

LOG

Official Publication of the Seafarers International Union • Atlantic, Gulf, Lakes and Inland Waters District • AFL-CIO Vol. 50, No. 4 April 1988

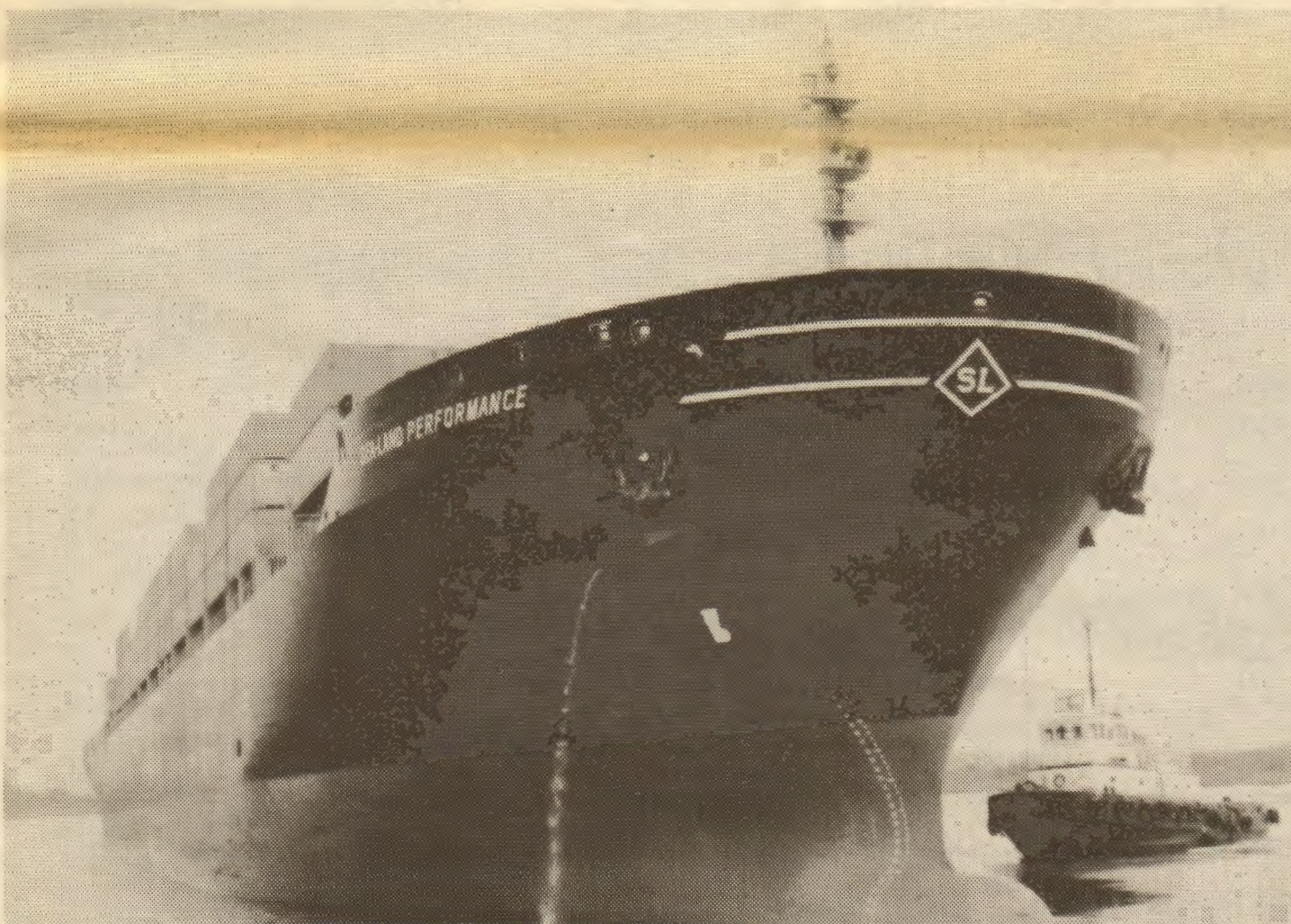
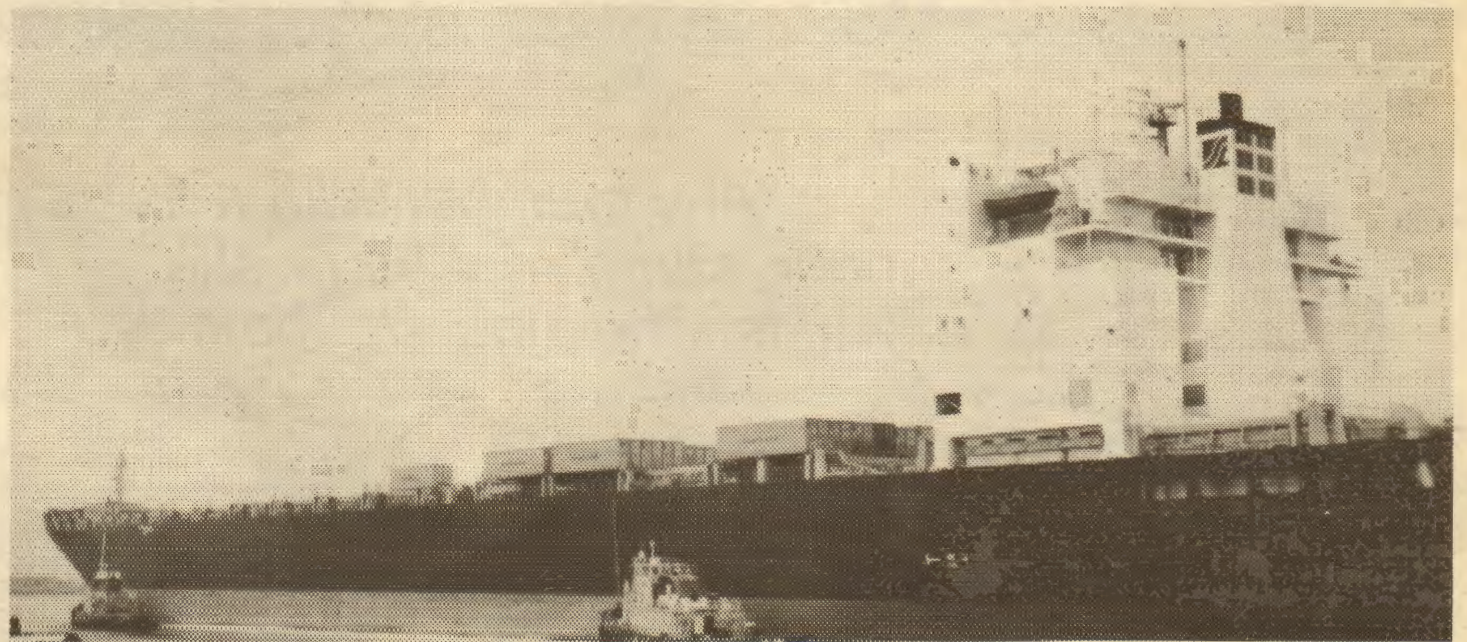
Giant Ships Mean Giant Job Opportunities

Sea-Land's addition of 12 huge containerships to its fleet means nearly 300 new jobs for Seafarers. Originally built for United States Lines, the SIU-contracted Sea-Land purchased the ships when U.S. Lines went bankrupt.

The ships, which carry unlicensed crews of 12, will operate on North Atlantic, South Atlantic and Mediterranean runs. All will carry SIU crews sailing under the U.S. flag. But in a unique arrangement, Trans Freight Lines and Nedlloyd will jointly operate five of the ships with Sea-Land.

"This is a great opportunity for all Seafarers and shows the SIU and its contracted companies can compete and operate efficiently," said SIU President Frank Drozak.

See Page 18 for more pictures of the *Performance and Quality* in Houston.



The New Ships

- ▲ *Sea-Land Quality*
- Sea-Land Atlantic*
- Sea-Land Achiever*
- Sea-Land Commitment*
- Sea-Land Integrity*
- ◀ *Sea-Land Performance*
- Sea-Land Value*
- Sea-Land Galveston Bay*
- Sea-Land Newark Bay*
- Sea-Land Raleigh Bay*
- Sea-Land Holland*
- Sea-Land Hudson*

Sacco Named to Exec. V.P. Post

SIU President Frank Drozak announced the appointment of Mike Sacco as Executive Vice President at the headquarters membership meeting this month in Piney Point. Sacco will be directing the Union's field operations, and coordinating outport and headquarters' activities. Sacco, a long-time vice president of the SIU, was named to the executive post effective April 1 by the Executive Board of the SIU, AGLIWD.

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SIU President Frank Drozak congratulates Mike Sacco on his appointment as Executive Vice President.

President's Report

by Frank Drozak

THE strength of our Union has always been that we are willing to explore new ways to preserve job security for our membership when the old ways no longer work. We have adapted to meet technological changes in the industry, and we have sought new job opportunities for our members when the traditional job market began to decline.

The U.S. maritime industry as we have known it is gone. The number of shipping companies flying the American flag is dwindling. In 1981 there were 600 commercial U.S.-flag freightships and tankers. Today there are just 360 ships in the active fleet. As one after another of our nation's old-line maritime companies goes under, the number of seagoing jobs sinks lower. Ten years ago there were approximately 20,500 jobs for American seamen. Five years ago that number shrank to 15,400. Today, according to the latest report from the Marine Index Bureau, there are just 10,340 deep sea jobs available to American seafarers.

Even so, our membership today has full job security. How

successful have we been? We are the only maritime union which regularly fills a large percentage of its billets with 'B' seniority ratings. That means that any member with a full book can ship if he or she wants to. The jobs are there. The reason is that we have gone out to find new job opportunities.

Just last month, the SIU was able to capture the lion's share of the 71 Ready Reserve vessels put up for bid by the Military Sealift Command. This means

"... Any member with a full book can ship if he or she wants. The jobs are there ..."

hundreds more of good job opportunities for our membership.

* * *

Even if our 'A' book members don't want to ship on these military vessels, they still will have the security knowing that they and their families are protected. If something unforeseen were to happen—if one of our larger companies were to file for bankruptcy or reflag its opera-

tions—our older members wouldn't have to worry about losing their welfare coverage, or incurring a break in service. They could just throw in for these good jobs.

Impossible, you say? Nothing is impossible in today's maritime industry. When U.S. Lines was forced to file for bankruptcy in 1986, hundreds of NMU and District 1 members were left without any options. I never want to see the day when SIU members are put in a similar position.

Conditions on these vessels are steadily improving. The base wages on some of them are

higher than those found on comparable commercial ships. But more important, these military vessels give the SIU something few maritime unions have today: a future for our younger members.

From the moment he or she applies to enter this Union, an unlicensed seaman has options open which are unavailable anywhere else. For one thing, training at the SHLSS is free. Schooling at one of the state maritime academies can run in the thousands of dollars per year.

But that is not all. A member of this Union can get an associate's degree, free of cost. All he has to do is plan a little bit ahead so he can accommodate the course schedule. What this does, of course, is to give our members even more options than they would otherwise have.

It may take a little extra effort to see that all our new trainees are cross-trained. But the job security of all of our members

will be enhanced as a result of this training. There is no way to reverse long-term trends. Automation, more complex technology or newer vessels, smaller crews: all of these are here to stay. None can be wished away. But it certainly is possible to adapt to these trends.

In that way, we are not unique. Progressive unions like the Airline pilots and the United Auto Workers are exploring new ways to protect the job security of their members. Like the SIU, these unions are unwilling to sit back and do nothing while the number of jobs available to their members continues to shrink. Job security is first and foremost on their minds.

* * *

There is an old saying: sooner or later, everything comes back into style. After seven years of Reaganomics, people are beginning to reconsider some of their basic assumptions.

More and more, you hear people saying that they believe that government can make a positive difference in their lives. Within certain fiscal restraints, they want to give government the authority to improve peoples' lives and solidify basic American industries.

Because we have been able to adapt and develop new programs these past seven years, we are now in a position to benefit from this changed political atmosphere. It is not inconceivable that a new administration—Democrat or Republican—will take steps to implement some of the recommendations contained in the report of the president's Commission on Merchant Marine and Defense.

By weathering these rough times—by beefing up our training facilities at Piney Point and by signing up new military work—we have positioned ourselves to take advantage of every new opportunity.

