



LOG

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3 Bills Could Boost Shipping

Administration, Industry Square Off Once Again

A drama is being played out on Capitol Hill by the administration, members of Congress and representatives of the maritime industry. Though it involves three relatively minor bills, this drama touches upon the future of the maritime industry and the administration's increasingly unpopular trade policies.

The first of the three bills deals with a proposed build and charter program which would be the first major federal shipbuilding program since the elimination of Construction Differential Subsidies in 1980.

The second bill involves the use of bilateral trade agreements which have been approved by every major western country under the terms of the United Nations Code on Trade and Development, with one exception: the United States.

The third bill touches upon the auto carriage trade between Japan and the United States which until recently has

remained closed to American operators due to what many people feel are discriminatory Japanese trade practices.

High ranking representatives from the maritime industry and mid-level administration officials have been making the rounds at various Senate and House committee hearings to give their views on the proposed bills. In every instance, almost all of the maritime representatives have backed the bills, while the administration has opposed them.

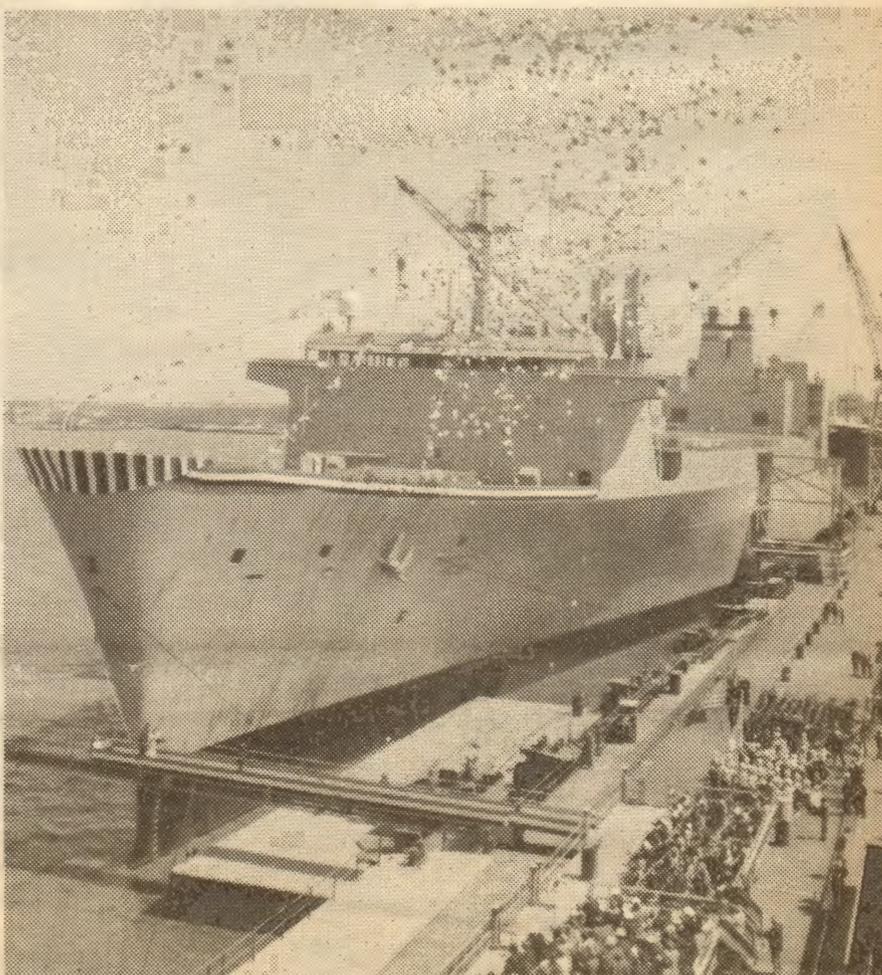
Representatives from the maritime industry have used phrases like "survival" and "last chance," while administration officials have tended to talk about the principles of free trade.

Typical of what has been happening on Capitol Hill in recent weeks is the following excerpt from *The Journal of Commerce* which gives what is perhaps the most detailed analysis of the

(Continued on Page 3.)

USNS Pollux On Line

Seafarers Man Last Of Fast Sealift Ships



The eighth and final former SL-7, the *USNS Pollux*, converted for the Navy's TAK-R Fast Sealift Ship program, was dedicated at Avondale shipyards last month. These fastest cargo ships in the nation's fleet are all manned by members of the SIU.

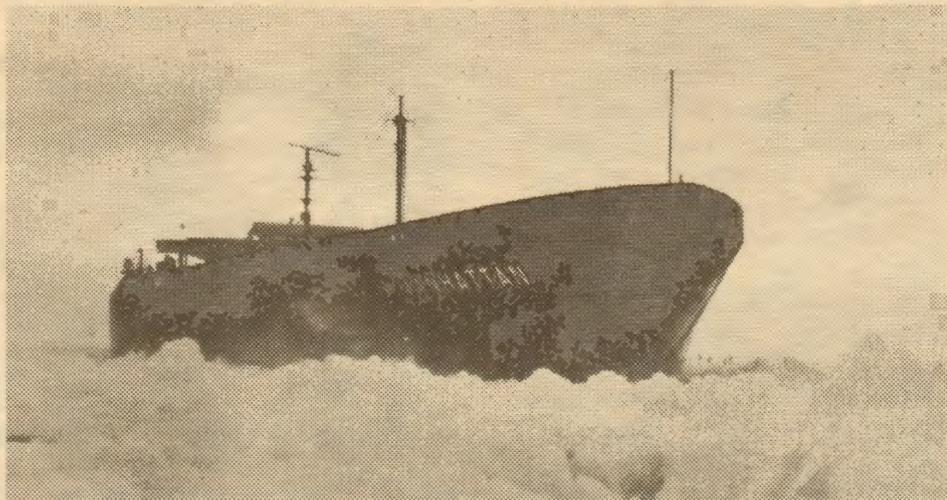
The eight former Sea-Land ships are stationed around the country and are designed to move heavy military equipment such as tanks and other supplies in rapid deployment. The ships have a top speed

of 33 knots and are powered by steam turbine engines. They carry an unlicensed crew of 26.

The conversion included installation of several decks for vehicle and cargo storage, a flight deck with helicopter landing platform, two side ports with hinged platforms and a portable ramp, and twin cranes fore and aft.

All the ships were named for stars, and the *Pollux* is one of the two brightest stars in the constellation Gemini.

Manhattan Heads North



Following a 21-month lay-up in the Seattle, Wash. area, the *Manhattan* (Bay Tankers) is once again on the high seas with a 30-day charter from Exxon. The vessel, which will make the Alaska to Panama run, carries 26 SIU unlicensed crewmembers. This photo, taken a number of years ago, shows just how cold it can get in Alaska.

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President's Report

by Frank Drozak

THE American merchant marine has been in a continual process of decline during the past six or seven years. We have watched with a sense of frustration the piecemeal erosion of important maritime support programs.

If you study what has been happening you will see that the decay of our nation's once-mighty merchant marine is paralleled by the declining commitment at the federal level of any program to promote the growth or vitality of our industry. There is simply a complete absence of any kind of national maritime policy.

Without a commitment from the administration to the rebuilding of the U.S. merchant marine, without recognition of its vital role in our economy and our national security, we have been able only to dig in and try to halt the relentless dismantling of what is left of maritime promotional programs.

Congress Is Aware

There are many members of Congress who recognize the problems of this nation's maritime industry. We have met with many of them and have made every effort over the years to help them understand the very real needs of our industry. And many of these members of Congress, Republicans and Democrats alike, have expressed a willingness, and even a desire, to enact legislation which will promote the revitalization and growth of all segments of the maritime industry.

Congressional leaders are coming to understand that cargo is the lifeblood of the merchant marine, and without cargo the commercial fleet cannot survive. They are beginning to know



Frank Drozak

that without cargo reservation, U.S.-flag ships cannot compete with heavily subsidized foreign fleets.

Our friends in Congress are also aware that less than 5 percent of all U.S. trade is carried on U.S.-flag ships. They understand that without the incentive of cargo, no new U.S. vessels are going to be built to replace our aging commercial fleet. They know, too, that this nation needs a modern and adequate fleet to ensure our national defense. They know that many thousands of American jobs depend upon the health of the maritime industry.

We Must Be United

Congress is willing and eager to help, but our friends are frustrated in their efforts to enact legislation that will begin to rebuild our fleet by persistent divisiveness within our industry and our inability to work together and agree on a common course of action.

If major legislation to benefit our industry is to be enacted, then we must all take a hard look at our own contributions to this division and attempt to resolve our differences. I firmly believe that if we can achieve

unity within our industry and develop a common determination, Congress will be responsive to our needs.

* * *

I was unable to attend the headquarters membership meeting at Piney Point April 7 because of my commitments on your behalf to attend a number of international maritime meetings in Europe. I will have a full report on these meetings at our membership meeting in May.

I want to congratulate our latest group of Recertified Bosuns who completed their training and upgrading program and received their certificates at the membership meeting. I also want to congratulate those members who are completing their upgrading programs at SHLSS, and to encourage all of our membership to take advantage of the many training courses

which are being offered at our school.

We have been very successful in securing jobs for this membership on the military support ships that are being contracted to private shipping operators. Two of the primary reasons for our success in getting these jobs have been the demonstrated skill and professionalism of this membership, and the quality of the training programs we have developed at the Seafarers Harry Lundeberg School of Seamanship.

Nearly 40 percent of our seagoing jobs are now aboard military support vessels, and within five years I expect that 60 percent of our jobs will be in this area. We are continuing to develop and upgrade our training programs, and I urge all of our members to take advantage of these programs.

"He Was Our Friend" Joe Addabbo Is Dead at 61

Rep. Joseph P. Addabbo Sr. (D-N.Y.), 61, a staunch maritime supporter and loyal friend of the SIU, succumbed to cancer on April 10 in the Walter Reed Army Medical Center in Washington, D.C.

Congressman Addabbo was first elected to public office in 1960 to represent the 6th District, Queens, N.Y. He had a perfect pro-maritime voting record and supported every legislative program to promote the U.S.-flag shipping industry.

Since 1979, he was chairman of the Defense subcommittee of the House Appropriations Committee.

Congressman Addabbo was a frequent visitor to the Seafarers Harry Lundeberg School of Seamanship, and often publicly praised the quality of training offered at the school.

SIU President Frank Drozak said of Congressman Addabbo: "He was our friend and supporter. His loyalty and his leadership will be felt not only throughout the maritime community, but throughout the nation."

President Reagan said Addabbo was "one of the leading players in the development of American military policy." He added the congressman was

"widely respected for his knowledge of defense issues even by those who disagreed with him. His genial style was in keeping with the best traditions of American politics."

House Speaker Thomas P. "Tip" O'Neill declared Addabbo "worked diligently to ensure that America's defense was strong, efficient and effective. He demanded quality for each defense dollar."

Born in New York City, Addabbo graduated from City College and St. John's University law School, N.Y.

Surviving are his widow, Grace; two sons, Dominic and Joseph Jr., and a daughter, Dina.



Joseph P. Addabbo



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SIU Joins Massive Apartheid, Shell Oil Protests



One of nearly a hundred SIU members (at right) listens attentively while AFL-CIO President Lane Kirkland, left, Mineworkers President Rich Trumka and black South African trade unionist cut symbolic Shell Credit Card to demonstrate organized labor's opposition to Apartheid. Massive labor rallies were held nationwide.

Hill Fight Starts Again

(Continued from Page 1.)

maritime industry of any major American newspaper.

"Reagan administration officials said 'no' to bills to require bilateral cargo-sharing agreements with this country's trading partners and to set aside 50 percent of U.S. automotive imports from Japan for U.S. vessels."

What has made the hearings so fascinating is that the administration has received virtually no support from the Republican members on the various committees, many of whom would have normally been expected to support the administration's position.

During the House Merchant Marine Subcommittee hearing on auto carriers, Rep. Helen Bentley (R-Md.) grilled administration officials about their opposition to the bills, and of their understanding of Japanese trade practices.

"Come on, come on, let's not kid ourselves," she said to Jeffrey N. Shane, deputy assistant secretary of transportation. "We know how [the Japanese] work."

She stressed that as a former Federal Maritime Commissioner under presidents Nixon and Ford, she was qualified to make a judgment about what was going on and of the things that the administration could do to turn things around for the maritime industry.

"This is the one big disappointment that I have with this administration," she said, "and I say that as a Republican."

Japanese automobile officials, who are perhaps more sensitive to American public opinion on this issue than is the Reagan administration, have agreed to enter into a number of agreements authorizing the use of American-flag car carriers.

Yet to most witnesses at the hearing, these agreements are "delaying tactics" that the Japanese have decided

to employ in order to defuse the sensitive trade issue.

As several of the witnesses pointed out, the Japanese are offering to enter into short-term deals that require American companies to build their vessels in Japanese shipyards. Such deals are not economically feasible on a large scale given the huge investment needed to build auto carriers.

Several of the more powerful businessmen in the maritime industry were seen walking away from one hearing saying that the Japanese offer was "crumbs off a table," and they were disappointed that the administration was willing to settle for it.

So far, the Japanese auto carriage deals have involved roughly 30,000 cars in a trade that numbers in the millions.

SIU President Frank Drozak has devoted much of his time in recent weeks to lobbying Capitol Hill on this issue. "I feel that for the first time in years, the American public is willing to listen to what we have to say," he said.

At the Senate Merchant Marine Subcommittee hearing on the proposed \$853 million build and charter bill, Drozak noted that "the U.S.-flag shipping industry is almost to the point of no return, and something must be done about it."

And in the House Merchant Marine Subcommittee hearings on bilateral trade agreements and the proposed auto carriage bill, Drozak noted that "competitiveness alone . . . will not earn the United States an equitable share of the Japanese-U.S. auto shipments," because the Japanese are determined to keep their markets as closed as possible.

"Without the requirements of a bilateral treaty," said Drozak, "Japanese shipping policy will continue to favor the Japanese fleet to the detriment of the U.S. merchant marine."

Trade unionists in seven cities demonstrated against the apartheid system in South Africa and against Shell Oil for its treatment of black workers there. Members of the AFL-CIO's Executive Council including SIU President Frank Drozak, spoke at the rallies, which were also attended by black trade unionists from South Africa.

SIU members and employees in all seven cities attended these rallies to add their voices to the growing number of Americans who are speaking out against the racist regime in South Africa.

In Washington, D.C., AFL-CIO President Lane Kirkland expressed organized labor's "solidarity with our black brothers and sisters of the South African trade union movement." He also recounted the events that occurred March 21, 1960, when the first incident of civil unrest against apartheid left 89 men, women and children dead in Sharpsville, South Africa. The rallies were held to coincide with that event.

When Kirkland spoke about those events, he was framed by two SIU trainees from the Harry Lundeberg School who held a sign aloft that read

"Labor Against Apartheid." Upgraders, trainees and recertified bosuns from the SHLSS attended the rally, as did their family members and workers from SIU headquarters in Camp Springs, Md.

In all seven cities, huge mock-ups of Shell credit cards were cut in half in order to dramatize organized labor's boycott of Shell. As William Lucy, secretary-treasurer of the American Federation of State, County and Municipal Employees, noted at the February meeting of the Maritime Trades Department (which spearheads the SIU's grassroots political efforts), American companies have helped prop up the South African regime through their financial ties to that country.

The seven demonstrations were attended by thousands of trade unionists across the country. As reported in the *AFL-CIO News*: "In Houston, some 350 union members representing nearly 30 AFL-CIO unions gathered at Harris County AFL-CIO headquarters for speeches and songs. They cheered SIU President Frank Drozak's call for justice for South African workers and democracy for its people."



SIU President Frank Drozak (second from left), AFSCME Secretary-Treasurer Bill Lucy and SIU Vice President Joe Sacco (right) join South African and U.S. labor leaders at the Houston anti-apartheid rally.

New Bedford Strike Update

Increased organizing efforts, legal pressure and NLRB charges mark the fourth month of the SIU's fishermen's strike in New Bedford, Mass. About half of the Union's fleet is under contract and working. Negotiations with several owners continue.

Dozens of failure to bargain and failure to provide information charges have been filed by the Union against both independent owners and the Seafood Producers Association (SPA). A hardcore group of SPA members remain holdouts.

But, according to SIU attorneys, many of the independents are returning to the bargaining table, after indications from the National Labor Relations Board (NLRB) that the Union's charges could be upheld.

Some 17 failure to bargain charges were filed against the independents for failure to meet with the Union. That pressure brought nine of the owners back to the table where they either signed contracts or negotiated with the Union. It is likely, according to sources, that the NLRB will uphold the remaining complaints.

Of the 18 charges of failure to provide information, 15 were withdrawn as the SIU's pressure on the owners came to bear and they released the information the Union was seeking.

There has been little indication from the NLRB when it will act on the charges against the SPA.

In the meantime, said Port Agent Joe Piva, the key activities for Union officials in New Bedford have been servicing the boats and membership who are working under contract, and efforts to organize the remaining New Bedford fleet.

"It's just like when we organized last year, if we have to, we will go boat by boat," said Jack Caffey, special assistant to SIU President Frank Drozak.

Three Long-Time AFL-CIO Leaders Retire

Three AFL-CIO labor leaders who worked for several decades establishing legislative, civil rights and union organizing programs announced their retirements from the AFL-CIO last month.

AFL-CIO Legislative Director Ray Denison, who spent the early years of his career as managing editor of the Seafarers LOG and in the Great Lakes region as an SIU representative, will retire April 30.

Alan Kistler, 65, director of the Federation's Department of Organization and Field Services and a former newspaper reporter and steel worker from Philadelphia and Pittsburgh, will retire June 30.

William E. Pollard, 70, director of the Department of Civil Rights, retired from his post March 4. Pollard joined the AFL-CIO staff in 1964.

All three have contributed to the welfare of working men and women. They directed labor initiatives in the '60s and '70s during a time of radical change, anti-war protests and women's rallies for equality. They marched with Dr. Martin Luther King Jr., both figuratively and philosophically.

SIU President Frank Drozak sent a letter of appreciation to Ray Denison for "the dedication" he has shown "in working for progressive trade unionism and a strong maritime capability.

"You have been a close and valuable ally," Drozak said, "in the struggle to preserve cargo preference for the U.S. merchant marine, in the fight to block the export of Alaska oil, and on other issues of major importance to our membership. Your leadership has given an eloquent and effective voice to America's working people in their pursuit of economic and social justice."

