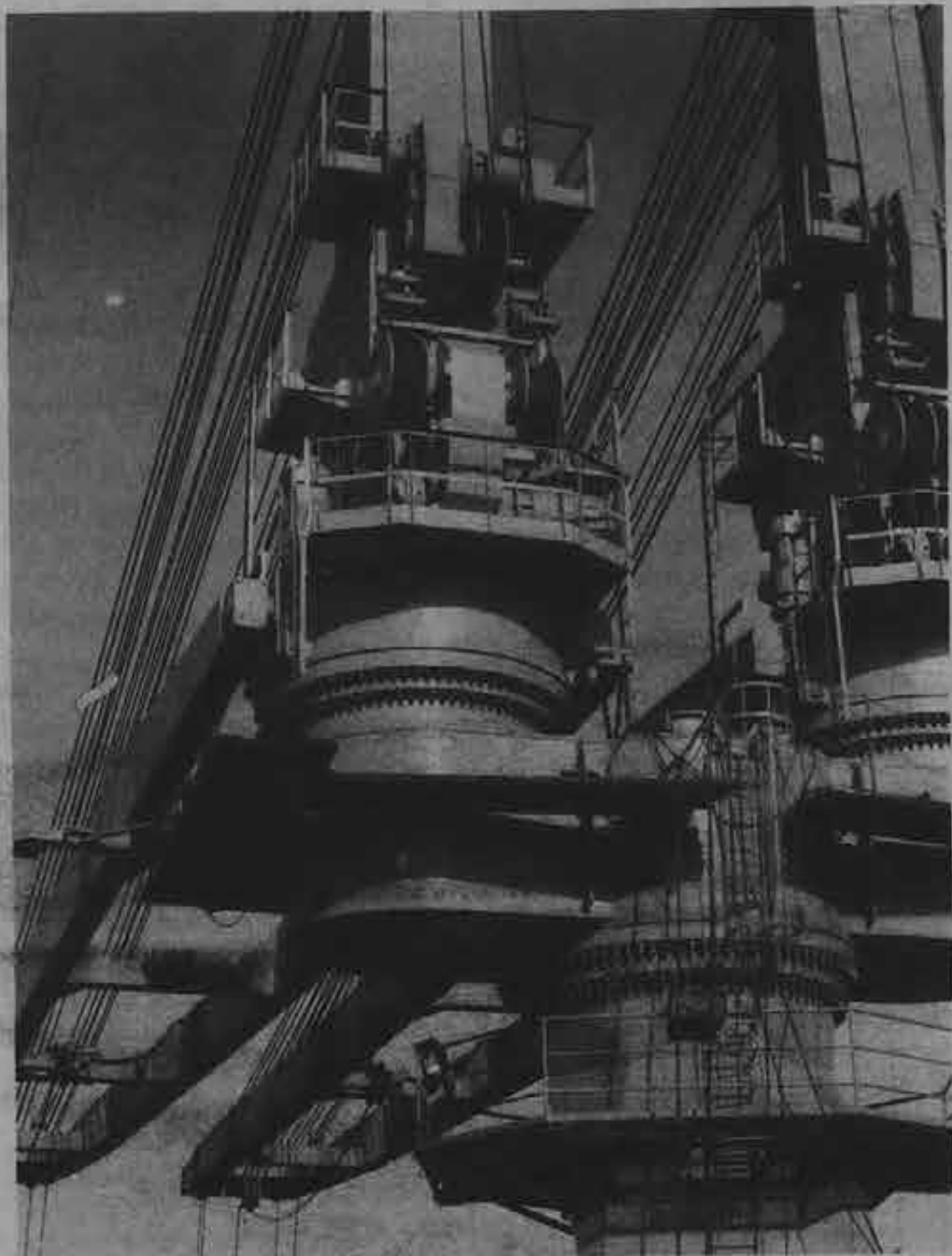


LOG

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SIU Wins Crane Ship, 10 More to Be Bid For Navy Charters

—See Page 12

The new crane ships will have four 30 metric ton cranes with an outreach of 121 feet. Special training will be required to operate and maintain this equipment.

SIU Launches Nationwide Drive

Grassroots Campaign Goes Out to the People

—See Page 12

SIU Crews Conference Maps Program for Future

See Pages 17-24



Jane and Andrew Bonney-Norfolk at the Conference



SIU President Frank Drozak brings his grassroots program to the people of Missouri. At right is SIU Vice President (and the Port Council's secretary-treasurer) Mike Sacco who served as host for the evening.

Inland Crews Conference Planned June 3-8 in Piney Point

Licensed and unlicensed delegates from all SIU Inland companies will meet to discuss and deal with the status of the industry and the many problems we face. Your SIU representatives will be in touch with you with more information.

SIUNA Convention May 28-30 in Piney Point

Executive Board to Meet May 26. (See Convention Notice, Page 2.)

President's Report

by Frank Drozak

WHEN was the last time you read anything or saw something on the news about the maritime industry and your Union? Probably the last time we did something to rock the boat of the conglomerates and "free traders" who control the nation's press.

There's a way to change that and it's up to you. I hope most of you went to April 14's grassroots campaign meetings around the country, because it is our SIU brothers and sisters and their families and friends who are the keys we need to turn our industry around and get this nation back on the road to recovery. There is hunger and poverty and despair in our nation.

The SIU needs you, because the grassroots campaign is talking about our jobs, our job security and the future of our families. Those are important issues to us. But this is not some selfish "special interest" here. We are also talking about the future of this country. We know we can't survive in this world without a fleet—a fleet to help America militarily and a fleet to carry our goods around the world.

It's strange that all of us sailors know how important America's maritime industry is, but our college-educated leaders with their fancy Ivy League degrees can't seem to grasp such a simple fact. The country's "free-traders" and massive international conglomerates have almost succeeded in convincing people that we don't need a merchant marine.

Well, we do need a U.S. merchant fleet. After we got the shaft in the 1946 Ship Relief Act, after they started to put everybody on the beach and



dismantle the fleet, Korea blew up. So they broke out our ships and we manned them. When the crisis was over, the ships went into mothballs or scrapyards and the merchant seamen were back on the beach. We got a lot of promises from a lot of people, but no action.

Then suddenly they needed us again to carry troops and supplies to Vietnam. Well once again merchant sailors and shipping companies came to the rescue. Once again when that war was over, they just shoved us off to the side like an unwanted war baby. While the politicians gave us promises, the scrapyard burners were kept busy ripping apart merchant ships which had no work.

At the same time, the Soviets kept building. They knew the value of a merchant fleet and started a massive buildup. From 1960 to today, their fleet grew from 500 ships to 2,700, while ours shrank from 2,000 to less than 500. As usual, the politicians were out there flapping their lips about how important the merchant fleet was, but they weren't doing much of anything else.

Here we are today. Fifty percent of you can't find work, 50 percent or more of the men and women who used to work the nation's shipyards can't find work. The ships we have are about 18 years old and they can't find work. But I'll tell you one thing we can all find without looking too hard—politicians' promises. You can just about trip over them here in Washington.

During the past few years, I have testified in the House and Senate dozens of times about ways we could help save the fleet. We've won a few here and lost others there. It's been a lot like running in place. You work your tail off but you don't get too far.

Well, we're going to start moving.

I've talked to all the presidential candidates and to the president's advisors. They haven't shown me anything yet for the maritime industry. That's why we haven't endorsed anyone and that's why we won't until they tell us exactly what they are going to do for us.

But you've got to understand one thing about politicians. If they don't think anybody cares about an issue, they're not going to waste their time on it. We've got to make people care. We've got to make people understand. We've got to let them know that the maritime industry is impor-

tant to them, to the nation and to our security.

That will take manpower. We need you, your wives, your families, your children, your friends, your neighbors. We need these people to understand how important this is. We need you and others to confront the candidates, the presidency, for the Senate and House. We need you to ask the candidates what their positions are, what they plan to do.

Go to the airports with your signs. Go to their hotels, their rallies and their conferences. If every time a candidate turns around and sees a group of people asking about the merchant marine, maybe we'll get his attention.

We've got to carry our issues to the people and the candidates. We've got to work together. This is an effort that will need all of our energy and all of our dedication. I believe that if we can get our message to the candidates and to the people, we can begin to rebuild this industry.

Our organization has won many fights throughout the years because we have always had the total involvement of our membership. Never before has this involvement and commitment been more critical. We are counting on you to involve your families and your community. I think we are going to succeed.

CONVENTION NOTICE

Seafarers International Union of North America, AFL-CIO

1984 Triennial Convention

The SIUNA will hold an Executive Board meeting at 10:00 a.m. on Saturday, May 26, 1984 at the Seafarers Harry Lundeberg School of Seamanship in Piney Point, Md.

The SIUNA Triennial Convention will convene at 10:00 a.m. on Monday, Tuesday and Wednesday, May 28-30, 1984 at the Seafarers Harry Lundeberg School of Seamanship in Piney Point, Md.

Resolutions and Reports should be sent to the office of the Secretary-Treasurer, SIUNA, 5201 Auth Way, Camp Springs, Md. 20746, as soon as possible in order to meet the printer's deadline.



LOG

April 1984

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Vol. 46, No. 4

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Many Groups Helped

Alaskan Oil Fight Showed That Unity Can Work

When the Reagan administration took office more than three years ago, the word was out that Alaskan oil might be up for export. Ever since the first drop of North Slope oil flowed down the pipeline, the entire production was reserved for domestic American use.

That oil had been a giant boost for the Alaskan economy, pumping billions of dollars into that state's economy. The oil had been a security blanket of sorts for the United States. It was a guaranteed source of oil in troubled times, and it was a source of oil the United States controlled, not some war-torn Middle Eastern state. It also meant militarily useful ships were not scrapped.

That oil also meant a lot of jobs for the merchant marine. SIU-contracted companies, along with others, moved that oil from Valdez to various American ports for refining. The Jones Act meant that oil had to be carried on American ships. The benefits from that oil were spread around to every American in the form of lower prices and increased energy independence.

But a move to export the Alaskan oil would have jerked the rug out from under the American public and the U.S.-flag fleet. That was why when noises were heard about export,

a wide-reaching group of organizations came together to fight the short-sighted policy of exporting Alaskan oil.

The Coalition to Keep Alaska Oil, spearheaded by heavy SIU

The House and Senate were scheduled to go into conference over the Export Administration Act, which bans the export of Alaskan oil. The main difference in the versions is the length of ban, six years in the Senate bill and four in the House version. This is a look at the role of the Coalition to Keep Alaska Oil and some of the problems it faced in the struggle to stop the export.

involvement and commitment from Frank Drozak went to work. Consumer groups, farm organizations, utilities, labor unions, environmental groups and others banded together.

Coalition members faced powerful public relations and lobbying groups, backed by the state of Alaska which would realize even more money if the oil was sent to Japan.

Coalition members had to lobby senators and representatives. They had to rebut faulty studies about the benefit of export. They had to convince the public that Alaskan oil had to be kept.

Almost every merchant marine union went to bat for the

coalition. While jobs were certainly an issue of the fight, the maritime unions tried to show Congress what the oil meant to national security, energy security and the economy as a whole. From making major research studies to pointing out what should have been obvious, coalition members were kept busy.

Two examples of the kind of half-baked logic the Coalition not only had to contend with but rebut included a proposal to ship some of the oil to Japan on U.S. ships and to "swap" the Alaskan crude with oil from Mexico.

In the first case, the Coalition had to point out that the distance from Valdez to Japan is much shorter and that the oil would be carried in huge, small-crewed supertankers. It would mean very few jobs for the maritime industry. It would mean the current roster of small, militarily useful tankers would have no work and would be scrapped or laid up. So, the jobs would be gone, the ships would be gone and the oil would be gone. That's not much of a compromise.

The Mexican "oil swap" made less sense. Mexican oil is a dif-

ferent type of crude oil and American refineries are not equipped to handle it. Like so many others in the Alaska oil equation, they had invested billions to use the domestic Alaskan oil. Secondly, it would mean the U.S. once again would be dependent upon a foreign source of oil, as the Middle East became even more shaky. Third, the ships and the jobs would still be lost.

Answering those questions and dozens more were just part of the Coalition's job. It had to make sure Congress understood the importance of the Alaskan oil and not be snowed by the fancy public relations and faulty arguments.

The fight should have been a simple question of what was right and wrong, logic versus illogic, common sense against harebrained plans. But it turned into a three-year struggle which showed what can be done in the face of heavy odds and well-financed opposition. It showed what a group of diverse organizations can do when they come together for a common goal. It showed that old saying is true, "in unity, there is strength."

SIU Stops User Fee Move

Fast action by the SIU eliminated a proposed amendment to the House Port Development bill which could have cost U.S. ship operators millions in unfair user fees, and might have cost hundreds of jobs.

H.R. 3678, which had been reported out from the House Public Works and Transportation Committee, was being readied for mark-up by the full House Merchant Marine Committee earlier this month. It contained a provision that prohibits levying user fees on ships which would not need the extra depth added to the nation's harbor channels under the bill. Specifically it banned user fees on ships of less than 45 feet in draft.

The proposed amendment would have slapped user fees on all ships using the harbor channels, whether they needed

the added depth or not.

"This amendment would allow unfair taxation of U.S.-flag vessel operators engaged in foreign and domestic commerce who do not need nor want channels in excess of 45 feet," SIU President Frank Drozak wrote in letters to committee members.

The user fees in the bill were designed to help ports recover the costs for improving and deepening their channels. But, as Drozak pointed out, most of the ships needing the extra depth would be foreign-flag colliers.

"The cruel irony of the amendment is that it would reduce seagoing jobs for American seamen and boatmen while increasing employment opportunities for foreign crews," he said.

The amendment was not introduced.

Member Gets \$35,000 Medical Payment



Receiving a \$35,000 Seafarers Welfare Plan check from Jack Caffey (l.), special assistant to the SIU president, is Brother Ahmatbin Paul Amat. Seafarer Amat accepted the check in the port of New York on behalf of his father, Bosun Kasmair 'King' Amat. The check covered the hospital costs incurred by Brother Kasmair Amat's wife, Maria, when her leg was amputated late last year at Beekman Downtown Hospital in New York City.

SPR Fill Level Reaches 50% in 1983

The U.S. Strategic Petroleum Reserve (SPR) reached a fill level of 379.1 million barrels of oil in 1983, more than half of the SPR's goal of 750 million barrels and more than triple the level when the administration took office in 1980.

The current fill of the SPR means an increase of 85.3 million barrels more than the 293.8 million barrels in storage at the end of 1982, showing an average daily fill rate of 233,654 barrels during 1983.

Drozak Says New CDS Bill Is Only a 'First Step'

Despite the Reagan administration's best attempts, the Construction Differential Subsidy (CDS) issue is not dead. Even though the SIU supports one CDS proposal before Congress, a complete and comprehensive maritime program is still the answer to the decline of the U.S. fleet.

"It is time for this committee to act on a national cargo program aimed at revitalizing all segments of the maritime industry. Such a program should be aimed at expanding the size of the U.S. fleet as well as providing an adequate share of new vessel construction for U.S. yards. Without full revitalization supported by the government, the U.S. maritime industry will soon cease to exist," SIU President Frank Drozak stated in testimony presented by SIU Legislative Director Frank Pecquex before the House Merchant Marine Subcommittee late this month.

Drozak was testifying on two CDS Bills. The first, H.R. 5091, would authorize \$250 million in Fiscal 1985 and also eliminate the current 50 percent cap. In other words, if a ship costs \$20 million to build, the builder under the 50 percent limit would

be allowed to collect \$10 million in CDS. While the other bill provides about \$450 million over two years, it would also allow Operating Differential Subsidy buyouts and allow operators with ODS to purchase their ships from foreign builders. The SIU testified against those provisions.

"It is time for this nation to recognize the utmost importance of providing a sufficient program to ensure an adequate shipyard mobilization base. H.R. 5091 recognizes this and provides a vital first step on the long road back to a healthy industry," Drozak's statement continued.

He also said that by reviving CDS funds, which Reagan eliminated three years ago, it would place the U.S. in a somewhat better position against heavily subsidized foreign competition.

"H.R. 5091 is a minor step in comparison with these foreign subsidy programs, but until a comprehensive program to revitalize the industry is implemented, it is a necessary stop-gap," the SIU argued.

One of the major reasons it costs so much less to build a ship in a foreign yard is because of the large government in-

volvement in tax breaks, subsidies and sometimes direct payments, as well as low interest rates, seamen's tax deferrals and other inducements. That is why it could cost as much as 60 to 70 percent more to build the same ship in an American yard. With the 50 percent limit, it would still mean a very large difference in costs that could not be made up and could still price a U.S. ship out of the range of a potential operator.

"We recognize this may reduce the number of vessels built with CDS. But we fear that with an arbitrary 50 percent lid, no operators would be able to take

advantage of any new construction in U.S. yards," Drozak stated.

The other bill, H.R. 5220, simply eliminates one support program for another, "causing a further loss of seafaring jobs through the possible building of larger but fewer ships," most of which would be container ships with little military value, he pointed out.

The SIU statement stressed again that the answer to the nation's maritime problems, both military and commercial, is a full and comprehensive maritime program, not a piecemeal approach.

SIU Fishermen's Affiliates To Meet May 27 in Piney Point

The SIU-merged Atlantic Fishermen's Union (AFU) of Gloucester and New Bedford, Mass., the Fishermen's Union of America, the Pacific and the Caribbean and the Alaska Fishermen's Union will attend a Fishermen's Conference on May 27 at the Seafarers Harry Lundberg School of Seamanship in Piney Point, Md.

SIUNA VP and UIW National Director Steve Edney will be chairman of the conference.

Attending will be AFU President Mike Orlando and AFU's Joe Piva of New Bedford; Fishermen's Union of America President Jack Tarantino and the Alaska Fishermen's Union President Ken Olsen.

In 1981, when the SIU's Triennial Convention was held in Washington, D.C., the delegates resolved that the U.S. State Department should protect the rights of American tuna fishermen in negotiations with the governments of Mexico, Costa Rica, Ecuador and Peru who had seized U.S. tuna boats.

Do You Have A U.S. Government SECRET Clearance?

SIU-contracted companies which will be operating Navy support vessels may require SECRET clearances for jobs on some of these vessels. If you have ever had a SECRET clearance from the U.S. Government, please send details on this form:

Mail To: Contract Dept.
Seafarers International Union
5201 Auth Way
Camp Springs, Md. 20746

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When did you get a U.S. Government SECRET Clearance? _____

From What Government Agency? _____

Grassroots Campaign



Frank Drozak addresses delegates of the Detroit and Southeast Michigan Port Council, MTD, stressing the importance of labor strength at the grassroots level.



Inland News

**Our Members
At Work**

SIU Schedules 3 SONAT Crew's Conferences All SONAT Fleets Take Part in Talks; Union Solidarity Needed in Troubled Times



National Marine Committee Holds Fast in Contract Talks



Despite economic hard times in the Midwest, the National Marine Membership Committee held fast in wage reopener negotiations in St. Louis last month. The group, pictured from left to right, won an increase in wages for National Marine employees. They are: Captain Red Benoit; Chief Engineer Frank Stanley; Mike Dagan, port agent; Robert Charlet, cook; Captain Lars "Winky" Rood, and Pat Pillsworth, New Orleans port agent.

1984 promises to be a big year for SIU members who work in the tug and barge industry. The industry is at a crossroads. There is stiff competition from other transportation modes. The move is on toward corporate mergers.

Never before has the strength of labor unity been more important. As the barge companies grow larger, the workers on the boats and barges lose their identities and become profit and loss numbers on corporate ledger books.

Later this year, a series of contracts must be negotiated between the SIU and SONAT, a large energy conglomerate whose subsidiaries include a number of tug and barge companies.

In order to maximize our chances for a decent contract, the SIU has scheduled a series of Crews Conferences aimed specifically for members who work for SONAT companies.

The conferences, which will be held at the Seafarers Harry Lundeberg School of Seamanship in Piney Point, Md., are scheduled to be held at three

different times: May 13, June 10 and June 24. Each conference will begin on a Sunday and last until Friday. Delegates will have time to check out on Saturday.

The first contract to come up later this year will be the Green Fleet (IOT). Given the fact, the SIU urges that at least three delegates from each active Green Fleet boat attend the conference. The delegates should be broken down into the following categories: one licensed officer, one AB or cook, and one tanker-erman.

We would also like to have at least one delegate from each active White Fleet boat to attend, as well as one delegate from both the IBC and Harbor Fleets to act as observers.

The conference will give the members a chance to discuss the upcoming contract negotiations, as well as express anything else that is on their minds. Nothing is off limits: We must iron out any differences that we may have in order to go into the upcoming contract talks united and strong.

14 Inland Contracts Are in Negotiations in 5 Port Areas

There are 14 inland contracts now in the process of negotiations for SIU Boatmen in five ports. Another inland contract will be negotiated in the port of Philadelphia this summer.

In the Great Lakes port of Algonac, Mich., the voting ballots were mailed out to Lakers' Boatmen of the Great Lakes Towing Co. Their contract expired on March 31.

Contract negotiations are ongoing for Boatmen of the Great Lakes Dredge and Dock Co.

In the port of Norfolk, vote ballots were mailed out to Boatmen of Marine Towing and Transportation and American Towing and Transportation. On April 16, the votes were counted

and both contracts were ratified by the membership. Negotiations were still going on at American Towing's Southern Division.

Other contract negotiations are continuing there at the STC Little Curtis Co., Niagara Barge Co., Oswego Barge Co., Sheridan Transportation and at Inland Towing and Coastal Towing (Allied Towing).

In the port of New Orleans, negotiations were on still at Whitman Towing and at Radcliff Materials with a 30-day extension given to negotiators for Crescent Towing.

In the port of Mobile, Radcliff Materials negotiators got a 30-

day extension to continue talks. Their contract ended April 5. The Pilot Service contract has been renewed and ratified by the membership on April 5.

In the port of Philadelphia, contract negotiations will start up for Interstate Oil Transport sometime in June or July. The contract expires Aug. 14.

The Changing Scene



Melvin Teasenfitz, cook onboard the *Ambassador*, will retire later this year after 24 years.



Gary Walters is a tankerman onboard IOT's #1 barge.

SIU Hits Dixie Carriers on Many Fronts

As the SIU's strike against Dixie Carriers enters its second year, the Union is continuing to fight the company on several fronts.