Stewards Visit Hill



On a tour of Capitol Hill are the recertified stewards, finishing up at Piney Point. The members are: Pedro Laboy, Ruben Padilla, Ivan Zuluaga, Raymond L. Jones, Nazareth Battle, George A. White, Earl Gray Sr., Leonard Lelonek, George Pino and R.G. Connolly.



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The LOG (ISSN 0160-2047) is published monthly by Seafarers International Union, Atlantic, Gulf, Lakes and Inland Waters District, AFL-CIO, 5201 Auth Way, Camp Springs, Md. 20746, Tel. 899-0675. Second-class postage paid at M.S.C. Prince Georges, Md. 20790-9998 and at additional mailing offices. POSTMASTER: Send address changes to the LOG, 5201 Auth Way, Camp Springs, Md. 20746.

Shultz Hints Kuwait Might Add U.S. Crewmen

Kuwaiti officials are "taking steps to increase U.S. manning" on the 11 reflagged tankers which have been the center of maritime controversy for almost a year.

Secretary of State George Shultz, responding to a letter from SIU President Frank Drozak, defended the U.S. government's action in claiming a crewing waiver for the tankers which overrode a new law designed to place American crews on those ships.

But Shultz also said, "We are also advised that Kuwaiti officials are aware of our concerns over the manning issue, and that they are taking steps to increase U.S. manning. We believe that our approach with the Kuwaitis will be effective in addressing the concerns of American seamen and the immediate needs of the national defense. I will be pleased to keep you apprised of the progress we are making on the issue."

About 500 seagoing jobs are at stake on the tankers. When the ships were reflagged last year, the administration used a loophole in the law to allow the vessels to sail with only an American captain. Later, after pressure from the maritime industry, an American radio officer was added to each ship.

Under the then-current law, a crewing waiver could be granted if a ship did not call on any U.S. ports. Maritime labor was enraged by the action and claimed the waiver was a clear misinterpretation of the law and of the intent of Congress. But the administration stood fast by its ruling, despite statements from Chesapeake Shipping (the vessels' owners) that they would employ American crewmen if the law called for it. They also said no previous deal had been struck to employ foreigners aboard the newly-flagged U.S. ships.

Late last year after massive maritime lobbying, the House and Senate passed the Fishing Vessel Anti-Reflagging Act which required U.S. crewmen on all U.S. ships. Under provisions of that act, the only time a waiver could be granted would be if American seamen were unavailable or in a presidentially-declared national emergency.

In January, President Reagan signed the bill into law. American seamen were available, more than 200 Seafarers contacted the shipping company's manning agent inquiring about employment. There was no presidentially-declared national emergency.

But in February the Department of Defense, citing a 1950 law, asked for, and was granted, a one-year waiver from the new crewing requirements. Once again the maritime industry was outraged.

Bulletin

A federal judge has ruled the administration has the right to waive manning requirements on the 11 reflagged Kuwaiti-owned tankers.

Judge George H. Revercomb said the 1950 law which the administration cited as grounds to waive the U.S. crewing standards on the ships, is valid. He said the recently-signed Anti-Reflagging Act did not repeal the 1950 Act which says navigation and vessel inspection laws may be waived if requested on national security grounds. Revercomb said manning standards are included in that authority.

Five maritime unions, the NMEBA, NMU, MM&P, SUP and MFOW had filed the suit asking for an injunction against the waiver.

Five maritime unions, NMEBA, NMU, MM&P, SUP and MFOW filed suit in federal court to overturn the

waiver. The SIU took the case to Shultz and Capitol Hill.

"With the other unions attacking the case in court, we felt we could put more of our energy and resources in a different direction to gain the same result," Drozak said.

The arguments Drozak presented to Shultz are basically the same points lawyers for the five unions are making in court.

First, they are saying that Congress intended to require U.S. crews on those Kuwaiti ships when it passed the Anti-Reflagging Act. The act contained only the two situations where a waiver could be granted. Also, Congress did not believe that the 1950 law under which the waiver was granted applied to the Kuwaiti case.

Drozak, in his letter to Shultz, said that the 1950 law was enacted in response to the just-declared Korean War.

"The authority was deemed necessary by Congress to facilitate the movement of troops and material to the warfront. Furthermore, the waiver was designed to bolster the U.S. merchant marine manpower pool available, not to replace American seamen.

"Examining present conditions to determine whether any similarity exists, it becomes impossible to justify

extension of the 1950 waiver authority to the current reduction in manning requirements. First, no state of national emergency exists. In addition, the 11 tankers in question are merely involved in commercial movements of crude oil and petroleum gas between Kuwait and other foreign nations. Finally, American seamen are available and have sought work aboard these vessels," Drozak wrote.

The government contends simply that the 1950 act applies and that the Kuwaiti situation is in the national defense interest.

Requiring U.S. crews "would have significantly changed one of the conditions existing at the time of the reflagging, and thus would have tended to undermine the reflagging agreement. The arrangement continues to be in the national defense interest," wrote William H. Taft IV, deputy secretary of defense, in response to a letter from Drozak.

"As hard as I try, I can't see any way the employment of foreign seamen on American vessels is in the national defense interest. The shipping company is on record saying it would employ Americans if the law said it must. The law does," Drozak said.

A decision in the court case is expected shortly.

SIU Joins Anti-Apartheid Rally

SIU trainees and upgraders from Piney Point joined ranks with 200 other union workers and civil rights supporters at an anti-apartheid rally in Washington, D.C. last month.

The demonstrators protested the Shell Oil Co.'s continuing ties to apartheid and pressed for stronger U.S. sanctions against the racist South African regime.

The rally also marked the 28th anniversary of the Sharpeville massacre, when police gunned down 69 black South Africans demonstrating against pass law restrictions.

Washington Mayor Marion Barry Jr. read a resolution endorsed by more than 100 city mayors calling on Royal Dutch Shell—the parent company of the Shell Oil Co.—to completely withdraw from South Africa. Mine Workers President Richard Trumka stressed that American trade unionists can help

by forcing companies like Shell to leave South Africa because "that oppressive regime cannot survive" without oil and gas.

Following the rally, the protesters picketed the oil company's headquarters, singing "We Shall Overcome."



Maritime Unions Slam Administration's ODS Bid

Unity is an elusive goal in the maritime industry. Yet four major maritime unions, including the SIU, expressed "extreme disappointment" with the administration's proposal to reform the liner subsidy program.

Submitting a joint written proposal in the third and final hearing that the House Merchant Marine Subcommittee held on the line subsidy program, the unions said, "If enacted in its present form, (the administration's proposal) would upset more than five decades of congressionally mandated promotion of a strong, privately owned

merchant marine and actually hasten its demise."

The other three unions submitting this testimony were the Marine Engineers Beneficial Association, the National Maritime Union and the Masters, Mates & Pilots.

The administration's proposal is one of five bills which has been circulating around Congress. Despite some similarities (opening up subsidy eligibility to all qualified U.S. carriers, providing operating flexibility, allowing the acquisition and construction of vessels

abroad), the five bills take markedly different approaches.

Commenting on the inability of the maritime industry to take a united front on this issue, the maritime unions said, "We can detect little or no progress in resolving the differences presented by those bills. . . . The subcommittee is again examining five widely divergent pieces of legislation and we can detect no real consensus among the liner companies."

Most experts tie any improvement in the maritime industry to resolution

of the difficult liner subsidy program. The program, which has begun to expire, has become embroiled in the budget crisis.

The administration remains committed to containing costs. While acknowledging that any new subsidy program must be cost-effective, the unions believe that the administration's bill "is an affront to labor." Its method of calculating subsidies amount to "an unwarranted intrusion into accepted collective bargaining practices."

On T-AGOS *Stalwart*



Before leaving for their next slow voyage, *Stalwart* crewmembers load stores for the trip.

In the spring of 1985, Seafarers found a new type of job opportunity and a new way to advance their careers—T-AGOS. Since the first Seafarers manned the *USNS Stalwart*, hundreds of others have taken advantage of this unique program.

Now 10 of these top-secret vessels are in operation; five operate out of Little Creek, Va. near Norfolk and five from Honolulu.

During the three years of the program, the SIU and Sea Mobility Inc. have tried to make T-AGOS duty as attractive as possible. The Union established a new program for B-book members to advance more quickly to A-seniority and a program for Seafarers with licenses to give them a chance to gain valuable seetime and experience needed for license requirements.

While the T-AGOS voyages can be long and slow, the crew's amen-



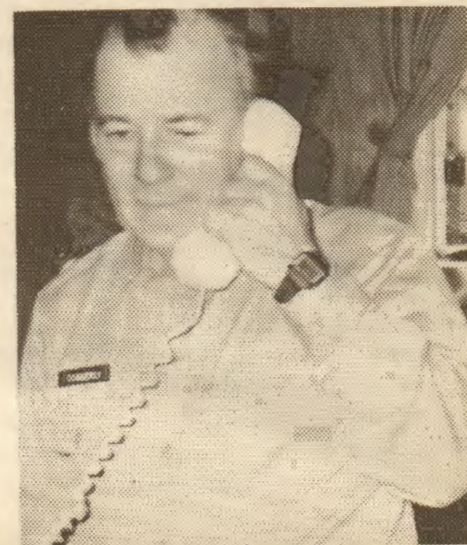
QMED Paul Tyson (left) and Norfolk Port Agent Jim Martin discuss things in the crew mess.

ities have been designed for maximum comfort. Each crewmember has a private room and shower. There is a fully-equipped gym aboard each vessel along with a large stock of movies and videos.

On the *Stalwart*, which recently completed a voyage and tied up in Little Creek, Chief Steward Herb Davis completed 18 months of sea time aboard the vessel.

Davis said he enjoys the duty aboard because it's steady work during a time of a shrinking job market.

These pictures of the *Stalwart's* crew were taken by SIU Rep. Frank Paladino.



Capt. Norman Cubberly was formerly an SIU tugboat captain with the Norfolk, Baltimore and Carolina Lines.



Pictured above are two members of the *Stalwart's* steward department, Chief Cook Philip Orlanda (left) and S/A Llitera.



One of the favorite times of the day—chow.



Chief Steward Herb Davis is a TAGOS veteran. Pictured above with SIU Rep. Frank Paladino, Davis has been with the program since its beginning in 1985. He has put in 18 months seetime aboard the *Stalwart*.



Bosun Raymond A. Maddock (left) and Chief Mate Mark Paine stand gangway watch.

profiles

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

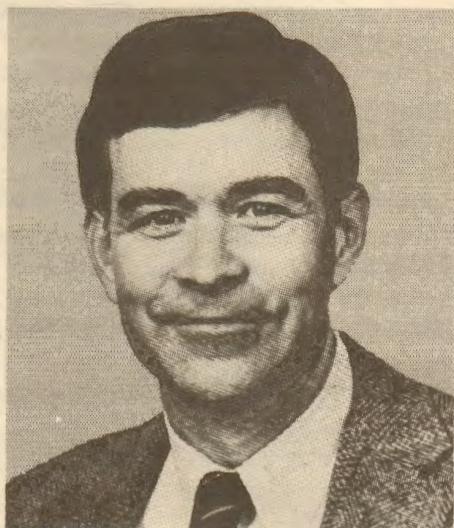
Rep. David E. Skaggs

ATTRACTED by plenty of open space and a sizable white-collar workforce, the 2nd district of Colorado is rapidly emerging as a Rocky Mountain version of California's Silicon Valley. A number of major high-technology firms have established operations in the Boulder area in recent years, and nearly three-quarters of the district's voters live in Boulder County. David E. Skaggs (D-Colo) represents this district which also includes the northern Denver suburbs and the mountains west of Boulder.

Congressman Skaggs was born in Ohio and raised in Kentucky, New York and New Jersey. After active duty in the U.S. Marine Corps, he moved to Boulder, where his political career began. He received a B.A. in philosophy from Wesleyan University in Middletown, Conn., attended the University of Virginia Law School, and received his law degree from Yale Law School in 1967.

Skaggs was admitted to the New York Bar in 1968 and the Colorado Bar in 1971. He practiced law in Boulder with Newcomer and Douglass (1971-1974 and 1977-1978) and the firm of Skaggs, Stone & Sheehy (1978 until 1987 when sworn into Congress).

From 1975 to 1977 he was administrative assistant to then-Congressman Tim Wirth of Colorado. He managed Wirth's 1976 re-election campaign. In 1980 he, himself, was elected to the Colorado House of Representatives. He was re-elected to the state House



Rep. David E. Skaggs

and elected House Minority Leader by the Democratic Caucus in 1982 and again in 1984. He then was elected to the U.S. House of Representatives Nov. 4, 1986.