Denison began at the AFL-CIO in 1963. In 1967 he was promoted to legislative assistant and in 1980 named director of the Federation's Legislative Department. Before joining the AFL-CIO, Denison was regional editor of *Solidarity*, the United Auto Workers magazine.

To Denison's successor, Robert M. McGlotten, Drozak cabled his congratulations and his confidence that as

new director, McGlotten will "make an important difference in our efforts to improve the quality of life for working men and women."

William Pollard, who began his career in labor as a dining car worker with Southern Pacific Railroad, became a representative for the workers and served for 14 years as the president of the Joint Council of Dining Car Employees. With his arrival at the AFL-CIO, Pollard was assigned to represent member affiliates before the Equal Employment Opportunity Commission. He has been active in the NAACP and has received commendations for his work from the Department of Justice, the NAACP and numerous other government divisions and national organizations.

Richard Womack has been named to succeed Pollard. He has worked for nearly a decade on civil rights issues at the Department of Civil Rights with Pollard. Prior to his appointment to that department, he was assistant director of the Human Resources Development Institute. He also served as field coordinator for the Federation Appalachian Council.

Alan Kistler's career at the AFL-CIO goes back to the era of the CIO, where he began his apprenticeship in 1952 as the assistant to the CIO executive vice president and the director of organization. Kistler came to the labor movement as a volunteer for organizing drives and local union offices in the Steelworkers Union and the Newspaper Guild. For many years he worked in the area of union organizing at the Federation to assume directorship of Organization and Field Services.

Charles McDonald will step into the position vacated by Kistler. Kistler has, since 1975, been the department's assistant director. At the same time, he also worked as secretary of the Evolution of Work Committee.

McDonald began his career in 1968 at the Federation. He has a list of accomplishments prior to his promotion to the role of assistant director of the Department of Organization and Field Services.

Pilot Blamed in Soviet Sinking

The New Zealand pilot who was onboard the Soviet-flag passenger ship *Mikhail Lermontov* when it sank Feb. 16 after striking a reef, has been blamed in the incident and surrendered his pilot's license.

The 20,000-ton ship sank near the northern tip of New Zealand's South Island. All but one of the 739 passengers and crew were rescued. A government inquiry said the pilot, Capt. Don Jamison, was at fault for steering the ship through a narrow passage and onto treacherous rocks. The Soviet captain, whose conduct had been criticized in earlier reports, was cleared of any wrongdoing.

Derbyshire Mystery Solved?

The 90,000-ton British bulker, the *Derbyshire*, may have suffered massive structural failure when it disappeared in the Pacific six years ago, carrying 44 people to their deaths, according to a United Kingdom Department of Transportation report.

The Department carried out extensive research on the ore-carrier's design and found some defects in the *Derbyshire's* sister ships. But the report added

Welfare Report

We keep you informed about any changes that are made to your benefit plans in several ways. The March LOG carried several articles including news about the "medical audit program." This program pays a bonus to members whose hospital bill is reduced because they found errors on their hospital bill, before submitting it as a claim. The success of the PPO in Seattle also was reported in the March issue, and the back page contained a reminder about the Scholarship Program—available to seamen and their dependents.

Another method of keeping you informed is an annual letter sent to each participant of the plans. This year's letter will explain that basic eligibility for all participants has been reduced from 125 to 120 days in the previous calendar year. This letter also explains what circumstances will cause you to become ineligible for benefits, and how your sickness and accident and maintenance and cure time are counted toward your eligibility.

Keeping track of time you were paid maintenance and cure by the company may be very important to you. The Welfare Plan will have a record of the time you were paid for sickness and accident benefits. If you need that maintenance and cure time to maintain your eligibility, you can send in your pay stubs or company letter. Then we can look up the payroll records and verify that your employer included the time you spent on disability, so you don't lose eligibility or pension credit during that time.

The letter advises you that another increase in benefits resulted when the limitations regarding the payment of the standard death benefit were lifted. A standard death benefit will be paid to the beneficiary of any member who had 125 days of covered employment in each of the two calendar years preceding death, regardless of the cause of death.

When you receive your letter, attach it to your welfare and pension plan booklets. New booklets are prepared periodically and your annual letter updates the booklet. It is important that you keep them together.

If you don't receive your letter in the next month or so, it may be because we don't have your current address on file. Clip out the address change form on page 9 of the March LOG, fill it in and send it to headquarters to make sure you aren't missing any important mail.

that the evidence "was not conclusive." It said the evidence was circumstantial and the sinking "will almost certainly remain a matter of speculation."

The *Derbyshire* disappeared on a voyage from Japan to Canada.

Two Charged in Phony Mayday

On March 20 four Coast Guard planes and three patrol boats spent more than 60 hours searching for a sinking yacht with 10 passengers off the New England coast. The searchers didn't find the yacht because the Coast Guard says the Mayday was a fake.

Two Boston area men were arrested following the incident and face up to 11 years in prison and \$250,000 fines if convicted. Norman Miller, 18, and Douglas Vaters, 20, both of Chelsea, Mass. are free on \$10,000 bond pending a hearing later this month.

The Coast Guard said the search cost about \$75,000 and said the severe charges against the pair are seen as a deterrent to others.

U.S. Becomes Debtor Nation

For the first time since 1914, the United States has become a debtor nation. The country shows a trade deficit (using the broadest measure of foreign trade) of \$117.7 billion for last year. This makes the U.S. the third largest debtor in the world, behind Brazil and Mexico.

Michigan Port Delegate Retires



Harold Tacia (center), retiring delegate to the Michigan Maritime Trades Port Council, congratulated by Alex Bodnarvik, Port Council president (left) and Vice President Ralph Kurus. Tacia represented Carpenters Local #114 in the Port Council for 18 years.



Mississippi Queen Due Back in River Service



The Mississippi Queen

After several months in the yard to repair damage from a collision, the SIU's *Mississippi Queen* (Delta Queen Steamboat Co.) is due back in service this month.

Avondale Industries, Inc. Shipyard Division at New Orleans is performing the repair work to the 4,500-ton river boat in addition to regularly scheduled refurbishing.

The *Mississippi Queen's* steel hull was hit near the stern Dec. 12 when it collided with a towboat on the Mississippi River about 50 miles north of New Orleans, tearing a hole reportedly three feet wide and 15 feet long.

A large portion of the main deck and the starboard engine room, having been submerged in up to 30 feet of water after the accident, is currently being repaired in addition to "10 percent" of the cabins.

This year marks the 10th anniversary for the world's largest riverboat, owned and operated by Delta Queen Steamboat Co. of New Orleans. Patti

Young, director of public relations for Delta Queen, said the vessel had been scheduled for maintenance in January, and the additional time needed to repair the accident damage gave the company time to perform other plans for refurbishment.

Young said last month that while the boat is in for repairs, sitting "proudly" in the Mississippi River at Avondale, a new conference center and movie theater is being built on-board.

Earlier U.S. Coast Guard reports estimated damage to the vessel in excess of \$500,000. Young had no estimate of the damage last month.

Young said the estimated replacement value of the *Mississippi Queen*, built in 1976 at a cost of \$27 million, is \$70 million.

Delta Queen Steamboat also owns and operates the 60-year-old *Delta Queen*. Young said that both vessels are the only "overnighter" passenger paddlewheel boats in the U.S.

INLAND LINES:

Steuart Oil Transport Wins \$88-M Job

The Steuart Oil Transport Co. of the port of Piney Point has won \$88 million in contracts from the U.S. Defense Logistics Agency to carry marine diesel fuel.

Upper Lakes Towing Boatmen OK Pact

Boatmen of the Upper Lakes Towing Co. have approved the terms of their new contract.

Transgulf Pipeline Ruled Out

For the past 12 years SIU Boatmen faced the loss of hundreds of jobs, and Florida residents were confronted with possible serious environmental damage by a proposed petroleum pipeline that was set to run almost the entire length of the state.

But thanks to the Florida Alliance, a coalition of maritime unions and companies, consumer groups, some environmentalists and civic leaders, the Transgulf Pipeline was laid to rest last month.

"In the last two or three years the opponents of the pipeline really became organized. The continuing pressure, the fact that many communities saw it as a threat to their water supplies and economics killed it," said SIU Field Rep. Bill Hodges.

The pipeline was a real threat to many inland jobs because most of Florida's oil is barged or shipped into the state. Many ports count on the revenue from oil shipments. Alliance Executive Director Jean Fitzgerald, who is also port commissioner of Port Everglades, said the pipeline would cut his port's profits in half, from \$8 million to \$4 million a year.

Currently the pipeline carries natural gas for the Florida Gas Transmission Company, a subsidiary of Houston Natural Gas/Internorth Inc. "A lot of people thought, including the consumer groups, that if the pipeline

was allowed, it could create a monopoly in the state's oil market," Hodges said.

The pipeline runs from Baton Rouge, La. to Fort Lauderdale, and one of the key efforts in the fight against it came from communities in the pipeline's path. It runs across major water supplies, dangerous sinkhole areas and environmentally delicate sites.

"There's never been a pipeline built that doesn't leak. I've consistently been worried about Florida's groundwater and aquifers," said state Sen. Tom McPherson (D-Fort Lauderdale).

McPherson led many of the legislative battles against the pipeline. He said the environmental issues and the fact the oil prices have been dropping sharply in the last few months were the major reasons Transgulf dropped its conversion plans.

The pipeline was built in 1959 and has had four major ruptures since 1971. The danger of oil and gasoline spills was why many communities passed ordinances against the pipeline. "There was a realization in the communities that this thing did present a real threat to their water supplies," Hodges said.

"Floridians have become increasingly sensitive about water issues because of the rapid growth . . . Clearly the primary reason for the cancellation is the extent and intensity of the en-

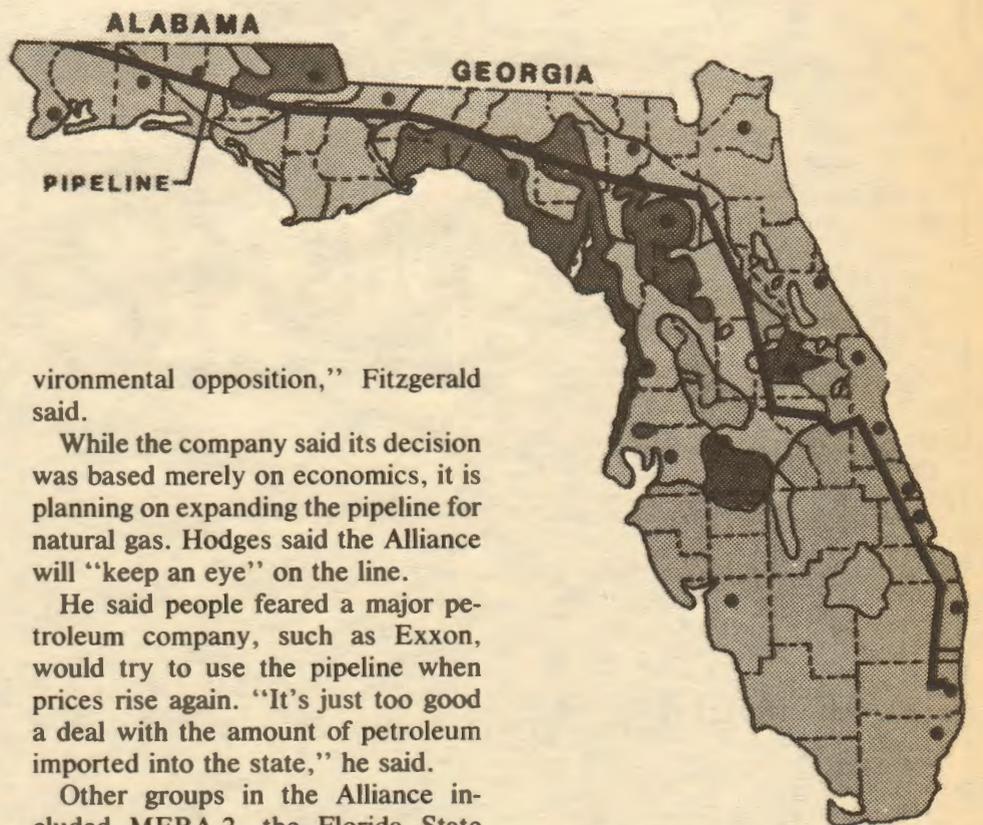
New Contract Due for Sabine Towing

The 110 licensed and unlicensed Boatmen of Sabine Towing and Transportation Co. of the port of Houston were in the process of voting early this month on their new three-year contract which had expired March 31.

The new contract is notable be-

cause for the first time in the inland field, dues checkoff for SPAD is included. Also, the contract terms will keep the same level of benefits.

Sabine's boats do harbor docking, towing and carry supplies to offshore drilling platforms.



Prepared by: P.E. LaMoreaux & Associates, Inc.

In Memoriam



Pensioner William Sylvester Carrow, 80, passed away from lung failure in the Cooper Medical Center, Camden, N.J. on March 1. Brother Carrow joined the Union in the port of Philadelphia in 1961. He sailed as a mate for the P.F. Martin Co. from 1954 to 1970. Born in Delaware City, Del., he was a resident of Camden. Burial was in the Bethel Cemetery, Camden. Surviving are his widow, Elsie and a daughter, Claire Selover.

Pensioner Edwin George Dietrich, 76, passed away on Dec. 29, 1985. Brother Dietrich joined the Union in the port of New York in 1960 and sailed as a tankerman and mate for the Penn Central Railroad from 1924 to 1967. He was a former member of the Masters, Mates and Pilots Union from 1926 to 1960. Boatman Dietrich was born in West Hoboken, N.J. and was a resident of Paramus, N.J. Surviving are his widow, Antoinette and a son, John of Riverdale, N.J.



Robert "Rob" Jude Krause, 28, died on March 15. Brother Krause joined the Union in the port of Philadelphia after his graduation from the SHLSS Entry Trainee Program, Piney Point, Md. in 1976. He sailed as a tankerman for National Marine Service from 1976 to 1977 and for Crowley Marine in 1985. He was born in Philadelphia and was a resident there. Surviving are his mother, Dorothy; a brother, Harry, and a sister, Dorothy, all of Philadelphia.

Pensioner Michael Raymond Joseph Maher, 80, passed away on Jan. 24. Brother Maher joined the SIU-merged Gloucester Fishermen's Union in the port of Gloucester, Mass. in 1967. He retired in 1974. Fisherman Maher was a resident of Gloucester. Surviving are his widow, Elsie and a son, Raymond.

Pensioner Herman Pasha, 79, passed away on Jan. 11. Brother Pasha joined the Union in the port of Philadelphia in 1961. He sailed as a deckhand and lighter captain for the Philadelphia ferries from 1947 to 1949 and the Independent Towing Co. from 1950 to 1973. He was born in Philadelphia and

was a resident there. Surviving are his widow, Mary and two sons, William and Philip and a sister, Claire Armstrong of Philadelphia.

New Pensioners

Lantt Lord Smith, 64, joined the Union in the port of Houston in 1977 sailing as a chief engineer for Ocean Towing from 1975 to 1977. Brother Smith was born in Isla de Pinos, Cuba and is a naturalized U.S. citizen. He is a resident of Brownsville, Texas.

Lora Harrison Meekins, 60, joined the Union in the port of Norfolk in 1960 sailing as a mate and captain for Curtis Bay Towing and for McAllister Brothers from 1951 to 1985. Brother Meekins attended the 1978 Piney Point Atlantic Coast Inland Educational Conference. He was a former member of the ILA, Local 333B and the United Mine Workers union, District 50, Local 14264, from 1950 to 1960. Boatman Meekins is a veteran of the U.S. Coast Guard during World War II. Born in Elizabeth City, N.C., he is a resident of Hertford, N.C.

Legal Aid

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

NEW YORK, NEW YORK
Schulman & Altman
84 William Street, Suite 1501
New York, New York 10038
Tele. # (212) 422-7900

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

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

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

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

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

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

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

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

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

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

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

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

SAN FRANCISCO, CALIF.
John Paul Jennings
Henning, Walsh & Ritchie
100 Bush Street, Suite 440
San Francisco, Calif. 94104
Tele. # (415) 981-4400

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

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

Dispatchers Report for Inland Waters

MARCH 1-31, 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	1	0	0
New York	0	0	0	0	0	0	0	0	0
Philadelphia	4	3	3	1	2	1	19	5	21
Baltimore	10	0	0	10	0	0	0	0	0
Norfolk	64	14	0	48	9	0	86	19	0
Mobile	0	0	1	0	0	0	0	0	1
New Orleans	8	4	5	2	2	0	22	6	6
Jacksonville	3	4	22	1	3	10	2	2	29
San Francisco	0	0	0	0	0	0	0	0	0
Wilmington	2	4	24	0	0	0	5	9	24
Seattle	0	0	0	0	0	0	0	0	0
Puerto Rico	0	0	0	0	0	0	0	0	0
Houston	4	3	0	3	1	0	3	1	1
Algonac	0	0	0	0	0	0	45	27	0
St. Louis	2	1	8	0	0	0	7	2	26
Piney Point	1	0	1	0	0	0	1	0	0
Totals	98	33	64	65	17	11	191	71	108
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	2
Baltimore	2	0	0	2	0	0	0	0	0
Norfolk	11	1	0	7	1	0	11	4	0
Mobile	0	0	0	0	0	0	0	0	0
New Orleans	0	0	0	0	0	0	1	0	0
Jacksonville	0	0	0	0	0	0	1	0	1
San Francisco	0	0	0	0	0	0	0	0	0
Wilmington	0	1	0	0	0	0	0	1	3
Seattle	0	0	0	0	0	0	0	0	0
Puerto Rico	0	0	0	0	0	0	0	0	0
Houston	1	0	0	0	0	0	1	0	0
Algonac	0	0	0	0	0	0	40	15	0
St. Louis	0	0	0	0	0	0	0	0	0
Piney Point	0	0	0	0	0	0	1	0	0
Totals	14	2	0	9	1	0	55	20	6
STEWARD DEPARTMENT									
Gloucester	0	0	0	0	0	0	0	0	0
New York	0	0	0	0	0	0	0	0	0
Philadelphia	0	0	1	1	0	0	0	0	8
Baltimore	0	0	0	0	0	0	0	0	0
Norfolk	6	0	0	5	0	0	10	0	0
Mobile	0	0	0	0	0	0	0	0	0
New Orleans	1	3	1	0	1	0	4	3	3
Jacksonville	0	1	7	0	0	0	0	2	12
San Francisco	0	0	0	0	0	0	0	0	0
Wilmington	0	1	2	0	0	0	0	3	3
Seattle	0	0	0	0	0	0	0	0	0
Puerto Rico	0	0	0	0	0	0	0	0	0
Houston	1	0	0	0	0	0	1	0	0
Algonac	0	0	0	0	0	0	10	5	0
St. Louis	0	0	2	0	0	0	1	0	7
Piney Point	0	0	0	0	0	0	0	0	1
Totals	8	5	13	6	1	0	26	13	34
Totals All Departments	120	40	77	80	19	11	272	104	148

**"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.

Seafarers

HARRY LUNDEBERG SCHOOL OF SEAMANSHIP



Piney Point Maryland

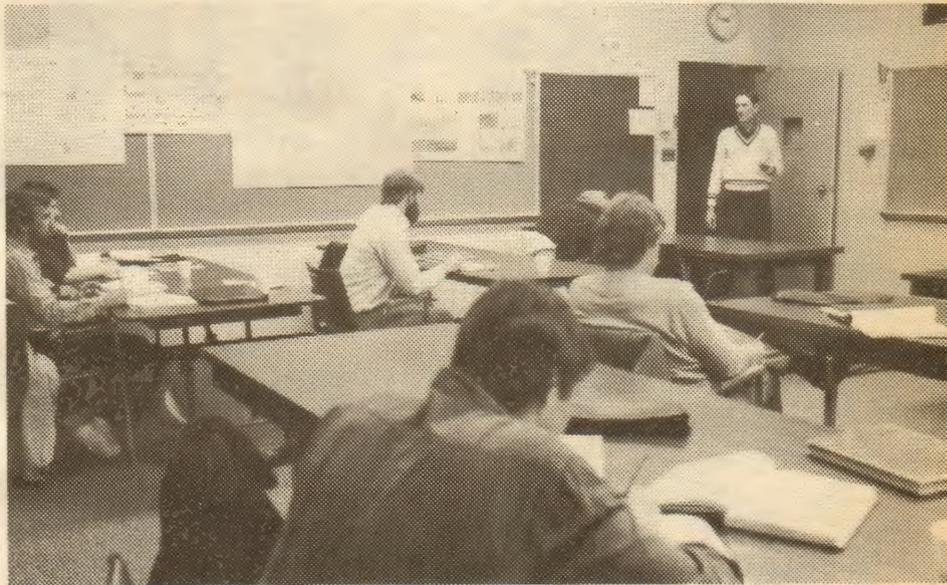
SHLSS Prepares Students for Coast Guard Deck License Exams

The upper level deck license course at the Seafarers Harry Lundeborg School prepares qualified students for the U.S. Coast Guard exams for Original Second Mate, Third Mate, Master or Mate of Freight and Towing Vessels (not more than 1000 gross tons).