Depositions are being taken from Dixie company officials as part of the \$21 million lawsuit that the Union has pending against the inland carrier in the 165th State District Court in Harris County, Texas. The SIU is charging the company and its supervisors with conspiracy to destroy the Union.

Soon the SIU will be going into court in New Orleans on an unfair labor practices charge that the Union brought against Dixie before the National Labor Relations Board.

Meanwhile Union members are also leafletting and picketing wherever Dixie equipment docks and the SIU is continuing its campaign to inform the public about this union busting com-

pany.

In the process of servicing the boats, the SIU has discovered that Dixie Carriers is not living up to the contract that presently exists. The contract that was in force before the strike began on April 1, 1983 is still legally binding upon the company.

SIU representatives are finding that there are a number of disputes and overtime claims. The Union intends to pursue these with the company to see that the existing contract is enforced for all workers on the boats.

According to SIU Gulf Coast Vice President Joe Sacco, "We intend to see that justice prevails for all Boatmen at Dixie. And before we are through and successfully conclude this fight with Dixie, the entire inland industry will be affected by the changes we intend to bring about."

In Memoriam



Pensioner William Clayton Williamson, 78, passed away from lung failure in the Mobile Infirmary on March 4. Brother Wil-

liamson joined the Union in the port of Mobile in 1956 sailing as a chief engineer for Bay Towing from 1956 to 1959 and for Radcliff Materials in 1963. He was a veteran of the U.S. Army Air Corps during World War II. Born in Monroe County, Ala., he was a resident of Mobile. Burial was in Pine Crest Cemetery, Mobile. Surviving is a sister, Alice V. Brannon of Mobile.



Pensioner Henry Suire, 63, died on Feb. 19. Brother Suire joined the Union in the port of Port Arthur, Texas in 1963 sailing as a tankerman for Sabine Towing from 1952 to 1963. He was a former member of the NMU. Boatman Suire was a veteran of the U.S. Navy in World War II. A native of Matero, La., he was a resident

of Sabine Pass, Texas. Surviving are his widow, Evda; a sister Mrs. O.S. Hall of Sabine Pass and a granddaughter, Donna Lundry.

A half million dollar back-pay with interest award was won by 16 SIU members employed by Inland Tugs in a National Labor Relations case last month that is the fifth in a series of determinations against an ACBL company.

Presiding over hearings on unfair labor practices in the filling of job assignments, an administrative law judge found the employees registered at the contractually-provided hiring hall were kept ashore while other workers were hired from "off the bank" or through other similarly improper channels in 1980 and 1981.

ACBL is just one of many companies affiliated with the Texas Gas Corporation, a giant inland waterway conglomerate which practices union busting techniques.

In the last NLRB ruling involving two Texas Gas affiliates, a catalogue of charges

INLAND LINES

Dunbar & Sullivan Wins 5 Contracts!

Dunbar and Sullivan was the low bidder on five dredging contracts to start soon and be completed by December.

The dredging is to be done at Conneaut, Ohio; Fairpoint, Ohio; Cleveland River and Harbor; Rochester, N.Y. and Oswego, N.Y.

National Marine Wage Reopener Talks On

Wage reopener negotiations at National Marine for Boatmen in the port of St. Louis concluded early this month with wage increases negotiated.

Vote Ballots Out at Marine, American Towing

Vote ballots on new contracts for Boatmen at Marine Towing and Transportation and American Towing and Transportation in the port of Norfolk were mailed out and were counted on April 16. Both contracts were ratified by the membership.

Gulf Intercoastal Waterway a Winner

The Gulf Intercoastal Waterway (GIWW) and its tributaries, stretching more than a 1,000 miles from central Florida to the Texas-Mexico border, are a big success.

The cash to build the canal came from the U.S. Congress in the 1920s and was expected to carry 5 million tons of cargo yearly. Today, the GIWW carries 100 million tons of cargo a year!

Most of the cargo is petroleum and petrochemicals. But the GIWW is also a link for the ports of Houston, New Orleans and Mobile in the shipment of general cargo.

Negotiations on new contracts at Sheridan Transportation, Allied Towing, Inland Towing and Coastal Towing were still going on early this month.

Great Lakes D & D Bids Low on Baltimore Jobs

The Great Lakes Dredge & Dock Co., Oakbrook, Ill., was the apparent low bidder with a bid of \$13.2 million last month to dredge the six-mile main shipping channel of Baltimore Harbor.

NLRB Rules Against ACBL, Again

brought against the Louisiana Dock Company and American Commercial Terminals by the SIU-affiliated United Industrial Workers were upheld. The judge's decision concluded the companies had no legal grounds

in changing the UIW contract, failing to pay contributions to UIW pension and welfare plans, instituting layoffs without bargaining with the UIW, and changing contractually agreed upon wages and work hours.

Pensioners



Wallace Victor De Luca, 62, joined the Union in the port of Philadelphia in 1975 sailing as a launch captain on the launch *Silver Comet* (Independent Towing) from 1974 to 1984. Brother De Luca is a veteran of the U.S. Coast Guard during World War II and the U.S. Navy in both the Korean War and the Vietnam War. He was born in Philadelphia and is a resident there.



Bernard Fletcher Freburger Jr., 61, joined the Union in the port of Baltimore in 1956 sailing as a mate and pilot on the tug *Resolute* (Baker-Whitely Towing) from 1943 to 1977. Brother Freburger was a former member of the ILA. He was born in Baltimore and is a resident of Glen Burnie, Md.

Support Your Union!



In the port of Milwaukee, Wis., the *Medusa Challenger* is about ready to sail to Charlevoix, Mich. for a new load of cargo.



Fitout aboard the *H. Lee White* was taking place at the Bay Shipbuilding Corp. in Sturgeon Bay.



The *American Republic* lies alongside the *Detroit Edson* which is soon to be scrapped.

Great Lakes Fitout '84

FOLLOWING one of the coldest winters on record, where temperatures of well below zero in Wisconsin and Michigan were not unusual, the ice of the Great Lakes is breaking up.

It's late March. Spring on the Great Lakes is coming. You can't tell by the crocuses poking their heads out of the thawing ground or by the young buds on the trees. There aren't any yet. Spring on the Great Lakes is announced by "fitout," and activity on the Lakes is beginning.

Shipping on the Lakes shuts down for the winter months when the ice comes and the Lakes are frozen and unnavigable. But come spring, the season starts anew. The ice gets soft, grumbles, cracks and breaks up. Seafarers come from their homes near and far to return to the jobs they left behind last December.

One crewman has stayed aboard each vessel, tied up at the various ports on the Great Lakes, throughout the long winter. Now he is joined by his returning crewmates. Members of the steward department are usually the first to arrive aboard the ships. They begin to complete their stores and prepare the galley and messrooms to serve up hearty meals for the deck and engine department personnel who will soon follow.

Within the next couple of weeks, and following a mandatory Coast Guard inspection of each vessel, the Lakers will have their ships ready to sail.

Most of the Lake vessels today are self-unloaders which makes the process of unloading their heavy cargoes—coal, sand, stone, iron ore pellets and

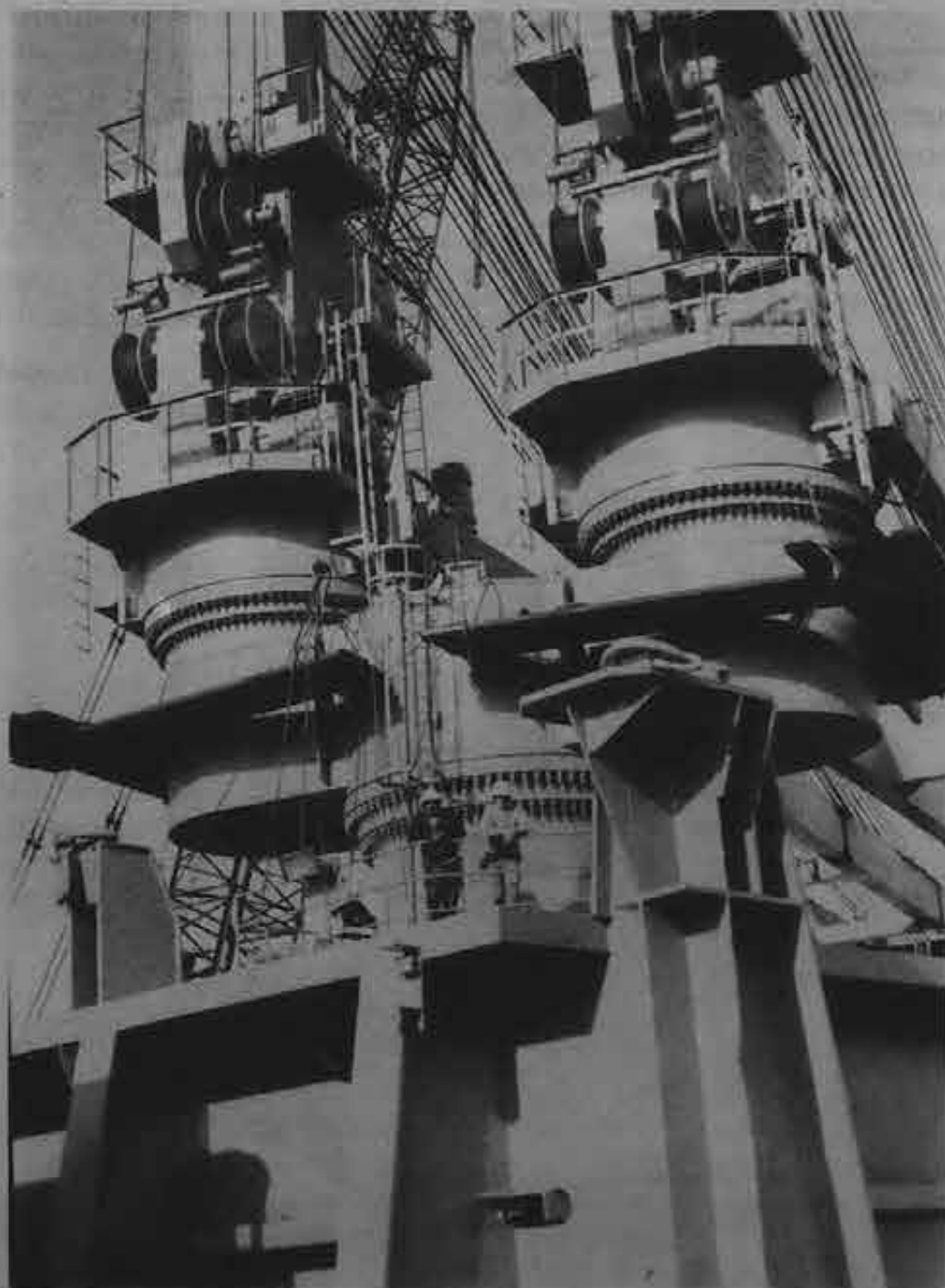
gravel—more efficient.

By late March, the *Medusa Challenger* (Cement Transit), anchored for the winter in the port of Milwaukee, Wis., had already completed her Coast Guard inspection. About to unload cement which had been stored in her holds all winter long, she was then scheduled to sail to Charlevoix, Mich. to pick up a new cargo.

Further north, in Sturgeon Bay, Wis., a number of veteran Laker ships—the *St. Clair* (American Steamship), *Paul Thayer* (Pringle Transit), *H. Lee White* (American Steamship), *American Republic* (American Steamship) and *Indiana Harbor* (American Steamship)—were getting their crews organized.

One new sight at the Bay Shipbuilding Corp. in Sturgeon Bay, was the ocean-going *Keystone State*. Previously named the *President Harrison*, this former passenger-freighter was recently acquired by the U.S. Navy and is being operated by Interocean Management Corp. of Philadelphia, Pa. for the Military Sealift Command. MarAd has selected Interocean Management Corp. to serve as the government's general agent in managing and operating this first auxiliary crane ship (T-ACS 1) converted under a joint U.S. Navy/MarAd program. Still in the process of being refitted, the *Keystone State* will soon sail

(Continued on Page 8.)



The ocean-going *Keystone State*, with its impressive and somewhat ominous cranes, was being refitted at the Bay Shipbuilding Corp. in Sturgeon Bay, Wis.



We see two views of Manah M. Ahmed, porter on the *Medusa Challenger*, as he scrubs a pot.



Mike Budnik, QMED, operates the hoist aboard the *American Republic*.



If the dirt on his coveralls are any indication of the work he's been doing, Bill Truax (r.), conveyorman on the *Paul Thayer* has been plenty busy. Looking on is Gateman Muhammad Ali.

Great Lakes Fitout '84

(Continued from Page 7.)
to Norfolk, Va. for approximately 30 days of additional refitting. The 51 SIU members



Steve Hess, 3rd assistant engineer, does some work in the console room of the *Paul Thayer*.

who will crew this vessel will also require further training in order to operate the ship's impressive and somewhat ominous cranes. (See story on page 1.)

While none of the Great Lakes Bulk carriers will ever see the open ocean, serving aboard them is filled with enough dangers and risks from the furious storms which periodically rake the deep and treacherous waters of the Great Lakes. And each spring, from their winter hibernation, they sail out again—

bearing this nation's vital cargoes from one end of these huge lakes to the other.

But how long can this continue? These ships are already part of a vanishing breed—of a declining industry. Where once there were over 600 vessels on the Great Lakes, there are now only 110. And of these, nearly one-half are laid up and 60 percent of the men and women who sail them remain idle.

SIU President Frank Drozak has stressed the need for polit-

ical action to spur the economy of the nation and of the Great Lakes region. One specific plan under way is the Grassroots Campaign which will be explained to all members and their families at the SIU meetings on April 14. It is hoped that by educating the people of this nation and the candidates running for office of the need for a strong and healthy merchant marine, shipping on the Great Lakes will once again flourish and provide jobs for American workers.



The *Indiana Harbor* serves up some hearty meals. Part of the galley crew includes, from the left: Harry Petersen, 2nd cook; Jim Mulcahy, porter; and Harold K. Dean, steward.



AB David Barber (l.) and AB Nate Hurring do a little heavy lifting aboard the *Indiana Harbor*.



Mohsin Elmathil is a wiper on the *American Republic*.



SIU Rep Joe Sigler (l.) poses onboard the *H. Lee White* with Bosun Richard E. Perry.



Ali Hadad, porter, helps organize the stores aboard the *Paul Thayer*.



Dan Oberle, electrician, gives a few final turns of the screwdriver aboard the *Indiana Harbor*.



Edward Savickes from Sarasota, Fla. is a QMED and engine room delegate aboard the *Indiana Harbor*.

Great Lakes Fitout '84



Abdulla Alsamawi, messman aboard the *Medusa Challenger*, copies the lunch menu onto the chalkboard. Alsamawi is a Piney Point graduate (1979) and returned for upgrading in 1981.



John Kelley is an oiler aboard the *Medusa Challenger*.



Ray Semerad Jr. is a wiper on the *Medusa Challenger*.

Great Lakes Fitout '84



From aboard the *H. Lee White*, Wheelsman Louis Diehl (l.), shipyard worker Joe Feld (center) and Watchman Dwayne Witt watch the activities on shore.



Aboard the *H. Lee White*, crewmembers are getting the ship in tiptop shape. Among them are QMED and engine delegate Gary Johnston (l.) and QMED Ray Kuzminski.



The hamburgers on the *H. Lee White* start out as perfect large round meatballs until Gregory Montgomery (r.), steward, flattens them. Looking on are Danforth Welty (l.), 2nd cook, and Ghani Mohssen, GSU.



Carl Shircel, bosun on the *Medusa Challenger*, shows off one of his homemade clocks. He has a small workshop below where he makes them in his spare time.



Members of the *Keystone State* just received the latest LOG. Here are (standing, l. to r.) ABs George Cruz, Luis Morales and Michael Lagasse. Sitting in the middle is AB Felix Santiago. In the front row are three cousins from Brooklyn: Jose Ross, steward assistant; Alberto Ross, OS; and Jose A. Ross, AB.



Deckhand Bob Donald is busy moving barrels aboard the *Medusa Challenger*.



Yahia Kaid, porter, helps get the *American Republic* in order.



Harold Warner, wheelsman, takes the brake off the winches aboard the *Medusa Challenger*.



Here's a view of the decks of the *H. Lee White* and *Indiana Harbor*, tied up together at the Bay Shipbuilding Corp. in Sturgeon Bay, Wis.



Part of the *Indiana Harbor's* crew includes (l. to r.) Anthony Kowalski, watchman; Herman Wolgast, bosun; and Salah B. Salah, deckhand.

— Great Lakes Fitout '84 —

SIU Wins New Crane Ship, 10 More to Be Bid

Fifty-one Seafarers will man the first converted crane ship under charter to the Navy when the vessel becomes fully operational in a program that plans to put 11 of the specialized ships into the nation's defense fleet.

Interocean Management Corp. won the contract for the first ship from six other companies which submitted bids. The ship, the *Keystone State*, is steaming from its conversion site at Sturgeon Bay, Wis. to Norfolk for scheduled seatrials and demonstrations later this year. After that the ship will be assigned to the Ready Reserve Fleet.

Along with the new jobs provided, the crane ship program, known as TACS, will allow SIU

members the chance to learn the specialized skills needed to operate the ship.

The *Keystone State* is unique in several ways. It was designed to off-load container ships and others up to Panamax size in underdeveloped areas without modern port facilities. The ship carries its own powered causeway, which would stretch from the ship to shore.

The specialized set of three twin rotating pedestal cranes would lift cargo, including massive M-60 tanks, from a ship tied alongside, swing the cargo over the *Keystone State* and onto the powered causeway on the other side. The cargo would

then be driven to shore. The ship would also carry its own cargo in eight holds with three seasheds.

Because its mission is new, along with much of its equipment, SIU members who crew the ship will be trained in its operation at the Seafarers Harry Lundeberg School of Seamanship and also on the ship itself during its stay in Norfolk.

The crew will include crane operators and maintenance personnel, cargo handlers and the ship operating crew.

"I hope this is just the first of many new opportunities for SIU members. These crane ships will put a lot of Seafarers back to work," SIU President Frank

Drozak said.

In addition to the crane ships, the Navy is in the process of turning over to private industry the civilian operation of some 30 other ships currently under the Military Sealift Command. A number of SIU-contracted companies are submitting bids to operate these ships, which range from tugs and cable-layers to missile range and underway replenishment vessels.

The *Keystone State* was originally built as a C-4 in 1966. It was converted to a C-6 in 1973. As the *President Harrison* it was operated by American President Lines until 1982. Bay Shipbuilding did the conversion work.

-Great Lakes— —Fitout '84—



His work done aboard the *Paul Thayer*, Gateman Muhammad Ali takes a few reflective moments.

Grassroots Campaign Taken to Missouri

SIU President Frank Drozak brought the Maritime Trade Department's grassroots campaign to the men and women of Missouri last month when he addressed approximately 500 people at the annual dinner dance of the Greater St. Louis and Vicinity Port Maritime Council.

Drozak talked about the effects that the Reagan administration has had on the working people of America—of the drastic cuts in unemployment compensation as well as in Medicare, Social Security, care for the elderly and education for the young.

"Kids graduating today," he said, "will not have jobs tomorrow at the rate this administration is allowing industry to export jobs.

"We've been told that after three years of Reaganomics,

America has turned around. Things may be fine on Wall Street," he continued, "but they are sure not fine on Main Street."

He noted that "free trade" is really not free since foreign governments subsidize their products. This gives them an unfair advantage over American goods which are not government-subsidized and which have no government support. "We will compete with anyone, but the rules of competition have to be equal. And they are not equal and everyone knows it."

Drozak urged the guests to take the message into the streets of America—as part of a grassroots campaign—to get the working men and women of America to make themselves heard at the ballot box in the upcoming November elections.



Steve Hess, 3rd engineer, and Abdulla H. "Peanuts" Elnaham, wiper, smile through the dirt as they work aboard the *Paul Thayer*.

AB's Quick Action Saves Shipmate

If it had not been for the "prompt and effective action" taken by AB Charles Brambles aboard the *SS Santa Elena* (Delta Line) on Feb. 9 coming to the lifesaving aid of his stricken shipmate, Clifton Blake, "it is probable that [he] could have bled to death."

A letter from the company commended Seafarer Brambles for assisting his fellow crew-

member in the accident which "undoubtedly contributed to saving Blake's life."

The letter explained that "... immediately after the springline parted, striking Blake and [another crewmember] you [Brambles] quickly snatched a rope stopper off bits and applied it as a tourniquet above Blake's left knee in order to prevent the profuse bleeding at the time..."

Delta Line's letter went on to say to Brambles: "Your action was exemplary of the highest traditions of the sea. During the moments of confusion that normally surround an accident of this nature, you were able to keep a cool head and apply your knowledge effectively to assist your stricken comrade. . . . All of us here are proud that you are sailing with us."

Personals

Alan J. Auspin

Please get in contact with T. Same phone and address.

Michael William Barren

Please contact your sister, Patsy Hardegree, 298 Mesa St., North Port, Fla. 33596, or telephone (813) 426-7705.

John Berg

Your nephew, Jim McDermott, would like you to contact him at (216) 723-8123.

James Biehl

Please contact your family at 3906 E. Driftwood Dr., Mobile, Ala. 36605.

Joseph F. Billiotti

Please contact your sister, Mary Billiotti, in Marrero, La. (504) 347-3436.

Clement Lesley Brett

Your aunt, Mrs. Lurline Lawrence, would like to get in touch with you. Please contact her at 98a Broughton Rd., SW6, London, England.

Francis Joseph Cotter

Your brother Leo asks that you call him at (404) 261-4971.

Bob Erwin Davis

Please contact your wife Brenda regarding your children. It is very important. Her address is: 947 Virginia Beach Blvd., Virginia Beach, Va. 23451.

Old Checks Await Seafarers

The following members have received checks from the Bankruptcy Court Trustees for Seatrade Corporation (A.H. Bull Lines) from 1963: Alfred A. Bliksaur, Virgile Guest, Gustave Renare

If any members know of their whereabouts, or (if they are deceased) of their heirs or personal representatives or family, they should write:

Secretary-Treasurer's Office
Seafarers International Union
5201 Auth Way
Camp Springs, Md. 20746

PMA Shipping Scene

March 1984

	REGISTERED	SHIPPED
SAN FRANCISCO		
Class "A".....	46	16
Class "B".....	5	1
Class "C".....	1	0
Relief.....	1	2
Grand Total (All Groups).....	52	19
WILMINGTON		
Class "A".....	18	8
Class "B".....	2	1
Class "C".....	0	0
Grand Total (All Groups).....	20	9
SEATTLE		
Class "A".....	16	10
Class "B".....	3	1
Class "C".....	3	1
Relief.....	3	2
Grand Total (All Groups).....	22	14
HONOLULU		
Class "A".....	12	2
Class "B".....	6	3
Class "C".....	0	0
Relief.....	0	1
Grand Total (All Groups).....	18	6

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 2800
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.