In the 100th Congress, Skaggs serves on the House Public Works and Transportation Committee; the Science, Space and Technology Committee, and the Select Committee on Children, Youth and Families.

He has spoken out in support of a coherent and understandable Mideast plan that can be supported by the American people. "Good goals," he said, "can only be achieved in our democracy by intelligent policy that enjoys general public understanding and support. The administration simply must be in closer consultation with the Congress on this issue, and through the Congress, with the American people." Skaggs has also spoken in opposition to the Reagan administration's decision to reflag Kuwaiti oil tankers and its position on Contra aid.

Rep. Claude Harris



Rep. Claude Harris

TUSCALOOSA is the largest city in the 7th district of Alabama, with an industrial base centered around the manufacture of rubber, chemicals and fertilizers but which is more often identified as the home of the University of Alabama. It also includes a number of other counties in the west central portion of the state, moving southward from the outskirts of Birmingham.

Although Republicans run reasonably well in most of the district in national and statewide elections, the area has kept up its tradition of loyalty to conservative Democrats at the congressional level. One such man is Claude Harris (D-Ala.), born in Bessemer and raised in Shannon.

Harris received a bachelor of science degree from the School of Commerce and Business Administration of the University of Alabama and went on to earn a bachelor of law degree from the University of Alabama School of Law.

The congressman was admitted to the bar in 1965 and began his career in the district attorney's office as assistant district attorney. He worked with the victims of crime and with law enforcement officers to prepare cases for presentation to the grand jury. He also prosecuted misdemeanor and felony cases in the trial courts and participated in the formation of combined law enforcement units such as the West Alabama narcotics Squad and the Homicide Unit.

From 1977 to 1985 Harris served on the bench as circuit judge of the sixth judicial circuit. Here he was able to help implement the new Judicial Ar-

ticle of the Alabama Constitution, the new Criminal Code and the revised Alabama Rules of Civil Procedure, which in combination represent a complete modernization of Alabama's judicial and legal system. He also served as presiding circuit judge for three years.

Since 1967 Harris has served in the Alabama Army National guard, rising from private to Lt. colonel. He is presently assigned to Judge Advocate General Corps.

Before his election to the 100th Congress in November 1986, Harris was a partner in the firm of Harris, Braswell and Shields.

As a member of the U.S. House of Representatives, Rep. Harris is very concerned with the present administration's policies in the Mideast—its strategies and adequate contingency plans in the event of further hostilities. As for the wisdom of President Reagan's foreign policy, Harris says: "The election of a Democrat to the White House in 1988 should bring many changes."

In addition to serving on the Committee on Agriculture in the House, Harris is also a member of the Committee on Veterans Affairs.

The SIU in Washington

Seafarers International Union of North America, AFL-CIO

April 1988

Legislative, Administrative and Regulatory Happenings

(Continued from Page 24.)

latest employment figures released by the Marine Index Bureau. The number of jobs onboard deep-sea vessels fell to 10,344 last year. There were 86,000 jobs in 1951. As recently as 1979, the number still topped 20,000.

Meanwhile, other nations were beefing up their maritime capability. *The Journal of Commerce* reported that South Korea was fast closing in on Japan as the world's leading shipbuilder, and that it had actually overtaken that country in several important areas.

Meanwhile, the number of viable American shipyards had fallen to eight.

Two leading candidates for president, Michael Dukakis and George Bush, answered questions submitted by the Shipbuilders Council of America. Both acknowledged that there was a crisis in the industry, and pledged to do something about it.

Meanwhile, there were indications that Congress was finally about to act on the Omnibus Trade bill that it had

been agonizing over since the start of the session.

The Senate and House conferees had already dropped a provision which would have taken some minimal steps in opening up the auto-carriage trade. In addition, there are indications that the conference bill includes a disturbing provision allowing the export of 50,000 barrels of Alaskan oil a day to Canada.

On a more positive note for the maritime industry, there were indications that the conference bill would include provisions beefing up the powers of the Federal Maritime Commissioner to act on reports of unfair trade.

Most attention has focused on non-maritime issues, notably the issue of plant closing. There were reports that a water-downed plant closing provision will be included.

While the administration has expressed severe reservations about the trade bill, it is unclear if the administration will employ a veto if the bill

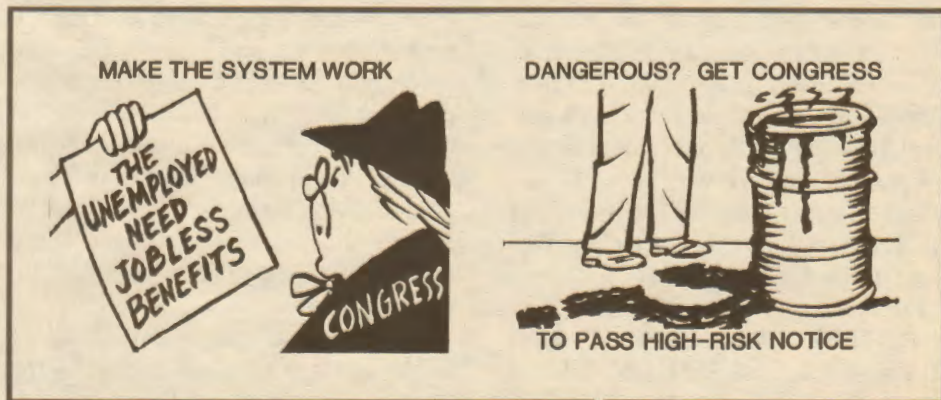
contains a mild plant-closing provision. The administration has been successful in getting a number of labor-backed provisions dropped from the trade bill, including the amendment offered by Rep. Richard Gephardt (D-Mo.).

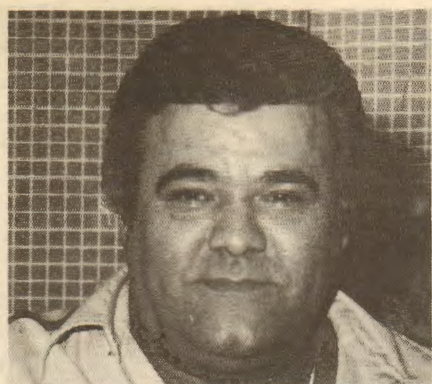
ODS Reform

In the eyes of most industry officials, the most important problem facing the maritime industry today has been the inability of the administration to come up with a program to reform the nation's liner subsidy program. Earlier

this month, the SIU joined three other maritime unions in expressing "extreme disappointment" with the administration's program on this issue.

Five bills, including one formulated by the administration, are floating around Congress. In a joint statement presented at a hearing of the House Merchant Marine Subcommittee, the maritime unions said, "We can detect little or no progress in resolving differences then represented by those bills . . . We can detect no real consensus among the liner companies."





Great Lakes

by Executive V.P. Mike Sacco

REPRESENTATIVES from the SIU recently attended a seminar on the recommendations that the Commission on Merchant Marine and Defense released last year. Dr. Alan Cameron, a member of the commission, met with politicians and officials from the Great Lakes to discuss what effect, if any, the recommendations would have on shipping in the region.

It was a productive session. The Great Lakes maritime industry is central to this country's defense. A good portion of this nation's industrial capacity is located in the Midwest. At a minimum, we need to do more to modernize the St. Lawrence Seaway so that we can transport that industrial might overseas.

Luedtke Engineering has been declared the low bidder on a hydraulic dredging project near Gary, Ind. Yet for the most part, the Corps of Engineers has been slow in announcing new projects.

This will change. Some of the ports and channels have been so neglected that the local governments simply can't postpone taking some kind of action.

Members of the Great Lakes Task Force have been meeting to publicize maritime's agenda up here. There has been a concerted effort to get maritime officials north and south of the border to work jointly to come up with a program to stimulate shipping on the Great Lakes.

If anything symbolizes the ability of American and Canadian officials to work closely to achieve important goals, it was the joint letter that SIU President Frank Drozak and SIU of Canada President Roman Gralewicz released last year requesting that maritime be dropped from the Canada Free Trade Agreement. All North American workers—Americans and Canadians—stand to be hurt by this treaty. Thanks to the efforts of Gralewicz and Drozak, seamen can breathe a sigh of relief.

American and Canadian union members have been working closely on other fronts. The SIU of Canada has been sending a steady stream of upgraders and trainees to the Seafarers Harry Lundeberg School of Seamanship. Many of the problems that face maritime workers north and south of the border are international in character. It doesn't matter if a seaman lives in Canada or the United States. Either way, his job security is threatened through flag of convenience fleets.

One last note: I was recently appointed executive vice president of the Seafarers International Union. This is an honor for many reasons.

For one thing, I'll be filling the shoes of Ed Turner, the former head of the Marine Cooks and Stewards. Ed was a great trade unionist. Harry Lunde-

Area Vice Presidents' Report

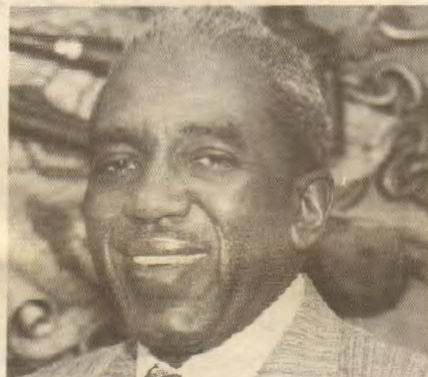
berg turned to him when the SIUNA wanted to sign up stewards and cooks on the West Coast. He played an important role in this Union's history.

I'll now be working closely with SIU President Frank Drozak in Washington. I welcome this new phase of my career. There isn't anyone who knows Capitol Hill or the maritime industry better than Frank Drozak. It will be an honor to work with him.

This is a great union. We're celebrating our 50th anniversary this year. It's been 50 years of hard work, 50 years of blood, sweat and tears. No one handed the members of this Union anything on a silver platter. We've earned it. And we'll continue to earn it.

Some of our most important battles are still ahead of us. Unlicensed seamen are in a life-and-death struggle to protect their job security. Tug and barge workers have to confront a growing anti-union bias. Many segments of our industry lay in ruin.

And yet, I believe that we can turn things around. And so does Frank Drozak. If the members of this Union stand united, there isn't anything we can't accomplish. Our first 50 years have been pretty damn good, but our best days are still ahead.



East Coast

by V.P. Leon Hall

WE'VE reached a tentative agreement with the Seafood Producers Association in New Bedford concerning the scallopers and druggers. If all goes as planned, there will be a 30-day referendum. During that time, our members will be able to cast secret ballots.

There are still, however, one or two last minute details that need to be nailed down.

It has been a long, hard two years. The SIU came back to New Bedford to improve conditions in the fishing industry. Our members have walked picket lines, and we've gone eyeball to eyeball with the company in the courts. But finally, it's about to pay off.

No one said that it would be easy up here, and it hasn't. But I believe that we've made a good beginning.

Our Washington staff is working full time trying to come up with some resolution to the liability insurance problem that will be acceptable to union members, boat owners and insurance companies. We're in close contact with Rep. Gerry Studds (D-Mass.) and other officials who share our commitment to revitalize the fishing industry.

A lot of the progress that we've made in New Bedford is due to the hard work and commitment of Jack

Caffey. Jack has dedicated two years of his life to trying improve conditions in that port. And all the while, he's been able to maintain a visible presence in New York and on the rivers.

I don't know any union official who works harder or more effectively on behalf of his members than Jack Caffey.

I've been keeping in touch with New York City Councilman Sam Horowitz on a bill that would change the name of Battery Place between Broadway and West Street to Merchant Marine Veterans Drive.

In a city of monuments, there isn't one memorial to the seamen who risked their lives during World War II.

Many of our members played an important part in making sure that American troops and supplies reached their proper destinations. Without the efforts of these valiant seamen, World War II might have had a different ending.

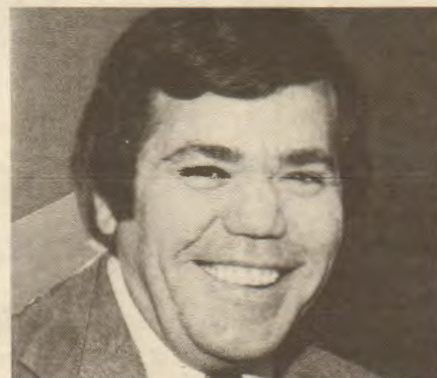
Of course, the Merchant Marine Act of 1936 made it possible for this country to develop an adequate-sized merchant marine in time for the war. Despite its flag-waving, the present administration has not demonstrated that it understands the importance of sealift. And that's where seamen come in.