The basic course is 10 weeks in length. Some of the navigational related subjects covered include chart construction, instruments and accessories, magnetic and gyro compasses, dead reckoning, piloting, lines of position, electronic navigation, tides and tidal currents,

weather and rules of the road. Other subject areas covered include marlinspike, shiphandling, cargo gear and cargo handling, firefighting, first aid, CPR, use of various federal regulations (CFRs) and basic damage control.

The 10-week basic navigation course is followed by a five-week course in Celestial Navigation. Subjects covered in this course include basic nautical astronomy, time, latitude by observation of Polaris and noon sights (LAN), lines of position (LOP) and running fixes from sun, star and planet



Instructor Jim Brown discusses the world wide system of time zones.

observations, determining compass and gyro error by amplitude and azimuth, star identification, sunrise, sunset and twilight.

The Coast Guard exam is usually taken during the fifth week of the Celestial course. The exam for Second and Third Mate lasts three days. The exam for Master and Mate lasts a day-and-a-half.

While it is helpful to have a good math background and be able to solve trigonometry problems, such knowledge is not necessary in order to understand and solve most problems in navigation. A good understanding of addition, subtraction, multiplication and division is all that is required.

The minimum service required to qualify an applicant for license as Master of Freight and Towing Vessels of not more than 1000 gross tons is four years on deck including:

- One year service as licensed mate; or
- Two years service as unlicensed master; or
- One year service as Operator of Uninspected Towing Vessels; or
- Two years service as Quartermaster or Wheelsman while holding a license as Mate or First Class Pilot; or
- Two years service as unlicensed mate while holding a license as operator of small passenger vessels valid within the area for which application is made; or

- Three years service as unlicensed mate.

The minimum service required to qualify an applicant for license as Mate of Freight and Towing Vessels of not more than 1000 gross tons is two years on deck including:

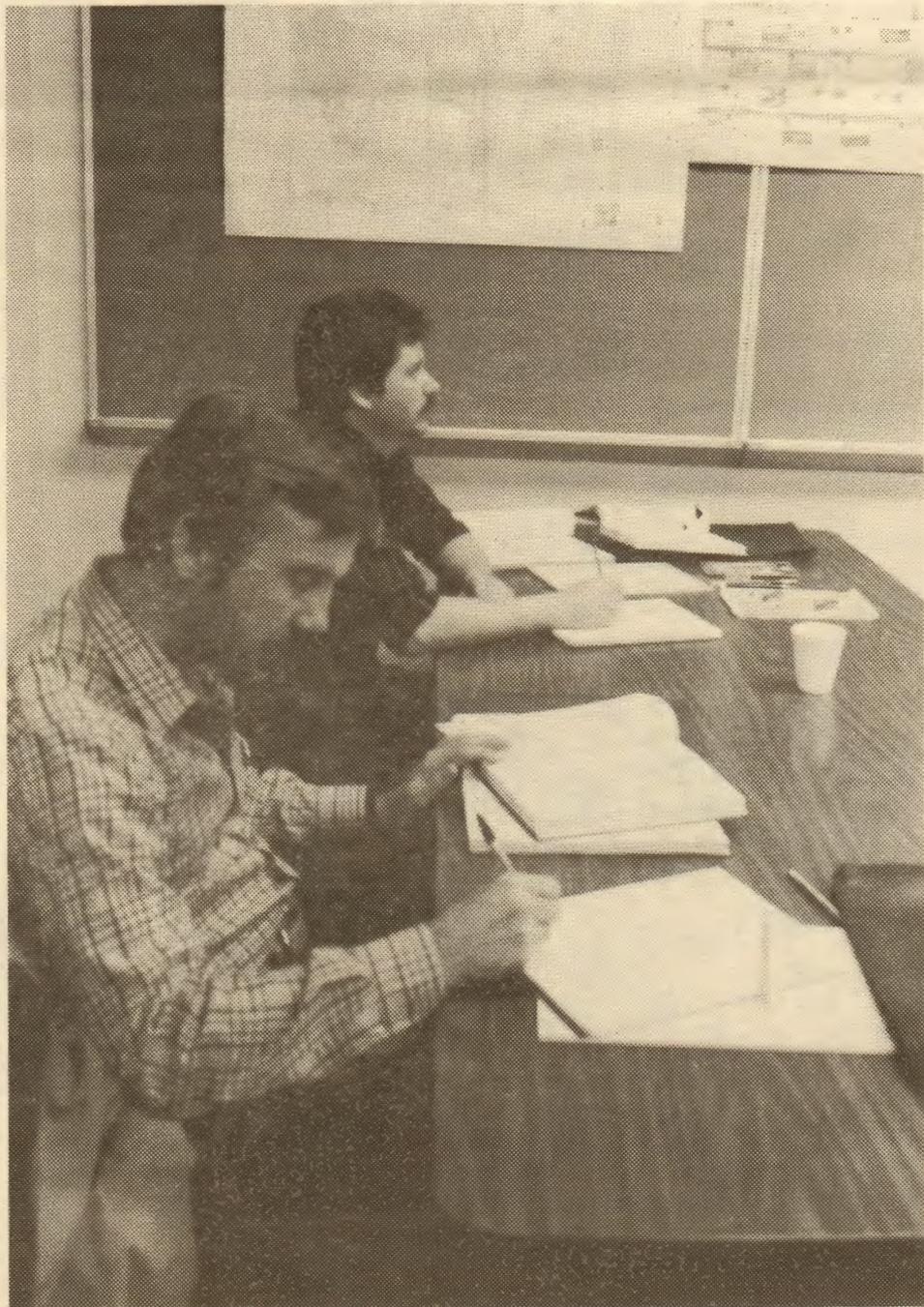
- One year service in a watchstanding capacity while holding a license as operator of small passenger vessels valid within the area for which application is made; or
- One year service as unlicensed mate; or
- Eighteen months service as Quartermaster or Wheelsman.

All candidates for Original Second Mate and Third Mate must pass a practical flashing light test at a speed of six words per minute.

The celestial portion of the Master and Mate exam is only given when a route of more than 200 miles offshore is sought.

The holder of a valid license as either a Second Mate Oceans, or Chief Mate Oceans, who has tested within the previous year will only be required to take the Deck General section of the exam for Master of Freight and Towing of Vessels not more than 1000 gross tons.

A valid radar endorsement is required for all upper level licenses if they are to be used on vessels over 300 gross tons. The radar course is two weeks in length.



Willie Marsh (l.) and Robert Saylor take notes on the terrestrial coordinates system.



Bobby Riddick, Alvin 'Matt' McCants, SHLSS Vice President Ken Conklin and Albert 'Gyrene' Caulder discuss the progress of SHLSS.

Three Past Trainees Enroll in the Bosun Recertification Class

Hard work invested over 18 years ago is paying off for three SIU members. Albert 'Gyrene' Caulder, Bobby Riddick and Alvin 'Matt' McCants came to SHLSS as trainees in 1967, 1968 and 1970. Though they came from different trainee classes they shared many similar experiences and find themselves together today in the Bosun Recertification course.

The Seafarers Harry Lundeberg School of Seamanship opened its doors in 1967 and these men were some of the first to go through the Trainee Program. "We built this place," says Bobby Riddick. "We laid the ground work for what you see today." All the men agreed. They remembered working on the docks, the grounds, the ships and the buildings. They lived on the *Big Red* or on the barges. "When I came out of the service I couldn't find a job," said Gyrene Caulder. "I heard about the school and came here. It was the smartest thing I ever did." "The school was the biggest turning point in my life," says Bobby Riddick. "I wouldn't be on the streets today if it weren't for the school and the SIU." "This place gives us a real sense of pride," says Matt McCants. "Seeing all the changes and improvements that have been made over the years." All the men

agreed that the school feels like home. Seeing the same people you've seen before, like Ken Conklin, is comforting. "Ken was always available to help you with any problem. He had a tough fatherly image and he really cared about you" said Gyrene Caulder. "My children call him Poppa Ken." Keeping up on the people back at Piney Point is a big concern for all these men.

"When I was at sea I wondered where our money was going. After coming here I was really amazed. You have to see this place to really appreciate it," said Caulder. "I brought my wife and children with me and figured they'd get bored after a week and want to go home. It's been five weeks and they love it here. I really appreciate how well my wife and kids have been treated by the staff and upgraders. I'd like to encourage other SIU members to bring their families with them. It's really a family oriented place."

The universal request of these men was to encourage their SIU brothers and sisters to come and upgrade at the school. "It's free," says Bobby Riddick. There's no other place you can go and get a free education. It's yours and it's free. Every SIU member should take advantage of this school."

SHLSS Hosts a Luncheon every Month for the St. Mary's Nursing Home Residents.



Notice to All SIU Members Who are Scheduled to Attend SHLSS

There is no longer a bus service running between Washington D.C. and the Piney Point area. To get to the school, take a cab from the airport, bus station, etc., to the SIU Headquarters Building, 5201 Auth Way, Camp Springs, Md. An SHLSS bus leaves the Headquarters Building at 2:00 p.m. Monday through Friday. Make sure you arrive in D.C. in time to make this connection. There is no transportation available over the weekend. No one should arrive at the school on a weekend unless they are driving.

Spoiled At Piney Point

By: Pamela M. Caulder

Thinking back on the past few pleasant weeks my family and I have spent at Piney Point, I feel sad it's coming to an end.

When my husband asked if I wanted to come along with him for a five-week upgrading course, I never dreamed it would be such a wonderful vacation. Just some extra time our family could be together before he has to sail again.

To my surprise Piney Point not only has excellent accommodations for the family, but lacked nothing a luxury resort has to offer, except the luxury prices. In fact, I figured out it was costing no more per day here, than it was at home.

It's a rough price to pay for three great meals a day and "You don't have to cook." Also, to wear off all those desserts that are too good to pass up, there's tennis courts, a swimming pool and a great Health Spa. Not to mention the beauty of the peninsula in which Piney Point is located, and its well-kept spacious grounds.

We spent most of our weekends on family outings visiting the many historical landmarks in this area. I suppose that unique leather Indian skirt I planned to make in the schools craft shop will just have to wait till next year.

I guess my favorite part of this



Gyrene and Pam Caulder with their children Kelly and Brandon enjoy their stay at SHLSS.

vacation was just not having to do anything but relax and enjoy the wonderful people and staff we meet. Unfortunately they don't see too many families come to Piney Point, and children are very much appreciated. I am not looking forward to the task of unspoiling the children, or for that matter MYSELF.

1st Pensioners to Reside at SHLSS



Arthur G. Gilliland (r.) and wife Joan check into the school on March 31, 1986. They are the first pensioners to make SHLSS their permanent residence. Georgia Nelson (l.) registers them while Hotel Manager Ed Gildersleeve welcomes them to the school and gives them a tour of the facilities.

What It Will Cost

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

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

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

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

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

SEAFARERS TRAINING & RECREATION CENTER Reservation Information

Name: _____

S.S. # _____ Book # _____

Address: _____

Telephone # _____

Number in Party _____

Date of Arrival: 1st Choice _____

2nd Choice _____

3rd Choice _____

(Stay is limited to 2 weeks)

Date of Departure _____

Send to:

Seafarers Training & Recreation Center

Piney Point, Md. 20674

(Phone: 301-994-0010)

SHLSS COURSE GRADUATES



Boson Recertification

Ronald Beckner, Jerry Borucki, Albert Caulder, Carlton Hall, Bernard Jackson, Alvin McCants, John Owen, Luis Ramirez, Ray Ramirez, Bobby Riddick, Donald Wagner, Bobbie Williams.



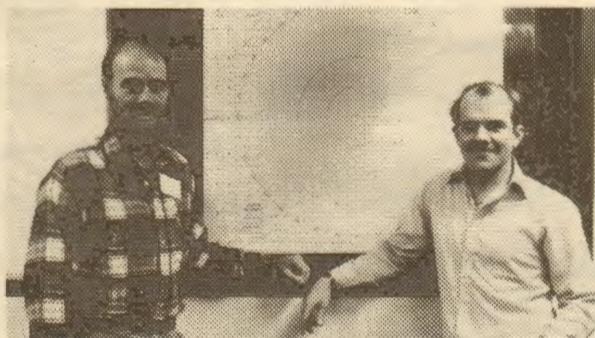
Sealift Operations & Maintenance

First row (l. to r.) Joe Marshall (Instructor), Nazareth Battle, Teresa Hanson, Charles Boles, Jim Gagan, Bill Hellwege (Instructor). Second row (l. to r.) John O'Reilly, Clancy Hennigan, Bek Sleeper, Dennis Pickering, Harry Alongi (Instructor). Third row (l. to r.) Gary Dow, Dorray Saberon, David Levine, Samuel Thomas, Ernest Hill.



Radar

First row (l. to r.) Larry Levinson, John Cooke, Ken Bayle, Gil Pruitt. Second row (l. to r.) Mike Caldwell, Mike Arendt, Dale Rausch (Instructor) John Cox.



Radar Renewal

l. to r. Robert Mazyck, Charles Boles.



Welding

First row (l. to r.) Tom Clark, Clayton Everett, Ervin Earley, Bill Foley (Instructor). Second row (l. to r.) Ray McKnight, Spurgeon Simpson Jr., M. K. Forbes, D. E. Whittle.



Sealift Operations & Maintenance

First Row (l. to r.): Instructor Joe Marshall, Fletcher McRee, John Kaikaka, Raymond Garju, Francisco Alvarez, Coordinator Bill Hellwege. Second row (l. to r.): Charles Allen, Lisa Sainz, Eric D. Bergesen, Frank Footer, Michael Taralea, Michael Harrell, Jack Cooper. Third row (l. to r.): Brian Fountain, Christopher DiOrlo, Instructor Ed Boyer. Fourth row (l. to r.): Timothy Hammack, Toni Miller, Catherine Kohs, John McLaurin, Rick Young, Nancy Heyden, Louis Mileto, Michael Anderson. Fifth row (l. to r.): John Morgan, Carl Francom, R. G. Connolly, Thomas Murphy, Michael Watson, Chris Broerman.



Sealift Operations & Maintenance

First row (l. to r.) Carlton Hall, Al 'Gyrene' Caulder, Kimberly Allen, Arthur McCree, Bobby Williams, Jerry Borucki, Harry Alongi (Instructor), Alvin McCants, Joe Morrison. Second row (l. to r.) John Russell (Instructor), John Owen, Richard Brown, Willie Butts, Joe Marshall (Instructor), Edwin Boyer (Instructor), Ray Ramirez, Luis Ramirez, Charles Finklea, Lloyd Lawrence. Third row (l. to r.) Theodore Densmore, Ron Beckner, Bernard Jackson, Donald Wagner, Gregory Hill, J. B. Higgins. Fourth row (l. to r.) Bobby Riddick, Bill Hellwege (Instructor), Anibal Matos.

1986 UPGRADING COURSE SCHEDULE

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

The following is the current course schedule for the 1986 school year at the Seafarers Harry Lundeberg School of Seamanship.

For the membership's convenience, the course schedule is separated into six categories: deck department courses; engine department courses; steward department courses; adult education courses; all department courses and recertification programs.

