



ITB Mobile Crews Up See Page 3

SIU-PMA Sign New 3-Year Pact, Win Welfare Gains

The SIU's Pacific Coast District affiliated Marine Cooks and Stewards Union (MC&SU) signed a new three-year collective bargaining agreement with the Pacific Maritime Assn. (PMA) on Aug. 22.

The new contract carries some significant gains on a number of fronts:

- The new pact calls for a \$7 per man day increase with the money to pay for welfare benefits.
- On welfare benefits, the employers agreed to pick up all welfare and health costs covered by the PMA's Special Account 1.
- Future pensioners and those retiring after June 15, 1968 with 20 or more years of seetime after reaching age 55 get a \$50 hike

subject to a reduction for joint survivor benefits if retired on a joint survivor pension.

- Transportation paid to join ships at Pacific Coast outlying docks and ports.
- Straight time rate for handling explosives goes to \$31.14 an hour.
- War zone duty pay to be negotiated.
- Equal exchange of seniority between former MC&SU members and SIU A&G Ocean members.
- APL and Matson Line chief stewards can be recertified and given the same rights as recertified SIU chief stewards. In the meantime, they would keep their same APL and Matson Line seniority rights.

AFL-CIO Backs SIU Fight For Licensed Bargaining

The AFL-CIO Executive Council pledged late last month to help the SIU and other maritime unions in their fight with inland companies who now refuse to bargain with their licensed employees.

The SIU's problems have been with barge line companies where the Union represents both unlicensed and licensed personnel, including mates, masters, chief engineers and barge captains. One such company which refused to bargain with the SIU was Dixie Carriers.

The Council charged that "these employers are seeking to destroy sound and productive bargaining relationships under

which they have grown and prospered . . . Their position is that licensed personnel are supervisors who can and will be fired for union activity."

The Council further scored the National Labor Relations Board (NLRB) for permitting "this arrogant attempt to deny licensed personnel their basic democratic rights to a voice in setting their wages and their working conditions.

"The employers who are refusing to bargain are doing so in the expectation that the change in the NLRB brought about by President Reagan's appointees will permit anti-union employers to do what they please."

\$200M Shipyard Bill Wins House Fight; Senate Next

The nation's shipyards and merchant fleet received what could be a small shot in the arm for those ailing industries when the House of Representatives passed, by voice vote, a bill that could provide more than \$200 million for commercial shipyards.

H.R. 5220, introduced by Rep. Walter B. Jones (D-N.C.), chairman of the House Merchant Marine and Fisheries Committee, has four major provisions.

- ✓ Provides \$200 million for a

- shipyard incentive program;
- ✓ Provides \$50 million for the Secretary of Transportation to buy new ships for the National Defense Reserve Fleet;
- ✓ Provides a new build and charter program similar to the Mariner program of 1954;
- ✓ Allows operators to continue to receive ODS funds for vessels built abroad if they build other ships in U.S. yards.

"Any time a bill to help the merchant marine passes the House it is a victory. But we
(Continued on Page 3.)

SIU Grassroots Takes Hold Across the Country

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Absentee Voting: How to do it

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Great Lakes Tug and Dredge Pension Plan Report

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Election Notice of 1984 Election

Election of 1985-1988 Officers of the Seafarers International Union, Atlantic, Lakes, Gulf and Inland Waters District, and approval of proposed Constitutional Amendments. Election will be conducted by secret mail ballot.

Voting period will commence on Nov. 1, 1984 and shall continue through Dec. 31, 1984.

Voting places will be open in all Union halls from 9:00 A.M. to 12 Noon, Mondays through Saturdays, except on legal holidays.

See pages 36-41 for the Report of the Credentials Committee.

President's Report

by Frank Drozak

THE Republican Convention in Dallas last month offered the voters a chance to see where this administration stands on the issues. Seamen in particular had a chance to see just what President Reagan thinks of them: not very much.

To begin with, the Republican platform failed to mention the maritime industry. This omission stood in stark contrast to the platform adopted by the Democrats, which praised the contribution that the American-flag merchant marine has made to this country's defense and economic development.

The person in charge of formulating maritime policy for the Reagan administration—Elizabeth Dole, Secretary of Transportation—devoted most of the five minutes allotted to her at the podium in talking about the deep concern that Ronald Reagan feels for women (a concern, incidentally, that does not extend to passing the ERA). She did manage to mention highways and airplanes in passing, but not American-flag vessels.

The American-flag merchant marine was alluded to just once during that convention, which lasted four days and which was attended by every important Republican politician in the country.

In his acceptance speech, President Reagan compared the Democratic Party to a "bunch of drunken sailors." The applause was deafening. This was the only time that seamen—who have provided support for the Armed Forces and gave their lives during every war in this country's history—were mentioned.

Yet seamen don't have to be ignored or insulted to know



where they stand with this administration. Over the past four years, President Reagan has cut or eliminated funding for every important maritime program. The results have been predictable: there are now fewer than 410 active vessels in the American-flag merchant marine, and the number is dropping steadily.

That is why this election is so important. The maritime industry stands at a crossroads. We are now at the point where we may not be able to stage a comeback.

In this troubled atmosphere, the Seafarers International Union is holding its own. For one thing, we recognize that communication is the name of the game, so we have put together an ambitious grassroots program aimed at educating the public about the importance of the American-flag merchant marine. We're getting our message out to the politicians and to the people. (See pages 21-28 in this issue of the LOG.)

No matter what happens in November, the SIU will be in a position to better protect the

maritime industry and the people that it represents. In just the past year alone, we have beaten back several attempts to further weaken the maritime industry. We could not have done that had we not had a strong Washington operations already in place.

Yet the most important thing is that we are planning for the future. We are not waiting around for anyone to save us: we understand the situation that we are in and are trying to make sure that our membership is protected.

In the short run that means we have to scramble for jobs. Everyone agrees that the only jobs that will be created in the maritime industry in the near future will come from work that the Navy commissions out to the private sector. We are working closely with SIU-contracted companies to see that we get those jobs. We believe that we can, especially since we have the best trained personnel in the maritime industry, and we have the training facilities at our school in Piney Point to keep our members trained and ready to handle any job that comes down the line.

Long-term growth, however, will depend upon our ability to get our message across to the public at large. That is why this grassroots program is so important. And that is why I will be attending meetings in a number of states on behalf of the AFL-CIO as well as our own organization. We have to make sure that the average citizen understands why it is important for this country to have a merchant marine that can provide adequate sealift in times of national emergencies. Until that happens, our position will be less than secure.

I believe that we will be successful in the long run. The officials and the membership of

this Union have always been guided by enduring values. We form a real community, a brotherhood and sisterhood of the sea. The Harry Lundeberg School of Seamanship is a vivid demonstration of that commitment. So too are the alcoholic rehabilitation program, the 180-day shipping rule, our scholarship programs, our grassroots activities and programs too numerous to mention here.

Perhaps the most striking thing about the Republican convention was the gap between what was said and what was really going on. President Reagan talked about an America built on old-time values: family, community, hard work, thrift.

Yet he was running on a platform and a record that belied those traditions. He has cut back safety and health regulations, has curtailed enforcement of civil rights statutes, failed to implement a policy on trade and economic development, and allowed this country to wrack up a \$200 billion yearly deficit. He is denying our young, our old, and the poor, as well as the "middle class."

When people ask me about the differences between this Union and the administration, I say that they boil down to a matter of values. Ronald Reagan is willing to let millions of Americans have the quality of their lives diminished, as long as it benefits the profit margins of large corporations.

Ten years ago, this Union started an Alcoholic Rehabilitation Center. While Ronald Reagan has been willing to allow millions of Americans to remain unemployed, to let them lead lives of quiet desperation, we have been unwilling to lose even one person to alcoholism. That is what we believe in, that is what we have fought for, and that is why we will ultimately succeed.



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House Passes \$200M Shipyard Help Bill

(Continued from Page 1.)

must wait and see if it gets through the Republican-controlled Senate and signed by the president. This is certainly a step in the right direction. Since Reagan dismantled the nation's maritime policy, we have had to go after bits and pieces of help where we can find them," SIU President Frank Drozak said.

He commended Jones and the others for their work.

"The shipyards in the United States are in dire straits. Our shipyards lack the work needed to keep them operating at a level that will ensure that they will be there when they are needed

to build vessels for a national emergency," Jones said.

He added that since 1980, the year Reagan took office, 23 shipyards have closed, 10,000 skilled workers have lost their jobs, and the commercial order book has fallen from 69 ships to only two.

While many in the administration claim that American labor costs should be cut to help bring about cheaper U.S.-built ships, Jones disagreed.

"In South Korea, shipyard workers receive approximately \$2.06 an hour . . . I don't want to imply that labor costs in the United States are the sole cause of the plight of our shipyards. We have been told that if you

subtract all of the labor costs from the price of building a ship in the United States, it would still be cheaper to construct the vessel in South Korea. . . . Since we cannot lower the cost of living in the United States, we must decide if we want to compete, and if so, how can we help our industries in the international market place," Jones said.

The biggest part of the legislation, the incentive program, will be limited to shipyards that can build at least three seagoing vessels, 450 feet or more in length at that same time. Also, Jones said, the bill is attempting to promote a standard design with defense features for the ships.

When a shipyard arrives at a design, approved by the Secretary of Defense for military purposes, that design will be put out to bid among various shipyards. The low bidder will receive an incentive payment which will equal 50 percent of the bid. But the bigger incentive is that if the ship comes in under cost, the builder will be able to keep 50 to 80 percent of the money saved.

"We fully recognize that the programs contained in H.R. 5220 may not solve all the problems that face our ailing shipbuilding industry, but it is a start. We cannot afford to sit and wait as one shipyard after another goes under," Jones said.

Mobile Crews Up In Mobile



Aboard the ITB *Mobile* are (l. to r. standing) William Lewis, AB; John Chestnut, DEU; Richard Thoe, AB; Fred Johnson, bosun; James Barnett, chief cook; Tom Glidewell, SIU port agent; Jimmy Bartlett, steward. Seated from the left are Haywood Green, QMED/pumpman, and Morris Danzey, AB.



Jimmy Bartlett, steward/baker (l.) and James Barnett, chief cook, read over some current communications.

ATTENTION—NEW ADDRESS

Mobile (Ala.) SIU Clinic
4724 Airport Blvd.
Mobile, Ala. 36608
(205) 343-2044

AFL-CIO Tosses Out ILA Charges Against SIU

The Executive Council of the AFL-CIO refused the International Longshoreman's Association request to censure the SIU for activities which the ILA claimed violated the AFL-CIO's Constitution. (See LOG, August 1984.)

The ILA had charged the SIU with "raiding" its workplaces and undermining its contracts. The SIU told the Council in a documented statement that the charges had no merit, and in fact it had been the ILA which had interfered in SIU organizing and workplaces.

The Council agreed with the SIU and declined to take any action.

Fish Export Bill Could Mean Jobs

SIU fishermen gather their fish the old-fashioned way. They catch them. Because of a strange quirk in the law, fish that are pulled from the ocean in nets are not part of the government's PL-480 program. But fish raised in so-called aquaculture, such as cat-fish farms, are eligible for government export.

But now a bill in the House of Representatives, H.R. 3255, could put those ocean- and union-harvested fish under the umbrella of the Department of Agriculture and Commodity Credit Corporation, agencies which administer most of the nation's food exports under PL-480.

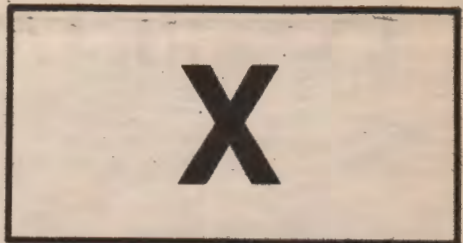
Supporters of the bill said

during a hearing on Capitol Hill that if the fish were included in those programs, new fishing jobs would be created along with new markets of fish exports and sales. In addition, figures show such trade could reduce the nation's balance of payments deficit by some \$4 billion a year. Also some extra cargo would be generated for U.S.-flag vessels.

The administration, as usual, is against the bill, claiming it would diminish the export promotion for agriculture.

The bill was introduced by representatives Walter Jones (D-N.C.), E. de la Garza (D-Texas), the late Edwin B. Forsythe (R-N.J.) and John Breaux (D-La.)

VOTING



State Absentee Registration and Voting

In our last article on voting, you learned the proper procedure for registering to vote. Now that you are a registered voter, it is your right and responsibility to vote on Election Day, Nov. 6, 1984. What's at stake for 1985 is your job!!!!!!!!!!!!

Even though some of you may not be able to vote in person at the polls, your vote is counted in your absence. By filling out the federal post card application, you will automatically receive an absentee ballot permitting you to vote no matter where on earth you are on Nov. 6, 1984. The absentee voting process is designed to permit American citizens who will be away from their local polling places on Election Day to vote through the mail.

To apply for an absentee ballot, you must fill out the "Post Card Registration and Absentee Ballot Request" form and then mail it to the correct local election official in each state. Also at the Union halls are federal post card applications for absentee ballots.

Listed on the next page is a state-by-state compilation of absentee voting information. At each SIU hall there are copies of the "Voting Assistance Guide 1984, 1985" detailing all voting information by state.

The federal post card application must be completed and mailed to the election office in your county of residence in time before the election. The FPCA's deadline receipt varies from state to state as listed in the chart. The earlier the FPCA is completed and mailed, the faster you will receive your state's absentee ballot.

You will also notice in the chart that some states have up-to-the-minute deadlines. However, you must remember that your vote will not be counted unless the absentee ballot is received by the various election offices no later than Election Day.

Plan accordingly and request your absentee ballot now!

POST CARD REGISTRATION AND ABSENTEE BALLOT REQUEST
 Notice: Knowingly presenting false information in this application could result in criminal sanctions.
 (Fold and seal prior to mailing)

RETURN POST CARD

U.S. Postage Paid
42 USC 1973dd

PAR AVION

OFFICIAL ELECTION BALLOTING MATERIAL—VIA AIR MAIL

TO

Election Official Name & Complete Address

Privacy Act Statement:
 Authority: 42 USC 1973cc et seq. (formerly 50 USC § 1451 et seq.) 42 USC dd et seq., 92 STAT. 2538 (1978), 10 USC 133, EO 10646. This form is designed to serve as an application for registration or request for absentee ballot. Disclosure of all information on this form is voluntary. However, your failure to provide the necessary information may keep the pertinent State or other jurisdiction from processing this form and may possibly prevent you from exercising your right to vote absentee.

INSTRUCTIONS

A. TYPE OR PRINT LEGIBLY. Type or print legibly all entries before signing. The term *APPROPRIATE U.S. OFFICIAL* as used herein refers to Unit Voting Officers or Counselors, Commanding Officers, U.S. Embassy or U.S. Consulate Officers or any other official who has access to the VOTING ASSISTANCE GUIDE.

B. ADDITIONAL ASSISTANCE. A detailed VOTING ASSISTANCE GUIDE is published each even numbered year. It contains voting information for all States, U.S. territories and the District of Columbia. The VOTING ASSISTANCE GUIDE is distributed to all Unit Voting Officers, Commanding Officers, U.S. Embassies and Consulates and State Election Officials. Copies of the VOTING ASSISTANCE GUIDE are available for purchase from the Superintendent of Documents, U.S. Government Printing Office, Washington, D.C. 20402.

C. IDENTIFICATION. Passport or State Department or Military I.D. Card number is preferred. An alternative form of identification may be acceptable if you do not possess a valid passport or card of identity and registration. Indicate the type of identification used such as a birth or baptism certificate.

D. APPLICATION. Some States require a separate application for registration and for each election. If you circle (all as Permitted) you will receive those ballots permitted by State law. Consult the *APPROPRIATE U.S. OFFICIAL* for specific information concerning your State. If you circle (Primary), (Special), or (General) and you are eligible to vote, you will receive a ballot only for the election circled.

E. PRIMARIES. Party choice is secret in Primary Elections in the following: Alaska, Guam, Hawaii, Idaho, Louisiana, Michigan, Minnesota, Montana, North Dakota, Utah, Vermont, Washington, Wisconsin. You do not have to disclose your political party preference for a Primary Election ballot in these jurisdictions.

F. TYPE OF BALLOT. Most States allow military personnel and U.S. citizens outside the United States to vote absentee in State and local, as well as in Federal elections. However, in a few States, you may be liable for State or local taxes if you vote in State or local elections. The exercise of any right to register or vote in Federal elections by any U.S. citizen outside the United States shall not affect the determination of his place of residence.

(Fold Here) CONTINUED (OVER)

POST CARD REGISTRATION AND ABSENTEE BALLOT REQUEST Date _____

Notice: Illegible or incomplete information may delay or invalidate your request

APPLICATION FOR STATE OF _____ COUNTY OF _____ CITY OR TOWNSHIP OF _____ §

(Be sure to sign the Application at Item 15 and place your return address on the return post card above)

1. Type or Print Full Name (Last, First, Middle)
2. My voting residence in the U.S. is, Number & Street or Rural Route (For citizens checking 10(a), my last residence immediately prior to my departure from the United States) (See Instruction J):

City, Town, or Village	County or Parish	State	Zip Code
Precinct No. (if known)	Ward No.		
3. I am a United States Citizen, eligible to vote in the above jurisdiction.

(a) Place of Birth	(b) Date of Birth (Yr/Mo/Day)
--------------------	-------------------------------
4. If Naturalized:

(a) Place	(b) Naturalization No.	(c) Date (Yr/Mo/Day)
-----------	------------------------	----------------------
5. (a) Sex (b) Height (c) Weight

(d) Color Hair Eyes	(e) Race	(f) Marital Status
------------------------	----------	--------------------
6. (a) Social Security No. (See Privacy Act Statement) (b) Other Identification No. (Passport, I.D. Card) (See Instruction C.)
7. I request registration (if required) and absentee ballot(s) to vote in the coming election(s). Circle applicable election(s). (See Instruction D.):

(a) Primary	(b) Special
(c) General	(d) All as permitted by State law
8. For primary election ballot, my political party preference is: (If party choice is secret for primary in this State do not answer. See Instruction E.)
9. Check one box: (See Instruction F)

<input type="checkbox"/> (a) I request Federal, State and local ballot, if I am entitled.
<input type="checkbox"/> (b) I request only Federal election ballot if provided separately by State.
10. I am: (check applicable box — See Instruction G)

<input type="checkbox"/> (a) a member of the armed forces, uniformed services or merchant marines in active service
<input type="checkbox"/> (b) a spouse or dependent of (a) above
<input type="checkbox"/> (c) a U.S. citizen temporarily residing outside U.S.
<input type="checkbox"/> (d) a spouse or dependent residing with (c) above
<input type="checkbox"/> (e) a U.S. citizen overseas by virtue of employment (See Instruction H)
<input type="checkbox"/> (f) a spouse or dependent residing with (e) above
<input type="checkbox"/> (g) other U.S. citizen residing outside U.S. (See Instruction I)
<input type="checkbox"/> (h) Special (See Instruction J)
11. Please mail my ballot to this address: (include zip code if applicable and ensure military or foreign address is complete)
12. The last time I voted was in:

a. Year	Address and County, City or Township	State
b. Voter Registration No.	and Precinct No., if known	Ward No.
13. I have not been convicted of a felony or other disqualifying offense or been adjudicated mentally incompetent. (If so, See Instruction K)
14. **Affirmation:** I am not requesting a ballot from or voting in any other U.S. State, territory or possession or subdivision thereof in the coming election(s). I swear or affirm, under penalty of perjury, that the above information is true and complete.
15. Signature of person requesting ballot.

OATH IF REQUIRED BY STATE (See Instruction L)

16. Subscribed and sworn to before me on (Year/Month/Day)

Signature of official administering oath

Typed or printed name of official administering oath

Title or rank, and organization of administering official

The information contained herein is for official use only. Any unauthorized release of this information may be punishable by law. NSN 7540-00-634-5053

This is a sample of the Post Card Registration form. Be sure and pick up one today if you are not going to be home for Election Day. They are available at your Union hall. Ask your Port Agent or Field Rep for help.

The FPCA and the absentee ballot should be sent to the election offices as listed by state.

Remember, your vote counts, but not if you miss your state's deadline.

Important

The chart on the next page tells you when you must apply for an absentee ballot and where to send it. But remember, many of those deadlines are for people who can walk into their local courthouse and request an absentee ballot. If you must mail away for one, don't wait. Do it today. Allow yourself at least four weeks before Election Day to send in your request for an absentee ballot. Also, the Voter Assistance Guide at your Union hall will give you the name of the town or city that is your county seat as well as the zip code.

Don't Wait!! Tomorrow Is too Late! Get Your Absentee Ballot Today!!

STATE	DEADLINE	SEND TO:	NEVADA	30 days before election	County Clerk County Seat of Residence
ALABAMA	5 days before election	Absentee Election Manager County of Residence	NEW HAMPSHIRE	10 days before election	Town/City Clerk Town/City of Residence
ALASKA	7 days before election	Director of Elections Pouch AF Juneau, Alaska 99811	NEW JERSEY	29 days before election	Commissioner of Registration/County Clerk County Seat County of Residence
ARIZONA	Friday before election	County Recorder County of Residence	NEW MEXICO	42 days before election	County Clerk County of Residence
ARKANSAS	30 days before election	County Clerk County of Residence	NEW YORK	7 days before election	County Board of Elections County of Residence
CALIFORNIA	7 days before election	County Clerk County of Residence	NORTH CAROLINA	Reasonable time before election	County Board of Elections County of Residence
COLORADO	29 days before election	County Clerk County of Residence	NORTH DAKOTA	40 days before election	County Auditor County of Residence
CONNECTICUT	Day of the election	Town Clerk Town of Residence	OHIO	30 days before election	Director, County Board of Elections County of Residence
DELAWARE	21 days before election	Department of Elections County of Residence	OKLAHOMA	Wednesday preceding an election	Secretary of the County Election Board County of Residence
DISTRICT OF COLUMBIA	23 days before election	District of Columbia Board of Elections and Ethics District Building Washington, D.C. 20004	OREGON	60 days before election	Country Clerk County of Residence
FLORIDA	Friday before election	Supervisor of Elections County of Residence	PENNSYLVANIA	30 days before election	County Board of Election, County Seat County of Residence
GEORGIA	5 days before election	Board of Registrars County of Residence	PUERTO RICO	60 days before election	Secretary, Commonwealth Elections Commission, P.O. Box 2208 San Juan, P.R. 00903
GUAM	3 days before election	Guam Election Commission P.O. Box B.G. Agana, Guam 96910	RHODE ISLAND	21 days before election	Board of Canvassers City or town of residence
HAWAII	7 days before election	County Clerk County of Residence	SOUTH CAROLINA	30 days before election	Board of Registration County of Residence
IDAHO	Day before election	County Clerk County of Residence	SOUTH DAKOTA	15 days before election	County Auditor, County of Residence
ILLINOIS	10 days before election	County Clerk County of Residence	TENNESSEE	90 days before election	County Election Commission, County Seat, County of Residence
INDIANA	Thursday before election	Clerk of the Circuit Court County of Residence	TEXAS	30 days before election	City Clerk, City of Residence
IOWA	40 days before election	County Auditor County of Residence	UTAH	20 days before election	County Clerk, County of Residence
KANSAS	20 days before election	County Election Officer County of Residence	VERMONT	Noon of the 3rd Saturday before election	Town or City Clerk, or Local Board of Civil Authority, Town or City of Residence
KENTUCKY	7 days before election	County Clerk County of Residence	VIRGIN ISLANDS	20 days before election	Supervisor of Elections P.O. Box 6038, St. Thomas, Virginia Islands 00801
LOUISIANA	7 days before election	Registrar of Voters Parish of Residence	VIRGINIA	30 days before election	General Registrar, County or City of Residence
MAINE	30 days before election	Municipal Clerk Town of Residence	WASHINGTON	45 days before election	County Auditor (Department of Records and Elections in King County), County of Residence
MARYLAND	Tuesday before election	Board of Supervisors of Elections County of Residence	WEST VIRGINIA	120 days before election	Clerk of the County Commission, County of Residence
MASSACHUSETTS	30 days before election	City or Town Clerk of Residence	WISCONSIN	Second Wednesday before an election	City, Town or Village Clerk, Place of Residence
MICHIGAN	45 days before election	City Clerk Place of Residence	WYOMING	30 days before election	County Clerk, County of Residence
MINNESOTA	Day before election	County Auditor County of Residence			
MISSISSIPPI	30 days before election	County Registrar County of Residence			
MISSOURI	Wednesday before election	Clerk of County Court County of Residence			
MONTANA	30 days before election	County Election Administrator County of Residence			
NEBRASKA	35 days before election	County Clerk County of Residence			

On Election Day

Vote as if Your Job and Union Depended on It

Area Vice Presidents' Report

Gulf Coast, by V.P. Joe Sacco



As part of the SIU's efforts to win our fight against Dixie Carriers, we are continuing to meet with the company in order to negotiate a settlement to the 17-month strike.

We are also continuing spot picketing as well as our court cases against the company in Texas and Louisiana.

In Houston, where shipping has been very good in the last few weeks, we are getting ready for the annual dinner-dance of the West

Gulf Port Council of the Maritime Trades Department. The affair, which will be held on Oct. 27 in the Hobby Hilton in Houston, will be attended by 600 people.

Two tug and barge company contracts are being negotiated in Texas. One is with G&H Towing and the other is with Moran. Both agreements expire on Sept. 30.

In New Orleans we're in the process of negotiating a contract with Gulf Atlantic Transportation Co. That agreement expires on Oct. 30.

Out of the port of Mobile we crewed up the last of six integrated tug barges built by SIU-contracted Apex. She's the *Mobile* and she joins her sister ships—*Jacksonville*, *New York*, *Groton*, *Philadelphia* and *Charleston*.

On the political front in the Gulf we're working on some very important races. Among them is a race in Texas in which Don Buford is running for the House of Representatives against the incumbent Jack Fields. We are strongly supporting Buford, a former legislative assistant to the current attorney general in Texas. We are working hard for a defeat of Fields who is one of the SIU's main opponents on the Cunard passenger ship bill.

The SIU is also very active in the campaign of Texas State Senator Lloyd Doggett who is running this year for the U.S. Senate.

Of course, throughout the Gulf we are working heavily with the AFL-CIO State and Central Labor bodies on voter registration drives.

East Coast, by V.P. Leon Hall



The training that our Seafarers have received in crane handling operations is being put to the test as the *Keystone State* (Inter-ocean Management) goes through exercises off the coast of Virginia.

The vessel is a 10-year old ship that was recently converted by the Navy as the first of 11 heavy-lift crane ships under charter to the Military Sealift Command.

She left her dock at Newport News, Va. on Sept. 5 for a series of round-the-clock exercises at

Lynnhaven Anchorage. The *Keystone State* will be at the anchorage anywhere from 30 to 60 days.

The continuous operation of her heavy-lift cranes in "at-sea" conditions will be a real test for our well-trained Seafarers.

The cargo training crane operating course they took aboard the vessel was designed and taught by the staff of the Seafarers Harry Lundeberg School of Seamanship.

In other news from Virginia, a new three-year contract at NBC Line—a towing company that works out of Norfolk—has been ratified by our members. Also, the ratification ballots are being counted on the contracts with Allied Inland and Allied Coastal. I'll have the results in my next column.

Contract negotiations with Curtis Bay have started in Norfolk, Philadelphia and Baltimore. That contract expires on Sept. 30 as do the agreements with McAllister Brothers and Taylor and Anderson. Negotiations are also under way with these two companies.

Up in Gloucester, SIU Fishing Representative Leo Sabato reports that fish are still very scarce. However, prices have improved a little. In order to catch enough fish though, the boats are staying out longer and longer. Trips that averaged eight days in the past are turning into 10 and 12 day trips. The problem of insurance companies terminating coverage continues, forcing some boats to lay up. All around, the picture for our fishermen is not a pretty one right now.

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



White caps were very visible in St. Louis on Aug. 29 when Democratic vice-presidential nominee Geraldine Ferraro spoke at a rally. The SIU provided the security at the rally and has been asked to do the same for a proposed rally for Democratic presidential nominee Walter Mondale.

At the Ferraro rally, which was held by the old Post Office, 50 of our people attended. Many of them carried the Union's grassroots political signs.

Up on the Great Lakes, where shipping remains good, our Seafarers took part in Detroit's Labor Day parade and rally. Even though the weather was terrible, 150,000 people attended the rally which was held at Cadillac Square.

The winds were starting to blow on the Lakes and the cold weather will soon be coming in. Hopefully, many of our ships will be running until Christmas. However, as is traditional, the two SIU-contracted Bob-Lo ships laid up on Labor Day. These vessels run during the summer between Detroit and Bob-Lo Island which is about 18 miles southeast of Detroit. Twenty-six SIU members sail on each ship—the *Columbia* and the *Ste. Claire*.

Concerning tug and barge equipment on the Lakes, in my last report I mentioned that SIU-contracted Tampa Tugs had five boats in layup. I'm happy to report this month that four of those boats are now running.

In other Great Lakes tug and barge news, SIU-contracted Falcon Marine began a dredging job in the harbor at Waukegan, Ill.

Also, Luedtke Engineering is completing a project in Milwaukee, Wis. When it's finished, the company will move its crews and equipment to Ogdensburg, N.Y. for a three-month dredging project in that city's harbor.

Dunbar and Sullivan is finishing a job in Rochester, N.Y. and will then head for Conneaut, Ohio for a harbor deepening project.

SIU-contracted Great Lakes Dredge and Dock completed a river and harbor dredging job in Cleveland and will be moving to Lorain, Ohio for a similar job.

West Coast, by V.P. George McCartney



Recently attended christening ceremonies in San Diego, Calif. for two converted SIU-contracted ships. Both vessels will be part of the military's rapid deployment force.

One of the vessels, the *PFC Eugene A. Obregon* (Waterman) is designated as a maritime pre-positioning ship and will be used by the Marine Corps. The other ship, the *USNS Bellatrix* (Sea-Land) is a former SL-7 vessel.

The naming ceremonies took place at the National Steel and Shipbuilding Co.

The *PFC Eugene A. Obregon* is one of three converted Waterman ships, and each is being named after deceased winners of the Congressional Medal of Honor. PFC Eugene A. Obregon died in Korea on Sept. 26, 1950 when he used his body to shield a fallen friend from bullets. Obregon's mother christened the ship. The *USNS Bellatrix* is named after a star in the constellation of Orion.