The Marine Index Bureau recently released statistics showing that the number of seamen's jobs had fallen to 10,000—half of what were available in 1980. The only way to turn things around is through political action.

This union intends to play an important role in the upcoming election. Our job security depends upon it. Whoever is the next president will have to come up with a comprehensive plan for stimulating growth and development in the maritime industry.

Maritime isn't the only industry that has declined: steel, auto, they've all been affected. Last year, for the first time, the United States ran a trade deficit in services.

New York was once the financial, industrial and maritime capital of the world. Now, our docks are empty and our factories have been turned into lofts. America needs a leader who understands that we need to rebuild our infrastructure, we need to stimulate growth.



Gulf Coast

by V.P. Joe Sacco

THE bankruptcy of U.S. Lines in 1986 sent shockwaves throughout the maritime industry. More than 1,600 employees of that company—including hundreds of NMU seamen and MEBA engineers—were thrown into the unemployment lines.

Industry experts blamed the bank-

ruptcy on a number of causes: the near-depression in the maritime industry, the failure of the Reagan administration to come up with a coherent program to promote the American-flag merchant marine, and the decision of U.S. Lines to build 12 econships.

By building these 12 econships, U.S. Lines had hoped to solidify its position in the maritime industry. But they were too costly, and the maritime industry too depressed, for that to happen. In addition, many industry experts questioned their design.

Nevertheless, after U.S. Lines filed for bankruptcy, the surviving American-flag shipping companies scrambled to sign up those vessels. Sea-Land, an SIU-contracted company, was able to buy the vessels for a fraction of their original price.

In addition, the company was able to refit the vessels to substantially lower operating costs.

Earlier this month, the *Sea-Land Performance* became the first of those econships to reach the port of Houston. The vessel was docked by a G&H tug. It was an all-SIU affair. G&H is an SIU-contracted company.

As a result of these developments, the SIU was able to pick up more than 100 jobs for its members. Sea-Land's decision to relocate much of its operations in Houston will generate a lot of new business for the port.

Through a combination of luck, perseverance and hard work, the SIU has been able to keep its head above water during these rough times. No one says that everything is a bed of roses, but we have certainly been plugging away.

We have been able to put most of our contract negotiations to bed. Delta Queen, Dixie Carriers, G&H Towing, Sabine Towing and Crescent Towing (New Orleans and Savannah) have all been resolved.

Only two negotiations are pending: Gulf Atlantic Transportation and Crescent Towing of Mobile.

In addition to these developments, the SIU was able to garner the lion's share of the Ready Reserve vessels that were contracted out to the private sector. This is proof that our Union's program to sign up military work is right on track.

In most of our outstanding court cases, we have been able to make substantial progress against the companies. The tug and barge companies that have decided to take us on have learned that they will have to pay a high price. And in most cases, we have high hopes of ultimately winning the cases.



West Coast

by V.P. George McCartney

IT is impossible to discuss the history of the SIU without touching upon larger themes. We are seamen,

(Continued on Page 7.)

Area Vice Presidents' Report

(Continued from Page 6.)

union members and Americans.

The SIU was born out of the despair and frustration of the Great Depression. The Union reached maturity during World War II, which transformed the maritime industry and defined a whole generation of American seamen.

Americans have come to regard the 20 year period between 1945 and 1965 as a Golden Age in this country's history. Never had the United States been so strong or so wealthy.

At the end of World War II, 50 percent of the world's industrial output was in the United States. Henry Luce, founder and publisher of *Time* magazine, summed up the prevailing wisdom when he said that the 20th century was destined to be known as "The American Century."

It didn't quite turn out that way. By 1988, America's share of the world's industrial output had fallen by one-half, to 25 percent.

Part of this decline was inevitable. At the end of World War II, much of the industrialized world lay in ruin. It was just a matter of time before countries like France, Germany and Japan would rebuild or that others, like South Korea and Taiwan would develop.

Still, there is a group of historians and policy-makers which believes that this country's economic decline did not have to be so drastic, and that it was hastened by the failure of our leaders to understand the implications of several long-term trends.

This is the central theme of an important new book by Paul Kennedy, *The Decline of Superpowers*. Columnists such as Jack Anderson have written at length on this subject.

According to Anderson, while the leadership class of the United States has focused all its attention on the bilateral relationship between the United States and the Soviet Union, other nations have placed a priority on developing their industries.

When asked to make an assessment of Soviet-American relations last year, former Secretary of State Henry Kissinger said that when the next century rolls around, the relationship may not be so important. The balance of power will probably shift East to Japan, China and India, all of which have concentrated their efforts on developing their economic resources.

The relative decline of America's economic power will adversely affect its military capability, predicts Kennedy.

America's rise to superpower status was caused primarily by the explosive growth of the industrial sector, said Kennedy. Our overwhelming industrial edge over Germany and Japan was the deciding factor in determining the outcome of World War II.

In many ways, events in the maritime industry foreshadowed a different future for this country than the one that Henry Luce predicted. While the wholesale export of American industries and jobs overseas did not attract the public's attention until the 1980s (Pulitzer-prize winning author David Halbestram popularized this theme when he wrote "The Reckoning," which

gave a detailed account of the decline of the auto industry), it was something that maritime faced as early as 1946.

The first factory that could be easily transferred abroad was an oceanborne one—an American-flag vessel.

There is a tendency in this country to equate the rapid rise of Japan with the loss of millions of well-paying industrial jobs.

But Halbestram believed that this did not tell the whole story.

"Most academics and industrial experts, concerned with the decline of American heavy industry, were focusing almost exclusively on Japan," he wrote.

"[Yet some experts] believed that they were looking in the wrong place. [They] believed that those who had become obsessed with Japan were neglecting other changes—subtle but crucial—such as the export of jobs, under American corporate seal, to other countries in East Asia and to South America, and the coming of high automation both here and abroad.

"Gradually, in the early '80s, [some experts] came to believe that the Japanese challenge had given many American companies an excuse to do something they had always longed to do, which was to relocate their factories in underdeveloped countries, beyond the reach of American labor unions."

This is exactly what happened in the American maritime industry.

Many industry officials trace the decline of the American maritime industry to policies implemented shortly after World War II. These policies not only have had a profound effect on the job security of American seamen, but also they've effectively destroyed the maritime industries of our NATO allies, several of which have been forced to transform their registries into de facto flag of convenience (FOC) fleets.

The most notorious of these policies was the Effective U.S. Control (EUSC) Doctrine. In 1947 the Defense Department granted War Risk Insurance to American-owned vessels that had been documented in Panama and Liberia. This enabled their owners to evade American wages, taxes and safety standards.

It was felt that Panama and Liberia had a close relationship with the U.S. and could be easily "controlled." Forty years later, relations are so "close" between the United States and Panama that some people are calling for us to invade that country. If we do so, we'll have to rely on Panamanian-flag vessels to carry American troops and supplies.

The results have been predictable. By the beginning of the Korean War, the number of American-flag vessels had fallen from 5,000 to 1,700. That decline continued unabated until the Vietnam War.

The number of vessels registered under the American-flag merchant marine stabilized after passage of the Merchant Marine Act of 1970. Unfortunately, maritime's decline resumed with a vengeance after the Reagan administration gutted most maritime promotional programs in the early 1980s. There are now fewer than 400

active deep-sea vessels.

Despite these developments, the SIU has been able to substantially increase the wages and benefits of its membership, and materially improve safety standards and living conditions. This, many people believe, has been its most important achievement.

Before World War II, seamen lived on the margins of American society. Yet by 1959, they were solid members of the middle class.

In 1950, the SIU negotiated its first welfare plan. One year later, it added a vacation plan to its list of benefits.

In 1959, more than \$20 million had been paid out in welfare benefits. A pension plan was not too far in the future.

By 1959, vacation benefits were raised to an average of \$400 per seaman. SIU halls were upgraded throughout the country, and the first in a nationwide system of clinics was in operation.

Seamen and their dependents were now eligible for generous scholarships. The Union's training program, which was founded in 1946, was constantly being improved.

All this was possible because of the Union's strong political action program. More than anything else, enactment of the Cargo Preference Act of 1954 made it possible for maritime unions like the SIU to continue to upgrade their members' benefits and working conditions during a period of industrywide decline.

For more than three decades, the SIU has fought all attempts to weaken that law.

Yet while the Cargo Preference Act of 1954 has enabled this country to maintain a minimum maritime base, it could not, by itself, revitalize the American-flag merchant marine.

Throughout the 1950s, the SIU joined with other maritime unions to take on the FOC fleets.

During that decade, the National Labor Relations Board was developing a body of law which would have enabled American maritime unions to organize flag of convenience vessels when they hit American ports, providing that there weren't any contacts between the American company and the country under whose flag the vessel was registered.

The SIU and its arch-enemy, the NMU, even formed a joint union, the International Maritime Workers Union, to organize flag of convenience fleets. Yet in 1963, the Supreme Court stopped this promising development dead in its tracks by stating that the National Labor Relations Board had no jurisdiction over flag of convenience vessels.



Government Services
by V.P. Buck Mercer

SINCE my last report, we have proceeded with work on a new

Basic Agreement with the Military Sealift Command, Pacific, covering all unlicensed marine personnel, steward officers and MSC staff employees. One section on grievances is somewhat incomplete and is being revised.

Of late, MSCPAC has ordered marine employees to emergency shipboard assignments without notice or gear, which could work a hardship on the mariner. Consequently, we are seeking to correct these types of situations by adding a section in the Basic Agreement dealing with these problems. In any case, if all goes as scheduled we expect to have this Agreement finished very soon.

As always happens, whenever the MSCPAC Ad Hoc Promotion Board meets to select candidates for higher position, mistakes are made. Then come the complaints from the mariners: "I am better qualified than he was," which is never a valid complaint. "I have been with MSCPAC 10 years and the guy that was promoted has only been here five years, therefore, I have seniority." This is another invalid complaint because the man with five years seniority might have come into the outfit retired from the service and doing the same job in the service that he was promoted to. But, when a candidate follows proper procedures, is a veteran, comes highly recommended with excellent evaluations, gets his promotion request into the MSCPAC office ahead of time, and then receives no consideration by the Board, he has good reason to complain. Management, however, is not anxious to correct these kinds of iniquities even though they are to blame. This, too, is a situation that must be corrected.

Suisun Bay Reserve Fleet: Improvement in the membership rolls at the Department of Transportation, Maritime Administration installation at the Suisun Bay Reserve Fleet is noted. Eight new members are welcomed into the SIU Government Services Division. They include Reynaldo R. Brace, Johnny R. Belcher, Marcelino T. Cacao, Ireno N. Jose, Helen D. Lotan, Federico D. Manuel, Gerald L. Scouten Jr. and Raymond W. Vandergriff. Welcome aboard.

We also want to welcome Robert A. Bryan, the new West Coast Maritime Administrator who replaced the recently retired Capt. W. Galsten. We want him to know that he can count on our cooperation for a successful tour of duty. Welcome aboard!

The new Assistant SIU Fleet Representative, Toese Maloe, is doing a bang-up job for the Reserve Fleet members and for the SIU. Keep up the good work.

A Correction

The union affiliations of Henry "Whitey" Disley and Paul Dempster were incorrectly stated in a photo caption in the March issue of the LOG. The editor regrets the error and any misunderstanding it might have caused. We reprint the corrected photo caption: "MFOV President Whitey Disley makes a point during the manning conference. With him are SIU Vice President George McCartney (left) and SUP President Paul Dempster."



Inland News

tug/tow
barge/dredge

Fire Snuffed Out When SIU Boatmen Battle Flames

Fast action by SIU crewmen on two G&H tugs in Houston prevented "a serious situation from becoming perhaps a fatal one," the company's director of safety said.

In a letter to SIU president Frank Drozak, G&H's J. Dan Gribble said the crews onboard the *C.R. Haden*, where the fire broke out, and the *J. Harris Masterson*, who helped fight the blaze, "were involved at risk to their own personal safety."

The starboard engine of the *Haden* caught fire after the tug was dispatched on a routine ship handling assignment about 1 a.m., March 3. The dense smoke left Engineer Darrell Camp "little more to do than shut down the engine and evacuate the area," Gribble said.

Camp informed Mate Eric Corgey

of the emergency, and Corgey rang the general alarm and called the Coast Guard. Using the port engine, Corgey was able to maneuver the *Haden* to a safe spot along the bank.