Barker, Boudreaux, Lamy, Gardner & Foley
1400 Richards Building
837 Gravier Street
New Orleans, La. 70112
Tele. # (504) 586-9395

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
100 West Harrison Plaza
Seattle, Wash. 98119
Tele. # (206) 285-3610

TAMPA, FLA.

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

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

MARCH 1-30, 1984

Dispatchers Report for Great Lakes

Port	*TOTAL REGISTERED All Groups			TOTAL SHIPPED All Groups			**REGISTERED ON BEACH All Groups		
	Class CL	Class L	Class NP	Class CL	Class L	Class NP	Class CL	Class L	Class NP
DECK DEPARTMENT									
Algonac.....	34	4	0	43	3	0	58	9	1
ENGINE DEPARTMENT									
Algonac.....	21	3	0	25	4	0	32	4	0
STEWARD DEPARTMENT									
Algonac.....	6	1	0	16	2	0	6	3	0
ENTRY DEPARTMENT									
Algonac.....	41	21	1	0	0	0	53	31	1
Totals All Departments.....	102	29	1	84	9	0	149	47	2

**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.

Senator Alan Cranston

SENATOR Alan Cranston (D-Calif.) has always supported America's maritime industry and recognizes its commanding role in the economic and defense posture of this nation. The senator has endorsed and worked for many initiatives in committee and on the Senate floor. He has authored and championed motions to secure and revitalize all aspects of the American fleet—deep sea, inland waters and Great Lakes.

Through the years, Sen. Cranston has supported ODS and CDS programs to maintain the U.S. fleet's presence and competitiveness on 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. His commitment to this export ban was expressed in a letter personally written to President Reagan. In addition, filling the Strategic Petroleum Reserve at a maximum fill rate is another avenue the senator endorses for U.S. oil independence. The lessons of the oil crises of the '70s are all too painful reminders that America must "plan its energy future or face disaster," says Cranston.

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 Cranston, reinforces the commitment of the United States to underdeveloped countries.

A few months ago in the 98th Congress, Cranston threw down the gauntlet and spearheaded Senate action against lessening the restrictions in the Export Administration Act on the ban to export Alaskan oil. With Senator Mark Hatfield (R-Ore.), Cranston co-authored S. 1159, "To Amend the Export Administration Act (EAA) of 1979 to Extend the Provisions Relating to the Export of Domestically Produced Crude Oil."

In a "Dear Colleague" letter rallying senatorial support, Cranston explained, "... These restrictions are prudent. They are essential to our energy security and to the security of our nation. They should be retained. Now is not the time to weaken these restrictions. Our economy and our security have



Sen. Alan Cranston

been shaken by two major oil crises in the last decade. When the international economy emerges from today's global recession, our ability to act—as we must—as a nation, unbound by the dictates of petroleum-exporting nations whose interests are not always our own, will be determined by the foresight with which we address the future today. The existing restrictions on oil exports should be retained. They are a sound investment in common sense. They may well be the measure of our security in years to come."

As a result of the discrepancies between the House and Senate versions of the EAA and, according to parliamentary procedure, a Conference Committee was established on which Sen. Cranston will serve as a Senate conferee. This Conference Committee will convene before the spring recess to iron out these differences between the two bills.

Addressing the Winter Executive Board Meeting of the Maritime Trades Department, AFL-CIO, in February 1983, Alan Cranston said, "The American merchant marine is a victim of years of neglect and the stepchild of a defense strategy that is plunging the world toward nuclear holocaust. Building a strong merchant marine will never have the priority it should have so long as our economy is distorted to satisfy the needs of an arms race which could bring instant death to our entire world. But America must confront the question of revitalizing its merchant marine through a coordinated strategy—bringing together industry, labor and government—that gets at the root of the problem."

*O Captain! my Captain! our fearful trip is done!
The ship has weather'd every rack, the prize we sought is won,
The port is near, the bells I hear, the people all exulting,
The ship is anchor'd safe and sound, its voyage closed and done,
From fearful trip the victor ship comes in with object won.*

*O Captain! My Captain!
Walt Whitman*

Senator John Heinz

SENATOR John Heinz (R-Pa.) has an impressive legislative career spanning the U.S. House of Representatives and the U.S. Senate. Heinz served in the House from 1971 to 1976. On Nov. 4, 1976 he was elected to his first term in the United States Senate to represent the state of Pennsylvania.

Sen. Heinz serves on several powerful Senate committees whose jurisdictions have far-reaching effects in our maritime industry.

Representing the industrial heartland of the country, Heinz recognizes the vital role the American maritime industry plays in stimulating the U.S. economy across the board. He is particularly concerned about the shrinking American shipbuilding base.

"It is vital that we redress the sharp decline of our domestic national defense shipbuilding base. We must not export thousands of industrial jobs when we are experiencing high unemployment rates and undergoing expansion of our fleet," Heinz noted that "21 American shipyards have gone out of business in the last five years, and that the number of workers engaged in naval construction is expected to fall by tens of thousands."

In 1982, Sen. Heinz introduced S. 2285 which prohibits the construction of U.S. naval vessels in foreign shipyards. At that time the senator said, "My legislation would strengthen our industrial base by allowing the shipbuilding industry to increase efficiency of production and reduce unacceptable cost growth. This legislation is an important signal to the American shipbuilding industry, its workers and our citizens that we are serious about restoring our defense shipbuilding capacity."

In this 98th Congress, Sen. Heinz served as Senate Floor Manager for the bill S. 1159, which maintains the export ban restrictions on Alaskan oil. Standing in the well of the Senate, Heinz told his colleagues, "Every barrel of oil that we export from Alaska to Japan is one more barrel of oil we have to import from someplace else, probably the Middle East through the



Sen. John Heinz

Strait of Hormuz, which has never been more threatened politically than it is today by the Iran-Iraq conflict. Every time we allow our trading partners, the Japanese, to have a little more oil, they are going to be able to say, 'We reduced our \$20 billion trade deficit with you.' They will be able to argue that they need to sell more cars here, or the alternative is they are going to buy less Pennsylvania coal. But what it will do, regardless of these parochial kinds of interests, quite seriously, is it will give the Japanese one more reason not to do anything about their nontariff trade barriers."

Sen. Heinz has been critical of the administration's proposal for user fee charges particularly for the port of Philadelphia. Calling the plan "unjustified and onerous," Heinz urged OMB to "re-submit a plan worthy of serious consideration."

"The economic repercussions of the administration's user fee plan are frightening. My analysis indicated that a minimum of 40,000 jobs depend on a viable port operation, and those jobs could be severely jeopardized at the port of Philadelphia if such a proposal becomes law. Philadelphia port users are already 'paying' for the costs of their operations. In 1981 the ports generated \$276 million in customs receipts—an amount 10 times greater than the federal government spent on dredging the channel in the same year."

John Heinz has asked OMB to meet with congressional representatives from Pennsylvania, Ohio, West Virginia, Delaware and New Jersey, "because the administration's plan would cause a severe disruption of our regional economies. Any short-term gain to the U.S. Treasury from user fees would be far outweighed by the long-term economic consequences of unemployment and business failures in the maritime and related industries."

The SIU in Washington

Seafarers International Union of North America, AFL-CIO

April 1984

Legislative, Administrative and Regulatory Happenings

WASHINGTON REPORT

While much of the nation's attention has been captured by the presidential campaign, several less-publicized developments have occurred that could have far-reaching implications for the people of this country.

Perhaps the most important of these was the naval exercises staged by the Soviet Union. The exercises, which were conducted throughout the world, tested the Soviet Union's ability to conduct various surface, air and submarine activities.

It was one of the most massive displays of naval power ever assembled. United States officials estimated that at least 100 warships were involved, as well as an undisclosed number of long-range planes. Twenty-nine warships, possibly more, were stationed in the North Atlantic, which many military strategists feel would be the first place that the Soviet Union would strike if it decided to invade Western Europe.

In an interview with Ted Koppel, commentator for *Nightline*, ABC's highly respected nightly news program, Navy Secretary John Lehman noted that this was the first time that the Soviet Union had included the Caribbean Region in its naval exercises. He also noted that the Soviet Union had been building up its naval and maritime power at an unprecedented rate.

Robert Inman, former head of the CIA, who also appeared on the program, agreed with Lehman's assessment. "Twenty-five years ago," he said, "there was no Soviet Navy to speak of." He went on to say that the Soviet Union had apparently reached the following conclusion: that all future confrontations short of nuclear war would be decided in favor of whichever power had the ability to keep its sealanes open.

Unfortunately, this nation's sealift capability has been dwindling at a fast rate. This development is in part due to the decline of the American-flag merchant marine, a decline hastened by the policies of the Reagan administration. Over the past four years, the Reagan administration has eliminated or cut funding for almost every important maritime program.

During the course of the *Nightline* interview, Ted Koppel turned to Lehman and said that these war games had in a sense vindicated the strong stand Lehman had taken on behalf of upgrading this nation's sealift capability.

We agree.

For 20 years now, we have been warning the people of this country and their elected officials that something must be done about the decline of the American-flag merchant marine. During the past four years we have watched a president, supposedly dedicated to shoring up our national security, cut funding for every important

maritime program. As Lehman has suggested, you cannot build a fortress without a strong foundation. President Reagan's maritime policies may prove to be the quicksand that undermines us all.

ALASKAN OIL

The SIU has won a major victory in Congress that may save as many as 40 of our vessels.

The House and the Senate have passed their respective versions of the Export Administration Act. Both versions seek to extend the ban on the export of Alaskan oil, the House version for four years, the Senate version for six.

Getting the legislation passed was a difficult and at times dramatic fight. A number of special interest groups waged an all-out fight to abolish the ban. That would have created short-term profits, but at an unacceptable price. American security would have been jeopardized, as well as the continued existence of the American-flag merchant marine—and the jobs of many hundreds of American seamen.

The Export Administration Act has not yet been signed into law. Before that happens, the Senate and the House must hammer out a compromise version of the bill, which will then be sent to the White House. Although the Reagan administration did not support the extension, most political analysts believe the President will not veto this legislation.

MARAD

The House Merchant Marine Committee has approved the administration's fiscal year 1985 budget request for the Maritime Administration. The MarAd Authorizations Bill used to be the single most important piece of maritime legislation to be considered by Congress. Unfortunately the Maritime Authorizations Bill has lost much of its importance as a result of policy changes promoted by the Reagan administration. Construction Differential Subsidies have been eliminated; Public Health Hospitals have been closed. Funding for Title XI Loan Guarantees and Operating Differential Subsidies remain, but at reduced levels.

BANKRUPTCY

The House passed by voice vote a bill, HR 5174, that would clarify existing bankruptcy laws which were left in a state of confusion after a recent Supreme Court ruling (*NLRB v. Bildisco*) allowing companies to abrogate union contracts once they file for Chapter 11 reorganization. The bill was supported by the AFL-CIO, the SIU and all of organized labor, which viewed the decision with a great deal of alarm. If left unchanged, the decision could

threaten the job security of every worker in this country.

The bill was introduced by House Judiciary Chairman Peter Rodino (D-N.J.). At present, Senate legislation dealing with the reorganization of the bankruptcy laws does not contain labor protection provisions. We urge you to write your senators about this matter.

PORT DEVELOPMENT AND INLAND WATERWAY USER CHARGES

Several bills are making their way through the Senate and House of Representatives dealing with the development of this nation's ports. The SIU supports the basic concept of these bills. Port facilities need to be modernized and channels deepened. Unfortunately, some senators and representatives would put the bite on American deep sea and inland operators to foot the whole bill for modernizing these facilities. We believe that port modernization is a national concern and should be treated as such.

FLORIDA GAS PIPELINE

In July of last year, the Federal Energy Regulatory Commission approved an application made by the Florida Gas Transmission Company to convert an existing natural gas pipeline running from Texas to Florida to one capable of transporting light petroleum products. The decision was a bad one. Such a pipeline would pose an unjustifiable threat to the environment. Moreover, it would be economically inefficient, especially since petroleum can be better moved by existing barges.

The SIU has joined a broad coalition of labor unions, inland maritime companies and environmentalists to oppose this move. We have done a great deal to educate Congress and the American people about this issue. We have appealed the Commission's decision and expect a ruling from the U.S. Court of Appeals (District of Columbia) later on this summer. The issue is an important one for SIU members employed in the inland industry.

Support  SPAD

Area Vice Presidents' Report

Gulf Coast, by V.P. Joe Sacco



WE are continuing to pursue the Dixie beef on all fronts as our strike against this union-busting company goes into its second year.

Depositions are being taken from Dixie company officials in regard to the \$21 million law suit we have against the firm in the 165th State District Court in Harris, Texas.

Also, in New Orleans we have a case pending before the National Labor Relations Board on various arbitration issues. Of course we

are continuing to leaflet and picket at the terminals where Dixie equipment comes in.

In the process of servicing the boats, we are discovering that Dixie is not adhering to the existing contract. There are a number of disputes and overtime claims that we intend to pursue with the company to see that the contract is enforced for all workers on the boats.

Before I go on to other matters in my column, I just want to say that the fight we are waging for Dixie Boatmen will have an impact on the entire inland industry when we are through.

There is full coverage of the recently-held deep sea Crews Conference in this issue of the LOG. But I want to make a few comments on it here. History was being made for the maritime industry at this very constructive Conference. The delegates laid out a positive plan for the future job security of this membership. After this Conference I am very much looking forward to the years ahead.

Something else that I'm very enthusiastic about is our grassroots political campaign. In the Gulf we will be deeply involved in all the races and *we will be heard*.

Also in the Gulf, we are still in negotiations with Radcliff Materials on a new contract and we are in the process of voting on the proposed agreement with Crescent Towing.

East Coast, by V.P. Leon Hall



EACH week until the May membership meeting in the port of New York, we are holding special meetings to discuss the recommendations made at the recently concluded deep sea Crews Conference that took place at the Harry Lundeberg School of Seamanship in Piney Point, Md.

I attended the Conference along with other SIU officials and 69 elected delegates from around the country. The Conference was extremely worthwhile and the give

and take among the delegates resulted in some very solid recommendations.

A full rundown of the Conference appears in this issue of the LOG. I suggest that you read it carefully. The recommendations of the delegates concern your future.

In other news from the East Coast, the integrated tug-barge *New York* (Apex) was crewed recently in Norfolk where her sister ship the *Jacksonville* has been laid up since March 16. The *Jacksonville* should be ready to sail by the end of this month.

Concerning inland news from Norfolk, the ballots have gone out on the ratification of the contracts at American Towing and Transportation and at Marine Towing and Transportation, and the vote was ratified on April 16.

We're still in negotiations with Coastal Towing, Inland Towing, Sheridan Transportation, S.T.C. Little Curtis Co., Niagara Barge and Oswego Barge.

In Baltimore, the SIU-contracted cable ship *Long Lines* (Transoceanic Cable) came into port in late March to have some repair work done at the Maryland Drydock. She will be there until April 24 when she leaves for a 60 to 90-day repair job near the Azores.

Up in Gloucester, SIU Field Representative Joe Corrigan reports that Union President Frank Drozak was the featured speaker at a recent meeting of the Maritime Port Council of Greater Boston and New England. President Drozak spoke about the Union's ambitious and hard hitting grassroots political campaign.

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



AS chairman of the Crews Conference that was held recently at the Lundeberg School, I want to take this opportunity to congratulate the deep sea members who attended. They did an outstanding job.

For two weeks—10 working days—SIU officials and the 69 delegates met in general sessions and various workshops. Adding to the success of the Conference were the delegates' spouses who attended many of the sessions.

The delegates were hard working and I felt privileged to be with them. A comprehensive account of what took place at the Conference can be found in this LOG. Please read it carefully. And if you are ashore in May, make it your business to attend the membership meeting in your area to hear more about the Conference.

Here in St. Louis I'm happy to report that negotiations on the wage reopener in the National Marine contract were very successful. We've gained a substantial increase for our licensed and unlicensed members. Pending approval by the membership, the increase will go into effect on May 1.

Up on the Great Lakes, most of our deep draft vessels have begun fitting out. Five big Lakes ships got stuck in the ice on the St. Clair River, not far from the Union Hall. The Coast Guard helped the ships move out, including the SIU-contracted 1,000-foot long *Presque Isle*.

Contract negotiations are continuing with our dredging companies on the Lakes. Meanwhile, as the LOG went to press our members were voting on the proposed agreement at Great Lakes Towing Co. I'll have the outcome for you next month.

A number of new projects have been picked up by our SIU-contracted inland companies. Dunbar and Sullivan will be doing work in Oswego, N.Y.; Rochester, N.Y.; Conneaut, Ohio, and Fairport, Ohio. The company will also do the Cleveland harbor dredging this spring and a pipeline job in Clague Road, Ohio.

Another SIU-contracted company, Zenith Dredge of Duluth was the low bidder on a job in Ontanogan, Mich.

West Coast, by V.P. George McCartney



A BRAND new ship has come under SIU contract, and her first crew was flown from San Francisco to Korea early this month. She's the bulk carrier *Aurora*, owned by Apex Marine.

Here on the West Coast the SIU's grassroots political campaign is getting off to a rousing start. As he's doing around the country, Union President Frank Drozak appeared at Port Maritime Council luncheons up and down this coast to talk about the importance of this grassroots program. In a period of four days—from April 10 through April 13—President Drozak was the featured speaker at Port Maritime Council functions in Seattle, Wash., San Francisco, Calif., Portland Ore. and Wilmington, Calif.

I'm very encouraged by this program just as I was by the recently-held deep sea Crews Conference. The recommendations made by the delegates are well thought out and are a realistic and forward looking approach to the situation in the maritime industry.

Up in Seattle, SIU Port Agent George Vukmir and Seafarers from the area are helping to register voters, especially young people.

Also in Seattle our Seafarers were out in force in early April at a "Dump Reagan" rally at Seattle Community College. The Seafarers carried signs asking what President Reagan has done for the shipyards and questioning why he doesn't have a maritime policy.

I'm sorry to report that up in the Portland, Ore. area we have a number of ships in layup including two APL vessels that have not sailed for two years, and a Delta ship, the *Santa Adela*, that has been laid up since June of 1983. There are also several tankers in layup there but some of them may be crewing up shortly.

SIU Crews Conference Charts Course To Achieve Job Security for All Seafarers

AFTER two weeks of discussions, meetings, and some disagreements, delegates at the SIU's 1984 Crews Conference decided the Union should take a course which will ensure improvement in some areas, "stand-fast" attitude in others, and a pledge to keep the SIU as the number one force in the Maritime Labor Movement.

employment limit for "A" books and a 120-day limit for "B" books. Both could immediately re-register and ship.

✓To improve health care for SIU members and families, SIU Plans will establish a system of contracted hospitals and health services



Robert Gorbea (left), Brooklyn, asks a question during a workshop discussion. Don Pressley (center) and Jim Golder, both Brooklyn, look on.

The delegates recommended 31 contract, work rules and constitution changes covering almost every aspect of Seafarers jobs and job security. Here are the major recommendations. (For a complete list of recommendations see pages 19-24.)

✓Extend the A & G, PMA and GLAMO contracts for one year, with increased contributions to Plans to maintain current level of benefits, including cost of living increases.

✓Establish permanent jobs for Boatswain recertified, Steward-recertified, Chief Electrician, Pumpman and Reefer Engineer, certified, with 120 days on and 60 days off.

✓Maintain levels of Welfare, Vacation and Pension benefits.

✓Reduce to 120 days worked for eligibility for health and vacation benefits.

✓Increased pension credit to 1 1/4 days credit for each day worked after member has reached 3000 working days.

✓Increase employment opportunities by establishing a 180-day continuous em-known as select care organizations.

✓To maintain and expand current Union servicing levels, increase dues to a flat \$75 per quarter, and 5 percent gross vacation pay as working dues.

Other recommendations included shipboard safety, shipboard health care, political action, communications, training, the Seafarers Harry Lundeborg School of Seamanship, meeting times, constitutional changes and others.

While the maritime industry is experiencing one of the worst slumps in history, "the SIU is not doing too bad," SIU President Frank Drozak told the delegates as the conference opened. "We have to come up with some constructive programs keeping in mind the problems and realities. We need your support, cooperation and effort. We have to figure out how to survive this crisis because I believe it is going to turn around," he said.

Contract Extension

The vote to extend the current A & G, PMA and GLAMO contracts was unanimous. The delegates did include in the resolution a provision for increased employer contributions to the Plans so current benefit levels will be maintained.

Due to conditions in the maritime industry, the conference delegates felt that a one-year extension on the contract will give our contracted operators more time to determine the future course of our industry. In this period wages would remain stable and any funds necessary to maintain our benefits at their present levels would be negotiated.

A new contract would be negotiated in 1985, incorporating the recommendations of this conference, including no reduction in pay or benefits for SIU members. This contract would include improved wage benefits for the future, subject to the conditions of the industry.

HEALTH, WELFARE AND PENSION

One of the major areas of concern for the delegates was the stability of the Welfare, Pension and Vacation Plans. In a separate resolution the conference delegates mandated a stand against any reduction of current benefits, even if larger employer contributions must be negotiated.

Last year, with the Plans' costs skyrocketing after the closure of the U.S. Public Health Service Hospitals, SIU mem-

bers voted to rollover a scheduled 7.5 percent pay hike into the Plans to cover the costs.

"It didn't make me feel good to have to ask you to do that. But we didn't have a choice," Drozak said.

In 1983, just the Welfare Plan paid out more than \$25 million in claims, Plans administrator Leo Bonser said. On an average day, the Welfare Department processed 376 claims. Those claims ranged from simple doctors' visits to serious surgery.

More than 106,000 claims were mailed to the Plans and each one of those claims had to be processed from eligibility checks, to doctor and hospital charges. Because of the tremendous increase in the number of claims since the closure of the USPHS hospitals, more staff had to be added to help dig out of the avalanche of paperwork. A new computer system, recently installed, has helped.

Because of the costs, the Plans have made an effort to make sure Seafarers are not overcharged for their care.

"We don't mind paying \$1.50 for an aspirin, but when a hospital charges us \$150 for the whole bottle, that's where we draw the line," Bonser said.

