walking-beam ferry capable of 18 knots that carried railroad cars and passengers, and the British steam paddlewheeler, *Eppleton Hall*. This unusual vessel, actually a tug and the last of her kind, has two side-lever engines, one for each paddlewheel. The National Maritime Museum, San Francisco, has the greatest collection of marine steam engines.

The *Wapama*, a wooden steam schooner, is an example of a "single-ended" steam engine. Unfortunately, she has been up on a barge for

(Continued on Page 19.)



Dewayne T. Williams Sails Into San Diego Harbor



The PFC Dewayne T. Williams (American Overseas Marine Corp.) pulls into port in San Diego, Calif.



(Photos by Dennis Lundy)



Tony Mohammed, QMED/pumpman, comes from a seafaring family. His dad is an engineer with MEBA-District 2.

The PFC Dewayne T. Williams began her military career with the Maritime Preposition Fleet in June 1985. She was the second of five ships to be built by General Dynamics of Quincy, Mass. for the Preposition Fleet. The previous year, the first, the 2nd Lt. John P. Bobo, was brought into service.

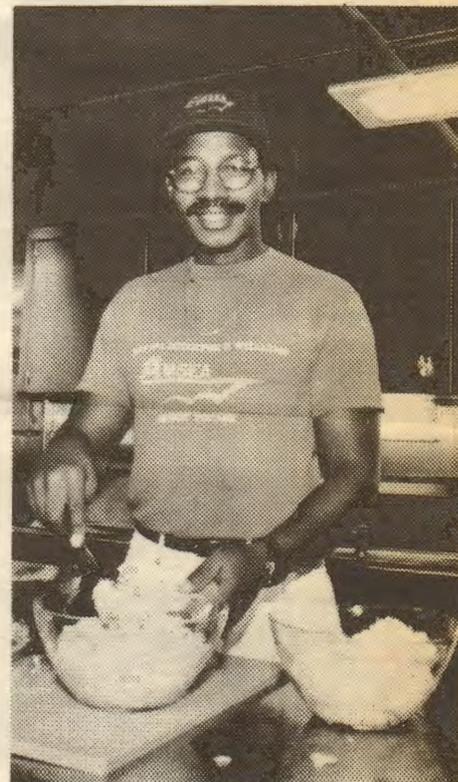
The Williams' design duplicates the specifications of her sister ship, the Bobo. A RO/RO vessel, 671 feet long with 14 decks, the Williams has the storage capacity to supply a Marine amphibious brigade with vehicles, artillery, war supplies and provisions for 30 days in any region of the world.

Her highly sophisticated technologies enable the vessel to carry out defensive maneuvers in the shortest

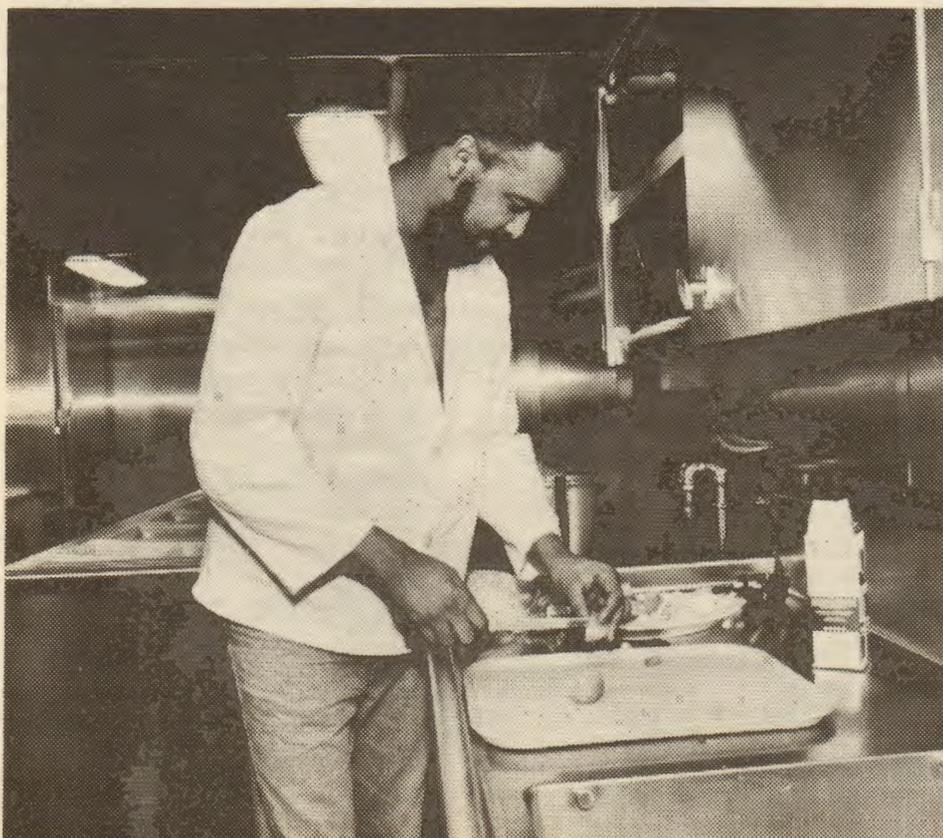
time possible. She travels 18.8 knots powered by twin diesel engines. Five 40-ton cranes, a modern slewing stern ramp and an assisting warping tug mean that in just five days every cargo bay can be emptied when the vessel is anchored off-shore. And when the Williams is at pier anchorage, the bay cargoes can be offloaded in three days.

A helicopter deck allows a Marine surge team to be air lifted aboard the vessel to help discharge the cargo at an even faster pace.

The vessel is named for a Marine Corps hero posthumously awarded the Medal of Honor by Congress. PFC Dewayne T. Williams died in Vietnam in 1968 when his patrol was ambushed in Quang Nam province by Viet Cong guerrillas.



Alphonso Davis, steward assistant.



Learthur Jordan, steward assistant.



Jeff Strozzo, QMED.

Follow These Instructions for Quicker Payments

HOW TO FILE A CLAIM—Yellow Shaded Form

You can speed the payment of your claim by using care in filling out your claim form.

The SIU Claim Form, the shaded/colored area, must always be completed and signed by the individual. Please answer every question so that it will not be necessary to return the claim to you for completion.

When using the Medical Benefit Application, the form that has the yellow shaded area, please have the doctor or hospital complete their section or attach their standard form to the SIU form.

When there is a prolonged series of doctors' calls or when there is a hospitalization, attach all of the bills to one completed claim form. It is not necessary to complete a separate claim form for each bill when sending in several bills at the same time.

ATTENDING PHYSICIANS

The physicians and their staffs are probably familiar with the requested information. Therefore, the Seafarers' Welfare Plan will accept their attached form for the needed information to process your claims.

MEDICARE CLAIMS

If you are on pension and are eligible for Medicare, send all bills first to Medicare. After Medicare has made its payment or denial, send to the Plan, a copy of Medicare's statement along with the corresponding bill. Do not send a Medicare statement without a bill nor send a bill without a Medicare statement.

DENTAL CLAIMS

After you have filled out the SIU Dental Form, your dentist will complete the remaining portion of the form.

If you are faced with extensive dental service which may cost a lot, you may want to know the amount of benefits that will be paid by the Seafarers' Welfare Plan. You may request a pre-determination of coverage. Ask your dentist to complete the bottom portion of the claim form, listing the anticipated procedures and charges and send them to the Plan. You, as well as your dentist will be notified by the Plan, how much will be paid.

X-rays will be required for extensive services other than your routine oral exams, cleanings, fluoride treatments and fillings.

PRESCRIPTION DRUG CLAIMS—Members and Pensioners Only

If your doctor prescribes medicine for you because of your medical condition, have your druggist fill out the SIU Drug Form. Attach the druggist's bills to the form and mail to the Plan. Over-the-counter drug charges are not reimbursable.

TIME LIMIT FOR FILING CLAIMS

Most claims should be filed within 180 days after the medical or dental service is provided.

The exceptions are: Maternity, Death, and Sickness and Accident Benefits.

MATERNITY AND DEATH BENEFIT

Claims must be filed within 365 days from the date of birth or death. The

Druggists Bills Should Look Like This:

1. Full name of patient (Separate bill for each.)		ABBOTT'S PHARMACY 100 State Street Umbrella City			
1a. Name & SS# of insured		PATIENT'S FULL NAME: Alice M. Goodwin J. Goodwin SS# 424-50-7611			
2. Date of each purchase	Prescription Number	Doctor	Charge		
Sept. 7	#38846	Dr. Case	\$2.73		
"	#39999	Dr. Case	1.40		
3. Prescription number and name of drug	Oct. 7	#41078	Dr. Case	5.68	
4. Prescribing physician	"	#42249	Dr. Case	6.50	
				\$16.31	
5. Show charge for each prescription	404-50-1061				
6. Druggist's Fed. ID# if bill is not paid by you					

Physicians Bills Should Look Like This:

1. Full name of patient (Separate bill for each.)		ALBERT B. CASE, M.D. 150 State Street Umbrella City		
1a. Name & SS# of insured		FOR PROFESSIONAL SERVICES TO: Alice M. Goodwin J. Goodwin SS# 424-50-7611		
2. Date of each treatment and charges	Date of Treatment	Charge	Condition or Service	
3. Treatments shown separately	Sept. 7	\$ 8.00	Ulcer	
	" 9	8.00	"	
	" 12	8.00	"	
	Oct. 7	15.00	Suture -- laceration of right foot	
4. Specific condition or service	Nov. 13	8.00	Ulcer	
5. Doctor's Federal ID#	404-50-1061			

Sickness and Accident Benefit claim must be filed within 60 days after discharged from the hospital on an in-patient basis or 60 days from the first date you are disabled on an out-patient basis.

HOW TO FILE A CLAIM—Blue Shaded Form

This application is for filing for the following benefits: Optical, Sickness & Accident, Pension, Death, Alcohol and Drug Abuse Benefits.

When using this form, the member must complete in all the required information in each section with the exception of the Optical Benefit and the Death Benefit. The Optician/Optommetrist must complete a portion. Also, for the death benefit, the beneficiary must complete a portion.

CHANGES TO REPORT

It is very important that you have an enrollment beneficiary card on file with the Plan office listing all dependents. Also, it is important to have a copy of your marriage certificate noted as well as copies of all dependent children's birth certificates.

It is also important that you complete a new card whenever:

- (A) You wish to change your beneficiary.
- (B) There is a change in your dependency status.
- (C) Change of address.

ELIGIBILITY RULES FOR BENEFITS

In order to receive benefits, you must first meet the employment eligibility requirements.

INITIAL ELIGIBILITY

A new employee will establish initial eligibility for benefits under the Plan immediately upon completion of 75 days of employment in a calendar year or after 75 days of continuous employment whichever occurs sooner.

MAINTAINING ELIGIBILITY

In order to maintain eligibility for benefits under the Plan, an employee must have worked for signatory employers at least 120 days in the calendar year immediately preceding the date his claims accrue. For the Death Benefit, eligibility is maintained if an employee works 125 days for signatory employers in the two calendar years immediately preceding the date of death.

ADDITIONAL ELIGIBILITY REQUIREMENTS

In addition to the 120 day requirement, a member must have one day of covered employment either in the six calendar months preceding the date of his claim or in the month which his claim accrues. The employment must occur prior to the claim.

ALTERNATE ELIGIBILITY

One (1) day of covered employment if taken ill or is injured aboard ship/vessel. This eligibility will entitle you to payment of the initial emergency treatment only, after injury.

(Continued on Page 28.)

Substance Abuse: The Tools of Recovery

"There are a number of people who have to come back here two or three times before they can refrain from using drugs or alcohol," said Rick Reisman, head of the Seafarers Alcohol and Drug Abuse Rehabilitation Center in Valley Lee, Md.

How did these people fall off the wagon? Did they encounter rough times? Was the desire for drugs and alcohol so powerful that they had to give in?

"As far as I am concerned," said Reisman, "you can give any reason for drinking or using drugs, but it all boils down to the same thing: most of the people who have to come back here a second or third time just stopped working the AA or NA program."

As one recovering alcoholic said, "As long as you're alive, you're going to have problems. Your wife is cheating on you. The bills are piling up. You can't get along with the guy on your watch. There will always be an excuse."

Yet, as the AA program says, it is not a matter of willpower (Step one: "We admitted we were powerless over drugs/alcohol . . ."). It is a matter of working your program.

Recovering alcoholics and drug abusers have certain tools at their disposal. If they are in port, then the most important tool is attendance at AA, NA or CDA meetings. There are AA meetings in every city in this country and in every country of the world.

Of course, Seafarers who are in the middle of the Atlantic Ocean might well find it impossible to make an AA meeting. Yet, if there is another recovering alcoholic or drug addict on your ship, then the two of you can hold your own meeting.

"Many Seafarers have found through experience that there is usually at least one other person onboard who has been through the ADARC," said one recovering alcoholic. "It's not unusual to run into a shipmate at an AA meeting in port."

Sometimes a recovering alcoholic will just take the matter into his own hands. All you have to do is post a message in the mess hall saying that there will be a meeting 'for the friends of Bill W.' Bill W. was one of the founders of the AA program, and recovering alcoholics and drug abusers use his name as a sort of code.

"I've always found the tapes that the ADARC makes extremely helpful," said another recovering alcoholic. "They help me feel connected to the program even when I can't make it to a meeting."

Other tools include the AA literature, which can be carried anywhere. *Alcoholics Anonymous*, which is known to most alcoholics as *the Big Book*, contains short autobiographical stories of the people who founded AA. Reading the book is almost like going to a meeting.

A lot of members have found that it is helpful just to put their feelings on paper. "Writing is definitely an important tool," said Reisman. "Sometimes, all you need is to get something off your chest."

If a Seafarer is at home, it is recommended that he get a sponsor. A sponsor is someone who is successfully utilizing the AA program in his or her own life. You can call that person up for guidance and support.

If you've been sober or drug-free for a while, you might even think about sponsoring someone yourself.

Giving service is also an important tool. (Giving service is AA slang for helping out.) It doesn't matter how you give service: it can be to AA or to the community at large. There is an old AA saying, "The more you give to the program, the more you will get in return."

Here are some examples of service: driving someone to an AA meeting; making yourself available to listen to a family member's problems; being active in your union meeting.

Of course, by giving service you are making productive use of your own time. "The big threat to most seamen," said Rick Reisman, "is unstructured time."

In addition to giving service, you might want to develop a hobby—photography, writing, painting. You might want to use your spare time to look over upgrading material, or even to take a personal inventory (the 4th Step) or to make a list of all persons you had harmed while drinking or

taking drugs (the 8th Step).

If things get too hectic, or too dull, you might find a quiet moment for prayer and meditation.

"The aim of AA and other programs like it," said Reisman, "is to teach people how to live a productive life. Knowing the program is not enough.

The Twelve Steps

SIU members who elect to make use of the Union's Drug and Alcoholic Rehabilitation Center (ARC) in Valley Lee, Md. learn about a new way of life.

It is a way of life that is based on spiritual, emotional and physical health. It is a life that emphasizes recovery over immediate gratification; community involvement over isolation; life over death.

It is a way of life that has enabled hundreds of thousands of Americans to regain their sobriety and lead productive, happy lives.

In the upcoming months, individual SIU members will share their stories of recovery with you—how, after going to the ARC, they were able to regain their sobriety.

It is important to *live it*."

And above all else, the road to recovery is based on respecting the "anonymity" of your fellow AA'ers. As the program says, what someone tells you in confidence should never be repeated. Anonymity is the spiritual foundation of the AA/NA program.

During the past 10 years, 875 of your fellow Seafarers have regained their sobriety by sharing their hopes, dreams and aspirations with their fellow Seafarers. By doing this, they have been able to look themselves in the mirror and put their lives in order.