Minutes later the *Masterson*, which had been in the area, came alongside, and both crews took fire hoses from the *Masterson* and fought the fire. Shortly, two fireboats arrived on the scene and brought the blaze under control. The *Masterson* then towed the heavily damaged *Haden* back to the G&H dock.

Onboard the *Haden* were Corgey, Camp and deckhands Chris Sachtleben and Jeff Willains. The *Masterson* crew consisted of Mate Angel Gonzales, Asst. Engineer Travis Turner and deckhands Lance Liska and William Carter.



The fire aboard the *Haden* blew out the glass in the tug's portholes, buckled portions of the deck and blistered much of the outside paint. The serious damage was to the interior of the tug.



The fire spread from the engine room, and the flames and the heat caused considerable damage throughout the tug.

Message in a Balloon, 'Just Say No!'—Memphis to L.A.

When Lakeisha Marie Shields and Chauncey Washington wrote out their "Just Say No" to drugs messages and placed them inside a balloon, the Memphis, Tenn. grade schoolers had no idea that balloon would find its way to San Pedro, Calif.

Just seven days later, the crew of the SIU-contracted tug *Spartan* (Crowley) fished the balloon out of Los Angeles Harbor.

The crew of the *Spartan* was impressed with the messages from the young pair and sent them a letter. They also were impressed with the speed that enabled the balloon to cross the country so quickly.

"We were as surprised as you probably are that your message would be received so far away and so quickly," they wrote.

LOG editor Charles Svenson was surprised, too, because as he pointed out, the prevailing winds across the country move from west to east. Certainly the balloon didn't sail around the world before settling into L.A. Harbor.

A call to the Lester Demonstration School quickly solved the mystery. Principal Patricia Garrett explained that the school's second and third graders prepared about 400 balloons with anti-drug messages from the students. About 300 were released in the Memphis area. But

On the Zimmer



Taking time out to pose on Orgulf's *Zimmer* are (l. to r.) Maurice Reed, Jack Bines and Mich Lewis. They are waiting to go through Lock and Dam #26 on the Mississippi.

a school official was traveling to Los Angeles and took about 100 of the messages and released them in balloons there.

Garrett said the kids were "delighted" to receive the letter from the *Spartan's* crew.

Chauncey Washington's message read "I don't need drugs because I know it will hurt. And if somebody gives me some drugs I will just say NO!!!"

"Just say NO to drugs and alcohol. Do not smoke dope and do not drink wine. Thank you," Lakeisha Shields wrote.

"What a pleasure it was to see that you are concerned about others and the affect of drugs upon them.

"The crew of the *Spartan* agrees with you, and we all hope that children like yourselves will influence others who may be tempted

(Continued on Page 9.)

Balloon

(Continued from Page 8.)

by drugs to 'Just Say No!', the crew's letter said.

The *Spartan* crew is comprised of Capt. Pat Carson, First Mate Ed Brady, Engineer Dave Waldbloom, Deckhand Charles Holmes and Cook Dave Verschoor.

Pensioners

The following Inland members have retired on pension:

- Andrew J. Adams
- Timothy H. Burke
- William T. Carmean
- Henry Collins
- John G. Daugereau
- George M. Davis
- Peter J. Dwyer
- David H. Gibbs
- John C. Goodwin
- Robert S. Gordy
- Carmilite Hebert
- Charles L. Horseman
- Carl Jupitz
- Emil Kominsky
- Gordon T. Luckett
- Myron T. Lupton
- Francis P. O'Connell
- William I. Parks
- Walter L. Schroeder
- Binford L. Snead
- Albert Stampley
- Stephen P. West

**SUPPORT
SPAD**

Dispatchers Report for Inland Waters

MARCH 1-31, 1988

Port	*TOTAL REGISTERED All Groups			TOTAL SHIPPED All Groups			**REGISTERED ON BEACH All Groups		
	Class A	Class B	Class C	Class A	Class B	Class C	Class A	Class B	Class C
DECK DEPARTMENT									
New York	0	0	0	0	0	0	0	0	0
Philadelphia	0	1	1	0	0	0	0	0	0
Baltimore	6	0	0	3	0	0	5	0	0
Norfolk	40	10	0	31	5	0	60	39	0
Mobile	1	0	0	1	0	0	0	0	0
New Orleans	2	0	1	1	0	0	1	0	1
Jacksonville	4	0	8	0	0	0	4	0	8
San Francisco	0	0	0	0	0	0	0	0	0
Wilmington	3	4	19	28	13	6	49	37	0
Seattle	0	0	0	0	0	0	0	0	0
Puerto Rico	0	0	0	0	0	0	0	0	0
Houston	2	0	4	1	0	3	3	0	6
Algonac	21	4	0	3	0	0	61	26	0
St. Louis	0	1	1	0	0	0	1	2	3
Piney Point	0	0	0	0	0	0	0	0	0
Totals	79	20	34	68	18	9	184	104	18
ENGINE DEPARTMENT									
New York	0	0	0	0	0	0	0	0	0
Philadelphia	0	0	0	0	0	0	0	0	0
Baltimore	0	0	0	0	0	0	0	0	0
Norfolk	15	3	0	7	0	0	25	8	0
Mobile	0	0	0	0	0	0	0	0	0
New Orleans	0	0	0	0	0	0	0	0	0
Jacksonville	1	0	0	0	0	0	1	0	0
San Francisco	0	0	0	0	0	0	0	0	0
Wilmington	0	0	0	0	0	0	28	9	0
Seattle	0	0	0	0	0	0	0	0	0
Puerto Rico	0	0	0	0	0	0	0	0	0
Houston	0	0	0	0	0	0	0	0	0
Algonac	13	2	0	3	0	0	38	16	0
St. Louis	0	0	0	0	0	0	0	0	0
Piney Point	0	0	0	0	0	0	0	0	0
Totals	29	5	0	10	0	0	92	33	0
STEWARD DEPARTMENT									
New York	0	0	0	0	0	0	0	0	0
Philadelphia	0	0	0	0	0	0	0	0	0
Baltimore	0	0	0	0	0	0	0	0	0
Norfolk	6	1	0	2	0	0	12	5	0
Mobile	0	0	0	0	0	0	0	0	0
New Orleans	0	0	0	0	0	0	0	0	0
Jacksonville	2	0	2	0	0	0	2	0	2
San Francisco	0	0	0	0	0	0	0	0	0
Wilmington	0	0	0	0	0	0	35	12	0
Seattle	0	0	0	0	0	0	0	0	0
Puerto Rico	0	0	0	0	0	0	0	0	0
Houston	0	0	0	0	0	0	0	0	0
Algonac	7	1	0	1	0	0	19	4	0
St. Louis	0	0	0	0	0	0	0	0	0
Piney Point	0	0	0	0	0	0	0	0	0
Totals	15	2	2	3	0	0	68	21	2
Totals All Departments	123	27	36	81	18	9	344	158	20

*"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.

Personals

Attention Oldtimers

Frank S. Chance Jr. would like to hear from anyone who sailed on one of the following ships: *SS In-*

gersoll, SS John J. Crittenden, SS Del-Aires, SS William H. Prescott. You can write him at P.O. Box 111, Tracy City, Tenn. 37387.

Charles R. Gilbert

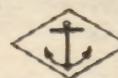
A dear, old friend would like to

get in touch with you. Please write: Billee "Jones" George, 2994 Durand Dr., Hollywood, Calif. 90068.

William Naylor

Dear Bubba: Please let me know how to contact you. No emergency

—everything is fine—just want to know how you're doing and also to send tax forms. Love, sister.



Your Holiday at the SHLSS Vacation Center:

What It Will Cost

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

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

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

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

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

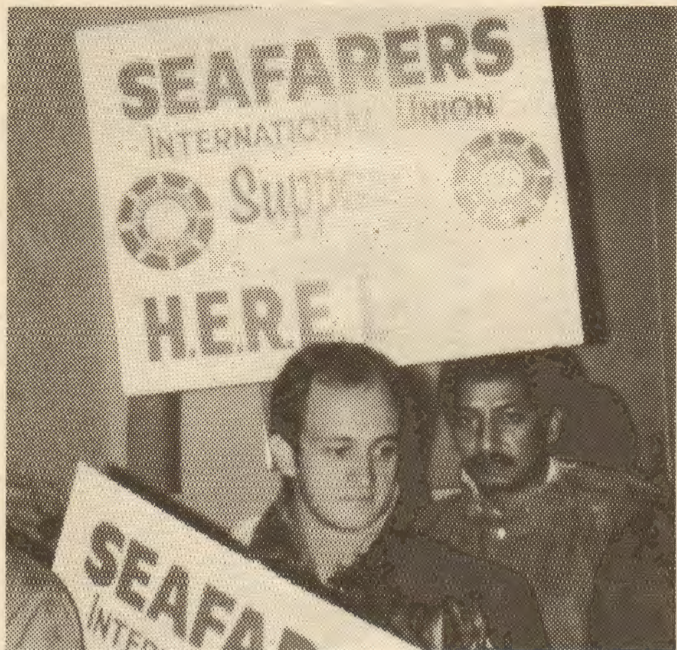
SEAFARERS TRAINING & RECREATION CENTER Reservation Information

Name: _____
S.S. # _____ Book # _____
Address: _____

Telephone # _____
Number in Party _____
Date of Arrival: 1st Choice _____
2nd Choice _____
3rd Choice _____
(Stay is limited to 2 weeks)
Date of Departure _____

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

Around Hawaii With the SIU



SIU members in Hawaii rallied behind their union brothers and sisters in H.E.R.E. Local 5 during their strike. Dozens of Seafarers turned out at a rally to support the Hotel and Restaurant workers.



Sen. Daniel K. Inouye (D-Hawaii) speaks at the dedication of the *Sea-Land Hawaii*. That ship and four others will begin a regular West Coast to Far East via Honolulu service. The SIU-crewed ships were purchased from the bankrupt U.S. Lines last year.



It's retirement time for Chief Engineer Dee Lau on Matson's *Manukai*, and the SIU steward department helped prepare a festive dinner for the chief. Pictured above are Capt. Mike Bozzone, Chief Cook Wong Gunn-Ho, Port Agent Tom Fay, Chief Steward Koon Lau, Patrolman Ray Aldarese, 2nd Cook/Baker Lynn McKulsky and Patrolman Gene Barry.

Deaths

The SIU has been notified of the deaths of the following members.

John Allman (IBU)
 Enrique Alvarez (A&G)
 Alvin Bausch (MC&S)
 Benjamin Constantino (MC&S)
 William Davis (A&G)
 Michael Drewniak (A&G)
 Robert Cunningham (A&G)
 Joseph Catalanotto (A&G)
 Travis Dean (A&G)
 Charles Dixon (A&G)
 Victor Egle (A&G)
 Harry Erickson (RMR/S)
 Apolonio Galacgac (MC&S)
 Craig Hannah (A&G)
 Leroy Hensen (A&G)
 John A. Knapp (MC&S)
 Joel Lodor (A&G)
 Clifford Longnecker (MC&S)
 James R. McLamore (A&G)
 Earl McKnight (IBU)
 Jorge Martinez (A&G)
 Robert E. Matheson (A&G)
 David Miles (MC&S)
 Thomas Mojica (A&G)
 William Nelson (Great Lakes)
 Jao S. Norte (Gloucester)
 Robert O'Neill (A&G)
 Joseph Rudolph (A&G)
 Anibal Santiago (A&G)
 David Saxon (A&G)
 Henry Senvitz (A&G)
 Joseph Szpek (A&G)
 Melvin Schrade (A&G)
 Franciszek Szweska (A&G)
 Joel Thomas (A&G)
 Adolph Vante (A&G)



Candidates Court Union



At one event in the Houston SIU hall, presidential hopeful Rep. Richard Gephardt talked to a group of more than 300 persons. He is pictured above with SIU Vice President Joe Sacco. Sacco says the hall is becoming a center of political activity this election year. Various forums have been sponsored by local labor groups, and organizations such as the Young Democrats and Democratic Forum are using the hall for receptions and events.



More than 200 trade union members in the Houston area gathered to listen to Democratic presidential contender Jesse Jackson. The meeting was sponsored by the West Gulf Ports Council, Building and Construction Trades and the Harris County Central Labor Council.