Health insurance cost American business more than 77 billion in 1983, Carolyn Gentile, Plans counsel explained. She also said that hospital costs have risen 76 percent in the last five years.

"We're fine for the moment," she said.

But she added that there was

(Continued on next page.)



Ken Gahagen (foreground), Houston makes a point during a workshop session.

Crews Conference

(Continued from Page 17.)

no way medical costs were going to slow down. One of the ways the SIU has been able to keep some costs down is by being "self-insured," in other words administering its own insurance plans as opposed to hiring an outside insurance company. That "self-insurance" has been a major trend in the past 10 years. In 1973 only 5 percent of unions and businesses did that. Today, she said, more than 50 percent of employees are covered by "self-insurance" plans through their unions or companies.

Another area where medical costs can be reduced is through contracting with various hospitals for a full range of care at negotiated fees. It's also known as a Preferred Provider System. The Crews Conference recommended that such a system be set up.

Such a system, the conference delegates said, would streamline the claims process by using direct billing, solve many eligibility questions, provide better service and would allow for increased benefits as the Plans' costs are reduced.



Ronald Swanson—Seattle

The delegates also addressed two other major health and welfare issues, welfare eligibility and pension credit.

Bonser said that despite the best efforts, some claims are turned down because the people are not eligible.

"Those are not just 'denials.' Those are human beings and I wish the conference would address that issue," he said.

Conference delegates voted to reduce eligibility requirements from 125 days seetime to 120 days.

In an effort to improve pension benefits and allow career seamen to earn that credit at a

faster rate, the delegates decided to recommend that an additional pension credit be granted to all seamen who have more than 3,000 days. After a seaman has reached 3,000 days, he would earn 1 1/4 days pension credit for every day worked after 3,000, instead of the current one day credit. But it would only apply to days worked after June 16, 1984.

PERMANENT JOBS

Permanent jobs are essential to provide skilled seafarers to our companies who will be familiar with the vessels on which they serve.

Permanent jobs are restricted to these key ratings: recertified bosun or steward, chief electrician, pumpman and reefer engineer.

No relief would be allowed during the 120 days that the permanent seaman is aboard the ship.

Electricians, reefer engineers and pumpmen must attend the specialty course for this specific rating conducted at the SHLSS or submit verification of employment in their specific rating to the vocational director of the SHLSS for consideration. This certification requirement must be obtained before June 16, 1986 in order to remain qualified for a permanent position.

DUES

"The Union has no sugar-daddy. It must go to its membership," SIU Secretary Treasurer Joe DiGiorgio told the delegates.

Despite the large number of layoffs and job losses last year and ever-spiraling inflation, the SIU did not have to cut back operations in 1983. But the Union cannot continue on its course unless preventive measures are taken soon.

"Other maritime unions are dead in the water. We are not. But any kind of cutback would be a step backwards," DiGiorgio continued.

"The Union cannot operate on the current dues structure. It's a serious problem that must be dealt with," he stressed.

The delegates recommended that the current standard dues be raised to \$300 a year and that working dues be set at five (5) percent of gross vacation pay.

Union Democracy at Work:

Crews Conference Reflects Views & Hopes of Membership

The contract and Constitutional recommendations that ended the two-week SIU Crews Conference were just one step of a long process set up to allow the Union's membership to exercise their full rights to determine their Union's future course.

It started last December when every SIU member was mailed a questionnaire. Those questionnaires were mailed to their homes, made available in SIU halls in all ports, and brought aboard all ships. That was the membership's first chance to go on record. Questions ranging from benefits to wages to rights to jobs were asked.

When those questionnaires were returned to SIU headquarters, the responses and suggestions were studied carefully to give Union officials a better idea of what the membership wanted in the upcoming contract negotiations and in other areas.

• • •

Each port then elected delegates representing the deck, engine and steward departments.

The 69 elected delegates were divided into four "workshops" at the conference where they elected a chairman and a secretary from among their group.

All the delegates met for several hours each morning to listen to presentations and ask questions about specific areas such as the SIU Plans, permanent jobs, dues, training at SHLSS, and more.

In the afternoon the workshops met for several hours to discuss and determine what type of action was needed to address the questions. It was during those meetings of the delegates where the recommendations were shaped and approved.

At the end of the day, each workshop presented its recommendations to the entire delegation.

On the last day of the Crews Conference, the entire delegation voted on the final resolutions.

• • •

After the conference, copies of the resolutions and video tapes of the conference were made available to every port and onboard ships. The tapes will be shown at all ports every day from 9 a.m. to 3 p.m. so that every member will have a chance to study the recommendations.

Finally, SIU officers will sit down to negotiate with the shipping companies and attempt to arrive at an agreement which includes the membership's recommendations.



Virgilio Reyes (left), San Francisco, and Wilbert Williams, St. Louis, take notes during an afternoon discussion.

SIU Crews Conference Resolutions

WELFARE, VACATION AND PENSION

In future contract negotiations the Negotiating Committee assure that there shall be no reduction in the present level of welfare, vacation and pension benefits.

The Crews Conference wants to make it clear that one of its overriding concerns is that the level of health, pension and vacation benefits that are currently enjoyed be maintained without reductions when any new contract is negotiated.

Our members depend on and have based their plans on these levels of benefits and they should not be reduced even if this means that additional contributions must be negotiated.

PENSION CREDIT

Provide pension credit of 1/4 days credit for each day worked after the member has attained 3,000 days worked.

The conference members felt strongly that credits for pension must be given at a faster rate to the career seaman so that he could retire with a better pension.

The proposal was made and adopted to give a seaman who reaches 3,000 days worked under the SIU contract credit for all days worked above that level at the rate of 1/4 credits for each day worked. This credit of an additional 1/4 day would apply to all days worked by each seaman after June 16, 1984 above 3,000 days.

With this additional credit, which will serve only to increase the number of credited pension days earned, the retiree could become entitled to a higher pension than he would otherwise have.

DUES

The current dues and working dues need to be increased to provide the Union the revenue to continue our growth pattern and maintain our current port structure and have the staff to fully carry out all the Union's responsibilities to the membership.

The Committee proposes the following two (2) changes:

- The current system of dues that vary by contract be amended in favor of a flat rate of dues of \$75 per quarter.
- That the present working dues system be amended to a flat rate of 5 percent of each member's gross vacation check.

Your elected delegates heard a detailed report from the Secretary/Treasurer on the state of the Union's finances.

• The number of active SIU ships has dropped, and over 40 are in lay-up. Many SIU ships that are presently operating have reduced crews as a result of U.S. Coast Guard manning regulations.

and move forward in our drive to successfully bid on new work, such as military employment, additional dues revenue is vital.

• The current dues system, based on the cost of living increases at each company has become an administrative problem due to the wide diversity of increases given to each company. It has become an administrative problem to control.

• Working dues have not been increased in eight years; while the vacation rate has increased 40 percent.

For all these reasons, the delegates felt a dues increase was vital to give the Union the operating funds it needs to maintain an efficient operation.

Our dues support the strong leadership that has helped the SIU to weather the tough times and keep moving ahead. We cannot afford to cut back in this area.

The system that would be adopted involves:

• \$75 a quarter regular dues, which would be effective when the Constitution is changed. This would be a flat rate established in the Constitution.

• Working dues would be 5 percent of the gross vacation check. Each member would thus pay working dues proportionate to the member's vacation rate.



Workshop Chairman Otto Pederson, New Orleans, and SIU Secretary/Treasurer Joe DiGiorgio, listen to a question at a workshop discussion.

HEALTH AND VACATION ELIGIBILITY

That eligibility for health and vacation benefits be reduced to 120 days worked.

The Crews Conference Delegates felt that there were several reasons to reduce the eligibility period from the present 125 days to 120 days.

1. This would allow more members to qualify for health and vacation coverage in difficult shipping periods.
2. This change in the rules will allow seamen with "B" seniority who will be shipping 120 days at a time under the shipping rules to gain eligibility for vacation and medical benefits.

HEALTH CARE

That a system of contracted hospitals be established in SIU ports to provide improved care to seamen, pensioners and their dependents.

The Crews Conference Delegates recommend that the Welfare Department designate a key hospital in SIU ports with hiring halls that would be used by seamen, retirees and their dependents. This system could have the following advantages for the membership:

- It would assure that any hospitals we used in the ports would be familiar with the SIU plans and could deal with the Welfare Plan directly on billings.
- It would have available SIU eligibility information, so eligibility questions could be eliminated.
- It would provide a full range of services to seamen, pensioners and their dependents on a coordinated basis.

(Continued on next page.)



Ben and Lydia Laureano—Puerto Rico

• As a result, revenue to the Union has been dropping at a time when the Union has had to maintain the port structure and servicing requirements of a membership which stretches beyond the borders of the U.S.

• Regular and working dues pay for salaries and for the operating costs of the Union.

• If we are to maintain the Union staff needed to continue to grow

SIU Crews Conference Resolutions

(Continued from Page 19.)

- It would allow the Plans to negotiate rates for services that could reduce the Plans' costs. It is anticipated that this will in turn allow the Plans to offer expanded benefits such as dependent outpatient, dental and optical care when these contracted hospitals are used. Thus, employees and their dependents would benefit by going to these facilities because of the better level of care that would be covered.
- It would allow seamen to know in advance where to go to obtain medical treatment.

This proposal cannot be offered in all areas because it requires a concentrated group of users to obtain the reduced charges for services that permit more coverage for seamen and their dependents.

V. P. GOVERNMENT SERVICES

That a Vice President of the Government Services Division be added as an Elected Officer under the Constitution.

In 1983, the Military Sea Transport Union merged into the Atlantic and Gulf District of the SIU. The 1,500 members and 31 ships they man of the former MSTU are now part of the SIU.

In the future, military shipping will grow as more Navy-contracted vessels are put under commercial manning with Union crews. Currently over 50 Navy support vessels are available for manning by civilian Union crews.

The establishment of a Government Services Vice President for the A & G District will provide the Union with an official experienced in negotiations with officials from the Department of the Navy and other federal agencies.

We will also work to ensure that former MSTU members, now a part of the A & G District, are fully protected when their Navy-operated vessels become commercially operated.

SECRETARY-TREASURER

That the Office of Secretary/Treasurer be designated "Secretary."

The Delegates to the Crews Conference learned that the growing complexity of Union finances and business is leading many unions to designate their Secretary/Treasurer as "Secretary."

This change in title means that while the Secretary will still be responsible for the Union's monies, the day-to-day financial activities are left in the hands of a Controller employed by the Union who will be a Certified Public Accountant.

The Controller will be able to give full-time and undivided attention to the Union's financial matters under the supervision of the Secretary of the SIU.

The Delegates felt this change will ensure the continued excellent handling of our Union finances which has always been the case.

MONTHLY MEETING

The Monthly Membership Meeting should be changed to 10:30 a.m. in each port.

The Crews Conference Delegates proposed that the monthly meeting of the membership be changed to 10:30 a.m., a more convenient time for the meeting.

It was felt that at this time of the day more members would be able to attend this meeting.

Job calls would be held upon completion of the meeting.

UPDATE CONSTITUTION

That all changes in the Constitution be made to bring it up-to-date without changing its intent. One change that should be considered is amending any provision in the Constitution that is covered appropriately in the shipping rules.

The Delegates reviewed the Constitution and found several areas where the Constitution needs to be updated. For example, there is a reference in the Constitution to the PHS hospitals, which no longer exist.

CONSTITUTIONAL PORT AT PINEY POINT

A Constitutional Port should be established at Piney Point, Md.

The Delegates voted to support a Constitutional Amendment to make Piney Point a Constitutional Port.

This recommendation was adopted for the following reasons:

1. Most SIU members, either in training or upgrading, or even in conferences such as this, spend a good deal of time at the SHLSS. By making this port a Constitutional Port, it would assure that a port that nearly every SIU member visits at one or more times in his career is a Constitutional Port.

2. Members while attending the SHLSS are not able to participate in the activities of their Union. In order to assure that the members who are in the SHLSS in order to improve their employment skills are not deprived of an opportunity to be involved in their Union, Piney Point should be a Constitutional Port.

3. Headquarters, having moved to Camp Springs, Md., would use Piney Point as its port and for meetings. This would save a good deal of time for the headquarters staff, as they would have to travel less.

4. At any given time, SIU seamen representing the East Coast, Gulf Coast, West Coast, the Great Lakes, Hawaii and Puerto Rico will all be in attendance at Piney Point.



SIU officials who took part in the Crews Conference included (l. to r.) vice presidents Joe Sacco, George McCartney, Red Campbell, Leon

Hall, Secretary/Treasurer Joe DiGiorgio, vice presidents Mike Sacco and Buck Mercer and Executive Vice President Ed Turner.



Tony Palino
Workshop Chairman



Marianne Rogers
SIU Political Director



David Eby
Baltimore



Frank Pecquex
SIU Legislative Director

Crews Conference

FINES

Increase fines under the Constitution for crossing picket lines sanctioned by the Union and for failing to perform strike duties to \$100 per offense.

With the increasingly anti-labor attitude in the nation, it may become necessary to strike to win new contracts.

We have found that the fines for crossing a Union-sanctioned picket line and for failure to perform strike duties have not been changed for years and are no longer realistic.

Therefore, your Delegates decided to propose that the fines be increased for both of these offenses under the SIU Constitution to \$100 per offense.

SHLSS

That the Seafarers Harry Lundeberg School of Seamanship be used by all SIU members who desire to train and upgrade to meet the needs of a modern U.S. fleet and that the school continue to provide training to reflect the needs of the industry.

After a presentation on the entry and upgrading courses at SHLSS, your Delegates voted unanimously to express our appreciation for the fine job the school does to prepare our members for work at sea.

It was noted that with new Navy contracts requiring crane operators; underway replenishment and helicopter landing skills; and many other new skills, the school will be more important than ever to our future.

The school is also essential to maintaining a flow of young trainees to fill entry level jobs on our Hawaii passenger ships and other related work.

Without a large pool of manpower, we cannot convince the Navy to accept our companies' bids for new Navy vessels with crews of 60 to 100 each.

The Delegates felt that the school is continuing to properly adjust classes to the demand for skilled seaman in our industry.

GRASSROOTS CAMPAIGN

All SIU members and retirees and their families should become involved in our Grassroots Political Education Campaign.

The Grassroots Political Education Campaign, to begin with meetings in every SIU hall on April 14 will be our means of demonstrating to presidential and congressional candidates running for office that the needs and concerns of the nation's maritime workers must be met.

Wherever these candidates go in the 1984 campaign, we will be there with signs and leaflets urging their support of a strong maritime program to rebuild our industry and create more jobs.

We need the help of all SIU members, retirees and their families to convince these candidates to promise and deliver on their maritime commitments. If we show that we can help to elect or defeat candidates for office, then our program will be listened to and enacted in the months to come.

SPAD

That all SIU members contribute to and support the work of SPAD—The Seafarers Political Action Donation.

The delegates heard from our Washington staff that SPAD remains the most vital tool we have to win and maintain the support of those in Congress who we depend on for our survival as an industry.

The setbacks suffered by other unions that have neglected the importance of Washington activities is evidence of the value of SPAD.

In addition, in the past several years, SPAD has helped to win legislation to set up the passenger ship operations in Hawaii; keep Alaskan oil in the U.S.; and prevent further erosion of government cargo preference laws.

In the coming months, we will be working in Congress to complete action on the Cunard legislation, as well as bills that will safeguard the jobs of hundreds of our members in other SIU companies.

SPAD contributions will ensure that our Union and its membership will have a strong voice in the Congress.

SAFETY PROGRAM

That the SIU Safety Program should be strongly supported by the entire membership.

The delegates heard a report on the SIU safety program designed to reduce injuries and accidents aboard ship.

The delegates felt this program was essential to maintaining the safe operation of SIU contracted vessels.

(Continued on Page 22.)



Fred Olsen
Workshop Chairman



Joe Donovan
Workshop Chairman



Otto Pederson
Workshop Chairman



Robert Frazier
Gloucester

Crews Conference

(Continued from Page 21.)

DRUG ABUSE

That SIU Legal Counsel recommend steps that can be taken to reduce the incidence of drugs aboard ship.

The Crews Conference Delegates felt that the use of drugs by ships, crews is a threat to the safety and health of all ships crews.

The conference went on record as opposing the use of drugs onboard ship and urged that the SIU Legal Counsel review steps that can be taken to end the use of drugs aboard ship.

In line with this, the conference strongly supported President Drozak's proposal to set up a drug rehabilitation and treatment program.

HEART ATTACK CARE

That portable heart trackers and accompanying heart stimulant drug kits be placed on all SIU vessels as a means of monitoring cases of possible heart attacks and sending the data by transmitting device to a hospital for analysis.

The conference saw a demonstration of a lightweight, hand-held cardiac tracker that can act as a portable EKG and can transmit its findings to a hospital. It can be accompanied by drugs that restore the heart's normal pattern.

This device can save many lives onboard ship and would provide shoreside medical personnel with an accurate picture of the condition of a seaman who is struck by a heart attack at sea.

SAFETY

Several safety suggestions were proposed including:

- Allow all members of the crew to attend shipboard safety meetings.
- Publish more LOG articles on handling safety and repair problems.
- The Union should research and discuss with all members how to handle the dangers of stress, high blood pressure and heart disease.
- That other members of the crew besides the QMED be taught to start the lifeboat engines.

These and other safety suggestions reflect the members' concerns on this issue.

SHIP'S COMMITTEE

The Ship's Committee should be elected by a vote of the crew.

The delegates were concerned that the Ship's Committee that is named by the contract would better serve the crew if elected by the crew.

To ensure that seamen who serve on the committee really seek the positions they hold, the conference delegates voted to elect the Ship's Committee.



SHLSS Vice President Frank Mongelli



"We are not bemoaning, like so many others, the sad state of our industry. We are making plans for the future."—Frank Drozak

The same persons who now head the committee could hold these positions, except they would be elected rather than named in the contract.

All other aspects of the Ship's Committee would remain the same.

CONTRACT EXTENSION

Extend the existing A & G, PMA and Glamo Contracts for one year and negotiate increases in contributions to maintain health, pension and vacation benefits at current levels. This will also stabilize our industry contracts. On June 16, 1985, negotiate new three-year contracts with SIU-contracted companies that preserves our present wage and benefit levels, provide job security for our members and improve economic benefits for the future.

Due to the current conditions in the maritime industry, your conference delegates felt that a one-year extension on the contract will give our contracted operators more time to determine the future course of our industry. In this period, wages would remain stable and any funds necessary to maintain our benefits at their present levels would be negotiated.

A new contract would be negotiated in 1985, incorporating the recommendations of this conference, including no reduction in pay or benefits for SIU members. This contract would include improved wage benefits for the future, subject to the conditions of the industry.

PERMANENT JOBS

Permanent Jobs aboard all SIU vessels should be: Boatswain-recertified; Steward-recertified; Chief Electrician, Pumpman or Reefer Engineer-certified.

Each of these ratings should work 120 days on and 60 days off.

Your committee held an extensive discussion of the Permanent Jobs issue.

Permanent Jobs are essential to provide skilled manpower to our companies that will be familiar with the vessels on which they serve.

Permanent Jobs are restricted to the above-listed ratings or combinations of those ratings.

No relief would be allowed during the 120 days that the permanent seaman is aboard the ship.

Electricians, Reefer Engineers and Pumpmen must attend the specialty course for this specific rating, conducted at the SHLSS or submit verification of employment in their specific rating to the Vocational Director of the SHLSS for consideration. This certification requirement must be obtained before June 16, 1986 in order to remain qualified for a permanent position.

SIU Crews Conference Resolutions

JOB CALLS

A schedule of daily Job Calls of 10:00 a.m., 11:00 a.m., 1:00 p.m. and 3:00 p.m. were adopted for Monday through Friday. The calls would be open on Saturday from 9:00 a.m. to 12:00 noon, with a 10:00 a.m. job call each Saturday.

These changes were adopted to make Job Calls more frequent. The membership will be able to have more access to available job opportunities. The use of a Saturday Job Call will ensure that a late arriving ship will have the availability of a regular Job Call to prevent ships from sailing short over the weekend.

MILITARY CONTRACTS

A set of standard procedures for SIU seamen should be adopted that the SIU can more effectively compete for military work.

The Crews Conference heard considerable discussion of the demands the military places upon a Union in its contracts. These include:

- Stiff pre-employment physicals
- Cross training of all department personnel in military-related shipboard activities
- Overall training in military skills, such as helicopter operations
- Screening of all hires; some vessels may require extensive security clearances
- The entire crew is required to be permanently assigned to the vessel
- Longer "at sea" requirements
- Uniforms may be required
- The crews would often work with a Naval contingent and/or specially trained technicians

To meet these specialized needs, it was decided to adopt a set of procedures for military contracts that will apply to these vessels.

Any SIU member working on these vessels would have to observe these procedures.

The membership further recommended that the Union's Negotiating Committee assist the contracted companies in the bidding process involved in all requests for proposals (RFP) from the Department of the Navy, the MSC and/or any other federal agency.

SHIPPING RULES

The shipping rules governing the former members of the MC & S who merged into the SIU in 1978 should be amended to conform to the A & G Rules. All SIU seamen should be covered by the standard shipping rules of the A & G District. Former MC & S members would be given the same seniority under the A & G shipping rules as they presently have under the rules governing PMA operations and SIU, A & G members could compete for employment aboard PMA vessels with A & G seniority.

This change was adopted by the Delegates to standardize SIU shipping rules for all deep sea members. The operation of two sets of deep sea shipping rules is no longer needed. The two systems can be merged with no loss of shipping rights and job opportunities for any seaman.

All seamen would henceforth be covered by the shipping rules that are a part of the standard SIU Freightship and Tanker Agreements.

MAJOR PORTS

Delete references to "major ports" from the shipping rules as contained in Rule 4.

Your Committee felt that the changes in shipping patterns in the SIU are such that the naming of certain ports as "major ports" under the shipping rules should not be continued.

All ports should be treated the same for shipping purposes. Jobs referred to a port are to be made available to the class "A" and class "B" men in that port. If qualified seamen are not available, the rated jobs are then referred to the nearest port.

In addition, headquarters should continue to work on developing a system of regional shipping and manpower centers, subject to the membership's approval.

JOB ROTATION

The following recommendation was adopted on job rotation.

1) All shipboard employment, excluding permanent ratings, shall be limited to 180 days continuous service for all class "A" men subject to the ship's articles.