Up until 50 years ago, alcoholism was considered to be incurable. A small group of people suffering from this disease got together and formed a new group, Alcoholics Anonymous.

What modern medicine at that time couldn't accomplish, sharing, friendship and commitment did. Within a few years, the new group had gained worldwide attention.

A book entitled "Alcoholics Anonymous" was written that embodied this new way of life. It is based on a simple plan of recovery known then and now as the Twelve Steps.

Each step serves as a rung on a ladder to a new way of living. Of course, recovery is not possible if someone does not take the first, most difficult step, which is to admit that he or she is powerless over alcohol, that their lives have become unmanageable.

It sounds like an easy thing to do, but it is not. As some of the AA literature says, no one likes to admit defeat, no one likes to admit to themselves and to the whole world that the way they have been living their lives just isn't working.

Many alcoholics who regain their sobriety have come to regard their disease almost as a blessing. They believe that they would never have been able to put their lives in order if it did not become obvious to them that they had to do something about their drinking.

Almost everyone who enters into AA, who makes a serious attempt to work the Twelve Steps, becomes quickly acquainted with the miracles of the program. People who have been close to death, who had lost the capacity to love, to feel, to care about others, are now leading normal lives.

They don't need alcohol or drugs or any other kind of addictive behavior to make themselves feel better. Life is harder this way, but deep inside they know that they have passed a certain point, and that it is the only way that they can be part of the living.

So really, it isn't a choice between drinking and not drinking. It is a choice between life and death. Most people who are confronted with that choice don't know it. At least alcoholics do, and they have a program of recovery that can guide them through life's inevitably difficult times.

Star's Death Shows Danger of Cocaine

On Tuesday, June 17, college basketball star Len Bias was on top of the world. He was the first-round draft pick of the Boston Celtics.

Two days later, he was dead of a heart attack. Autopsies revealed that the attack had been induced by cocaine.

Bias had everything to live for. He was on the threshold of a lucrative career. The general consensus was that he had the potential to be one of basketball's all-time great players.

His personal life was just as rewarding. He had a warm and supportive family. He was one of the most popular students at the University of Maryland. Sports writers referred to him in glowing terms: "friendly," "gracious," "All-American."

The one good thing to come out of this tragedy is the attention that it is drawing to the growing drug epidemic in this country. It also is making people aware of some important information about cocaine.

For one thing, cocaine users are at a high risk of having sudden heart attacks. The really scary thing about this is that the heart attacks cannot be predicted with any accuracy. It can happen the first time you use the drug or it can happen the hundredth time. It makes no difference.

The one question that people are asking is WHY? Why had Bias turned to drugs?

Red Auerbach, president and former coach of the Boston Celtics, said he thought that the pressures of joining the NBA probably played a part. He also said that the sudden change in Bias' financial status—the money he would soon have at his disposal—was probably a factor.

In many ways, Seafarers who abuse cocaine have the same problems as Bias. Seafaring is a very stressful job. And as every seaman knows, at payoff time, there is a lot of available cash.

Luckily, Seafarers who abuse cocaine or any kind of chemical, including alcohol, have a tool at their disposal. They can contact their Union representative about going to the Alcohol and Drug Abuse Rehabilitation Center in Valley Lee, Md.

The ADARC's facilities have been expanded to handle drug problems. Over the past 10 years, nearly 900 Seafarers have gone there to work out their problems with drugs and alcohol. It's made a difference in their lives, and it can make a difference in yours.

Piney Point: Seafarers 'Snug Harbor'

The consensus of the first four retired Seafarers' pensioners now living at the SHLSS hotel in Piney Point, Md. is that it is a "wonderful place, a good deal."

Typical were the orchids of crusty Seafarer Max Steen. Max, who is 77, shipped in the steward department and should know his onions, said: "excellent rooms and food."

Max, who has lived in Miami, Fla., joined the SIU in 1946 in the port of Savannah, Ga. after leaving his native home in Lund, Sweden. He shipped out of the port of Seattle.

"Best deal" was the comment of senior citizens Mr. and Mrs. Arthur (59) and Joan (54) Gilliland.

"Here, two can live cheaper than one," they added. "When you're on a fixed income, with prices going up and Social Security payments going down, that's important," explained

Arthur and Joan.

Recertified Bosun Gilliland, born and bred in the South Bronx of New York City, beefed only about "too much salt in the soup and too much sugar in the sweets" (desserts). So "special diets are needed" they declared.

During World War II, Arthur was aboard the C-2 SS *De Soto* (Waterman) when the Japanese bombed Allied shipping in the harbor of Calcutta, India.

Seafarer Howard Rode, 63, who joined the SIU in 1945 in the port of Baltimore sailing as a bosun, exclaimed that the Point was a "wonderful place" for retirement. He also saw the need for "special diets" for some retirees.

Howard lived 15 years in Guadalajara, Mexico and had a shop in Houston selling Mexican antiques and artifacts.

Brother Rode was torpedoed twice; once on May 6, 1942 in the Windward Passage between Cuba and Haiti where he took to the boats for two days before landing in Guantanamo Bay, Cuba. He even sailed on a World War I Hog Islander, the Latvian-flag SS *Abdra*, and loaded ammo into a 5-inch cannon aboard ship.

Rode was in the invasion of North Africa at Casablanca, Morocco and at the dropping of an atom bomb in the South Pacific.

Seafarer George Hand, 65, a bachelor, said "Big Mike" of the port of Baltimore "will be comin' here to retire."

George joined the SIU in 1957 and sailed as a chief pantryman. Born in South Carolina, he was a bosun mate in the U.S. Navy's amphibious forces in World War II serving 18 months in the South Pacific.

Social Security Filing Tips

Any worker who is already 62 or will reach social security retirement age by early 1986 and who plans an end-of-the-year retirement should check with social security to discuss the possibility of filing now for monthly benefits.

Although 65 is the current retirement age for full social security benefits, most men and women choose to elect them early at a reduced rate. The reduction can range from 20 percent less at 62 to only five-ninths of 1 percent less in the month prior to age 65.

Social security officials point out that there are both advantages and disadvantages to taking benefits early. The primary advantage is that the retired worker can receive as much as three full years of payments prior to 65. But the major disadvantage would be that such a payment would be reduced and remain at a reduced rate even after the worker reaches 65. The same is true for any spouse's benefits which are taken at a reduced rate before age 65.

If the beneficiary lives more than approximately 12 or 13 years that he or she is ahead taking reduced benefits, then the advantage gained by taking them early is lost. A worker's election of reduced payments before 65 also can result in a somewhat smaller survivor benefit to an eligible widow or widower upon the worker's death.

Anyone thinking about filing for monthly retirement benefits can call the telephone number listed for social security in any local telephone directory to get information about possible benefit amounts. If the person then chooses to file, this can often be done by telephone and mail, thus avoiding a time consuming trip to the social security office.

Those filing for retirement benefits will need to submit a certified copy of a birth or baptismal certificate recorded before the age of five, or two old pieces of documentary evidence of age if no birth record exists.

Many also will need W-2 wage statements for the two preceding years, proof of military service and information about any other family member who also may be planning to apply on the worker's record.

Form No. P-125
Original 1/86

SEAFARERS BENEFIT APPLICATION

Application for PENSIONER HOUSING at the Training and Recreation Center of the Seafarers Harry Lundeberg School of Seamanship in Piney Point, Maryland

For further information, or for help with this form, contact Seafarers Pension Department, 5201 Auth Way, Camp Springs, Md. 20746 or call: (301) 899-0675.

Note: Fill this form out completely. Be sure to sign this form.

1. Pensioner's Name: _____ Soc. Sec. No.
(Please Print)

Address _____
Street Apt. or Box N. City State ZIP

2. What type of monthly pension benefit are you receiving?

Early Normal Normal Disability

Note: Individuals who are receiving deferred vested pension benefits, or who have opted to receive a lump sum pension benefit are *not eligible*.

3. Are you presently married? Yes No

If "Yes," please provide your spouse's name: _____

(If you have not already provided the Seafarers Pension Plan with a copy of your marriage certificate, please attach a copy to this form.)

4. What is the amount of your current monthly pension benefit from this Plan? \$ _____

What is the current amount of your monthly Social Security check? \$ _____

(Please attach a copy of your most recent Social Security check.)

If you wish to take advantage of this benefit you must agree to sign over two-thirds (2/3) of the monthly pension benefits that you are or will be receiving from the Seafarers Pension Plan, and two-thirds (2/3) of the monthly benefits you are or will be receiving from the Social Security Administration. If you agree to these conditions and are interested in applying for this benefit, please sign and date the statement below.

I, _____, hereby agree to have two-thirds (2/3) of my monthly pension benefits and two-thirds (2/3) of my Social Security benefits apply toward the costs of my room and board at the Seafarers Training & Recreation Center, located at the Seafarers Harry Lundeberg School of Seamanship in Piney Point, Md.

When completed, mail this application to:
Seafarers Pension Dept.
Seafarers International Union
5201 Auth Way
Camp Springs, MD 20746

Signed _____

Date _____

Support American
Labor-Buy Union
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21 Union Label and Service Trades Department AFL-CIO

Maritime History Abounds (Continued from Page 14.)

eight long years waiting for repairs. Her fate is to be exhibited as if in dry dock, a fine solution to a difficult problem. It would cost \$10 million to restore her, and skilled craftsmen are scarce. Steel ships are much easier to maintain.

Over the years other ships have been added to the above. The steam tug *Hercules*; a reconstructed flucca, *Matilda D.*; a Monterey fishing boat, and several other smaller craft. Close-by is the submarine, *Pampanito*, which is privately owned.

Plans to bring home the *Vicar of Bray* are gaining momentum. A large three-masted schooner, a hardy ore carrier, she sailed into San Francisco Bay in 1849. At present she is berthed in the Falkland Islands. Prince Philip and many California politicians are behind this project.

The *Jeremiah O'Brien*, one of the last of the WW II Liberty ships, is now a merchant marine museum docked at nearby Fort Mason. Also at Fort Mason is the schooner *Nep-tune*. President Roosevelt's (FDR) yacht *Potomac* is across the bay in Oakland at 95 Jack London Square.

North of Oakland at Point Richmond the East Brothers Light Station has been saved by preservationists and is now a museum and restaurant. The tall ships sail into San Francisco Bay during the summer months, and watch

for the San Francisco Maritime Heritage Week in September.

This is a good place to remind you that we have only hit the high spots and that a call to the closest Chamber of Commerce will give you more details as to events and other places of interest.

The storeship *Globe*, recently designed and reconstructed by Melbourne Smith, is at her new berth on the Old Sacramento riverfront where she has been joined by a colorful paddlewheeler, *Delta King*. This boat was built in Glasgow, Scotland and shipped to California where it was used to carry passengers from San Francisco to Sacramento in the Roaring Twenties. The *Delta King* will house a museum, restaurant, hotel and theater. A replica of *Elisabeth Louise*, a sternwheeler, is under construction in Sacramento, Calif. She will have a 40-note calliope when completed and will replace the *Delta King* on the Sacramento River.

There are several recently restored cruise ships on the Sacramento River, or a drive around the bay and over the bridges would be another way to survey this harbor. For a bird's eye view you can try Twin Peaks, a famous vantage point.

The Humboldt Bay Maritime Museum is in Eureka, Calif., which is on the way to the Redwood National Forest if you are headed in that direction. The Columbia River separates Oregon and Washington, and in Port-

land, Ore., an inland seaport, there is a maritime museum where the *San Mateo*, a ferryboat, is on exhibit. There are cruises on the Columbia River which is also famous for white water rafting.

The Northwest Seaport (Naval Reserve Center) is in Kirkland, Wash. near Seattle on Puget Sound. Featured in this collection, a lightship, *Relief*, and the *Arthur Foss*, a tugboat. The *Wanona*, a three-masted schooner sails in Seattle Bay, and in Seattle there is a Center for Wooden Ship Building. The Steamer Virginia V. Foundation is located here, and there are several refurbished ferryboats on Puget Sound and in Seattle Bay.

The Strait of Juan de Fuca lies between Puget Sound and the Island of Vancouver between the United States and Canada. Vancouver, British Columbia, will be celebrating its 100th birthday by hosting Expo '86 (May 2 to Oct. 13). The tall ships, the Canadian *Bluenose* especially, will be on view there prior to the 4th of July celebration for the Statue of Liberty, and several will be there on July 12 to 31. British Columbia is known for its totempole Indians, the Northwest Coast Indians, who fished and sailed in the waters of the Pacific Ocean before history was recorded.

The gray whales swim past, still close to shore, and swing out across the Aleutian Islands and into the Bering Sea. They have reached their summer feeding grounds in a few months.

Only the Eskimos in Alaska are permitted to hunt whales in these waters as they have done for centuries. The International Whaling Commission protects whales around the world and have kept the grays, among others, from becoming extinct.

Museums in Alaska? Of course, of course. There were 22 at last count. The Dinjii Zhuu Enjit Museum at Fort Yukon is all about the Athapascan Indians, the Trail of '98 at Skagway is all about the Gold Rush, and at Juneau Historical Museum, the University of Alaska Museum in Fairbanks, and at Heritage North in Anchorage, there will be exhibits of maritime interest.

There are several whale watching stations, or vantage points, in Alaska. Sort of instant aquariums as the whales jump and roll in the ocean. One is in Sarichef on Unimak Island in the Aleutians. Others are on Kodiak Island in the Gulf of Alaska and on St. Lawrence Island near the Bering Strait and Nome. Whale watching has become somewhat of a national sport, and income from cruises competes with revenue brought in by whaling of years ago.

Our tour of the West Coast is completed. We have taken the spring-summer route as the gray whales do. (They reverse this trek in the fall.) We hope your summer will be as cool as theirs and that we have helped to make it more fun. Smooth sailing.

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.

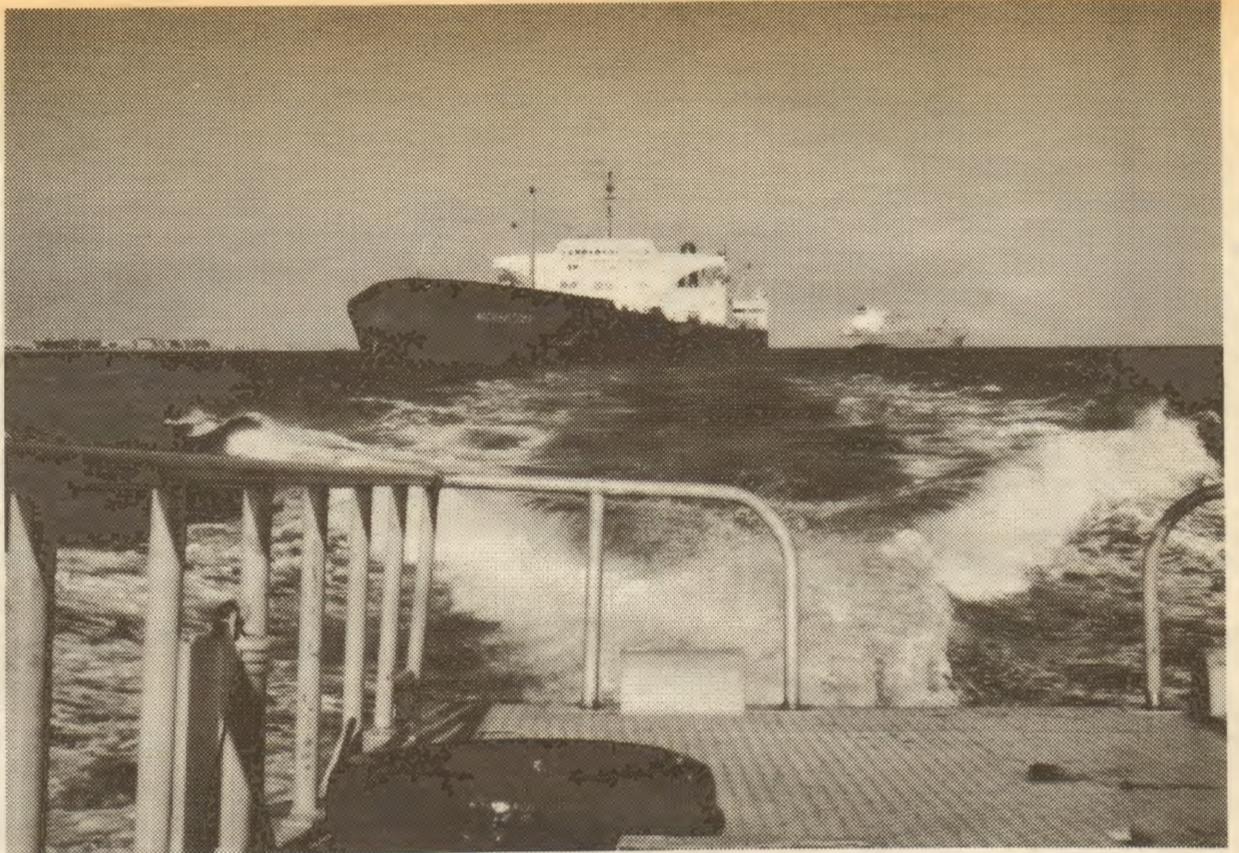
SEAFARERS POLITICAL ACTIVITY DONATION — SPAD. SPAD is a separate segregated fund. Its proceeds are used to further its objects and purposes including, but not limited to, furthering the political, social and economic interests of maritime workers, the preservation and furthering of the American Merchant 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.