The conversions of both ships was completed ahead of schedule.

In other news, I'm happy to report that a successful three-year contract was concluded with the Pacific Maritime Association which represents owners of many of the ships on the West Coast.

Solidarity among seamen was very evident here recently when a Taiwanese ship was marooned near San Francisco. The crewmen aboard the financially troubled ship, *Panamax Nova*, were running out of supplies. The SIU, the SUP, the MFOW and all the maritime unions in the area collected money and bought supplies for their "brothers of the sea" aboard the *Panamax Nova*. SIU Executive Vice President Ed Turner was very instrumental in helping the crew.

Up in Seattle our members have been working hard to make up 25,000 signs for the Mondale-Ferraro campaign. Their dedication is very much appreciated.



Inland News

tug/tow
barge/dredge

Towboat Scholarship Program Awards Deck/Engine Upgrading Grants to 14 SIU Tug & Barge Members

The joint SIU/Transportation Institute Towboat Scholarship selection committee this month awarded full scholarships for upgrading at the Seafarers Harry Lundeberg School of Seamanship to 14 SIU tug and barge members.

The scholarship winners come from eight different SIU-contracted towing and barge line companies, and represent a

broad spectrum of the industry. The scholarship winners are:

Diesel Engineer Program

Heinz Carrion, Crowley Towing & Transportation Co.

Glen Davison, Norfolk, Baltimore & Carolina Line, Inc.

Scott Burnap, National Marine Service, Inc.

Towboat Operator Program

Kenneth Hudgins, Steuart Transportation Co.

Fred Tuliucci, Sonat Marine, Inc.

Robert Tyler, Sonat Marine, Inc.

Gary Minnich, Radcliff Materials, Inc.

Dale Sheppard, G&H Towing Co.

Nelson Breaux, G&H Towing Co.

Rory Wix, G&H Towing Co.

Scott Walters, Heartland Transportation Co.

Three applicants for the Towboat Operator program were awarded admission to the program pending submission of additional application materials. They are Frank Coyle and Michael Lynch, Sonat Marine; and J. Paul Fuller, G&H Towing.

The committee also awarded tentative admission to the Diesel Engineer program to two Crowley employees, Emanuel Figueroa and Richardo Ilarraza, pending completion of pre-test requirements.

Since the beginning of the Towboat Operator Scholarship program in 1978, nearly 275 boatmen have successfully completed the seven-week course, and have attained either a first- or second-class operator's license, depending upon their seatime at the time of their Coast Guard examination.

The Licensed Diesel Operators Scholarship program, which was established in 1981, has graduated nearly 50 SIU members who have achieved licenses.

The new Towboat Operators class will begin at SHLSS Sept. 16. The Diesel Engineer class begins Oct. 28.

The selection committee, which met Aug. 15 at Transportation Institute in Washington, D.C., included Buddy Jordan, G&H Towing; Joseph P. Dawley, Allied Towing; George Flanagan, McAllister (Norfolk Div.), and Randy L. Collar, Crowley Maritime (So. Cal.). Participating on behalf of TI was Peter Luciano, executive director.

Representing the Seafarers Harry Lundeberg School of Seamanship were John Mason, dean of vocation education, and Perry Stedman, registrar. Representing the SIU were Angus "Red" Campbell and Frank Paladino.

At the National Marine Dock in New Orleans



At the National Marine docks in New Orleans, several tugs are laid up.



SIU Patrolman Jim McGee holds a meeting with members of the National Marine tugs. They are, from the left: Scott Burnap, chief engineer; Frank Stanley, chief engineer; Jim McGee, SIU patrolman; H.R. ("Doc") Richards, tankerman; and Royce Donnelly, shore tankerman. Burnap is a recent towboat scholarship winner in the Diesel Engineers Program.

New Pensioners



Antoine "Blacky" Wildred Allemond, 60, joined the Union in the port of Houston in 1961 sailing as a captain for National Marine Service from 1947 to 1984. Brother Allemond attended Piney Point Inland Educational Conferences in 1975, 1976 and 1977. He was a former member of the International Brotherhood of Longshoremen Assn. in Galveston from 1959 to 1960. Boatman Allemond is a veteran of the U.S. Army during World War II. Born in Louisiana, he is a resident of Plaquemine, La.



Peter Leo Messina, 65, joined the Union in the port of Baltimore in 1957. He sailed as a chief engineer for Curtis Bay Towing from 1942 to 1949 and for Baker-Whitely Towing from 1949 to 1977. Brother Messina was a former member of the ILA, MEBA, UAW and the MM&PU. He was born in Baltimore and is a resident of Whiteford, Md.



Alvin Franklin Hirsch, 65, joined the Union in the port of Baltimore in 1957 sailing as a deckhand and chief engineer for Baker-Whitely Towing from 1956 to 1977. Brother Hirsch was born in Baltimore and is a resident of Hunt Valley, Md.



Ralph Avery Kirchner Jr., 58, joined the Union in the port of Baltimore in 1957 sailing as a captain for Baker-Whitely Towing in 1957 and for Curtis Bay Towing. Brother Kirchner began sailing in 1943. His daughter, Deborah, won a SIU College Scholarship in 1968 and attended Highpoint (N.C.) College. Boatman Kirchner was a former member of the ILA. And he is a veteran of the U.S. Navy in World War II. He was born in Baltimore and is a resident of Arnold, Md.



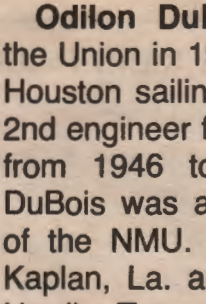
Charles Alexander Brezler, 72, joined the Union in the port of Baltimore in 1957 sailing as a deckhand and mate for Baker-Whitely Towing and for Curtis Bay Towing. Brother Brezler is a veteran of the U.S. Navy. He was born in Baltimore and is a resident there.



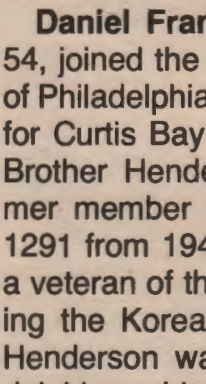
Larry Paul Wilson, 62, joined the Union in the port of Baltimore in 1957 sailing as a deckhand and cook. Brother Wilson was born in Washington, N.C. and is a resident there.



John George Zeller Sr., 64, joined the Union in the port of Baltimore in 1956 sailing as an AB for the Charles H. Harper Co. for 29 years. Brother Zeller is a veteran of the U.S. Army in World War II. He was born in Baltimore and is a resident there.



Odilon DuBois, 62, joined the Union in 1947 in the port of Houston sailing as a chief and 2nd engineer for G & H Towing from 1946 to 1983. Brother DuBois was a former member of the NMU. He was born in Kaplan, La. and is resident of Hardin, Texas.



Daniel Francis Henderson, 54, joined the Union in the port of Philadelphia sailing as a cook for Curtis Bay Towing in 1965. Brother Henderson was a former member of the ILA Local 1291 from 1947 to 1962. He is a veteran of the U.S. Army during the Korean War. Boatman Henderson was born in Philadelphia and is a resident there.



Charles John Dougherty, 59, joined the Union in the port of Baltimore in 1957 sailing as a mate, pilot and captain for the Baker, Whiteley Towing Co. from 1950 to 1977. Brother Dougherty began sailing as a deckhand for Curtis Bay Towing in 1946. He was a former member of the ILA and is a veteran of the U.S. Marine Corps in World War II. Boatman Dougherty was born in Baltimore and is a resident of Glen Burnie, Md.

Joseph "Joe" Ducre Babin, 57, joined the Union in the port of Galveston in 1957 sailing as a chief engineer for the G & H Towing Co. from 1946 to 1984. Brother Babin is a veteran of the U.S. Navy during World War II serving as a diesel engineer and electrician. He was born in Houston and is a resident of Three Rivers, Texas.

SPAD Job Security

In Memoriam



Pensioner James Dallas Orrell, 67, died on Aug. 22. Brother Orrell joined the Union in the port of Norfolk in 1962 sailing as a chief engineer for the Cape Fear Towing Co., Wilmington, N.C. from 1932 to 1980. He was a former member of the NMU from 1954 to 1962 and of the UMW, District 33. Boatman Orrell was born in Wilmington and was a resident there. Surviving are his widow, Pauline and two daughters, Janice and Vicki of Wilmington.



Pensioner Frank Emile Robinson Sawyer, 66, succumbed to kidney failure in the Providence Hospital, Mobile on July 12. Brother Sawyer joined the Union in the port of Mobile in 1956 sailing as a cook. He was born in Mobile and was a resident there. Interment was in Catholic Cemetery, Mobile. Surviving is his widow, Mary.

Leonard Chester Cole, 62, died of arteriosclerosis at home in Seattle on Jan. 30. Brother Cole joined the Union in the port of Seattle in 1968 sailing as a chief pumpman and QMED. He was a former member of the Marine Firemen's, Oilers and Water-tenders (MFOU) Union. He was born in Seattle. Cremation took place in the Bleitz Crematory, Seattle. Surviving is a brother, Daniel of Hayward, Calif.

Pensioner James P. Carroll Sr., 81, passed away on May 12. Brother Carroll joined the Union in the port of New York in 1960 sailing as a deckhand for the Pennsylvania Railroad from 1922 to 1968. He was a former member of the Associated Maritime Workers Union, Local 1. Boatman Carroll was born in Jersey City, N.J. and was a resident there. Surviving are his widow, Regina and two sons, James Jr. and Raymond.

Louis John Casselli Jr., 27, died aboard the *M/V Overseas Harriette* (Maritime Overseas) in Alexandria, Egypt on Feb. 20. Brother Casselli joined the Union in the port of Philadelphia in 1979. He was born in Pennsylvania and was a resident of Philadelphia. Surviving is his mother, Elizabeth of Philadelphia.

Andrew Drachmas, 61, died on Feb. 6. Brother Drachmas joined the Union in the port of Philadelphia in 1971. He sailed as a captain and launch and patrolboat operator on the launches *Silver Bullet* and *Silver Comet* from 1971 to 1977. He also sailed for the Independent Towing and Launch Service Co. from 1955 to 1984. Boatman Drachmas was a former member of the American Federation of Government Employees Union and was a veteran of the U.S. Army Corps of Engineers in World War II. Born in New York City, he was a resident of Glenolden, Pa. Surviving are his widow, Jewel; a son, Curtis; a brother, George Drake and a cousin, Barbara Mania of Upper Darby, Pa.

JUST
POPPED
UP TO
SAY-
LOOK FOR
THE UNION
LABEL!



Union Label and Service Trades Department: AFL-CIO

**Register Now—Vote
Nov. 6**

INLAND LINES

Four Great Lakes Dredge Co.'s Keep Busy

North American Trailing (NATCO) Co.'s new dredge, the *Northerly Is.*, will complete a dredging job in about a week at Essexville, Mich. in Saginaw Bay and move on to another job at Toledo, Ohio.

This week the Great Lakes Dredge & Dock Co. will start dredging for harbor deepening in Lorain, Ohio.

Low bidder Luedtke Engineering Co., in about a week from now, will begin dredging at Ogdensburg, N.Y. At the beginning of the month, the company had six dredging projects under way.

Also at the start of September, Dunbar & Sullivan was completing a dredging job at Fairport, Ohio before moving to Conneaut, Ohio for harbor deepening work with the last job set to be done at Pt. Mouillee, Mich.

NBC Line Contract is Inked in Norfolk

A new contract for Boatmen at the NBC Line in the port of Norfolk was signed late last month.

Boatmen at Cape Fear Towing in Wilmington, N.C. got a one-year extension on their old contract.

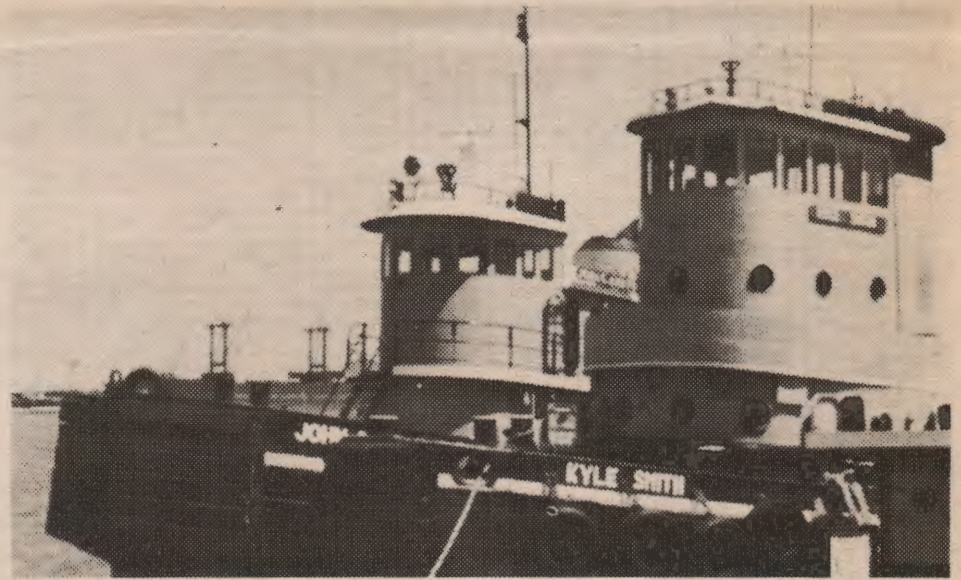
Still in negotiations early this month was a new contract at Northeast Towing in this port.

In Philadelphia, Taylor & Anderson Pact Talks Due

Harbor docking company contracts in the port of Philadelphia, like the one for Boatmen at Taylor & Anderson, are scheduled to be negotiated shortly.

G & H Towing in Houston Negotiating Contract

Contract negotiations at G & H Towing in the port of Houston are still going on.



The *John G. D'Amato* and the *Kyle Smith* are two of Crescent Towing's tugs that were in New Orleans over the long Labor Day weekend.

At the Dock in New Orleans

Crescent Towing



Aboard the *John G. D'Amato* are (l. to r.) Dave Tusson, deckhand/relief captain; Gary Taylor, captain (MEBA-2); SIU Patrolman Jim McGee, and Francis Arnona, deckhand/relief captain.

Summary Annual Report

GLT & D Pension Plan

This is a summary of the Annual report of GREAT LAKES TUG & DREDGE PENSION PLAN, I.D. Number 13-1953878, for January 1, 1982 to December 31, 1982. The Annual report has been filed with the Internal Revenue Service, as required under the Employee Retirement Income Security Act of 1974 (ERISA).

Basic Financial Statement

The value of plan assets, after subtracting liabilities of the plan, was \$5,702,464 as of January 1, 1982, compared to \$7,256,230 as of December 31, 1982. During the year the plan experienced an increase in its net assets of \$1,552,766.

This included unrealized appreciation and depreciation in the value of plan assets: that is the difference between the value of the plan's assets as of the end of the year as compared to the value of the assets at the beginning of the year, or the cost of assets acquired during the year.

During the plan year, the plan had total income of \$1,934,023 including employer contributions of \$356,281 and earnings from investments of \$1,577,742.

Plan expenses were \$380,257 and are comprised of two types: (1) Pension benefit expenses of \$229,672 paid directly to participants or their beneficiaries; and (2) Administrative expenses of \$150,585, which were comprised of salaries, fees and commissions, fiduciary insurance premiums and general administrative expenses.

Your Rights To Additional Information

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

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

To obtain a copy of the full annual report, or any part thereof, write or call the office of Mr. A. Jensen, 5201 Auth Way, Camp Springs, Maryland 20746. The charge to cover copying costs will be \$1.00 for the full annual report or \$.10 per page for any part thereof.

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

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

Business as Usual—Busy—in Jacksonville

Two of the SIU's newest ships, the USNS *Anatares* and *Capella* were in Jacksonville recently for training and repairs. In addition to servicing the crews of those ships, Jacksonville's inland operations and other deep sea ships kept Union officials busy. Here is a look at some of the crews and ships.



St. Mary's River launch operator Chuck Fischer is working with the *Sugar Islander*.



The crew of the *Capella*: OS James Blitch, SA Patrick Cassidy, AB Tommie Benton, AB Douglas Lawton, Chief Electrician Everette Richman, OMU Jon Campbell, Jr. Eng. Carroll "Tiny" Boudreaux, Jr. Eng. Arthur Baredian, SA Linton Taylor, Asst. Cook Robert Firth, OS Woodrow Cunningham, OMU Clarence Crowder, Bosun Luther Pate, AB Roan Lightfoot, AB Glenn Reynolds, OMU Ben Adams and OS Norse May.



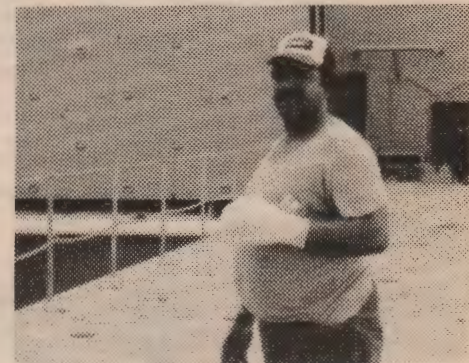
The Sea-Land *Oakland* was in Jacksonville for a quick stop. Here are OS Michael Crane, Bosun George A. Burke and Electrician Gerald Payne.



Just before the *USNS Capella* left Jacksonville for training, QMED Clarence Crowder did a little shopping ashore. Here he's counting his change.



The *Antares* and the *Capella* tied up in Jacksonville.



Unlicensed Jr. Eng. Freddie Horn is back aboard the *Antares*. He received burns on his hand and arm in a freak boiler accident.



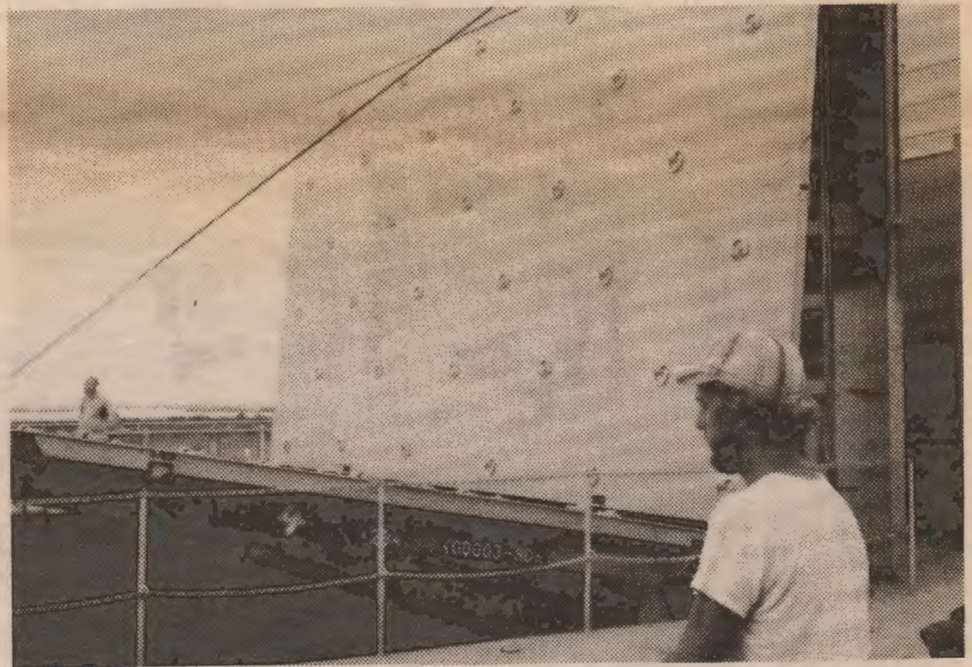
The *Antares* is now in standby status as the ship's boilers are repaired in Jacksonville. Here are ABs Paul Konstantino, Edmund Vaughn, Freddie Wilkison and Vernon Kanable.



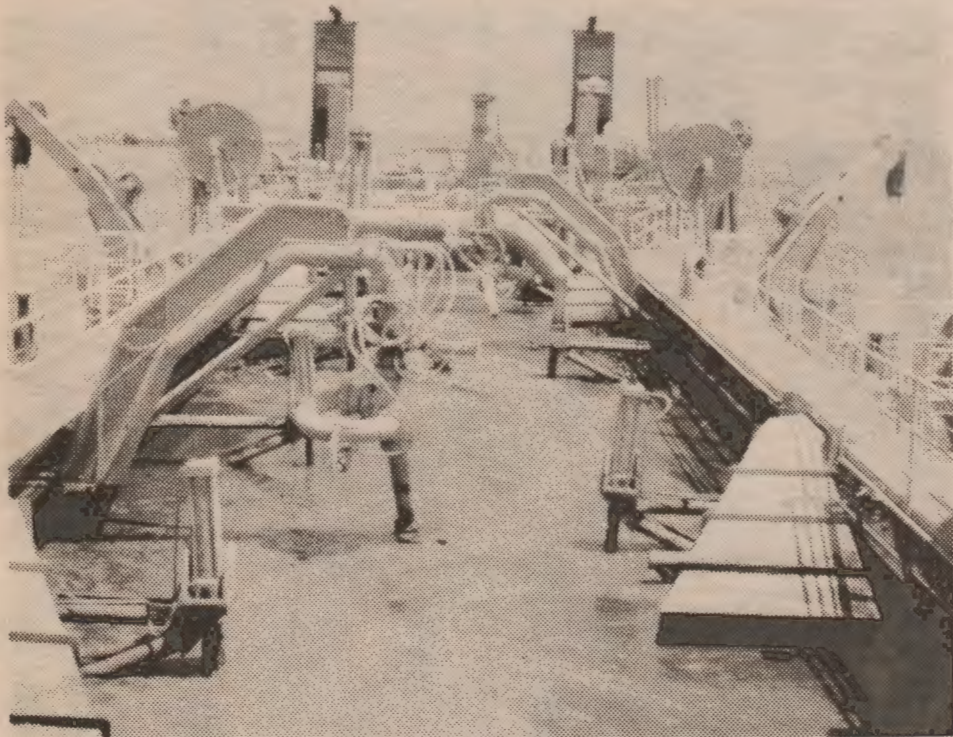
The deck and one of the cranes on the *Capella*.



Jacksonville Patrolman Dah Griffin gets together with AB John Sparks of the *Antares*, Bosun Luther Pate of the *Capella* and AB Michael Lyell of the *Antares*.



AB Paul Carolan unfolds the hatch cover to close a hold on the *Antares*.



The dredge *Sugar Islander*, working at Mayport Navy Base, is just about full and ready to head to the dump site.



This is one of the large cargo holds on the *Antares*.

Onboard the Overseas Washington

(Photos by QMED Carroll Boudreaux)



Chief Steward Jesse B. Natividad shows off a cake.



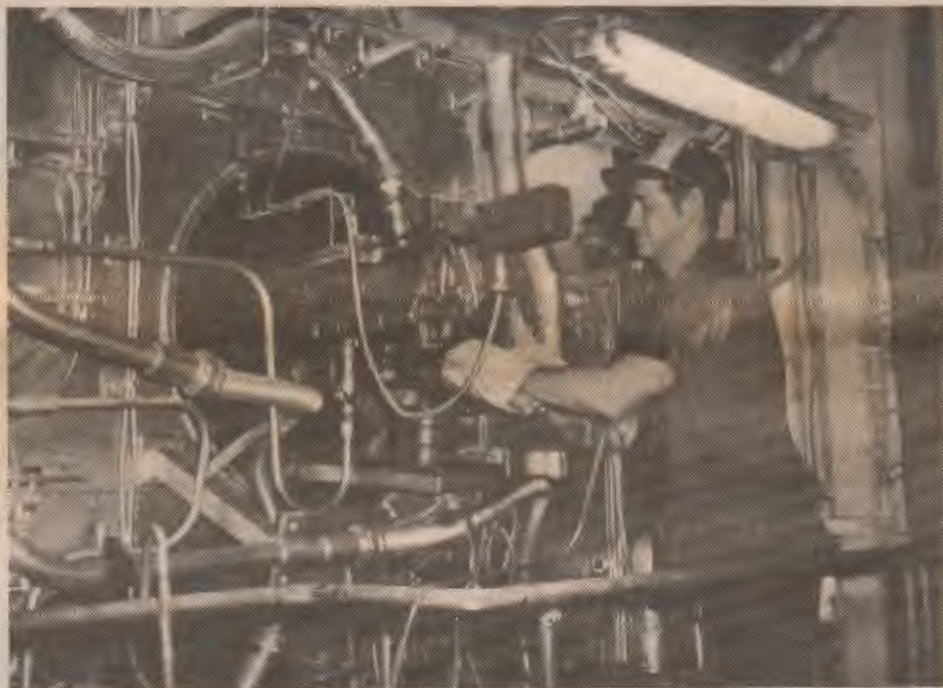
The *Overseas Washington* glides through the Pacific on its Valdez-to-Panama Canal voyage.



QMED Carroll "Tiny" Boudreaux fixes up a good lunch.



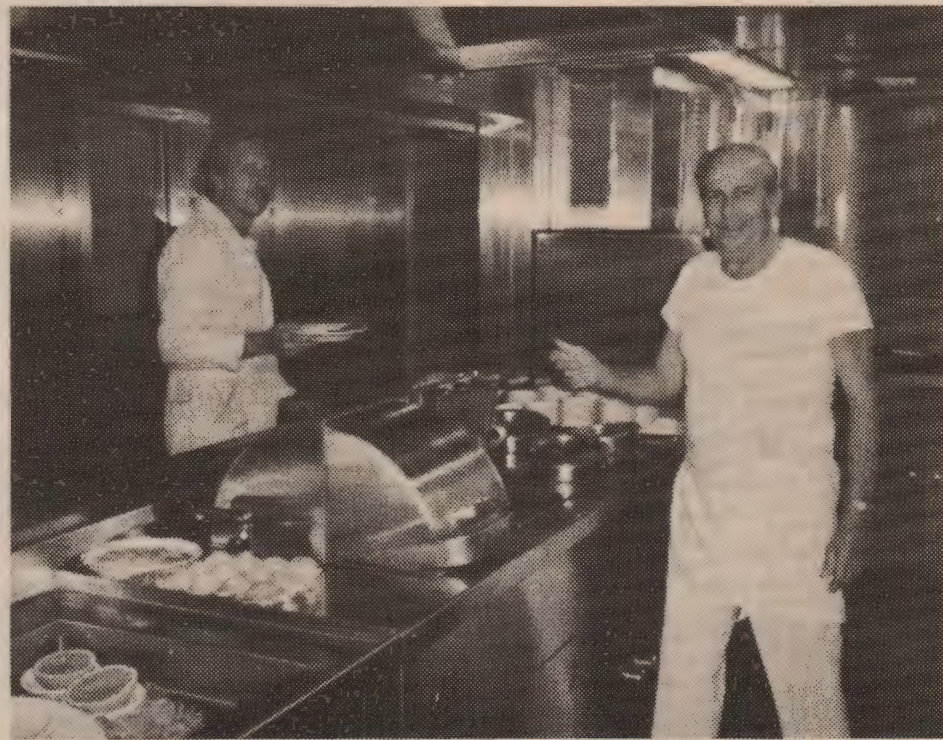
Crewmembers take part in a lifeboat drill at Chiriqui Grande, Panama.



QMED James H. Brewer changes burners.



Captain R. Vurpillat relaxes on the bridge after treating the *Washington* crew to a lobster supper. He bought the lobsters fresh in Chiriqui Grande.



Chief cook Vincent Hebert gives Chief Engineer William "Bill" Moses something to smile about during meal time on the *Overseas Washington*.

Seafarers

HARRY LUNDEBERG SCHOOL OF SEAMANSHIP



Piney Point Maryland

SHLSS Teachers Visit USNS Keystone State

SIU Brings Education Programs to the Members

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

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

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

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

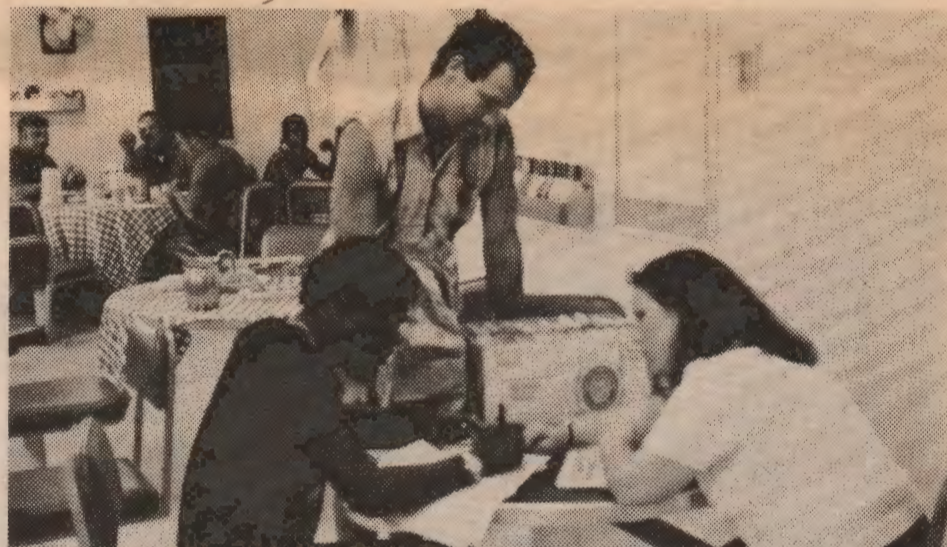
Ideas for correspondence courses and alternative education methods for members has always been a priority at the Seafarers Harry Lundeborg School of Seamanship. These ideas have been supported and followed through by both the Union and the staff at the Seafarers Harry Lundeborg School of Seamanship.

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

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

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

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



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



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



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

College Courses Offered Through SHLSS

Through a contractual agreement between the Seafarers Harry Lundeberg School of Seamanship and Charles County Community College of Maryland, SIU members have the opportunity to earn a certificate in Nautical Science and/or an Associate in Arts degree in general studies.

The courses, taught on the SHLSS campus, are offered in a self-study format. This allows a student to begin a course at his convenience. He sets his own deadlines for completing assignments, but the course must be completed within one year. This format allows a seafarer to take college level courses at the same time he is taking vocational upgrading courses on the SHLSS campus. The vocational courses are approved for college credit and may be applied toward the Nautical Science Certificate and/or an Associate in Arts degree in general studies.