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

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

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

Deck Upgrading Courses

Course	Check-In Date	Completion Date
License Mate (Third Unlimited - Master Mate Freight & Towing)	August 1	October 10
Celestial Navigation	October 10	November 14
Towboat Operator Scholarship	May 23	July 18
Lifeboat	June 16 October 6 October 10	June 27 October 17 October 24
Able Seaman	September 2 October 24	October 24 December 19
Radar Observer	May 16 July 18 November 14	May 30 July 31 November 28
Simulator	May 2 July 18 November 14	May 16 July 31 November 27
Tankerman	August 11 December 1	August 22 December 11
Radar Observer (Renewal)	June 6 August 8 September 5 November 7 December 5	June 13 August 15 September 12 November 14 December 12

All Rating Upgrading Courses

Course	Check-In Date	Completion Date
Sealift Operations and Maintenance	May 2 June 6 July 25 September 5 October 17 November 14	May 30 July 3 August 22 October 3 November 14 December 12

Steward Upgrading Courses

Course	Check-In Date	Completion Date
Chief Cook	June 25 October 1	October 3 Jan. 9, 1987
Cook & Baker	May 7 June 25 August 13 October 1 November 19	August 15 October 3 November 21 Jan. 9, 1987 Feb. 27, 1987
Chief Steward	June 25 October 1	October 3 Jan. 9, 1987

Engine Upgrading Courses

Course	Check-In Date	Completion Date
QMED - Any Rating	July 11 September 19	September 12 December 11
Automation	May 23	June 19
Marine Electrical Maintenance	August 22	October 16
Marine Electronics (LASH Crane)	October 31	December 12
Hagglund Crane Maintenance	April 25	June 6
Refrigeration Systems Maintenance & Operations	August 15	September 26
Refrigerated Containers Advanced Maintenance	September 26	November 7
Diesel Engineer - Regular	November 7	December 19
Welding	June 27 November 7	July 24 December 5
Hydraulics	July 25	August 21
Fireman/Watertender & Oiler	September 12	November 6

Recertification Programs

Course	Check-In Date	Completion Date
Steward Recertification	November 3	December 8
Bosun Recertification	September 2	October 6

Adult Education Courses

Course	Check-In Date	Completion Date
For students who wish to apply for the GED, ESL, or ABE classes for next year, the courses will be six weeks in length and offered at these times:	May 2 August 1 October 31	June 14 September 13 December 13

Seafarers who are applying for the upgraders Lifeboat classes and who are either ESL or may need some work on basic skills, may take the ESL/ABE Lifeboat course three weeks prior to the scheduled Lifeboat class. These classes will be offered:

September 19 October 10

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

Towboat Operator Scholarship	May 16	May 23
Automation	May 16	May 23
Able-Bodied Seaman	July 18	July 25
Hydraulics	July 18	July 25
QMED	September 12	September 19
Able-Bodied Seaman	October 17	October 24

Important Notice

Hotel Bill Payment Policy Changed

Effective January 1, 1986 all upgraders' dependents staying at the Seafarers Training and Recreation Center at Piney Point will be required to pay their bills bi-monthly. This will help to lessen the burden of the cost of your stay.

Apply Now for an SHLSS Upgrading Course



Seafarers Harry Lundeberg School of Seamanship Upgrading Application



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

Address _____ (Street)

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

Deep Sea Member Inland Waters Member Lakes Member Pacific

Social Security # _____ Book # _____ Seniority _____ Department _____

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

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

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

Trainee Program: From _____ to _____ (dates attended)

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

Course(s) Taken _____

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

Date Available for Training _____

Primary Language Spoken _____

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

DECK

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

ENGINE

- FOWT
- QMED—Any Rating
- Marine Electronics
- Marine Electrical Maintenance
- Pumproom Maintenance & Operation
- Automation
- Refrigeration Systems Maintenance & Operations
- Diesel Engines
- Assistant Engineer (Uninspected Motor Vessel)
- Chief Engineer (Uninspected Motor Vessel)
- Third Asst. Engineer (Motor Inspected)
- Refrigerated Containers Advanced Maintenance
- Marine Electronics (LASH Crane)
- Hydraulics
- Haggiund Crane Maintenance

STEWARD

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

ADULT EDUCATION DEPARTMENT

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

ALL DEPARTMENTS

- Welding
- Lifeboatman
- Sealift Operations & Maintenance

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

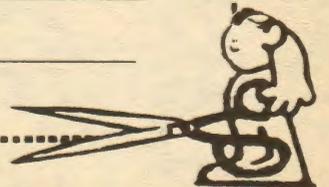
RECORD OF EMPLOYMENT TIME—(Show only amount needed to upgrade in rating noted above or attach letter of service, whichever is applicable.)

VESSEL	RATING HELD	DATE SHIPPED	DATE OF DISCHARGE

SIGNATURE _____ DATE _____

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

Rev 12/85



Union and University Educators Find Ways to Change



At the microphones, SIU President Frank Drozak welcomed the educators to the Seafarers Education Center at Piney Point, Md. last month. At right is Dorothy Shields, AFL-CIO Education Director.



Paul Landsbergis of Rutgers (center right) explains a point to (l. to r.) Francisco Montalvo Jr. of the University of Illinois; Michael T. Donahue, education chief, International Molders Union, Cincinnati, Ohio; Neil De Clercq, University of Wisconsin, Madison; Helen Elkiss, University of Illinois; Dee Lyons, Oakland University, Rochester, Mich., and Miriam King, program specialist, Eastern Michigan University, Ypsilanti.



Sitting at a computers roundtable are (l. to r.) James Auerbach, AFL-CIO representative; John Kretzchmar of the University of Nebraska, Omaha; Ronald Daniels, United Auto Workers union, Local 735, Canton, Mich.; an unidentified Rutgers University faculty member, and Edgar Lee of the University of D.C.



In an AFL-CIO workshop on privatization are (center l. to r.) Laurence Clements of the University of Iowa Labor Center, Iowa City and Greg Giebel of the University of D.C.



At the microphone (center) is Emory F. Via, president of the University Assn.; with him on the dais are (l. to r.) Dorothy Shields, AFL-CIO Education Director; Secretary-Treasurer Thomas R. Donahue; Edward Czarnicki, AFL-CIO director, and John Hanson of the University of Maine.



Frank Goldsmith (left) of Empire State College, N.Y.C. talks with Richard E. Dwyer, deputy director of the George Meany Center for Labor Studies, Silver Spring, Md.



Outside the conference auditorium are (l. to r.) John McKenzie, University of D.C.; Murunga B. Mulembo of Kenya, Africa and Edgar Lee of the University of D.C.

Challenge 'Changing' Workers, Their Jobs, Their Unions

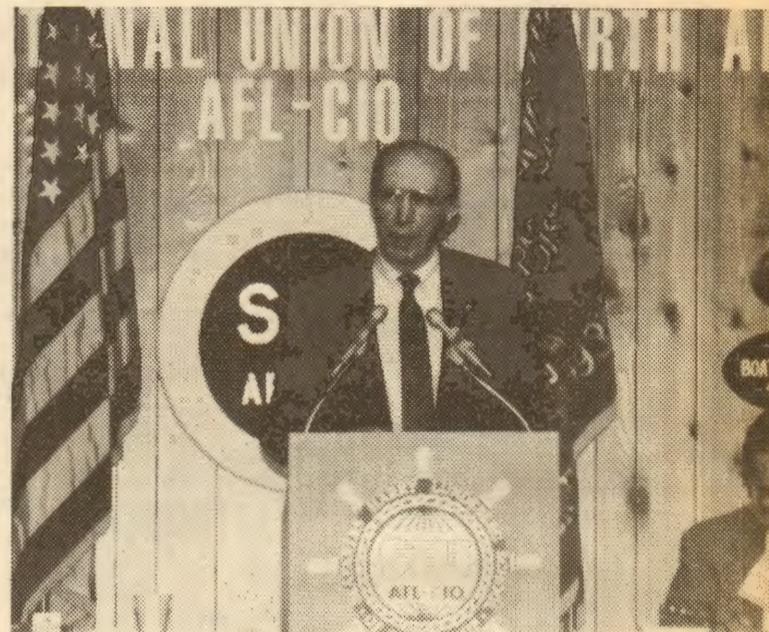
at the Seafarers Harry Lundeberg School of Seamanship and the Labor Movement today. The meeting was the annual Labor Education Conference at Piney Point, Md.

is charged with the responsibility of labor education in these areas. It also strengthens the working relationship between labor and management, said Dorothy Shields, AFL-CIO education director. The study, "The Changing Situation of Workers in the 1980s," was developed by the Bricklayers; a teachers' program on labor education and many other areas.

SHLSS, one of the more respected union-sponsored schools, told the group that since the school opened 19 years ago, more than 10,000 workers have received high school diplomas at SHLSS, he said. In addition, he said the SHLSS produces graduates for the world.



Edgar Lee (left) of the University of the District of Columbia confers with Stanley Rosen of the University of Illinois, Chicago.



AFL-CIO Secretary-Treasurer Thomas R. Donahue tells the 135 educators of the "challenge of change" in today's labor movement in the changing workforce and workplace.



on Labor Education director; AFL-CIO assistant education



George V. Boyle (left), labor program director, University of Missouri, Columbia, confers with Walter Lypka, head of education, Graphic Communications International Union, Washington, D.C.



Jacqueline Kienzle (left), an assistant director of the AFL-CIO Education Department, makes a point with George Daitzman (center), education director of the Allied Industrial Workers Union, Milwaukee, Wis., and Steve Cooke, International Assn. of Machinists, Placida, Fla.



In the conference last month at Piney Point are (front l. to r.) John McKenzie, University of D.C.; Symantha Myrick and Dee Lyons, both of Oakland University; John B. Kulstad, Communications Workers of America union, Washington, D.C., and Patricia Thomas of the Service Employees International Union, Washington, D.C. In the second row (left) is Gerry Brierre of the United Auto Workers union, Local 735, Canton, Mich.



educators confer among themselves in the conference auditorium during a break in the presentations.



Miles Galvin (left) of Rutgers University, New Brunswick, N.J., chats with Lee Balliet of the University of Indiana, Bloomington.



Civilian Workers Strike U.S. Military Bases in Philippines



Striking workers put up picket line.

The Role the MSC Plays In Our National Defense

by Richard F. Donnelly

Originally called the Military Sea Transportation Service (MSTS), the command was created Oct. 1, 1949. We were quickly put to the test. Our mission was to transport troops and supplies in the Korean conflict. MSTS received hundreds of ships from the Army, Navy and U.S. Merchant Marine.

A "bridge of ships" was created and spanned the Pacific from the United States to Korea to support United Nations troops. MSTS performance was brilliant. Eighty-seven percent of U.N. forces and equipment were moved to Korea by sea. This figure represented 3.5 million passengers and 98.1 million measurement tons of cargo.

During the 1950s, MSTS ships were once again in the news, this time providing humanitarian assistance throughout the world—from Europe and the Far East, to ports of the Indian subcontinent, the Mediterranean and Red Sea, the Arab Gulf and Indian Ocean. MSTS continually performed missions of mercy, rescuing and transporting refugees from war-ravaged areas such as French Indochina and Hungary.

On the scientific front, MSTS played a major role in "Operation Deep Freeze," an important scientific expedition to Antarctica.

MSTS entered the space age in the 1960s, even as national defense requirements continued to occupy its ships around the world. MSTS ships

supported the first missile firing into space, satellite communications and the Apollo II moon flight. And it was an MSTS ship that located an H-bomb lost in the Mediterranean after two U.S. Air Force jets collided in mid-air.

MSC again proved the importance of strategic sealift in Vietnam. By the close of the '60s, MSTS was moving 96 percent of all military ocean cargo to that area of the world.

By 1970, the command had a new name, the Military Sealift Command. Our mission was expanded to include the support of the Navy fleets at sea. This era was marked by the transfer to MSC, Navy support ships—oilers, fleet tugs, stores ships and fleet ballistic missile resupply ships.

In the late 1970s and early 1980s, as troubling events unfolded in Southwest Asia, the Persian Gulf and other distant areas, the United States began to re-evaluate its ability to meet sealift requirements. This led to the major sealift enhancement programs that we are involved with today. Reflecting the new emphasis placed on strategic sealift, Secretary of the Navy John Lehman designated it in 1984 as one of the Navy's three primary functions, joining sea control and power projection.

Today, MSC's ships are being thoroughly integrated into Navy's operational fleet structure, and we are ready and able to perform our mission: to provide strategic sealift forces to U.S. forces abroad wherever and whenever operational requirements dictate.

A 12-day strike involving the 40,000 civilian workers employed at the U.S. military bases in the Philippines has been settled.

Tensions ran high. There were sporadic incidents of violence, usually when the striking workers tried to prevent nonunion workers, military personnel and civilian mariners from crossing the picket lines.

The strike was called by the 24,000 member Filipino Civilian Employees Association. Not only were the striking workers successful in preventing 20,000 nonunion employees from reporting to work, they were able to "turn back U.S. landing craft attempting to ferry American servicemen to the base from the sea," according to the *Manila Bulletin*.

According to reports, the chief sticking point between the two sides was the question of severance pay. Since the American lease to the military bases runs out in 1991 and will have to be re-negotiated, this is potentially an important matter.

The strike occurred during a pivotal time in the history of the Philippines. Ferdinand Marcos recently stepped down as president of the country and was replaced by Corazon Aquino, wife

of the murdered civil rights leader Benigno Aquino.

The tumultuous events of the past year resulting in President Aquino's assumption to power was seen as having hardened the workers' resolve to get what they considered to be an equitable settlement.

The strike also brought up the question of the bases, which are seen by most military experts as being central to this country's defense capability in the Pacific region. The fact that American servicemen and civilian mariners were denied access to the bases accentuates those questions, as does the still unresolved status of the American leases.

"If anything were to deprive the United States of the use of those bases," said SIU Vice President Buck Mercer, "then this country would be forced to rely almost entirely on the ability of civilian mariners in the MSC fleet and in the private American-flag merchant marine to perform such vital duties as underway replenishment."

"Sealift," said Mercer, "is the foundation upon which this country's national security rests. And, unfortunately, the present administration has not paid enough attention to that fact."

Mispiration Runs Aground

The *USNS Mispiration* (T-AO 105), an underway replenishment oiler that is part of the MSC Pacific fleet, ran aground while on sea trials off the coast of the western Japanese island of Kyushu sometime during the evening of March 15. There were no reported injuries to crewmembers.

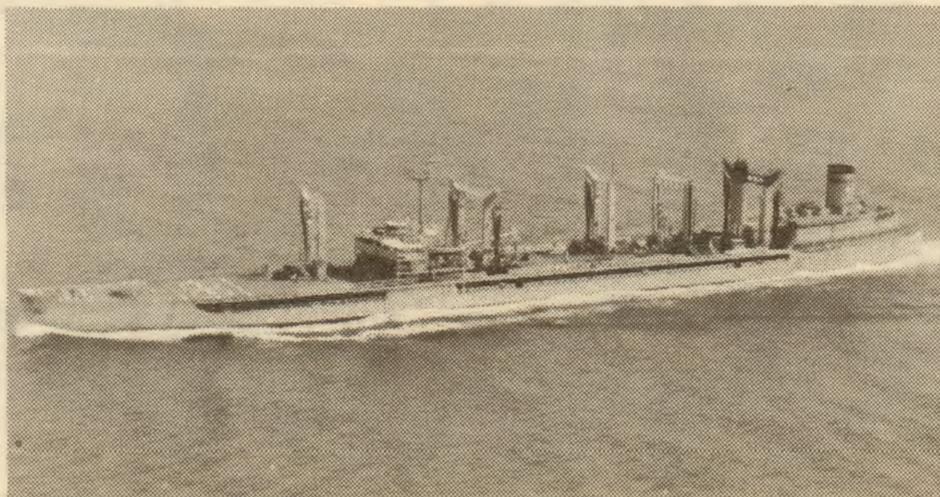
The ship, which struck a rock off Ikeshima Island, suffered extensive damage to her bottom. She returned to the shipyard in Sasebo, Japan on Sunday afternoon, March 16, after being freed from the rocks with the assistance of fleet tugs.

The *Mispiration* had just completed a four-month shipyard period where much needed repairs were made. As

a result of these repairs, living conditions were greatly improved.

When the ship ran aground, according to reports, it took a 30 degree list to port. Attempts were made to launch the port 60-man rubber rafts, but because of the list, the rafts landed on the port tank deck. Efforts were made to get them over the side. But due to the location, only two men could get into position to throw them overboard. The rafts were too heavy for the two men to handle.

The ship is expected to undergo repairs at SSK shipyard in Sasebo for the next six weeks. Meanwhile, the crew is standing by.



The *USNS Mispiration*

New Wage, Overtime and Special Rates

For Unlicensed Deck, Engine, Supply and Steward Departments

Wage rates effective April 1, 1985

Overtime, Penalty and Special Rates Effective September 30, 1985

Dry Cargo Ships, Tankers & Unrep Oilers

Special Note: There was a 2 percent increase on overtime, penalty and special rates that became effective April 1, 1985. These rates are not reflected here but will be paid on retroactive payrolls when the 3.5 percent wage increase is paid.

Rating Wage Rate Effective 4-1-85

DECK DEPARTMENT Watchstanders

Able Seamen All Classes	Annual Rate	22,049
	Daily Rate	60.41
Ordinary Seamen	Annual Rate	16,611
	Daily Rate	45.51

Dayworkers

Bos'n (Fgtr) 15,001 - 20,000 GT	Annual Rate	28,112
	Daily Rate	77.02
Bos'n (Fgtr) 9,001 - 15,000 GT	Annual Rate	26,944
	Daily Rate	73.82
Unrep Oilers		

Bos'n (Fgtr) T-1 Tkr 9,000 GT & Under	Annual Rate	23,728
	Daily Rate	65.01
Carpenter and Carp./Maint. 15,001 - 20,000 GT	Annual Rate	25,922
	Daily Rate	71.02

Carpenter and Carp./Maint. Unrep Oilers 9,001 - 15,000 GT	Annual Rate	23,776
	Daily Rate	65.14

Carpenter and Carp./Maint. 9,000 GT & Under T-1 Tanker	Annual Rate	22,509
	Daily Rate	61.67

Bos'n Mate (Fgtr) Unrep Oilers All Classes	Annual Rate	22,327
	Daily Rate	61.17

Able Seamen (Maint.) All Classes	Annual Rate	21,118
	Daily Rate	57.86

Ordinary Seamen All Classes	Annual Rate	15,629
	Daily Rate	42.82

The hourly overtime rate for all ratings except the Ordinary seamen shall be 14.19

The hourly overtime rate for Ordinary Seamen shall be 10.65

The hourly cargo rate for all nonofficer deck ratings shall be
Straight Time Hours 10.65
Overtime Hours 17.56

The hourly rate for cleaning oil spills during straight time hours shall be 8.28

SUPPLY DEPARTMENT Nonofficer

Asst. Yeo/Stkpr	Annual Rate	15,454
	Daily Rate	42.34
	Overtime Rate	9.31

Yeo/Stkpr	Annual Rate	19,290
	Daily Rate	52.85
	Overtime Rate	11.63

STEWARD DEPARTMENT

Chief Steward A-3, A	Annual Rate	25,035
	Daily Rate	68.59
Unrep Oilers	Overtime Rate	7.71

Chief Steward Class B-E	Annual Rate	23,735
	Daily Rate	65.03
T-1 Tankers	Overtime Rate	7.71

Third Steward All Classes	Annual Rate	21,104
	Daily Rate	57.82
	Overtime Rate	7.71

Steward/Baker All Classes	Annual Rate	23,177
	Daily Rate	63.50
Steward/Cook	Overtime Rate	7.71

Chief Cook	Annual Rate	22,381
Nite Ck/Baker	Daily Rate	61.32
All Classes	Overtime Rate	7.71

2nd Ck/Baker All Classes	Annual Rate	20,987
	Daily Rate	57.50
	Overtime Rate	7.71

Asst. Cook All Classes	Annual Rate	18,739
	Daily Rate	57.34
	Overtime Rate	7.71

Third Pantrymen All Classes	Annual Rate	16,826
	Daily Rate	46.10
	Overtime Rate	5.83

Messmen Utilitymen	Annual Rate	16,136
	Daily Rate	44.21
	Overtime Rate	5.83

Laundrymen	Annual Rate	18,213
	Daily Rate	49.90
	Overtime Rate	5.85

Hourly cargo rate for Stwd. Dept.
Ratings: Straight time hours 10.65
Overtime hours 17.56

Explosive handling rate for all Nonofficer Deck, Engine, Steward Officer & Steward Dept. personnel: Straight Time & O.T. Hours

Effective 16 Sept. 84 32.84

Diving rate all Depts. 19.97

CABLE SHIPS

21 Quad Cable Handling Rate
Straight Time or O.T. Hours 20.19

Note: All personnel will be paid at the Daily Rate shown for the number of days in a month, whether they be 28, 29, 30, or 31 day months.