Seafarers

HARRY LUNDEBERG SCHOOL OF SEAMANSHIP



Piney Point Maryland

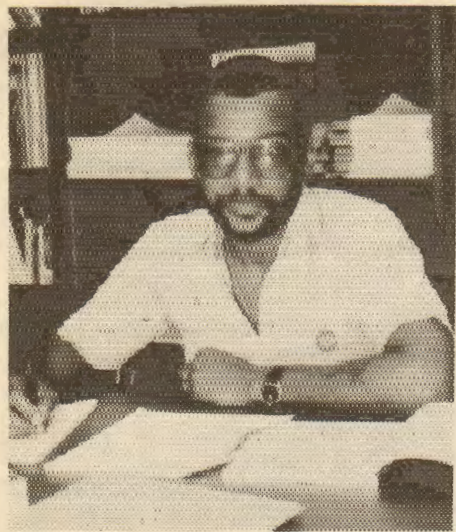
Progress—Our Most Important Product

Do you want to advance in your profession? Would you be interested in greatly increasing your chances for better pay, while at the same time bettering yourself by sharpening your mental abilities? If so, then your desires are the same as those wished for you by Paul Hall, the founder of SHLSS. His desire—to advance the seafarer in his vocational skills while also improving the “whole man” through

advanced education—is being lived out here at SHLSS in one of the many educational programs available to our SIU membership.

The SHLSS Adult Basic Education (ABE) program has been designed to help seafarers upgrade their basic educational skills of reading, writing and math. Just recently, two seafarers have taken advantage of this program. Dirk Adams, a native Floridian and 1982 SHLSS graduate, has worked for E.T.C. (Energy Transportation Corp.), an LNG shipper, for the past five years. Now an AB, Adams' motivation is his goal of becoming a third mate. “I've come here to upgrade my educational skills which have become a little rusty, being away from the classroom for so long. I am concentrating on technical reading, basic math, writing skills and also CPR. Now I can improve my skills and develop better study habits. This will definitely help me to prepare myself to take the third mates exam.”

Another upgrader, Rafael



Rafael Gonzalez studies hard.



AB Dirk Adams prepares for class.

Gonzalez, has the same goal in mind. Originally a Navy man, Gonzalez started working for Crowley in 1980 and so, joined the SIU and got his AB endorsement. Having returned to SHLSS a number of times, by last year Gonzalez had completed the third mates course. Now working with Crowley Tug and Tow in San Juan, P.R., he needs to put in some deepsea time and then hopes, within the next year and a half, to go for his third mates license. His ultimate goal is to become a chief mate five years from now. Enthusied with the opportunity to brush up on his learning skills, Rafael said, “We are really lucky to have this opportunity to take advantage of this program. Because of the nature of our work, we have a hard time registering at a regular college due to the

inherent scheduling difficulties. But at the SHLSS, we don't have this problem. I can come here anytime that I can take time off from my job.”

These men are the living embodiment of Paul Hall's dream, and this same opportunity is open to all of you out there who wish to progress and make better lives for yourselves. The class sizes are always geared to give each student a great deal of individualized attention, so your capacity for learning is maximized. Fear of learning breeds nothing but ignorance and who wants to be ignorant? The staff at SHLSS encourages all SIU members to take stock of their lives and professional goals, and to then come to SHLSS for an educational opportunity you simply cannot pass up.

Earn Your Degree



The College Program at the Seafarers Harry Lundeborg School of Seamanship is now in its third year. Since its inception in 1986, 11 sessions of classes have been offered and 50 seafarers have come to Piney Point to take the eight-week program of general education courses. Courses in English composition and literature, mathematics, physics and physical science, and psychology and social science have been offered during the life of the program. Students who take these general education courses can round out their education and combine the credits with vocational courses and job experience to earn an Associate in Arts degree. Students who have credits from other colleges or universities may transfer in credits that are applicable to the degree program at SHLSS.

The degree programs, which are approved by the Maryland State Board for Higher Education, allow the seafarer an opportunity to earn an associate degree in Marine Engineering Technology or Nautical Science Technology. Many seafarers find it difficult to attend college on a traditional semester basis because their shipping schedules don't allow that much time off or time off at the right time of the year. The college

continued next page

Earn Your Degree

continued

program at SHLSS is offered on an eight-week basis (half the length of a traditional semester) at various times during the year to allow greater flexibility which better suits the lifestyle of the seafarer. Students take two to three courses at a time and return to school for whatever number of sessions they need to complete the degree requirements. Another advantage of the program at SHLSS is that the class sizes are small, so students who have been out of a school environment for a time can readjust to the rigors of academic study in a relaxed atmosphere where they can get plenty of individualized help and attention from the instructors.

The philosophy of the Seafarers International Union and SHLSS is not only to train seafarers for the job they do on a ship but also to educate the whole person. The SHLSS College Program is another way that the school and the union are striving to meet their philosophical goals. All SIU members are encouraged to find out more about the College Program and take advantage of this excellent educational opportunity. The schedule of classes is printed each month in the *Log*, and more information and application forms can be obtained by writing to:
SHLSS COLLEGE PROGRAMS
Piney Point, MD 20674

SHLSS Executive Chef Honored



Chef Romeo proudly displays his newly-awarded Diamond Jubilee Gold Medal.

Once again, the SHLSS Executive Chef/Chef-Instructor, Romeo V. Lupinacci, has been honored by his peers. This time, by being awarded the Diamond Jubilee Gold Medal of the American Culinary Federation, Chef Romeo has been singled out by the Federation as the first one of 10 other chefs throughout North America, to be recognized for his distinguished lifetime achievement.

Having worked at SHLSS since 1981, Chef Romeo specializes in training crews for luxury liner food service. He and his students have staged numerous elegant international-style buffets in the Southern Maryland region to help local groups and his own Professional Culinary Seafarers Assn. to raise funds. This not only gives students valuable experience but raises the prestige of the school in the eyes of the public. His culinary group is the

first and only chapter of the A.C.F. in the U.S. merchant marine.

Back in January, Mr. Lupinacci was feted at an awards banquet at the Pittsburgh Country Club in Pittsburgh, Pa. The A.C.F. president, Jack Brawn, in presenting Chef Romeo with the gold medal, spoke to the 300 guests of Chef Romeo's proud professional record. He proclaimed Chef Romeo for, "his wisdom and foresight in establishing and pioneering the American Culinary Federation into the largest chefs association in the world (58,000 members). His fine record of achievement in culinary competitions held all over the world, his outstanding leadership in his field, and his overall qualities as a great culinarian serve as an example for all young chefs everywhere to follow."

Congratulations, Romeo! The SHLSS is truly fortunate to have you on its staff.

Vocational Courses Undergo Evaluation

The American Council on Education (A.C.E.) is a nationally recognized organization which provides many educational services to the nation. One division of the American Council evaluates non-traditional vocational and job related courses and recognizes them as being on a college level by recommending college credits. The vocational courses at the Seafarers Harry Lundeberg School certainly fit into this category. For that reason, ACE has been evaluating the vocational courses and recommending them for college level credit since 1978.

The vocational courses just underwent their 10-year evaluation by a team of experts sent to the school by ACE. Dr. Sylvia Galloway, director of the ACE division was accompanied by Conrad Youngren from the State University of New York, Edward Foss from Cape Fear Technical Institute and Carl Swanson from Southern Main Vocational Technical Institute to conduct the three-day evaluation. Tracy Aumann Foley, the director of curriculum at SHLSS said, "Overall, we are very pleased with the outcome of the evaluation. All courses were given recommendations, with the overwhelming majority of the recommendations in the associate or lower division baccalaureate degree category."

What the Ace Evaluation means to seafarers who attend SHLSS is significant. Seafarers who wish to attend a college or university can request an ACE transcript from the SHLSS College Programs Office and have that transcript evaluated by a college or university for possible granting of credits. ACE

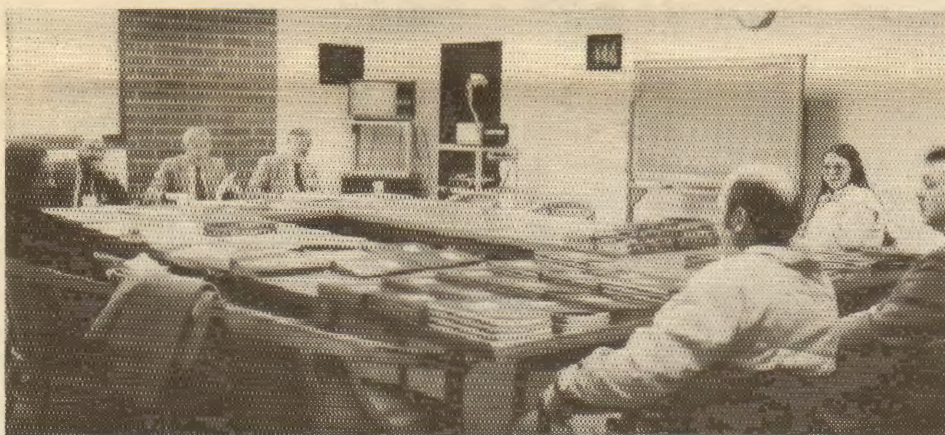


▲ Dr. Sylvia Galloway, A.C.E. division director.

publishes a national guide which college admissions officers use to evaluate courses and credit recommendations for courses.

Vice-President Ken Conklin, along with all the staff of SHLSS, gives his full support to the school's partnership with ACE. "Having our courses evaluated by ACE is another way that the school and the SIU are working together to provide excellent educational benefits to the members of the SIU," he says.

If you are interested in further information about the ACE evaluation and credit recommendations for vocational courses, contact the College Programs Office at SHLSS.



▲ A.C.E. evaluation team listens intently to school representatives Don Nolan, Tracey Foley and Bill Eglinton—all at right.

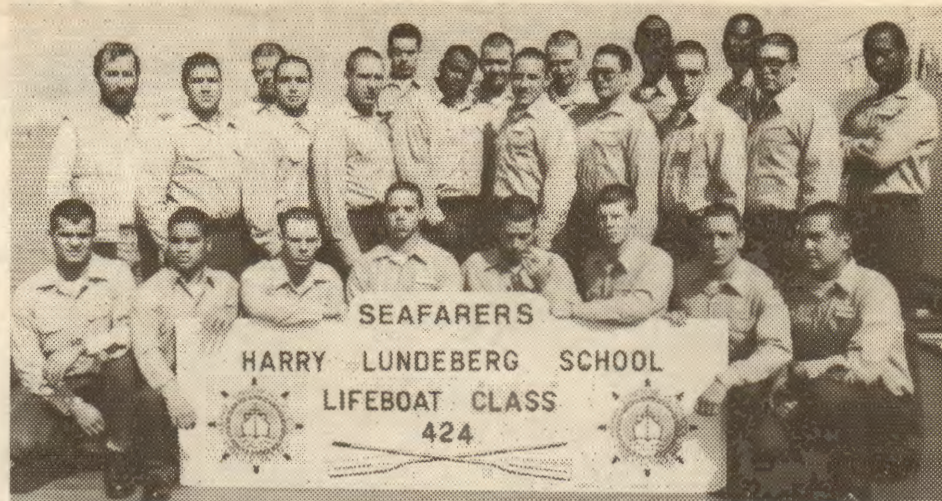
▼ L-R: Conrad Younger, Ed Foss and Carl Swanson.



All Eligible OS Seamen WE WANT YOU!

We really want to help you, but we can't. Why? Because we have no applications for our AB classes!

That's why SHLSS is running Special AB Upgrading classes. If interested, contact Bart Rogers immediately at 1-800-732-2739 or your port agent.



Trainee Lifeboat Class #424

First row Left to Right: Victor Rosado, Curtis Aragon, Steve Hansford, Jeffrey Aguiar, Christopher Callahan, Russell Foxvog, John M. Allen, Bryan G. Chan; Second Row: Ben Cusic (instructor), Dean Ishimura, Robert Rubio, Jr., Jake Troutwine, Rob Hanna, Mark Smith, James M. Stowell, Douglas M. Martinson, Olifidio Joe Esquirel, Jr., David Clay Stonehurst; Third row: Orville Ziegenfuss, Israel Camacho, Jr., Daniel R. Bennett, Devin L. Glossin, Gerard Walker, Ryan Hall

SHLSS Course Graduates



Able Seamen 3/9/88

First row Left to Right: Tom Hocking, Charles Collins, Lee A. Selico, Abdo S. Mashrah, Tino Robles, Tom Nealon, Robert Petko; Second row: Freddy Yant, Wayne Stewart, Kenneth L. Simbler, Sam Johnson, David A. Kole, Shawn Yakush, Dana Naze, Jake Karaczynski (Inst.); Third row: Mike Gallagher, Daren McCormack, Patrick Dillon



FOWT Class 3/8/88

First row Left to Right: Lee R. Laurent, Robert A. Sabatano, Ralph B. Garner, Sonja M. Clements, Ramon L. Borrero, Guy Hemenger; Second row: Hermenegildo Tomboc, Don K. Teixeira, Taylor Clear, Charles M. Simmons, Dave Clark, John Hoskins, Greg Linkous, D. Rush Ingram, Thomas Neuwiller, Earl Willis, Jim Shaffer (Inst.)