The Nautical Science certificate program supplements the regular vocational training programs of the Lundeberg School with post-secondary academic training in nautical science. This certificate enhances the educational

opportunity for members of the Seafarers International Union. The 21 credit-hour program takes between six and ten weeks to complete. More than 50% of the students complete the program in less than five weeks due to previous accredited courses taken at SHLSS.

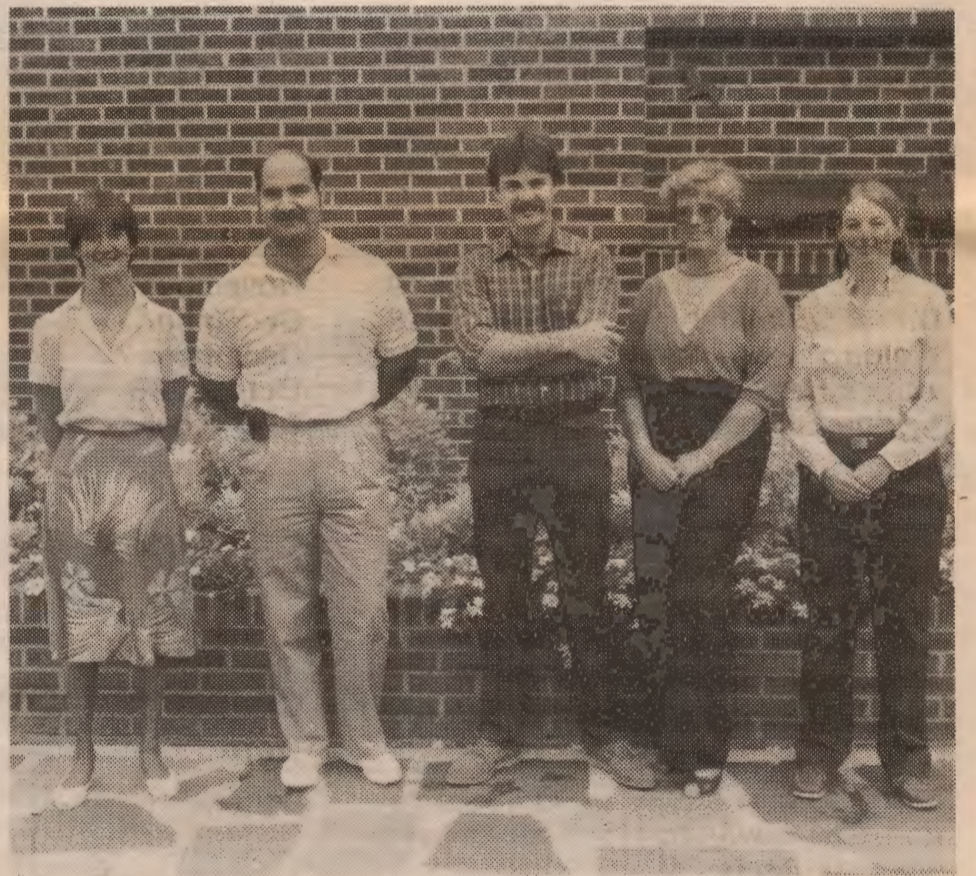
The Scholarship/Work Program is another example of the SIU's deep belief that education is the key to growth and strength of individuals, of the union, and of the industry. This program has been developed for eligible members who wish to return to SHLSS solely to work towards their Associate in Arts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

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



College instructor Don Mundell (l.) discusses geographical areas with John C. Carr.

SHLSS Staff Members Attend Voter Registration Class



(l. to r.) Chris Tennyson, Bart Rogers, Bill Foley, Fay vanEsselstyn and Tracy Aumann. (Not shown: Kaye Assenmacher)

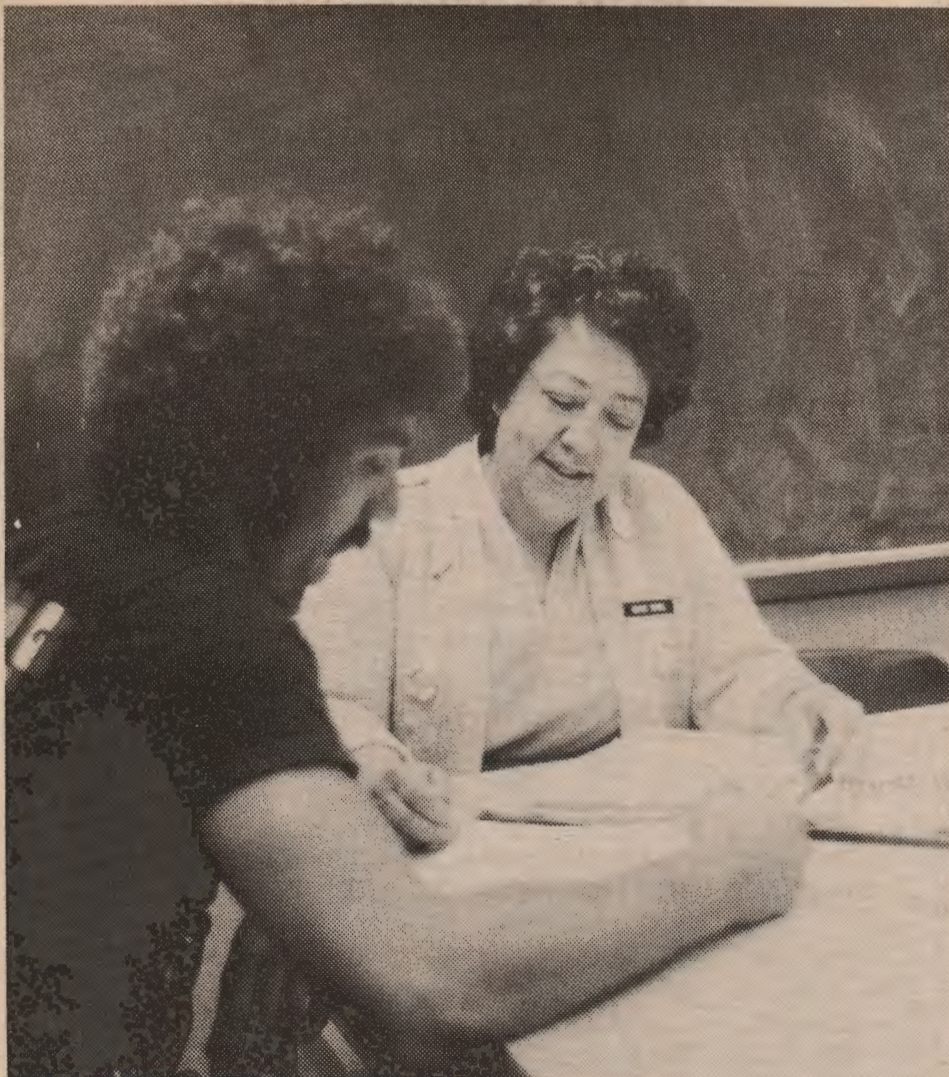
Six staff members of the Seafarers Harry Lundeberg School of Seamanship attended a voter registration class. The class was given by the Board of Supervisors of Elections for St. Mary's County.

Voter Registration forms were explained and distributed. The class members were deputized and authorized to distribute Voter Registration Applications and assist in filling out the forms.

**Support our
Grassroots Program**

**If you are not
registered — Register**

**If you are registered
Vote November 6th**



Charles County Community College instructor Grace Davis discusses course assignments with William Gizzo.



Upgrading Course Schedule

October Through December 1984

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



Following are the updated course schedules for October through December 1984 at the Seafarers Harry Lundeberg School of Seamanship.

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

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

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

Class schedules may be changed to reflect membership demands.

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

The following classes will be held through December 1984 as listed below:

Engine Upgrading Courses

Course	Check-In Date	Completion Date
Automation	October 19	November 23
Diesel Scholarship	October 26	December 21
Welding	November 2	December 7
Tankerman	October 5	October 18
Marine Electronics	November 2	December 14

Deck Upgrading Courses

Course	Check-In Date	Completion Date
Able Seaman	October 19	December 6
Celestial Navigation/ Master/Mate F.T.	November 9	December 14
Celestial Navigation/ Third Mate	November 9	December 14
Celestial Navigation/ Towboat Operator	November 9	December 14

Steward Upgrading Courses

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

Recertification Programs

Course	Check-In Date	Completion Date
Steward Recertification	October 19	December 3

Adult Education Courses

Course	Check-In/Completion Date	Length of Course
Developmental Studies	September 10 October 1 October 29	September 14 October 5 November 2
(GED) High School Equivalency Program		Open-ended
(ESL) English as a Second Language		Open-ended
(ABE) Adult Basic Education		Open-ended

Bus Schedule

Monday Through Friday Only

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

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

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

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

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

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

Apply Now for an SHLSS Upgrading Course



Seafarers Harry Lundeberg School of Seamanship Upgrading Application



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

Address _____ (Street)

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

Deep Sea Member Inland Waters Member Lakes Member Pacific

Social Security # _____ Book # _____ Seniority _____

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

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

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

Trainee Program: From _____ to _____ (dates attended)

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

Course(s) Taken _____

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

Date Available for Training _____

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

DECK

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

ENGINE

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

ALL DEPARTMENTS

- Welding
- Lifeboatman

ADULT EDUCATION DEPARTMENT

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

STEWARD

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

COLLEGE PROGRAM

- Nautical Science Certificate Program
- Scholarship/Work Program

No transportation will be paid unless you present original receipts after course completion.

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



SHLSS Instructor Eglinton Writes Engine Room Book

William D. Eglinton, an instructor of Marine Engineering at the Seafarers Harry Lundeberg School of Seamanship, has authored a new version of the *Marine Engine Room Blue Book*.

This is the third edition of the *Blue Book*. The second edition was published in the mid-1960s and Eglinton has updated the book to include the hundreds of technological changes in the engine room and maritime industry. It is based on the original edition by William B. Patterson.

The *Blue Book* emphasizes equipment operation and construction and contains all new

sample questions and answers. The text includes many general topics all QMED candidates must know along with specific topics for fireman/watertender, oiler, pumpman, machinist, electrician, deck engineer, refrigeration engineer and junior engineer.

The *Blue Book* is published by Cornell Maritime Press. For information on how to order the book call toll-free (800) 638-7641 or in Maryland (301) 758-1075.

Perryman Buried at Sea

July 18, 1984 was a somber day aboard the *SS President Hoover* (APL) as the ashes of Brother Bobby G. Perryman were committed to the deep in the harbor of Kobe, Japan.

Capt. L.R. Jewett officiated at the burial. All hands were in attendance.

Perryman served aboard the *President Hoover* as a utilityman from Feb. 1 to April 23, 1980 and died in Piney Point, Md. on May 10, 1984.

Delivering the Message



Telling the delegates to the annual convention of the New York State Union Label and Service Trades Department that union members must band together to fight Reagan's anti-labor policies is SIU President Frank Drozak. Sitting beside him is the president of the group, Joseph Talarico. The convention was held at the end of June in Tarrytown, N.Y. (photo by Dan Miller)

Personals

Leo Gillikin
and
Albert Cruz

Please get in touch with your old shipmate, William O. Bolling, 103 Steele Rd., Slidell, La. 70461.

Support SPAD

KNOW YOUR RIGHTS

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

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

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

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

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

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

KNOW YOUR RIGHTS



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

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

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

KNOW YOUR RIGHTS

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

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

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

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

Seafarer Sees the World on a Wing with a Prayer

Like Lindbergh's, day, the melodies of Cole Porter tunes are in the air, sounding as though played on an old Victrola from speakers on the open runway field. Air balloons and parachutists drift in the clouds. They are a feast for the eyes, green, yellow, red, drawn before a blazing white sun. Then the clickety revving of propellers starting up is heard as antique Stearman bi-planes with canvas wings and bodies in brilliant origami colors are moved about like toys on the runway. The crowd swoons.

It's the Golden Age of flight at the Flying Circus Airshow in Bealeton, Va. The show is a dazzling display of sky acrobatics, dizzying flight paths and parachute falls with pilots and planes gliding through the air with the greatest of ease. Every Sunday is a revival of barnstorming stunts and thrills in vogue in the '20s and '30s.

In Charles Lindbergh's day unemployed World War I pilots home from the war gathered crowds to country fields for just such a day of stunning sky barnstorming in their Stearman flying machines. Afterwards they passed the hat to pay the rent. In formation and in solo flight, up, up and away, performing rolls, dives and loops the planes

cut the sky leaving plumes of spent fuel feathering behind them.

But the best today is about to begin with the *start* of the Flying Circus finale. People lift children to their shoulders. They clutch binoculars to see him climb out of the cockpit of a Stearman, 500 feet in the air. Without safety devices or hidden wires, no parachute to break a surprise fatal fall, QMED Bob Shaw edges out to dance a daring ballet on the wing of a plane travelling 95 miles per hour.

But what is a Seafarer doing on the wing of an airplane? There is no bailing out when the ride gets rough, when the wind currents fray grace, when he is tempted to distraction by beauty on the wing.

No Wires, No Chute. Dancing on a Wing at 500 Feet.

Bob Shaw is a man of adventure in a modern world where most people slay their dragons and pump their adrenaline on video screens without leaving the safety of their daily world. Shaw says he went to sea for the adventure and the thrills of seeing the world. In the winter time he rides Olympic style bob-



An accomplished rock climber, white water canoeist, parachutist, and Olympic style bobsled enthusiast, Shaw discovered wingwalking competing for the position at the Circus two years ago and found it to be the most "exciting" thing he had ever done.

sleds. He challenges dangerous rapids in white water canoeing and has a mountain climbing rating that almost qualifies him to scale Mt. Everest.

Today for a handful of dollars and a thrill most people will never experience, let alone comprehend, Bob Shaw is walking on the wing of an airplane.

The plane makes a pass over the crowd. He sees and hears the applause each time he takes a new position outside the plane. It is for the pure thrill of it all and the applause that he has taken such a job, he later tells autograph seekers.

Shaw is one of a handful of professional wingwalkers employed in similar circuses or by Hollywood film makers. But Shaw and one other wingwalker with the Circus alone pull out all the stops. Save a nylon cord he hooks to the plane during the 'loop the loops' and when the routine calls for him to hang upside down from the plane, the Federal Aviation Administration has waived regulations requiring Flying Circus wingwalkers to use safety props.

For a full minute during the performance, Shaw executes the trapeze hang from an end strut. He must be able to recover to an upright position while wind pressure may reach a maximum 120 miles off the fuselage, in a sit up that could be accomplished only by an athlete. Ahh's ripple through the crowd.

Once more onlookers are breathless. They get butterflies in their stomachs when suddenly the Stearman goes for the loop. Leaning into a V-strut for a split second into the plane's roller coaster dive, the world falls away from Shaw as the centrifugal force holding him lets up.

In a few moments he is on the ground. Children want him to sign Flying Circus posters and can't seem to keep their eyes off of him. He will be their hero they say and are already thinking of the ski cap they can use as a flight cap and the dining room chair they will jump from when they get home.



Wingwalker QMED Bob Shaw and pilot John King show off the authentic Stearman plane used in their daredevil Flying Circus routine.

GLAMO 2-Year Contract Signed And Ratified

A new two-year contract between 25 SIU-contracted ships on the Great Lakes and the Great Lakes Assn. of Marine Operators (GLAMO) was ratified and signed by the membership.

The contract, which went into effect on July 16, has monetary gains for the members and a return to a Cost of Living Adjustment (COLA) starting next Aug. 1. There had been a one-year freeze on the COLA.

At Sea / Ashore

Falcon Princess or Falcon Lady Off to Karachi

From Sept. 19-28 the *ST Falcon Princess* or the *ST Falcon Lady* (both Titan Navigation) will carry a cargo of 36,500 to 36,750 metric tons of bulk wheat from Portland, Ore. to Karachi, Pakistan.

China Buys 4.1M Tons of U.S. Wheat

Last month Communist China bought 4.1 millions metric tons of U.S. wheat under the fourth year of these countries long-term grain agreements.

Also last month the Soviet Union purchased 350,000 metric tons of American corn for delivery during the 1984-85 marketing year.

Sea-Land to Sail Direct to Trinidad

Sea-Land Service will sail a specially designed and built containership which can handle 171 35- or 40-foot refrigerator boxes directly on a run between Port Everglades, Fla. and Port-of-Spain, Trinidad.

Directory of Ports

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

HEADQUARTERS

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

ALGONAC, Mich.

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

BALTIMORE, Md.

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

CLEVELAND, Ohio

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

DULUTH, Minn.

705 Medical Arts Building 55802
(218) 722-4110

GLOUCESTER, Mass.

11 Rogers St. 01930
(617) 283-1167

HONOLULU, Hawaii

707 Alakea St. 96813
(808) 537-5714

HOUSTON, Tex.

1221 Pierce St. 77002
(713) 659-5152

JACKSONVILLE, Fla.

3315 Liberty St. 32206
(904) 353-0987

JERSEY CITY, N.J.

99 Montgomery St. 07302
(201) 435-9424

MOBILE, Ala.

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

NEW ORLEANS, La.

630 Jackson Ave. 70130
(504) 529-7546

Toll Free: 1-800-325-2532

NEW YORK, N.Y.

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

NORFOLK, Va.

115 3 St. 23510
(804) 622-1892

PHILADELPHIA, Pa.

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

PINEY POINT, Md.

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

SAN FRANCISCO, Calif.

350 Fremont St. 94105
(415) 543-5855

SANTURCE, P.R.

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

SEATTLE, Wash.

2505 1 Ave. 98121
(206) 623-4334

ST. LOUIS, Mo.

4581 Gravois Ave. 63116
(314) 752-6500

WILMINGTON, Calif.

408 Avalon Blvd. 90744
(213) 549-4000

Dispatchers Report for Deep Sea

August 1-30, 1984

Port	*TOTAL REGISTERED All Groups			TOTAL SHIPPED All Groups			Trip Reliefs	**REGISTERED ON BEACH All Groups		
	Class A	Class B	Class C	Class A	Class B	Class C		Class A	Class B	Class C
DECK DEPARTMENT										
Gloucester	4	3	0	1	0	0	0	9	9	0
New York	59	16	0	55	13	0	0	172	42	0
Philadelphia	20	10	0	2	6	0	3	28	13	0
Baltimore	8	7	0	7	8	0	0	28	5	0
Norfolk	17	10	0	14	13	0	0	25	20	0
Mobile	12	5	0	21	3	0	0	35	6	0
New Orleans	54	9	0	54	11	0	3	122	15	0
Jacksonville	46	21	3	57	31	1	2	76	25	5
San Francisco	35	8	1	37	15	0	7	81	18	1
Wilmington	17	10	0	22	8	0	0	45	24	0
Seattle	32	8	1	32	21	0	2	75	14	3
Puerto Rico	14	3	0	22	4	0	1	24	6	0
Honolulu	5	13	4	4	13	6	0	5	24	1
Houston	49	7	0	43	13	0	0	98	18	0
Piney Point	0	0	0	0	4	0	0	0	0	0
Totals	372	130	9	371	163	7	18	823	239	10
ENGINE DEPARTMENT										
Gloucester	2	1	0	0	0	0	0	6	5	0
New York	60	8	0	48	4	0	0	154	24	0
Philadelphia	21	8	0	5	3	0	0	26	12	0
Baltimore	8	2	0	4	0	0	0	27	3	1
Norfolk	12	2	0	12	5	0	4	22	10	0
Mobile	12	1	0	12	1	0	0	32	9	0
New Orleans	37	7	0	28	11	0	5	95	17	0
Jacksonville	39	16	0	29	10	0	1	55	18	1
San Francisco	28	7	1	31	5	0	2	57	17	3
Wilmington	8	7	0	10	5	0	0	30	12	1
Seattle	22	12	0	15	20	0	3	57	17	3
Puerto Rico	8	4	0	7	4	0	5	20	4	0
Honolulu	2	10	5	3	14	7	0	2	13	2
Houston	35	6	0	32	5	0	1	73	13	0
Piney Point	0	0	0	0	1	0	0	0	1	0
Totals	294	91	6	236	88	7	21	656	175	11
STEWARD DEPARTMENT										
Gloucester	2	1	0	0	0	0	0	2	2	0
New York	39	14	0	34	20	0	0	81	33	1
Philadelphia	6	3	0	2	3	0	0	9	5	0
Baltimore	4	1	0	0	1	0	0	11	2	0
Norfolk	10	2	0	7	1	0	1	18	3	0
Mobile	5	0	0	11	3	0	0	15	1	0
New Orleans	18	2	0	28	5	0	5	56	6	0
Jacksonville	18	6	0	20	14	0	0	25	9	0
San Francisco	13	24	1	35	46	0	3	36	66	3
Wilmington	1	1	0	2	3	0	0	12	9	0
Seattle	20	7	0	18	15	1	1	34	13	2
Puerto Rico	4	1	0	7	2	0	1	9	2	0
Honolulu	5	39	50	4	81	151	0	6	47	62
Houston	16	1	0	20	10	0	0	34	1	0
Piney Point	0	2	0	0	12	0	0	0	0	0
Totals	161	104	51	188	216	152	11	348	199	68
ENTRY DEPARTMENT										
Gloucester	0	1	0	0	0	0	0	1	3	0
New York	33	70	4	0	0	0	0	65	166	9
Philadelphia	10	20	0	0	0	0	0	12	27	0
Baltimore	4	10	1	0	0	0	0	10	24	2
Norfolk	4	13	0	0	0	0	0	12	53	0
Mobile	5	6	0	0	0	0	0	9	23	0
New Orleans	21	25	2	0	0	0	0	49	62	1
Jacksonville	11	27	3	0	0	0	0	13	35	5
San Francisco	20	58	9	0	0	0	0	33	143	22
Wilmington	4	18	1	0	0	0	0	9	74	4
Seattle	4	28	4	0	0	0	0	9	45	10
Puerto Rico	10	11	0	0	0	0	0	21	17	2
Honolulu	2	83	131	0	0	0	0	7	146	150
Houston	15	19	0	0	0	0	0	24	44	2
Piney Point	0	15	0	0	0	0	0	0	0	0
Totals	143	404	155	0	0	0	0	274	862	207
Totals All Departments	970	729	221	795	467	166	50	2,101	1,475	296

*"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 August was up from the month of July. A total of 1,478 jobs were shipped on SIU-contracted deep sea vessels. Of the 1,478 jobs shipped, 795 jobs or about 54 percent were taken by "A" seniority members. The rest were filled by "B" and "C" seniority people. A total of 50 trip relief jobs were shipped. Since the trip relief program began on April 1, 1982, a total of 734 relief jobs have been shipped.

Support SPAD

Senator John Warner

COMING to the Senate with a background in national security and foreign affairs, Senator John Warner (R-Va.) was elected to the United States Senate on Nov. 7, 1978.

The senator believes in a strong American merchant marine to assist in securing America. This belief in America's maritime prowess was nurtured during Warner's early years as a volunteer in the U.S. Navy. He said recently, "I remember so well the end of World War II, when the U.S. merchant fleet was the largest in the world. However, in the years since 1950 there has been a steady decline in the merchant marine. . . . The deficiencies in the American merchant marine could well be the Achilles' heel of any military operation that we may be forced to conduct in the defense of our nation."

During his five years of service in the Department of Defense in the late '60s and early '70s, first as Under Secretary of the Navy and then as Secretary of the Navy, Warner has diligently worked to break barriers and alleviate the problems with respect to America's merchant marine fleet, which he feels "is America's strategic resource."

In the Senate, Warner is a third-ranking majority member of the Armed Services Committee, is chairman of its subcommittee on Strategic and Theatre Nuclear Forces, and serves on its subcommittees on Military Construction and Tactical Warfare. He is a member of the Energy and Natural Resources Committee, is chairman of its subcommittee on Energy and Mineral Resources, and serves on its subcommittees on Military Construction and Tactical Warfare.

In his short Senate career, Warner has continued to work hard and effectively to improve the nation's transportation network and America's private fleet. "An efficient transportation network is essential to the quality of life throughout the United States."



Sen. John Warner

In June of this year, Warner, along with his colleague, Senator Robert Byrd (D-W. Va.), introduced the "Sealift Commission" bill as an amendment to the Department of Defense Authorization legislation. This Sealift Commission will recommend how the government and private industry can construct more United States ships through innovative measures.

Warner pointed out that "the British operation in the Falklands was dramatically dependent upon sealift capability provided by their merchant fleet. It is interesting that the ratio in the Falklands campaign between British warships and British merchant ships was four merchant ships for every British warship. Indeed, we recall with somewhat of a tinge of romantic nostalgia that the British had to take the *QE II* out of passenger service and reconfigure it very quickly as a troop transport in that engagement."

Recommending that his colleagues support the amendment wholeheartedly, Warner concluded his remarks by saying, "In my judgment, this commission, representing the broadest of experience and expertise in the maritime, military and economic matters affecting the U.S.-flag fleet, the maritime unions, and our shipyards, can contribute to a resolution of the problems that have beset the U.S. maritime industry and, therefore, the sealift capability of the U.S. Armed Forces."

"A ship should not ride on a single anchor nor life on a single hope!"

Epicetus, Greek Philosopher, First Century A.D.

Senator John Glenn

ELECTED to the United States Senate in 1974, Senator John Glenn (D-Ohio) was re-elected to a second term in 1980.

The senator has had an exciting and interesting career encompassing military service, private business, space flight and politics. In April 1959, Glenn was selected as one of the first seven astronauts to participate in the space program. On Feb. 20, 1962, Glenn became the first American to orbit the earth, completing three orbits and reaching a maximum altitude of 162 statute miles and an orbital speed of 17,500 miles per hour during a five-hour flight.

As a result of his military background, the senator supports America's maritime industry and recognizes its commanding role in the economic and defense posture of this nation. The senator has worked for many initiatives in committee and on the Senate floor and championed motions to secure and revitalize all aspects of the American fleet.

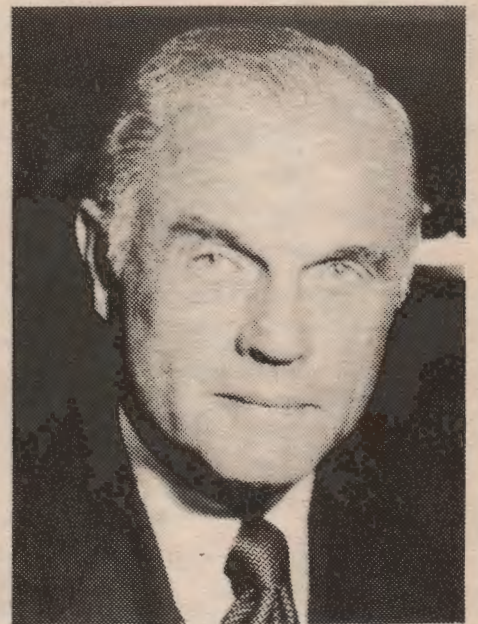
Through the years, Glenn has supported ODS and CDS programs to maintain the U.S. fleet's presence and competitiveness in the world's oceans.

The senator realizes the United States must be energy self-sufficient and strongly advocates the ban on the export of Alaskan North slope crude oil. In addition, filling the Strategic Petroleum Reserve at a maximum fill rate is another avenue the senator endorses for U.S. oil independence.

The "stars and stripes" flying on the masts of American ships sailing into the ports of our allies and Third World countries symbolizes U.S. involvement in worldwide events. Our P.L.-480 Food For Peace Program, with the backing of senators such as Glenn, reinforces the commitment of the United States to underdeveloped countries.

Senator Glenn sits on the Foreign Relations Committee, the Governmental Affairs Committee, and the Special Committee on Aging.

Recently, the senator addressed the Biennial Conven-



Sen. John Glenn

tion of the Ohio AFL-CIO, where he said that "in 1984, the Democratic ticket deserves to win—and Ronald Reagan deserves to lose. The administration continues to boast about recovery. But what kind of recovery is it that brings renewed prosperity to some—but leaves states like Ohio twisting slowly in the wind?"

"Despite the administration's soothing assurances that things are better, over half a million Ohioans are still out of work and millions more are running out of hope. I believe the people of Ohio deserve better than that, and that is why I recently introduced legislation to create a job training trust fund that will help workers gain the skills they need to compete in today's economy. If changing technology is making the old concept of job security a thing of the past, then we must see to it that employment security becomes the wave of the future.

"Together, we will build an America where every person who is willing to work can find a decent job and where every child who is willing to learn can get a decent education. Together, we will build an America that redoubles its efforts in research and reaffirms its commitment to excellence, so that one day soon, the best products in the world will once again be stamped 'Made in the USA.'

"And most important of all, together we will build an America whose relations with the rest of the world reflect neither a retreat into isolationism nor a march into militarism and where we earn respect not just for the power of our arms, but for the strength of our ideals."

SIU Campaign Takes Root in Political Turf

"What are YOU going to do for America's merchant marine?"

This question has been asked by thousands of SIU members, their families and SIU's friends rallying across the United States.

port of Tacoma, Wash. To say the very least, the president was surprised as he stammered about his plan for building a 600-ship Navy fleet.

In May, hundreds of protesting SIU members greeted sen-

ators, Texas late last month. Such notables as senators Robert Dole (R-Kan.), Lowell Weicker (R-Conn.) and former Secretary of Transportation Drew Lewis were put on the maritime hot spot.

emergency has arisen, has any administration given the merchant marine the attention it deserves. But as the crises end, so do all the programs to support the U.S. fleet. Our merchant fleet has declined to the point

*"... I am happy to report that the MTD/SIU Grassroots Program is showing some real signs of success. Awareness is growing at all levels. Politicians cannot ignore us anymore..."— *Mobile, Alabama*

Volunteering their time and efforts and armed with posters and flyers, Seafarers with their families and concerned colleagues have been enthusiastically informing the American public and campaigning candidates of the dangerous decline of America's merchant fleet and the security risk our country faces if the fleet continues to shrink.

For more than 30 years, Seafarers have witnessed first-hand the drastic and heart-wrenching sinking of America's maritime power.

During these same 30 years, SIU has supported and spared no efforts to elect presidents, senators and national representatives who have promised to end the decline of America's maritime industry. They made lofty promises to help America's working people. And they stated unequivocally their promotion of American industries.

Frustrated and angry because administration upon administration has broken promises to revitalize America's maritime fleet and allied industries, our unionists have taken their questions to the main streets of America where they will assuredly receive answers.

And the questions were being answered!

Confronted by throngs of picketing trade unionists and surrounded by inquiring reporters carrying mikes, notepads and minicams, these candidates have had no choice but to answer our questions and make a stand on our issues.