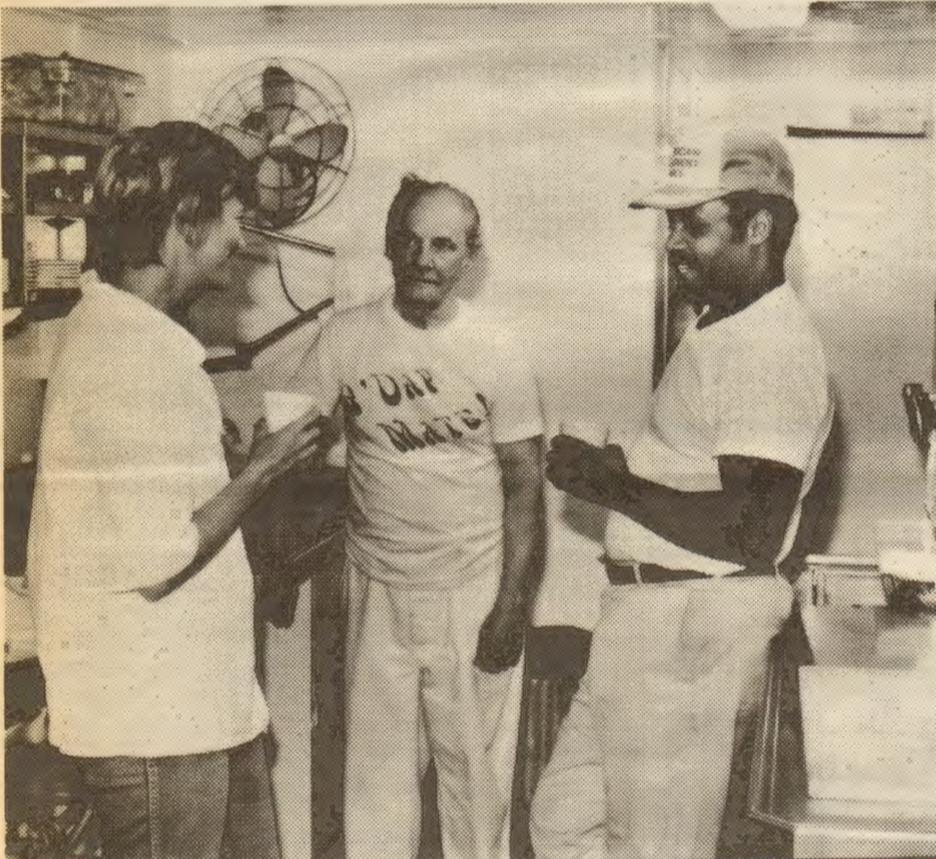
Eye on L.A.

*Aboard the OMI Dynachem
and the Manhattan*

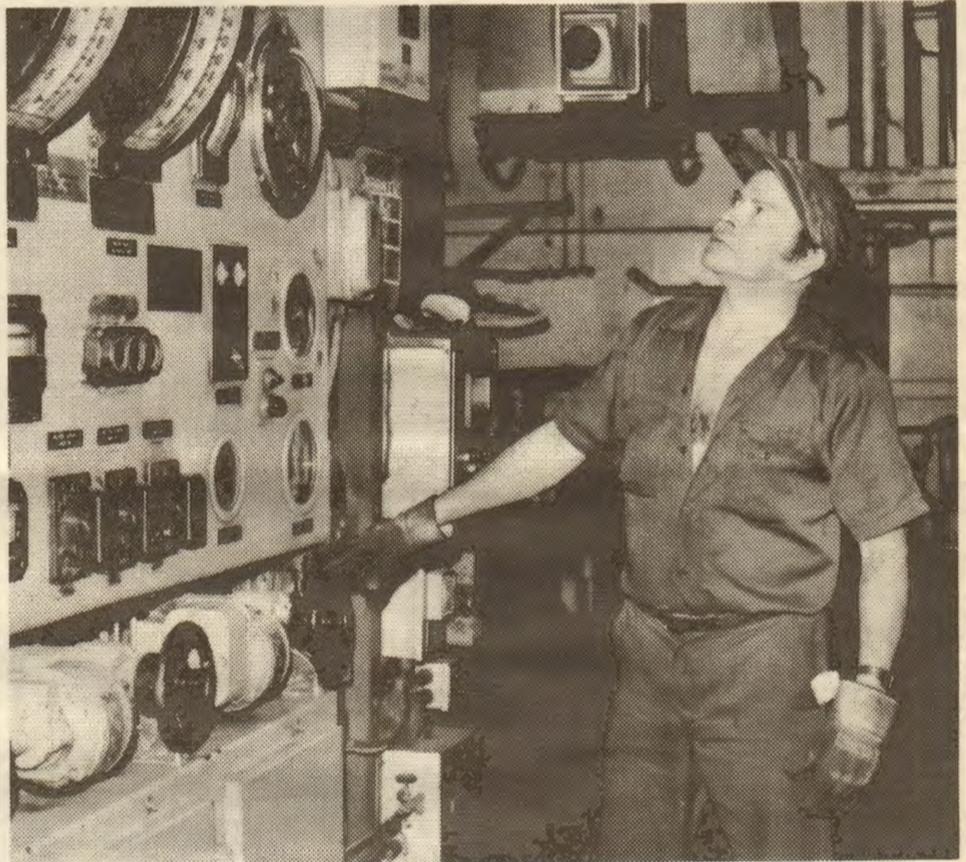
(Photos by Dennis Lundy)



The *Manhattan* lies at anchor in Los Angeles Harbor as crewmembers take the launch service ashore.



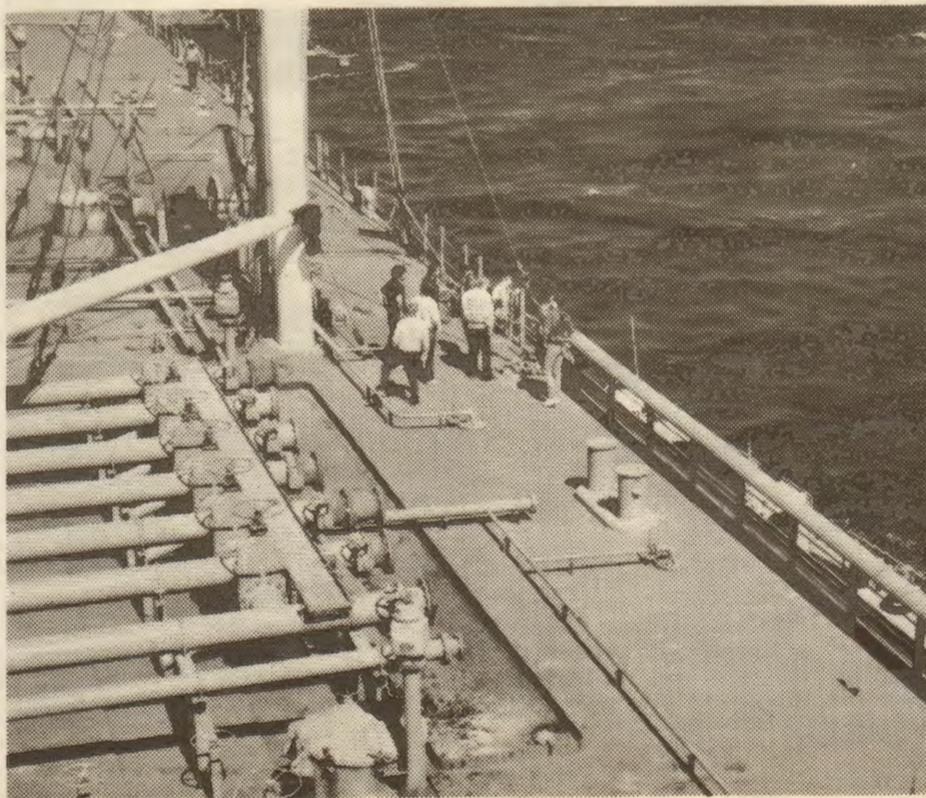
In the galley of the *Manhattan* are (l. to r.) Chris Kunde, standby GSU; Ed Slaney, standby 3rd cook, and Joe Johnson, steward/baker.



Jesus Rodriguez, FOWT, in the engine room of the *Manhattan*.



El Sayed Amasha, utility on the *Dynachem*.



From aboard the *Manhattan*—going ashore!



The *Dynachem's* chief cook, Perley Willis.

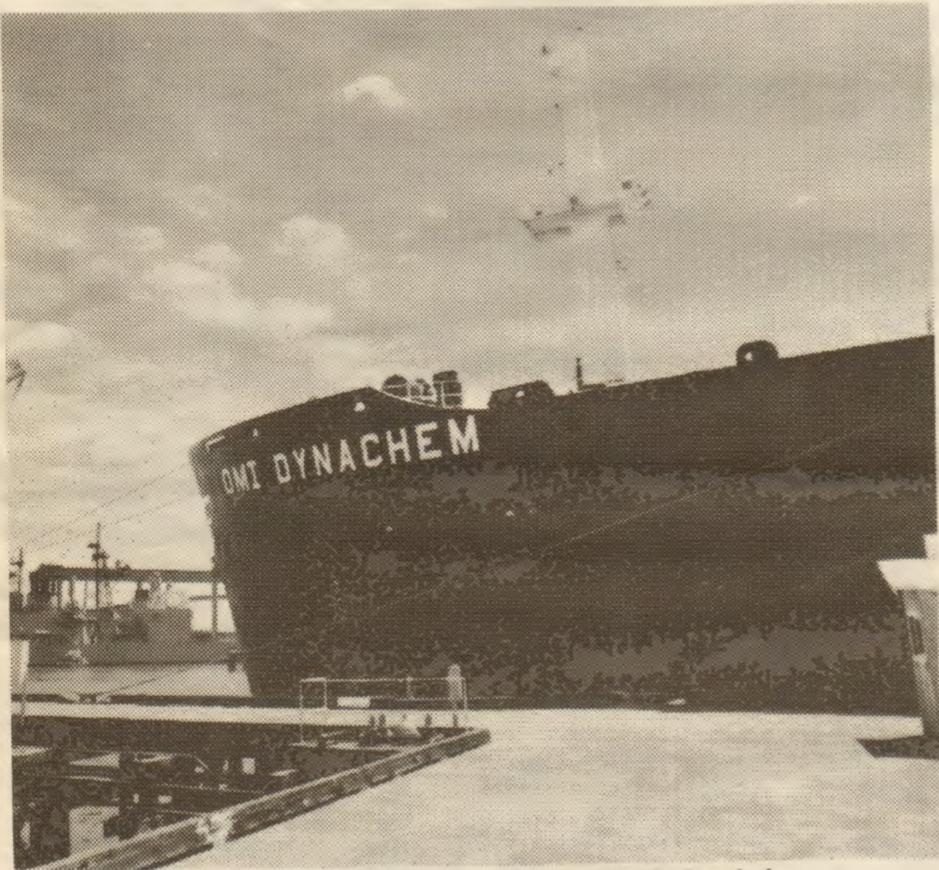
Eye on L.A.



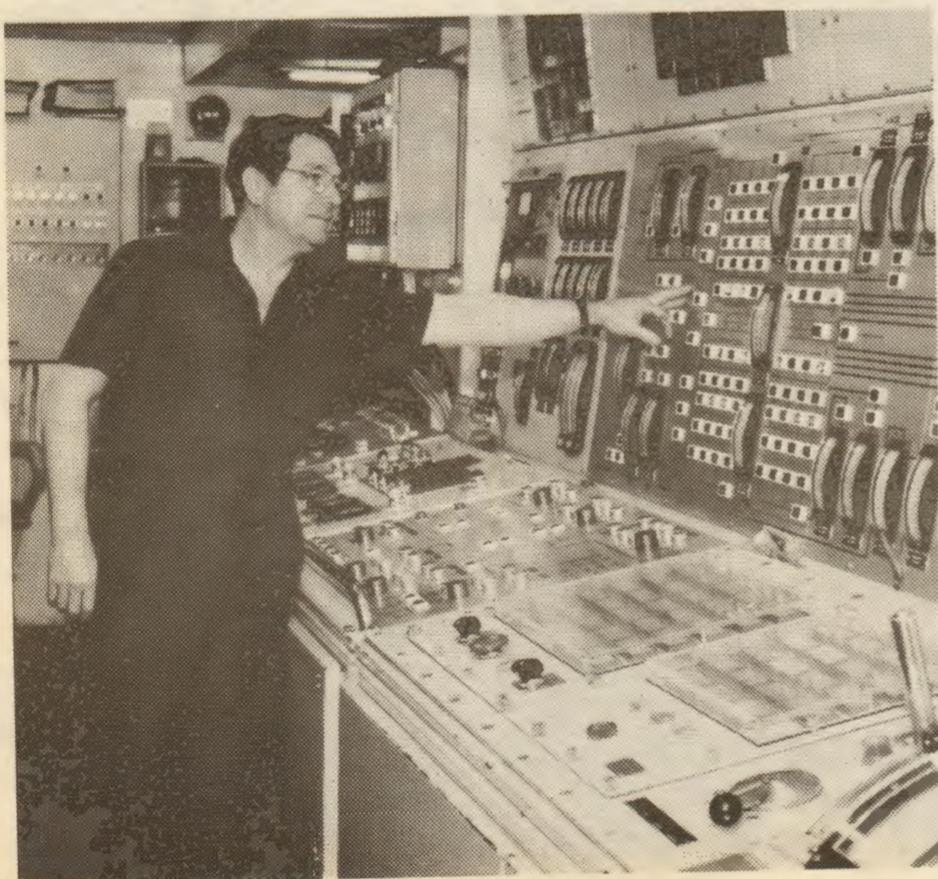
ABs Kenneth Gahagan (left) and Joe W. Moore view Los Angeles Harbor from the deck of the *OMI Dynachem*.