NOTE: Minimum O.T. Rate (Unrep Oilers & Cable Ships). Unlicensed personnel who perform at Unrep stations on an overtime basis, or when engaged in cable laying operations on an overtime basis shall receive the rate of 11.00 per hour or the O.T. rate currently authorized for the specific rating, which ever is higher.

ENGINE DEPARTMENT Dayworkers

Chief Electrician Automated A2-A3	Annual Rate	28,561
	Daily Rate	78.25
	Overtime	21.59
	Penalty Rate	14.19

Chief Electrician Automated A-A1	Annual Rate	25,717
	Daily Rate	70.46
	Overtime Rate	19.22
	Penalty Rate	12.81

Chief Electrician Automated E-B	Annual Rate	24,006
	Daily Rate	65.77
	Overtime Rate	17.96
	Penalty Rate	11.97

Chief Electrician A-2 A-3	Annual Rate	27,072
	Daily Rate	74.17
	Overtime Rate	20.19
	Penalty Rate	13.46

Chief Electrician A-A1, Unrep tankers	Annual Rate	23,652
	Daily Rate	64.80
	Overtime Rate	17.70
	Penalty Rate	11.80

Chief Electrician E-B	Annual Rate	22,870
	Daily Rate	62.66
Electrician T-1 Tankers	Overtime Rate	17.13
	Penalty Rate	11.42

2nd Electrician Automated A2-A3	Annual Rate	24,371
	Daily Rate	66.77
	Overtime Rate	18.23
	Penalty Rate	12.15

2nd Electrician Automated E-A1	Annual Rate	23,433
	Daily Rate	64.20
	Overtime Rate	17.19
	Penalty Rate	11.46

2nd Electrician A2-A3	Annual Rate	22,283
	Daily Rate	61.05
	Overtime Rate	16.71
	Penalty Rate	11.14

2nd Electrician E-A1, NFAF	Annual Rate	21,545
	Daily Rate	59.03
Reefer Engineer	Overtime Rate	16.17
	Penalty Rate	10.78

3rd Electrician E-A1	Annual Rate	20,472
	Daily Rate	56.09
	Overtime Rate	15.38
	Penalty Rate	10.25

Deck Eng. Mach. Unlicensed Jr. Eng.	Annual Rate	20,852
	Daily Rate	57.13
	Overtime Rate	15.66
	Penalty Rate	10.44

Unlicensed Jr. Eng. Automated	Annual Rate	22,673
	Daily Rate	62.12
	Overtime Rate	16.98
	Penalty Rate	11.32

Pumpman	Annual Rate	19,074
	Daily Rate	52.26
	Overtime Rate	14.37
	Penalty Rate	9.58

Engine Utility	Annual Rate	18,191
	Daily Rate	49.84
	Overtime Rate	13.71
	Penalty Rate	9.14

Wiper Automated	Annual Rate	15,746
	Daily Rate	43.14
	Overtime Rate	11.93
	Penalty Rate	7.95

Wiper	Annual Rate	14,454
	Daily Rate	39.60
	Overtime Rate	11.00
	Penalty Rate	7.33

Watchstanders

Reefer Eng.	Annual Rate	22,100
	Daily Rate	60.55
	Overtime Rate	16.58
	Penalty Rate	11.05

Unlicensed Jr. Eng. Automated	Annual Rate	19,826
	Daily Rate	54.32
	Overtime Rate	14.91
	Penalty Rate	9.94

2nd Reefer Eng.	Annual Rate	20,279
	Daily Rate	55.76
	Overtime Rate	15.26
	Penalty Rate	10.17

3rd Reefer Eng.	Annual Rate	18,341
	Daily Rate	50.25
	Overtime Rate	13.85
	Penalty Rate	9.23

Unlicensed Jr. Eng.	Annual Rate	16,538
	Daily Rate	45.31
	Overtime Rate	12.51
	Penalty Rate	8.34

Oiler (Diesel)	Annual Rate	15,600
	Daily Rate	42.74
	Overtime Rate	11.84
	Penalty Rate	7.89

Oiler/Fireman/Watertender	Annual Rate	14,592
	Daily Rate	39.98
	Overtime Rate	11.10
	Penalty Rate	7.40

Engine Dept. dirty work rate during
straight time hours 7.68
O.T. hours 12.62
Automated, semi automated and retro
Dirty work rate during hours 8.33
Automated, semi auto and retro
O.T. 13.73

Hourly cargo rate
Straight time hours 8.83
Overtime hours and
Sat., Sun., and Holidays 14.58
Straight time hours
Auto, semi auto and Retro 9.65
Sat., Sun., and Holidays and
Overtime hours 15.83

T-AE Port Security Force and Fire Watch
a) Non-call out for non-licensed crewmembers assigned—\$5.49 hour.
b) Call out for non-licensed assigned, regular overtime.

Aboard the MSC's DeSteiguer



Four of the hardworking DeSteiguer crewmembers are, from the left: Wiper Tom Jones, AB Leonard Williams, SIU Ship's Chairman Harry Morie and Bosun George Kuhl.



Great Lakes
by V.P. Mike Sacco

THINGS are hopping on the Great Lakes. The weather has broken, and a growing number of vessels are being fitted out.

There are a number of dredging projects afoot. Dunbar and Sullivan was the low bidder on a two-part job on the Chicago Harbor and the Chicago River. It was also the low bidder on a rock job in Racine, Wis.

Other dredging companies also are getting into the act. Leudtke will do the water dredging on the Racine job.

The Great Lakes Dredge and Dock Company has picked up a couple jobs, including one on the Cuyahoga River.

During the winter season, 50 of our Great Lakes members went to Piney Point to upgrade.

In addition, I want to pay special tribute to Harold Tacia who was a charter representative of the Maritime Trades Port Council here. He retired recently, and was presented with a wheel and a clock from the MTD.



Government Services Division
by V.P. Buck Mercer

IN the February issue of the *LOG*, I referred to two issues that Business Agent Raleigh Minix and I had discussed with MSCPAC. The first issue concerned the practice of assigning mariners to perform certain duties around building #310 while they were awaiting shipboard placement. As a result of that conversation, this practice has been discontinued.

We also discussed improving the educational and training opportunities open to civilian mariners in the MSC fleet. MSCPAC agreed with us that a curriculum needed to be drawn up and promised to send a representative to inspect the facilities at the Seafarers Harry Lundeberg School of Seamanship. This is the first step in what might be a long process, but it is one that will eventually improve the lives and job security of civilian mariners.

In addition, we discussed the issue of retroactive pay that is due unlicensed deck and steward department

Area Vice Presidents' Report

personnel. This money should be paid sometime during May.

Civilian mariners should be aware that the Pacific Schedule of Wages has been revised to provide a 3.5 percent increase in wages for unlicensed deck, engine and steward personnel, as well as for yeomen/storekeepers and assistant storekeepers. There will also be a 2 percent increase in overtime, penalty and special rates, which will be effective retroactive to April 1, 1985.

A 2 percent COLA increase in overtime, penalty and special rates also became retroactive to the first pay period after Sept. 29, 1985. This brings these rates into line with standards prevailing in the West Coast commercial industry.

The current wage, overtime, penalty and special rates are printed in the Government Services Division section of this issue of the *LOG*.



Gulf Coast
by V.P. Joe Sacco

THE challenges facing seamen employed in the tug and barge industry were put into perspective by two recent developments.

After a four-and-a-half-month delay, federal Judge Morey Sears dismissed the SIU's case against National Marine. The Union will appeal the decision. It already has several unfair labor charges pending against the company.

I believe that the dismissal was a great miscarriage of justice. By acting as he did, Judge Sears has created a loophole under which any inland company can just declare its contract null and void. This will have far-reaching consequences for all tug and barge workers.

It is important to remember, however, that Judge Sears was appointed to his position, as are all federal judges. And the person who makes the appointment is the president of the United States.

Increasingly, the courts are becoming the battleground of last resort for labor disputes. It is therefore important that American workers become involved in the political process because, once appointed, a judge can spend a lifetime on the bench.

That is why political action is so important. In many industries, the gulf

between management and labor is widening. This is especially true of the transportation sector.

In a related development, the SIU has reached a tentative agreement on a contract with Sabine Towing. The contract marks a milestone in the inland field.

The contract contains a provision calling for a SPAD checkoff. This is the first inland contract to contain such a feature.

I want to commend the workers at Sabine Towing for having the foresight to include the checkoff in their contract. And I want to let the workers at National Marine know that we have no intention of letting them down. We will go to the Supreme Court if we have to in order to win this case.



West Coast
by V.P. George McCartney

THE latest figures released by the Commerce Department tell a depressing story. The number of vessels flying the American flag has reached a new low.

That's the bad news. The good news is that with the rapid expansion of world trade, there is more cargo than ever before. The only hitch—and it's a big one—is that almost all these exports and imports are carried on foreign-flag vessels.

There is plenty of blame to go around. The lion's share, I believe, belongs to the federal government, which discreetly looks the other way while American businessmen evade taxes and safety regulations by documenting their vessels under flag-of-convenience registries.

To be perfectly honest, however, we in the labor movement have our share of "mea culpas." Much of our energy is spent in trying to compete with one another. If the various maritime unions could come up with some kind of concerted plan of action, then we all would be in a stronger bargaining position.

Of course, talking about maritime unity is the easy part. Making it a reality has eluded several generations of American seamen. But that need not be the case.

Seamen have certain bonds that tie us together. We all know what it is like to make our living at sea. And whether we care to admit it or not, we have a common heritage.

For instance, last month marked the 85th anniversary of the birth of Harry Lundeberg, who for many years was head of the Sailors Union of the Pacific. Thanks to Lundeberg and the contributions of such men as Paul Hall, Andrew Furuseth and Joe Curran, American seamen are now respected, middle-class members of society. One hundred years ago, they lived in a state of virtual slavery.

In the spirit of maritime unity, I'd like to dedicate this month's column to Ida Lundeberg, the charming and gracious widow of Harry Lundeberg. Everything that we in the maritime industry have would not have been possible without the sacrifices of previous generations.



East Coast
by V.P. Leon Hall

THE Union has been extremely busy with its grassroots political action program. Take our activities in the state of Maryland, for example.

We are playing an active role in helping elect Tom McMillen to Marjorie Holt's old seat. In addition, we are supporting Baltimore mayor William Donald Schaefer in his bid for the State House, and Barbara Mikulski in her quest to become Maryland's first woman senator. Both have been strong supporters of the maritime industry.

In New York, we are monitoring two local developments that would improve the quality of life for our members in that port.

There is a bill before the New York Senate that would require pharmacists to use generic drugs unless a doctor's prescription states otherwise. This will mean a substantial savings for our welfare plan.

In addition, representatives from the New York region are meeting with the members of New York's Department of Labor to see if they can come up with a more equitable way of computing unemployment eligibility requirements for seamen.

New York determines eligibility time by the number of weeks a person works. But as all our members know, seamen routinely work seven days a week when they are employed on-board a vessel. We feel that they should be held to a different eligibility standard.

We are not asking for any special favors. By requiring seamen to work 15 weeks to meet the 20-week eligibility time that other New York residents must meet, seamen still would be working one or two days more than other people. It's about time that New York corrects this unfortunate state of affairs.

AMERICAN IS BEAUTIFUL

Buy American... and look for the Union Label

UNION LABEL AND SERVICE TRADES DEPARTMENT, AFL-CIO

The SIU in Washington

Seafarers International Union of North America, AFL-CIO

April 1986

Legislative, Administrative and Regulatory Happenings

Washington Report

Recent statistics released by the Commerce Department show that the American-flag merchant marine has fallen to its lowest point ever. This does not come as a surprise to those of us who make our living at sea. We have been trying to get the administration to do something about this problem for quite some time.

What is surprising, however, is the sudden decline of all *sorts* of industries. In a recent issue of *BusinessWeek*, a conservative business magazine, there was a special 30-page report on the "deindustrialization" of America and the ominous implications this has for our future.

For the past six years, the people in charge of formulating maritime policy have tried to paint the American-flag merchant marine as a special case—a dinosaur that just can't compete in the world marketplace. But in truth, what has happened to the maritime industry is part of a larger picture.

The failure of the present administration to come up with a coherent policy on trade and economic development is not only hurting the American-flag merchant marine, it is crippling almost any industry you can name. Even the glamorous microchip industry, which was supposed to lead Americans to the promised land of economic security and full employment, is now dominated by Japanese firms.

There is a new movie out called *Gung Ho*, which offers an ingenious solution to this country's industrial decline. Instead of importing Japanese cars, Americans should start importing Japanese managers.

Perhaps we should take that one step further. If the Japanese really want to give Americans something they need, they could start sending us government officials—ones that are not outdated, but who realize that this country desperately needs to come to grips with the fact that there is no such thing as free trade.

Build and Charter

Interest in a build and charter program is increasing. Three committees have held hearings on this issue. So far, the consensus seems to be that the program represents an idea whose time has come.

Unfortunately, the only opposition to the build and charter program has come from administration officials. Yet committee members on all three panels—the House Armed Services Subcommittee on Seapower, the House Merchant Marine Subcommittee, and the Senate Merchant Marine Subcommittee—have refused to be deterred.

Typical of the reaction was Rep. Helen Bentley (R-Md.) who said, "My only problem with this administration is on the matter of trade. It just doesn't seem to want to act." Another member put it this way: "I find it shocking," said Rep. Herbert Bateman (R-Va.) "that we are willing to write this [maritime] industry off."

A comprehensive story on this issue is carried on Page 3.

Auto Carriers

SIU President Frank Drozak urged the members of the House Merchant Marine Subcom-

mittee to adopt two bills that would provide important new business opportunities to the U.S. fleet.

The first bill, H.R. 3662, would require that the United States negotiate bilateral shipping agreements with every foreign nation whose trade with the U.S. exceeds 1 percent of total U.S. trade. The second bill, H.R. 3655, would require that an equal number of Japanese cars imported into the U.S. be carried on American-flag vessels as are carried on Japanese vessels. Japan currently monopolizes this trade.

While the two bills deal with different issues, they are closely related. Drozak noted that the American maritime industry, among others, has been hurt by protectionist policies of the Japanese government. Something needs to be done, he said, and these bills are a good beginning.

Toyota

Toyota Motor Company last month announced an agreement with an SIU-contracted company for a multi-year contract to carry 30,000 Japanese autos a year into the U.S. The agreement, which will take effect next year, requires the construction of a vessel.

The vessel, which will be built in a Japanese shipyard, will be documented under the American flag. The agreement means that U.S.-flag ships will finally be entering the Japanese auto trade.

While the U.S. is pleased that the U.S. will "finally be entering the Japanese auto carriage trade," it will "continue to urge congressional enactment of H.R. 3655, the Japanese car bill," said Drozak.

"This car carriage trade is enormous," said Drozak, "yet the Japanese have granted U.S. operations just a tiny share. U.S. vessels, competing on the same level with Japanese vessels, would not have been totally shut out of this trade."

Mail Transport

The Senate Commerce Committee has reported out S. 186, which would require that 100 percent of U.S. mail transported overseas by water be carried on U.S.-flag carriers.

According to Sen. Daniel Inouye (D-Hawaii), who sponsored the bill, this requirement was inadvertently left out of a congressional rewrite of the postal service laws in 1970. In 1981 they were dropped from then governing U.S. postal regulations.

Since that time, the majority of U.S. mails have been transported on foreign vessels, including Soviet-bloc shipping lines. The bill is currently pending consideration by the full Senate.

Tax Reform

The Senate Finance Committee has begun consideration of tax reform legislation. The committee is currently working on a draft bill prepared by its staff which includes maritime provisions similar to provisions included in the House-passed tax reform bill.

As was reported earlier in the LOG, the SIU was able to help delete a number of provisions in the House bill that would have seriously harmed the maritime industry. "We

will," said Drozak, "continue to monitor this issue closely to make sure that the interests of our members are protected."

Trans-Florida Pipeline

The trans-Florida pipeline that was scheduled to carry oil by the Florida Gas Transmission Company has been cancelled as a result of the precipitous drop in oil prices.

Plans for converting the pipeline from natural gas to oil have been in the works for the past 10 years. The SIU and domestic Gulf Coast operators have opposed the pipeline on environmental and economic grounds.

Dozens of coastal vessels and hundreds of maritime workers are employed in carrying oil from Baton Rouge, La. to Port Everglades, Fla. Had the pipeline been converted, the vessels and the jobs might have been lost.

"This is an important victory for us," said Drozak. "But it is important to remember that this is not the end of the issue. The decision can be reversed at a later time. We will continue to work for a permanent prohibition against the pipeline."