A. Any time within this 180 days, non-permanent, class "A" men can request a trip off, providing a relief is available. No transportation will be paid to either the "A" man getting off or to the relief man shipped.

B. Relief trip men will not lose their registration cards if they have not already expired.

C. The 180-day employment time will be reduced by any relief time taken.

D. Anyone who has not taken a relief job will have priority over someone that has a relief job on his card.

E. After six months aboard ship, class "A" men will be paid transportation back to the port of engagement unless the vessel is scheduled to return to the area of his port of engagement within 10 days after arrival.

F. If a seaman goes on M & C or S & A it negates the seaman's right to return to his vessel.

2) Shipboard employment will be limited to a period of 120 days continuous time for class "B" men except when the ship's articles require a longer trip. If the vessel is scheduled to return to the area of his original engagement, within 10 days after arrival, he may remain aboard until such time. Transportation back to the port of engagement after completion of the 120 days is to be negotiated.

3) Seamen with both "A" and "B" seniority after the required time, must leave the vessel, subject to the ship's articles.

Both "A" or "B" men would qualify for medical and vacation benefits under the new 120-day rule.

Transportation would be sought for the class "B" men after completing the 120 days. Once leaving the vessel after the trip, both could immediately reregister and ship.

The Crews Conference felt strongly that such a system must be set up to assure a more equitable distribution of available employment.

The Delegates felt that the recommended changes would be a major improvement over the present shipping situation.

GRADUATED PAY

That the SIU investigate establishing a graduated pay system for new employees in the industry.

The Conference Delegates felt a study should be undertaken to review establishing a graduated wage scale for those entering our industry in the future.

Such a study could develop a system that would reduce costs for our operators, with benefits to their competitiveness, while at the same time ensuring that current SIU members would not be affected.

STEWARDS GUIDE

Several provisions in the Steward Guide should be revised.

A special subcommittee of two stewards from each workshop met to review the Steward Department Work Rules and Guide.

They adopted several proposals that reflect the reduced manning on modern U.S. ships. The responsibility and authority of the steward was clarified.

The Subcommittee felt these changes would improve the harmonious operation of the Steward Department:

We, Steward Department Delegates recommend that the following changes be made in the Standard Tanker and Standard Freightship/Passenger Agreements.

Article V, Section 5(a) I be amended to read as follows:

1. The Chief Steward, Steward/Cook or Steward/Baker shall assign the duties of each and every member in the Steward Department and shall work with and assist the Chief Cook in the preparation and serving of all meals and maintenance and cleanliness of the galley.

All Steward Department personnel, excluding the Chief Steward, Steward/Cook or Steward/Baker shall work between the hours of 6:30 a.m. and 6:30 p.m.

When the Steward/Baker is carried, his spread of hours shall be eight (8) hours between 6:00 a.m. and 6:30 p.m.

2. The Chief Cook's spread of hours shall be from 6:30 a.m. to 6:30 p.m.

The remainder of Article V, Section 5(a) shall continue in full force and effect.

It is further recommended that the SIU Steward Department working rules be amended by adding the following to paragraph one:

When any of the following rates are carried, their duties shall be as specified below.

COMMUNICATION

That the SIU develop ways to improve communication with the membership, particularly those "at sea."

The conference recommended that the Union review ways to improve communications between the Union and the membership at sea.

One of the ways suggested was that the President's videotaped monthly membership meeting report be brought to pay-offs and ships in transit so the members will be knowledgeable on all Union matters.

(Continued on next page)

Crews Conference

(Continued from Page 23.)

THE LOG

That all SIU members support and contribute stories, pictures and other materials to our Union newspaper, the LOG, so that it will continue to be a first rate source of news to our worldwide membership.

The Crews Conference Delegates felt that the SIU LOG does a great job of keeping SIU seamen informed of the many activities and accomplishments of our Union. We believe all of our seamen should support the LOG and its staff for the fine work they do.

MARITIME DEFENSE LEAGUE

That all SIU seamen support the Maritime Defense League (MDL) which is our Union's first line of defense against legal challenges to our union and its operations.

The Delegates stressed the continued importance for all SIU seamen to contribute to MDL. These contributions are used for the legal defense of the SIU as we face a hostile administration that is seeking to intimidate and coerce unions through investigation after investigation.

The MDL provides the ammunition to fight these legal attacks on your Union.

SIU Constitution Amendments

All recommendations for changes to the SIU Constitution must be handled under the procedure outlined in the SIU Constitution, including consideration at membership meetings, establishment of a Constitutional Committee, and a ballot vote on the proposal.

Only after this procedure is followed can constitutional changes be put into effect.

SIU Wives Take Active Part In Charting Union's Future

There was something different about this year's Crews Conference. Twenty of the delegates brought along their wives for the two-week conference on contract and Constitutional changes.

"Along with the fact that you don't want to separate a couple for two weeks when they don't get a chance to see each other

In many cases a Seafarer's wife is the one who has to deal with submitting claims to the various Plans, keeping up on what's happening ashore to fill in her husband when he returns, and she is also directly affected by whatever changes or improvements the SIU may make in its contract.

Also the upcoming grass-



Conference delegates got an opportunity to meet and talk with AFL-CIO President Lane Kirkland and MTD Executive Secretary-Treasurer Jean Ingrao (both center) during a visit to AFL-CIO headquarters in Washington.

very much, we decided the wives should come along if they wanted to because they play a special role in the seafaring community," SIU President Frank Drozak said.

roots campaign (see story page 1) will heavily depend on the involvement of wives and other relatives to take the SIU's message about the need for a merchant fleet to the people.



During their visit to Washington, delegates and their wives had a chance to visit Capitol Hill. Rep. Joseph Gaydos (D-Pa.), a member of the House Labor Subcommittee, explains some of the inner workings of Congress.



Conference delegates learn first-hand how the new computerized record scanning system is streamlining the processing of welfare and death benefit claims. Here they watch Armand Polizzi check a member's record to verify a benefit application.

During the two weeks, the women attended the morning sessions where the day's topic was discussed. In the afternoon when their husbands were in the workshops, the women had a

variety of activities available.

They had the chance to visit Washington, D.C. twice. Once they toured the Capitol and had a chance to see Congress in action.



SIU Secretary-Treasurer Joe DiGiorgio (center) explains the workings of the records, accounting and SIU Plans departments to Crews Conference delegates who spent a day at their headquarters in Camp Springs.

Seafarers

HARRY LUNDEBERG SCHOOL OF SEAMANSHIP



Piney Point Maryland

SS Independence & Constitution Crewmembers Upgrade their Skills at SHLSS

Sixteen members of the SS Independence and Constitution Crew have come to SHLSS to upgrade their rating, skills and seniority. The crewmembers are trained in their respective areas through classroom and on-the-job training. Crosstraining in other ratings is a part of their program as well as courses in firefighting, lifeboat, first aid and C.P.R.

The six week program aids them in polishing their skills, and insures that their passengers will receive the best service offered by any cruise liner, anywhere in the world.

This group was the first to come through our school in 1984. "Their performance was excellent," said Don Nolan, SHLSS Culinary Director. "We have scheduled several more groups to enter the program and hope they perform as well."



'Service with a smile' is the motto of the crewmembers.



(l. to r.) Charles Boles and Paul Grepo, were the first two graduates from the Nautical Science Certificate Program. Congratulating them are SHLSS Vice President, Frank Mongelli and Director of Curriculum, Faculty/Student Services, Tracy Aumann.

The New Nautical Science Certificate is a Success!!

Under a contract between the Seafarers Harry Lundeberg School of Seamanship and Charles County Community College, Lundeberg students now have the opportunity to earn a certificate in Nautical Science. This certificate combines accredited college courses with vocational training and experience. The Nautical Science Program was created at

the request of the SIU and goes along with the SIU's belief that education is the key to growth and strength as individuals and as a union.

The courses for the Nautical Science Certificate are all taught on the SHLSS campus. The only cost to the student is the price of the text books and a \$5.00 certificate fee. The program can be completed in eleven weeks with many of the students finishing in six weeks.

Several of the vocational courses and many academic courses offered at SHLSS are approved for college credit by Charles County Community College and can be applied toward the Nautical Science Certificate.

The courses for the program were chosen to meet the needs and interests of seafarers. In order to complete the requirements for the Certificate, a student must first possess a strong maritime vocational background. An eligible student selects and completes four of the eight accredited college courses listed on the form to the left (only one Math and one Geography course maybe selected).

These courses can be applied as well toward an Associate in Arts Degree from Charles County Community College.

For more information contact the College Programs Office, Seafarers Harry Lundeberg School of Seamanship, Piney Point, Maryland 20674.

For more information on the Nautical Science Certificate Program, please complete this form and mail it to the College Programs Office, Seafarers Harry Lundeberg School of Seamanship, Piney Point, Maryland 20674.

NAUTICAL SCIENCE CERTIFICATE PROGRAM

NAME _____ DATE OF BIRTH _____
(LAST) (FIRST) (MIDDLE) (MO. / DAY / YEAR)

ADDRESS _____
(STREET)

TELEPHONE _____
(CITY) (STATE) (ZIP CODE) (AREA CODE)

DEEP SEA MEMBER INLAND WATERS MEMBER LAKES MEMBER PACIFIC MEMBER

BOOK NUMBER _____ SENIORITY _____ SOCIAL SECURITY # _____

DATES AVAILABLE FOR COURSES _____

HOW LONG COULD YOU ATTEND COURSES _____

ENDORSEMENT(S) OR LICENSE(S) NOW HELD _____

HAVE YOU ATTENDED ANY SHLSS UPGRADING COURSES? YES NO (IF YES, FILL IN BELOW)

COURSE(S) TAKEN _____

PLEASE INDICATE WHICH FOUR OF THE EIGHT GENERAL EDUCATION COURSES YOU PREFER
 (ONLY ONE MATH AND ONE GEOGRAPHY COURSE MAY BE SELECTED):

- PSY 107 APPLIED INDUSTRIAL PSYCHOLOGY
- MTH 108 INTRODUCTION TO COLLEGE MATH
- BAD 122 PERSONAL FINANCIAL MANAGEMENT
- MTH 110 COLLEGE MATHEMATICS
- BAD 172 GOVERNMENT, BUSINESS AND LABOR
- GRY 105 EARTH, SEA AND MAN
- PAT 150 POLLUTION CONTROL IN THE MARINE INDUSTRIES
- GRY 106 UNITED STATES GEOGRAPHY

SIGNATURE _____

DATE _____

SHLSS COURSE GRADUATES



Developmental Studies Program

Front row (l. to r.) David Itrich and Larry Lewis. Back row: Prentiss Smith, Ralph Gosnell, Donna Curtis (Instructor), Mary Coyle (Instructor), and Ken Eckel.



Pumproom Maintenance and Operation Class

Front row (l. to r.) Kenneth Browning, and Thomas Maga. Back row: Calvin Williams (Instructor) Ray Brownlee, Francis Monteiro, and Richard Robertson.



Quartermaster Class

(l. to r.) J.J. Cooper, James Kaah, Pete Woodward, and Abe Easter (Instructor).



Marine Electrical Maintenance Class

Front row (l. to r.) Rene Rosario, Danny Johnson, Mike Langford, Victor De Groot, Joseph Pazos, and Charles Smith. Back row: Spurgeon Simpson Jr., Earl Castagna, George Darney, Alberto Aguilar, and Jimmy Skubna.



Diesel Scholarship Class

(l. to r.) Doc Richards, Eric Malzkahn (Instructor) Joshua Lanier, and Jim O'Meara. (Not shown) Jimmie Rosser, and Russell Cognevich.



Towboat Operators Scholarship Program

Mark Avara, Kenneth Bayle, Patrick Cross, Richard Crowley, Charles Holmes, Charles O'Brien, Warren O'Neill, James Ranna, Gary Smith, Michael Waldrop, and Norman Guild.



Upgrading Course Schedule

May Through July 1984

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



Following are the updated course schedules for May through July 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 July 1984 as listed below:

Engine Upgrading Courses

Course	Check-In Date	Completion Date
Refrigeration Systems, Maintenance & Operations	June 17	August 3
Pumproom Maintenance & Operations	May 20	July 6
Marine Electrical Maintenance	May 6	July 6
Marine Electronics	July 8	August 17
Welding	May 20	June 22
	July 8	August 10
Tankerman	June 17	June 28
Third Assistant Engineer	June 10	August 17

Deck Upgrading Courses

Course	Check-In Date	Completion Date
Lifeboatman	June 3	June 29
Celestial Navigation/ Towboat Operator	June 24	July 27
Celestial Navigation/ Third Mate	July 15	August 17
Quartermaster	June 24	August 10
Third Mate	May 6	July 13

Recertification Programs

Course	Check-In Date	Completion Date
Bosun Recertification	August 26	October 8
Steward Recertification	May 20	July 2
	October 21	December 3

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

Adult Education Courses

Course	Check-In/Completion Date	Length of Course
Developmental Studies	May 14 June 18	May 18 June 22
(GED) High School Equivalency Program		Open-ended
(ESL) English as a Second Language		Open-ended
(ABE) Adult Basic Education		Open-ended

WANTED



Steward Department Upgraders

Upgrading means JOB SECURITY.

Assistant Cook
Cook and Baker
Chief Cook
Chief Steward

Fill out the application in this issue of the *Log*,
or contact

Admissions Office
Seafarers Harry Lundeberg School
of Seamanship
Piney Point, Maryland 20674

Seafarers Plans: A Look at Welfare Benefits

Since the beginning of the Seafarers Plans in 1950, Seafarers have relied upon the Seafarers Welfare, Pension and Vacation Plans to provide essential benefits through every stage of a Seafarer's life from the first job call through the retirement years. In-between there is sometimes marriage and the birth of children.

As the Union membership has grown, the Seafarers Plans have improved the range of benefits to members. The Plans have extended provisions to husbands and wives and the children of Seafarers, truly becoming a family affair.

In the last 10 years, the Board of Trustees has added and increased numerous benefits. Medical benefits for eligible employees now include major medical coverage paying much of the doctor bill for the expected, when a child takes his first spill and for the unexpected, when emergency care is needed.

Definitions

Some Words You Need To Understand

Employees You or any other worker that is represented by the SIU-Atlantic, Gulf, Lakes and Inland Waters District in collective bargaining.

Accrual of Claims When a claim begins. A claim accrues (begins) on the date when you or any other eligible employee, pensioner or dependent first gets treatment, is injured or dies. A claim also accrues when you become eligible for (can get) any other benefit covered by the Plan.

Contribution Rate The amount of money that an employer pays to the Plan. How much an employer pays per day into the Plan decides how much you get in benefits. To find out which rate you are covered by, ask your Union representative or contact the Plan Office.

Dependent a) Your spouse. b) Unmarried children of an employee for whom the employee (and his or her spouse) has been the sole source of support during the calendar year immediately preceding the date upon which any claim for benefits on behalf of the child is made and

The Welfare Plan Trustees have continually tried to provide access to quality care and a full package of benefits. They ensure the Plan's funds bring the greatest return in welfare benefits to the greatest number of people.

To Union members and others, the Plans are the fundamental basis for human rights for the entire Seafaring population. A Seafarer needs to know what benefits members are entitled to and how to apply for benefits.

The Plans support the funding of medical care, a death and pension benefit, the Charlie Logan Scholarship, vacations, income support payments and the counsel and reassurance provided by the Alcohol Rehabilitation Center to participants facing the disease of alcoholism.

The Seafarers Plans are integrated with the services of SIU support staffs and the Harry Lundeberg School of Seaman-

who are under the age of 19 or who are under the age of 25 and are full-time students enrolled in a program leading to a baccalaureate or higher degree at an accredited institution authorized by law to grant such degrees.

Participant Anyone who is eligible for (can get) benefits under the rules of the Plan.

Signatory Employer An employer who gives money to the Welfare Plan on behalf of his employees.

Covered Employment If you are an eligible participant, you will receive credit for covered employment when:

1. you are working for a signatory employer.
2. you are receiving Sickness and Accident Benefits.
3. you are receiving an SIU Scholarship award.
4. you are attending classes at the Seafarers Harry Lundeberg School of Seamanship and you met the eligibility requirements for welfare benefits in the year prior to attendance at the Seafarers Harry Lundeberg School of Seamanship.
5. you are receiving Maintenance and Cure Benefits (up to a maximum of 39 weeks per disability).

ship curriculum. The hiring halls and open telephone lines to headquarters are a help to seamen filing for benefits and receiving benefit claims.

The early diagnosis of a disease or illness means that seamen, no matter what port they call home, can take every precaution to protect their health and their sailing papers. The Seafarers Welfare Plan carries provisions for preventive medicine and is the mainstay of health care benefits for eligible Seafarers, their dependents and pensioners and their dependents, as well as income support and death benefits.

Health Benefits

Annual Examination

Throughout the nation, SIU clinics as well as contracted physicians in areas without clinics receive funding from the Seafarers Welfare Plan to provide free annual examinations to Seafarers and follow-up care. The examination is a thorough "head to toe" physical and generally includes a medical history, chest X-ray, an EKG for members 45 and over, lab work and blood pressure evaluation.

Seafarer dependents and spouses are also eligible for an annual examination at the clinics or SWP-contracted physicians. For many families the trip to the clinic is standard in the ritual preparation for each school year.

Emergency Care

The Plan will also pay for all eligible members and dependents to receive emergency care in a hospital setting. Under Plan I, emergency treatment may be covered when received in a doctor's office, upon receipt of a physician's bill acknowledging emergency care.

Hospital and Medical Benefits

A close cooperative agreement between the SIU and signatory employers guarantees that seamen injured through no fault of their own while fulfilling a work assignment will receive medical assistance on the first day aboard ship. By the 75th day of qualified employment, the Seafarer becomes eligible to receive the many benefits provided by the Seafarers Welfare Plan.

There are two major categories of care the Plan provides.

The Employee Medical Expense Benefit of the Plan covers reasonable and customary hospital, surgical and medical expenses comparable to those that were previously offered by the USPHS hospitals. And above and beyond the basic Medical Expense Benefit, eligible Seafarers under Plan I have a second tier of coverage called major medical insurance. Major medical insurance will pay 80 percent of the balance remaining after the basic benefit has been exhausted.



As long as a Seafarer retains basic eligibility requirements of the Seafarers Plans, his bride as well will be covered by the dependent benefits of the Plans. Photo courtesy of Monte Studio.

Ambulance Service

Many related services such as patient transportation are considered luxuries in many insurance contracts. The Seafarers Welfare Plan differs. Like any other reasonable hospital expense, local ambulance service may be awarded under provisions for hospital extras.

Room and Board

There is no other hospital expense multiplying as quickly as the cost for room and board. In five years, from 1979, the average cost for a one-day stay in a hospital has increased by 76 percent. The Medical Expense Benefit will provide payment for semi-private or ward accommodations. However, if a Seafarer or a Seafarer's dependent prefers a private room, the difference in cost will be deducted by the Plan.

Intensive Care

Millions of dollars worth of medical equipment have taken the place of the doctor's black bag in intensive care units. A team of highly paid nurses and doctors monitor patients brought to the unit because they are seriously ill. The Seafarers Welfare Plan offers security most when a member is unable to make decisions and care for himself. All reasonable fees for intensive care for an unlimited number of days will be paid by the Plan.

Surgical Benefits

Simple surgical procedures often may be performed in a doctor's office, saving time and hospital charges. The Plan will pay all reasonable charges for out-patient surgery for seamen and dependents in a doctor's office or hospital facility. Participants who wish to compute the cost of a planned surgery should keep in mind that the Medical Expense Benefit will pay for surgery, according to the surgical schedule, up to a maximum of \$600. Major medical picks up 80 percent of the balance. The benefit will be paid only once per illness or injury unless a second surgery is required.

Surgeon Fees

The Welfare Plan Surgical Schedule determines the Surgical Expense Benefit allowable for surgeon fees.

Maternity Benefits

Under Plan I, female Seafarers or the spouse of an eligible seaman may receive maternity benefits. The Medical Expense Benefit pays for the delivery like any other surgical procedure according to the Welfare Plan Surgical Schedule, plus major medical.

Baby Bond

A \$50 savings bond is presented in the name of any child born to an eligible Seafarer or the wife of an eligible Seafarer covered by the Seafarers Welfare Plan. The bond is a congratulatory note and also an introduction to the newest member of the Seafaring family of the Seafarers Plans.

Doctor Calls

Every patient admitted to a hospital will be visited by a physician. The physician usually will stop by to examine a patient before surgery to make certain the patient is physically and mentally prepared for the operation. In-hospital physician

quest. If approved, a portion of the costs may be paid for special equipment or supplies.

Many times special equipment and supplies can be purchased or rented for the member at a much lower price; or a different type or brand can be used for the same purpose at a reduced cost.

Eligibility Requirements

To get most of the benefits in the Welfare Plan, you must have these basic seetime requirements:

1. 125 days of covered employment in the calendar year before the date of your claim.
2. one day of covered employment either in the six months before the date of your claim or during the month that the claim began but before (not on) the day the claim began.

examinations are covered by the expense benefit. Dependents will receive \$15 for the first day, \$10 the second day, and \$6 from the third to the 58th day. Under Plan I, major medical comes in to supplement the doctor's bill after the basic benefit is paid.

Hospital Extras

The basic benefit of the Plan will pay all reasonable hospital bills for extra charges to the 90th day of illness. After that, major medical covers 80 percent of any further charges. The Plan does not compensate for private duty nurses, rental televisions and any other unnecessary purchases.

Special Equipment and Supplies

The Board of Trustees requests eligible members to submit the name of the brand, cost and reason why the special equipment is needed. The Trustees will review the re-

Problems arise when eligible members unknowingly purchase equipment or supplies and are charged phenomenal fees. Or when a member makes the purchase upon doctors' recommendations when the equipment or supplies are really not going to do the patient any good at all.

Optical and Dental Provisions

Many health plans do not have a provision for dental or optical benefits. The Seafarers Welfare Plan provides a \$40 allowance once every two years for an eye examination or toward the purchase of eye glasses, for eligible members and their families. If your child has a pathologic problem that requires an eye examination more often, send in a doctor's statement.

Assistance is also provided to the Seafarer for dental care. Payments are made according to a schedule for many dental procedures.



As early as the newborn's entrance into the world, children of eligible Seafarers may be protected under the umbrella of the Seafarers Welfare Plans. Photo courtesy of Monte Studio.