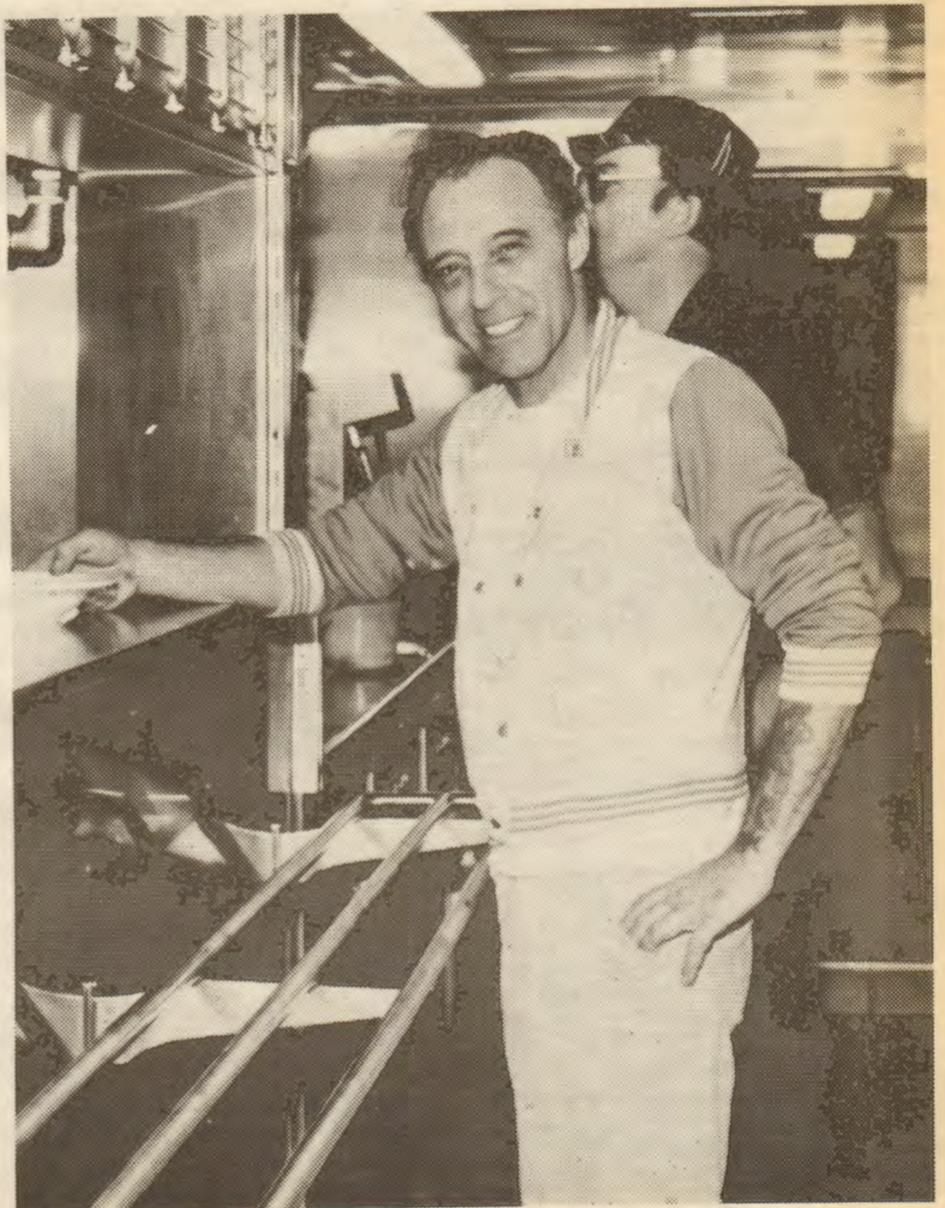
Don Collins, steward/baker aboard the *OMI Dynachem*.



The *OMI Dynachem* ties up at a Los Angeles Harbor dock.



Joe Spell, QMED aboard the *OMI Dynachem*.



Sal Fiore, QMED aboard the *OMI Dynachem*.



Six "Smart Ships"

SIU Manned Vessels Are "Smart," Says MSCPAC

Six MSCPAC ships have been named "Smart Ships" for Fiscal Year 1985, with one additionally awarded the VADM Roy A. Gano Award for FY 1985.

The USNS *Chauvenet*, *Ponchatoula*, *Narragansett*, *Albert J. Myer*, *Observation Island* and *Kilauea* (also the Gano award winner) were awarded "Smart Ship" honors for their excellence and reliability.

Noted RADM W. T. Piotti, COMSC, in a recent letter announcing the "Smart Ship" and VADM Gano awards to Capt. M. A. Hallier of MSCPAC, "It is with genuine pleasure that I approve these awards and congratulate the officers and men . . . for their outstanding performance of duty in achieving the superior standards of administration and operational readiness required to win these coveted awards.

"Throughout the year, these ships have accomplished their missions with the highest degree of effectiveness and reliability, reflecting the exceptional leadership of their officers and the professional competence of their crews. To the entire crew of each ship, I extend a 'Well Done'."

The ships honored will each receive a plaque and a "Smart Ship" pennant. The Chief of Naval Operations authorizes the Navy "E" ribbon for

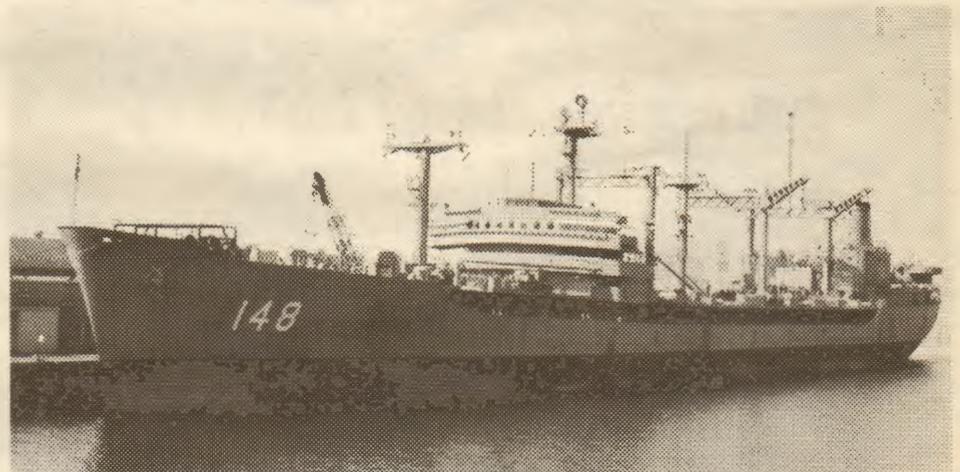


The USNS *Kilauea* (photo by U.S. Navy).

Navy personnel serving on USNS ships which have earned the MSC "Smart Ship" Award and the VADM Gano Award.



The USNS *Albert J. Myer* (photo by U.S. Navy).



The USNS *Ponchatoula* (photo by U.S. Navy).



The USNS *Observation Island* (photo by U.S. Navy).



The USNS *Narragansett* (photo by U.S. Navy).



Everything is running smoothly aboard the *USNS Albert J. Myer*. From the left are AB Ernest Silva, Union Rep Mike Paladino, Bosun James Blincoe and OS Robert Ratcliffe.

MSCPAC Promises Tough Action on Failure to Report

by Buck Mercer

It is a known fact that everyone loves a vacation, especially mariners who spend most of their time thousands of miles from home.

Shoreside workers go on vacation once each year for, two, three or four weeks, whatever they are allowed. Then, on a designated day, they return to the place of their employment, barring any emergency. If they do not return on that designated day, they risk the chance of being fired.

Recently at MSCPAC there has been a problem with an increasing number of mariners failing to report for duty after a period of scheduled annual

leave. For that matter, those on leave fail to call their Placement Officers to say when they will report.

Management has decreed that this practice by mariners must cease and desist. Hereafter, marine employees who fail to report after a period of scheduled annual leave will be disciplined, unless an emergency exists. Even then, there is a procedure for leave extensions and the employee had better use them.

There is no reason why marine employees should foul their employment records with uncalled for and unnecessary disciplinary actions. Remember, even an official reprimand puts you in a two-year reckoning period.

Unrest in Liberia Increases

Does the following scenario sound familiar?

The United States, for strategic reasons, supports a corrupt and tyrannical dictatorship. The inevitable blow-up occurs. The United States, once "the great friend and protector," is now villified because the inhabitants of that country associate it with the old regime.

Iran? Nicaragua? Ethiopia?

No. Liberia, potentially the largest supplier of sealift capability to this nation's armed forces.

The scenario is not yet complete. But it is well on the way to becoming a reality.

The details of what is happening in Liberia are available to anyone within walking distance of the White House. Bookstores one mile away from 1600 Pennsylvania Avenue carry the *Liberia Alert* which documents civil rights violations that are being carried out by Sgt. Doe's ruling military dictatorship.

Incredibly, some of the abuses are being carried out in the name of the United States!

"In August 1981, as the Reagan administration was increasing efforts to isolate Libya's Kadaffi, Sgt. Doe

accused Thomas Weh Syen (the vice chairman of Doe's own political party) of leading a Libyan plot. Weh Syen was arrested on Sunday and, after a brief show-trial, was executed that Thursday along with other soldiers, most of whom were from Sinoe, Weh Syen's country of origin. Gen. Quiwonkpa used that occasion to warn other Liberians that Liberians with 'anti-American' sentiments would be similarly dispatched."

The paper documents such violations of civil rights as executions without trial, detentions without trial, and improper prison conditions. In addition, it paints a grim picture of life in Liberia, especially for those professionals who were not lucky enough to get out during the early days of the new regime.

In order to stem the outward flow of professionals and civil servants, the ruling People's Revolutionary Committee announced in June 1980 that no Liberian would be allowed to leave the country without permission from the Armed Forces High Command.

A law was passed in July 1984 which made it a felony to spread "rumors, lies and disinformation" about the regime.

Kilauea Stacks Up Honors

The *USNS Kilauea* (T-AE 26), already selected as MSCPAC's 1985 winner of the Smart Ship and VADM Roy A. Gano awards, was recently nominated for yet another honor.

MSCPAC's ammunition ship is the only vessel in the worldwide MSC command to be considered for the National Defense Transportation Association's (NDTA) annual unit award for Calendar Year 1985. The NDTA is an association of commercial and military agencies dedicated to the interests of military air, sea and land transportation.

The *Kilauea* was nominated for the award after an impressive 12 months in 1985 when the ship was forward deployed to the Western Pacific and Indian Oceans. With the exception of a 60-day yard period in November and December, the *Kilauea* provided continuous logistic support to U.S. Navy and Marine forces ashore and afloat in 1985.

The ship's impressive accomplishments from January through October include ammunition redistribution to

several Far East ports, direct support to the *USS Midway* and her battle group, surveillance of Soviet naval activity in the Western Pacific, participation in two important naval exercises, and a lengthy deployment in the Indian Ocean.

Prior to entering the yard Nov. 4, the *Kilauea* handled 5,381 ordnance lifts and 777 retrograde lifts, performed 190 CONREP and VERTREP evolutions, transported 450 passengers and transferred 21.5 million barrels of fuel for Seventh Fleet units.

While citing her 1985 achievements in a message to CTF SEVEN THREE recently, the *Kilauea* was unable to respond immediately to the request for information. Her tardy reply gives a hint why the busy ship was selected for the NDTA award.

"Regret late submission of the nomination," said *Kilauea's* message back to CTF SEVEN THREE. "Operational tempo and other commitments precluded earlier collection of required data."



Engine Utility Paul Guidry, center, proudly displays his 10-year Federal Service Award which was presented to him by Capt. R. P. Cushing, right, MSCPAC chief staff officer. SIU Business Agent George Grier was on hand to help celebrate this happy occasion.

There is one important difference between what is happening in Nicaragua and what happened in Iran, Nicaragua and other such countries. While those countries played an important role in securing this county's regional interests in such places as Central America and the Middle East, the United States did not rely on them for its basic military needs.

The United States has let its merchant marine dwindle to fewer than 400 vessels. It has increased slightly the number of vessels in its Military Sealift Command. American-owned vessels documented under the Liberian flag account for a large percentage of vessels that the Department of Defense classifies as under "Effective U.S. Control."

Marcos Supporters Fail in Coup Attempt

Hundreds of military and civilian supporters of former Philippine President Ferdinand Marcos attempted to overthrow the government of Corazon Aquino by taking over the plush Manila Hotel.

The attempted coup was headed by Arthur Tolentino, Marcos's running mate earlier this year. The take-over attempt never went anywhere and fizzled out after two days.

It occurred while President Aquino was out of the country on a goodwill tour. She said the coup was just "a minor annoyance."

The Reagan administration expressed strong support for Aquino and said that it had repeatedly warned Marcos that his efforts to undermine the new government "was inconsistent with his status as a guest in the United States."



Deep Sea

Pensioner **Floyd Bauer** died on May 29. Brother Bauer joined the SIU-merged Marine Cooks and Stewards Union in the port of San Francisco. He went on pension in 1968. Seafarer Bauer was a resident of San Francisco.

Pensioner **Lee Gusta Blount Jr.**, 58, died of heart-lung failure in the Kaiser Foundation Hospital, Vallejo, Calif. on April 23. Brother Blount joined the SIU-merged Marine Cooks and Stewards Union, Local 20 in the port of San Francisco. He first sailed on the West Coast in 1950. Seafarer Blount was a veteran of the U.S. Army during the Korean War. He was born in Mississippi and was a resident of Vallejo. Interment was in the Skyview Lawn Cemetery, Vallejo. Surviving are his widow, Janice; three sons, Raymond, Michael and Dedrick, and four daughters, Michon of Portland, Ore., Stennis, Tracy of Vallejo and Tanya.



Pensioner **Daniel Lee Wright Brannon**, 73, passed away on June 15. Brother Brannon joined the SIU in 1947 in the port of Mobile sailing in the engine and steward departments. He hit the bricks in the 1946 General Maritime beef. Seafarer Brannon was born in Alabama and was a resident of Mobile. Surviving is a cousin, George Turner of Mobile.



Pensioner **Ira Cecil Brown Sr.**, 58, died on May 28. Brother Brown joined the SIU in 1945 in the port of San Francisco. He sailed as a recertified chief steward aboard the *C.S. Long Lines* (Transoceanic Cable) from 1971 to 1982 and graduated from the Union's Recertified Chief Stewards Program in 1980. Seafarer Brown was a former member of the SUP in 1972. Brown last worked for the Marine Contracting Co. A native of Natchez, Miss., he was a resident of Ponchatoula, La. Surviving are his widow, Jeanette; a son, Ira Jr.; four daughters, Margaret (a SIU 1968 Charlie Logan College Scholarship winner); Clara, Susan and Sharon, and his mother, Ollie of North Carolina

Pensioner **Ramos Candelario**, 73, passed away on June 2. Brother Candelario joined the SIU in 1944 in the port of New York sailing as a chief electrician. He hit the bricks in the 1962 Robin Line beef and attended the 1970 Piney Point Crews Conference No. 6. Seafarer Candelario was born in Puerto Rico and was a resident of Brooklyn, N.Y. Surviving are a son, Enrique Guzman and an aunt, Augustine Pacheco of Brooklyn.



Pensioner **Isauro S. Cardeal**, 87, succumbed to pneumonia at home in Santos, Brazil on May 4. Brother Cardeal joined the SIU in 1943 in the port of Norfolk sailing as an AB. He walked the picket line in the 1946 General Maritime beef. Seafarer Cardeal was born in Sergipe, Brazil and was a naturalized U.S. citizen. Burial was in the Memorial Cemetery, Santos. Surviving are his widow, Angelina; a son, Nilton, and three daughters, Elizabeth Carralho of Santos, Elsa Caravallho of Paulino, Brazil and Direceu Cardeal.