In late April, Seafarers lined the presidential motorcade when President Reagan spoke at Weyerhaeuser's export facility in the



Seattle

atorial candidate Phil Gramm (R-Texas) at Gramm's scheduled press conference at the Hobby Airport Hilton in Houston, Texas. Our unionists and friends demanded to know the congressman's platform for maritime and American industrial rejuvenation. Gramm was stunned by the demonstration and tried to ignore our maritime issues. A Houston reporter then forced the issue by asking the congressman, "How can we rebuild our maritime industry?" Gramm, clearly caught off guard, quickly answered that "America needs to increase its American goods export market."

Our picketing volunteers touched base with the upper echelons of the Republican Party during the proceedings of the Republican Platform Committee when they convened in Dal-

The grassroots campaign has received attention around the country. SIU's Frank Drozak has brought the plight of our industry into the livingrooms of Americans through the media—newspaper, radio and television coverage—in many areas.

Since SIU's in-house strategy meeting in April, Drozak has travelled extensively throughout the United States encouraging the support of the Maritime Trades Department's working millions. Drozak has addressed the Port Councils in Toledo, Ohio; Baltimore, Md.; Seattle, Wash.; San Francisco, Calif.; Chicago, Ill., and visited such out-of-the-way places as Saraland, Ala.

Drozak has called all unionists and friends to picket and has given them the grim facts. "Only when a war or national

that it cannot supply our military troops to sustain a battle on one front, let alone two. A recent study by the Association of the United States Army verifies that the condition of America's maritime fleet is a serious threat to our national security for transporting troops and needed combat resources during national emergencies. If the rate of decline continues as it has in the past, the American maritime industry will be out of business in less than 10 years."

The record of the Reagan administration is a wholesale transfer to disaster. Every initiative the maritime industry has tried to introduce in Congress—initiatives geared toward turning this industry around, saving American maritime jobs and meeting the needs of national security—has encountered open administration opposition. President Reagan has cut seamen's health care benefits, terminated the Construction Differential Subsidy program, cut back on the Operating Differential Subsidy program, allowed U.S. operators to build ships overseas, failed to ratify the UNCTAD Code, failed to enforce existing cargo preference laws and failed to enter into bilateral trade agreements with our trading partners. This administration's program is nothing more than a suicide pill for an essential segment of our economy and national security.

(Continued on Page 28.)

*** All quotes in this special section are taken from speeches by SIU President Frank Drozak from his stops at Union halls, Port Councils and rallies around the country.**

Grassroots Around the Country



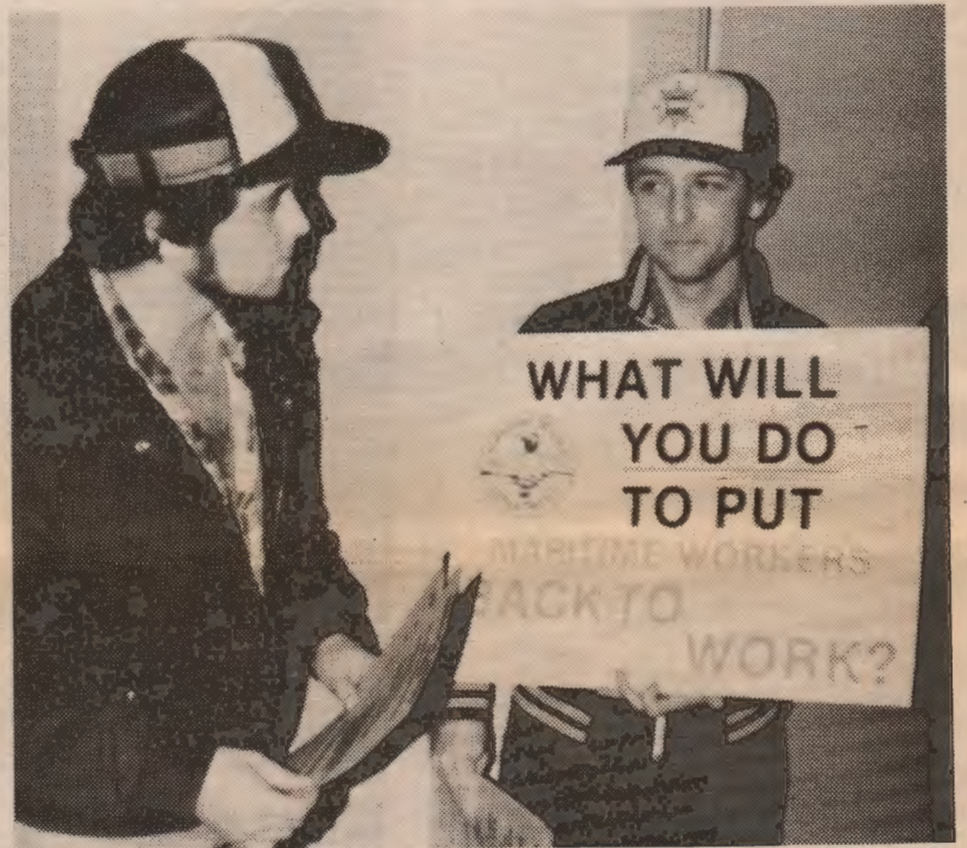
Camp Springs

"... If the rate of decline continues as it has in the past, the American maritime industry will be out of business in 10 years ..."

Philadelphia, Pennsylvania

"... When the Republican Platform Committee meets on Monday, the committee will be greeted by protesting union members, their families and friends. These union members will demand to know why President Reagan's 'eight-point maritime program' of 1980 has never been adopted and implemented during his term ..."

Dallas, Texas



Baltimore

"... We must let America's people and politicians know what these broken promises have done to the fourth arm of America's defense."

Norfolk, Virginia



San Francisco

“... We need candidates in office who will turn promises into reality.”

Wilmington, California



Los Angeles

“... Our merchant fleet has declined to the point that it cannot supply our military troops with the supplies needed to sustain a battle on one front let alone two.”

New Orleans, Louisiana



Detroit

“... The message is this: AMERICA NEEDS JOBS.”

Houston, Texas



Cleveland

“... I believe with your help and the help of the MTD in each of the 29 port councils, we can get the American public on our side—especially if they know the facts—the facts about the steadily worsening condition of the maritime and allied industries.”

Portland, Oregon

Grassroots in the News

Merchant marine in doldrums

By Gary Washburn
Chicago Tribune

WASHINGTON—At a time when the United States is beefing up its military with huge infusions of cash and hardware, some critics of government policy believe that the nation's tactical might is being compromised by an erosion of its merchant marine.

The number of privately owned American cargo ships has decreased so dramatically over the years that a prolonged conflict or conflicts on several fronts could strain the supply lifeline to the breaking point, they say.

In 1951, nearly 1,300 U.S. merchant ships plied the seas. Today, there are only 537.

A mothballed fleet of 241 federally owned cargo ships is designed to augment America's private contingent of merchant vessels in a national emergency, but one congressional observer characterizes the so-called National Defense Reserve Fleet as "a bunch of aging

"The problem is a historical one. Drozak says that just like past presidents, Ronald Reagan doesn't listen. Drozak says that is quite ironic, as the U.S. is involved in conflict in all parts of the world currently. That is when the industry he represents is needed the most."

WSMV
Channel 4
New Orleans



Drozak Scores Merchant Marine Policy, Hints Mondale Support

By Erik S. McMahon

Frank Drozak, president of the Maritime Trades Department, AFL-CIO, called last week's "grassroots" political

By William Lally
News American Staff

Disgruntled because they say politicians have broken promises to aid the ailing U.S. merchant fleet, Baltimore members of the Seafarers International Union are embarking on a "grass-roots" campaign to win public support.

PACIFIC
SAN FRANCISCO
W. 74

The people tu

P-I Staff

President Reagan's midday visit to the Tacoma area yesterday brought out a mix of demonstrators varying from maritime union members who blame him for the declining state of the merchant marine to citizens who think he is wonderful.

"We love him," said one woman. "Reagan is Amerika's Hitler," read one sign.

The biggest turnout of protesters was near Weyerhaeuser Co.'s log export facility at the Port of Tacoma. An estimated 95 members of the Seafarers International Union ap-

peared, carrying signs. One said "Vital in war, forgotten in peace."

SIU member Alva McCullum, 55, of Seattle, was quoted by United Press International as saying Reagan has let "the merchant marine decline. He's laid up all the ships. If he's going to export logs to China, why not let our ships do it?"

Demonstrators, pro and con, also were busy along the ring road at Weyerhaeuser's corporate headquarters near Federal Way.

A knot of people clustered near a sign that welcomed Reagan to Tacoma. "Tacoma loves you Mr

Merchant marine weakness: serious

By WILLIAM MATTHEWS
Staff Writer
NORFOLK

The American merchant marine fleet has shrunk to little more than a 10th its size of 40 years ago and the fleet's size and age are a serious weakness in America's defense, the president of the Seafarers International Union said Tuesday.

With only 466 ships an average age of 18 years old, the nation's merchant marine could not sustain American troops in a one-theater war for more than a month, Frank Drozak told the Hampton Roads Port Council.

Ninety-five percent of the supplies needed in a war must be delivered by ship, he said. At the end of World War II the nation had 4,000 merchant ships that could be used if need-

The American shipbuilding industry is as deteriorated as the merchant fleet. No merchant ships are being built in the nation's 25 shipyards, he said.

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other hand, operates 2,700 merchant ships and is building 600 more, Drozak said. His comments were aimed at an audience made up mostly of maritime businessmen and representatives of Hampton Roads shipbuilding companies.

Drozak, who is based in Washington, said Tuesday American ships have become dependent on foreign ships for its international trade. Less than 4 percent of its bulk commodity exports—coal and grain—travel on American flag ships.

In part because of the economy, more than 100,000 U.S. merchant ships are not used.

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By Larry Ramey
Journal Staff Writer
CLEVELAND — B

maritime industry is at a low-water mark, a national campaign to bring public attention to the industry's unions is under way in Cleveland.

"I am scared, for my life, about the industry," said Frank Drozak, president of the Maritime Trades Department, an affiliate of the AFL-CIO involved in shipbuilding.

Drozak called on local union members to support a campaign, noting that the industry is losing jobs to foreign shipbuilders.

Drozak Wants to Pin

AMERICAN SHIPPER: JUNE 1984

Frank Drozak, the powerful maritime labor leader, harps on an old theme (the need to revitalize the industry) and he is rallying his legions to mount a grass roots and media campaign to carry the message to the presidential and congressional candidates. The key, he says, is to trim the federal deficit. Without making a formal endorsement, he leans toward Walter Mondale for president.

By Richard Kneeb

Giving every indication he intends to have maritime labor exercise its political clout, Frank Drozak says he plans to pin down the presidential and congressional candidates on their programs for revitalizing the industry.

Economy Maritime slump blamed on

By Svein Gilje
Times business reporter

The merchant marine industry is in its worst slump in 50 years, says Frank Drozak, president of the Seafarers International Union, who puts the blame on the economy.

The American merchant fleet is down to 466 ships, compared with 18,000 in 1934, Drozak says. "We need a policy program to handle our problems," he said.

Asked how the Democrats handle the Reagan, he stands silent.

Nearby, members of the El Salvador Solidarity Committee held a demonstration. One of the demonstrators, a 30-year-old Seattle resident,

supplying Israel after the Middle East war of October 1973. The Seafarers Union represents 12,000 crewmembers aboard American ships, including about 500 in the Seattle area.

Drozak, who is on a national tour to raise awareness of maritime problems, said President Reagan offered a seven-point program but has delivered on only one—the 1984 Shipping Act to help U.S. flag vessels compete with foreign lines.

That was the message Frank Drozak, president of the Maritime Trades Department, AFL-CIO, brought to a gathering of Northeast Ohio maritime union officials and government representatives at the Cleveland Maritime Port Council's luncheon Tuesday.

Drozak was in the town as part of a national tour of major maritime port council cities to spread his message and announce the May 1 start of a grassroots campaign to lobby political candidates.

Drozak's speech Tuesday detailed the decline of the maritime industry since the end of World War II and said today "it is every bit as important to the national security as the B-1 bomber."

THE U.S. merchant marine fleet has declined from over

3,000 ships during the Korean War to less than 500 today, Drozak said. Of those, only 200 would be usable in supplying American forces in a conflict. He said the average age of American merchant ships is 18 years. He added the Soviet Union has a merchant fleet of 2,700 ships and is building 600 more.

Likewise, the number of shipyards in the U.S. has dwindled to just 26—a fact well understood in Lorain—with only 13 of those operating, according to Drozak.

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Protest

Union seafarers line up for Reagan

Maritime union to 10000

By Jeffrey Laign
Writer about slumping smoke-
ing mer-

By JACK PYLE
The News Tribune

A sign-carrying crowd of 125 Seafarers International Union members greeted President Reagan as his car sped through Fife on the way to the Weyerhaeuser export facility on the Tideflats yesterday.

The demonstrators waved and the president waved back, both entry to the Tideflats from the d upon his de-

NATIONAL COMMERCIAL
NEWS
SAN FRANCISCO, CA.
W. 47,600

just demon-
lem," said
carried "

steelworkers, shipyard workers forced onto unemployment lines and into soup kitchens.

Last month, President Reagan signed the Shipping Act of 1984, which many leaders hope will strengthen the marine. When the a-

A union officer directing the protest first entered the street, "Here he Get them signs up there!"

Almost in unison, the seamen and families raised the signs that had printed for the occasion.

Some had handmade signs which such slogans as "American ships are the forgotten few."

About 500 persons lined the street. A few other protest signs also. Police and ch-

"Not everyone was happy to see the president in our area today. About 100 protestors gathered down the road from the Weyerhaeuser log export terminal to show their displeasure with the president's economic policies. The group was made up mainly of members of the Seafarers International Union, an organization which charges Reagan with neglecting the merchant marine. George Vukmir of the Union blames the president for the trend of U.S. companies setting up shop overseas giving to a loss of American jobs."—KSTW, Channel 11, Seattle

Building grassroots Maritime Trades Dept. hit

By ROGER LINDAHL
Commercial News Staff

Department, AFL-CIO, is campaign to address issues and ship. ad women pensive to industries ank Drozak,

Maritime Port Trades Department that many autos, among accession of the

bor strength at t council, been

roots program board meeting in need candidates into reality. ave operations, we gn to attend all the tes in the states who are running for ve can turn the tide. and the help of the uncils, we can get the le — especially if they cts about the steady maritime and allied in-

Drozak has been tri United States to encourage million working men a the 43 national and ir Maritime Trades Depa In the past few we Toledo, Ohio, Port Council; the St. Louis Port Council; the Boston Port Council Maritime Council.

Future speaking cities as Wilmington, Portland, Ore.; Ne "We have been to be stopped by giant multinational and their admini

"Only when a arisen have the attention it des all the program "Our merch that it cannot supplies need alone two," s If the rate past, the Ar of business "I believ network a active sup "It is t public an let them

Maritime industry campaign announced

major candidates in the states throughout the United States who are running for offices.

"If we work together, we can turn the tide. If we don't, it'll be too damned late."

Drozak compared the industry today to the industry 24 years ago.

"In 1960, during the Cuban Crisis, we had 2,000 ships and the Russians had less than 500," he said. "We had 260 shipyards in this country.

"Today, we have less than 500 ships in the commercial fleet. We're down to 26 shipyards, of which only 13 are working, and not one merchant ship is being built. We have 60 percent of our ships laid up and 50 percent of the

merchant ships to supply armed forces for a military effort.

"Our national security is in jeopardy," he said. "The Russians have 2,700 ships and they're building 600 more.

"Do we want a cartel, like we had in gas and oil?"

He said the biggest problem is foreign competition, both in the maritime industries and the industries which supply cargo.

"All around the world, governments work with the ship building industry, to keep it competitive. If the industry needs tax incentives to build ships, they get it. If they need subsidies, they get it. We need a maritime policy that allows us to be competitive, or we need cargo. Cargo build a shipping industry," he t he said the government has to help such industries as competitive in world

"If the rate of decline continues as it has in the past, within the next five years, there won't be an American-flag ship on the high seas."

Labor Defended. Drozak also took aim at those who lay the problem to the high costs of American labor. "Aren't we entitled to a decent living, a decent education for our children?" he said.

And later, he told *American Shipper* that labor costs on U.S.-flag ships are only about 1% higher than those on foreign-flag vessels. That figure differs sharply from the contention of steamship executives, who put U.S.-flag labor costs at upward of twice as high as foreign-

Down the Politicians

to buy American goods, Drozak ed that it would be offset by the weakening of the dollar.

at the Presidents. Since the the Korean conflict, Drozak number of shipyards in this has plummeted to 26 ("and 12 of not working") from 260, while n's merchant fleet has shrunk to an 500 vessels, with an average 3 years, from 2,000.

eight merchant vessels are nstruction, all of them in foreign rozak said, leaving only Navy American shipbuilders. And os "will start running out," he

Maritime trade

MTD boss also criticized ent Ronald Reagan for ng his promise to revital-maritime industry. e've been promised and sed since 1960 that the ment would revitalize the me industry. It is time to promises into reality," he When we let ourselves get is situation, it's time to do ing. We want to go to the and confront the candi- and let them know our ns."

maritime industry translates into a stronger economy. He said a concentrated effort should be made cut the 50 percent unemployment among maritime workers, since each maritime job creates four related jobs in the workforce. "Shipbuilding would turn the machines back on in the steel mills and create jobs," he said.

Drozak said, where other countries have maritime policies and subsidize the industry. The U.S. has no policy. "We're not against fair trade or afraid of competition," he said. "But it

must be fair competition. There has to be a set of rules. They have them, we don't."

He proposes the defense department allocate a certain portion of its budget for shipbuilding and then lease ships to private industry to man and operate. "There's enough in the military budget to be allocated to maritime trade and they'd never miss it," he said. "Maritime trade must be part of their priorities."

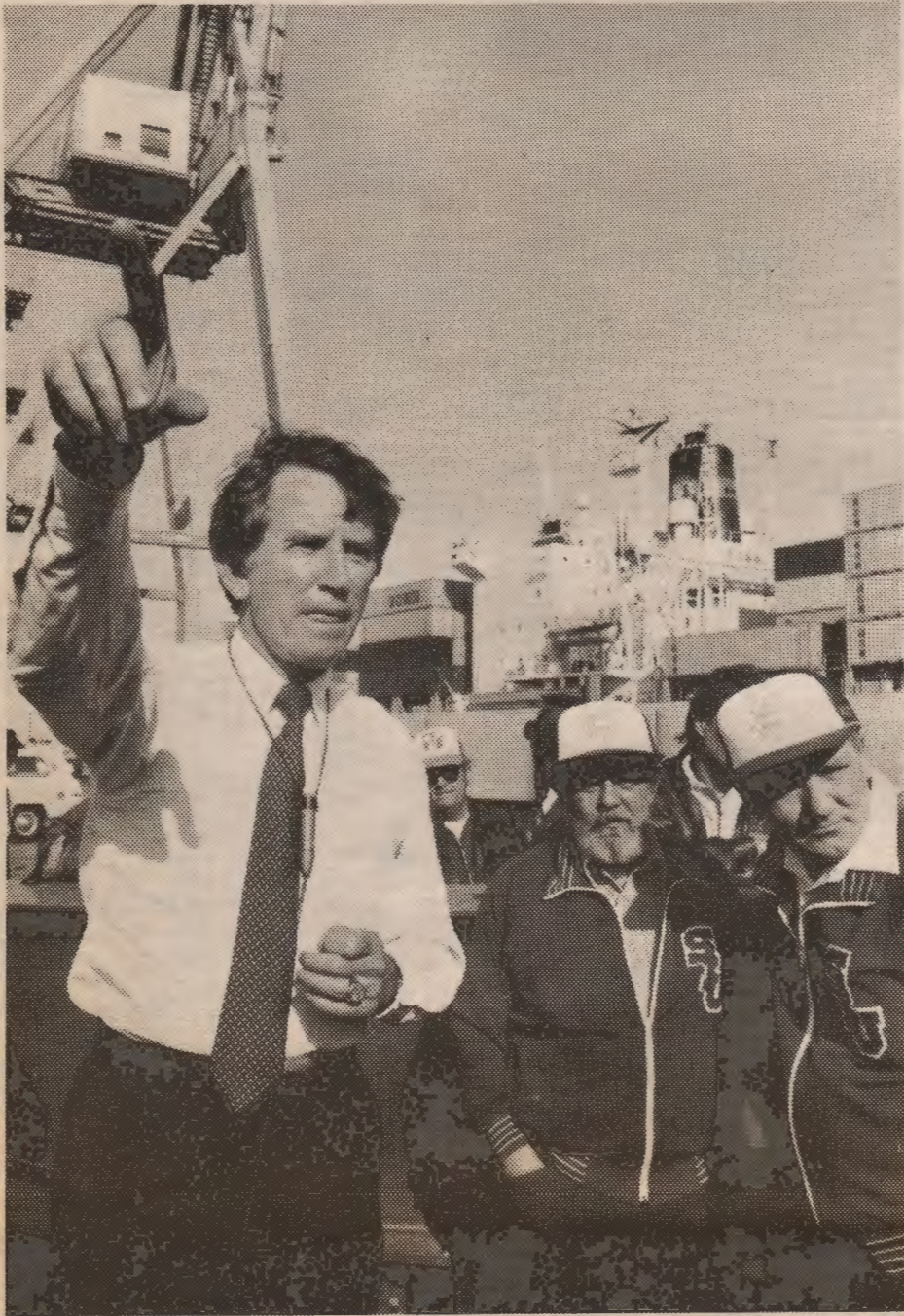
Drozak hopes the lobby campaign starting in May will make it a priority.



"Mondale was met by Seafarers with picket signs, a reminder that about half of their membership isn't working. Mondale told them that one way to get the Great Lakes in great shape again is to reduce the federal deficit, and he hit hard on the problems caused by a runaway federal budget."—WEWS, Channel 5, Cleveland

DROZAK SAID a strong

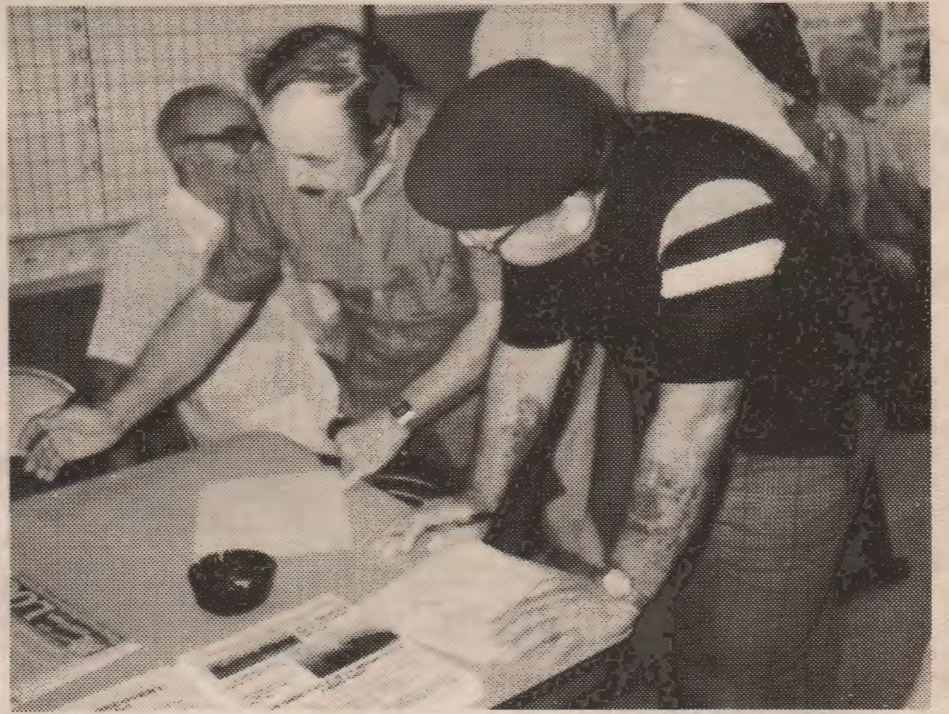
Grassroots Around the Country



Baltimore

"... It is time for all of us to carry our issues to the public and the politicians running for office, and let them know how we feel about the string of broken promises."—Cleveland, Ohio

"... Instead of enacting policies and programs to build up our fleet, they have been blinded by the demands of the 'free traders' and the giant international corporations who have no loyalty to any country or system, only to the largest profit."—Toledo, Ohio



Puerto Rico

"... We must have a policy that will provide jobs in all industries for the future and a maritime industry that will be able to bolster our national security."

New York City

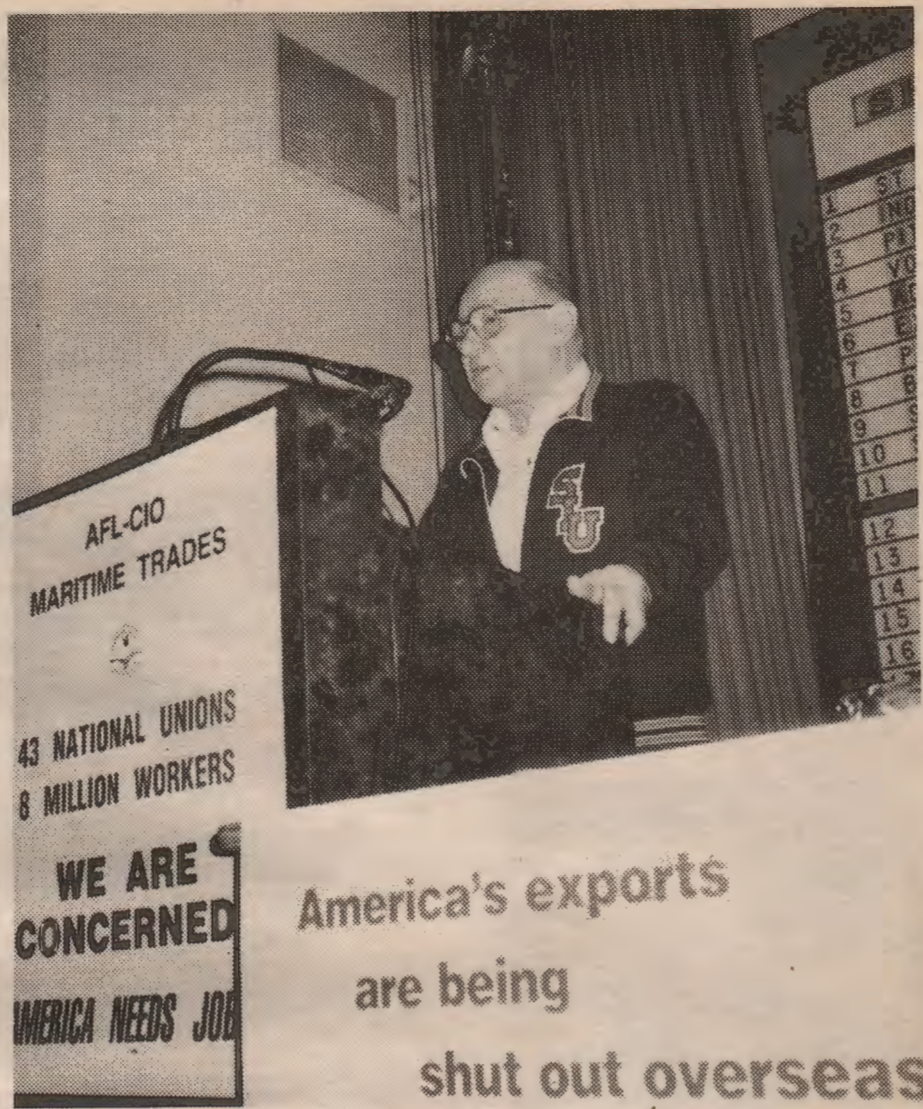


Hampton Roads



"... Only when a war or national emergency has arisen has any administration given the merchant marine the attention it deserves. But as the crises end, so do all the programs to support the fleet..."

*Jacksonville,
Florida*



*America's exports
are being
shut out overseas
New York*



Philadelphia



West Seattle

"... I believe with the help of the Grassroots Program and the help of the American people, we can convince the candidates of the need for their active support."—Detroit, Michigan

"... Each new president and administration has assured us that they recognize the need for a large, vigorous merchant marine. However once elected, they forgot their promises."

*St. Louis,
Missouri*

**Support
SPAD**

Everybody Has a Part in SIU Grassroots Push

(Continued from Page 21.)

For us in the maritime industry, the long voyage has just

begun. It will be a short trip to destruction for all of us if the Reagan administration remains

in the Pennsylvania Avenue residence.

American people are talking,

and the fight is nearing the last rounds.

We need to redouble our grassroots efforts between now and Nov. 6 so that people will listen to our warnings before it's too late.

All of us must cooperate and work together. Our grassroots efforts must now reach out and not only encourage but also help Americans to register and vote on Nov. 6. Those Americans pulling the levers on Election Day hold the fate of our industry in their hands.

Democracy works because Americans have the right and the responsibility to vote. But educated voters are the key to an all-encompassing republic of which our forefathers would be proud—our forefathers who recognized that a nation's maritime strength is the key to its international success.

Whether our candidates win, place or show on Election Day, SIU's grassroots campaign must not end. Just as members of Congress begin campaigning the day after Election Day, we, too, must begin to continue our grassroots effort educating the the public, office holders and potential candidates of the importance of continuing and rebuilding our maritime heritage. The American merchant marine is not only an industry integral to America's economic livelihood, but it is a central component of our defense structure that no thinking American can afford to ignore.