Military Sealift Command, Lifeboat 3/8/88

First row Left to Right: Edward Williams, Elvin Dunmore, Jeffery Parish, Second row: Ben Cusic (Instr.), Aleck Harison, Rodney Young, Pedro Perez, Third row: William Halliwell, Hugh Tilson, Jerry Lynch



AB Video Self Study 3/9/88

Left to Right: Leslie R. Choice, Willy Thigpen, Jake Karaczynski (Inst.)



Canadian Able Seamen 3/7/88

First Row Left to Right: Bernard Made, Stephane Gamein, Leland Johnston, Van Forde, Don Jones; Second row: Kevin Crann, Steven Crawford, Jamie Scotney, Loukas Ouzouryannis, Ivan Purvis, Ron Rose, John Cross



Lifeboat 3/8/88

Left to Right: Ben Cusic (Instr.), Vernon Wallen



Canadian Seamanship Training Program 2/16/88

First row Left to Right: Gary Chisholm, Donald Bott, John Gillis, Guy Cote, Thomas Veysey, Sean Walsh, Oliv Gale; Second row: Paul Matwijkeno, Lynda-Marie Gazeau, Guy Robertson, Louis Vachon, Robert Hughes, Jeffrey MacPhee, Duane Dempsey, Hudson Stowe; Third row: Kevin Jones, Edmund Bynoe, Mark Suwek, Sean Demerah, John Simpson, Lois Sutch, Ronald Crowder, Jacques Vachon, Stephen Corbin



Canadian Stewards 3/7/88

First row Left to Right: Lillian Jodoin, Patricia Shannon, Joanne Sehn, Judy MacLean, George Marshall; Second row: Thomas Baxter, Gary Watson, Paulette MacKay, Christine Tobin, Irene Davidson, Adam Douglas, Winston Adams, Wade Ladd



1988 Upgrading Course Schedule



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

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

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

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

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

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

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

Deck Upgrading Courses

Course	Check-In Date	Completion Date
Able Seaman	June 13	July 22
	July 25	September 2
	September 19	October 28
	October 31	December 9
Radar Observer Unltd.	July 18	July 29
Radar Refresher/Renewal	Open-ended, 3 days (Contact Admissions Office for starting date.)	
Radar Recertification	Open-ended, 1 day (Contact Admissions Office for starting date)	
Lifeboat	April 4	April 15
	May 2	May 13
	May 30	June 10
	June 27	July 8
	July 25	August 5
	August 22	September 2
	September 19	September 30
	October 17	October 28
LNG — Self Study Safety Course	November 14	November 25
	December 12	December 23

(This course is not offered as a separate course, but may be taken while attending any of the regularly scheduled courses.)

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

Steward Upgrading Courses

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

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

Engine Upgrading Courses

Course	Check-In Date	Completion Date
QMED - Any Rating	April 4	June 23
	September 19	December 9
Fireman/Watertender & Oiler	May 23	July 1
	August 22	September 30
	October 3	November 11
Marine Electrical Maintenance Refrigeration Systems Maint. & Op.	June 27	August 19
	October 3	November 11
Refrigerated Containers—Advanced Maint.	August 8	September 2
Pumproom Maint. & Operations	August 1	September 9
	September 19	October 28
Variable Speed DC Drives	September 5	October 14
Electro-Hydraulic Systems	May 9	June 17
	November 7	December 16
Automation	November 21	December 16
Welding	November 21	December 16
Hydraulics	May 30	June 24
	October 17	November 11
Third Asst. Engineer/Steam or Motor	Open-ended (Contact Admissions Office for Starting Date)	

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

Recertification Programs

Course	Check-In Date	Completion Date
Steward Recertification	July 5	August 8
Bosuns Recertification	April 25	June 6
	September 26	November 7

Adult Education Courses

Course	Check-In Date	Completion Date
For students who wish to apply for the GED, ESL, or ABE classes in 1988, the courses will be six weeks in length and offered on the following dates:		
High School Equivalency (GED)	May 2	June 13
	July 5	August 15
	August 29	October 10
	October 31	December 12
Adult Basic Education (ABE) & English as a Second Language (ESL)	May 2	June 10
	July 5	August 13
	August 29	October 7
	October 31	December 10

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

Developmental Studies (DVS)	April 11	April 15
	(Offered prior to the Third Mate & Original Second Mates Course)	

ABE/ESL Lifeboat Preparation Course	June 6	June 24
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This Three week course is an Introduction to Lifeboat and is designed to help seafarers prepare themselves for the regular Lifeboat course which is scheduled immediately after this course. This class will benefit those seafarers who have difficulty reading, seafarers whose first language is not English, and seafarers who have been out of school for a long time.

College Programs Scheduled for 1988

Course	Check-In Date	Completion Date
Associates in Arts or Certificate Program	May 23	July 15
	August 8	September 30
	October 17	December 9



Seafarers Harry Lundeberg School of Seamanship Upgrading Application



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

Address _____
(Street)

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

Deep Sea Member Inland Waters Member Lakes Member Pacific

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

Social Security # _____ Book # _____ Seniority _____ Department _____

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

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

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

Trainee Program: From _____ to _____ Last grade of schooling completed _____
(dates attended)

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

Course(s) Taken _____

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

Date Available for Training _____ Primary Language Spoken _____

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

DECK

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

ALL DEPARTMENTS

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

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

ENGINE

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

STEWARD

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

COLLEGE PROGRAM

- Associates in Arts Degree
- Certificate Programs

ADULT EDUCATION DEPARTMENT

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

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

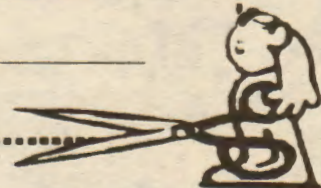
You **must** also submit a **COPY** of the first page of your union book indicating your department and seniority, as well as, a **COPY** of your clinic card. The Admissions Office **WILL NOT** schedule until this is received.

VESSEL	RATING HELD	DATE SHIPPED	DATE OF DISCHARGE

SIGNATURE _____ DATE _____

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

Rev. 2/88



Seafarer

Government Services Division

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

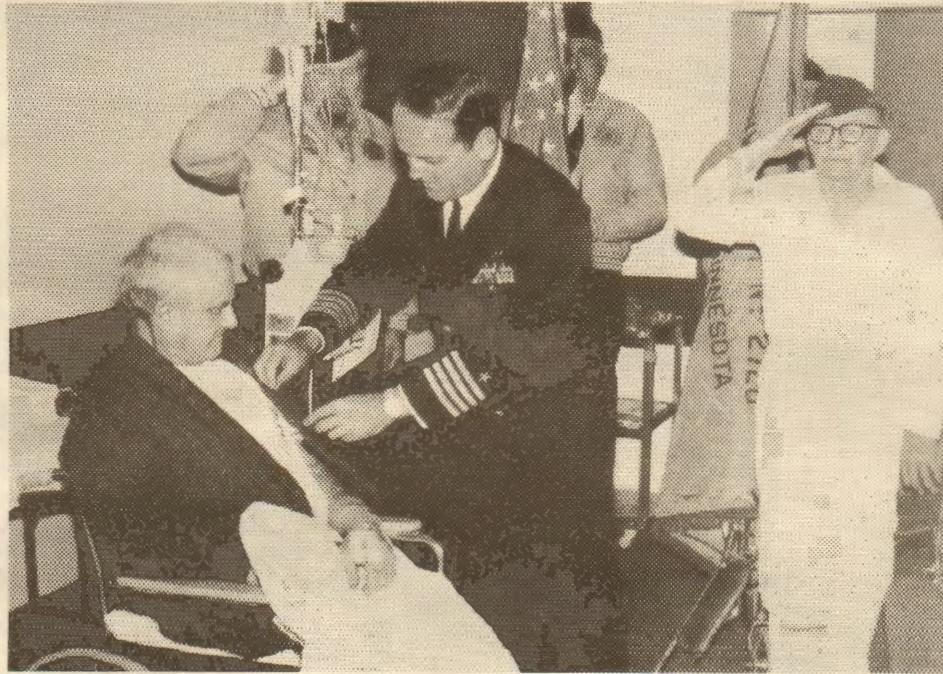


Top Navy Award Presented to Former MSCPAC Mariner Hopkins

by Bob Borden, PAO, MSCPAC

Two years after he helped save the *USNS Mispillion* from almost certain loss after she went aground off the coast of Japan, George A. Hopkins was awarded the Navy's highest civilian award in late March. The Distinguished Civilian Service Award was presented to Hopkins by Capt. William T. Dannheim, USN, Commander Military Sealift Command, Pacific, in ceremonies at a small community hospital near Grand Rapids, Minn.

Last summer, Capt. Dannheim recognized other *Mispillion* civil service mariners who helped correct the extreme list of the ship when she went aground in March 1986. They were awarded the Navy's Meritorious Civilian Service Award for their part in saving the *Mispillion*. But Hopkins, most observers agree, did far more than anyone aboard ship in rescuing the vessel and preventing any loss of life. He remained in the auxiliary machine room after other crewmembers had exited the machinery spaces to abandon ship. Moving about in the dark while the ship listed 23 degrees to starboard, Hopkins single-handedly worked to start an auxiliary diesel generator. Power was eventually restored to the main pump room, allowing cargo pumps to shift ballast and return the *Mispillion* to an upright position. The ship was towed back to Sasebo for major repairs to her hull and cargo tanks. Unfortunately, Hop-



Capt. W. T. Dannheim pins the Distinguished Civilian Service Award on George Hopkins.

kins suffered a stroke three months later aboard the *Mispillion* which left him paralyzed on his right side and unable to speak. He retired from MSCPAC and returned to his home in Minnesota.

Hopkins, 68, was scheduled to receive his award at a March 25 banquet dinner sponsored by four veterans organizations in Itasca County. Four days before the event, though, he underwent emergency surgery for a ruptured appendix and remained in the hospital to recover from the op-

eration. The Deer River Community Hospital quickly turned a reception area into an awards room for their special patient. By the time Hopkins was wheeled into the area, it was filled with about 40 friends and relatives of the former MSCPAC engineer. An American Legion color guard smartly saluted their fellow veteran—a World War II sailor in the Navy who participated in the landings at Normandy—and rendered him honors. Capt. Dannheim, who wanted to award Hopkins with the most distinguished certificate the Navy offers civilians after he learned of the third engineer's role in salvaging the grounded ship, spoke generally of the organization he heads and specifically about Hopkins' heroic actions two years ago. With Hopkins in a wheelchair, Capt. Dannheim leaned down to pin the blue and gold Distinguished Civilian Service Award to the chest of the former MSCPAC employee.

"This has been one of the most thrilling days of our life," said Hopkins' wife, June, who was there with couple's six children, 15 grandchildren and a score of other relatives when the award was made at the hospital.

"I like port engineering," says Zarate. "I want to get more time in the field to the point where I feel very comfortable with what I'm doing. I haven't achieved that yet, but I'm working towards that goal."

When Zarate isn't working at MSCPAC, she's usually involved with a variety of sports, including windsurfing, jogging, snow and water skiing, soccer and bicycle riding. "Sports help to keep my mind sharp, especially since I'm working with men," she says, adding with a chuckle, "You don't want them to get ahead of you!"

"We're all so proud of him. He really deserves the award and the recognition he's received."

June Hopkins recalled the time about 10 years ago when George leaped onto an adrift barge on the Columbia River in Washington just before it was about to plunge down a spillway. Using a pole and a pair of oars, he managed to work the barge ashore where it was quickly tied up.

Remembering the story, she glanced at her husband and smiled. "He's quite a daredevil," she said. "He's done things most people wouldn't even consider doing."

Understandably, most persons wouldn't want to remain aboard a listing ship when there's a very real possibility the vessel will roll over and sink. On March 15, 1986, when word was passed aboard the *Mispillion* for all hands to prepare to abandon ship, Hopkins ignored the order.