Marine Liability Insurance

Two bills have been introduced that would thoroughly revise this country's 135-year-old maritime liability laws.

The bills, which were introduced by Rep. Mario Biaggi (D-N.Y.) and Rep. Walter Jones (D-N.C.), would raise the limits allowed for maritime claims. According to *The Journal of Commerce*, the present liability limit is so low that it encourages the courts to look the other way and allow damages on other grounds. In effect, the obsolete nature of the limits have made insurance awards higher, not lower.

Some revision of the marine liability insurance laws is badly needed. At an executive meeting of the SIU held last November, President Drozak noted that the present crisis in the marine insurance field has cost the American-flag merchant marine "dozens of vessels."



Senator Frank Murkowski



Frank H. Murkowski was elected in 1980 to serve constituents of the largest state of the Union, Alaska.

Since then, Sen. Murkowski has served on the Foreign Relations Committee, the Energy and Natural Resources Committee, the Select Committee on Intelligence and the Select Committee on Indian Affairs. He is chairman of the Veteran's Affairs Committee and active on numerous Senate subcommittees.

Murkowski won 54 percent of the vote in the Senate race. Prior to his election, Murkowski was an executive banker and a respected member of Alaska's banking community. In 1977 he was elected president of the Alaska State Chamber of Commerce. But a stint in the U.S. Coast Guard, early in his career from 1955 to 1956, may have opened Murkowski's perceptions to the vital need for a strong merchant marine.

As a senator, Murkowski has had two major concerns—that Alaskans may prosper by virtue of Alaska's plentiful natural resources and that American vessels sailing through Alaska's coastline harbors be given a fair share of Pacific rim and Asian cargoes.

Although sometimes the two concerns have mixed (as in the case of Cook Inlet oil which Murkowski supported in an amendment to have the Cook oil exported and in another action to have North Slope Alaskan oil exported on American ships), Murkowski has been a stalwart supporter of the merchant marine.

Murkowski has repeatedly voted for retaining intact the 1954 Cargo Preference Act. In 1985, when the merchant marine could have lived or died by the vote in Congress on cargo preference, Murkowski voted on the 11th hour compromise that was drafted by maritime interests. The compromise bill was passed 70-30 in October and the agricultural lobby that had tried to destroy cargo preference was defeated.

In 1985 Murkowski chaired the first Senate committee hearings ever to focus solely on the unfair trade restrictions imposed on American goods and

services by the Japanese. "It seems like when the Japanese want to expand their service markets in the United States, they ask us for it and then get it. But when the United States tries to expand, we ask for it, then press for it, and if we're lucky we get a small percentage of what we want—if we get anything at all," the senator remarked during the hearings.

Murkowski authored a resolution asking the Reagan administration to negotiate shipping contracts with the Japanese government that would require a certain percentage of automobiles imported into this country from Japan to be delivered on American ships with American crews.

Prior to Murkowski's efforts, not a single automobile imported from Japan was carried on an American vessel. His intent, he said, was to shore up the balance in trade and to provide more jobs for the merchant marine. Between 1981 and 1984, Murkowski said, the Department of Commerce figures showed a 5 percent increase in exported services from the U.S. while imports increased 29 percent.

This year the auto trade saw change. An agreement recently was formulated between Nissan Limited and Marine Transport Lines Limited, a company that operates in the U.S. to transport 4,000 cars from Japan markets to the U.S. annually, for the term of the three-year agreement.

In January, Toyota announced it would allow U.S. merchant vessels to transport 10 percent of Japanese assembled automobiles to U.S. markets each year.

This March, Murkowski was able to report that Toyota agreed to have a car carrier constructed that would be registered under U.S. flag and crewed by American merchant seafarers. It will be completed in 1987 and will transport 30,000 automobiles each year.

Rep. Tom Daschle



Tom Daschle was elected to Congress from South Dakota in 1978 and won a second term in office in 1980. District voters elected him in the first election by a slim margin of 104 votes. But by 1980, he had become a recognizable voice to South Dakotans and won his race by the widest margin ever recorded by a candidate of the First District. In another unusual turn of events, his district was given new boundaries in 1982. Because other districts had failed to meet census requirements to warrant congressional representation, Daschle became the only representative for all of South Dakota.

Today, Daschle serves on the committees on Agriculture, Veterans' Affairs, and the Select Committee on Hunger. His colleagues, in recognition of his abilities, elected him to serve as Regional Whip for the Rocky Mountain states, a House leadership position that had not been confirmed on a freshman representative for many years. He presently serves as Whip-at-Large in the House.

Daschle has mainly concentrated his efforts in Congress on issues affecting rural farmers. From a farm state, he has worked on legislation to help farmers deep in a depression that is hitting farmlands, businesses and industries alike throughout the nation. He also has worked with a coalition of farmers

from the agricultural belt to have Congress pass legislation that would give economic relief to farmers by mandating that one-sixth of crop acreage be left fallow in order to raise prices on farm commodities. As yet, such a measure has not passed Congress.

In the interest of labor, Congressman Daschle has gone before Congress in an attempt to eliminate right-to-work laws, laws that weaken unions.

With former veterans, Daschle has been at the forefront of a fight to gain passage of legislation that would allocate medical assistance to Vietnam veterans and also compensate veterans who are ill following contact with Agent Orange, a herbicide that was used during the Vietnam War to clear dense vegetation.

Daschle's career in Congress has left a mark in other areas. He has sponsored legislation on conservation, alcohol fuels, target and loan prices and the prevention of agricultural embargoes. He has also brought about legislation that benefits rural electric and telephone cooperatives.

Yost Nominated for Top C. G. Post

Vice Admiral Paul Alexander Yost Jr. has been nominated to the post of Commandant of the U.S. Coast Guard by Secretary of Transportation Elizabeth Dole.

A graduate of the Coast Guard Academy, Yost, 57, brings to the position 35 years of Coast Guard service. If he receives Senate confirmation, Yost will succeed retiring Commandant Admiral James S. Gracey.

Yost was most recently assigned to the position of Commander of the Atlantic Area, Maritime Defense Zone Atlantic, and Third District operating out of Governors Island, N. Y.

He has "a valuable added dimension" of experience in working closely with the Navy and Department of Defense, Dole noted. His career has bridged many diverse areas of the Coast Guard, as search and rescue controller on Guam in 1952, special assistant to the Deputy Secretary of

Transportation, alternate delegate to the U.S. Law of the Sea Delegation, and commander of a combat task force in Vietnam.

Yost also was responsible for the Eighth Coast Guard District in New Orleans and served as chief of staff and chief of operations of the Seventh Coast Guard District in Alaska and chief of staff at Coast Guard Headquarters. Early in his career he gained sailing experience in charge of three U.S. Coast Guard cutters.

"Admiral Yost knows the Coast Guard's many missions from first-hand experience," Gracey said. "He has served with distinction ashore, on ships and in combat, and is well qualified to assume these new responsibilities."

Yost has advanced degrees in mechanical engineering and in international affairs. He is the recipient of many awards and is one of the most decorated officers in the Coast Guard.

Old Whaler May Be Raised

The last surviving steam-powered arctic whaling boat, the *Mary D. Hume*, sank last November in the Rogue River near Gold Beach, Ore. Now a group of volunteers, aided by \$3,000 in donations, is trying to refloat the historic vessel.

If the Curry County Historical Society can refloat the *Mary D. Hume*, they hope to raise enough money to build a permanent home for her as part of a Rogue River museum. The ship began life as a cargo hauler in 1880 and was finally retired in 1977 when she was used to tow logs in Puget Sound.

When she was converted to a whaler in 1889, the *Mary D.* set a record of 6½ years in the Arctic Ocean on her second whaling voyage. The ship also has been used as a cannery tender, fishing vessel, and a tug boat. The *Mary D.* sank once before, in 1904. She was raised and repaired.

No Pact for U.S./Soviet Bilateral Trade

Once again negotiators for the U.S. and U.S.S.R. failed to reach an agreement on a bilateral trade pact for the two nations. They did, however, agree to meet again in September for more talks.

This was the second round of meetings since December in an effort to

revive a bilateral trade agreement which expired in 1981. The U.S. allowed the previous agreement to lapse as a protest of the Soviet invasion of Afghanistan. The talks were conducted in a "cordial and workmanlike manner," according to a notice from the Maritime Administration.



Deep Sea



Pensioner Curtis Anderson, 68, died on Nov. 1. Brother Anderson joined the SIU in 1948 in the port of New York sailing in the steward department. He walked the picket lines in both the 1946 General Maritime beef and the 1947 Isthmian strike. Seafarer Anderson was born in Smithfield, Va. and was a resident of Baltimore. Burial was in the Baptist Cemetery, Smithfield. Surviving are his widow, Marie of Smithfield; four sons, George, Perry and Charles, all of Baltimore and USAF M/Sgt. Willie Anderson stationed in Okinawa; six daughters, Olive Hosey, Gloria Shorter, Marian Callaway, Sandra Taylor, Deborah Evans and Kathy Anderson of Baltimore; a brother, Waverly of Baltimore, and two sisters, Juliette Jones of Smithfield and Josephine Hagar of Gary, Ind.



Pensioner Liberato Barades Caga, 81, passed away on March 23. Brother Caga joined the SIU in the port of Seattle, Wash. in 1961 sailing as a cook. He was a veteran of the U.S.

Navy during World War II. Seafarer Caga was born in the Philippines and was a resident of Seattle. Surviving is his widow, Myong.



Pensioner Lester Cornell Clark, 72, succumbed to cancer in Scranton, Pa. on Feb. 9. Brother Clark joined the SIU in 1941 in the port of Norfolk sailing as a bosun. He was born in Scranton and was a resident of Wyoming, Pa. Surviving are his widow, Frances and a niece, Louise Lewis of Falls, Pa.



Pensioner James Lloyd Danzey, 61, died on March 20. Brother Danzey joined the SIU in 1941 in the port of Mobile sailing as a bosun. He hit the bricks in the 1946 General Maritime beef and the 1947 Isthmian strike. Seafarer Danzey was born in Mobile and was a resident of Chickasaw, Ala. Surviving are his widow, Ada and three brothers, Capt. William B. Danzey and Morris Danzey of Mobile, and Thomas Danzey of Baltimore.



Pensioner Luis Casilla Gonzalez, 76, passed away from natural causes in Lincoln Hospital, the Bronx, N.Y. on Feb. 11. Brother Gonzalez joined the SIU in 1939 in the port of New York sailing as a wiper. He walked the picket line in the 1946 General Maritime beef. Seafarer Gonzalez was born in Humaco, P.R. and was a resident of the Bronx. Burial was in St. Raymond's Cemetery, the Bronx. Surviving are his widow, Sabina; three sons, Jose, Juan and Raoul, and three daughters, Adela Sunbago of the Bronx, Carmen and Sandra.



Pensioner Norman Lawrence Hargrave, 59, died on March 17 in the U.S. Veterans Administration Hospital, Martinsburg, W.Va. Brother Hargrave joined the SIU in the port of Baltimore in 1952 sailing as a FOWT. He hit the bricks in the 1961 Greater N.Y. Harbor beef and the 1962 Robin Line strike. Seafarer Hargrave was a veteran of the U.S. Navy during World War II. Born in Baltimore, he was a resident of Knoxville, Md. Surviving are his widow, Vivian of Houston; his mother, Martha Smith of Brunswick, Md., and a sister, Rachel Munnick of Knoxville.



Leroy Hite, 58, died of lung failure in Mercy Hospital, Baltimore on March 6. Brother Hite joined the SIU in the port of New York in 1951 sailing as a wiper. He began sailing in 1945. Seafarer Hite hit the bricks in the 1946 General Maritime beef and the 1947 Isthmian strike. Hite was born in West Virginia and was a resident of Baltimore. Interment was in the Central Cemetery, Berkeley, W.Va. Surviving are his mother, Myrtle of Baltimore and a sister, Vernie Edwards of Martinsburg, W.Va.



Pensioner Theodore "Ted" Andrew Kulas Jr., 68, succumbed to a liver ailment in the Mt. Shasta (Calif.) Hospital on Nov. 24, 1985. Brother Kulas joined the SIU in the port of San Francisco in 1968 sailing as a QMED. He was a veteran of the U.S. Navy during World War II. Seafarer Kulas was born in Sayreville, N.J. and was a resident of Dunsmuir, Calif. Burial was in the St. Stanislaus Kostka Cemetery, Sayreville. Surviving is a sister, Helen Kish of East Brunswick, N.J.



Pensioner Dalphin Lovelace Parker, 81, passed away on March 13. Brother Parker joined the SIU in 1940 in the port of Houston sailing as a bosun. He hit the bricks in the 1946 General Maritime strike and the 1965 District Council 37 beef. Seafarer Parker also attended the 1970 Piney Point Crews Conference No. 9. Parker was a veteran of the U.S. Navy after World War I. A native of Castleberry, Ala., he was a resident of Mobile. Surviving are two nephews, Jammie Tynes of Heidelberg, Miss. and Marc Parker of Mobile.



Pensioner Salvador Rabatan M. Requites, 85, passed away from natural causes in the Philippines on Oct. 15, 1985. Brother Requites joined the SIU in 1947 in the port of New York sailing as a cook. He was born in the Philippine Is. and was a resident of Deloro City, P.I. Seafarer Requites walked the picket lines in the 1946 General Maritime, 1947 Isthmian and the 1948 Wall St. beefs. Surviving are his widow, Conegunda and a niece, Transferida Illicito of San Francisco.

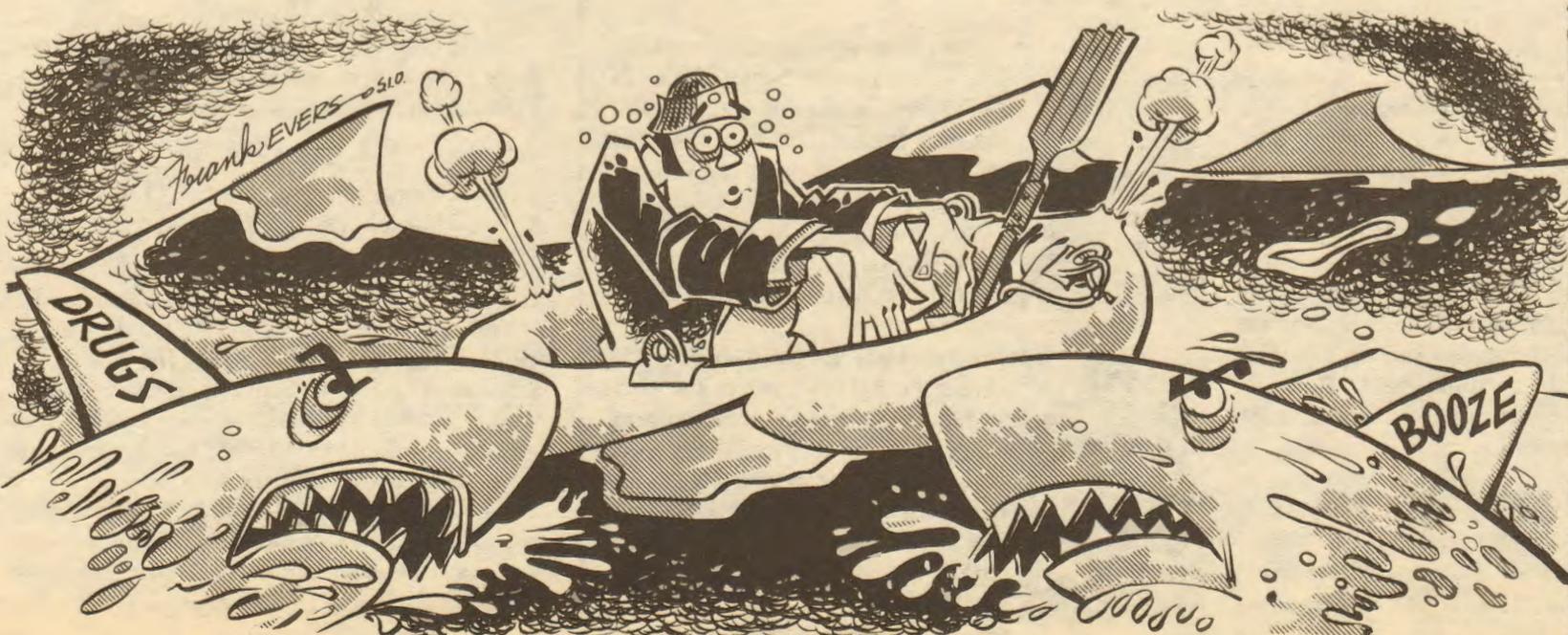


Pensioner Leo Joseph White, 75, passed away on Feb. 21. Brother White joined the SIU in the port of San Francisco in 1962 sailing as a FOWT. He was a former member of the SUP from 1952 to 1961. Seafarer White was born in St. John's, Newfoundland, Canada and was a naturalized U.S. citizen. White was a resident of Long Beach, Calif. Surviving is a brother, Stephen of St. John's.

Great Lakes



Pensioner Clifford Berton Miller, 71, died on March 17. Brother Miller joined the Union in the port of Buffalo, N.Y. in 1961. He sailed as an oiler, scowman and deckhand for Merritt, Chapman and Scott from 1936 to 1940, Dunbar and Sullivan and for the Great Lakes Dredge and Dock Co. He was a former member of the International Dredge Workers Protective Assn. and a veteran of the U.S. Air Forces in World War II. Laker Miller was born in Buffalo and was a resident there. Surviving in his widow, Bernice.



IF YOU'RE ADRIFT WITH DRUGS OR ALCOHOL RESCUE YOURSELF! CONTACT YOUR PORT AGENT OR S.I.U DRUG AND ALCOHOL PROGRAM AT PINEY POINT, MD.

Pensioner's Corner

Deep Sea



Allen Batchelor, 74, joined the SIU in the port of Lake Charles, La. in 1952 sailing as a QMED. Brother Batchelor last sailed out of the port of New York. He was born in Georgia and is a resident of Stamford, Conn.



Agustin Oracio Castelo, 60, joined the SIU in the port of New York in 1958 sailing as a QMED. Brother Castelo was born in Cuba and is a resident of West New York, N.J.

Joseph Wilford Caison, 62, joined the SIU in the port of Norfolk in 1969. He sailed inland, too, as a cook for Harbor Towing from 1967 to 1968, Norfolk Towing from 1968 to 1975 and for the Stuart Oil Transportation Co. from 1975 to 1985. Brother Caison is a veteran of the U.S. Navy during World War II. He was born in Shallotte, N.C. and is a resident there.