New York

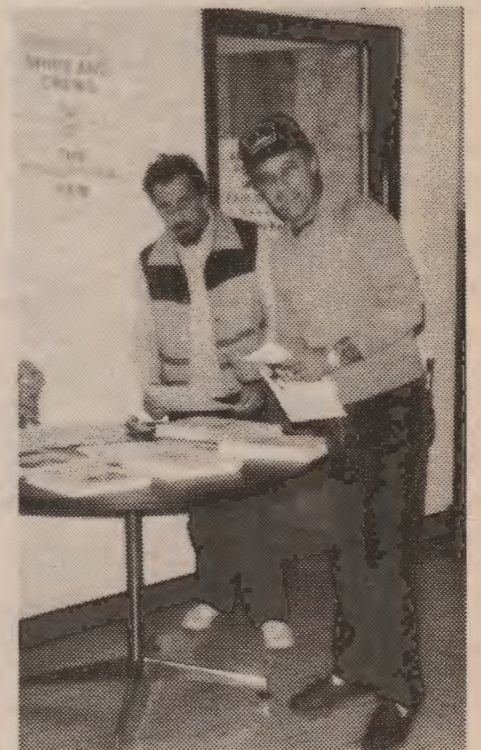


Camp Springs

"... We have worked hard and long to convince the American Congress of the clear and present danger this country would be in without a strong merchant fleet."—San Francisco, California



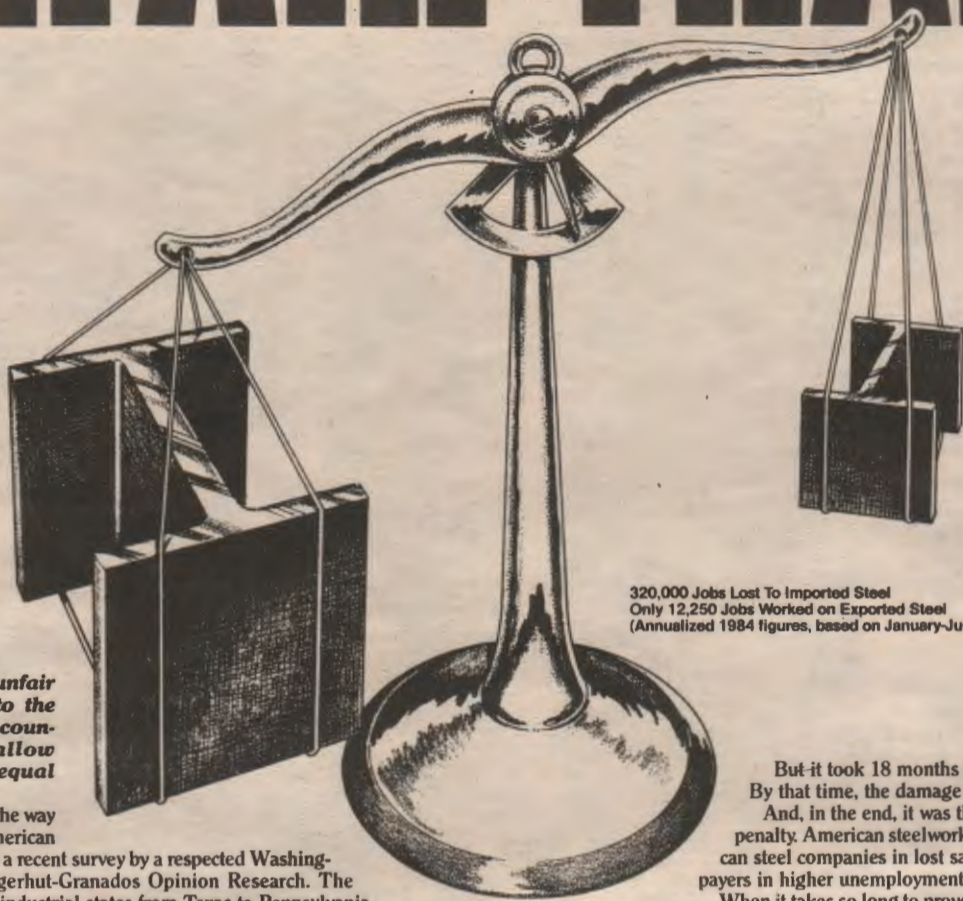
New York



Gloucester

UNFAIR TRADE

28,100,000 Tons;
Foreign Imported Steel



1,000,000 Tons;
U.S. Exported Steel

320,000 Jobs Lost To Imported Steel
Only 12,250 Jobs Worked on Exported Steel
(Annualized 1984 figures, based on January-June.)

Do you believe it's unfair to let products into the United States from countries that don't allow American goods equal entrance?

If you do, you think the way 85% of a sample of American voters do, according to a recent survey by a respected Washington polling firm, Fingerhut-Granados Opinion Research. The poll was done in nine industrial states from Texas to Pennsylvania.

But the U.S. government doesn't agree. They don't see anything unfair about it.

If the government thought the way most voters do, there wouldn't be a steel import problem. And only Canadian steel could be imported into the United States. Because only Canada trades by the same rules we do.

While we open our markets to them...

- ★ **Japan** limits steel imports to 5% of its market.
- ★ **The European Community** sets steel import quotas at 11% of its market. Two-thirds of steel production is government-owned.
- ★ **South Korea** and **Brazil** ban any imports of steel products they can make themselves. Government ownership is 100% and 77%, respectively.
- ★ **Mexico, Spain** and **South Africa** allow steel imports by government permit only. They're usually not issued if the product can be made there. Government ownership of 100%, 77%, and 89% respectively.

In the past three years, these same countries committed 27 proven violations of U.S. trade laws. (By selling steel below cost, with the losses made up by their governments or government banks.)

But it took 18 months to prove each violation. By that time, the damage was done. And, in the end, it was the victims who paid the penalty. American steelworkers, in lost jobs. American steel companies in lost sales. And American taxpayers in higher unemployment payments.

When it takes so long to prove a violation of our trade laws, no wonder illegal foreign steel imports keep increasing.

This year, 25% of the steel used in America is imported steel. That's why, today, 100,000 American steelworkers are laid off. And hundreds of thousands of other Americans from steel-related jobs are unemployed.

Stand up for America.

Do you believe, as 76% of the voters sampled do, that it's time to stop losing American jobs to unfair imports?

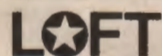
If you do, you can help. Congress is considering the **Fair Trade in Steel Act**. It would limit steel imports to 15% of our market across-the-board for five years, and require American steel companies to use the resulting profits to modernize American steel mills.

Write your Congressman and Senators. Urge them to restore and save American jobs by supporting this legislation.

If you're not a letter-writer, sign the coupon below, and mail it to the Senator or Congressman named.

But, please, **act now**. The stakes are high. Let your government know what **you** believe. And maybe they'll start believing, too.

AND AMERICANS KNOW IT!



LOCAL OFFICIALS FOR FAIR TRADE

Mayor Richard S. Calliguri; Pittsburgh, PA
Acting Chairman

Alabama: Mayor Richard Arrington, Jr. Birmingham; Mayor Johnny T. Nichols, Fairfield
California: Mayor Ron Rives, Pittsburg
Illinois: Mayor Charles Panicci, Chicago Heights
Indiana: Mayor Richard Hatcher, Gary; Commissioner N. Atterson Spann, Jr., Lake City
Mississippi: Commissioner Stone Corey, Lake City; Commissioner Frank Stodola, Lake City
Missouri: Mayor William D. Schaefer, Baltimore
Michigan: Mayor James Wagner, Wyandotte
Minnesota: Chairman Gary Cervenk, Board of Commissioners, St. Louis City
New York: Mayor James D. Griffin, Buffalo
Ohio: Mayor Joseph J. Zahorec, Lorain
Pennsylvania: Commissioner Tom Foerster, Allegheny City; Commissioner Pete Flaherty, Allegheny City; Commissioner Barbara Rafer, Allegheny City; Commissioner Norm Hetrick, Dauphin City; Commissioner Lawrence Hochendoner, Dauphin City; Commissioner John E. Minnich, Dauphin City; Mayor Paul M. Marcincin, Bethlehem
Utah: Mayor James E. Ferguson, Provo
West Virginia: Mayor William Muegge, Wheeling

The LOFT membership includes 140 local officers from 18 states. Those listed above serve on the LOFT Steering Committee. For more information, contact Kevin J. O'Neill, Executive Director, LL101 Fort Pitt Commons, 445 Fort Pitt Boulevard, Pittsburgh, PA 15219, 412-355-7263

Senator Robert W. Kaster, Jr.—Wisconsin
Senate Office Building
Washington, D.C. 20510

Dear Senator:

It's time to stop losing American jobs to unfair imports!
I urge you to work for immediate passage of S2380, The Fair Trade In Steel Act.

Address _____

Signed _____

City/State/Zip _____

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

AUG. 1-30, 1984

Dispatchers Report for Great Lakes

	*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									
Port									
Algonac	42	7	1	59	20	0	28	2	4
ENGINE DEPARTMENT									
Port									
Algonac	8	3	2	19	10	0	6	4	2
STEWART DEPARTMENT									
Port									
Algonac	6	3	0	16	2	0	11	3	1
ENTRY DEPARTMENT									
Port									
Algonac	29	20	7	0	0	0	29	9	12
Totals All Departments	85	33	10	94	32	0	74	18	19

***"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.

Legal Aid

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

NEW YORK, NEW YORK

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

BALTIMORE, MD.

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

CHICAGO, ILL.

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

DETROIT, MICH.

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

GLOUCESTER, MASS.

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

HOUSTON, TEXAS

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

LOS ANGELES, CALIF.

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

WILMINGTON, CALIF.

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

MOBILE, ALA.

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

NEW ORLEANS, LA.

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

NORFOLK, VA.

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

PHILADELPHIA, PA.

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

ST. LOUIS, MO.

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

SAN FRANCISCO, CALIF.

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

SEATTLE, WASH.

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

TAMPA, FLA.

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

Support Your SIU Blood Bank

New Orleans Hall Completes Renovations

NEW ORLEANS—birthplace of jazz, home of the Mardi Gras, Queen City of the country's mightiest river, site of the Louisiana World Exposition. New Orleans—the Crescent City—largest port in the United States in terms of tonnage and second largest port in the world in terms of dollars.

It is no surprise, then, that situated in the heart of New Orleans is one of the more active SIU halls in the country.

Dedicated on April 8, 1961, the New Orleans hall, a two-story building at 630 Jackson Ave., has recently undergone extensive renovation of its interior space.

On the ground floor, glass walls separate the new administrative offices from the lounge area, giving a very open and light effect. The administrative area includes offices for SIU Vice President Joe Sacco and Port Agent Pat Pillsworth, as well as a glassed-in conference room and space for three patrolmen and four secretaries. New furniture in the lounge area provides modern, comfortable and spacious shoreside facilities for members waiting to ship out.

Other facilities on the ground floor include the hiring hall, TV room and eating area. On the second floor is the large auditorium and SIU clinic.



Large white columns at the entrance to the New Orleans SIU hall and the modern sculpture of a seaman at work capture the atmosphere of the old French Quarter.

The exterior of the building remains the same. Through the use of 150-year-old bricks, grill-work facings, an elegant curved stairway and large white columns at the entranceway, the hall has captured the atmosphere of the old French Quarter. Extensive use has been made of shrubbery and sculpture to add to the hall's beauty.

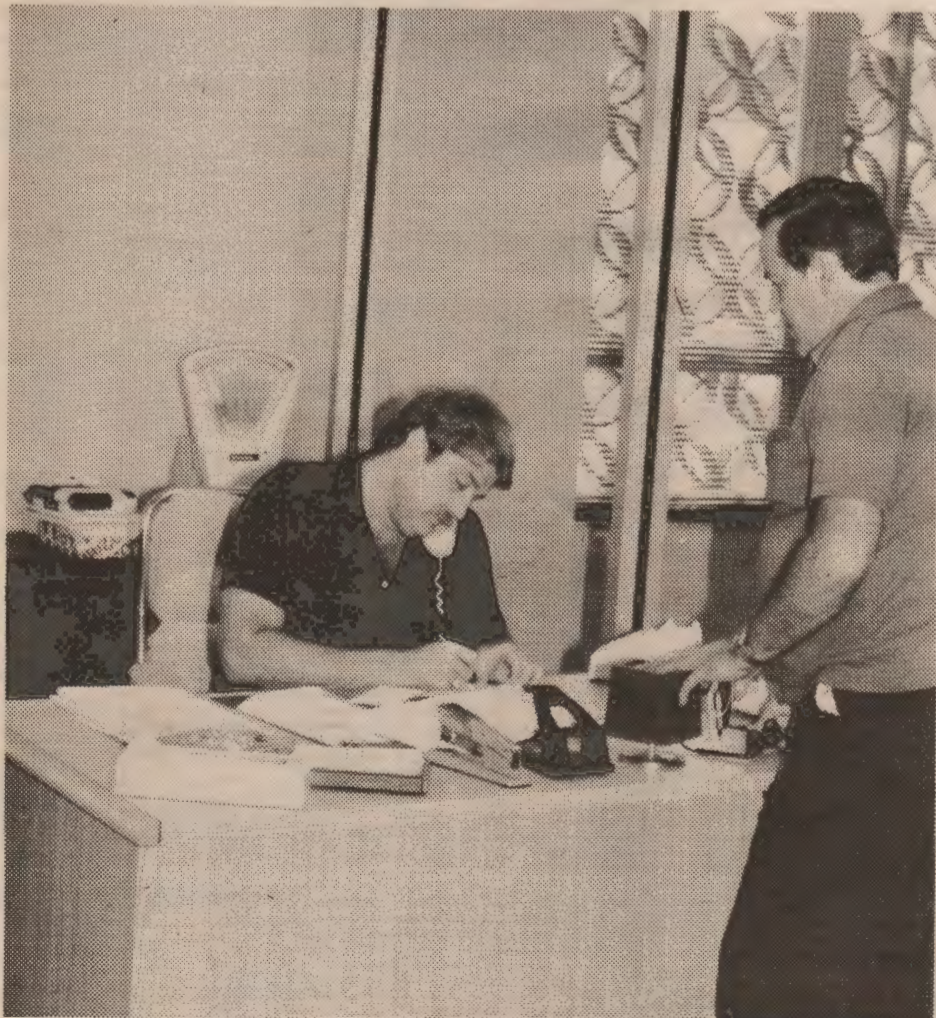
An open courtyard patio is one of the building's attractions. Enclosed by glass walls, a sculptured water fountain and lush vegetation can be viewed on three sides by Seafarers and SIU officials alike.

Over the last Labor Day weekend, a number of ships and tugs were in the New Orleans area. Patrolmen Jim McGee, Steve Ruiz and Nick Celona were on hand to meet the ships at payoff and service some of the National Marine and Crescent Towing tugs.

The *Aurora* (Apex Marine) was one of the ships that came into port in that period. It was

voyage #2 for the *Aurora*, returning from Haifa, Israel where she delivered 58,000 tons of grain. The trip is 18 days over, 18 days back, and 10 days in the port of Haifa.

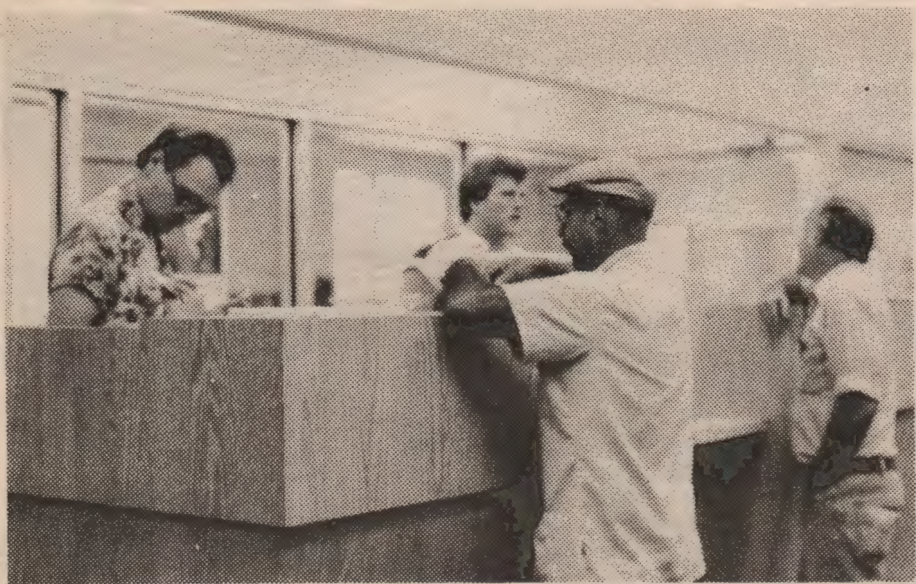
Steve Ruiz came aboard at payoff to settle any beefs and problems that surfaced during the *Aurora's* long voyage. He also took the time to update her crewmembers on current Union activities. He stressed that each member should vote in the upcoming election. Four more years of President Reagan, he said, may be a disaster for the maritime industry—our jobs and job security.



SIU Patrolman Jim McGee helps out a member.



SIU Vice President Joe Sacco (center) presides over a morning staff meeting at the New Orleans hall. From the left are Patrolmen Jim McGee and Steve Ruiz, Sacco, Port Agent Pat Pillsworth and Patrolman Nick Celona.



Two SIU members, Richard Metcalf (l.) and Joe Adams, help answer members' questions from behind the counter at the New Orleans hall.



John Benedict, AB, points to his card on the board.



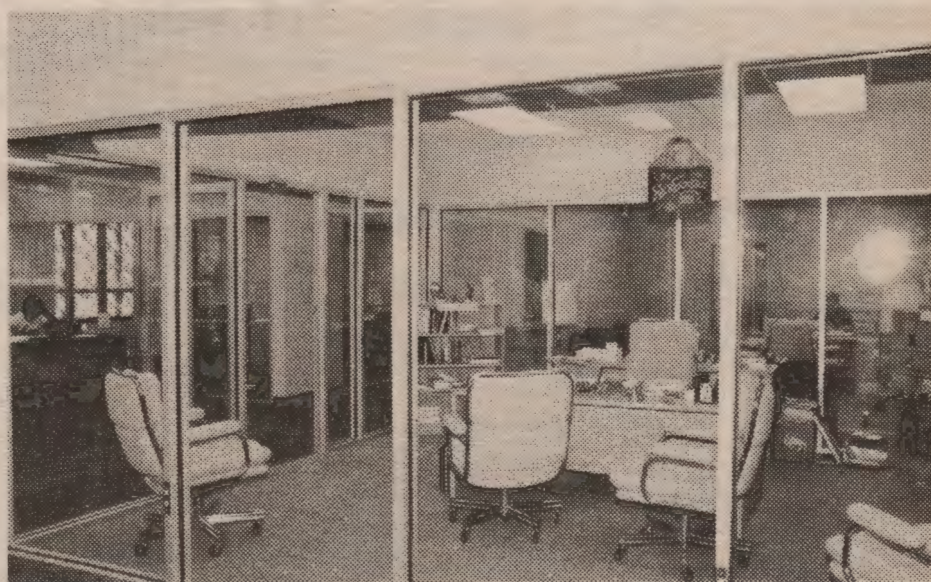
An elegant curved stairway leads upstairs to the SIU clinic and auditorium. Behind it are the doors leading out to the open courtyard, and at the far end of the photo is the glass-enclosed TV room. At right is part of the lounge area which has been furnished with new, comfortable seating.



There is plenty of work to keep four secretaries busy. From the left are Deborah Patterson, Diane Daigle and Geri Ivon. (Not pictured is Gwen Johns.)



The sculptured fountain and lush vegetation in the hall's central courtyard add to the building's gracious atmosphere.



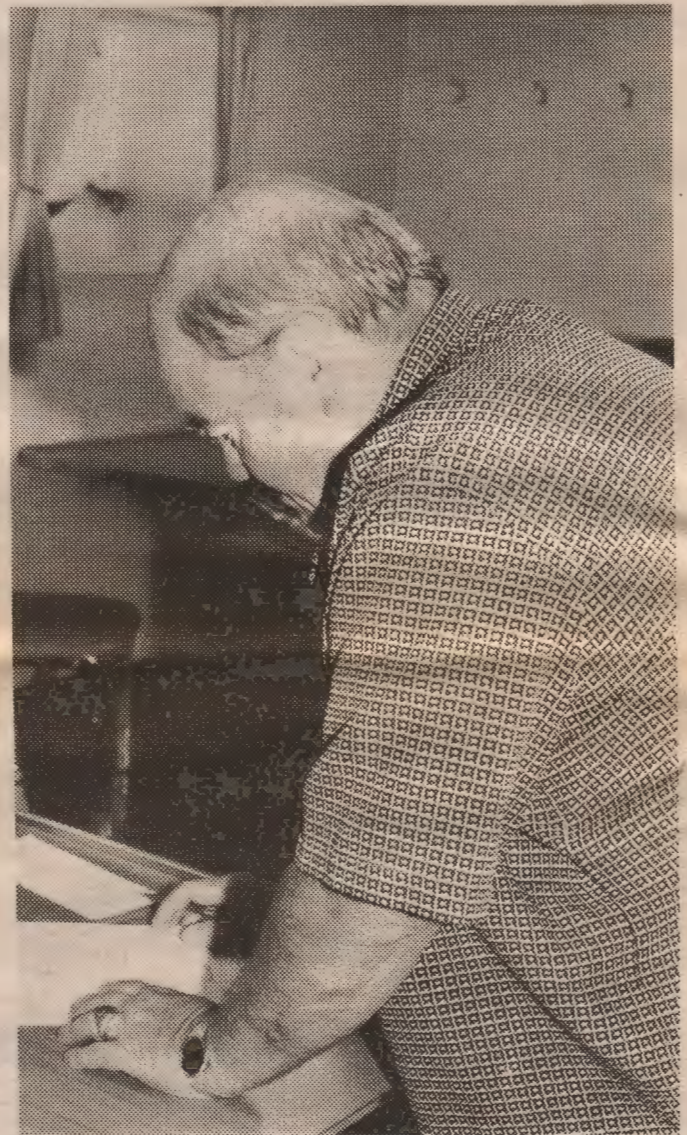
Glass walls enable you to look through from the lounge area into the office of Pat Pillsworth and Joe Sacco's beyond that.

~ New Orleans Hall Completes Renovations ~

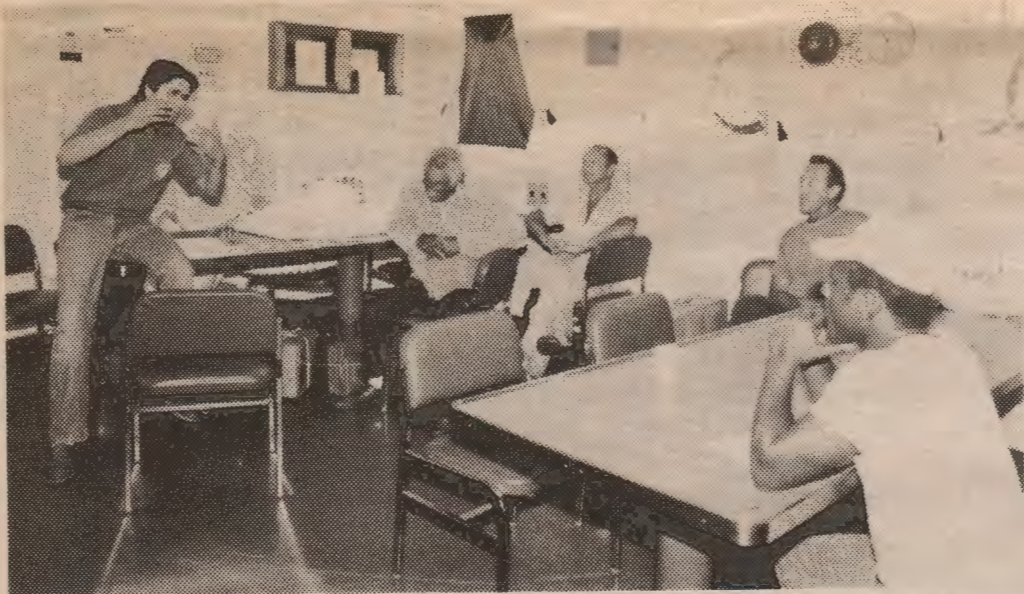
The Aurora Pays Off in New Orleans



The *Aurora* (Apex Marine) lies alongside the Commercial Street dock in New Orleans.



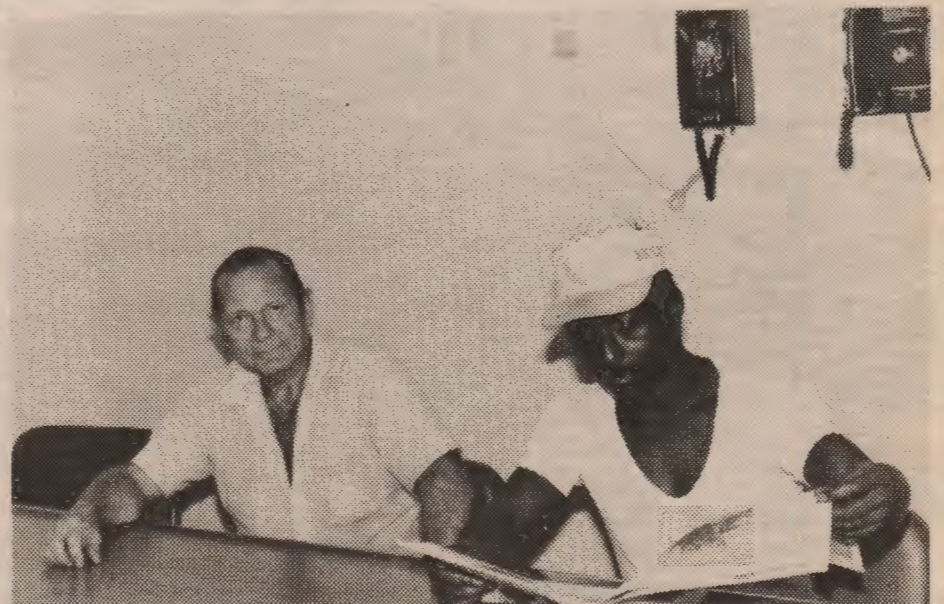
Fred F. Dorney, AB, the bosun during voyage #2, signs the patrolman's report.



SIU Patrolman Steve Ruiz (l.) talked to the ship's crew, stressing the fact that all departments must work together.



The *Aurora* will remain in New Orleans for about a week before sailing back to Haifa, Israel with a new load of grain.



AB George Forrest (l.) and Winston Gardner, QMED, get ready for the ship's meeting. Forrest has been sailing for 36 years.

Pensioner's Corner

Deep Sea



Leonard Bailey, 59, joined the SIU in 1945 in the port of Baltimore sailing as an AB. Brother Bailey was born in Mississippi and is a resident of Wiggins, Miss.



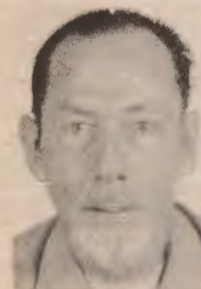
Marlow Clinton Barton, 59, joined the SIU in the port of New Orleans in 1954 sailing as an AB and deck delegate. Brother Barton helped to organize Cities Service in 1953. He is a veteran of the U.S. Army during the Korean War. Seafarer Barton was born in Florala, Ala. and is a resident of New Orleans.



John Erwin Booth, 65, joined the SIU in the port of New Orleans in 1957 sailing as an AB. Brother Booth began sailing in 1947. He is a veteran of the U.S. Marine Corps during World War II. Seafarer Booth was born in Louisiana and is a resident of Abita Springs, La.



Alvin Carey Carpenter, 58, joined the SIU in 1947 in the port of New York sailing as a chief cook and chief steward. Brother Carpenter hit the bricks in the 1965 District Council 37 beef. He was born in Missouri and is a resident of Cumberland, R.I.



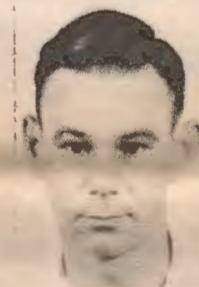
Louie Ray Guertin, 57, joined the SIU in 1945 in the port of New Orleans sailing as a QMED. Brother Guertin was born in Florida and is a resident of Meraux, La.



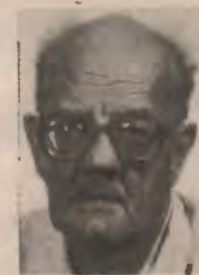
Stanislaw "Stan the Man" Guzi, 66, joined the SIU in the port of Philadelphia in 1967 sailing as an AB. Brother Guzi is a veteran of the U.S. Army Air Corps in World War II, serving 31 months in the Pacific Theater as a gasoline truck driver for the 302nd Heavy Bomb Gp. (B-17s and B-24s), 868th Bomb Sqd. (first radar outfit in the Pacific) in the Philippines, Okinawa, New Hebrides, Munda, and the Admiralty Is. He was born in Philadelphia and is a resident of Turnersville, N.J. near Atlantic City where he plans to tend his vegetable garden.



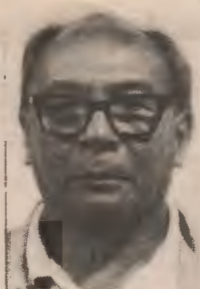
Antoine Kerageorgiou, 61, joined the SIU in the port of New Orleans in 1964 sailing as a recertified bosun. Brother Kerageorgiou was graduated from the Union's Recertified Bosuns Program in 1974. He is a veteran of the U.S. Army in World War II and was a P.O.W. in Nazi Germany. Seafarer Kerageorgiou was born in Marseilles, France and is a naturalized U.S. citizen. He is a resident of River Ridge, La.



Sam Wenceslaus McDonald, 60, joined the SIU in 1943 in the port of Galveston sailing as a chief steward and ship delegate during the Vietnam War. Brother McDonald was graduated from the Union's Stewards Recertification Program in 1981. He attended a Piney Point Educational Conference in 1972. Seafarer McDonald was born in Shreveport, La. and is a resident of Mobile.



Jacob Albert Otreba, 60, joined the SIU in 1946 in the port of Baltimore sailing as a wiper. Brother Otreba was born in Maryland and is a resident of Chalmette, La.



Tiburcio Viray Raguindin, 64, joined the SIU in the port of Wilmington, Calif. in 1969 sailing as a chief pumpman. Brother Raguindin was born in Dagupan City, P.I. and is a naturalized U.S. citizen. He is a resident of Carson, Calif.



Fred Sullins, 70, joined the SIU in 1944 in the port of New York sailing as a chief cook. Brother Sullins dispatched pickets in the Isthmian beef in New York and was a picket captain in the 1946 General Strike in Baltimore. He was born in Alabama and is a resident of Carson City, Nev.