Income Support

A Seafarer must have just one goal in mind while undergoing medical treatment. And that is to put every ounce of energy into concentrating on full recovery. The Seafarers Plans can help by alleviating some of the stress associated with an interruption in earned income. The Plan carries provisions that provide income support payments during a medical emergency.

In-patient Sickness and Accident

Seamen admitted to an approved private hospital in the United States, Puerto Rico, the Virgin Islands, Canal Zone or Canada may be eligible to receive this benefit. The Plan will pay \$8 a day in income support up to 273 days in any 12 month period. Because disability income is subject to social security taxes, the Plan pays the \$1.17 F.I.C.A. for you.

If the employee is receiving Maintenance and Cure, which has the same objective to help provide medical support, the Sickness and Accident Benefit will not be awarded. Seafarers must submit all necessary forms for S & A benefits no later than 60 days from their release from the hospital.

Out-patient Sickness and Accident

Beginning from the fifth day of medical disability that lasts eight days or longer, the Plan will pay the same rate as in-patient S & A with the same restrictions. Seafarers eligible for out-patient support must be sure their claim is received no

(Continued on page 30.)

Seafarers Plans: A Look at Welfare Benefits

(Continued from page 29.)

later than 60 days from the first day the Seafarer is treated for the disability.

In-hospital Benefits

Upon the expiration of S & A benefits or in the event a Seafarer is injured or becomes ill aboard ship and is admitted to a hospital in a foreign country, he may still be eligible for income support. The benefit, \$3 each day, is paid for every day a Seafarer is hospitalized. The claim must be filed within 60 days from the date of discharge.

A \$1 benefit is intended to make sure seamen who are unable to satisfy the standard eligibility requirements are not without a hospital support payment to cover the cost of incidentals. A seaman needs only one day of employment in the previous 12 months to qualify for this benefit. Claims must be received no later than 60 days from the Seafarers release from the hospital.

Long Term Disability Benefits

If an eligible seaman is disabled, he will continue to receive the entire package of welfare benefits for six months after his last day of employment. The long-term disability benefit extends coverage for the initial illness or injury for an additional six months.

Seafarers clinics may be just around the corner from where you ship out for duty. If not, a SWP-contracted physician may be within easy reach. Both offer free annual examinations and reasonably priced diagnostic services:

Algonac, Mich.
Down River Medical Center,
329 Columbia St.
Alpena, Mich.
Drs. Greenwood and Dettloff,
115 N. First Ave.
Baltimore, Md.
SWP Medical Department,
1216 E. Baltimore St.
Chicago, Ill.
Sakhawat Hussain, MD,
9206 S. Commercial St.
Cleveland, Ohio
Drs. Enrique R. Ique, Ramos
and Associates, 129-30
Terminal Tower Arcade
Duluth/Superior, Wis.
Giesen Clinic

Death Benefits

Standard Death Benefit

An assigned beneficiary may be given up to \$5,000 as a death benefit if the Seafarer was not eligible for a pension from the Plan at the time of death. The amount of this benefit will depend upon a Seafarers eligibility, and whether the beneficiary chosen by the Seafarer is a close relative. Only beneficiaries falling under the categories listed on page 17 of the Seafarers Welfare Plan booklet will receive the full standard death benefit. A funeral expense may be deducted. The plan will not deduct any more than \$1,000 or the amount of the Death Benefit, whichever is lower for funeral costs.

Graduated Death Benefit

As of June 16, 1979, a beneficiary from the list of relatives on page 17 of the Seafarers Welfare Plan booklet can receive a Graduated Death Benefit in addition to the Standard Death Benefit. The benefit applies if the Seafarer is not eligible for a pension at the time of death. The benefit ranges from \$5,000 to \$15,000.

Accidental Dismemberment Benefits

Any injury, unrelated to an accident in the workplace, will be compensated apart from the

Medical Expense and major medical benefits to pay for some of the cost of rehabilitation, education for the handicapped or artificial limbs.

A \$5,000 benefit will be paid for the loss of two hands, loss of two feet, loss of sight in two eyes.

A \$2,500 benefit will be paid for the loss of one hand, loss of one foot, loss of sight in one eye.

Pension Medical Benefits

Throughout a Seafarer's years of employment, contracts negotiated by the process of collective bargaining between the Seafarers International Union and representatives from SIU-contracted companies may well affect the Seafarer throughout all the years of his retirement.

For instance, pensioners today who meet the requirements below will continue to be eligible for Welfare Plan benefits while retired.

- Pensioners who get Disability Pensions from the Seafarers Pension Plan.

- As of Jan. 1, 1979, pensioners who are receiving pension from the Seafarers Pension Plan and have 125 days of covered employment in the calendar year before the year they became eligible for and applied for a pension; and have a total of at least 5,475 days of covered employment.

Medicare Supplements

At age 65, an employee or pensioner becomes eligible for enrollment in the Basic Medicare Program and the Supplemental Medicare Program.

Active employees between the ages of 65 and 69 who have maintained eligibility will want to decide whether Medicare or the Seafarers Welfare Plan will be the primary provider of health care benefits.

Pensioners are required to register for the Basic Medicare Program and the Supplemental Medicare Program if covered by the Seafarers Welfare Plan at age 65. The Plan will compensate the pensioner for the amount of premiums for both medicare programs.

In filing for medical benefits, the pensioner must submit first to Medicare any medical bills. The Plan will then pay the Hospital Deductible that is not covered by Medicare and a portion of any extra charges that are not paid by Medicare if covered by the Plan.

A more complete description of benefits and the Welfare Plan is published in the pamphlet "Seafarers Welfare Plan." The fifth in a series of LOG articles on medical care may hold special interest for anyone who has ever filed a claim. Next issue: How claims are processed.

Seafarers Welfare Plan Clinics

Dr. Mataczynski, 1515 Ogden Ave.

East Boston, Mass.
Dr. P. Ferrino, MD, East Boston Medical Associates, 79 Meridian St.

Frankfort, Mich.
Gordon W. Willoughby, MD, 104 5th St.

Gloucester, Mass. (Essex)
B. Philip Fisher, MD, Essex Medical Office, 4 Martin St.

Honolulu, Hawaii
David T. Eith, MD, Industrial Medical Clinic, 1523 Kalakaua Ave.

Houston, Texas
Jack B. Mazow, MD, 1503 Medical Towers

Jacksonville, Fla.
Inter-Medic Clinic, 3649 Crown Point Ct., Suite B

Melvindale, Mich.

Melvindale Medical Clinic, 2429 Oakwood St.

Mobile, Ala.
Arthur A. Amendola, MD, 263 Saint Francis St.

New Orleans, La.
SWP Medical Department, 630 Jackson Ave.

New York, N.Y. (Brooklyn)
SWP Medical Department, 675 4 Ave.

Norfolk, Va.
Norfolk Rudolf Schuster, MD, 327 W. Bute St.

Philadelphia, Pa.
Samuel Stein, MD, Union Health Center, 35 S. 4th St.

Port Arthur, Texas (Nederland)
Ronald K. Eger, MD, 1323 S. 27 St., Suite 900

Portland, Ore.
Marquam Medical Center, 2220 S.W. 1st Ave.

San Francisco, Calif.
Seafarers Medical Center, 40 Lansing St.

Santurce, Puerto Rico
Maximo Levin, MD, Ashford Medical Center, Ashford Ave. and Washington St.

San Pedro, Calif.
Dr. William Anderson, Seamens Medical Center, 593 W. 6th St.

Sault Ste. Marie, Mich.
Sault Polyclinic, 300-306 Court St.

Seattle, Wash.
Robert Burdick, MD, Polyclinic, 1200 Harvard Ave.

St. Louis, Mo.
Business and Industry Health Group (Kosciusko Medical Clinic), 1705 S. 3rd St.

Tampa, Fla.
Robert Turkel, MD, 502 S. Magnolia Ave.



Deep Sea

Frederick George "Andy" Anderson, 68, succumbed to heart failure in Sargent, Texas on March 2. Brother Anderson joined the SIU in the port of Houston in 1955 sailing as a chief pumpman. He was born in Jersey City, N.J. and was a resident of Vallejo, Calif. Cremation took place in the Memorial Oaks Crematory, Houston.



Pensioner Preston Lloyd Ayers, 67, died on Jan. 11. Brother Ayers joined the SIU in the port of New Orleans in 1952 sailing as an oiler. He was born in Georgia and was a resident of Cullman, Ala. Surviving are his widow, Dorothy and a brother, Raymond.

Robert Daniel Chrzanowski, 27, died of natural causes in Bellevue Hospital in New York on Sept. 22, 1983. Brother Chrzanowski joined the SIU in the port of New York in 1978 sailing as a QMED for the Delta Line from 1980 to 1981 and aboard the *CS Longlines* (Transoceanic Cable Ship Co.) in 1982. He was born in Brooklyn, N.Y. and was a resident there. Cremation took place in the Greenwood Crematory, Brooklyn. Surviving are his parents, Matthew and Sadie Chrzanowski of Brooklyn and a sister, Patricia, also of Brooklyn.

Pensioner Walter Conner, 73, passed away on March 8. Brother Conner joined the SIU in 1939 in the port of Norfolk sailing as a chief electrician. He began sailing in 1932. Seafarer Conner was born in North Carolina and was a resident of Suffolk, Va. Surviving are his widow, Martha and a brother, Lloyd of Woodlawn, N.C.

Salvatore Conselino, 59, died on Dec. 17, 1983. Brother Conselino joined the SIU in the port of Gloucester, Mass. in 1968 sailing as an AB. He began sailing in 1951. Born in New Jersey, he was a resident of Monson, Mass. Surviving are his widow, Theresa; a son, Alfonso of Mon-

son; a daughter, Christiana and a sister, Rose Firth, also of Monson.

James Henry Dixon, 38, died on Nov. 13, 1983. Brother Dixon joined the SIU in the port of Mobile in 1965 sailing as a QMED. He was born in Mobile and was a resident there. Surviving are a son, Warren; a daughter, Michelle; his mother, Earline of Mobile and a sister, Cynthia.



Pensioner John Luther Gibbons Sr., 69, passed away recently. Brother Gibbons joined the SIU in 1939 in the port of New York sailing as a chief cook. He sailed 29 years and hit the bricks in the 1961 Greater N.Y. Harbor beef. Born in Virginia, he was a resident of Brooklyn, N.Y. Surviving are his widow, Martha; a son, Seafarer John Luther Gibbons, Jr., and two daughters, Julia Washington and Lois Holt, both of Brooklyn.



Pensioner George Lenard Gill, 79, passed away on Feb. 24. Brother Gill joined the SIU in the port of New Orleans in 1954 sailing as a chief steward. He helped to organize Cities Service. Seafarer Gill was born in Trinidad and was a naturalized U.S. citizen. He was a resident of Fairhope, Ala. Surviving are his widow, Rosie; a son, Lenard, and a daughter, Ellora.

Peter Goodzuk, 63 died of arteriosclerosis in Seattle, Wash. on Jan. 7. Brother Goodzuk joined the SIU in the port of New York in 1961 sailing as a bosun. He began sailing in 1951. Seafarer Goodzuk walked the picket line in the 1961 Greater N.Y. Harbor beef. Born in Camden, N.J., he was a resident of Bethal Park, Pa. Interment was in Glenn Haven Cemetery, Glen Burnie, Md. Surviving are his widow, Candida; two daughters, Yasmin and Michelle and a sister, Ann Fredericks of Bethal Park.



Pensioner Nicholas Hatgimisos, 58, succumbed to cancer in the Pennsylvania Hospital in Philadelphia on Feb. 1. Brother Hatgimisos joined the SIU in 1948 in the port of New York sailing as a recertified chief steward on the *M/V Tamara Guilden* (Transport Commercial). He was graduated from the Union's Recertified Chief Stewards Program in September 1982. Seafarer Hatgimisos began sailing in 1944. He sailed 10 years for Waterman. In 1961 he won a USPHS Sanitary Award Certificate while riding the *SS Wacosta*. A native of Philadelphia, he was a resident there. Cremation took place in the Harleigh Crematory, Camden, N.J. Surviving are his widow, Dorothy and a daughter, China D'Ambrosia of Philadelphia.

Pensioner Benjamin Edward Hayes Jr., 65, died of a heart attack on Jan. 2. Brother Hayes joined the SIU in 1943 in the port of Norfolk. He was born in Virginia and was a resident of Hopewell, Va. Surviving is his widow, Lucy.

Robert Clifton Henley Jr., 56, died on March 24, 1983. Brother Henley joined the SIU in the port of San Francisco in 1963 sailing as a chief electrician for Sea-Land. He also sailed in the Vietnam War. Seafarer Henley was a veteran of the U.S. Air Force after World War II. Born in Lynnhaven, Va., he was a resident of Mesa, Ariz. and Stockton, Calif. Surviving are his widow, Juanita and a daughter, Jennifer.

Pensioner Joseph Spencer Hilton, 69, died of a heart attack in Jersey City, N.J. on March 1. Brother Hilton joined the SIU in 1941 in the port of Baltimore sailing as an AB. He also worked on the Sea-Land Shoregang, Port Elizabeth, N.J. from 1971 to 1974. Seafarer Hilton hit the bricks in the 1961 N.Y. Harbor beef. In 1960 he received a Union Personal Safety Award for sailing aboard an accident-free ship, the *SS Seatrain New Jersey*. A native of Washington, he was a resident of Jersey City. Surviving are his widow, Celeste; a

son, James and two daughters, Joan and Gloria.



Pensioner Vernon Lee Hopkins Sr., 69, passed away on Feb. 3. Brother Hopkins joined the SIU in the port of Norfolk in 1956 sailing as a ship's delegate and bosun. He sailed 39 years and during the Vietnam War. Seafarer Hopkins was a veteran of the U.S. Coast Guard in World War II. A native of South Creek, N.C., he was a resident of Chesapeake, Va. Surviving are two sons, Vernon Jr. and Guion, both of Aurora, N.C.

Henry Isadore Jr., 33, died of heart disease at home in New Orleans on Nov. 19, 1983. Brother Isadore joined the SIU in the port of New Orleans in 1969 sailing as an oiler. He was born in New Orleans. Burial was in the Evening Star B. C. Cemetery, Napoleonville, La. Surviving are his parents, Henry and Lillie Isadore Sr. and a sister, Marie Carson



Pensioner Emanuel Dewey Jones, 81, passed away from pneumonia in the Bon Secour Hospital, Baltimore on Feb. 22. Brother Jones joined the SIU in 1939 in the port of Baltimore sailing as a chief cook. He was born in Jacksonville, Fla. and was a resident of Baltimore. Interment was in Mt. Auburn Cemetery, Baltimore. Surviving are his widow, Gertrude and a son, Eldridge.



William Andrew Lang, 84, passed away in Sinai Hospital, Baltimore on April 19, 1983. Brother Lang joined the SIU in the port of New York in 1952. He was born in Carroll County, Md. and was a resident of Baltimore. Interment was in the Wesley Cemetery. Surviving are two sisters, Lillian Palmer of Baltimore and Grace E. Yingling of Manchester, Md.

(Continued on next page.)



(Continued from Page 31)

Pensioner Charles Joseph Sweeney, 62, died on Nov. 1, 1983. Brother Sweeney joined the SIU in the port of New Orleans in 1965 sailing as an AB. He was a former member of the SUP and also worked as a wire rope splicer. Seafarer Sweeney was a veteran of the U.S. Navy in World War II. Born in St. Louis, Mo., he was a resident of Seattle. Surviving is a sister, Sue Schwab of Kirkwood, Mo.



Pensioner George Burton Williams, 71, passed away in the University of Texas Hospital, Houston on Dec. 23, 1983. Brother Williams joined the SIU in the port of New York in 1955 sailing as a cook. He was born in Kentucky and was a resident of Houston. Surviving are two sisters, Elizabeth L. Ray of Norfolk and Mrs. Donnie J. Grey of Savannah, Ga.



Pensioner Chester Bert Wilson, 72, died on Jan. 31. Brother Wilson joined the SIU in 1939 in the port of Baltimore sailing as a bosun. He was born in Cleveland, Ohio and was resident of Baltimore. Surviving is a sister, Helen Rowe of Parkersburg, W. Va.



Pensioner John Joseph Winn, 60, died on Feb. 24. Brother Winn joined the SIU in the port of New York in 1950 sailing as a bosun. He worked on the Sea-Land Shoregang in Port Elizabeth, N.J. from 1967 to 1977. Seafarer Winn was on the picket lines in the 1961 N.Y. Harbor beef, the 1962 Robin Line strike and the 1965 District Council 37 beef. Winn also worked as a shipbuilder. A native of Hoboken, N.J., he was a resident of West New York, N.J. Surviving is his widow, Carmella.

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 his widow, Barbara; two sons, James of Jacksonville and Robert; his mother, Ruby Lee; a brother, Lowell; and three nieces, all of Kentwood.

Great Lakes

Pensioner Thomas James Argue Sr., 71, passed away from a liver ailment in the Paul Oliver Hospital, Benzi, Mich. on Jan. 21. Brother Argue joined the Union in the port of Elberta, Mich. in 1952 sailing as a car handler on the SS *City of Cerecem Bay* (Ann Arbor Railroad Carferries). He was born in Michigan and was a resident of Frankfort, Mich. Cremation took place in the Graceland Park Crematory, Grand Rapids, Mich. Surviving is his widow, Evelyn.

Pensioner Roy Franklin Bauers, 76, succumbed to pneumonia in Ontario, Ore. on Feb. 15. Brother Bauers joined the Union in the port of Seattle sailing as a wheelsman on the carferry *Chief Wawatan* (Ann Arbor, Mich. Railroad Carferries). He was born in Missouri and was a resident of Carp Lake, Mich. Burial was in the Evergreen Cemetery, Ontario. Surviving is his widow, Arla of Ontario.

Pensioner Jack Thomas Carter, 65, died on Dec. 22, 1983. Brother Carter joined the Union in the port of Elberta, Mich. in 1953 sailing as a 1st cook aboard the *M/V Viking* of the Ann Arbor (Mich.) Railroad Co. Ferries (Michigan Interstate) in 1950. He worked for the company until 1982. Laker Carter was a veteran of the U.S. Army in World War II. A native of Scottsville, Ky., he was a resident of Frankfort, Mich. Surviving are his widow, Virginia and two daughters, Valerie and Jean Johnson.



Pensioner Martin Kowalski Sr., 70, died on Nov. 1. Brother Kowalski joined the Union in the port of Detroit in 1959. He sailed as a FOWT for the American Steamship Co. from 1959 to 1980. He was born in Michigan and was a resident of St. Ignace, Mich. Surviving are two sons, Martin Jr. of St. Ignace and John of Detroit; two daughters, Kathleen Grindstaff of Holland, Mich. and Mary McKenzie of Tacoma, Wash. and a daughter-in-law, Mrs. Pat Kowalski of St. Ignace.



Stanley Chester Ludwicki, 57, died in St. Margaret Hospital, Hammond, Ind. on Oct. 17, 1983. Brother Ludwicki joined the Union in the port of Chicago, Ill. in 1971 sailing as a FOWT for the American Steamship Co. Laker Ludwicki was the father of John Edward Ludwicki, a 1981 SIU Charlie Logan \$10,000 four-year scholarship winner. The younger Ludwicki was on the Dean's List studying electrical engineering at Purdue University's School of Engineering, Dyer, Ind. Born in Chicago, the deceased was a resident of Dyer. Burial was in Holy Cross Cemetery, Calumet City, Ill. Surviving is the son.

William Allen Rattery Jr., 64, died of cancer at home in Novi, Mich. on Dec. 5, 1983. Brother Rattery joined the Union in the port of Detroit in 1969 sailing as a QMED for Kinsman Marine and the Reiss Steamship Co. He was a veteran of the U.S. Coast Guard in World War II. Laker Rattery was born in Detroit. Burial was in the Cadillac West Cemetery, Westland, Mich. Surviving is a daughter Gayle H. K. Saari of Hancock, Mich.

Pensioner Francis J. Shea died on Feb. 5. Brother Shea joined the Union in the port of Alpena, Mich. He was a resident of Alpena. Surviving is his widow, Evelyn.

Pensioner Merlin Walker, 63, died on Jan. 9. Brother Walker joined the Union in the port of Detroit in 1961 sailing as an AB. He was a veteran of the U.S. Navy in World War II. Laker Walker was born in Sturgeon Bay, Wis. and was a resident there. Surviving is his widow, Elaine.

Carl George Woodard, 42, was reported missing at sea on Jan. 16. Brother Woodard joined the Union in San Francisco in 1971 sailing in the steward department for Sea-Land from 1978 to 1984. He also rode the Ann Arbor (Mich.) Railroad Ferries in 1968. Laker Woodard was born in Kalkaska County, Mich. and was a resident of Traverse City, Mich. Surviving is his mother, Helen A. Campbell of Traverse City.



Pensioner Robert John Zumkley, 83, passed away from pneumonia in the Tri-County Hospital, Whitehall, Wis. on Feb. 3. Brother Zumkley joined the Union in 1947 in the port of New York sailing as a bosun. He was a veteran of the U.S. Armed Forces. Laker Zumkley was born in New Jersey and was a resident of Galesville, Wis. Cremation took place in the Oak Grove Cemetery Crematory in La Crosse, Wis. Surviving is a daughter, Marie Becker of Galesville.

Atlantic Fishermen

Pensioner Clinton Flygare died on Feb. 28, 1982. Brother Flygare joined the SIU-merged Atlantic Fishermen's Union in the port of Gloucester, Mass. He was a resident of Gloucester. Surviving is his widow, Bertha.

Support



SPAD

McVey Wins Maritime Labor Award



SIU President Frank Drozak congratulates Missouri State Labor Council President Daniel J. "Duke" McVey, recipient of the Maritime Labor Man of the Year Award.

Personals

Louis Machicote

Your wife asks that you contact her.



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4581 Gravois Ave. 63116
(314) 752-6500

WILMINGTON, Calif.