Emeterio Cuares, 65, joined the SIU in the port of Norfolk in 1971 following his graduation from the SHLSS Entry Trainee Program, Piney Point, Md. Brother Cuares also sailed as an inland cook, for C.G. Willis Co. from 1973 to 1975, the Virginia Pilots Assn. in 1976, the Stuart Oil Transportation Co. in 1979 and for the NBC Line in 1981. He is a veteran of the U.S. Navy after World War II and during the Korean and Vietnam wars. Seafarer Cuares was born in the Philippine Islands and is a resident of Portsmouth, Va.



Joseph "Joe" Cornelius Donovan, 65, joined the SIU in the port of Savannah, Ga. in 1952 and graduated from the Union's Recertified Bosuns Program in 1975. He hit the bricks in the 1961 Greater N.Y. Harbor beef. And he last sailed out of the port of Gloucester, Mass. Seafarer Donovan was born in Massachusetts and is a resident of South Boston, Mass.



John Michael Gallagher Sr., 62, joined the SIU in 1942 in the port of New York and graduated from the Union's Recertified Bosuns Program. He also sailed as an AB inland for IOT from 1971 to 1972. Seafarer Gallagher last sailed out of the port of Philadelphia. And he walked the picket line in the 1946 General Maritime beef. Born in Philadelphia, he is a resident of Sellersville, Pa.

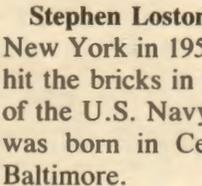
Beraldo Hernandez, 65, joined the SIU in 1941 in the port of Baltimore sailing as a FOWT. Brother Hernandez last sailed out of the port of Santurce, P.R. He was born in Puerto Rico and is a resident of San Juan, P.R.



Jack Eugene Gervais, 61, joined the SIU in 1943 in the port of New York sailing as a bosun. Brother Gervais sailed out of the port of Norfolk and also worked as a ship-fitter. He was born in Chicago, Ill. and is a resident of Moravian Falls, N.C.



Raymond Evrell Leonard, 63, joined the SIU in the port of Baltimore in 1952 sailing as a chief cook. Brother Leonard last sailed out of the port of Norfolk. He is a veteran of the U.S. Army during World War II. Seafarer Leonard was born in North Carolina and is a resident of Henderson, N.C.



Stephen Loston, 65, joined the SIU in the port of New York in 1952 sailing as an AB. Brother Loston hit the bricks in the Bull Line beef. He is a veteran of the U.S. Navy in World War II. Seafarer Loston was born in Centralia, Pa. and is a resident of Baltimore.



Richard James Maley, 65, joined the SIU in 1947 in the port of New York sailing as a bosun. Brother Maley last sailed out of the port of Gloucester, Mass. He was on the picket lines in the 1946 General Maritime beef and the 1947 Isthmian strike. Seafarer Maley is a veteran of the U.S. Army in World War II. A native of Lynn, Mass., he is a resident of Greene, Maine.



Walter John "Bill" Mitchell, 66, joined the SIU in 1943 in the port of Norfolk sailing as a chief electrician. Brother Mitchell hit the bricks in the 1946 General Maritime beef, the 1947 Isthmian strike, the N.Y. Longshoremen's beef and the 1965 Chicago (Ill.) Taxi strike. He was on the Union's Credentials and Balloting Committees in 1960. Seafarer Mitchell last sailed out of the port of Houston. A veteran of the U.S. Army in World War II, Mitchell was born in Philadelphia and is a resident of Pasadena, Texas.



Niblet Porter Oliver, 65, joined the SIU in the port of Houston in 1974 sailing as a QMED. Brother Oliver attended the U.S. Maritime School in St. Petersburg, Fla. in 1943. He was a former member of the NMU. Seafarer Oliver was born in Richmond, Texas and is a resident of Houston.



Florentino Ramos, 65, joined the SIU in the port of New Orleans in 1957 sailing as a FOWT and OMV. Brother Ramos last sailed out of the port of Houston. He is a veteran of the U.S. Army's Field Artillery Corps. during World War II. Seafarer Ramos was born in Eagle Pass, Texas and is a resident there.



John Hoyle Richardson Jr., 62, joined the SIU in 1947 in the port of Mobile sailing as a bosun and FOWT. Brother Richardson last sailed out of the port of Norfolk. He hit the bricks in the 1946 General Maritime beef, the 1947 Isthmian strike, the 1962 Robin Line beef and the 1965 District Council 37 strike. Seafarer Richardson also at-

tended a Piney Point educational conference. Richardson is a veteran of the U.S. Navy during World War II. Born in North Carolina, he is a resident of Monroe, N.C.



Fred Ervin Umholtz, 58, joined the SIU in 1947 in the port of New Orleans sailing as an AB. Brother Umholtz last sailed out of the inland port of St. Louis, Mo. He walked the picket lines in the 1946 General Maritime strike and 1947 Isthmian beef. Seafarer Umholtz is a veteran of the U.S. Army during the Korean War. A native of Elm Springs, Ark., he is a resident of Springdale, Ark.

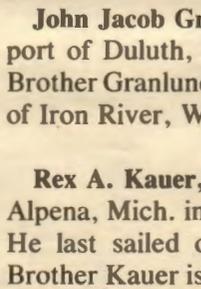
Great Lakes



Ransom Eugene Ehrenberg, 66, joined the Union in the port of Buffalo, N.Y. in 1958 sailing as a FOWT. Brother Ehrenberg began sailing after World War II. He last sailed out of the port of Algonac, Mich. Boatman Ehrenberg is a veteran of the U.S. Army during World War II. A native of Escabana, Mich., he is a resident of Rapid River, Mich.



David Gowans, 66, joined the Union in the port of Detroit, Mich. in 1960 sailing as an AB. Brother Gowans is a veteran of the U.S. Navy during World War II. He was born in Barton, Md. and is a resident of Lanse, Pa.



John Jacob Granlund, 65, joined the Union in the port of Duluth, Minn. in 1969 sailing as a FOWT. Brother Granlund was born in Duluth and is a resident of Iron River, Wis.

Rex A. Kauer, 61, joined the Union in the port of Alpena, Mich. in 1957 sailing as an oiler and FOWT. He last sailed out of the port of Algonac, Mich. Brother Kauer is a veteran of the U.S. Marine Corps during World War II. He was born in Alpena and is a resident of Hubbard Lake, Mich.

Personals

John P. Ader

Please get in touch with your old friend Adrian Ellsworth Blain at 520 W. 5th St., Waterloo, Iowa 50701.

Ralph Holshouser

Please contact your daughter, Judy A. Rosnick, at Nisqually Pines, Thiva Ave., #8621, Yelm, Wash. 98597.

Tim Kent

Please contact Warren Hart, P.O. Box 1467 Kauai, Hanalei, Hawaii 96714—or call (808) 826-6891.

Don Berry Stewart

Your friend Sheila 'Sam' Reynolds would like to hear from you. Write her at 1435 Sebastopol Rd., #122, Santa Rosa, Calif. 95407.

Louis Tuset (or Louis Texador)

An old friend, Daniel Roth, is trying to get in touch with you. Write him at 32 Marwood Rd., Port Washington, N.Y. 11050, or call (516) 944-9378 or (212) 980-4666.

Digest of Ships Meetings

AMERICAN CONDOR (Pacific Gulf Marine), February 16—Chairman James Mullally; Secretary W. Burdette; Educational Director McRae. The deck and steward departments reported a number of hours of disputed OT. The need for clarification regarding a day's pay in lieu of a day off and the matter of subsistence for not having water for 17 hours was also requested. There is need for a ship's fund, and it was suggested to start with a voluntary contribution of \$5 from each member, especially to pay for the telegrams already sent. The educational director stressed the importance of reading the LOG to stay informed. He also stressed the importance of attending upgrading courses at Piney Point to increase job security. Due to the reduced size of the crew, members were reminded that it is their duty to clean up after themselves. The chairman thanked the crew for all the help and cooperation given while the ship was in the yard. Next ports: Charleston, S.C., Baltimore, Md., Port Elizabeth, N.J. and Bayonne, N.J.

AMERICAN EAGLE (Pacific Gulf Marine), February 23—Secretary Glenn J. D'Ambrosio; Engine Delegate Charles A. Henley; Steward Delegate David L. Strickland. No disputed OT. There is \$60 in the ship's fund with talk of a pilot pool to raise more money. The crewmembers would like confirmation on the current status of the vessel and under which contract they are working. Signs also need to be posted showing the voltage of electrical outlets aboard ship. The steward thanked all crewmembers for making his relief trip an excellent one, and a vote of thanks went to the steward department for a job well done. One minute of silence was observed in memory of our departed brothers and sisters and in memory of the seven astronauts who were killed aboard the space shuttle Challenger. Next ports: Bayonne, N.J. and Charleston, S.C.

COVE TRADER (Cove Shipping), March 16—Chairman T. R. Sanford; Secretary F. B. Howard. The deck department reported a couple hours of disputed OT—putting lines on watch at night. Payoff will take place this voyage in Corpus Christi, Texas. The crew was asked if there were any beefs which might be settled before payoff. None was reported. A safety discussion was held by the chief engineer as per "Red" Campbell's letter to ships' chairmen. Crewmembers were reminded to be cautious when walking on deck at night and to avoid open tanks and moving shafts or gears. The chief engineer also noted that parts are on order for the fuel oil strainer; this will be repaired as soon as possible. A vote of thanks was given to the steward department for their excellent work. Next port: Corpus Christi, Texas.

GALVESTON (Sea-Land Service), February 5—Chairman C. Dawson; Secretary Ken Hayes; Educational Director C. Moneymaker. No disputed OT, although there was a beef in the engine department regarding days off. It will be taken up with the boarding patrolman. The crew was asked to donate to the movie and library funds; the steward will take care of the books. The ship is scheduled to pay off on arrival in Tacoma, Wash. and then go into the shipyard for about two weeks. Crewmembers were reminded to register within 72 hours or forfeit their job. They also should keep in touch with the Union hall for recall. The importance of contributing to SPAD was stressed as it "is needed to smooth the way for Congress." Members were again reminded to clean up their rooms before leaving the ship. No news has yet been received from headquarters regarding the Martin Luther King Jr. holiday. This also will be taken up with the patrolman. The LOG is the best means of communications between headquarters and those aboard ship. "Keep in touch with the LOG for any and all actions regarding the

Union and the industry as a whole." Next port: Tacoma, Wash.

OMI DYNACHEM (OMI), February 23—Chairman James L. Sanders; Secretary Donnie W. Collins; Educational Director/Engine Delegate Joel W. Spell; Deck Delegate Eugene R. Beverly; Steward Delegate Joseph P. Emidy. No beefs or disputed OT. There is \$101 in the movie fund—with a total of 186 movies onboard. The permanent bosun will return to the ship in Baton Rouge. The educational director suggested that all eligible members attend upgrading courses at Piney Point. Several items were discussed. The first was a suggestion to raise the present pension to \$1,000 per month, a more suitable living standard than the present \$450. A second was the roach problem onboard the *OMI Dynachem*. The steward said that the ship would be sprayed upon arrival in Baton Rouge. A third discussion centered on the issue of foreign labor aboard ship. Members noted that foreigners are doing work which would otherwise give them overtime. "We have fought foreign-flag ships and now we have foreigners working on the same ship as the crew, and we do not think this is right." A personal thanks was given by the chairman to the steward department for the good food and service, particularly under sometimes stressful circumstances. Next port: Baton Rouge, La.

OVERSEAS NEW YORK (Maritime Overseas), February 18—Chairman M. Zepeda; Secretary D. L. Knapp; Educational Director Edward Self; Deck Delegate R. T. Yarbrough; Engine Delegate C. C. Rickien; Steward Delegate Lee Harmason. No disputed OT. There is \$7 in the ship's fund. Everything was running fairly smoothly until the captain came down with a revised menu—the start of a new company food plan that members feel is not in line with the SIU contract. The menu includes only one meat for breakfast and two entrees for lunch and dinner and only starches and two vegetables with each meal. The crew was unanimous in its decision to have the ship's chairman send a telegram to "Red" Campbell informing him of the company's new food plan. They also requested a Union representative at the next U.S. port to explain the Union's views. "It seems the company is changing the contract with us out here in the middle of the Gulf of Mexico without the Union knowing anything about it." The educational director advised crewmembers to upgrade their skills at Piney Point "in order to keep on working." One minute of silence was observed in memory of our departed brothers and sisters.

PONCE (Puerto Rico Marine), March 2—Chairman R. Rivera; Secretary C. Rice; Educational Director W. Turner; Deck Delegate R. Molina; Engine Delegate K. Linah; Steward Delegate J. Gant. No beefs or disputed OT. The chairman reported that all communications regarding the COLA increase were posted and that LOGS were put out when received. The educational director reminded members of the benefits of attending upgrading classes at Piney Point. He also stressed the importance of supporting SPAD. "Washington is where we will survive ... or go under." The steward requested that crewmembers take better care of the ship's linen. Another request made was to have pay phones installed on the docks in San Juan. Next ports: Jacksonville, Fla., San Juan, P.R. and New Orleans, La.

RANGER (Ocean Carriers), March 9—Chairman James Boland; Secretary George Bourlouis; Deck Delegate Douglas Heller; Steward Delegate A. Triolo. Quite a bit of disputed OT was reported in the steward department due to problems between the captain and the stewards. A beef also was brought up in the deck department regarding overtime on weekends. A motion was made to eliminate the permanent jobs on

SIU contract ships and return to the rotary system. Some members feel that the rotary system is a fairer one. Another suggestion made was that the bosun, as chairman, should be authorized to send messages collect by telex to headquarters in order to help solve a contractual dispute aboard ship—rather than have the costs being borne by the crewmembers. Next port: Okinawa, Japan.

RICHARD MATTHIESEN (Ocean Shipping), March 2—Chairman Robert Caldwell; Secretary George Luke; Educational Director Joseph Shuber; Steward Delegate Michael Meany. No beefs or disputed OT. There is no treasury at this time, but funds will be collected as needed. The pumpman had to get off ship due to the death of his father. The bosun resigned as ship's chairman; Brother Robert Caldwell was elected to take his place. The issue of smoking on deck was brought to the attention of the ship's committee. There is to be no smoking outside the designated areas. A typewriter was finally put onboard for the steward. The next thing that is needed is to talk to the captain regarding a room to store baggage when leaving ship. A vote of thanks was given to the steward department for a job well done. One minute of silence was observed in memory of our departed brothers and sisters. Next port: Pasagoula, Miss.

SEA-LAND CONSUMER (Sea-Land Service), February 23—Chairman J. W. Badgett; Secretary Roy R. Thomas; Educational Director D. Beeman; Steward Delegate Timothy J. Dowd. No beefs or disputed OT. The chairman reported a good trip with everything running smoothly. He spoke on the importance of contributing to SPAD and that by doing so you're helping not only your Union but your own job security. A repair list was turned in and the washer/dryer is being repaired. A vote of thanks was given to the steward department for the "good chow and service." One minute of silence was stood in memory of our departed brothers and sisters. Next port: New Orleans, La.

VINDICATOR (Sea Mobility Inc.), March 1—Chairman Thomas Calahan; Secretary Steven A. Moran; Deck Delegate Peter Woodward; Engine Delegate Nathan Hollander; Steward Delegate Eddie Edwards. No disputed OT reported. The chairman reminded members to fill out the relief forms and check the overtime forms. He also suggested re-reading the pledge from the front of the Union book, stressing the point that what is said at Union meetings

be kept strictly confidential. Chief Cook Ed Edwards was given a vote of thanks for the outstanding meals he prepared and served—and for his clean, courteous and professional manner. "The quantity and quality of the food has improved 100 percent since Ed reported aboard." Next port: Norfolk, Va.

WESTWARD VENTURE (Interocean Management Corp.), February 26—Chairman John Ross; Secretary A.W. McCullum. No beefs or disputed OT reported. There is no ship's fund per se, but \$118 was collected this voyage for the Merchant Marine Library. The ship is due to pay off Feb. 28 in Tacoma, Wash. A patrolman will be on hand. A discussion was held regarding getting medical help in Anchorage, Alaska. It appears that medical treatment is only available in return for cash payment—and that the SIU Welfare Plan is not accepted there. This situation will be referred to the Welfare Plan for the April 25 meeting in New York. A special vote of thanks was given to the steward department for the good food.



Official ships minutes also were received from the following vessels:

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|-------------------------|------------------------------|
| ADONIS | OVERSEAS NATALIE |
| AMBASSADOR | OVERSEAS WASHINGTON |
| ANTARES | PANAMA |
| ARCHON | PFC EUGENE A. OBREGON |
| ASSURANCE | ROVER |
| AURORA | SAN PEDRO |
| BEAVER STATE | SEA-LAND ADVENTURER |
| CAGUAS | SEA-LAND DEFENDER |
| LNG CAPRICORN | SEA-LAND ECONOMY |
| COVE LEADER | SEA-LAND EXPRESS |
| GREAT LAND | SEA-LAND FREEDOM |
| LNG LEO | SEA-LAND INDEPENDENCE |
| ITB MOBILE | SEA-LAND INNOVATOR |
| LONG BEACH | SEA-LAND LEADER |
| MOKU PAHU | SEA-LAND PACER |
| MOUNT WASHINGTON | SEA-LAND PIONEER |
| OAKLAND | SEA-LAND VENTURE |
| OMI HUDSON | SEA-LAND VOYAGER |
| OMI MISSOURI | SENATOR |
| OMI WILLAMETTE | STUYVESANT |
| OMI YUKON | SUGAR ISLANDER |
| OVERSEAS ALASKA | THOMPSON PASS |
| OVERSEAS CHICAGO | ULTRASEA |

Monthly Membership Meetings

Port	Date	Deep Sea Lakes, Inland Waters
Piney Point	Monday, May 5	10:30 a.m.
New York	Tuesday, May 6	10:30 a.m.
Philadelphia	Wednesday, May 7	10:30 a.m.
Baltimore	Thursday, May 8	10:30 a.m.
Norfolk	Thursday, May 8	10:30 a.m.
Jacksonville	Thursday, May 8	10:30 a.m.
Algonac	Friday, May 9	10:30 a.m.
Houston	Monday, May 12	10:30 a.m.
New Orleans	Tuesday, May 13	10:30 a.m.
Mobile	Wednesday, May 14	10:30 a.m.
San Francisco	Thursday, May 15	10:30 a.m.
Wilmington	Monday, May 19	10:30 a.m.
Seattle	Friday, May 23	10:30 a.m.
San Juan	Thursday, May 8	10:30 a.m.
St. Louis	Friday, May 16	10:30 a.m.
Honolulu	Thursday, May 15	10:30 a.m.
Duluth	Wednesday, May 14	10:30 a.m.
Gloucester	Tuesday, May 20	10:30 a.m.
Jersey City	Wednesday, May 21	10:30 a.m.