Pensioner **Juan Jimenez Cruz Sr.**, 79, passed away in the Montifore Hospital, Bronx, N.Y. on May 7. Brother Cruz joined the SIU in 1939 in the port of Baltimore sailing as a recertified bosun. He walked the picket lines in both the 1961 Greater N.Y. Harbor beef and the 1962 Robin Line strike. Seafarer Cruz was born in Puerto Rico and was a resident of the Bronx. Interment was in the Municipal Cemetery, Catano, P.R. Surviving are his widow, Carmen and a son, Juan Zesu Jr.



Joseph Dedmond, 63, died on June 16. Brother Dedmond joined the SIU-merged Marine Cooks and Stewards Union in the port of Wilmington, Calif. in 1959 sailing as a cook for the American President Line. He began sailing in 1945 on PMA ships. Seafarer Dedmond was a veteran of the U.S. Army during World War II. Born in Timothy, La. he was a resident of New Orleans. Surviving are his widow, Ordlea and a daughter, Patricia Jenkins of New Orleans.



Barbara Jane Malecek Dininno, 30, was missing at sea aboard the *SS Courier* (Ocean Carriers) on March 10. Sister Dininno joined the SIU in 1978 following her graduation from the Union's Harry Lundberg School of Seamanship Entry Trainee Program at Piney Point, Md. where she was a bosun and in the top third of her class. She last sailed as a QMED out of the port of Seattle. She had also sailed as a waitress and knew wood-working. Seafarer Dininno was a 1982 \$10,000 Union Charlie Logan College Scholarship winner. She studied engineering at the University of Washington, Seattle in 1983 and at the Maine Maritime Academy, Castine in 1985. Barbara also attended the Napa (Calif.)

Community and Sacramento City (Calif.) colleges. She was born in Mexico-Audrain, Mo. Surviving are her widower, Arthur of Governor's Is., N.Y.; her father, Edward; her mother, Mary Lou of Shelbyville, Ind., and a sister, Christina Sherwood of Bothell, Wash.



Pensioner **Richard Benjamin Doupe**, 81, succumbed to lung-heart failure at home in Gaithersburg, Md. on May 2. Brother Doupe joined the SIU in 1944 in the port of New York sailing as an AB. He was on the picket lines in the 1946 General Maritime and 1947 Isthmian beefs. Seafarer Doupe was born in New York City. Burial was in St. Michael's Cemetery, Queens, N.Y. Surviving is a niece, Frances Morris of Gaithersburg.



Pensioner **Frank Earl Edmonds**, 68, died on May 24. Brother Edmonds joined the SIU in 1947 in the port of Norfolk sailing as an AB. He hit the bricks in the 1946 General Maritime, 1947 Isthmian and 1948 Wall St. beefs. Seafarer Edmonds was born in Anderson, N.C. and was a resident of Mobile. Surviving are his widow, Choycie and his mother, Emma of South Mills, N.C.

Antoine Gurney, 56, died on June 11. Brother Gurney joined the SIU in the port of Baltimore in 1959 sailing as an oiler. He last sailed out of the port of Seattle and was a former member of the Canadian Seamen's Union. Seafarer Gurney was a veteran of the U.S. Army after the Korean War. Born in Canada, he was a naturalized U.S. citizen and a resident of Hogue, Wash. Surviving are his widow, Dolores and an aunt, Irene Kolinchuk of Transcona, Manitoba, Canada.

Darryl Harris, 35, died in the San Francisco (Calif.) General Hospital on Feb. 21. Brother Harris joined the SIU in the port of New Orleans in 1969 sailing in the steward department. He was born in New Orleans. Cremation took place in the Olivet Park Crematory, Colma, Calif. Surviving are his father, William of Louisiana and his mother, Lila Mae of New Orleans.



Pensioner **Theodore Thomas Harris**, 76, passed away from cancer in Providence Hospital, Mobile on May 13. Brother Harris joined the SIU in 1938 in the port of Mobile sailing as a chief steward. He walked the picket lines in the 1946 General

Maritime and 1947 Isthmian beefs. Seafarer Harris also attended a Piney Point educational conference and workshop. A native of Mobile, he was a resident there. Interment was in the Oaklawn Cemetery, Mobile. Surviving are his widow, Annie and a sister, Vergie Davis of Mobile.

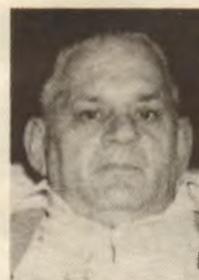


William Swindell Lewis, 70, died of heart-lung failure in St. Cloud, Minn. on May 9. Brother Lewis joined the SIU in the port of Boston, Mass. in 1958 sailing as a FOWT. He was born in North Carolina and was a resident of St. Cloud. Cremation took place in the Central Minnesota Cremation Service, St. Cloud. Surviving is a brother, James of Wilmington, N.C.

Benjamin C. Lucrisia died on March 29.



Pensioner **James Henry McDonald**, 66, died on June 11. Brother McDonald joined the SIU in 1949 in the port of Tampa sailing as an oiler. He also sailed during the Vietnam War. Seafarer McDonald was on the picket line in the 1946 General Maritime beef. He was a Puerto Rican delegate to a Piney Point conference in 1970. McDonald was a veteran of the U.S. Army in World War II. Born in Wilmington, N.C., he was a resident of Baltimore. Surviving are his mother, Esther Mae Sanders of Wilmington and a sister, Ellen Spearbraker of Milwaukee, Wis.



Pensioner **Howard Francis Menz**, 77, passed away on June 6. Brother Menz joined the SIU in the port of New York in 1951 sailing as a chief pumpman and ship's delegate. He also sailed in the Vietnam War. Seafarer Menz attended the Piney Point Educational Conference Workshop No. 1. And he worked, too, as an ironworker. Menz was born in Sewickley, Pa. and was a resident of Hialeah, Fla. Surviving are his mother, Bertha of Sewickley; a nephew, Samuel Lanzarotta of Hialeah, and a niece, Stella Lanzarotta of Sewickley.



Pensioner **Ralph Nelson Motley**, 70, succumbed to a stroke in the U.S. Veterans Administration Medical Center, Salisbury, N.C. on May 14. Brother Motley joined the SIU in the port of Houston in 1969 sailing as a cook. He also sailed inland for Slade Towing, Higman Towing and



Sabine Towing in 1966. Seafarer Motley was a veteran of the U.S. Army in World War II and the Korean War. A native of Cabarrus Cty., N.C., he was a resident of Orange, Texas. Burial was in Oakwood Cemetery, Concord, N.C. Surviving are his sister-in-law, Edith of Orange and a nephew, Jerry Furr of Concord.



Pensioner Mitsuo Pepe Nakagawa, 68, died of a liver ailment in the Chinese Hospital, San Francisco on Dec. 6, 1985. Brother Nakagawa joined the SIU-merged Marine Cooks and Stewards Union in the port of San Francisco in 1957 sailing as a waiter for APL. He began sailing on the West Coast in 1951. Seafarer Nakagawa was born in Hilea Kau, Hawaii and was a resident of Honolulu, Hawaii. Cremation took place in the Cypress Lawn Park Cemetery Crematory, Colma, Calif. Surviving are two sisters, Margaret of Kahului Maui, Hawaii and Maskako of Nagasaki, Japan.



Pensioner Armando Ortega, 66, died on May 26. Brother Ortega joined the SIU in the port of Miami, Fla. in 1955 sailing as a waiter. He last sailed out of the port of Jacksonville on the SS Golden Monarch (Apex Marine) in 1984. Seafarer Ortega was born in Los Arabos, Matanzas, Cuba and was a naturalized U.S. citizen. Ortega was a resident of Miami. Surviving are his widow, Rina and a daughter, Sandra.



Pensioner Jerome Andrew Prodey, 64, succumbed to arteriosclerosis at home in Baltimore on June 3. Brother Prodey joined the SIU in 1949 in the port of New York sailing as

a cook. He also sailed during World War II and hit the bricks in the 1946 General Maritime and 1947 Isthmian beefs. Seafarer Prodey worked at the Baltimore hall, too. And he was born in Baltimore. Burial was in the Oak Lawn Cemetery, Baltimore. Surviving are his widow, Mary; a son, Timothy; a daughter, Cecelia of Baltimore, and his mother, August of Baltimore.



Pensioner James L. Sanbouzans, 76, passed away on April 5. Brother Sanbouzans joined the SIU in 1944 in the port of Boston sailing as a bosun. He hit the bricks in the 1946 General Maritime, 1947 Isthmian and the 1961 Greater N.Y. Harbor beefs. Seafarer Sanbouzans was born in Spain and was a resident of La Estrada, Pontevedra, Spain. Surviving are a brother, Manuel and a sister, Dorimda Villaverde, all of Pontevedra.

Grant W. Smith, 28, died on May 29. Brother Smith joined the SIU following his graduation from the Union's Harry Lundeberg School of Seamanship Entry Trainee Program in Piney Point, Md. in 1979. He was born in California. Surviving is his father, Frank of Topeka, Kans.



Pensioner Lovis Burnie Thomas, 83, passed away from pneumonia in the Bay Harbor Hospital, Los Angeles, Calif. on May 17. Brother Thomas joined the SIU in 1944 in the port of New York sailing as a chief steward. He was a veteran of the U.S. Marine Corps before World War II. Seafarer Thomas was born in Jemison, Ala. Cremation took place in the Live Oak Crematory, Monrovia, Calif. Surviving is a daughter, Frances Simpson of Los Angeles.



Pensioner Otto Tonner, 84, passed away on May 25. Brother Tonner joined the SIU in the port of San Francisco in 1963 sailing as an AB, deck officer and master. He attended the 1970 Piney Point Crews Conference No. 11. Seafarer Tonner was born in Germany and was a naturalized U.S. citizen and a resident of Baltimore.

Pensioner Samuel Usher Sr., 74, succumbed to cancer in St. Mary's Hospital, Reno, Nev. on May 23. Brother Usher joined the SIU-merged Marine Cooks and Stewards Union in the port of San Francisco in 1957. He began sailing on the West Coast in 1930. Seafarer Usher was a former member of the SUP in 1965. A native of New York, he was a resident of Fallon, Nev. Cremation took place in the Mt. View Crematory, Reno. Surviving are his widow, Doris; a son, Samuel Jr., and a daughter, Phyllis.



Pensioner Carlos Escalante Vega, 66, succumbed to arteriosclerosis in Tampa General Hospital on May 24. Brother Vega joined the SIU in 1957 sailing as a wiper. He was a sheetmetal and shipyard worker, too. Seafarer Vega was a veteran of the U.S. Navy during World War II. He was born in Tampa where he was a resident. Cremation took place in the West Coast Crematory, Clearwater, Fla., and his ashes were scattered at sea. Surviving are his widow, Alice and his mother, Elvira of Tampa.



Pensioner Cecile Glenn Young, 58, died on May 24. Brother Young joined the SIU in 1947 in the port of New Orleans sailing in the engine department. He was on the

picket lines in the 1946 General Maritime and 1947 Isthmian beefs. Seafarer Young's last port was Houston. Born in Louisiana, he was a resident of Splendora, Texas. Surviving are his widow, Margaret and his father, Acy of Masshulaville, Miss.

Great Lakes



Frank Joseph Patterson Jr., 56, died on June 6. Brother Patterson joined the Union in the port of Cleveland, Ohio in 1961. He sailed as a FOWT and AB for the Great Lakes Dredge and Dock Co. from 1951 to 1953, Merritt, Chapman and Scott from 1953 to 1955 and for the Great Lakes Towing Co. from 1955 to 1961, and from 1984 to 1986. He was a veteran of the U.S. Marine Corps during the Korean War. Laker Patterson was born in Cleveland and was a resident of Avon Lake, Ohio. Surviving is a daughter, Pamela of Avon Lake.

Pensioner Walter E. Peters, 79, passed away on June 16. Brother Peters joined the Union in the port of Frankfort, Mich. in 1953 sailing as an oiler. He was a veteran of the U.S. Army during World War II. Laker Peters was born in Manistee Cty., Mich. and was a resident of Elberta, Mich. Surviving is his widow, Mildred.



Raymond T. Widra Jr., 57, succumbed to pneumonia in the U.S. Veterans Administration Medical Center, Cleveland on Jan. 26. Brother Widra joined the Union in the port of Cleveland in 1967 sailing as a deckhand for the Great Lakes Dredge and Dock Co. from 1984 to 1985. He was a veteran of the U.S. Marine Corps in the Korean Conflict. Laker Widra was born in Cleveland and was a resident of Fairview Park, Ohio. Cremation took place in Cleveland. Surviving is a brother, Gilbert of Fairview Park.



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Pensioner's Corner

Deep Sea



Donald Albert Alt, 63, joined the SIU in 1947 in the port of Norfolk sailing as an AB. Brother Alt hit the bricks in both the 1946 General Maritime and 1947 Isthmian beefs. He last sailed out of the port of San Francisco. Seafarer Alt is a veteran of the U.S. Navy during World War II. He also sailed during the Vietnam War. A native of Spring Green, Wis., he is a resident of San Francisco.



Bernard Alfonso Baa, 62, joined the SIU in 1942 in the port of New York sailing as a chief cook. Brother Baa was born in New York City and is a resident of Christiansted, St. Croix, Virgin Islands.



Jimmy Barbaccia, 63, joined the SIU in 1943 in the port of New York sailing as a bosun. Brother Barbaccia walked the picket lines in the 1946 General Maritime beef and the 1947 Isthmian strike. He was born in New York City and is a resident of Wading River, N.Y.



Pablo Barrial, 64, joined the SIU in 1943 in the port of New Orleans sailing as a recertified bosun. Brother Barrial graduated from the Union's Recertified Bosuns Program in 1975. He rode the M/V *Del Oro* (Delta Line) in 1960. Seafarer Barrial was born in Cuba and is a resident of New Orleans.



Robert Markette Boyd, 59, joined the SIU in 1946 in the port of New Orleans sailing as a chief steward. Brother Boyd was on the picket lines in both the 1946 General Maritime and 1947 Isthmian beefs. He was born in Mississippi and is a resident of Brookhaven, Miss.



Ervin Bradley, 65, joined the SIU in 1941 in the port of Mobile sailing as a chief steward. Brother Bradley received a Union Personal Safety Award in 1960 for sailing aboard an accident-free ship, the SS *Antonius*. Seafarer Bradley was born in Sumpter, S.C. and is a resident of Mobile.



Elmer Clarke Jr., 65, joined the SIU in the port of New York in 1964 sailing as an AB. Brother Clarke began sailing in 1938 and last shipped out of the port of Mobile. He was a former member of the Machinists Union, Local 1133. Seafarer Clarke was born in Spring Hill, Ala. and is a resident of Wilmer, Ala.

Enrique V. Connor, 65, joined the SIU in the port of San Francisco in 1969 sailing as a cook. Brother Connor was born in the Philippine Islands and is a resident of San Francisco.



Generoso "Nick" Cristino Crispala, 62, joined the SIU in 1947 in the port of Baltimore sailing as a chief electrician. Brother Crispala hit the bricks in the 1946 General Maritime beef and the 1947 Isthmian strike. He last sailed out of the port of Seattle. Seafarer Crispala was born in the Philippine Islands and is a resident of Seattle.



James Martin Dawson, 65, joined the SIU in 1946 in the port of New York sailing as a bosun. Brother Dawson last sailed out of the port of Seattle. He walked the picket lines in the 1946 Maritime, 1947 Isthmian and the 1965 District Council 37 beefs. He ran for Union office in 1969 as a West Coast VP alternate. Seafarer Dawson is a veteran of the U.S. Navy in World War II. Born in San Antonio, Texas, he is a resident of Mt. Lake Terrace, Wash.

Winfield Scott Downs Jr., 65, joined the SIU in 1945 in the port of New York sailing as an oiler. Brother Downs hit the bricks in the 1946 General Maritime beef and the 1947 Isthmian strike. He was born in New Jersey and is a resident of New Gretna, N.J.