408 Avalon Blvd. 90744
(213) 549-4000

Dispatchers Report for Deep Sea

March 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	2	0	0	0	1	0	0	5	7	1
New York	62	25	0	43	18	0	0	148	57	0
Philadelphia	9	11	0	3	3	0	0	18	20	0
Baltimore	8	5	0	1	0	0	0	20	12	1
Norfolk	22	13	0	18	9	0	1	33	30	0
Mobile	20	5	0	13	3	0	0	34	11	0
New Orleans	44	6	1	33	2	0	3	113	25	2
Jacksonville	34	13	2	41	19	0	0	61	26	4
San Francisco	35	12	1	16	0	0	1	63	30	3
Wilmington	27	18	0	23	4	0	0	59	40	2
Seattle	21	12	1	31	5	0	2	61	46	2
Puerto Rico	10	3	0	12	11	0	0	12	7	0
Honolulu	0	13	0	2	12	6	0	2	22	1
Houston	44	18	1	26	1	0	0	103	42	0
Piney Point	0	0	0	0	4	0	0	0	0	1
Totals	338	154	6	262	92	6	7	732	375	17
ENGINE DEPARTMENT										
Gloucester	0	3	0	0	0	0	0	1	4	0
New York	47	12	0	33	8	0	0	116	28	1
Philadelphia	1	4	0	3	1	0	0	17	8	0
Baltimore	8	3	0	2	0	0	0	19	5	0
Norfolk	13	7	0	7	0	0	0	25	17	0
Mobile	10	3	0	11	0	0	0	12	8	0
New Orleans	43	14	1	21	3	0	1	86	21	2
Jacksonville	21	3	0	22	9	0	0	34	15	0
San Francisco	30	14	1	5	3	0	0	48	25	3
Wilmington	14	9	1	12	3	0	0	32	23	1
Seattle	18	15	1	21	8	0	3	45	29	2
Puerto Rico	10	2	0	11	8	0	1	12	6	0
Honolulu	4	12	4	3	19	9	0	2	16	10
Houston	28	12	0	14	5	0	0	67	22	0
Piney Point	0	0	0	0	0	0	0	0	0	0
Totals	247	113	8	166	67	9	5	516	227	18
STEWARD DEPARTMENT										
Gloucester	1	1	0	0	0	0	0	2	3	0
New York	25	14	0	21	13	0	0	61	35	0
Philadelphia	3	5	0	3	5	0	0	7	10	0
Baltimore	2	0	0	1	0	0	0	7	0	0
Norfolk	11	2	0	8	3	0	0	17	5	0
Mobile	10	1	0	8	2	0	0	15	1	0
New Orleans	24	2	0	14	4	0	2	47	6	0
Jacksonville	13	4	1	22	7	0	0	15	8	2
San Francisco	19	27	1	12	14	0	4	35	50	3
Wilmington	5	3	0	10	11	0	0	12	10	0
Seattle	8	6	1	14	15	0	0	29	18	1
Puerto Rico	4	2	0	4	1	0	0	5	3	0
Honolulu	4	18	24	3	104	132	0	4	21	49
Houston	20	1	0	7	2	0	0	53	5	1
Piney Point	0	0	0	0	14	0	0	0	0	0
Totals	149	85	27	127	196	132	6	399	175	56
ENTRY DEPARTMENT										
Gloucester	0	2	0	0	0	0	0	0	10	0
New York	34	69	2	47	210	12	0	47	210	12
Philadelphia	0	0	0	10	39	0	0	10	39	0
Baltimore	4	17	0	11	33	0	0	11	33	0
Norfolk	8	20	0	10	64	0	0	10	64	0
Mobile	7	10	0	8	18	0	0	8	18	0
New Orleans	19	36	3	46	88	4	0	46	88	4
Jacksonville	7	21	1	14	57	2	0	14	57	2
San Francisco	15	67	8	24	123	23	0	24	123	23
Wilmington	11	33	0	15	83	4	0	15	83	4
Seattle	10	28	0	16	71	6	0	16	71	6
Puerto Rico	7	20	1	6	79	131	0	6	79	131
Honolulu	3	76	107	30	63	3	0	30	63	3
Houston	15	25	2	0	1	0	0	0	1	0
Piney Point	0	19	0	0	0	0	0	0	0	0
Totals	140	444	124	0	0	0	0	244	989	168
Totals All Departments										
	874	797	165	554	354	147	18	1,801	1,768	289

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

Shipping in the month of March was up from the month of February. A total of 1,055 jobs and 18 trip reliefs were shipped in March on SIU-contracted deep sea vessels. Of the 1,055 jobs shipped, 545 jobs or about 52 percent were taken by "A" seniority members. The rest were filled by "B" and "C" seniority people. Since the trip relief program began on April 1, 1982, a total of 532 relief jobs have been shipped.

Support SPAD

Pensioner's Corner

Deep Sea



Arthur M. Alsobrooks, 62, joined the SIU in the port of Houston in 1955 sailing as a GSU. Brother Alsobrooks also sailed during the Vietnam War. He received a Union Personal Safety Award for sailing aboard an accident-free ship, the *SS Bienville*. Seafarer Alsobrooks is a veteran of the U.S. Army in World War II. A native of Texas, he is a resident of Houston.



Necolan "Nick" Bathia, 58, joined the SIU in 1944 in the port of New York sailing as a chief electrician and QMED. Brother Bathia also worked as a sheet metal worker. He was born in Dorothy, W.Va. and is a resident of Whitesville, W.Va.



Oscar Robert Bird, 65, joined the SIU in 1948 in the port of New York sailing as a QMED. Brother Bird was born in Argentina, and is a resident of Metairie, La.



Charles Marsh Carlson, 63, joined the SIU in 1945 in the port of Philadelphia sailing as a chief cook. Brother Carlson is a wounded veteran of the U.S. Army during World War II. He was born in Mobile and is a resident of Wilmington, Calif.



Abraham Carmoega, 58, joined the SIU in the port of New York in 1955 sailing as a chief cook. Brother Carmoega also worked as an auto mechanic. He was born in Puerto Rico and is a resident of New York City.



Jorge Andres Castillo, 65, joined the SIU in the port of New Orleans in 1962 sailing as an AB and waiter for the Delta Line. Brother Castillo was graduated from the Union's Chief Steward Recertification Program. He is a member of the American Guild of Variety Artists Union. Born in Panama, he is a resident of New Orleans.



Ernest William Cox, 62, joined the SIU in the port of New Orleans in 1950 sailing as a cook. Brother Cox is a veteran of the U.S. Navy in World War II. He was born in Pass Christian, Miss. and is a resident of Lake Charles, La.



Juan G. Cruz, 61, joined the SIU in 1949 in the port of New Orleans sailing as a QMED. Brothers Cruz sailed 35 years. He was born in Puerto Rico and is a resident of New Orleans.



Ming Fa Sung, 69, joined the SIU in the port of San Francisco in 1972 sailing as a chief cook. Brother Fa Sung was born in China and is a naturalized U.S. citizen. He is a resident of San Francisco.



Thomas Fields, 71, joined the SIU in 1939 in the port of Savannah sailing as a chief cook. Brother Fields was born in Savannah and is a resident of New Orleans.



John Bunyon Gardner Jr., 61, joined the SIU in the port of Norfolk in 1955 sailing as a watchman and AB for Waterman. Brother Gardner began sailing in 1948. He is a veteran of the U.S. Navy in World War II. Seafarer Gardner was born in Murray, Ky. and is a resident of St. Petersburg, Fla.



Juan Alberto Goglas, 61, joined the SIU in 1944 in the port of New York sailing as a wiper. Brother Goglas was born in Ponce, P.R. and is a resident of the Bronx, N.Y.



Lee Joseph Harvey, 59, joined the SIU in 1943 in the port of Baltimore sailing as a cook and recertified bosun. Brother Harvey was graduated from the Union's Recertified Bosuns Program in January 1975. He is a veteran of the U.S. Army in World War II. Seafarer Harvey was born in Arkansas and is a resident of Picayune, Miss.



Melvin Edward Jones, 59, joined the SIU in 1949 in the port of Norfolk sailing in the steward department. Brother Jones was born in Maryland and is a resident of Portsmouth, Va.



Noral Walter Jorgensen, 62, joined the SIU in 1944 in the port of New Orleans sailing as a FOWT. Brother Jorgensen walked the picket lines in both the 1961 N.Y. Harbor strike and the 1965 District Council 37 beef. He was born in Minneapolis, Minn. and is a resident of Long Beach, Calif.



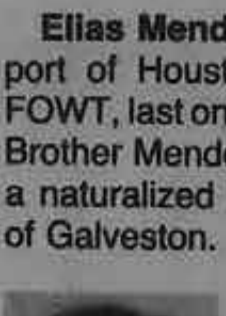
Leyal Everest Joseph, 65, joined the SIU in the port of Baltimore in 1955 sailing as a ship's delegate and recertified bosun. Brother Joseph also sailed during the Vietnam War in 1968 and the India-Pakistan War in 1971. He was graduated from the Union's Recertified Bosuns Program in 1974. Seafarer Joseph was a former member of the NMU from 1941 to 1950. Joseph was born in New York City and is a resident of Rome, Pa.



George Irvin Lawrence, 65, joined the SIU in 1938 in the port of Mobile sailing as an AB. Brother Lawrence was born in Alabama and is a resident of Mobile.



Dario Pimentel Martinez, 65, joined the SIU in the port of Houston in 1955 sailing as a recertified chief steward. Brother Martinez was graduated from the Union's Recertified Chief Stewards Program in March 1982. He is a veteran of the U.S. Army in World War II. Seafarer Martinez was born in Vera Cruz, Mexico and is a naturalized U.S. citizen. Martinez is a resident of Houston.



Elias Mendoza, 73, joined the SIU in the port of Houston in 1967. He sailed as a FOWT, last on the *SS Bradford Island* (IOM). Brother Mendoza was born in Mexico and is a naturalized U.S. citizen. He is a resident of Galveston.



James Robert Messec Sr., 62, joined the SIU in the port of Baltimore in 1955 sailing as a FOWT. Brother Messec sailed 39 years. He is a veteran of the U.S. Army in World War II. Seafarer Messec will now fish and hunt in his retirement. Born in Baltimore, he is a resident there.



John Novak, 68, joined the SIU in 1942 in the port of New York sailing as an AB. Brother Novak was born in New York City and is a resident of Brooklyn, N.Y.



Donald Eugene Pool, 57, joined the SIU in 1946 in the port of Philadelphia sailing as a recertified bosun. Brother Pool was graduated from the Union's Recertified Bosuns Program in March 1977. He was born in Illinois and is a resident of Lisle, Ill.



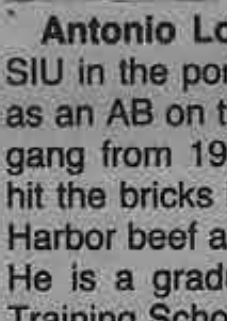
Raymond Earl Reid, 55, joined the SIU in 1947 in the port of New York sailing as a bosun. Brother Reid was born in Wisconsin and is a resident of Gretna, La.



Joseph Norman Rioux, 58, joined the SIU in 1945 in the port of Boston sailing as a cook and ship's delegate. Brother Rioux attended the Piney Point Crew Conference No. 12 in 1970. He was born in Nashua, N.H. and is a resident of Seattle.



Isadoro D. Salvador, 75, joined the SIU in the port of San Francisco in 1956. Brother Salvador was born in the Philippine Islands and is a resident of Laoag City, P.I.



Antonio Louis Santiago, 65, joined the SIU in the port of New York in 1959 sailing as an AB on the Puerto Rico Marine Shoregang from 1972 to 1973. Brother Santiago hit the bricks in both the 1961 Greater N.Y. Harbor beef and the 1962 Robin Line strike. He is a graduate of the Andrew Furuseth Training School, Brooklyn, N.Y. in 1961 and the Metro Maritime Trade H.S. in New York. Seafarer Santiago also worked as a taxi driver and for Nedick's and the Commodore Hotel, in New York City. Born in Aquadilla, P.R., he is a resident of Vega Baja, P.R.



Vincent Lee Sherwood, 56, joined the SIU in the port of Norfolk in 1959 sailing as a FOWT. Brother Sherwood was born in Norfolk and is a resident of Chesapeake, Va.



Edward A. Sommers, 65, joined the SIU in the port of Baltimore in 1959 sailing as a cook for Sea-Land. Brother Sommers was born in Indiana Harbor, Ind. and is a resident of Baltimore.

Pensioner's Corner



Carl Theodore Treitler Sr., 59, joined the SIU in 1944 in the port of New Orleans sailing as a chief cook for the Delta Line. Brother Treitler is a veteran of the U.S. Army in the Korean War. He was born in New Orleans and is a resident of Arabi, La.



Jack J. Winley Jr., 55, joined the SIU in 1947 in the port of New York sailing as an AB. Brother Winley was born in Pontiac, Mich. and is a resident of Silver Spring, Nev.

Great Lakes



Ronald Clyde Ruell, 62, joined the Union in 1949 in the port of Detroit sailing as an AB. Brother Ruell was born in Rogers City, Mich. and is a resident of Alpena, Mich.

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.

Digest of Ships Meetings

LNG ARIES (Energy Transportation Co.), February 26—Chairman R. Schwarz; Secretary F. Motus; Educational Director J. Fedesovich; Deck Delegate M. Kadderly; Engine Delegate W. Kimbrough; Steward Delegate W. Christmas. Some disputed OT was reported in the engine department. A discussion was held on the drug-testing kits and machine aboard the vessel. Crewmembers were informed that four members from the crew and one officer will be tested each trip for drugs. The bosun suggested that all members read George Orwell's "1984." He said it looks like Orwell's predictions are all coming true. Apart from needing meeting and crew list forms, all is well aboard the *LNG Aries*. A vote of thanks was given to the steward department for a job well done.

BEAVER STATE (Apex Marine), February 11—Chairman G. Mattioli; Secretary F. Costango; Educational Director J. Lyons; Deck Delegate D. Marcus; Engine Delegate W. W. Chaney; Steward Delegate Isaiah Gray. No disputed OT. There is \$30 in the ship's fund. Everything is running smoothly so far. The secretary reminded crewmembers to make sure that their customs declarations are accurate in all ports of call, especially for tobacco and spirits in the United Kingdom. Rooms are not soundproof, therefore all hands were asked to please hold down the talking in passageways so that off-watch people can sleep. Also, when movies are being played in the crew lounge, the messroom should be used for any conversations or bull sessions. Members were asked to notify the engine department if excess leakage occurs in their quarters. A vote of thanks was given to the steward department. Next ports: Solumvoe and Europort.

LNG CAPRICORN (Energy Transportation Co.), March 4—Chairman Malcolm Woods, Secretary C. Shirah; Educational Director J. Busby. There was no disputed OT in any of the three departments. Communications were received from ETC regarding the cutting of OS and wiper duties. The bosun will contact headquarters for clarification of this, since previously they were told they would get two full hours in and around crew quarters. Also from ETC came information about the new drug check being performed aboard that company's vessels. The secretary reports that everything is running pretty smoothly and that the pool party went off fairly successfully. It was suggested that all members mail in to headquarters the questionnaires they received pertaining to the upcoming contract negotiations. And in order to help effect changes in our government's attitudes toward the maritime industry, the importance of donating to SPAD was stressed.

CHARLESTON (Apex Marine), January 29—Chairman Allan Rogers; Secretary Robert S. Hess. Some disputed OT was reported in the deck and engine departments. Discussions

were held on the permanent jobs issue. A motion was made and seconded to keep rotary shipping and to bring vacation benefits back to 90 days. The bosun informed the crew that payoff would take place in New York. He also announced a 1.3 percent cost of living (COLA) raise and mentioned that Union dues would be going up slightly. The steward talked about the upgrading opportunities available at Piney Point and noted he has applications for any interested member. He also urged crewmembers to get out and vote in the upcoming elections—to elect candidates favorable to the maritime industry. Fans were requested for the ship and the dryer needs to be fixed. A vote of thanks was given to the steward department for a job well done. Next port: New York.



Here's a happy group aboard the *LNG Aries*. They are, from the left: Steward Felizardo T. Motus; GSU David G. Reilly; Chief Cook Kim R. DeWitt; GSU Rose McFarlane and GSU Bart S. Beyer.

DELTA MAR (Delta Steamship Lines), January 23—Chairman Jack Olsen; Secretary J. Osbey; Educational Director P. Painter; Deck Delegate William Denney; Engine Delegate Lionel Jackson; Steward Delegate Paul Burke. There was a lot of disputed OT in the steward department as well as a beef about work not related to routine duty. A letter was sent to "Red" Campbell concerning this matter. There is \$34.40 in the ship's fund. The bosun reported the loss of one crewmember, Brother Gilbert Essberg, who died on Jan. 10 in the port of Santos, Brazil. All members mourn his death. And one man, a wiper aboard the ship, missed the vessel on the New Orleans to Houston run. Several suggestions were brought up. One was to see the port steward about getting fresh cookies and cereal when storing the ship. The other was to see the ship chandler about getting fresh cigarettes. Next port: New Orleans, La.

FALCON CHAMPION (Titan Navigation), February 6—Chairman John Chermesino; Secretary Paul Cox; Educational Director Earl Macon; Deck Delegate Richard Bradford; Engine

Delegate Stephen R. Harrington; Steward Delegate Dana A. Paradiso. No disputed OT was reported. There were, however several problems in the deck and steward departments. It appears that 2nd and 3rd mates and cadets have been working on deck—painting valves and drilling holes. The captain was told by the patrolman in Jacksonville that they would not be allowed to work unless there was unlimited overtime for the crew. Also, there has been no coffee time for regular men on watches. The steward department feels it badly needs one more person to help out. A letter was received concerning pollution control and prevention. It was read and posted. There was also a discussion on port payoff NAD/or back-dating of articles. It was requested that the captain see the patrolman on arrival.

GROTON (Apex Marine), February 26—Chairman Christos Florous; Secretary Marvin Deloatch; Educational

ships' fund for a video machine. Lewis Seymour was the winner of the arrival pool, and he donated \$25 of his winnings to the fund. One man, AB Ruben Salazar, was hurt while working aboard ship and had to be taken off. The bosun reminded crewmembers to read the LOG for news of what's happening in the Union, and the educational director stressed the importance of upgrading at Piney Point. One member asked a question pertaining to permanent jobs. He asked whether members could find out the time needed aboard ship to qualify for a permanent job or if it only came into effect following the contract. Several reminders were made with regard to the washing machine. First, clothes are being left in the machine for hours. When doing a wash, stand by and remove the garments so someone else can then use it. Also, do not wash oily shoes and greasy clothes. C. Beaton and his father wish to thank the crew of the *Ogden Charger* for the flowers and expressions of sympathy on the death of his sister. Next port: New Jersey.

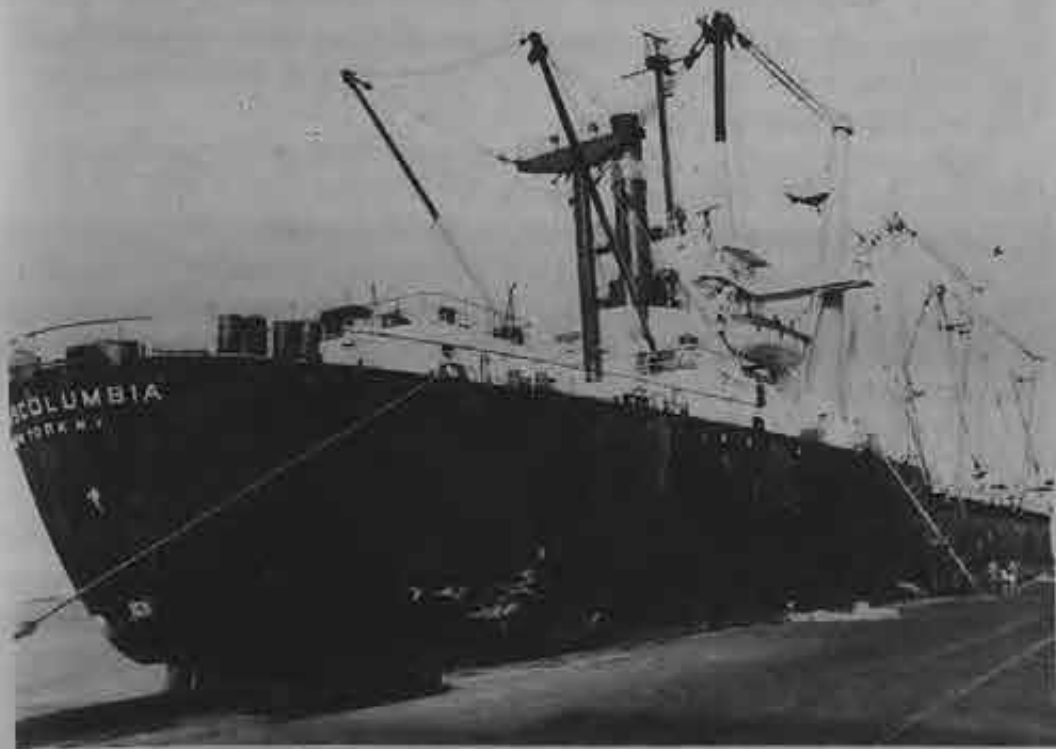
OGDEN WILLAMETTE (Ogden Transport Corp.), February 19—Chairman Marvin McDuffie; Secretary B. Guarino; Educational Director R. H. Breeden; Deck Delegate Ronald S. Davis; Engine Delegate R. Romo; Steward Delegate H. Bryan. No beefs or disputed OT reported. There is \$46 in the ship's fund. The bosun announced that payoff will take place on arrival in Texas City, Texas. He also advised all members to read the LOG to keep up on the latest events within the Union and the maritime industry. The educational director said that there are plenty of movies aboard ship due to the arrival pools every trip. One minute of silence was observed in memory of our departed brothers and sisters. Next port: Panama.

OVERSEAS NEW YORK (Maritime Overseas), February 19—Chairman C. C. Smith; Secretary T. J. Smith; Educational Director E. Self; Deck Delegate L. L. Kunc; Engine Delegate P. J. Andrepont; Steward Delegate Teddy Aldridge. Some disputed OT was reported in all three departments—having to do with port time on Lincoln's birthday. The minutes of the last meeting were posted on the bulletin board. Payoff, according to the bosun, will take place on arrival in Baton Rouge on Feb. 27. The educational director stressed that crewmembers take advantage of the training facilities at Piney Point. A suggestion was made to supply better—and more—movies aboard ship. It was also noted that the mail service has been very poor and that there are roach problems. The steward thanked the deck department for painting the dry store rooms and the engine department for fixing some needed repairs in the galley. The steward, in turn, was thanked for providing good food. Next port: Baton Rouge, La.