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

Dispatchers Report for Great Lakes

MARCH 1-31, 1986

Port	*TOTAL REGISTERED All Groups			TOTAL SHIPPED All Groups			**REGISTERED ON BEACH All Groups		
	Class CL	Class L	Class NP	Class CL	Class L	Class NP	Class CL	Class L	Class NP
DECK DEPARTMENT									
Algonac	18	11	8	24	14	2	9	29	10
ENGINE DEPARTMENT									
Algonac	9	4	4	13	8	0	10	15	8
STEWARD DEPARTMENT									
Algonac	2	2	1	5	4	0	2	5	2
ENTRY DEPARTMENT									
Algonac	23	12	5	0	0	0	22	42	7
Totals All Departments	52	29	18	42	26	2	43	91	27

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

Dispatchers Report for Deep Sea

MARCH 1-31, 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	4	2	0	1	0	0	0	6	8	0
New York	53	11	0	37	8	0	7	99	20	0
Philadelphia	4	3	0	2	1	0	0	5	7	0
Baltimore	4	5	0	4	1	0	0	13	9	0
Norfolk	15	16	0	4	2	0	2	25	21	0
Mobile	4	4	1	1	5	0	0	16	4	1
New Orleans	48	8	0	22	2	0	4	96	15	1
Jacksonville	36	9	2	20	5	1	11	73	22	3
San Francisco	30	14	0	23	11	0	3	59	14	0
Wilmington	20	6	0	12	1	0	3	44	12	0
Seattle	20	3	0	15	4	0	6	61	5	1
Puerto Rico	0	1	0	0	0	0	1	0	1	0
Honolulu	7	14	3	6	14	4	11	10	23	1
Houston	34	8	0	32	5	0	6	54	8	0
St. Louis	0	0	0	0	0	0	0	0	0	0
Piney Point	1	3	0	0	1	0	0	3	3	1
Totals	280	107	6	179	60	5	54	564	172	8
ENGINE DEPARTMENT										
Gloucester	1	2	1	1	2	0	0	1	2	1
New York	40	5	1	18	2	0	2	81	11	1
Philadelphia	2	2	0	2	0	0	0	6	3	0
Baltimore	3	1	0	3	1	0	0	8	1	0
Norfolk	8	7	0	2	0	0	0	13	10	0
Mobile	7	0	0	3	1	0	0	12	5	0
New Orleans	32	5	1	11	2	2	3	67	7	0
Jacksonville	24	4	0	10	5	0	3	50	9	0
San Francisco	26	3	1	16	0	0	1	42	11	1
Wilmington	16	7	0	10	3	0	2	22	11	1
Seattle	22	8	0	11	6	0	3	44	7	0
Puerto Rico	1	0	0	0	0	0	0	2	0	0
Honolulu	4	13	5	2	16	5	8	7	13	7
Houston	18	2	0	18	3	0	1	38	5	0
St. Louis	0	0	0	0	0	0	0	0	0	0
Piney Point	4	3	1	1	0	0	0	6	4	1
Totals	208	62	10	108	41	7	23	399	99	12
STEWARD DEPARTMENT										
Gloucester	1	0	0	0	0	0	0	0	2	0
New York	20	3	0	14	1	0	4	44	3	0
Philadelphia	3	1	0	1	3	0	0	3	0	0
Baltimore	2	1	0	1	0	0	0	4	2	0
Norfolk	6	1	0	1	0	0	0	13	2	0
Mobile	9	2	0	2	1	0	2	11	2	0
New Orleans	17	2	0	13	0	0	3	32	4	1
Jacksonville	8	5	0	7	4	0	3	17	6	0
San Francisco	35	5	1	21	3	1	6	75	10	1
Wilmington	9	2	0	6	0	0	3	17	6	0
Seattle	26	5	1	17	2	0	8	41	9	1
Puerto Rico	1	1	0	0	0	0	1	1	1	0
Honolulu	3	21	28	3	18	23	55	5	24	29
Houston	9	1	0	14	0	0	0	17	1	0
St. Louis	0	0	0	0	0	0	0	0	0	0
Piney Point	1	2	0	0	1	0	0	1	3	0
Totals	149	53	30	100	33	24	85	281	75	32
ENTRY DEPARTMENT										
Gloucester	0	3	0	0	1	0	0	1	8	0
New York	28	39	1	14	19	0	0	56	74	6
Philadelphia	3	6	0	0	3	0	0	4	7	0
Baltimore	1	2	0	0	1	0	0	4	5	0
Norfolk	10	11	0	0	2	0	0	21	14	0
Mobile	2	6	0	0	4	0	0	5	13	1
New Orleans	16	9	9	11	6	5	0	40	21	12
Jacksonville	12	16	6	6	3	0	0	18	28	6
San Francisco	33	11	3	14	5	0	0	85	35	6
Wilmington	14	9	1	9	7	0	0	31	20	1
Seattle	28	26	1	16	14	1	0	39	44	4
Puerto Rico	0	0	0	0	0	0	0	1	1	0
Honolulu	7	105	180	7	96	157	0	9	132	220
Houston	10	7	1	10	3	0	0	16	14	1
St. Louis	0	0	0	0	0	0	0	0	0	0
Piney Point	1	5	0	1	0	0	0	1	6	0
Totals	165	255	202	88	164	163	0	331	422	257
Totals All Departments	802	477	248	475	298	199	162	1,575	768	309

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

Shipping in the month of March was down from the month of February. A total of 1,134 jobs were shipped on SIU-contracted deep sea vessels. Of the 1,134 jobs shipped, 475 jobs or about 42 percent were taken by "A" seniority members. The rest were filled by "B" and "C" seniority people. A total of 162 trip relief jobs were shipped. Since the trip relief program began on April 1, 1982, a total of 2,636 jobs have been shipped.

Directory of Ports

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

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.

408 Avalon Blvd. 90744
(213) 549-4000

Terrorism

Improve Ship-Port Safety

By its very nature terrorism can strike anywhere—a Paris street, a TWA jet liner, a luxurious cruise ship or even aboard a merchant vessel.

That is why we urge the Senate to pass, and the president to sign, a House-passed anti-terrorism bill, H.R. 4418. The bill includes several sections which address the problem of terrorism in ports and on ships, including:

Seaport screening of cargo and baggage similar to that done at airports;

Security measures to restrict access to cargo, vessels and dockside property;

Additional security onboard vessels;

Development of an international agreement through the International Maritime Organization on international seaport and shipboard security.

The measure is a definite step in the right direction to protect American lives and property. But more should be done.

SIU and other merchant ships normally travel alone, far from any military help. These ships could become inviting targets. Already one American vessel was boarded on the high seas. While this was not a terrorist act by Iranian military forces, it does show the vulnerability of U.S.-flag ships throughout the world.

That is why we also urge the U.S. Navy to step in and help develop guidelines for merchant ships. In a letter to Admiral T. J. Hughes, deputy

chief of logistics, SIU President Frank Drozak asked for help in developing these guidelines.

"The Islamic Jihad has threatened to continue its war against the United States by carrying out new attacks on overseas American property, most notably ships and embassies . . . We feel that the U.S. Navy should set forth a policy to be used as a guideline for merchant vessels . . . It is also unfair to not know what the U.S. Navy will do in support of a U.S. merchant vessel in time of crisis.

"The Navy needs to define different categories of action for three possible incidents:

1. What action a ship's crew should take if being threatened by radical terrorists;
2. What action should be taken if being boarded by forces of an unfriendly nation;
3. What action should be taken if being attacked by pirates."

Improved security will allow Americans, and citizens of the world, to travel and trade in safety. One of the main goals of terrorism is to terrify, to force people out of their normal practices and routines, to disrupt commerce and, of course, to kill.

A combination of improved security and effective retaliation can slow down and maybe eventually put a halt to the cowardly bombing and killing of innocent people.

Editorials

Healthy Cruises?

Don't Scrap Inspections

HERE'S a little test for you.

You're in charge of a program which inspects the health and sanitary conditions of cruise ships which call on U.S. ports. So far this year the number of ships failing the inspections has risen from 30 percent last year to 40 percent now. In light of that fact you would:

- A. Beef up the program because there is a trend—unsanitary conditions are increasing and you don't want to put hundreds of thousands of American passengers at risk.
- B. Call the program a success and cancel it.

Most of us would assume that A is the proper answer. Sorry, Bunky, you flunk. The federal government faced that exact situation and chose B as their response.

That doesn't seem to make a lot of sense. Hundreds of foreign-flag cruise ships call at U.S. ports every year, mainly because the only two American passenger ships ply the Hawaiian Islands trade, and no one in government seems to want to help build up a U.S.-

flag passenger fleet.

No doubt many of these cruise ships provide excellent service and healthy, sanitary conditions for their passengers. But one reason for that is the 10-year-old inspection program run by the Centers for Disease Control. The program began when there were a number of outbreaks of gastrointestinal disease in the early '70s. The inspections have obviously raised the standards onboard these ships.

But as Robert Abram's, New York state attorney general said, "Why kill a successful program because the program is successful?" Good point.

The CDC said it will help the industry begin their own self-inspection program. A 40 percent failure rate doesn't instill much confidence that these companies will clean up their act.

The inspections should be continued so U.S. passengers will have a chance to know exactly what kinds of health conditions are prevalent aboard the ships they sail on.

Sixty percent, wasn't that a failing mark in school?

ARC Report

Drugs and Work Don't Mix

Taking drugs and drinking to excess threaten your job security.

This has always been true. But recent developments have underscored that point. The Reagan administration has unveiled a plan to test government workers for drug use. This includes all people who perform work that has been contracted out to the private sector.

Many segments of society have opposed this plan. Still, it is important for this membership to know that the administration is adamant about one thing. It wants to press for mandatory drug testing where the work involved directly touches upon the public safety. This would include all workers in the transportation industry.

At present, roughly one-third of all work available to SIU members is onboard military vessels. That is up from just 10 percent three years ago.

According to conservative estimates, half of all work available to this membership will be onboard military contracted vessels within the next two years.

Drug use and alcoholism are incompatible with job security. If you fall into that category, you might as well hand in your A book and pick up a C card, because your options are limited.

Luckily, members of the SIU who have problems with drugs and alcohol have a tool at their disposal.

For 10 years now, the SIU has run an alcoholic rehabilitation center in Valley Lee, Md. More than 600 members have regained their sobriety by going through that program.

Last year, the ARC was expanded to handle people with drug problems.

We in the SIU believe in helping our own. If, for any reason, you think that you have a problem with drugs or alcohol, please contact your port agent after the meeting about going to the ARC. Your confidentiality will be respected.

Letters

To The Editor

'Let's Not Forget Even One . . .'

There are still a few of us left who weren't on the scuttled ships mentioned in the December [1985] LOG. Yet we towed "Phoenixes" made of concrete in England to the site with sea-going tugs. They were oblong in shape. Once in position, they were sunk to a predetermined level by opening the sea-cocks—similar to sinking a dry dock and then pumping it out to raise it. Anyway, the scuttled ships alone were insufficient to complete the breakwater. I was on the M/V *Moose Peak* for approximately 10½ months.

Now, tugs aside, here is a tidbit that may be of interest. About the only positive thing Hollywood did for the merchant marine, except for the incomparable movie "Action in the North Atlantic," was a spiel by actors Edward Arnold and Jimmy Cagney for war bonds. The latter said, "And don't forget the boys in the merchant marine are still ducking torpedoes getting the stuff over to our troops." I saw this again on TV and that line was edited out!

As far as I know, the only one on radio to say anything good was the female star Kate Smith. I saw in a supermarket scandal magazine that she is now an invalid. It might be of interest to the LOG to locate her and start a campaign for the survivors to dip their pens in sunshine and send their grateful thanks! Also it would embarrass the present VA into action about granting the seamen such as I their benefits should they hesitate!

A campaign for Kate Smith: let's make her an honorary member—the only one (?) of the SIU. It would show that we aren't incapable of forgetting even one individual while the government conveniently forgets hundreds.

Fraternaly yours,
Roger S. Cowperthwaite C-264
Seattle, Wash.

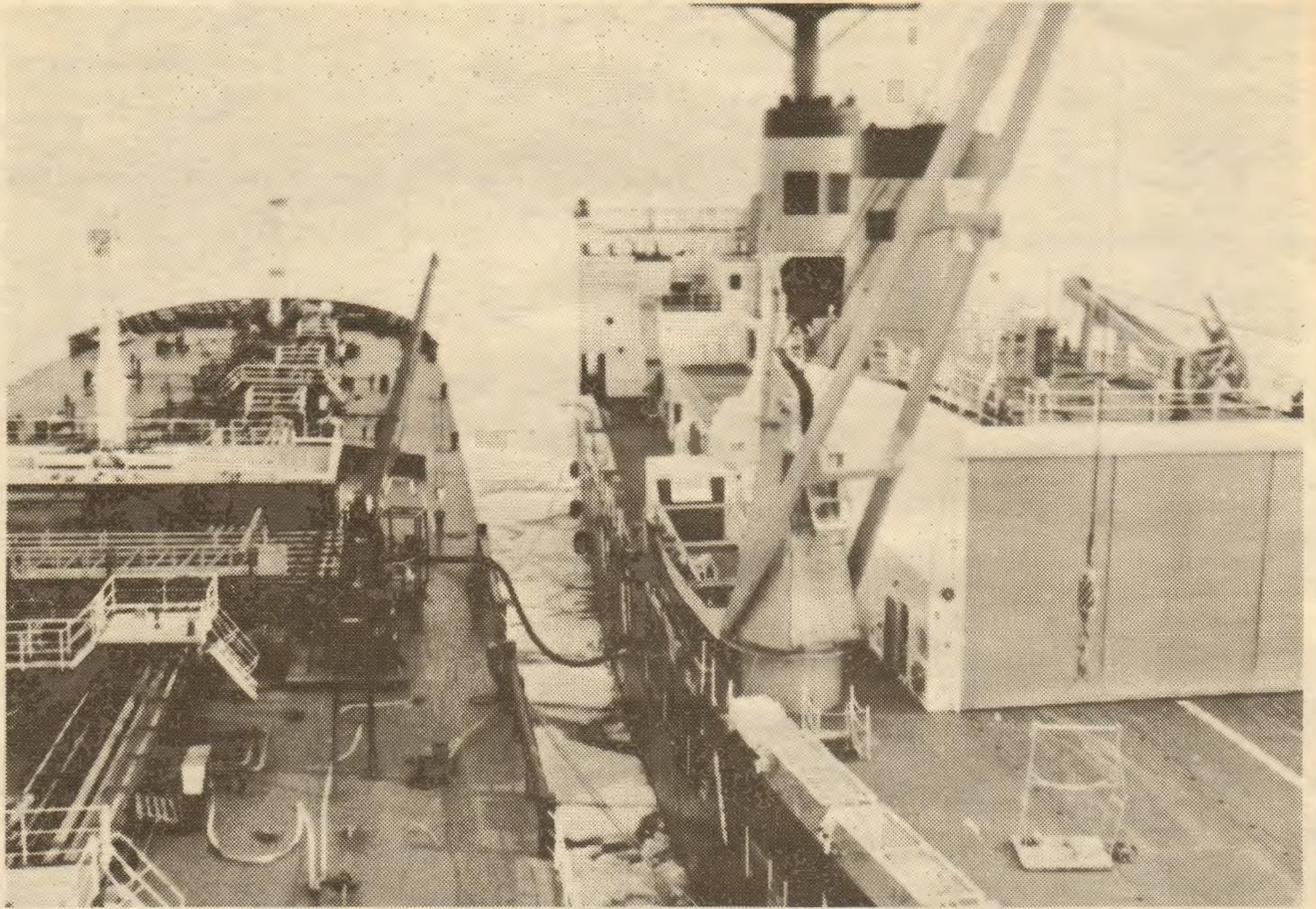
'Claims Helps Out . . .'

I want to express my deep appreciation for the help which all of you in the Claims Department gave us during my wife's illness.

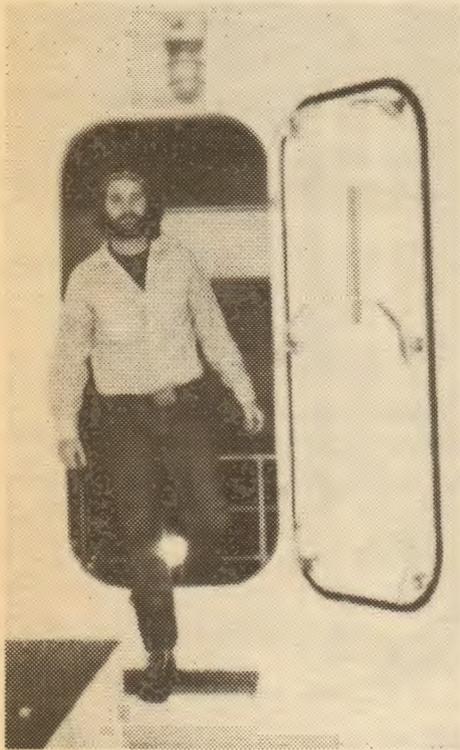
In brotherhood,
Randolph C. Jones
Edwardsville, Va.

M/V Paul Buck Completes Tough and Icy Mission

When they weren't fighting heavy, fast ice and bad weather, the crew of the SIU's M/V *Paul Buck* had a chance to take in the magnificence of Antarctica. QMED Rich Parrish shot pictures of the crew, the scenery and the ship. (See March LOG for details of the *Buck's* voyage.)



The *Buck* refuels the icebreaker *Polar Star*.



QMED Kelly Mayo.

**Photographs by
QMED Rich Parrish**



AB Mike McEachern, AB Keith Bennet, Pumpman James Paul Jr. and Chief Mate Bill Sheeny pose on the deck of the *Buck*.



Here's part of the engine department aboard the *Buck*: (l. to r.) DEU Don Gearhardt, DEU Tom Sherrier, Cadet Andres Morales and 3rd Assistant Stephen Sullivan.



Bosun Joel Lechel and AB Ervin Bronstein.



A trip to Antarctica without penguins? No way, after all, what would Opus say?