Woodrow "Woody" Drake, 66, joined the SIU in 1953 in the port of New York sailing as a recertified bosun. Brother Drake last sailed out of the port of Seattle and graduated from the Union's Recertified Bosuns Program in 1974. He walked the picket line in the 1961 Greater N.Y. Harbor beef. And he is a veteran of the U.S. Air Force in both World War II and the Korean War. Seafarer Drake also sailed during the Vietnam War. A native of Alabama, he is a resident of Lacey, Wash.



Bill Galvez Fernandez, 65, joined the SIU in the port of San Francisco in 1969 sailing as an AB. Brother Fernandez was born in the Philippines and is a resident of San Francisco.



James Capeland Flippo, 63, joined the SIU in 1945 in the port of Mobile sailing as an AB. Brother Flippo was on the picket line in the 1946 General Maritime beef. He last shipped out of the port of Houston. Seafarer Flippo is a veteran of the U.S. Army in the Korean War. Born in Alabama, he is a resident of Jasper, Texas.



Antonio Garza, 57, joined the SIU in the port of New York in 1957 sailing as a QMED. Brother Garza last sailed out of the port of New Orleans and worked on the Delta Line Shoregang there. He was a former member of the Marine Allied Workers Union (MAW). Seafarer Garza is a veteran of the U.S. Marine Corps during World War II. A native of Kingsville, Texas, he is a resident of Gretna, La.

Frank Gonzales, 61, joined the SIU in the port of New Orleans in 1951 sailing as a FOWT. Brother Gonzales last sailed out of the port of San Francisco. He was born in California and is a resident of Daly City, Calif.



Howard Ross Harvey, 60, joined the SIU in the port of Seattle in 1958 sailing as an AB. Brother Harvey last shipped out of the port of Jacksonville. He is a veteran of the U.S. Army in the Korean War. Seafarer Harvey was born in Michigan and is a resident of Jacksonville.



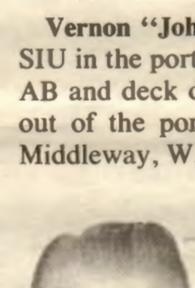
Evaristo Jimenez, 63, joined the SIU in 1943 in the port of New York sailing as a 2nd assistant engineer. Brother Jimenez hit the bricks in the 1946 General Maritime and 1947 Isthmian beefs. He was born in Puerto Rico and is a resident of Brooklyn, N.Y.



Frederick Henry Johnson, 64, joined the SIU in 1942 in the port of New York sailing as a recertified bosun. Brother Johnson graduated from the Union's Recertified Bosuns Program in 1974. He last shipped out of the port of Mobile. Seafarer Johnson was born in Boston, Mass. and is a resident of Mobile.



Richard Lee Johnson Jr., 62, joined the SIU in the port of New York in 1964 sailing as a chief cook. Brother Johnson last shipped out of the port of Jacksonville. He is a veteran of the U.S. Army in World War II and also worked as a mason. Seafarer Johnson was born in Augusta, Ga. and is a resident there.



Vernon "Johnnie" Myers Johnston, 61, joined the SIU in the port of Baltimore in 1959. He sailed as an AB and deck delegate. Brother Johnston last sailed out of the port of New Orleans. He was born in Middleway, W.Va. and is a resident of New Orleans.



Roy Johnson Jones, 61, joined the SIU in 1947 in the port of New York sailing as a recertified bosun. Brother Jones hit the bricks in the 1946 General Maritime, 1947 Isthmian and the 1948 Wall St. beefs. He last sailed out of the port of San Francisco and worked on the Sea-Land Shoregang, Oakland, Calif. in 1968. Seafarer Jones was born in Charleston, S.C. and is a resident of San Francisco.



Ernest K. H. Kam, 74, joined the SIU-merged Marine, Cooks and Stewards Union in the port of Wilmington, Calif. in 1955. He sailed as a storekeeper and 3rd steward aboard the SS *Oceanic Independence* (American-Hawaii Cruises). Brother Kam sailed on PMA ships from 1934 to 1978. He last shipped out of the port of San Francisco. Seafarer Kam was born in Honolulu, Hawaii and is a resident of Walnut Creek, Calif.

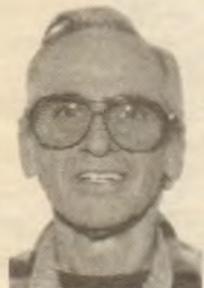


Leonard Karalunas, 66, joined the SIU in 1947 in the port of Philadelphia sailing as an AB and deck delegate. Brother Karalunas walked the picket lines in the 1946 General Maritime beef and the 1947 Isthmian strike. He last shipped out of the port of New York. Seafarer Karalunas was born in Pennsylvania and is a resident of Kingston, Pa.

Pensioner's Corner



Leo Armas Karttunen, 63, joined the SIU in 1946 in the port of New York sailing as a QMED. Brother Karttunen was on the picket lines in the 1946 General Maritime, 1961 Greater N.Y. Harbor and the 1962 Robin Line beefs. He was born in Finland and is a naturalized U.S. citizen. Seafarer Karttunen is a resident of Middle Island, N.Y.



Billy Earl Lynn, 61, joined the SIU in the port of New York in 1960 sailing as an AB. Brother Lynn began sailing in 1947 and last shipped out of the port of Seattle. He is a veteran of the U.S. Navy serving as a coxswain in World War II and the Korean War. Seafarer Lynn attended West Texas State College. A native of Clarendon, Texas, he is a resident of Seattle.



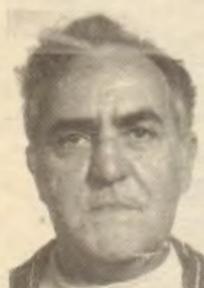
Joseph John Magyar, 65, joined the SIU in the port of New York in 1956 sailing as an engine utility. Brother Magyar last sailed out of the port of St. Louis, Mo. He was born in Illinois and is a resident of Granite City, Ill.



Robert Nelson Mahone, 64, joined the SIU in 1943 in the port of Norfolk. He sailed as a LNG recertified bosun and deck delegate. Brother Mahone graduated from the Union's Recertified Bosuns Program in 1983. He walked the picket line in the 1946 General Maritime beef. Seafarer Mahone also worked as a railroad car inspector and was a former member of the Brotherhood of Railroad Carmen's Union. Born in Newport News, Va., he is a resident of Hampton, Va.



Richard Eugene McAll, 57, joined the SIU in the port of Mobile in 1955 sailing as a chief cook. Brother McAll was on the picket line in the 1946 General Maritime beef. He was a former member of the Boilermakers Union, Local 693 and the Industrial Union of Marine and Shipbuilding Workers of America, Local 18, AFL-CIO. Seafarer McAll was born in Louisiana and is a resident of Saraland, Ala.



Armand Paul Lupari, 63, joined the SIU in the port of Baltimore in 1964 sailing as a QMED. Brother Lupari last shipped out of the port of New Orleans. He is a veteran of the U.S. Army during the Korean War. Seafarer Lupari was born in McKeesport, Pa. and is a resident of Kenner, La.



Mariano Pasion Marcelino, 63, joined the SIU in the port of New York in 1955 sailing as a chief cook. Brother Marcelino last sailed out of the port of New Orleans. He was born in Dingras, P.I. and is a resident of Madison, Wis.



Delmar Buckwalter Missimer, 61, joined the SIU in the port of New York in 1953 sailing as an AB. Brother Missimer last shipped out of the port of New Orleans. He is a veteran of the U.S. Navy in World War II. Seafarer Missimer was born in Pottstown, Pa. and is a resident of New Orleans.



Henry Mobley, 65, joined the SIU in the port of New Orleans in 1960 sailing as a cook. Brother Mobley is a veteran of the U.S. Army in World War II. He was born in New Orleans and is a resident there.



Jose Lopez Morales, 65, joined the SIU in the port of Baltimore in 1962 sailing as a chief pumpman, chief electrician and engine delegate. Brother Morales last shipped out of the port of Jacksonville. He attended the 1970 Piney Point Crews Conference No. 3. Seafarer Morales was a former member of the Marine Firemen's Union. He also worked as a hotel clerk. Born in Jayuya, P.R., he is a resident of St. Petersburg, Fla.



Peter F. Patrick, 57, joined the SIU in 1946 in the port of New York sailing as a chief steward. Brother Patrick hit the bricks in the 1946 General Maritime beef and the 1947 Isthmian strike. He was born in Pennsylvania and is a resident of Spotswood, N.J.



George Clayeon Pierce Pierre, 61, joined the SIU in 1946 in the port of New York sailing as an AB. Brother Pierre walked the picket lines in the 1946 General Maritime and 1947 Isthmian beefs. He last shipped out of the port of Mobile. Seafarer Pierre was born in Port of Spain, Trinidad, W.I. and is a resident of Mobile.



Walter Lee Pritchett, 62, joined the SIU in 1948 in the port of New York sailing as a chief pumpman. Brother Pritchett hit the bricks in the 1946 General Maritime, 1947 Isthmian and 1948 Wall St. beefs. He last shipped out of the port of New Orleans and is a veteran of the U.S. Navy in World War II. Seafarer Pritchett was born in Casper, Wyo. and is a resident of Denham Springs, La.

Adam Quevedo, 65, joined the SIU in the port of Baltimore in 1960 sailing as a wiper. Brother Quevedo was born in Puerto Rico and is a resident of Ponce, P.R.



Vincent Leroy Ratcliff, 65, joined the SIU in the port of New York in 1958 sailing as an AB and deck delegate. Brother Ratcliff is a veteran of the U.S. Army in World War II. He also worked as a radar repairman. A native of Speer, Ill., he is a resident of Wyoming, Ill.



Juan Reyes, 68, joined the SIU in 1942 sailing as a chief electrician, chief pumpman and engine delegate. Brother Reyes walked the picket lines in the 1946 General Maritime, 1947 Isthmian, Rotobroil and 1965 District Council 37 beefs. He was born in Puerto Rico and is a resident of Rio Piedra, P.R.



John Robinson, 64, joined the SIU in 1947 in the port of New York sailing as a chief cook. Brother Robinson was on the picket lines in the 1946 General Maritime and 1947 Isthmian beefs. He last shipped out of the port of New Orleans. Seafarer Robinson is a veteran of the U.S. Army in World War II. Born in Louisiana, he is a resident of New Orleans.



Union Horace Sanders Jr., 58, joined the SIU in 1947 in the port of Norfolk sailing as a chief electrician. Brother Sanders hit the bricks in the 1946 General Maritime and 1947 Isthmian beefs. He last shipped out of the port of Mobile. Seafarer Sanders was born in Alabama and is a resident of Bay Minette, Ala.



Harvey Elmer Shero Jr., 61, joined the SIU in the port of New Orleans in 1950 sailing as an AB. Brother Shero hit the bricks in the 1963 Maritime beef. He last shipped out of the port of Houston. Seafarer Shero received the Union Personal Safety Award in 1960 for sailing aboard an accident-free ship, the *SS Del Oro* (Delta Line). A native of Buffalo, N.Y., he is a resident of Houston.



Harry Robert Singleton, 70, joined the SIU in 1939 in the port of Baltimore sailing as 2nd assistant engineer. Brother Singleton graduated from the Union-MEBA District 2 Engineering School, Brooklyn, N.Y. in 1966. He walked the picket lines in the 1946 General Maritime, 1947 Isthmian and 1961 Greater N.Y. Harbor beefs. Seafarer Singleton was a former member of the AFL Union, Local 7437 in 1938. A native of New York, he is a resident of West Islip, N.Y.



Harold William Spillane, 65, joined the SIU in the port of New York in 1951 sailing as an AB. Brother Spillane was on the picket lines in the 1961 N.Y. Harbor, 1962 Robin Line and 1965 District Council 37 beefs. He attended the 1970 Piney Point Crews Conference. He also worked as a bookkeeper and typist. Seafarer Spillane is a veteran of the U.S. Coast Guard in World War II. Born in Jersey City, N.J., he is a resident of Miami, Fla.



Lionel Oliver Strout, 65, joined the SIU in the port of Mobile in 1969 sailing as a chief steward. Brother Strout is a veteran of the U.S. Air Force during World War II and the Korean War. He was born in Mechanic Falls, Maine and is a resident of Selma, Ala.

(Continued on next page.)

Pensioner's Corner

(Continued from Preceding page.)



Robert Morris Sullivan, 65, joined the SIU in the port of San Francisco in 1969 sailing as an AB. Brother Sullivan was born in South Dakota and is a resident of San Francisco.



Robert Columbus Thomas, 65, joined the SIU in 1947 in the port of Philadelphia sailing as a chief steward. Brother Thomas hit the bricks in the 1946 General Maritime beef and the 1947 Isthmian strike. He is a veteran of the U.S. Army in World War II. Seafarer Thomas is also a projector operator. A native of Philadelphia, he is a resident there.

Levison Winborne, 65, joined the SIU in the port of New York in 1961 sailing as a chief cook. Brother Winborne last shipped out of the port of Norfolk. He was born in Newport News, Va. and is a resident of Chesapeake, Va.

Correction

Due to a research slipup, Recertified Bosun Fred A. Olson was listed as sailing on the Great Lakes. He sailed deep sea always.

Great Lakes



Joseph Lorain Cooksey, 62, joined the Union in the port of Chicago, Ill. in 1963 sailing as a deckhand and scowman for the Great Lakes Dredge and Dock Co. from 1963 to 1976. Brother Cooksey last shipped out of the port of Jacksonville. He was born in Hammond, Ind. and is a resident of Lakeland, Fla.



Daniel Arthur Gardiner, 68, joined the Union in the port of Detroit in 1960. He sailed as a bosun for the Boland and Cornelius Steamship Co. Brother Gardiner sailed 45 years. He last shipped out of the port of Algonac, Mich. Laker Gardiner was born in Kankakee, Ill. and is a resident of Tawas City, Mich.



Eugene Paul Leo, 62, joined the Union in the port of Chicago in 1961. He sailed as a tugman for Swift & Co. from 1952 to 1956 and for the Great Lakes Towing Co. from 1956 to 1977. Brother Leo last shipped out of the port of Algonac. He is a veteran of the U.S. Air Force during World War II. Laker Leo earned a degree in Business Administration and worked as a salesman. He was born in Clinton, Ill. and is a resident of South Holland, Ill.



Robert E. Lyons, 62, joined the Union in the port of Sault Ste. Marie, Mich. in 1962 sailing as a deckhand. Brother Lyons last shipped out of the port of Algonac. He was born in Sault Ste. Marie and is a resident there.



Hassan Nasser Madry, 61, joined the Union in the port of Detroit in 1966. He sailed as a gateman for the Boland and Cornelius Steamship Co. in 1966. Brother Madry was a former member of the Steelworkers Union, CIO. He was born in Yemen, Saudi Arabia and is a naturalized U.S. citizen. Laker Madry is a resident of Dearborn, Mich.



Francis F. Millin, 62, joined the Union in the port of Chicago in 1963. He sailed as a tug oiler for Hannah Marine in 1963. Brother Millin last shipped out of the port of Algonac. He also worked as a switchman for the E.J. & F. Railroad Co. from 1955 to 1963. Laker Millin was a former member of the Brotherhood of Railroad Trainmen's Union starting in 1955. He is also a veteran of the U.S. Air Force in World War II. Born in Chicago, he is a resident there.



James Robert Sayward, 62, joined the Union in the port of Chicago in 1968. He sailed as an AB for the Great Lakes Dredge and Dock Co., Dunbar and Sullivan and Hannah Marine in 1977. Brother Sayward last shipped out of the port of Algonac. He was a former member of the Boilermakers Union, Local 374

and the Laborers Union, Local 6 working at a waterworks from 1952 to 1968. Sayward is a veteran of the U.S. Marine Corps during World War II. A native of Newburyport, Mass., he is a resident of Chicago.