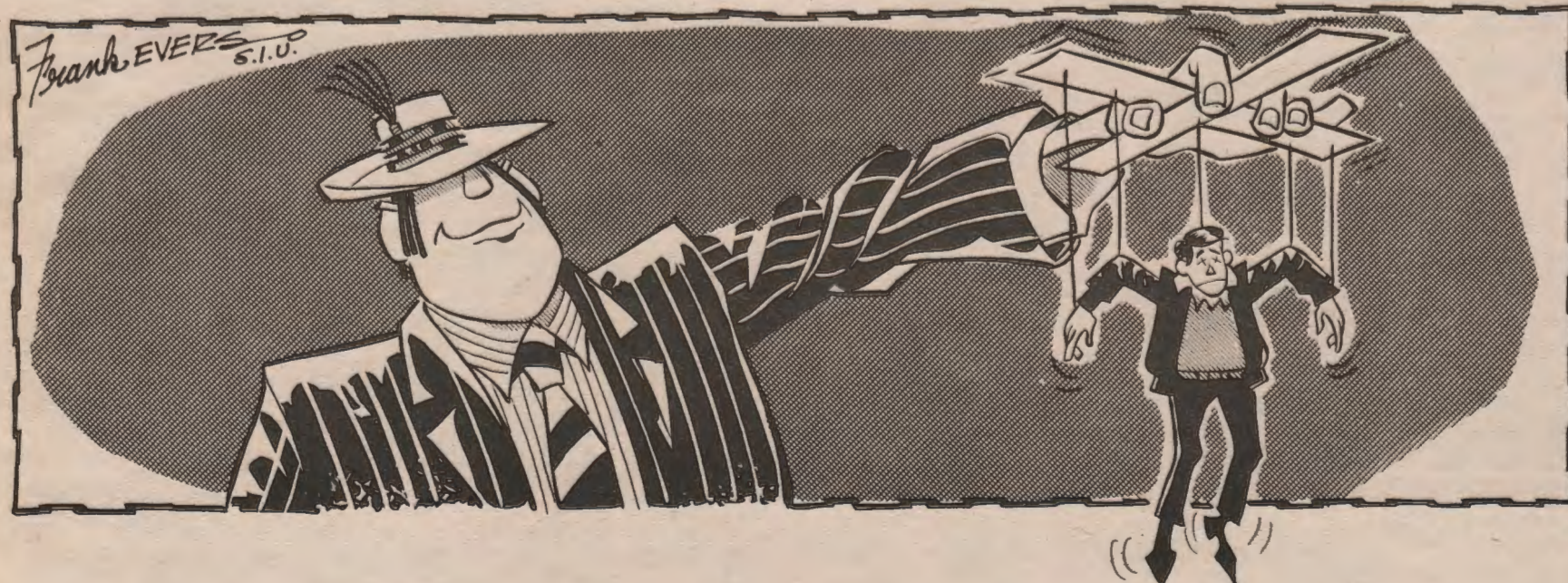
Joseph Theodore Szpek, 64, joined the SIU in the port of Seattle in 1969 sailing as an AB. Brother Szpek was a former member of the Carpenters Union. He is a veteran of the U.S. Army in World War II. Seafarer Szpek was born in Chicago, ILL. and is a resident of Seattle.



Felix Villia Vito, 61, joined the SIU in 1944 in the port of Seattle sailing as a chief electrician in the Korean War. Brother Vito was a crane maintenance electrician for the Seattle Sea-Land Shoregang in 1969. He was born in Mambusao Caniz, P.I. and is a naturalized U.S. citizen. Seafarer Vito is a resident of San Francisco.



Louis Zwerling, 74, joined the SIU in 1941 in the port of San Pedro, Calif. sailing as an AB. Brother Zwerling sailed with Moran Towing in 1946. He walked the picket line in the 1965 District Council 37 beef. Seafarer Zwerling was born in New York City and is a resident there.



JUNKIES ARE PUPPETS! IF YOU ARE CAUGHT WITH DRUGS, YOU LOSE YOUR PAPERS FOR LIFE!

Hypertension: Incurable But Controllable

EVERYONE has blood pressure, but one in four Americans has *high* blood pressure, or hypertension. The problem is that you may have high blood pressure, and not even know it!

Blood pressure is the force of the blood against the walls of the arteries in the body. This force is produced by the heart as it pumps or beats. It keeps blood moving through the arteries that carry blood from the heart to all parts of the body.

Without blood pressure, the blood in our bodies would not be able to circulate, carrying oxygen and other nutrients to all organs and tissues of the body and picking up waste products from the cells of the body to be filtered and eliminated through the kidneys and liver.

What is high blood pressure?

In all individuals, blood pressure varies from day to day, from moment to moment—depending on the person's activity—sometimes rising, sometimes falling. These temporary changes in blood pressure are normal. What's *not* normal is blood pressure that's too high all the time. That's known as high blood pressure, or hypertension. It afflicts an estimated 37 million adults in the United States, and is one of the most frequent abnormal physical findings at the SIU clinics.

The walls of the arteries are elastic and muscular. They

stretch and contract to take the ups and downs of blood pressure. Each time the heart contracts (70 to 90 times a minute), blood pressure in the arteries increases. Each time the heart relaxes between beats, blood pressure decreases.

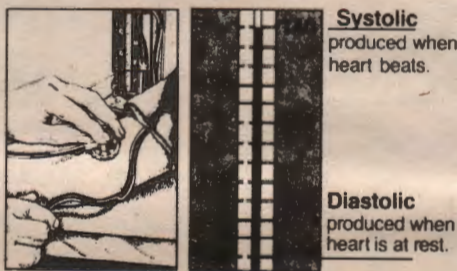
As people grow older, the arteries and their smaller branches, the arterioles, become hardened and less elastic. This process takes place gradually, even in people who do not have high blood pressure. High blood pressure, however, tends to speed up this hardening process.

By taking away the elastic stretchiness that is important to the arteries, the heart is affected because once the stretch is gone, the heart must work harder to pump enough blood. If high blood pressure continues for a long time, the heart and arteries may not function as well as they should, and other body organs may be affected, bringing on an increased risk of stroke, heart failure, heart attack and kidney failure.

The only way to find out if you have high blood pressure is to have your blood pressure checked on a regular basis. It's a simple procedure. A rubber cuff is placed around a person's arm and is inflated with air. The cuff squeezes against a large artery in the arm, momentarily stopping the flow of blood. As the air in the cuff is released, the doctor listens with a stethoscope to the sound of the blood

pushing through the artery. This quick, painless examination measures both the systolic blood pressure (the pressure produced when the heart contracts and pumps) and the diastolic pressure (the pressure of the blood on the arteries when the heart is at rest between beats).

These pressures are recorded in numbers, the systolic over the diastolic; for example, 120/80. The more difficult it is for the blood to flow through your body, the higher the numbers. Although 120/80 is considered a "normal" adult blood pressure level, readings up to 140/90 are also considered normal, especially for older people.



Signs and Symptoms

High blood pressure is especially dangerous because it has no clear signs or symptoms. You can have it and not even know it. It doesn't hurt, and it usually doesn't make a person feel sick or dizzy or nervous. As a result, many people with high blood pressure can live for years without knowing they have it. The only way to find out if you have high blood pressure is to have your blood pressure checked at one of the SIU clinics or by your own physician or local blood pressure screening program.

Causes

No one knows what causes the most common type of hypertension. In fact, in 90 percent of the high blood pressure cases, the cause is unknown. For a long time, no one thought "tension" had anything to do with it. Now it is believed that tension or stress may be a factor, but perfectly calm people have hypertension too. There are other, more important factors that may contribute to a person's chances of developing hypertension.

Heredity: If someone else in your family had or has hypertension, you are also a likely candidate for the disease. People whose parents had high blood pressure are more likely to develop it than those individuals whose parents did not.

Obesity: How much we weigh has a lot to do with high blood pressure. Lower weight means lower blood pressure for most people. No one knows for sure, but maintaining the right weight for your sex and bone structure may reduce the risk of getting high blood pressure. Our experience at the SIU clinics shows that an extremely large percentage of the cases of hypertension result from overweight and that, almost without exception, gradual weight loss is accompanied by a healthy decrease in blood pressure.

Diet: Since statistics show that many people who have high blood pressure are also overweight or obese, they should reduce their intake of calories to help them lose weight. In addition, it's helpful to cut down on those foods high in cholesterol such as fatty meats, lard, butter, egg yolks and whole milk. Sometimes a sodium (salt)-restricted diet is recommended as well, because reduction of salt may also help to lower blood pressure.

Race: Statistics have borne out the fact that black Americans suffer from high blood pressure in greater numbers than white Americans. Blacks should, therefore, monitor their blood pressure levels even more frequently than whites.

Tobacco: Cigarette smoking is a major risk factor for heart attack and stroke.

Alcohol: Alcohol contains many calories, so if you are on a weight-reduction diet, you'll want to avoid those extra calories.

Treatment

Because there is no cure for most high blood pressure, there's no such thing as a quick treatment that solves the problem once and for all. But high blood pressure is easily detected and is usually controllable. That's why it's so important for people

(Continued on Page 35.)



Having your blood pressure checked is a simple but very important procedure, because it is the only way to find out if you have high blood pressure.

(Continued from Page 34.)

Hypertension

to get their blood pressure checked regularly and, if it is high, to follow the treatment their doctors prescribe.

Many medications are available to help reduce high blood pressure. Some get rid of excess body fluids and excess sodium, while other medications can open up narrow blood vessels or prevent the blood vessels from con-

stricting and narrowing. Losing weight, exercise, a controlled diet and prescribed drugs are the four most important ways to treat high blood pressure.

Daily treatments usually must be continued permanently in order to bring high blood pressure down and keep it there. Some people think that only when they get a headache or feel anxious or dizzy should they take their medicine. They are wrong. High

blood pressure medicine should be taken daily just as the doctor prescribes. Simply because a person feels well, doesn't mean that his or her blood pressure is normal.

High blood pressure is a lifetime illness. Once you have started a treatment program, however, you may be surprised to find it easier and less complicated than you thought it would be. The most important

reward for your efforts will be the knowledge that effective control of high blood pressure will prolong your life.

* * *

Next month, this column will conclude its series on the four most common medical problems faced by Seafarers. It will focus on diabetes: what it is, what causes it, and how it can be treated.

Personals

Warner LaVerne Phillips

Anyone knowing the whereabouts of Warner Phillips (also known as "Curly" or "Flip") please contact his daughter, Pamela Reeves at 213 Cordova Drive, Santa Barbara, California 93109.

Glen James Sr.

Please call your daughter, LaRhonda, in San Francisco.

Kenneth Winters

Please call Fay Grover at (301) 658-3363 as soon as possible.

Raymond Hull

Anyone knowing the whereabouts of Raymond Hull is asked to contact Ella Rambo, 315 Clinton Ave., Williamstown, N.J. 08094, or call (609) 728-0142.

George William Harding

Anyone knowing the whereabouts of George William Harding is asked to get in touch with Kim Harding, P.O. Box 205, Tilghman, Md. 21671 (phone 301/886-2638).

Telmo Juan Alicea

Your daughter, Evelyn Elizabeth Alicea, asks that you get in touch with her at: 212-731-6567.

Vincent Raul Rodriguez

Please contact your daughter Cynthia Marie Rodriguez at 1020 Eaver #223, Palmdale, Calif. 93550, or telephone (805) 273-5080.

Keep Address Changes Up-to-Date

Are You Missing Important Mail?

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

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

Your temporary mailing address may be the

home of nearest relative or a place of residence while you are awaiting a job or on vacation.

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

**Seafarers International Union
Address Correction Department
5201 Auth Way
Camp Springs, Maryland 20746**

Do We Have Your Correct Address

You may miss out on some important announcements concerning your BENEFITS, your CONTRACT, your UPGRADING, and other UNION MATTERS if we do not have your CORRECT MAILING ADDRESS.

Please take time to fill out this MAIL ADDRESS form, and mail it to: Seafarers International Union, Address Correction Department, 5201 Auth Way, Camp Springs, Md. 20746.

HOME ADDRESS PLEASE PRINT

_____ Social Security No.
 Phone No. (____) _____ Area Code
 _____ Your Full Name
 _____ Street Apt. or Box # City State ZIP
 _____ Book Number _____ Today's Date
 SIU UIW Pensioner Other _____
 UIW Place of Employment _____
 I am now receiving more than 1 copy of the LOG.

TEMPORARY MAILING ADDRESS PLEASE PRINT

_____ Social Security No.
 Phone No. (____) _____ Area Code
 _____ Your Full Name
 _____ Street Apt. or Box # City State ZIP
 _____ Book Number _____ Today's Date
 SIU UIW Pensioner Other _____
 UIW Place of Employment _____
 I am now receiving more than 1 copy of the LOG.

Send Them Back-to-School ...

with Union Made Products



and Buy American!

Union Label and Service Trades Department, AFL-CIO

Report of Credentials Committee on Candidates for 1984 General Election of Officers, 1985-1988 Seafarers International Union Atlantic, Gulf, Lakes & Inland Waters District



The duly-elected Credentials Committee examines the records and membership files of those nominated for elective office for 1985-1988 for the Seafarers International Union, AGLIWD. The committee members, pictured above, are Chairman Frank Rodriguez, Samuel T. Brooks, Rudy De Boissiere, Chris Devonish, John Linton and Joseph Speller.

Following is the complete text of the Report of the Credentials Committee, which examined the credentials of candidates for elective office or job in the Seafarers International Union, AGLIWD for the years 1985 to 1988.

The report was presented to the membership initially at the regular membership meeting in the port of New York on Sept. 4, 1984 and was acted on affirmatively by the membership. The same procedure will take place at all regular membership meetings in the month of September.

WE, the undersigned members of the Credentials Committee, were duly elected at the regular membership meeting held in Headquarters-Port of New York on August 6, 1984. We have examined the credentials of candidates for elective office or job in the Seafarers International Union of North America-Atlantic, Gulf, Lakes and Inland Waters District for the years 1985-1988, in accordance with Article XI, Section 1, and submit the following report.

Your Committee qualified or disqualified those members who submitted for office based upon the Union Constitution, particularly those provisions contained in Articles XII and XIII. We also took into consideration the provisions contained in the merger agreement between the SIUNA-AGLIWD and the Military Sea Transport Union pertaining to the election of officers. The applicable Constitutional provisions are as follows:

ARTICLE XII, Qualifications for Officers, Headquarters Representatives, Port Agents, Patrolmen and Other Elective Jobs.

Section 1. Any member of the Union is eligible to be a candidate for, and hold, any office or the job of Headquarters Representative, Port Agent or Patrolman provided:

(a) He has at least three (3) years of seetime in an unlicensed capacity aboard an American-flag merchant vessel or vessels. In computing time, time spent in the employ of the Union, its subsidiaries and its affiliates, or in any employment at the Union's direction, shall count the same as seetime. Union records, Welfare Plan records and/or company records can be used to determine eligibility; and

(b) He has been a full book member in continuous good standing in the Union for at least three (3) years immediately prior to his nomination; and

(c) He has at least one hundred (100) days of seetime, in an unlicensed capacity, aboard an American-flag vessel or vessels covered by contract with this Union or one hundred (100) days of employment with, or in any office or job of, the Union, its subsidiaries and its affiliates, or in any employment at the Union's direction or a combination of these, between January 1 and the time of nomination in the election year, except if such seetime is wholly aboard such merchant vessels operating solely upon the Great Lakes or, if such seetime is wholly aboard tugboats, towboats or dredges and contractual employment thereon is for fixed days with equal amount of days off, he shall have at least sixty-five (65) days of such seetime instead of the foregoing one hundred (100) days; and

(d) He is a citizen of the United States of America; and

(e) He is not disqualified by law. He is not receiving a pension from this Union's Pension Fund, if any, or from a Union-Management Fund to which Fund this Union is a party or from a company under contract with this Union.

(f) He has not sailed in a licensed capacity aboard an American flag merchant vessel or vessels within 24 consecutive months immediately prior to the opening of nominations.

Section 2. All candidates for, and holders of, other elective jobs not specified in the preceding sections shall be full book members of the Union.

Section 3. All candidates for, and holders of elective offices and jobs, whether elected or appointed in accordance with this Constitution, shall maintain full book membership in good standing.

ARTICLE XIII—Elections for Officers, Headquarters Representatives, Port Agents and Patrolmen.

Section 1. Nominations

Except as provided in Section 2(b) of this Article, any full book member can submit his name for nomination for any office, or the job of Headquarters Representative, Port Agent or Patrolman, by delivering or causing to be delivered in person, to the office of the Secretary-Treasurer at headquarters, or sending, a letter addressed to the Credentials Committee, in care of the Secretary-Treasurer, at the address of headquarters. This letter shall be dated and shall contain the following:

(a) The name of the candidate.

(b) His home address and mailing address.

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- (c) His book number.
- (d) The title of the office or other job for which he is a candidate, including the name of the Port in the event the position sought is that of Agent or Patrolman.
- (e) Proof of citizenship.
- (f) Proof of seetime and/or employment as required for candidates.
- (g) In the event the member is on a vessel, he shall notify the Credentials Committee what vessel he is on. This shall be done also if he ships subsequent to forwarding his credentials.
- (h) Annexing a certificate in the following form, signed and dated by the proposed nominee:

"I hereby certify that I am not now, nor, for the five (5) years last past, have I been either a member of the Communist Party or convicted of, or served any part of a prison term resulting from conviction of robbery, bribery, extortion, embezzlement, grand larceny, burglary, arson, violation of narcotics laws, murder, rape, assault with intent to kill, assault which inflicts grievous bodily injury, or violation of Title II or III of the Landrum-Griffin Act, or conspiracy to commit any such crimes."

Dated
Signature of Member

Book No

Printed forms of the certificate shall be made available to nominees. Where a nominee cannot truthfully execute such a certificate, but is, in fact, legally eligible for an office or job by reason of the restoration of civil rights originally revoked by such conviction or a favorable determination by the Board of Parole of the United States Department of Justice, he shall, in lieu of the foregoing certificate, furnish a complete signed statement of the facts of his case together with true copies of the documents supporting his statement.

Any full book member may nominate any other full book member in which event such full book member so nominated shall comply with the provisions of this Article as they are set forth herein, relating to the submission of credentials. By reason of the above self nomination provision the responsibility if any, for notifying a nominee of his nomination to office, shall be that of the nominator.

All documents required herein must reach headquarters no earlier than July 15 and no later than August 15 of the election year.

The Secretary-Treasurer is charged with safekeeping of these letters and shall turn them over to the Credentials Committee upon the latter's request.

Your Committee reviewed the Agreement of Merger between the SIUNA-AGLIWD and Military Sea Transport Union, particularly the following provisions:

"4. The MSTU elected officer and business agents shall continue to be employed by the SIU in such capacities as SIU may determine for the balance of the term of SIU elected officers, which subject to new elections, terminate in December, 1984. Such MSTU officer and business agents shall be eligible for and be provided with all fringe benefits presently provided for SIU officials and employees and employment by MSTU shall be credited as employment with SIU, except that the amount of pension benefits payable to such officer and business agents pensioners shall be reduced by an amount equal to the amount of benefits payable to such pensioner if any, by any other pension program or plan (other than social security, by reason of employment as a maritime employee."

"7(a). All MSTU 'full book members' in good standing possessing such status pursuant to Article III of the MSTU Constitution in effect immediately prior to this merger, shall be 'full book members' under the terms of the SIU Constitution hereafter set forth, without payment of any SIU initiation fee, except as may hereafter be provided. A suspended MSTU 'full book member' as defined in Article III, Section 3 of the MSTU Constitution, shall not possess the aforesaid 'full book member' status in the SIU unless within ninety (90) days of the effective date of this Merger he has paid all his union monetary obligations past due in an amount which was then required, in addition to dues which are required to be paid thereafter in the amount hereinafter provided by this Merger Agreement."

"7(b). Excepting MSTU 'full book members,' all other MSTU members in good standing possessing such status pursuant to Article III of the MSTU Constitution in effect immediately prior to this merger, who

have at least 260 days or more seetime aboard MSTU contracted vessels within a consecutive 24 calendar month period since January 1, 1968, shall, upon the Merger, be "full book members" under the terms of the SIU Constitution, particularly Article III, Section 1 thereof, subject to monetary payments if any, as hereafter provided; and all such MSTU members in good standing who have less than such 260 days seetime but at least 30 days seetime aboard MSTU contracted vessels within a consecutive 24 calendar month period since January 1, 1968, shall upon the Merger be 'probationary members' under the terms of the SIU Constitution and particularly Article III, Section 1 thereof, subject to monetary payments if any, as hereafter provided. Upon such probationary members; completion of 260 days seetime within a consecutive 24 calendar month period since January 1, 1968, upon MSTU and/or SIU contracted vessels, they shall be full book members under the terms of the SIU Constitution, provided they meet and maintain their constitutional good standing requirements in the SIU. A suspended non-full book MSTU member as defined in Article III, Section 3 of the MSTU Constitution, shall not be eligible for or possess the aforesaid 'probationary or full book member status' in the SIU as the case may be, unless within ninety (90) days after the effective date of the Merger he has paid all his union monetary obligations past due in an amount which was then required in addition to dues which may be required under the SIU Constitution, as hereinafter provided. MSTU shall not admit any person to membership commencing with the date of this Merger Agreement."

"8. The SIU membership under Article III, Section 2 of the SIU Constitution, has determined that membership status of pensioners shall consist of not being required to make payments of their union monetary obligations and have access to all Union halls and facilities, but shall not have the privilege of membership as to voice, vote or with respect to carrying on the business or affairs of the Union, the election of officers and job holders and the making of policy decisions, rules, regulations and interpretations. The membership status of MSTU pensioners shall be identical to the above, subject however, to the provisions of such Article III, Section 2 as to change of such status by majority vote of the membership as provided therein."

"9(a). SIU regular dues as provided for in SIU's Constitution, Article V, Section 1(a) which became effective February, 1981, is \$200.00 annually, payable in equal quarterly amounts on a calendar year basis, no later than the first business day of each calendar quarter, subject to automatic percentage increases related to and at the time wage increases are negotiated, all as more specifically set forth in said Article and Section in SIU's attached Constitution.

MSTU regular dues is \$280.00 annually, payable in equal quarterly amounts and at the times and in the same manner as SIU's regular dues described above. From such dues payments, MSTU provides death benefits for MSTU active members, set forth hereafter. Upon approval of the Merger as hereafter provided, SIU annual dues for members employed aboard the aforesaid Military Sea Lift Command and Bureau of Indian Affairs vessels, shall remain at \$280.00 per annum with the increases thereof to be in the manner and at the times and in the amounts as is provided for by SIU's aforesaid Constitutional provision Article V Section 1(a), except that any initial increase shall be computed upon the basis of a \$200.00 annual dues base."

"9(b). MSTU by Constitution or membership action, has not required persons constituting its members, working aboard Military Sea Lift Command vessels or under the Bureau of Indian Affairs to pay an initiation fee. Recognizing that this merger if approved will add more members and greater strength to the SIU, comparable to an organizational campaign and in accordance with the authority contained in the SIU's Constitution Article V, Section 3, the SIU Executive Board has agreed to waive any initiation fee for persons working as civilian unlicensed seamen aboard such government owned vessels operated directly by the military or Bureau of Indian Affairs except that if any such person should thereafter be employed aboard vessels other than those government owned and operated directly by the military or Bureau of Indian Affairs for more than thirty (30) days in any twelve (12) consecutive month period, such person shall be required to pay the initiation fee and working dues, all at the time and in the amounts as provided by the SIU Constitution."

"13. Recognizing that both SIU and MSTU existing ocean vessels collective bargaining agreements expire on June 14, 1981, and negotiated wage increases will be effective immediately thereafter, therefore, upon approval of the Merger in the manner hereafter provided, dues obligations of former MSTU members to the SIU shall accrue and be

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payable with the fourth calendar quarter of 1981, but the amounts thereof payable shall be computed in accordance with the provisions of SIU's Constitution Article V, Section 1(a) as if the merger was approved on June 14, 1981. The foregoing shall be in addition to any other union monetary obligations that such MSTU members had to MSTU for the period prior to October 15, 1981, and which pursuant to the provisions of the Merger Agreement, have been assigned by MSTU to SIU upon approval of the Merger."

"14. In connection with Article XII of the annexed SIU Constitution made a part of this Agreement, which Article constitutes the qualifications, for candidates for union office, the terms 'union, its subsidiaries and its affiliates,' shall in addition to being applicable to the SIU, be equally applicable to the MSTU prior to this merger; the term 'seatime in an unlicensed capacity, aboard an American-flag vessel or vessels covered by contract with this Union' shall be equally applicable to such vessels covered by contract with the MSTU prior to the merger."

"15. For all purposes of the annexed SIU Constitution made a part of this Agreement, the terms, 'good standing' or 'continuous good standing in the Union,' shall include such status of members in the MSTU prior to this Merger."

"16. The annexed SIU Constitution made a part of this Agreement, provides in Article XIII, Section 2(e) thereof, that candidates for office who were nominated and qualified in previous elections for any officer or enumerated jobs, shall be conclusively presumed to possess the qualifications for such office or job, required by such Constitution provision Article XII, Section 1(a), to wit, 'at least three (3) years seatime,' more specifically set forth in such latter Article and Section. It is understood that such conclusive presumption shall not be applicable however, to eligibility candidacy for any office or job in any MSTU elections which were held and conducted prior to the instant merger."

"17. MSTU members monetary obligations to the MSTU shall be deemed, if unpaid, monetary obligations owed the SIU after approval of the Merger as provided in the last sentence of paragraph '13' above, and monies paid by such members shall be applied as provided in Article XX, Section 4 of the SIU Constitution hereafter annexed and made a part of this Agreement."

Further, in order to ascertain the meaning of the term "member in good standing" which is used in Article XII, Subsection 1(b), the Committee referred to Article XXIV, Section 9 of our Constitution which reads as follows:

"Section 9. The term, 'member in good standing,' shall mean a member whose monetary obligations to the Union are not in arrears for thirty days or more, or who is not under suspension or expulsion effective in accordance with this Constitution. Unless otherwise expressly indicated, the term, 'member,' shall mean a member in good standing."

Your Committee also referred to Article XXIV, Section 13 for the definition of the term "seatime". This section reads as follows:

"Section 13. The term "seatime" shall include employment upon any navigable waters, or days of employment in a contracted employer unit represented by the Union."

We also noted in Article XXIV, Section 14, the meaning of the term "in an unlicensed capacity aboard an American flag merchant vessel or vessels." This portion of the Constitution reads as follows:

"Section 14. The term 'in an unlicensed capacity aboard an American flag merchant vessel or vessels,' shall include persons employed in an unlicensed or licensed capacity aboard dredges, tugboats, towboats and similar vessels used to tow, propel, or push barges or other conveyances or assist merchant vessels in docking or undocking, or persons otherwise employed in a contracted employer unit represented by the Union."

After full and careful deliberations, the Committee made its decisions and sent appropriate notification to candidates. The ultimate decisions of this Committee are later set forth. In arriving at these ultimate decisions, the Committee was most concerned with carrying out a stated principle of our Union which is that "every qualified member shall have the right to nominate himself for, and, if elected or appointed, to hold office in this Union."

In connection with the foregoing, we have also consulted with the Secretary-Treasurer who, under our Constitution, has the obligation to insure appropriate election procedures as legally required (Article XIII, Section 7). Our Secretary-Treasurer has further consulted with the Union's Counsel as to the law applicable in Union nominations and elections.

The following is a complete listing of all men who submitted their credentials to the Committee. Their names and the office or job for which they submitted such credentials are listed in the order in which

this Committee feels they should be placed on the general ballot, that is, in alphabetical order under the office or job for which they run, and that the Ports, following the Headquarters offices, beginning with New York, be arranged on the ballot geographically, as has been done in the past. After each man's name and book number is his qualification or disqualification, followed by the reason for that decision.

President

Louis Babin, Jr., B-826 . . . Disqualified. Does not have 100 days seatime from January 1, 1984 to time of nomination.

Leo Cronsohn, C-801 Qualified Credentials in order.

Frank Drozak, D-22 Qualified Credentials in order.

Murrell Wells, W-792 Qualified Credentials in order.

EXECUTIVE VICE-PRESIDENT

Ed Turner, T-8001 Qualified Credentials in order.

SECRETARY-TREASURER

Joseph DiGiorgio, D-2 Qualified Credentials in order.

VICE-PRESIDENT IN CHARGE OF CONTRACTS AND CONTRACT ENFORCEMENT

Angus Campbell, C-217 Qualified Credentials in order.

VICE-PRESIDENT IN CHARGE OF THE ATLANTIC COAST

Leon Hall, Jr., H-125 Qualified Credentials in order.

VICE-PRESIDENT IN CHARGE OF THE GULF COAST

Joe Sacco, S-1287 Qualified Credentials in order.

VICE-PRESIDENT IN CHARGE OF THE WEST COAST

George McCartney, M-948. Qualified Credentials in order.

VICE-PRESIDENT IN CHARGE OF THE LAKES AND INLAND WATERS

Mike Sacco, S-1288 Qualified Credentials in order.

HEADQUARTERS REPRESENTATIVE

Jack Bluitt, B-15 Qualified Credentials in order.

Jack Caffey, C-1010 Qualified Credentials in order.

John Fay, F-363 Qualified Credentials in order.

Steve Troy, T-485 Qualified Credentials in order.

NEW YORK PORT AGENT

Augustin Tellez, T-764 Qualified Credentials in order.

NEW YORK JOINT PATROLMAN

James Battle, B-1234 Qualified Credentials in order.

Frank Gill, G-8002 Qualified Credentials in order.

George Grier, G-25001 Disqualified. Was not in continuous good standing for three (3) years prior to time of nomination.

Kermett Mangram, M-2394. Qualified Credentials in order.

James Martin, M-5290 Qualified Credentials in order.

Frank Mongelli, M-1111 Qualified Credentials in order.

Juan Patino, P-622 Qualified Credentials in order.

Trevor Robertson, R-723 Qualified Credentials in order.

Robert Selzer, S-1258 Qualified Credentials in order.

Jesse Solis, S-8001 Qualified Credentials in order.

PHILADELPHIA AGENT

Robert Stevens, S-1627 Qualified Credentials in order.

PHILADELPHIA JOINT PATROLMAN

Robert N. "Joe" Air, A-61. Qualified Credentials in order.

Carl Peth, P-755 Qualified Credentials in order.

BALTIMORE AGENT

Allen Raymond, R-670 Qualified Credentials in order.

BALTIMORE JOINT PATROLMAN

James B. Koesy, K-991 Disqualified. Was not in continuous good standing for three (3) years prior to time of nomination.

James McGee, M-5945 Qualified Credentials in order.

Robert Pomerlane, P-437 Qualified Credentials in order.

MOBILE AGENT

Thomas L. Glidewell, G-467 Qualified Credentials in order.

MOBILE JOINT PATROLMAN

Edward "Edd" Morris, M-1358 Qualified Credentials in order.