OGDEN CHARGER (Ogden Marine), January 15—Chairman Franz Schwarz; Secretary Simon Gutierrez; Educational Director James Babson; Deck Delegate Edward L. Collins; Engine Delegate Lewis A. Seymour; Steward Delegate J.C. Mahaffey. No disputed OT. There is \$325 in the

ROVER (Ocean Carriers), February 12—Chairman S. E. Jansson; Secretary E. Harris; Educational Director D. Sanders; Deck Delegate Sidney Wallace; Engine Delegate Gennaro Esposito; Steward Delegate Frederick Biegel. Some disputed OT was reported in the deck department. There

Digest of Ships Meetings



is \$21 in the ship's fund. The bosun announced that the *Rover* is expected to discharge in Long Island. The ship should be tied up by 8:00 a.m., and payoff will take place the following morning (Wednesday) when relief arrives. Everyone will be paid through Wednesday. The next trip will be to Aruba. All members should turn in their books to the patrolman to be checked. Anyone getting off in Long Island should turn in their linen and room keys and leave their room clean for the next person. The educational director reminded all hands to be safety conscious—aware of any hazards that may exist aboard ship. Several suggestions were made. One was that all SIU ships carry SIU welders instead of having to use shoreside welders. This is especially important when work has to be done while the ship is at sea. Another suggestion was to get a new laser movie machine for the crew. As it stands now, crew have to go to the officers lounge to put on a disc in order for movies to be played through the crew TV—and this is only when the officers are not using their machine. It was also suggested that the patrolman clarify article 3, section 8 of the contract for the deck department and that the membership take a vote on whether they want permanent jobs or not. Next port: Long Island.

SEA-LAND ADVENTURER (Sea-Land Service), February 26—Chairman J. Justus; Secretary C. Diaz. No beefs or disputed OT in the deck and engine departments. From the steward delegate comes word that the captain is cutting down on overtime. There will be no more OT for the weekly cleaning of ice boxes, and only 2 hours a month for cleaning the galley boxes. He also cut out one hour (from 4 to 3) for defrosting and cleaning the boxes at the end of the trip. There was also some disputed time with regard to delayed sailing from a member of the steward department. The bosun reminded all hands that they are *all* needed on fire and boat drills. He also expressed the need for more heat in the rooms and that the 2nd deck passageway deck tiles be fixed. The secretary reported that the safety meetings are not being taken seriously and that suggestions are made, but nothing is ever done. A vote of thanks was given to the steward department. The ship is clean and looking much better all around—keep it that way!

SEA-LAND EXPLORER (Sea-Land Service), February 12—Chairman L. C. Cope; Secretary J. Doyle. No disputed OT was reported. There is \$116 in the ship's movie fund. COLA raise rates were received and posted. The bosun noted that there are many different rules and regulations for different countries. These have also been posted on the bulletin board. Crewmembers should read them and familiarize themselves with them. The steward brought up the fact that some hands are saying that he has a master key for all rooms. This fact was denied by the steward. He said he only has a master key for steward department rooms. The captain attended the meeting and clarified his orders to the effect that anyone who keeps his room locked will have to keep the room cleaned by himself. Next port: Long Beach, Calif.

SEA-LAND INDEPENDENCE (Sea-Land Service), February 5—Chairman W. Mortier; Secretary Roy Thomas; Deck Delegate Eugene R. Cenato; Engine Delegate Rafael Matos; Steward Delegate Peter A. Siems. No disputed OT. There is \$205 in the ship's fund. Everything is running smoothly, announced the bosun, with no beefs reported by the department delegates. He gave a talk on the importance of contributing to SPAD. The Union and the membership need your donations now more than ever, so if you want to have porkchops with your red beans, "get in there at payoff and dohate to your Union." One minute of silence was observed in memory of our departed brothers and sisters. Next port: Elizabeth, N.J.

SEA-LAND LIBERATOR (Sea-Land Service), March 4—Chairman V. Poulsen; Secretary C. M. Modellas; Educational Director B. Reamey; Deck Delegate Donald D. Howard; Engine Delegate Patrick J. Donovan. No disputed OT was reported in any of the three departments. Following a reading of the previous minutes, a discussion was held about the Seafarers Welfare and Pension Plans. Some members voiced their strong opinions as to what will happen to the plans in the future since shipping is slowing down. It was agreed that something has got to be done—and soon. The secretary reminded members of the upcoming presidential election. Since Reagan took office, this administration has done nothing to improve the ship-

ping industry. Everyone should be aware of that. Next port: Seattle, Wash.

SEA-LAND PACER (Sea-Land Service), February 19—Chairman Manuel Silva; Secretary D. G. Chafin; Educational Director George A. Roy; Deck Delegate John M. Cataldo; Engine Delegate Cliff Akers; Steward Delegate J. E. Mortinger. Some disputed OT was reported in the deck department due to a delayed sailing. There is \$20.60 in the popcorn fund. The chairman thanked the crew for their cooperation this voyage and for helping everything to run smoothly. All communications were posted. No definite word is yet available on next port or payoff. In the meantime, the chairman reminded members to keep their feet off the furniture and bulkheads in the crew lounge. A request was made for more—and better—movies. And a question was asked as to whether the COLA raise is retroactive and whether it will be paid by mail or at payoff. Another question was asked as to how the proposed permanent jobs will affect unemployment compensation and whether there will be a medical relief clause. The answers to these questions will come out at the conclusion of the crews conference. The captain commended the chief steward and his department for their cleanliness and good order of reefers and stores. And thanks was given to the cook/baker for the pizza pie—which he made outside of his working hours. One minute of silence was observed in memory of our departed brothers and sisters.

ULTRA SEA (Apex Marine), February 26—Chairman W. Robinson; Secretary E. Hagger; Educational Director R. Kirton. No disputed OT, al-

though there was a beef in the deck department about working in the cargo area. This will be taken up with the patrolman at payoff. At the present time it is not known where the ship is heading. Payoff is scheduled for Feb. 29 in either Houston or New Orleans. The captain assured the bosun that as soon as he got any more information, he would let him know. The educational director talked about the opportunities for upgrading at the Seafarers Harry Lundeberg School of Seamanship in Piney Point, Md. A vote of thanks was given to the steward department for the best of food and a very clean department. Next port: Houston, Texas or New Orleans, La.

WORTH (Apex Marine), February 6—Chairman James R. Colson; Deck Delegate Felix A. Santiago. There was some disputed OT reported in the engine department. The chairman said that for four years now, it has been reported to the chief engineer and the master that the ice box in the crew mess doesn't work and also that there is no way to get hot water for tea or cocoa. Nothing has been done. Crewmembers were asked to stay out of the officer's mess, and officers, in turn, were asked to stay out of the crew's mess. Other than that, everything seems to be running well.

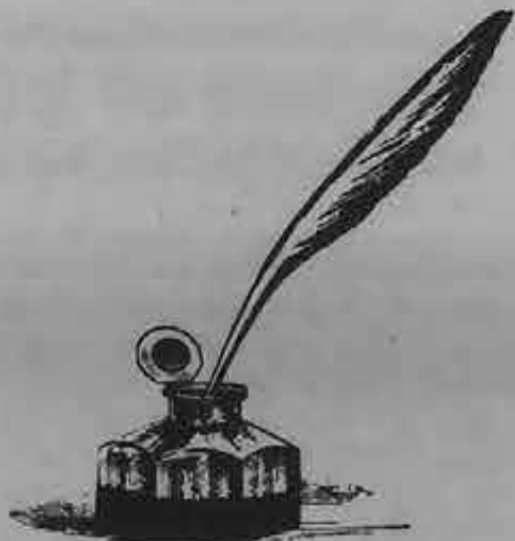
Official ships minutes were also received from the following vessels.

ADONIS	OGDEN HUDSON
AMCO VOYAGER	OVERSEAS WASHINGTON
AMERICAN EAGLE	PANAMA
BUTTON GWINNETT	PRIDE OF TEXAS
COVE SAILOR	SEA-LAND CONSUMER
COVE TRADER	SEA-LAND ECONOMY
DELTA NORTE	SEA-LAND PATRIOT
DELTA SUD	SEA-LAND PIONEER
GOLDEN ENDEAVOR	SEA-LAND VENTURE
INGER	SEA-LAND VOYAGER
LNG LEO	WALTER RICE

Monthly Membership Meetings

Port	Date	Deep Sea Lakes, Inland Waters
New York	Monday, May 7	2:30 p.m.
Philadelphia	Tuesday, May 8	2:30 p.m.
Baltimore	Wednesday, May 9	2:30 p.m.
Norfolk	Thursday, May 10	9:30 a.m.
Jacksonville	Thursday, May 10	2:00 p.m.
Algonac	Friday, May 11	2:30 p.m.
Houston	Monday, May 14	2:30 p.m.
New Orleans	Tuesday, May 15	2:30 p.m.
Mobile	Wednesday, May 16	2:30 p.m.
San Francisco	Thursday, May 17	2:30 p.m.
Wilmington	Monday, May 21	2:30 p.m.
Seattle	Friday, May 25	2:30 p.m.
Piney Point	Friday, May 11	3:00 p.m.
San Juan	Thursday, May 10	2:30 p.m.
St. Louis	Friday, May 18	2:30 p.m.
Honolulu	Thursday, May 10	2:30 p.m.
Duluth	Wednesday, May 16	2:30 p.m.
Gloucester	Tuesday, May 22	2:30 p.m.
Jersey City	Wednesday, May 23	2:30 p.m.

Letters To The Editor



'Encouraging News ...'

My 8-hour watch aboard the *M.V. American Eagle* has gone a long way toward making this active duty for training one of my most memorable after 36 years of active and inactive duty.

As I reported onboard to relieve the MSC Cargo Representative, I was introduced to the ship's master, Capt. J. Flanagan, and given a tour of the cargo and office spaces. Physically, the *American Eagle* is the most shipshape vessel I have encountered in all my years, and considering the fact that including the master there are a mere 21 persons aboard, this to me was nothing short of phenomenal.

During my watch, I had occasion to speak with several crewmembers from the master down to and including members of the steward department. All questions were courteously and thoroughly answered. Crewmembers always appeared to be willing to help me either officially or unofficially. ...

With all crewmembers being civilians, I had expected a somewhat cavalier attitude toward our "war games." However, this was definitely not the case. The crew of the *American Eagle* had a very positive "can do" attitude, and it was made very clear to me both orally and by their actions. Their feeling is we work for MSC and we *will* do the job.

At the risk of being redundant, I must repeat that this time aboard the *American Eagle* was a highlight in my naval career. If it becomes necessary for me to ever go to sea again, it would do wonders for my morale to serve aboard such a vessel.

Sincerely yours,
R.D. Grazier, USNR-R
Sterling Heights, Mich.

'Retiree Stays in Touch ...'

Keep the LOG coming! I have been retired 11 years and enjoy reading about old shipmates of the past years as well as all the young men coming into the Union.

I survived the sinking of the *SS Sam Houston* on June 28, 1942, and have many memories of World War II.

Best of luck to all my old Brothers!

David Knight
Naples, Fla.

'LOG Makes Good Reading ...'

Having left the sea in 1948, I have enjoyed every issue of the LOG. It helps me keep up with the workings of the Union and my old seafaring buddies.

Was glad to read that Alaskan oil will remain in this country. Good work on the Union's efforts. ...

Looking forward to further editions of the LOG.

I would hope that the new survival suits are easier to handle than the rubber zoot suits we had during the war. Many a sailor hung upside down in the water because he forgot to squeeze the air out before jumping in the water.

Yours truly,
Ken Murley
Saugus, Mass.

'SHLSS Training Pays Off ...'

I was working on a fishing tug in Lake Superior on the 1st of March. That evening we were anchored on the north end of Devil's Island, just eating and playing some cards. The ice came in real fast. Our ship was thrown onto the hard ice, and we were stranded at a 36° list for two days. The Coast Guard came, and on the 3rd of March the ship was freed.

I was taken off the ship by helicopter and taken to Ironwood, Mich. because my finger was cut and sore. The ship was pushed in at the hull and had two damaged ribs.

I am glad to be alive ... I had taken the lifeboat course at the Seafarers [Harry Lundeberg] School [of Seamanship]. It helped me to think of what we needed to do to survive.

There were three of us onboard—Cecl Peterson, Lawrence Soulier and myself. Thanks for the training.

Sincerely,
David J. Curran G-1864
Bayfield, Wis.

Crew Helps Indigent Seamen



SIU West Coast Vice President George McCartney (l.) presents a check in the amount of \$472.25 to Rev. John P. Heaney (center), director of the Apostleship of the Sea. The money was donated by the crew of the *SS Santa Mercedes*. At right is Gentry Moore, San Francisco patrolman.



NO ONE
LIKES TO
WORK
WITH A
JUNKIE
!!
YOU'RE
A
PROFESSIONAL
SEAMAN
RULE
NARCOTICS
OUT!

The Plans

File Claims Right the First Time

For the past four months the Seafarers LOG has taken a thorough look at the nation's crisis in medical care and costs, and how it affects both the SIU and the country.

Nobody disagrees that medical care costs too much money. Without some kind of insurance or health and welfare plan, the average working man and woman cannot afford what should be a basic human right.

Starting this month (see story page 28), there is a detailed look at what the Seafarers Welfare Plan provides for its thousands of members. For a plan that began only 33 years ago with very few benefits, the Seafarers Welfare Plan has grown into a model of coverage which provides protection of the best kind.

While the growth of the Plans show that the SIU and Plans' trustees take their responsibilities seriously, Seafarers must do the same.

Nobody likes to fill out forms, but they must be filled out properly or your claim can be delayed. If you don't know what you need or where to find the proper forms, talk to the SIU field representative in your home

port. He will explain the process and show you how to do it.

Next month the LOG will show

you how to file a claim, what documents you need, and why claims are delayed or denied. In

the meantime, check for yourself. It means quicker benefits for you and for everybody.

Crews Conference

A Framework For the Future

When SIU members arrived at the Crews Conference at Piney Point on March 25, they carried more with them than their luggage. They carried different opinions and ideas of what the SIU needs in the future. They carried with them the special problems of their particular home ports, and they carried with them responsibility to hammer out a path for the next deep sea contract. And, most importantly, they carried with them their experience and their concern for the future of their Union.

They did a remarkable job.

As in any organization, everyone knows the problems, and Seafarers spend hours and days telling stories of how things used to be, of problems getting jobs, of problems on the ships, of problems with the Plans and even of problems in the Union.

But problems are a lot easier to find than solutions.

The 69 delegates who spent two weeks at Piney Point may

not have found all the answers, because the biggest problems—the economy and the lack of a national maritime policy—are out of our hands.

But they made a pretty good start.

They listened, they discussed, they argued and they disagreed about the contract, the SIU Constitution, the Plans, permanent jobs, health care, manpower and training, and dozens of other issues. But in the end they agreed. They

charted a course for the future.

They gave the SIU leadership a platform, a framework to negotiate with in the upcoming contract talks. In an era when most unions are forced to give away hard-earned benefits, the delegates provided the Union with a position that will allow the SIU not just to hold fast in the face of bad times, but to work toward improving the conditions under which the whole Union works.

Not a bad two weeks work.

They Represented You

These Delegates, elected by you, took on the tough task of charting a responsible course for the future of our organization.

Workshop #1

NAME	DEPT.	PORT
Otto Pederson, Chairman	Deck	New Orleans
Jim Golder, Secretary	Steward	Brooklyn
Robert Gorbea	Deck	Brooklyn
Don Pressley	Deck	Brooklyn
Robert Larsen	Engine	Brooklyn
Scott Getman	Engine	Brooklyn
Robert Campbell	Steward	Brooklyn
Ken Gahagan	Deck	Houston
Charles D'Amico	Deck	Houston
Bernard Turk	Engine	Houston
Ned Oliver	Engine	Houston
Joseph Bennett	Steward	Houston
Terry Smith	Steward	Houston
Frank Conway	Engine	New Orleans
James Noonan	Steward	New Orleans
Richard Thoe	Deck	Mobile
Darry Sanders	Engine	Mobile

Workshop #2

NAME	DEPT.	PORT
Fred Olsen, Chairman	Deck	San Francisco
Ed Tinsley, Secretary	Steward	Seattle
Frank Rodriguez	Deck	Brooklyn
Ollie Johannisson	Deck	Brooklyn
Gerald Payne	Engine	Brooklyn
Richard Almojera	Engine	Brooklyn
Robert Outlaw	Steward	Brooklyn
Conrad Gauthier	Steward	Brooklyn
Vern Paulson	Deck	Seattle
Ronald Swanson	Engine	Seattle
Thomas Kenny	Steward	Jacksonville
Marion Beeching	Deck	Houston
Hal Welch	Engine	San Francisco
Marvin Garrison	Steward	San Francisco
William Smith	Deck	Wilmington
Tom Vain	Deck	Baltimore
Webb Williams	Steward	Mobile

Workshop #3

NAME	DEPT.	PORT
Anthony Palino, Chairman	Deck	San Francisco
Vic Romolo, Secretary	Steward	San Francisco
Alfred Tousignant	Engine	Baltimore
Robert Ross	Steward	Philadelphia
Andrew Boney	Deck	Norfolk
Virgilio Reyes	Engine	San Francisco
Joe Morrison	Deck	Wilmington
David Eby	Steward	Baltimore
George Brammeran	Engine	Philadelphia
Duke Duet	Deck	St. Louis
Al Ragnoni	Engine	Algonac
Robert Frazier	Steward	Gloucester
Manuel Sanchez	Deck	Puerto Rico
John Fedesovich	Engine	New Orleans
Wilbert Williams	Steward	St. Louis
George Harrison	Engine	Norfolk
John Bluit	Deck	Algonac

Workshop #4

NAME	DEPT.	PORT
Joe Donovan, Chairman	Deck	Gloucester
Paul Franco, Secretary	Steward	Algonac
Marshall McGregor	Deck	Piney Point
J. B. Harris	Steward	Norfolk
Glenn Hutton	Engine	Piney Point
David Smith	Steward	Piney Point
Kelly Cook	Engine	St. Louis
Joe King	Engine	Wilmington
Donald Leight	Engine	Gloucester
Charles Herrera	Deck	New Orleans
John Young	Steward	New Orleans
Max Simpson	Engine	Jacksonville
Charles Rice	Steward	Jacksonville
Robert Sullivan	Engine	Houston
George Malone	Steward	Houston
Tom Rodriguez	Engine	Puerto Rico
Ben Laureano	Steward	Puerto Rico
William Smith	Steward	Philadelphia

1984 SIU Crews Conference and Recommendations to the Membership

A videotape on the 1984 SIU Crews Conference will be shown in all ports Mondays through Fridays from 9 a.m. to 3 p.m. until further notice to give our membership an opportunity to see and hear the discussions.

Videotapes of the conference will also be brought aboard ships at payoff, and on visits of ships in transit.

The videotapes will show:

- Opening remarks on the purpose and goals of the conference. *Frank Drozak.*
- Membership dues; working dues; maintenance of membership services. *Joe DiGiorgio.*
- SIU Pension and Welfare programs. *Leo Bonser, SIU Plans administrator; Carolyn Gentile, special counsel.*
- SIU Shipping Rules, Contract, and Constitution. *Angus "Red" Campbell, vice president.*
- Political action and legislative programs. *Marianne Rogers, national political director; Frank Pecquex, legislative director.*
- Recommendations of the Crews Conference.
- Summary and conclusions. *Frank Drozak.*

On The Ogden Missouri



AB Chad Galt is at the wheel of the *Ogden Missouri*.



Steward/Baker Roberto "BeBop" Ferrandiz (foreground) and Gary Correy, steward utility, pose in their sparkling galley on the *Ogden Missouri* (Ogden Marine).



QMED John Anderson keeps in shape by jogging along the deck of the *Ogden Missouri*.

Dempster Re-elected SUP Chief; SIU Convention Delegates, Union Officers also Elected

President - Secretary - Treasurer Paul Dempster of the Sailors Union of the Pacific (SUP) was re-elected to that post last month for the 1984-1985 term with a full slate of officers at their headquarters in the port of San Francisco.

Following the election SIU President Frank Drozak said: "... (we) extend our sincere congratulations to you as president upon your re-election and to the newly elected officers of the Sailors Union of the Pacific as well."

Elected vice president-assistant secretary-treasurer was Jack Ryan; San Francisco Business Agent No. 1 was Gunnar Lundberg; San Francisco Agent 2

was Duane Hewitt; No. 3 was Knud B. Andersen, and Tanker Business Agent was Kaj Kristensen.

Elected Seattle Branch Agent was John Battles; Business Agent, Morris Secrest; Portland (Ore.) Agent was Ray Murphy; Wilmington Agent was Charles Russo; Business Agent was William "Bill" Ahia; New York Agent was William Armstrong; Honolulu Agent was William O. Smith, and New Orleans Agent was Henry Johansen.

Elected as delegates to the SIU Convention at the end of May at Piney Point were: John Battles, Paul Dempster, Gunnar Lundberg, Charles Russo and Jack Ryan.

NMU Tanker Explodes and Sinks 5 Dead, 2 Missing in Gulf Blast

A terrific No. 3 forward tank blast aboard the 661-foot tanker *ST American Eagle* (American Foreign) early on Feb. 26 in the Gulf instantly killed Bosun James "Jack" Campbell, Chief Pumpman Roy Carter and Chief Mate Edward Mallon and severely injured Radio Officer Fred Conklin and AB Richard Poole on wheelwatch.

Thirty hours later, dead in the water while awaiting a tow, the tanker split in two and sank 180 miles southwest of the port of New Orleans. Chief Steward Andrew Fotopoulos drowned and Steward Utility Antone Sylvia died of injuries sustained when the vessel's bow and aft sank in heavy gale-tossed seas.

AB Steger Burney and OS Earsel Warren were reported missing. Twenty-three survivors were rescued by oil rig boats and treated for exposure. The tremendous explosion

heavily damaged the navigation deck, radio shack and crew and officers' quarters amidship, cutting off communication with passing ships, offshore oil rig crew and supply boats and land.

Crewmembers tried to use an inoperable ship-to-ship marine radio to send out distress signals, but Engineman Gene Ayler used a mirror on deck to flash signals to a British freighter which sent out the SOS.

The crew launched one lifeboat as the ship drifted toward an oil rig picking up Capt. Powers, the chief mate and other shipmates from the oil-slicked, freezing water. Oil rig crew and supply boats *Enterprise*, *Liberator* and *Starlight* also picked up survivors, including Engineman Earl Evans, Sam Winburn, Vincente De Lima, Jose Del Rio, James Sattler, Angel Vasquez, Chief Engineer Eccles and 3rd Engineer O'Neill.

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