Robert William Smith, 72, joined the Union in the port of Detroit in 1961. He sailed as a deckhand and FOWT for Dunbar and Sullivan from 1947 to 1948 and for the Great Lakes Towing Co. from 1948 to 1974. Brother Smith was a former member of the Gas Workers Union from 1936 to 1938. He is a veteran of the U.S. Navy during World War II. Laker Smith was born in Gloucester, Mass. and is a resident of Detroit.



Donald John Swanson, 61, joined the Union in the port of Detroit in 1960 sailing as a watchman. Brother Swanson last shipped out of the port of Algonac. He is a veteran of the U.S. Air Force in World War II. Laker Swanson is also a machine shop production specialist and a photographer. Born in Ironwood, Mich., he is a resident of Toledo, Ohio.



Michael "Mike" Thomas Doherty, 62, joined the Union in 1949 in the port of Detroit sailing as a bosun and ship delegate. Brother Doherty last shipped out of the port of Algonac. He also sailed during the Vietnam War and was a former member of the United Auto Workers Union. Laker Doherty was born in Detroit and is a resident of Westland, Mich.

Atlantic Fishermen

Michael L. Fontana Jr., 62, joined the SIU-merged Gloucester (Mass.) Fishermen's Union in the port of Gloucester. Brother Fontana is a resident of Gloucester.

John Michael Nicastro, 64, joined the Gloucester Fishermen's Union in the port of Boston in 1961 sailing as a fisherman. Brother Nicastro is a veteran of the U.S. Navy during World War II. He was born in Gloucester and is a resident there.

Joseph Nicastro, 52, joined the Gloucester Fishermen's Union in the port of Boston in 1980 sailing as a deckhand. Brother Nicastro was born in Massachusetts and is a resident of Gloucester.

Filing a Claim

(Continued from Page 16.)

CONTINUATION OF COVERAGE WHILE DISABLED OR UPGRADING AT HARRY LUNDEBERG SCHOOL OF SEAMANSHIP

If you are fully eligible to benefits under the Plan and collect Maintenance and Cure from your employer or Sickness and Accident Benefits from the Seafarers' Welfare Plan, the payment of either will preserve your eligibility for 273 days and six months thereafter.

If you are fully eligible for benefits under the Plan and you are accepted and complete any upgrading program, with the exception of the Alcohol and Drug Abuse program at the Harry Lundeberg School of Seamanship, each

day you are in these programs will count for welfare eligibility just as if you were employed aboard a signatory vessel.

SCHOLARSHIP RECIPIENTS' ELIGIBILITY

During the period a seaman is in the Scholarship Award Program, this period will be considered as eligibility for welfare benefits. Also, it prevents a "break-in-service" and is not to be considered as eligibility credit for pension benefits.



Personals

David Denzer

Contact the Legal Department at SIU headquarters regarding a matter of benefit to you. Write: SIU Legal Department, 5201 Auth Way, Camp Springs, Md. 20746; or phone (301) 899-0675.

Henry Kozlowski

Please call Dennis Lord collect at (216) 226-1625.

Clarence Lee Lagle

Please call Andy Hamilton or Alan Wagner collect at (813) 223-7000.

'The Good Old Days ...'

George L. Greene, an ex-official of the old Marine Cooks and Stewards Union, is now living in a veterans' home in Washington state. He would appreciate hearing from some of his old shipmates. You can write George at the Washington Soldiers Home, P.O. Box 500, Orting, Wash. 98360.

Digest of Ships Meetings

AMERICAN EAGLE (Pacific Gulf Marine), May 11—Chairman Walter Harris; Secretary/Treasurer Norman Duhe; Educational Director Lawrence Ivanuskas; Deck Delegate V. DeJesus; Engine Delegate John McAvoy; Steward Delegate Martin Ramos. No beefs or disputed OT reported. Norman Duhe, the treasurer, will be getting off this trip and so turned the ship's fund of \$35 over to Engine Delegate John McAvoy to hold for the new treasurer. The educational director discussed all items from the captain's safety meeting held the previous day—particularly stressing the point about not smoking in bed. Bosun S. Krawczynski stated that Walter Harris, who assumed the ship's chairman post, had done a fine job. He also recommended a vote of thanks be given to the steward department for a job well done. Krawczynski will assume the chairman's job for the next trip and said that he was pleased to find such a good crew. Next port: Bayonne, N.J.

COVE LIBERTY (Cove Shipping), May 11—Chairman John Neff; Secretary Gerald McEwen; Engine Delegate/Educational Director James Beatty. No disputed OT. There is \$61.29 in the ship's fund. The *Cove Liberty* is proceeding to the shipyard in Jacksonville, Fla. for repairs. The chairman advised crewmembers to keep in touch with the Union hall for call-backs. He also reminded them to strip their bunks and clean their rooms before getting off ship. A vote of thanks was given to the steward department for the wonderful meals and good service this trip. Next port: Jacksonville, Fla.

GUS W. DARNELL (Ocean Ships, Inc.), May 18—Chairman Kenneth Craft; Secretary David Cunningham; Educational Director Jonathan Haight; Steward Delegate Betsy Nathan. No disputed OT. The chairman reported that there will be two payoffs in the next couple weeks. The first will take place when the ship's articles are broken; the second is the company's quarterly payoff. Anyone wishing to go home from Japan may do so, and transportation costs will be paid by the company. Since this vessel mainly pays off at sea and away from the Union hall or Union representative, crewmembers would like clarification of what to do in the case of disputed OT. It also was noted that the lifeboats contain emergency drinking water packets approved by the Coast Guard, but many of the packets are leaking. These should be checked. There is also a need for a drinking fountain or suitable substitute to be located on deck. Since this vessel spends most of the time in very hot climates, members must go into the engine room or up to the messhall to get water. Next port: Bahrain.

LNG GEMINI (Energy Transportation Corp.), May 18—Chairman Luther Myrez; Secretary Guy De Baere; Educational Director J. Camelo; Deck Delegate E. Brown; Engine Delegate Ramon Ali; Steward Delegate W. Watson. No beefs or disputed OT reported. There is \$100 in the ship's fund. The chairman reported that the ship is stopping in Singapore for a new chief cook and additional stores. A Coast Guard inspector also will come aboard for the ship's annual inspection. Chief Cook Wobey fell down the stairs, so since May 11 the steward and GSUs have done the best they can. According to Steward Guy De Baere, "I do have good help, especially W. Watson. He will make a good chief cook someday." The educational director stressed the importance of keeping a safety attitude on ship at all times. He also reminded members to upgrade "for your own good and your future." A suggestion was made to bring the OS and GSU base pay up to par with the wiper since there is no port time. A vote of thanks was given to the steward department for their fine meals and "those nice pool parties." Next port: Arun, Indonesia.

OMI COLUMBIA (OMI), June 8—Chairman J.R. Broadus; Secretary Chester Moss; Educational Director/Pumpman A.G. Milne; Deck Delegate Edward Collins; Engine Delegate Willie B. Butts. No disputed OT. From the chairman: "As you know, we have two trainees aboard from last trip. They are doing a good job and are also a big help to the steward department. Everything is running smoothly." A vote of thanks was given to the steward department and to all who helped keep the ship in good shape. "We have lots of movies aboard" and "We support SPAD" were noted by crewmembers as the ship sails north to Alaska.

OVERSEAS CHICAGO (Maritime Overseas), June 8—Chairman Chuck D'Amico; Secretary Clyde Kreiss; Educational Director W.T. Christopher; Deck Delegate J.D. Brown; Engine Delegate E. Whisenant; Steward Delegate V. Garcia. No disputed OT reported, although there still is one beef in the deck department concerning the helmsman standing wheel watch on the wings of the bridge. The chairman said that he would like to see this beef resolved soon. The educational director stressed that all members who qualify should go to the school at Piney Point to upgrade their skills. A motion was made to lower the seetime and age requirements for pension eligibility and raise the amount of the pension. Everything is running smoothly aboard the *Overseas Chicago* with all crewmembers helping keep the living quarters clean. Something, however, should be done about the rusty water. Next port and port of payoff: Texas City, Texas.

PONCE (Puerto Rico Marine), May 25—Chairman R. Rivera; Secretary C. Rice; Educational Director R. Tompkins; Deck Delegate R. Molina; Engine Delegate L. Santiago; Steward Delegate J. Gant. No beefs or disputed OT reported. R. Rivera stated that he was stepping down as ship's chairman in order to let another member participate. He said that he had the honor and satisfaction of serving for 11 months and in doing so learned a lot about the problems of the Union and about the contract under which the ship was working. He felt that every member should help out by serving as chairman or as one of the delegates aboard ship. Next port and port of payoff: Jacksonville, Fla.

PUERTO RICO (Puerto Rico Marine), May 11—Chairman Paul Butterworth; Secretary Jose Colls; Educational Director D. Able; Engine Delegate James B. Koesy. No beefs or disputed OT. Three fishermen were picked up by the *Puerto Rico* out of Charleston, S.C. They had been missing for two days. The bosun and chief steward made sure that the men were well fed before the Coast Guard picked them up and returned them to port. A vote of thanks was given to the steward department for the good food and service. Next port and port of payoff: Jacksonville, Fla.

ROBERT E. LEE (Waterman), May 18—Chairman T.J. Hilburn; Secretary B. Guarino; Educational Director B.F. Cooley; Engine Delegate J. McCage. No beefs or disputed OT. There is \$60 in the general fund and \$360 in the movie fund. Members were reminded to lock all doors while in foreign ports. It was noted that all repairs that were put in for last voyage have now been completed. If anyone has a beef aboard ship, they should first go to their department delegate and not directly to the chairman. The importance of donating to SPAD was stressed. "It's helping us maintain the jobs we have right now." Members were also advised to take advantage of the upgrading opportunities at Piney Point. It was suggested that the chairman check on the launch service in Newport News. The service was very poor last trip. One minute of silence was observed in memory of our departed brothers and sisters.

SENATOR (CCT), May 26—Chairman Mark L. Lamar; Secretary George W. Luke; Educational Director M. Patterson; Deck Delegate Dennis R. Baker; Engine Delegate Carl D. Lowery; Steward Delegate Angel B. Correa. No beefs or disputed OT. The ship is due in Miami on May 28 and will pay off at that time. She will then go back on the Venezuela run. A motion was made that since wages have been reduced to the 1981 wage scale, Union dues should also be reduced to 1981 levels. All members aboard the *Senator* voted in favor of this. A microwave oven is needed in the pantry so that members can use it at night when the galley is closed. A can opener is also needed in the pantry. A vote of thanks was given to the steward department for their fine job. One minute of silence was observed in memory of our departed brothers and sisters. Next port: Miami, Fla.

ST. LOUIS (Sea-Land Service), June 8—Chairman Ronald Jones; Secretary H. Ortiz. No beefs or disputed OT. Everything is running smoothly aboard the *St. Louis*. All correspondence from headquarters has been posted, and the most recent copies of the LOG were passed around. They contained some good information about our continuing fight for more ships and seafaring jobs. The secretary advised those members who qualify for engineers licenses to apply now to sit for the U.S. Coast Guard exam. A vote of thanks was given to the steward department for a job well done.

2ND LT. JOHN P. BOBO (AMSEA), May 8—Chairman Allan Voss; Secretary Paul Stubblefield; Education Director J. Rogers; Deck Delegate Steven Boettcher; Engine Delegate John Rizzo; Steward Delegate Agustin Pagan. No disputed OT. There is \$58 in the ship's fund. Payoff is scheduled for May 13. Personnel are reminded to inform the captain of the amount of money they desire in cash and the ship is scheduled for deployment in Europe on May 16. A movie, "Ethics and You," was shown to new members of the crew. A big thank you was given to Red Wilson for the clams and goodies he bought for some of the cookouts. A vote of thanks also was given to the steward department for a fine job. Rooms should be cleaned prior to crewmembers reporting aboard. "Have a little consideration for your relief. Don't leave your room in shambles."

STAR OF TEXAS (Seahawk Management), June 1—Chairman Gene Paschall; Secretary I. Fletcher; Educational Director J. Nathan. No disputed OT. Clarification,

however, needs to be obtained at payoff regarding cleaning of the stoves. The master wants them cleaned once a month, but the steward delegate says they really need to be cleaned at least once a week. Payoff will take place June 4 in the port of Philadelphia, Pa. There will be no backdating of articles. Articles will commence June 5. The chairman congratulated everyone for making this a smooth voyage, particularly in keeping the interior of the house free from coal dust and dirt. The repair list was given to the master, and a new dryer is on order. A motion was made to reduce normal retirement to 62 years of age with the necessary seetime of 5,475 days of service. This will coincide with the ability to secure Social Security and Medicare and will be in line with the Boatmen and Great Lakes in league members. A vote of thanks was given to the steward department for a job well done. Next port: Philadelphia, Pa.

STUYVESANT (Bay Tankers), June 7—Chairman D. Ellette; Secretary Willie J. Smith; Educational Director Ken Couture; Deck Delegate Jim Kirsch; Engine Delegate Jim Martin; Steward Delegate Martin Sierra. Some disputed OT was reported in the deck department. The vessel will arrive in Long Beach, Calif. on June 9. Standbys will be ordered for the next day. No payoff is scheduled for this trip, but those getting off will be paid at noon. The captain was notified of the needed repair of the crew's VCR. An arrival pool is needed to raise money for a movie fund. A vote of thanks was given to the ship's committee and delegates—and also to the chief steward and his department for the excellent food and very clean mess areas. Next port: Long Beach, Calif.



Official ships minutes also were received from the following vessels:

ALTAIR	PHILADELPHIA
AMERICAN CONDOR	RICHARD G. MATTHIENEN
AMERICAN CORMORANT	SAN JUAN
AURORA	SEA-LAND ADVENTURER
BALTIMORE	SEA-LAND CONSUMER
CONTENDER	SEA-LAND DEFENDER
COVE LEADER	SEA-LAND DEVELOPER
FALCON PRINCESS	SEA-LAND ENDURANCE
KAUI	SEA-LAND EXPLORER
LAWRENCE H. GIANELLA	SEA-LAND FREEDOM
MAUI	SEA-LAND INNOVATOR
MOKU PAHU	SEA-LAND LEADER
OAKLAND	SEA-LAND PACER
OMI CHARGER	SEA-LAND PIONEER
OMI LEADER	SEA-LAND PRODUCER
OMI YUKON	SEA-LAND VOYAGER
OVERSEAS ALICE	SPIRIT OF TEXAS
OVERSEAS ARCTIC	USNS STALWART
OVERSEAS JUNEAU	STONEWALL JACKSON
PATRIOT	SUGAR ISLANDER

Monthly Membership Meetings

Port	Date	Deep Sea Lakes, Inland Waters
Piney Point	Monday, August 4	10:30 a.m.
New York	Tuesday, August 5	10:30 a.m.
Philadelphia	Wednesday, August 6	10:30 a.m.
Baltimore	Thursday, August 7	10:30 a.m.
Norfolk	Thursday, August 7	10:30 a.m.
Jacksonville	Thursday, August 7	10:30 a.m.
Algonac	Friday, August 8	10:30 a.m.
Houston	Monday, August 11	10:30 a.m.
New Orleans	Tuesday, August 12	10:30 a.m.
Mobile	Wednesday, August 13	10:30 a.m.
San Francisco	Thursday, August 14	10:30 a.m.
Wilmington	Monday, August 18	10:30 a.m.
Seattle	Friday, August 22	10:30 a.m.
San Juan	Thursday, August 7	10:30 a.m.
St. Louis	Friday, August 15	10:30 a.m.
Honolulu	Thursday, August 14	10:30 a.m.
Duluth	Wednesday, August 13	10:30 a.m.
Gloucester	Tuesday, August 19	10:30 a.m.
Jersey City	Wednesday, August 20	10:30 a.m.