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George Vukmir, V-269 Qualified Credentials in order.

NEW ORLEANS AGENT

Gerald Brown, B-1159 Disqualified. Was not in continuous good standing for three (3) years prior to time of nomination.

Patrick Pillsworth, P-1079 .. Qualified Credentials in order.

NEW ORLEANS JOINT PATROLMAN

Donald C. Anderson, A-5244 Qualified Credentials in order.

Leo Bonser, B-1193 Qualified Credentials in order.

Michael Worley, W-752 Qualified Credentials in order.

HOUSTON AGENT

F. Gene Taylor, T-180 Qualified Credentials in order.

HOUSTON JOINT PATROLMAN

Dean Corgey, C-6727 Qualified Credentials in order.

George Ripoll, R-708 Qualified Credentials in order.

Ray Singletary, S-2260 Qualified Credentials in order.

SAN FRANCISCO AGENT

Jake Dusich, D-8001 Disqualified. Was not in continuous good standing for three (3) years prior to time of nomination.

Earl Emil Lee, L-8001 Qualified Credentials in order.

SAN FRANCISCO JOINT PATROLMAN

Kwong Hom, H-8002 Qualified Credentials in order.

Kenneth Mayer, M-25087 .. Qualified Credentials in order.

Raleigh Minix, M-25002 Disqualified. Was not in continuous good standing for three (3) years prior to time of nomination.

Gentry Moore, M-8001 Qualified Credentials in order.

John Smith, S-4615 Qualified Credentials in order.

DETROIT AGENT

Jack Allen, A-674 Qualified Credentials in order.

DETROIT JOINT PATROLMAN

Donald Bensman, B-1534 .. Disqualified. Was not in continuous good standing for three (3) years prior to time of nomination.

Byron F. Kelley, K-12039 .. Qualified Credentials in order.

Dennis Wyllie, W-1141 Qualified Credentials in order.

ST. LOUIS AGENT

William Dagon, D-5614 Qualified Credentials in order.

ST. LOUIS JOINT PATROLMAN

M. Joseph Sigler, S-2101 ... Qualified Credentials in order.

As you will note in the foregoing sections of the Committee's Report, the provisions of the SIU Constitution governing election procedures made it mandatory that some of the nominees be disqualified. In light of these circumstances, the Committee wishes to call to the attention of all members, the necessity of following all requirements and procedures, which are established by our Constitution to govern eligibility to candidacy to Union office. However, at this time the Committee particularly desires to point out the provisions of Article XIII, Section 2(c) of the Constitution, which spell out in detail the right of a disqualified candidate to appeal from the decision of the Credentials Committee and how he does it.

In compliance with Article XIII, Section 2(b) of our Constitution, and in an attempt to give every nominee every consideration and to try to prevent any disqualifications by this Committee, Sam (Tom) Brooks, Book #B-1196, of the Credentials Committee, remained at the entrance of the Headquarters building of the Union until midnight of Wednesday, August 15, 1984, to receive any credentials that might have been delivered either by mail or by hand after the closing of business hours by the Union.

The Committee points out that in the President's Pre-Balloting Report approved by the membership as per the Constitution and published in the May SEAFARERS LOG the exact offices and jobs for which nominations were to be made was set forth.

In passing upon the credentials for certain of the nominees, this Committee had to make a number of disqualifications, and the following are the details relative to each of those disqualifications:

1. Louis Babin, Jr., B-826—Candidate for President.

Based upon an examination of available Union records, Brother Babin has failed to establish that he has one hundred (100) days of seatime between January 1, 1984 and the time of nomination, as required by

Article XII, Section 1(c) of our Constitution, which reads as follows:

"ARTICLE XII, SECTION 1. Any member of the Union is eligible to be a candidate for, and hold, any office or the job of Headquarters Representative, Port Agent or Patrolman provided:

(c) He has at least one hundred (100) days of seatime in an unlicensed capacity, aboard an American-flag vessel or vessels covered by contract with this Union or one hundred (100) days of employment with, or in any office or job of, the Union, its subsidiaries and its affiliates, or in any employment at the Union's direction or a combination of these, between January 1 and the time of nomination in the election year, except if such seatime is wholly aboard such merchant vessels operating solely upon the Great Lakes or, if such seatime is wholly aboard tugboats, towboats or dredges and contractual employment thereon is for fixed days with equal amount of days off, he shall have at least sixty-five (65) days of such seatime instead of the foregoing one hundred (100) days;"

Based upon the Constitutional provisions set forth above, this Committee, as per Article XIII, Section 2(c) and in order to assure adequate notice of its decision, informed Brother Babin of his disqualification by telegram sent on August 24, 1984 to the address listed by him in his letter of nomination. Moreover, the telegram was followed by a letter which was sent Certified Mail Return Receipt Requested, dated August 24, 1984 from the Committee to Brother Babin that set forth the reasons for his disqualification. Enclosed with the letter was a copy of the Union Constitution in the event Brother Babin wishes to appeal the disqualification decision of the Committee.

2. Leo Cronsohn, C-801—Candidate for President.

Based upon an examination of available Union records, Brother Cronsohn has failed to establish that he has one hundred (100) days of seatime between January 1, 1984 and the time of nomination, as required by Article XII, Section 1(c) of our Constitution, which reads as follows:

"ARTICLE XII, SECTION 1. Any member of the Union is eligible to be a candidate for, and hold, any office or the job of Headquarters Representative, Port Agent or Patrolman provided:

(c) He has at least one hundred (100) days of seatime in an unlicensed capacity, aboard an American-flag vessel or vessels covered by contract with this Union or one hundred (100) days of employment with, or in any office or job of, the Union, its subsidiaries and its affiliates, or in any employment at the Union's direction or a combination of these, between January 1 and the time of nomination in the election year, except if such seatime is wholly aboard such merchant vessels operating solely upon the Great Lakes or, if such seatime is wholly aboard tugboats, towboats or dredges and contractual employment thereon is for fixed days with equal amount of days off, he shall have at least sixty-five (65) days of such seatime instead of the foregoing one hundred (100) days;"

Based upon the Constitutional provisions set forth above, this Committee, as per Article XIII, Section 2(c) and in order to assure adequate notice of its decision, informed Brother Cronsohn of his disqualification by telegram sent on August 24, 1984 to the address listed by him in his letter of nomination. Moreover, the telegram was followed by a letter which was sent Certified Mail Return Receipt Requested, dated August 24, 1984 from the Committee to Brother Cronsohn that set forth the reasons for his disqualification. Enclosed with the letter was a copy of the Union Constitution in the event Brother Cronsohn wishes to appeal the disqualification decision of the Committee.

Subsequent to our telegram and letter to Brother Cronsohn, the Secretary-Treasurer received a letter dated August 28, 1984, from Brother Cronsohn addressed to the Seafarers International Union. This letter was turned over to the Credentials Committee. Brother Cronsohn's letter enclosed copies of additional discharges which document that he has 106 days of seatime between January 1 and the time of nomination in this election year. The Credentials Committee, therefore, finds Brother Cronsohn qualified to run on the ballot for President of the Seafarers International Union, Atlantic, Gulf, Lakes and Inland Waters District and have advised him by telegram and letter dated August 30, 1984.

3. George T. Grier, G-25001—Candidate for Joint Patrolman—Port of New York.

Based upon an examination of Union records, Brother Grier did not pay his Third Quarter 1982 dues until August 26, 1982, whereas they should have been paid no later than July 30, 1982. Further, that he did not pay his First Quarter 1984 dues until April 13, 1984, whereas they should have been paid no later than January 30, 1984. Brother Grier was, therefore, disqualified under the provisions of Article XII, Section 1(b), which reads as follows:

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"ARTICLE XII, SECTION 1. Any member of the Union is eligible to be a candidate for, and hold, any office or the job of Headquarters Representative, Port Agent or Patrolman provided:

(b) He has been a full book member in continuous good standing in the Union for at least three (3) years immediately prior to his nomination."

Union records further reveal that the above monetary payment requirements were not excused by reason of the provisions of Article III, Section 3, hereafter set forth:

"ARTICLE III, SECTION 3. Members more than one quarter in arrears in dues shall be automatically suspended, and shall forfeit all benefits and all other rights and privileges in the Union. They shall be automatically dismissed if they are more than two quarters in arrears in dues. An arrearage in dues shall be computed from the first day of the applicable quarter, but this time shall not run:

(a) While a member is actually participating in a strike or lockout.

(b) While a member is an in-patient in a USPHS or other accredited hospital.

(c) While a member is under an incapacity due to activity in behalf of the Union.

(d) While a member is in the armed services of the United States, provided the member was in good standing at the time of entry into the armed forces, and further provided he applies for reinstatement within ninety (90) days after discharge from the armed forces.

(e) While a member has no opportunity to pay dues, because of employment aboard an American-flag merchant vessel. The provision of this Subsection (e) shall be inapplicable when such merchant vessel is operating upon the Great Lakes or upon the harbors, rivers, or territorial waters of the United States."

Your Committee also referred to the following relevant provisions of the Constitution:

ARTICLE V, SECTION 1. All members' dues shall consist of:

(a) Dues annually in the sum of \$200.00 which shall be paid in equal quarterly amounts on a calendar year basis, no later than the first business day of each calendar quarter, except as herein otherwise provided, and such dues shall be increased from time to time by percentages equal to the percentages of negotiated wage increases inclusive of cost of living increases but not more than 10% annually over dues then in effect as provided in this paragraph (a) during the previous twelve months, and such dues inclusive of such percentages amounts, rounded off to the nearest dollar with 50 cents or less rounded off to the dollar immediately below and 51 cents or more, rounded off to the dollar immediately above, and shall be payable in equal calendar quarterly amounts no later than the first business day of the calendar quarter commencing with the first calendar quarter immediately following any such increases, except as herein otherwise provided, and;

(b) The sum of \$50.00 for each ninety days worked in twelve consecutive months for contracted employers and for days worked subsequent to such first ninety days in such twelve consecutive months, which are less than ninety, a proportionate sum of such \$50.00 which shall be equal to the percentage which such worked days bears to ninety days. Dues payable under this subsection (b) shall be payable on the day that the member receives payment for his earned compensatory credit on account of having worked such days, anything to the contrary herein notwithstanding, and shall become effective as to members in the manner designated and determined by majority vote of the membership by secret ballot. When so determined by the membership, members in the employ of the Union, its subsidiaries and its affiliates, or in any employment at the Union's direction as provided for in Article XII, Section 1(a) and (c) shall pay in addition to that provided for in paragraph (a) immediately above, the sum of Fifty (\$50.00) Dollars quarterly on a calendar year basis, no later than the first business day of each quarter, while so employed."

"ARTICLE XXIV, SECTION 9. The term 'member in good standing', shall mean a member whose monetary obligations to the Union are not in arrears for thirty days or more, or who is not under suspension or expulsion effective in accordance with this Constitution. Unless otherwise expressly indicated, the term 'member' shall mean a member in good standing."

Based upon the Constitutional provisions set forth above, this Committee, as per Article XIII, Section 2(c) and in order to assure adequate notice of its decision, informed Brother Grier of his disqualification by telegram sent on August 24, 1984 to the address listed by him in his letter of nomination. Moreover, the telegram was followed by a letter which was sent Certified Mail Return Receipt Requested, dated August

24, 1984 from the Committee to Brother Grier that set forth the reason for his disqualification. A copy of the Union Constitution was enclosed with the aforementioned letter so that Brother Grier would have available the procedure to be followed in appeal from the disqualification decision of the Committee.

4. James B. Koesy, K-991—Candidate for Joint Patrolman—Port of Baltimore.

Union records indicate that Brother Koesy did not pay his dues for the Third Quarter of 1982 until August 20, 1982, whereas they should have been paid no later than July 30, 1982. Our Union Constitution provides:

"ARTICLE XII, SECTION 1. Any member of the Union is eligible to be a candidate for, and hold, any office or the job of Headquarters Representative, Port Agent or Patrolman provided:

(b) He has been a full book member in continuous good standing in the Union for at least three (3) years immediately prior to his nominations;"

Based upon the provisions of Article XII, Section 1(b), and further supported by Article III, Section 3; Article V and Article XXIV, Section 9, previously carried herein, the Committee disqualified Brother Koesy for the job of Joint Patrolman-Port of Baltimore.

In accordance with the requirements of Article XIII, Section 2(c) of our Constitution, and in order to assure adequate notice of its decision, the Committee informed Brother Koesy of his disqualification by telegram sent on August 24, 1984 to the address stated in his letter of nomination. Moreover, the telegram was followed by a Certified Mail Return Receipt Requested letter dated August 24, 1984 from the Committee to Brother Koesy that set forth the reason for his disqualification. A copy of the Union Constitution was enclosed with the aforementioned letter so that Brother Koesy would have available the procedure to be followed in appeal from the disqualification decision of the Committee.

5. Gerald A. Brown-B-1159—Candidate for Port Agent—Port of New Orleans.

Based upon an examination of Union records, Brother Brown did not pay his Fourth Quarter 1983 dues until May 16, 1984, whereas they should have been paid no later than October 30, 1983. Further, that he did not pay his First Quarter 1984 dues until May 16, 1984, whereas they should have been paid no later than January 30, 1984. Brother Brown was, therefore, disqualified under the provisions of Article XII, Section 1(b), which reads as follows:

"ARTICLE XII, SECTION 1. Any member of the Union is eligible to be a candidate for, and hold, any office or the job of Headquarters Representative, Port Agent or Patrolman provided:

(b) He has been a full book member in continuous good standing in the Union for at least three (3) years immediately prior to his nomination;"

Based upon the provisions of Article XII, Section 1(b), and further supported by Article III, Section 3; Article V and Article XXIV, Section 9, previously carried herein, the Committee disqualified Brother Brown for the job of Port Agent-Port of New Orleans.

In accordance with the requirements of Article XIII, Section 2(c) of our Constitution, and in order to assure adequate notice of its decision, the Committee informed Brother Brown of his disqualification by telegram sent on August 24, 1984 to the address stated in his letter of nomination. Moreover, the telegram was followed by a Certified Mail Return Receipt Requested letter dated August 24, 1984 from the Committee to Brother Brown that set forth the reason for his disqualification. A copy of the Union Constitution was enclosed with the aforementioned letter so that Brother Brown would have available the procedure to be followed in appeal from the disqualification decision of the Committee.

6. Jake Dusich, D-8001—Candidate for Port Agent, Port of San Francisco.

Based upon an examination of Union records, Brother Dusich did not pay his First Quarter 1983 dues until March 18, 1983, whereas they should have been paid no later than January 30, 1983. Brother Dusich was, therefore, disqualified under the provisions of Article XII, Section 1(b), which reads as follows:

"ARTICLE XII, SECTION 1. Any member of the Union is eligible to be a candidate for, and hold, any office or the job of Headquarters Representative, Port Agent or Patrolman provided:

(b) He has been a full book member in continuous good standing in the Union for at least three (3) years immediately prior to his nomination;"

(Continued on Page 41.)

Report of Credentials Committee

(Continued from Page 40.)

Based upon the provisions of Article XII, Section 1(b), and further supported by Article III, Section 3; Article V and Article XXIV, Section 9, previously carried herein, the Committee disqualified Brother Dusich for the job of Port Agent—Port of San Francisco.

In accordance with the requirements of Article XIII, Section 2(c) of our Constitution, and in order to assure adequate notice of its decision, the Committee informed Brother Dusich of his disqualification by telegram sent on August 24, 1984 to the address stated in his letter of nomination. Moreover, the telegram was followed by a Certified Mail Return Receipt Requested letter dated August 24, 1984 from the Committee to Brother Dusich that set forth the reason for his disqualification. A copy of the Union Constitution was enclosed with the aforementioned letter so that Brother Dusich would have available the procedure to be followed in appeal from the disqualification decision of the Committee.

7. Raleigh G. Minix, M-25002—Candidate for Joint Patrolman-Port of San Francisco.

Based upon an examination of Union records, Brother Minix did not pay his First Quarter 1983 dues until February 2, 1983, whereas they should have been paid no later than January 30, 1983. Brother Minix was, therefore, disqualified under the provisions of Article XII, Section 1(b), which reads as follows:

"ARTICLE XII, SECTION 1. Any member of the Union is eligible to be a candidate for, and hold, any office or the job of Headquarters Representative, Port Agent or Patrolman provided:

(b) He has been a full book member in continuous good standing in the Union for at least three (3) years immediately prior to his nomination."

Based upon the provisions of Article XII, Section 1(b), and further supported by Article III, Section 3; Article V and Article XXIV, Section 9, previously carried herein, the Committee disqualified Brother Minix for the job of Joint Patrolman-Port of San Francisco.

In accordance with the requirements of Article XIII, Section 2(c) of our Constitution, and in order to assure adequate notice of its decision, the Committee informed Brother Minix of his disqualification by telegram sent on August 24, 1984 to the address stated in his letter of nomination. Moreover, the telegram was followed by a Certified Mail Return Receipt Requested letter dated August 24, 1984 from the Committee to Brother Minix that set forth the reason for his disqualification. A copy of the Union Constitution was enclosed with the aforementioned letter so that Brother Minix would have available the procedure to be followed in appeal from the disqualification decision of the Committee.

8. Donald Bensman, B-1534—Candidate for Joint Patrolman—Port of Detroit.

Union records indicate that Brother Bensman paid his dues for the First Quarter of 1983 on February 11, 1983, whereas they should have been paid no later than January 30, 1983, and there is no record of dues payments for the Third and Fourth Quarters of 1981 which were due no later than July 30, 1981 and October 30, 1981, respectively. Brother Bensman was, therefore, disqualified under the provisions of Article XII, Section 1(b), which reads as follows:

"ARTICLE XII, SECTION 1. Any member of the Union is eligible to be a candidate for, and hold, any office or the job of Headquarters Representative, Port Agent or Patrolman provided:

(b) He has been a full book member in continuous good standing in the Union for at least three (3) years immediately prior to his nomination;"

Based upon the provisions of Article XII, Section 1(b), and further supported by Article III, Section 3; Article V and Article XXIV, Section 9, previously carried herein, the Committee disqualified Brother Bensman for the job of Joint Patrolman—Port of Detroit.

In accordance with the requirements of Article XIII, Section 2(c) of our Constitution, and in order to assure adequate notice of its decision, the Committee informed Brother Bensman of his disqualification by telegram sent on August 24, 1984 to the address stated in his letter of nomination. Moreover, the telegram was followed by a Certified Mail Return Receipt Requested letter dated August 24, 1984 from the Committee to Brother Bensman that set forth the reason for his disqualification. A copy of the Union Constitution was enclosed with the aforementioned letter so that Brother Bensman would have available the procedure to be followed in appeal from the disqualification decision of the Committee.

The Committee received a letter on August 15, 1984 from Herbert Brown, which was dated August 8, 1984, to be a candidate for Port Agent, Subic Bay. Brother Brown was disqualified by the Committee

in that no such position exists. Brother Brown was advised of his disqualification by telegram sent on August 24, 1984 to the address stated in his letter of nomination. Moreover, the telegram was followed by a Registered Air Mail letter dated August 24, 1984 from the Committee to Brother Brown that set forth the reasons for his disqualification. A copy of that Union Constitution was enclosed with the aforementioned letter so that Brother Brown would have available the procedure to be followed in appeal from the disqualification decision of the Committee.

The membership can readily see from the foregoing report that your Committee has made every effort possible within the confines of our Constitution to qualify every nominee.

All credentials received as of August 7, 1984, were turned over to the Committee in good order at 9:00 A.M. on that date, and those received by mail subsequently, but not later than August 15, 1984, have similarly been furnished to the Committee in good order. All credentials have been examined in strict accordance with the Constitution. Any defect in the credentials disposed of by the Committee has been the sole responsibility of the sender and no person adversely affected by such defect has denied this to the Committee.

The Committee, in closing out its report, had turned over to it the credentials of Brother David Jackson, III, J-25076, for nomination of offices of Agent or Patrolman in Oakland or San Francisco, California. These credentials were received on August 23, 1984, as noted on the envelope.

The Committee also had turned over to it the credentials of Brother William M. Milton, M-25109, for nomination of Business Agent, San Francisco, California, Government Services Division. These credentials were received on August 24, 1984, as indicated on the envelope.

In addition, the Committee received credentials from Brother Tirso Molina, M-8121, for nomination for the office of Patrolman in the Port of New York. Brother Molina's August 11, 1984 letter of nomination was sent Air Mail from Hong Kong to Wilmington, California, which was, in turn, mailed to the Credentials Committee in Camp Springs, Maryland and received by the Credentials Committee on August 23, 1984, as noted on the envelope.

Our Constitution, Article XIII, Section 1, specifically states that all credentials must reach headquarters no later than August 15th of the election year. As previously noted, one member of the Committee was present at Union Headquarters on August 15th until 12 Midnight to receive any timely nominations. None were received.

Under the Constitution, any candidate has more than sufficient time for nomination to office. He has almost unlimited time to file his credentials, as long as they are received within the thirty-day period, July 15–August 15. In view of the clear constitutional language and most liberal opportunity for a member to timely nominate himself, we find Brother David Jackson, III, Brother William M. Milton, and Brother Tirso Molina unqualified.

Fraternally submitted,

CREDENTIALS COMMITTEE

Frank Rodriguez, R-862, Chairman

Samuel T. Brooks, B-1196

Rudy DeBoissiere, D-684

Chris Devonish, D-1089

John Linton, L-744

Joseph Speller, S-1246

Dated: August 24, 1984





Deep Sea



Pensioner **Elvin Oneal Aldridge**, 62, died of kidney failure on May 20. Brother Aldridge joined the SIU in the port of Baltimore in 1957 sailing as a cook. He began sailing in 1948. Seafarer Aldridge was a veteran of the U.S. Marine Corps during World War II. Born in Columbus, Miss., he was a resident of Slidell, La. Burial was in Friendship Cemetery, Columbus. Surviving is a daughter, Patricia Maurer of Slidell.



Pensioner **Mac Anderson**, 58, died of arteriosclerosis in the Baptist Medical Center, Jacksonville on July 16. Brother Anderson joined the SIU in 1944 in the port of Galveston sailing as an AB. He was born in Georgia and was a resident of Jacksonville. Cremation took place in the Evergreen Cemetery Crematory, Jacksonville. Surviving is his widow, Nancy.



Pensioner **Frank Acha Arana**, 65, died of heart-lung failure in the Queen of Angels Hospital, Los Angeles on July 15. Brother Arana joined the SIU in 1947 in the port of New York sailing as a FOWT. He was born in Manila, P.I. and was a resident of Los Angeles. Burial was in Forest Lawn Park Cemetery, Los Angeles. Surviving are his widow, Florence and a brother, Vincent of Brooklyn, N.Y.



Edward "Eddie" Joseph Caravona, 62, died in Puerto Rico on Aug. 16. Brother Caravona joined the SIU in 1943 in the port of Baltimore sailing as a recertified bosun. He sailed

for Sea-Land from 1980 to 1983. Seafarer Caravona was born in Ohio and was a resident of Winchester, Ind. Surviving is a brother, Sam of Cleveland.



Pensioner **William "Bill" Joseph Clegg**, 57, died on July 31. Brother Clegg joined the SIU in the port of San Francisco in 1955 sailing as a recertified bosun. He began sailing in 1948 and was graduated from the Union's Recertified Bosuns Program in 1973. He also worked on the Sea-Land Shoregang, Port Elizabeth, N.J. from 1969 to 1970. Seafarer Clegg hit the bricks in the 1961 Greater N.Y. Harbor beef. Clegg was also a veteran of the U.S. Navy in World War II. A native of Queens, N.Y., he was a resident of Scranton, Pa. Surviving are his widow, Claudette and his parents, Clarence and Mary Clegg of Lackawanna, Pa.



Robert Sanders Hugh Davis, 60, died in Charleston, S.C. on Aug. 21. Brother Davis joined the SIU in the port of Baltimore in 1952 sailing as a FOWT. He was a veteran of the U.S. Army in World War II. Seafarer Davis was born in Charleston and was a resident there. Surviving are his mother, Frances of Baltimore and his father, James of Charleston.



Pensioner **Victorio Emanuel D'India**, 65, died on Aug. 13. Brother D'India joined the SIU in 1941 in the port of Boston sailing as a wiper. He walked the picket line in the 1946 General Maritime beef. Seafarer D'India was born in Boston and was a resident of Philadelphia. Surviving are two brothers, Michael of East Boston and Louis of Framingham, Mass.



Pensioner **Stephen May Dong**, 65, died of a heart attack in the Harborview Medical Center, Seattle on July 18. Brother Dong joined the SIU in the port of Seattle in 1960 sailing as a steward utility. He was a veteran of the U.S. Army in World War II. Born in Canton, Miss., he was a resident of Seattle. Interment was in Washelli Cemetery, Seattle. Surviving are his widow, Suzanne and a brother, Willie of Seattle.



Pensioner **Edward Ernest Edinger**, 64, died on Aug. 3. Brother Edinger joined the SIU in the port of Savannah, Ga. in 1955 sailing as a chief steward during the Vietnam and the Korean wars for Sea-Land. He began sailing in 1941. Seafarer Edinger attended a Piney Point Educational Conference as a delegate from the port of San Francisco. Born in Ohio, he was a resident of Dewey, Ariz. Surviving is his brother, Kenneth of Dewey.



Pensioner **John Sanders Fontan Sr.**, 76, passed away from a stroke in the Montelepre Hospital, New Orleans on June 27. Brother Fontan joined the SIU in 1939 in the port of New Orleans sailing as chief cook and chief baker. He began sailing in 1934 and also sailed during World War II. Seafarer Fontan was born in New Orleans and was a resident there. Burial was in St. Louis Cemetery, New Orleans. Surviving are his widow, Edith and a daughter, Irene Deist of New Orleans.



Pensioner **Melvin Cornelius Herring**, 60, died on Aug. 16. Brother Herring joined the SIU in the port of Philadelphia in 1951 sailing as an AB.

He was born in Elkton, Va. and was a resident of Winchester, Va. Surviving are his mother, Erma; his brother, Owen, both of Winchester, and a sister, Irene Bain of Bunker Hill, W.Va.



Pensioner **Cesar Izquierdo**, 84, passed away from natural causes in Methodist Hospital, Brooklyn, N.Y. on July 15. Brother Izquierdo joined the SIU in the port of New York in 1955 sailing as an AB for Sea-Land. He began sailing in 1948 and was on the picket line in the 1961 N.Y. Harbor beef and the 1962 Robin Line beef. Seafarer Izquierdo also attended the 1970 Piney Point Pensioners Conference No. 8. A native of Ecuador, he was a resident of Brooklyn. Interment was in Resurrection Cemetery, Staten Is., N.Y. Surviving is his widow, Isabel of Catano, P.R.



Pensioner **Clyde Hamilton Jernigan**, 73, succumbed to cancer in the Methodist Hospice, Jacksonville on Aug. 1. Brother Jernigan joined the SIU in the port of New York in 1959 sailing as a wiper. He was born in Waycross, Ga. and was a resident of Oceanway, Fla. Burial was in Evergreen Cemetery, Jacksonville. Surviving is his widow, Alice of Jacksonville.



Thomas William Killion, 48, died of injuries sustained in an auto crash in April 1983. Brother Killion joined the SIU in the port of Boston in 1956 sailing as a FOWT. He also sailed as an engineer for District 2, MEBA and for Ogden Marine. Seafarer Killion was a veteran of both the U.S. Navy and U.S. Army after the Korean War. Born in Boston,



he was a resident of Brockton, Mass. Interment was in Mt. Benedict Cemetery, Roxbury, Mass. Surviving are his widow; his mother, Elizabeth of Dorchester, Mass, and three sisters, Ann, Margaret Cochrane, both of Brockton, and Mary Gabriel.



Pensioner Chang Ling, 73, passed away from natural causes in St. Vincent's Hospital, New York City on July 24. Brother Ling

joined the SIU in the port of New York in 1957 sailing as a FOWT. He was a graduate of the Andrew Furuseth Training School, Brooklyn, N.Y. in 1957. Seafarer Ling was also a lathe operator and a former member of the Machinists Union. And he was a veteran of the U.S. Army's Co. D, 17th Infantry Reg. in World War II. Born in Wenchow, China, he was a naturalized U.S. citizen and a resident of New York City. Burial was in Cypress Hills Cemetery, Brooklyn. Surviving are his widow, Anna Yee and a son, Thomas.



John Francis Meo, 57, died on Feb. 29. Brother Meo joined the SIU in 1944 in the port of New York sailing as a chief electrician. He hit the bricks

in the 1962 Robin Line strike. Seafarer Meo was a veteran of the U.S. Army during the Korean War. A native of Cleveland, Ohio, he was a resident of Hacienda Heights, Calif. Surviving are his mother, Sylvia of Palmdale, Calif. and two brothers, Harold of Palmdale and William of Walnut, Calif.



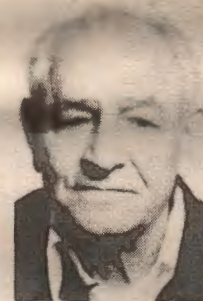
Druward Dewayne Molter, 57, died of lung failure in the Wilkes General Hospital, North Wilkesboro, N.C. on April 28. Brother Molter joined the SIU in 1944 in the port of New

York sailing as a chief steward, head waiter and bartender. He was born in Wichita, Kan. and was a resident of North Wilkesboro. Cremation took place in the Volger Crematory, Clemmons, N.C. Surviving are two sons, Wayne of Port Jefferson, N.Y. and James of Fort Lauderdale, Fla. and a daughter, Carol S. Dammann of Shirley, N.Y.



Pensioner William L. Nickel Sr., 87, passed away from heart failure in Joppa, Md. on Aug. 21. Brother Nickel

joined the SIU in 1943 in the port of Galveston sailing in the steward department for the Grace Line. He also began sailing during World War I and sailed inland, too. Seafarer Nickel was born in Baltimore and was a resident there. Interment was in St. Stanislaus Cemetery, Baltimore. Surviving are two sons, William Jr. and Eugene, both of Baltimore.



Pensioner Anthony Pennino, 69, passed away on Aug. 1. Brother Pennino

joined the SIU in the port of New Orleans in 1952 sailing as a waiter and cook. He was a wounded veteran of the U.S. Army in World War II. Seafarer Pennino was born in New Orleans and was a resident there. Surviving is a sister, Josephine of New Orleans.