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

Dispatchers Report for Great Lakes

JUNE 1-30, 1986

Port	*TOTAL REGISTERED All Groups			TOTAL SHIPPED All Groups			**REGISTERED ON BEACH All Groups		
	Class CL	Class L	Class NP	Class CL	Class L	Class NP	Class CL	Class L	Class NP
DECK DEPARTMENT									
Algonac	13	22	9	26	40	11	2	25	6
ENGINE DEPARTMENT									
Algonac	4	4	8	7	21	6	2	12	5
STEWARD DEPARTMENT									
Algonac	2	2	4	7	10	6	3	6	4
ENTRY DEPARTMENT									
Algonac	27	12	12	0	0	0	10	26	14
Totals All Departments	46	40	33	40	71	23	17	69	29

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

Directory of Ports

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

HEADQUARTERS

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

ALGONAC, Mich.

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

BALTIMORE, Md.

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

CLEVELAND, Ohio

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

DULUTH, Minn.

705 Medical Arts Building 55802
(218) 722-4110

GLOUCESTER, Mass.

11 Rogers St. 01930
(617) 283-1167

HONOLULU, Hawaii

636 Cooke St. 96813
(808) 523-5434

HOUSTON, Tex.

1221 Pierce St. 77002
(713) 659-5152

JACKSONVILLE, Fla.

3315 Liberty St. 32206
(904) 353-0987

JERSEY CITY, N.J.

99 Montgomery St. 07302
(201) 435-9424

MOBILE, Ala.

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

NEW BEDFORD, Mass.

50 Union St. 02740
(617) 997-5404

NEW ORLEANS, La.

630 Jackson Ave. 70130
(504) 529-7546

Toll Free: 1-800-325-2532

NEW YORK, N.Y.

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

NORFOLK, Va.

115 Third St. 23510
(804) 622-1892

PHILADELPHIA, Pa.

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

PINEY POINT, Md.

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

SAN FRANCISCO, Calif.

350 Fremont St. 94105
(415) 543-5855

SANTURCE, P.R.

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

SEATTLE, Wash.

2505 1 Ave. 98121
(206) 441-1960

ST. LOUIS, Mo.

4581 Gravois Ave. 63116
(314) 752-6500

SUBIC BAY, Rep. of Philippines

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

WILMINGTON, Calif.

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

Dispatchers Report for Deep Sea

JUNE 1-30, 1986

Port	*TOTAL REGISTERED All Groups			TOTAL SHIPPED All Groups			Trip Reliefs	**REGISTERED ON BEACH All Groups		
	Class A	Class B	Class C	Class A	Class B	Class C		Class A	Class B	Class C
DECK DEPARTMENT										
Gloucester	7	2	0	2	0	0	0	9	7	0
New York	47	18	0	40	8	0	6	117	36	2
Philadelphia	4	2	0	0	1	0	0	13	8	0
Baltimore	20	12	0	20	12	0	4	16	11	0
Norfolk	21	8	1	16	9	1	2	28	16	0
Mobile	8	5	0	5	6	0	1	14	3	0
New Orleans	41	8	4	38	7	2	9	94	8	4
Jacksonville	27	13	3	33	9	1	3	52	26	3
San Francisco	23	8	2	13	10	1	6	69	18	3
Wilmington	16	5	4	10	2	1	3	35	7	4
Seattle	38	12	0	27	4	1	5	55	20	0
Puerto Rico	0	0	0	0	0	0	1	0	0	0
Honolulu	7	18	2	3	15	2	15	10	20	5
Houston	51	8	1	39	8	1	5	65	8	1
St. Louis	0	0	0	0	0	0	0	0	0	0
Piney Point	0	4	0	0	0	0	0	2	4	1
Totals	310	123	17	246	91	10	60	579	192	23
ENGINE DEPARTMENT										
Gloucester	2	2	0	0	0	0	0	2	5	0
New York	41	5	0	30	6	0	4	87	11	1
Philadelphia	3	1	0	1	0	0	0	5	1	0
Baltimore	13	3	0	11	1	0	0	11	2	0
Norfolk	13	6	1	8	4	1	3	17	9	0
Mobile	10	3	0	9	3	0	0	10	1	0
New Orleans	26	5	3	24	9	3	1	47	9	1
Jacksonville	24	6	0	24	6	0	1	39	6	0
San Francisco	11	3	0	12	1	0	2	39	16	1
Wilmington	20	7	0	7	4	0	1	35	8	0
Seattle	24	12	0	15	3	0	4	48	19	0
Puerto Rico	0	0	0	0	0	0	1	0	0	0
Honolulu	7	17	6	2	10	4	21	6	18	5
Houston	36	5	0	27	4	0	7	50	6	0
St. Louis	0	0	0	0	0	0	0	0	0	0
Piney Point	1	0	0	0	0	0	0	2	2	0
Totals	231	75	10	170	51	8	45	398	113	8
STEWARD DEPARTMENT										
Gloucester	0	1	0	0	0	0	0	1	1	0
New York	27	1	0	14	0	0	10	50	9	0
Philadelphia	1	0	0	1	0	0	0	2	4	0
Baltimore	8	1	0	8	1	0	1	8	0	0
Norfolk	4	2	0	5	4	0	1	10	2	2
Mobile	10	2	0	4	0	0	1	14	2	0
New Orleans	22	3	0	16	2	0	4	31	4	0
Jacksonville	9	5	0	10	7	0	2	15	3	0
San Francisco	34	2	0	30	3	0	4	70	7	0
Wilmington	11	4	0	14	1	0	5	11	5	0
Seattle	29	7	1	16	8	1	5	40	9	1
Puerto Rico	0	0	0	0	0	0	0	0	0	0
Honolulu	6	21	27	5	31	38	43	8	32	26
Houston	17	0	0	18	0	0	3	20	0	0
St. Louis	0	0	0	0	0	0	0	0	0	0
Piney Point	1	1	0	0	1	0	0	1	1	0
Totals	179	50	28	141	58	39	79	281	79	29
ENTRY DEPARTMENT										
Gloucester	0	1	0	0	1	0	0	7	10	0
New York	30	34	1	17	18	0	0	54	77	5
Philadelphia	4	2	0	0	0	0	0	9	5	0
Baltimore	8	8	0	7	7	0	0	7	10	0
Norfolk	3	7	2	2	3	3	0	15	13	1
Mobile	3	8	0	1	4	0	0	5	12	0
New Orleans	22	14	5	14	12	5	0	36	27	17
Jacksonville	10	14	0	5	11	1	0	14	24	5
San Francisco	22	14	3	23	2	0	0	83	37	7
Wilmington	12	5	1	12	4	0	0	25	18	2
Seattle	26	22	0	17	16	2	0	45	39	0
Puerto Rico	0	0	0	0	0	0	0	0	0	0
Honolulu	7	99	184	5	115	206	0	9	138	323
Houston	15	7	0	13	4	0	0	24	7	0
St. Louis	0	0	0	0	0	0	0	0	0	0
Piney Point	1	1	0	0	0	0	0	2	3	0
Totals	163	236	196	116	197	217	0	329	414	361
Totals All Departments	883	484	251	673	397	274	184	1,587	798	421

*"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 1,528 jobs were shipped on SIU-contracted deep sea vessels. Of the 1,528 jobs shipped, 673 jobs or about 44 percent were taken by "A" seniority members. The rest were filled by "B" and "C" seniority people. A total of 184 trip relief jobs were shipped. Since the trip relief program began on April 1, 1982, a total of 3,151 jobs have been shipped.

'Asbestos: Cornering the Culprit . . .'

Recently, there has been an ongoing investigation by federal authorities to bring a class-action suit against whomever is responsible for "asbestosis" suffered by merchant seamen in the course of their duties aboard U.S. vessels in the past.

In retrospect, their findings should explain a lot of deaths within the former USPHS system formerly attributed to other causes, mainly tuberculosis.

I can remember when the monthly issues of the Seafarers LOG appeared to have two or three pages of "final departures," which seemed excessive at the time.

This was at a time when steam-pipes were covered with asbestos to prevent loss of heat and also to keep anybody who came in contact with them from being burned. So it served a double purpose.

I can only surmise, then, that the "bottom line" is that the medical authorities have finally cornered the culprit.

**Fraternally yours,
Clarence L. Cousins
Butler, Pa.**

'Security Through the Years . . .'

We would like to give a heartfelt thanks to the Seafarers Welfare Plan for the feeling of security that has been ours down through the years. It was there at the birth of three children and their childhood accidents and illnesses when hospitalization was necessary.

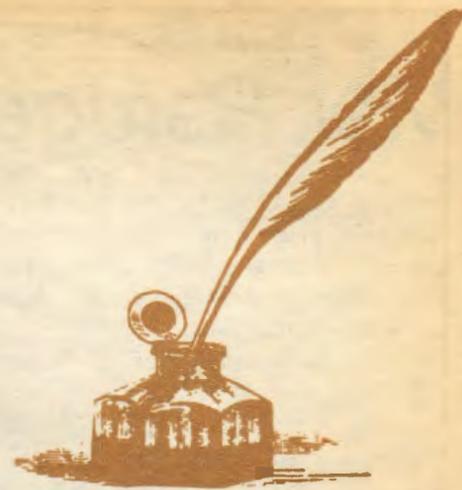
It was there for four major surgeries for myself and for my husband Jimmie since the closing of USPHS. Last year it provided a five-way coronary by-pass for him, which was a very expensive procedure, and many months of follow-up.

Jimmie is back to work now, but is secure in knowing that next year his early normal retirement pension will be there for him.

Again, our thanks.

**Mrs. Jimmie Jackson
Kingsland, Texas**

Letters To The Editor



'Easing the Pain . . .'

I received a check in the mail for my medications . . . I thank you very much . . .

I hope for the sake of the strong and healthy and the fair-minded that the Seafarers Welfare Plan stays strong. You're the ones making things humanly possible for the rest of us.

**Sincerely,
Richard J. Piaskowski P-770
Alpena, Mich.**

'Gratitude to Plans . . .'

I want to express my gratitude for the special Pension Plan checks I received recently. They will come in handy for the bills my husband incurred during his long illness.

May the Lord bless you and prosper you in the future.

**With thanks,
Ruth Roden
Honolulu, Hawaii**

A Maritime Primer

After Six Years In Office, Administration Still Has Not Mastered the Basics

Anyone connected with the maritime industry knows the problems U.S.-flag companies face. But it seems after almost six years in office, the Reagan administration has no idea there is a crisis.

Almost every maritime-related program which costs money has been slashed or killed, yet little has been offered to replace those programs.

Last month, in another attempt to convince the administration of the desperate need for action for the U.S.-flag fleet, the following position paper was presented to Vice President George Bush. At presstime there had been no response. The paper was prepared by the Council of American-Flag Ship Operators.

Summary Statement On Urgent Need For New National Merchant Marine Program

- The Congress is currently considering legislation which will determine whether or not the United States will have a viable privately owned liner fleet or whether by default we will turn over our foreign trade to foreign-flag or U.S. government-owned ships.

- Since 1970 the number of U.S. liner companies has declined from 21 to nine. Of the remaining:

- One is currently operating only a single U.S.-flag ship;

- A second has only two ships;

- A third is in bankruptcy;

- A fourth has had all three of its

remaining ships arrested for non-payment of bills;

The other five all suffered significant operating losses during the first quarter of 1986.

- Unless something is done, many—perhaps most—of these remaining companies will be forced to go out of business or re-flag foreign during the next several years.

- Our problem is also the nation's problem because a strong U.S.-flag merchant marine is absolutely essential to all of our defense planning. Vice Admiral T.J. Hughes Jr., USN, Deputy Chief of Naval Operations (Logistics), stated before the House Merchant Marine and Fisheries Committee on May 1, 1986 that:

"Today, and in the short term future, there is no substitute for U.S.-flag commercial ships in the fulfillment of our strategic sealift objectives. If there were no U.S.-flag merchant marine, it would have to be replaced by a government-owned and -operated sealift fleet—at considerable additional expense to acquire and operate. As an option, such an alternative is neither practical nor cost effective. . . . Current military planning depends on the U.S. merchant marine to provide the major portion of the U.S.-flag sealift. . . . This shortfall of nearly 100,000 short tons (of available U.S. merchant type shipping to support overseas military contingencies) cannot be made up simply by using the available merchant ships of our NATO allies. These assets are already fully committed

to the surge in resupply of strategic sealift support in the European and Pacific theaters of operations. Furthermore, the EUSC militarily useful vessels are not numerous enough to make up for this shortage. . . . Clearly the decline in the size and capacity of the U.S. merchant marine is of grave concern to those of us in the Department of Defense responsible for national security planning."

- There is a solution to this problem which is both effective and cheap.

- The principal competitive disadvantage which our operators face is the fact that for defense reasons all of our crewmembers must be citizens of the U.S. These highly trained seafarers deserve and receive compensation based on the U.S. standard of living. This is much higher than the wages paid to most of our foreign competitors, particularly those from state owned and less developed countries.

- At the present time most U.S.-flag operators have wage differential (ODS) contracts designed to put them on a wage parity with their foreign competitors. However, these contracts impose restrictions making operations uneconomic and prevent the operators from acquiring fuel and labor efficient foreign built vessels.

- Over the past several years, U.S.-flag operators have developed and implemented state-of-the-art services and operations. Current restrictions on vessel acquisition and operating flexibility have kept these operations from being as efficient and competitive as

they could be.

- The three operators who do not have such ODS contracts have all testified as to their need for such assistance, but because of current administration policy no new contracts are being signed. Legislation pending before the House Merchant Marine and Fisheries Committee would eliminate regulatory restraints, permit U.S. liner companies to acquire their ships from foreign yards and make wage differential payments available to all operators.

- The government's exposure under the existing program could approximate \$2.8 billion over the next 10 years. This is a "going out of business" program at the end of which there will be zero ships under subsidy and very possibly zero liner ships under the U.S. flag. The proposed solution would cost about \$3 to \$3.5 billion over the same 10 years, and will result in the U.S. having from 125 to 135 new efficient liner ships operating in our international trades.

- Thus the cost of maintaining a viable fleet over paying off "going out of business" contracts is only about \$20 million to \$55 million per year.

- We suggest that there is a serious national defense problem which can be solved quite cheaply and which we believe will be solved if it receives attention at the highest levels of government. Your consideration of this matter is earnestly solicited and greatly appreciated.

Viet Refugees Still Cling to Dreams of Freedom

More than 10 years after the Vietnam war, people are still fleeing that country in rickety boats across dangerous seas. American merchant ships are still rescuing them.

The SIU-contracted *LNG Libra* (ETC) plucked 38 refugees, 14 men, 12 women, 11 children and one infant from the South China Sea June 15. The story of the "Boat People" has faded from American minds over the years. Many merchant ships, according to refugees and United Nations officials, make no attempt to rescue the refugees.

But SIU ships and their crews and

officers continue to live up to the law of the sea.

"Indirectly we wave our flag to the whole world to show how great the American way can be," said Dasril Pank, the educational director on-board the *Libra*.

"I want you to know that our office is aware of the great responsibility you took . . . I appreciate the fact that you did not hesitate to save lives," Mirza Hussain Khan, a U.N. High Commissioner for Refugees official wrote to Capt. George Legnos and the crew.

The 38 refugees were taken to Singapore.



Crewmember Dasril Panko helps bring one of the children aboard the *Libra* during rescue operations. Capt. George Legnos and Bosun Pete Waters with the refugees.



This is the boat on which the 38 were jammed together.



AB Victor Beata passes out juice to the Vietnamese following their rescue.



(L. to R.) Steward Baker Steven Wagner and steward assistants Mary Rodriguez and Rafael Cardenas fed the 38 refugees.