Pensioner Thomas Joseph Ratcliffe, 40, succumbed to a heart attack in the Mary Hitchcock Hospital, Hanover, N.H. on May 24. Brother Ratcliffe

joined the SIU in the port of New York in 1962 sailing as a recertified bosun. He was graduated from the Union's Recertified Bosuns Program in 1980. Seafarer Ratcliffe in 1975 attended a Piney Point Crews Conference. A native of New York City, he was a resident of

Claremont, N.H. Interment was in St. Mary's Cemetery, Claremont. Surviving are his widow, Carol; two sons, Christopher and Morgan; his parents, Christopher and Nancy Ratcliffe and a brother, Dennis of New York City.



Jose Philip Salinas, 64, died recently. Brother Salinas

joined the SIU in the port of Houston in 1957 sailing as both a cook and AB. He was a veteran of the U.S. Army in World War II. Seafarer Salinas was born in Wharton, Texas and was a resident of Galveston. Surviving is a sister, Amelia of Galveston.



Ludwick "Dubby" Adam Torregano, 24, died aboard the tanker *Archon* (Apex Marine) in Vancouver, Wash. on July 18. Brother Torregano

joined the SIU following his graduation from the Seafarers Harry Lundeberg School of Seamanship Entry Trainee Program, Piney Point, Md. in 1982. He sailed as an assistant cook. A native of New Orleans, he was a resident of San Jose, Calif. Burial was in the Alta Mesa Park Cemetery, East Palo Alto, Calif. Surviving are his parents, Joseph and Mercedell Torregano II of New Orleans; three brothers, Joseph Torregano III of New Orleans, Bernell of San Jose and Thomas of San Dimas, Calif. and three sisters, Eva Hattie of New Orleans and Annette and Mercedell, both of Los Angeles.

Pensioner Spencer Thomas Wilson, 57, died at home in Kentwood, La. after a lengthy illness on Jan. 10. Brother Wilson joined the SIU in 1949 in the port of New York sailing as a chief electrician. He was a veteran of the U.S. Navy in World War II. Seafarer Wilson was born in Osyka, Miss. Burial was in Woodland Cemetery, Kentwood. Surviving are a son, Robert; his mother, Ruby Lee; a brother, Lowell, and three nieces, all of Kentwood.

Great Lakes



Pensioner Ernest Clyde Blue, 59, succumbed to lung failure in the West Shore Hospital, Manistee, Mich. on July 19. Brother Blue

joined the Union in the port of Elberta, Mich. in 1957 sailing as an AB for the Ann Arbor (Mich.) Railroad Carferries. He was a veteran of the U.S. Army during World War II. Laker Blue was born in Arcadia, Mich. and was a resident there. Burial was in the Gilmore Twsp. (Mich.) Cemetery. Surviving is a daughter, Bertha Nelson of Arcadia.

Pensioner John Francis Dunlap Sr., 70, passed away in the Ashland (Wis.) Medical Center on May 30. Brother Dunlap joined the Union in the port of Detroit in 1960 sailing as an AB for the Reiss Steamship Co. He was born in Ashland and was a resident there. Cremation took place in the Park Hill Cemetery Crematory, Duluth, Minn. Surviving are his widow, Jean; two sons, John Jr. and Tim, and three daughters, Mary Helen, Judie and Terese.

Atlantic Fishermen

Pensioner Edward Oliver Cormeir succumbed to cancer in St. Luke's Hospital, New Bedford, Mass. on July 9. Brother Cormier joined the SIU-merged Atlantic Fishermen's Union in 1938 in the port of Gloucester, Mass. sailing as a chief engineer. He was born in Rumford, Maine and was a resident of New Bedford. Burial was in Sacred Heart Cemetery, New Bedford. Surviving is his widow, Gladys.



Digest of Ships Meetings

AMERICAN EAGLE (Pacific Gulf Marine), August 5—Chairman T.R. McDuffie; Secretary H.L. Durham; Educational Director Kin Linan. No disputed OT. There is \$250 in the ship's fund. This voyage will take in two ports, Rotterdam and Bremerhaven; then back to Charleston, S.C. for payoff. Everything is running smoothly, and the crewmembers are a great bunch, according to the bosun. "There should be more like them." Everyone seemed to enjoy the steak, chicken and spare ribs at the recent cookout. The *American Eagle* is a good feeder, and a vote of thanks went to the steward department for a job well done. Next port of payoff: Charleston, S.C.

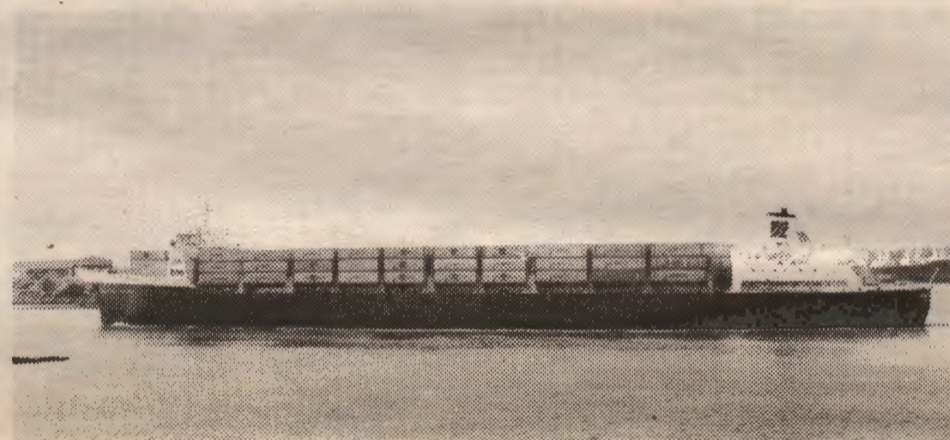
LNG AQUARIUS (Energy Transportation Corp.), August 6—Chairman Glenn D. Miller; Secretary Jim Varela; Educational Director John Fedesovich. No beefs or disputed OT reported. There is \$190 in the ship's fund. After leaving Osaka, Japan, the ship was diverted to Nagasaki for repairs. The bosun discussed the importance of voting in this year's presidential elections—either at the polls or by absentee ballot. He noted that the present administration has done nothing for the maritime industry, "so as a union man, I suggest you cast your vote wisely." Two shipboard elections were held. Joe Murrison was elected deck delegate and Jim Varela was elected secretary. A new compressor is needed for the 02 level water cooler which is not working. The galley machine is also inoperative. And the air conditioning system should be checked in the deck department and in the weight-lifting room.

BEAVER STATE (Apex Marine), July 15—Chairman G. Mattioli; Secretary F. Costango; Educational Director M. Coyle; Deck Delegate G. White; Engine Delegate M.D. Levan; Steward Delegate L. Gracia. No disputed OT. There is \$30 in the ship's fund. On June 30, Pumpman R.D. Hannon was burned while making repairs in the pumproom. He was evacuated to the Verde Islands on July 1. A telex was sent to headquarters and to the New Orleans port agent with regard to Brother Hannon, whose home port is New Orleans. On July 3 a response was received from Vice President "Red" Campbell stating that Hannon would be repatriated from the hospital in the Verde Islands. The subject of burning



and welding on vessels will be taken up with the boarding patrolman at payoff. A vote of thanks was given to the steward department for a job well done. Next port: Eagle Point, N.J.

U.S.N.S. CAPELLA (MSC Sealand), July 20—Chairman Luther J. Tate; Secretary George W. Luke; Educational Director E.A. Richardson. No beefs or disputed OT were reported in any of the departments. The bosun noted that the crewmembers do not yet know under which contract they are working, but the patrolman will explain it to them when he comes aboard. The ship is due to pay off on Saturday, July 21, as soon as the captain is able to get the payroll in order. A suggestion was made that shipping cards be dated by working days, not calendar days. This would give each member more shipping time



on his card. Another suggestion was: "We of the Jacksonville Union hall feel that transportation should be furnished to and from the clinic. Also that the swimming pool at the hall be open to all members or that the pool be filled and closed for good." 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.

COMANCHE (American Bulk Carriers), July 22—Chairman Abdulla Mohsin; Secretary W.H. Deskings; Deck Delegate Gilbert Paul Hunter; Steward Delegate Donald C. Spangler. No disputed OT reported. The ship was running two men short for part of this voyage. One man quit the ship in Rota, Spain. This caused a hardship on the rest of the crew who felt it should be brought to the attention of Vice President "Red" Campbell. Another man missed the ship in Greece. He is expected to rejoin in France. Orders from the captain are that all spirits are to be locked up. In this way he hopes to cut down on alcohol abuse. A suggestion was made that the Union look into the dental benefits and perhaps upgrade them.

LNG LEO (Energy Transportation Corp.), July 14—Chairman Charles A. Boyle; Secretary Henry Jones Jr.; Educational Director W. Kimbrough; Steward Delegate Roger Gary Griswold. No beefs or disputed OT. There is \$36 in the ship's fund and \$97.65 in the communication's fund. Everything is running smoothly. The minutes

of the last meeting were read and accepted, and an election was held for the new ship's committee. Also, a letter from headquarters was received pertaining to the items that went into effect on June 16. The letter was discussed and then posted. The bosun discussed several other items including proper dress in the dining room and the importance of upgrading at Piney Point. He thanked all members for not playing radios and tapes too loudly. The educational director reported that the ship is increasing its supply of movies. He thanked all those people who sent films to the ship, and noted that the Pac-Man machine is working again. A vote of thanks was given to the steward department for the pool parties and great meals. Next port: Tobata, Japan.

OGDEN HUDSON (Ogden Marine), July 19—Chairman J.D. Foster; Secretary G.E. Sinkes; Educational Director T.G. Clark; Engine Delegate H. Smith Jr. No disputed OT. Communications were received and posted regarding the crews conferences held at

Piney Point. The bosun reported that patrolmen were called aboard in Baytown, Texas to settle a complaint between the engine officer and the QMED. Things were brought under control. The secretary came aboard on June 20. To his knowledge there is no ship's fund. There is, however, a movie fund which is being taken care of by the 2nd mate. Anyone desiring a specific movie should notify him and he will see if he can obtain it. A vote of thanks was given to the steward department for a job very well done. The steward, in turn, voiced his appreciation. "I personally want to thank the entire crew for making my job a piece of cake. They all don't come this easy. Thanks again, shipmates." Next port: Charleston, S.C.

OGDEN MISSOURI (Ogden Marine), July 8—Chairman Donald D. Fleming; Secretary A.W. Hutcherson; Educational Director C. Clausen. No disputed OT or beefs. The voyage has been a smooth one, according to the bosun. He reminded members that now is the time to upgrade. The secretary echoed his thoughts by suggesting that all who have not been to Piney Point lately should take the time to visit and see what progress the Union is making to help educate its members. He also stressed the importance of donating to SPAD. It really helps our lobbying efforts on Capitol Hill to help bring about legislation that is beneficial to the maritime industry. Everyone was asked to pitch in and help keep the ship clean. One minute of silence was observed in memory of our departed brothers and sisters. Next

port: Alexandria, Egypt; then on to Baltimore, Md. for payoff in August.

OVERSEAS WASHINGTON (Maritime Overseas), July 22—Chairman John Moss; Secretary Royce D. Bozeman; Educational Director H.S. Butler; Deck Delegate J. Cross; Steward Delegate Lynn J. McGivens. No disputed OT. There is now \$52.20 in the ship's fund. This money is to be used only for Union business, not for sending flowers, cards, etc. The steward/baker, Jessie B. Natividad, had to leave the ship in Empire, La. due to injuries. His replacement, Recertified Steward Royce D. Bozeman, is now onboard. All members were encouraged to upgrade at Piney Point. They were also reminded of the importance of contributing to SPAD. Most members don't realize what SPAD does for them—it's job security. The can opener in the galley has been broken for about three months, and there has been some difficulty in getting a new one. The steward will talk to the captain about this problem, because trying to open cans with a knife is very dangerous. Most other repairs have been made.

PATRIOT (Ocean Carriers), July 14—Chairman Charles D'Amico; Secretary Frank Nigro; Educational Director Dave Guajardo; Engine Delegate T.E. Harris. There is \$36 in the ship's fund. The bosun explained the new contract and said that additional information will be given by the patrolman when the ship returns to the States. Members were reminded to take advantage of the educational opportunities available at Piney Point and of the importance of donating to SPAD. The *Patriot* is running with only a four-man steward department, and the captain has stated that there is to be no OT—all regular work. This will be taken up with the boarding patrolman. Otherwise, everything seems to be going along quite well. A vote of thanks was given to the steward department for their fine work. Next port: Everglades, Fla.

PUERTO RICO (Puerto Rico Marine), July 15—Chairman Manuel Silva; Secretary Jose R. Colls; Educational Director H. Lomas; Deck Delegate L. Perez; Engine Delegate John Hall Jr.; Steward Delegate R. Cosme. Some disputed OT was reported in the deck department. The bosun reminded all crewmembers of the importance of donating to SPAD at payoff. He then thanked the deck department for helping him carry out his job. The secretary asked that any complaints or beefs with the steward department be brought directly to him. He will be more than glad to help. A suggestion was made that the bosun check with the patrolman about not having enough deck department people to handle the steward's stores. The steward department was given a vote of thanks for the good food and services. Next port of payoff: San Juan, P.R.

SAM HOUSTON (Waterman Steamship Co.), July 22—Chairman George Burch; Secretary Joseph Moody. The engine department reported a few disputed OT hours. There is \$153.51 in the ship's fund. Communications were received and posted regarding the new shipping rules: 180

Digest of Ships Meetings



days for "A" book members and 120 days for "B" book members. Everything is running smoothly aboard the *Sam Houston* as she starts a new voyage from New York to Norfolk, Va. and New Orleans, La.

SANTA ROSA (Delta Steamship Line), July 17—Chairman A.E. Weaver; Secretary W. Lovett. Some disputed OT (port time) was reported in the engine department. Each department was running one man short. In the deck department, one AB was dismissed in Guayaquil, Ecuador. Also dismissed in Guayaquil was the cook and the baker from the steward department. In the engine department, one man was taken off ship due to an accident. The chairman reported that a new contract has been obtained. It will mean that all "A" book members can stay aboard ship for six months; all "B" book members can stay for 120 days. The repair list included one antenna to be fixed and the need for a new water cooler in the crew's mess/rec room passageway. A vote of thanks was given to the steward department for a job well done. One minute of silence was stood in memory of our departed brothers and sisters. Heading back to New Jersey for payoff.

SEA-LAND DEFENDER (Sea-Land Service), July 15—Chairman Joseph San Felippo; Secretary Cesar F. Blanco; Educational Director Gerald Van Epps; Deck Delegate Eli W. Kralich; Engine Delegate Robert Torrez; Steward Delegate Jack Wong. No disputed OT was reported. There is \$5.12 in the ship's fund. The bosun posted reports that he brought with him to the ship from the San Francisco hall (which were unfortunately removed by someone), but the gist of it was: there is no increase in wages until, perhaps, next year. "A" books will now work 180 days and "B" books will work 120 days. Permanent ratings (bosun, electrician, steward) will work 120 days on and 60 days off. Next ports: Long Beach and Oakland, Calif.

SEA-LAND INDEPENDENCE (Sea-Land Service), July 1—Chairman S. Frank Jr.; Secretary George W. Gibbons; Educational Director C.R. Langford; Engine Delegate Rafael Matos. No disputed OT. The bosun re-

ported that the ship will be in Elizabeth, N.J. on July 5. Some men will be getting off due to the new Union rules, and a relief chief steward will come aboard for 60 days. The educational director stressed the importance of upgrading at Piney Point and of donating to SPAD. Safety films were shown at the safety meeting, and a discussion was held about the best ways to keep the recreation room chairs and sofas clean. A vote of thanks was given to the steward department. Next port: Halifax, N.S.; then back to Elizabeth, N.J. for payoff.

SEA-LAND PRODUCER (Sea-Land Service), July 22—Chairman Margarito Degollado; Secretary Milton Phelps; Educational Director H. Stegall; Deck Delegate Francisco Latorre; Engine Delegate Thomas Koubek; Steward Delegate Robert Adams. No beefs or disputed OT reported. During the last trip, the bosun declined the ship's chairman position. An election was held and the baker, M. Degollado, was elected to that position. The chairman then reported on the new Union rules—"A" book members can stay aboard for six months, all "B" book members for 120 days. He also said that he spoke to the chief mate about having the cassette player repaired or replaced. The chief mate informed him that the crew may have to pay for the repair. This matter will be brought to the attention of the Union upon arrival in Port Everglades, Fla. One minute of silence was observed in memory of our departed brothers and sisters. Heading out to Houston, Texas, New Orleans, La. and Jacksonville, Fla.

SEA-LAND VENTURE (Sea-Land Service), July 15—Chairman Leticia Perales; Secretary Robert F. Frazier; Educational Director Hugh Wells; Deck Delegate Herb Minick; Engine Delegate Edgar Young; Steward Delegate Lonnie Gamble. Some disputed OT was reported in the steward department. There is now \$35 in the ship's fund. Leticia Perales, chief cook aboard the *Sea-Land Venture* was recently elected to take over the duties of ship's chairperson. She is the first woman SIU member to have this honor. Perales reported that this was a new experience for her and that she would

do her best to perform the job satisfactorily. The secretary stressed the importance of donating to SPAD, especially in this crucial election year. He also noted that upgrading forms are available onboard for anyone interested in taking advantage of the Union's educational programs. There is talk that the ship will lay up on the next trip to Europe for needed shipyard repairs. No information is available as yet on whether the crew will stay with the ship or be laid off. Many crewmembers are badly in need of new mattresses and pillows. There are also some problems with the ice machine, the washer/dryer, the galley range and the dishwasher. These will be taken up with the patrolman at payoff. A vote of thanks was given to the steward department for a fine job. One minute of silence was observed in memory of our departed brothers and sisters. Next ports will be Port Everglades, Fla., Houston, Texas and New Orleans, La.

SENATOR (Coordinated Caribbean Transport), August 12—Chairman D.L. McCorvey; Secretary David W. Velandra; Educational Director John Penrose; Deck Delegate Bobby J. Butts; Steward Delegate John Ward. Some disputed OT was still reported in the deck department—left over from the last trip. Very little money was left in the movie fund, and if there is no pool this trip, all members will be asked to donate \$7 for the extra movies. The bosun reported that he just came back from vacation and everything seems to be running smoothly. He noted that there would be a payoff this trip and a patrolman would be present. He said he realized this ship was running short, but that all crewmembers were to put their best efforts forward. After all, "some jobs are better than no jobs." The steward reminded crewmembers

to upgrade at Piney Point. He suggested they take the crane handling course or upgrade their QMED papers. "The more trained men we have, the better chance we have of getting jobs." The bosun asked that all deck and engine members leave their doors unlocked or give the key to the wiper so that he can clean their rooms (either that or clean the rooms themselves). Inspections will be made, and the rooms had better be cleaned. The steward thanked the men for keeping the pantry and messhall clean. They have done a good job. Next ports include Aruba (Netherlands Antilles), Puerto Cabello, Venezuela and LaGuaira, Venezuela. Then back to Miami, Fla. for payoff.

Official ships minutes were also received from the following vessels:

AMERICAN HERITAGE
LNG ARIES
AURORA
BAY RIDGE
CAGUAS
DELTA SUD
LNG CAPRICORN
COURIER
COVE LIBERTY
COVE NAVIGATOR
FALCON COUNTESS
LNG GEMINI
GOLDEN MONARCH
LONG BEACH
MASSACHUSETTS
OGDEN LEADER
OGDEN WABASH
OVERSEAS ALICE
OVERSEAS OHIO
PANAMA
PONCE
SAINT LOUIS
SAN JUAN
SANTA PAULA
SEA-LAND ADVENTURER
SEA-LAND DEVELOPER
SEA-LAND EXPLORER
SEA-LAND EXPRESS
SEA-LAND LEADER
SEA-LAND LIBERATOR
SEA-LAND PIONEER
SEA-LAND VOYAGER
STONEWALL JACKSON
LNG VIRGO
WALTER RICE

Monthly Membership Meetings

Port	Date	Deep Sea Lakes, Inland Waters
New York	Tuesday, October 9	2:30 p.m.
Philadelphia	Tuesday, October 9	2:30 p.m.
Baltimore	Wednesday, October 10	2:30 p.m.
Norfolk	Thursday, October 11	9:30 a.m.
Jacksonville	Thursday, October 11	2:00 p.m.
Algonac	Friday, October 12	2:30 p.m.
Houston	Monday, October 15	2:30 p.m.
New Orleans	Tuesday, October 16	2:30 p.m.
Mobile	Wednesday, October 17	2:30 p.m.
San Francisco	Thursday, October 18	2:30 p.m.
Wilmington	Monday, October 22	2:30 p.m.
Seattle	Friday, October 26	2:30 p.m.
Piney Point	Friday, October 12	3:00 p.m.
San Juan	Thursday, October 11	2:30 p.m.
St. Louis	Friday, October 19	2:30 p.m.
Honolulu	Thursday, October 11	2:30 p.m.
Duluth	Wednesday, October 16	2:30 p.m.
Gloucester	Tuesday, October 23	2:30 p.m.
Jersey City	Wednesday, October 24	2:30 p.m.

Letters To The Editor



'Respect for Leadership . . .'

During the construction and after the completion of the Frank Drozak Building and the Seafarers Training and Recreation Center, there was all sorts of criticism about the spending of Union funds for constructing these buildings. From what I gather, these members seem to think that the monies used could have been spent elsewhere.

To my fellow seamen who lack the wisdom and foresight . . . the Frank Drozak Building facilitates every aspect that is essential to the survival of our Union. In addition, it allows us to fulfill our obligations to our affiliate unions. As for the Seafarers hotel: I cannot see how the membership . . . can complain about living arrangements that far surpass what we had to endure in the past in the way of upgrading accommodations.

With leadership (mind you, "elected" leadership) comes a duty of responsibility and of being responsible to the membership. The membership, it would seem, should lend their moral support, cooperation and respect to the decisions that are made by our elected officials on behalf of the general membership.

And as for you brothers who have "mind altering substances" for brains . . . I'd like to think that I'm showing fraternity when I suggest to you to introspect your position in the SIU (and don't be too hasty). Because for a good number of you, had it not been for being a part of this Union, you would be in prison, stuck on a street corner, living in a bottle, on pills or strung out on dope. No doubt you would be in a poor state of being.

We as members should learn to respect our leadership, because it was the majority vote that elected our officials to represent you and me . . .

Robert S. Pressley
Baltimore, Md.

PMA Shipping Scene

August 1984

	REGISTERED	SHIPPED
SAN FRANCISCO		
Class "A"	71	26
Class "B"	8	4
Class "C"	1	0
Relief	1	1
Grand Total (All Groups)	80	31
WILMINGTON		
Class "A"	7	4
Class "B"	2	0
Class "C"	0	0
Grand Total (All Groups)	9	4
SEATTLE		
Class "A"	27	7
Class "B"	4	0
Class "C"	2	1
Relief	2	0
Grand Total (All Groups)	33	8
HONOLULU		
Class "A"	1	2
Class "B"	0	2
Class "C"	0	0
Grand Total (All Groups)	1	4

[The following letter was written to Capt. McConaghy of the SS Transcolorado (Hudson Waterways Corp.) from Commodore A.C.A. Sigmond (USN) who was convoy commodore on the vessel during the recent "Distant Hammer 84" exercise in the Mediterranean involving U.S., British and Italian military forces.]

'A Rewarding Experience . . .'

I would like to express my appreciation and that of my staff for the hospitality, professionalism and enthusiasm demonstrated by you and your crew in responding to the requirements of Distant Hammer 84. Your ability to assimilate the requirements of the new publications and to insure that your watch officers were able to respond in the appropriate professional manner to all convoy situations was outstanding. Particularly commendable was the enthusiasm of your watch officers, not only in learning and carrying out their new responsibilities, but in the manner that they eagerly sought to educate the staff watch officers in the operation of merchant marine equipment and in the realities of merchant marine operation.

The consideration and hospitality provided to all members of the staff can only be considered to be outstanding. The very comfortable and well maintained living spaces were noteworthy, particularly for an older ship such as S.S. Transcolorado. The meals were truly first class.

On a personal note, the staff and I sincerely enjoyed the opportunity to meet and work with you and your crew.

This exercise has proven to be both professionally and personally extremely rewarding, and I would like to express the sincere gratitude of both my staff and myself for the manner in which you made this possible.

Sincerely yours,
A.C.A. Sigmond
Convoy Commodore
Captain, USN (Ret)

'From Sadness to Gladness . . .'

I was saddened to hear of the death of "Red" Morris. May he rest in peace. But then my sadness turned to gladness to see that Francis Thomas Moen and Daniel Joseph Cherry had been pensioned. No more "turning to" for "all hands" for them. They were undoubtedly two of my best shipmates in my days at sea.

I have never seen such an effort, nationwide, to break the unions. I'm sure that when their strength is re-established, it will be because of SIU's pioneering in keeping their demands moderate in respect to wages and tops in conditions for those who serve aboard their ships.

Clarence L. Cousins C-59
Butler, Pa.

'A Union Man Forever . . .'

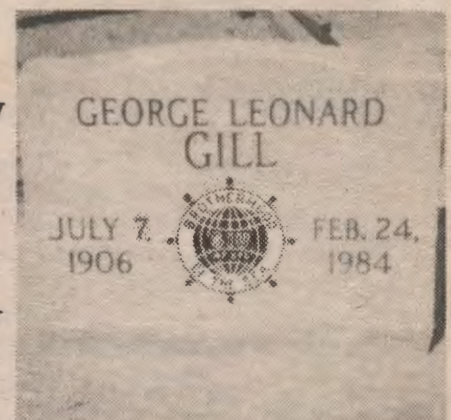
I know many seamen in the area of Mobile, Ala. remember George Gill and his concern with the Union.

George Gill was born and raised in Trinidad. He came to the United States as a merchant seaman back in World War II. There was nothing more that he appreciated than the SIU.

George Gill talked to his wife a lot about the Union, so when he died on February 24, 1984, his wife wanted something on his headstone about his Union, which he loved so much.

She went to the Bradley Enterprises in Fairhope, Ala. to get his headstone made . . . [Bradley Enterprises is owned by a member of the SIU, Joe Bradley.] Joe took an emblem of the SIU button and engraved it on the headstone which is very beautiful.

As the people see it, they know what kind of Union man George Gill was.



Edward Kelly
Theodore, Ala.

Once again another government report has been issued on the state of the merchant marine. And once again it says the state of the merchant marine is bad and unless something is done, it will get worse. So what else is new?

But, maybe this report will be paid a bit more attention. It was prepared by the Congressional Budget Office (CBO). That organization is non-partisan and not beholden to any segment of the maritime industry. Further, the CBO is not allowed to make specific recommendations, just supply options and solutions.

The CBO report says that if American maritime capabilities are to be increased—the stated goal of the administration and the maritime industry—one of three options must be taken: direct payment subsidies and/or indirect tax and financing support; reserve certain cargoes for U.S. ships, or procure and operate ships through direct government purchase.

While the SIU and other maritime groups could go along with the intent of those options, there

is one major problem. The Reagan administration has been opposed to all of those ideas since it took office. It has been great on what it doesn't want to do, but the administration has been weak, if not downright hostile, on any programs that could have a positive effect on the merchant marine.

Listen to the CBO report.

“Government support of maritime affairs, which began in the pre-Revolutionary era, has been motivated by two mutually reinforcing concerns: commercial advantage and national security. Throughout this long history, America's maritime industries have experienced periods of both great expansion and severe contraction. Today, these industries are in decline again.”

The report cites the facts. U.S. ships carry only 6 percent of the nation's cargo. Government policy since the 1920 Merchant Marine Act, which has been reaffirmed time and time again, is that the nation must have a modern, efficient fleet

for two reasons: commercial advantage and national defense.

Today's U.S.-flag fleet cannot meet its military obligation. That is not according to the CBO or the SIU. The nation's current military planners say that.

“Sealift is a fundamental part of the U.S. national security posture,” the report says.

But American sealift is inadequate. It is simple. There are not enough U.S.-flag, U.S.-crewed ships available to transport troops and supplies. There are fewer ships today than when Reagan took office with a promise to revitalize the U.S. merchant marine. There will be fewer ships tomorrow if something isn't done.

The CBO report does something most others haven't. It puts a price tag on the improvement of the merchant marine. Currently, various support programs cost the government about \$1 billion a year. To bring the fleet to proper standards for national defense would cost about \$1 to \$4 billion more using one

of the three suggestions from the CBO.

That sounds like a lot of money in a time of record budget deficits. Look again.

“In a very real sense, the billions of dollars that the United States spends on general purpose combat and support forces are predicted upon the presumption that these forces can be transported into combat,” according to the report.

An army may travel on its stomach once it gets into combat, but something has to transport that force. If you can't move it, why have it?

It would seem that a president who professes such concern about the nation's military might would also be concerned about moving that military.

Maybe the CBO study will open some eyes and ears. Maybe not. But one thing for sure, we do not need more studies and reports. The facts are obvious. The U.S. merchant marine needs help.

It is time for somebody to put their money where their mouth is.



**Vote Nov. 6
As if Your Job
And Your Union Depended on It**

Ex-AFL-CIO VP, IBEW Official Joseph Keenan Dead at 87

A good friend of the SIU, former AFL-CIO Executive Council VP and retired secretary of the International Brotherhood of Electrical Workers (IBEW), Joseph Keenan, 87, died on July 22 in Washington, D.C.

Brother Keenan, who retired in 1976, was elected to the AFL-CIO's Executive Council as a vice president in 1955 and was president of the Federation's Union Label & Service Trades Department from 1975 to 1979. Before that, in 1948, he was director of the American Federation of Labor's (AFL) Labor League for Political Education laying the groundwork for the later AFL-CIO's COPE. From 1951 to 1954, he was secretary of the AFL's Building & Construction Trades Department.

John F. "Jack" Henning, executive secretary-treasurer of the California Labor Federation, said, "Joe was involved in some of labor's great actions: the radical days of the Chicago Central Labor Council, prominent gov-



Joe Keenan

ernment service to U.S. unions and the nation in World War II, the founding and leadership of the AFL's first official political action body, the Truman victory of 1948 and years of service with his international and the AFL-CIO Executive Council. Joe's commitment to labor was as complete as his personal integrity."

SPAD
IS THE TICKET
TO YOUR
FUTURE
JOB SECURITY

IT'S
A SMALL
PRICE
TO PAY!