Capt. Dannheim re-told the story of Hopkins' heroism to a large audience in Grand Rapids at the banquet dinner for the retired MSCPAC mariner. "Clearly, some are born to greatness and others have it thrust upon them," said Capt. Dannheim in an emotional speech to 200 friends, relatives and guests in attendance to honor Hopkins. "An act can be performed, or alternatively, the cup can be allowed to pass at no risk to the person. You can contemplate your alternatives and arrive at a conscious decision to act or abstain. You can act or spend the rest of your life wondering if you would have made a difference but chose not to try. This is, I would contend, an act which goes to the character of the actor: You have to be born to it."

George Hopkins' heroism was the brilliant triumph of the soul over fear, fear of isolation in a pitch dark auxiliary engine room aboard a rapidly listing ship, and fear of death. For the brave MSCPAC engineer who saved his ship and shipmates, his heroism was a dazzling and glorious concentration of courage now recorded in history.

Zarate was praised in a March message from COMSCPAC as the "best of the best" from among a particularly strong field of nominees. Noted Capt. Dannheim, "This confirms the reputation she has earned throughout the command as a top-notch port engineer and administrator."

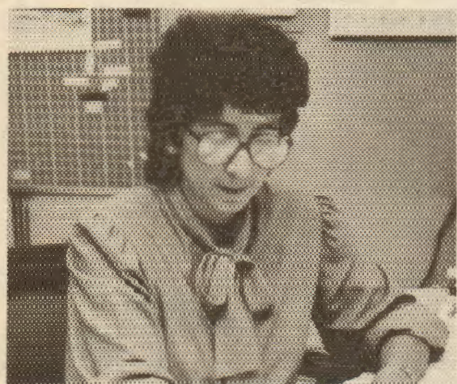
Other outstanding employees who were nominated for MSCPAC Employee of the Year included Charles McCoy, marine cargo specialist; James W. McGowan, an MSCPAC accounting assistant; and Beatrice Ridela, a procurement assistant with MSCO Honolulu.

MSCPAC Employee of the Year

by Bob Borden, PAO, MSCPAC

Less than a month after she was named MSCPAC Employee of the Quarter for the period ending Dec. 31, Christine L. Zarate was selected as the MSCPAC Employee of the Year for 1987. Zarate competed for the annual award against three other nominees, all of whom were MSCPAC Employees of the Quarter last year.

Zarate, a GS-12 assistant division director for the underway replenishment ship division, is a 1979 graduate of the U.S. Merchant Marine Acad-



Christine Zarate: MSCPAC's Employee of the Year.

emy at Kings Point who sailed with commercial firms for almost four years before she took an engineering position with COMSC in 1983. The San Jose native came to MSCPAC in 1985 and worked as a port engineer for the *USNS Ponchatoula* and the *USNS Mispillion* until she was assigned to perform similar work for the *USNS Spica* and become assistant director of the UNREP ship division.

It was Zarate's technical and administrative work with the *Spica* that helped her win Employee of the Quarter and Employee of the Year awards. Her planning for the *Spica*'s regular overhaul required extraordinary work because a previous port engineer for the supply ship left MSCPAC to take another position in the Bay Area. Zarate's planning and development of a viable plan of action for the British-built ship helped pave the way for an orderly formulation of the regular overhaul work package. At the same time Zarate was involved with the *Spica*, she was also overseeing work packages for several other replenishment ships.

Holland Retires from the Game With Appreciation for Civilian Mariners

by Bob Borden, PAO, MSCPAC

Capt. Joe Holland, USN, retired from the Navy in late March in an unusual way. He could have gone out with sideboys standing at attention and a band playing in the background. But that wasn't the former MSCPAC chief inspector's style. Instead, he bowed out by playing softball with the staff and celebrating the post-game activities with hot dogs, hamburgers, soda and beer.

"The people who know me know I'm a diehard baseball fan and the last time I was in Subic Bay with the inspection team, we played a couple of games against our fleet tugs out there," said Holland, a 31-year Navy veteran. "The game brought everyone together and made our association with the ships much closer."

From the end of 1982 to early 1987, Holland was a frequent visitor to Subic Bay and other Pacific ports where he and his MSCPAC team performed annual inspections aboard command ships. He was amazed the first time he went out on an inspection to view drills from the bridge of an MSCPAC vessel. "I looked around and the only people up there besides myself were the master, the navigator and a helmsman," he recalled. "When we had the same type of drill in the Navy, there were about 30 people up on the bridge. I appreciated the professionalism of MSC personnel after that. They got the job done with a fraction of the crew a Navy ship has aboard."



Capt. Joe Holland: pitching for retirement.

Holland wasn't completely unfamiliar with the organization when he first reported to Oakland. His brother is a career merchant mariner who spent several years aboard MSC chartered ships. And when he was commanding officer of the *USS Gurke* (DD 783) for three years in the early 1970s, he would occasionally see MSCPAC ships in Far East ports. "MSC wasn't new to me," he said, "but it certainly was different. It took me a while but I learned to appreciate the civilian mariners and the work they perform aboard our ships. I can tell you that the operational Navy in the Western Pacific very much respects and appreciates the jobs MSCPAC civil service mariners are performing for the fleet."

Without mentioning names, Holland says there were always a couple of ships he inspected that never seemed to have anything wrong with them. "A ship sometimes reflects the personality of its master," he says, "and wherever a couple of our masters went, their ships would almost always receive outstanding evaluations from the inspection team. Times change, people change and so do the ships, but there's a continuing commitment to excellence by some people that was passed down the line whenever they took command. And that excellence showed up in their ships."

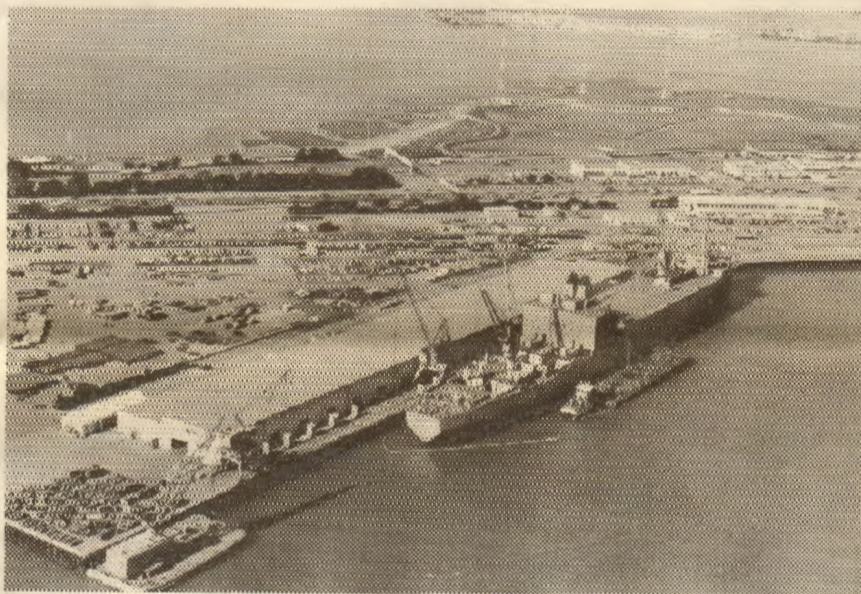
When he reflected on his own achievements as chief inspector, Holland was most proud of the safety records attained by several MSCPAC ships. "We emphasized safety wherever we went, and I believe the fleet now understands that our safety people are here for a purpose," he said, "and that's to help the ships develop a good safety program. I think safety

has become one of the most believable programs we have today. The mariners understand this because they know safety is in the best interests of their ships and their lives."

Of his own career in the Navy which started in 1957 after he graduated as a chemistry major from Abilene Christian College in Texas, he says his tour as commanding officer of a destroyer and an assignment as the sole U. S. naval officer to a NATO naval board in Brussels will always stand out. But his other sea tours aboard several destroyers and his shore assignments at the Pentagon, in Hawaii, San Diego, Saigon, the Naval Postgraduate School in Monterey and the Naval War College in Newport were equally interesting.

"Some memories are better than others," he said when he laid down his bat at the end of the MSCPAC softball game, "but overall, the Navy is still the only way to go."

Bellatrix Loads in Oakland

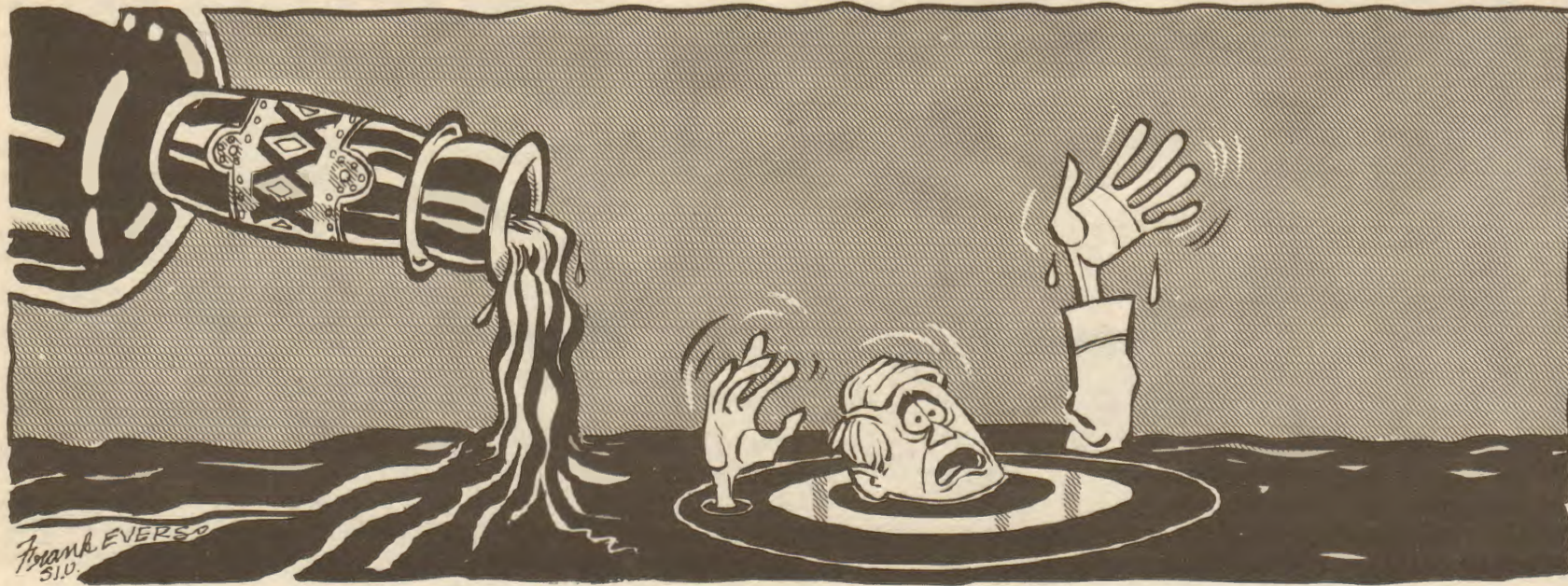


Approximately 1,100 vehicles were loaded aboard the *USNS Bellatrix* at the Military Ocean Terminal Bay Area in Oakland, Calif. in March while the ship was in port. It was the first time a Fast Sealift Ship took on cargo there, an area recently dredged to allow deep draft ships such as the *Bellatrix* to berth at the facility. A week after the *Bellatrix* left port, the *USNS Mercury* tied up to take on additional Team Spirit cargo. (Photo courtesy of MTMC-WA)

Retail Clerks Celebrate 100th



THE UNITED FOOD AND COMMERCIAL WORKERS are celebrating the 100th anniversary of the Retail Clerks, one of several unions that joined forces to create the over 1 million-member UFCW. The first retail clerks local chartered by the AFL in 1888 was in Muskegon, Mich. Historic photo at the left courtesy of UFCW.



**DROWNING
IN BOOZE
?
HELP
IS
AVAILABLE.
CONTACT
YOUR PORT
AGENT OR
YOUR
UNION AT
PINEY
POINT!**

Houston Becomes Regular Stop for New SIU "Atlantic" Ships



TWO of Sea-Land's new giant containerships, the *Performance* and *Quality*, docked in Houston last month. Seafarers crew all 12 of the ships, which Sea-Land recently purchased. In the face of tough times, these 12 new ships mean jobs and job security for Seafarers.



Steward/Baker R. Poovey and S/A Hobson in the *Performance's* galley.



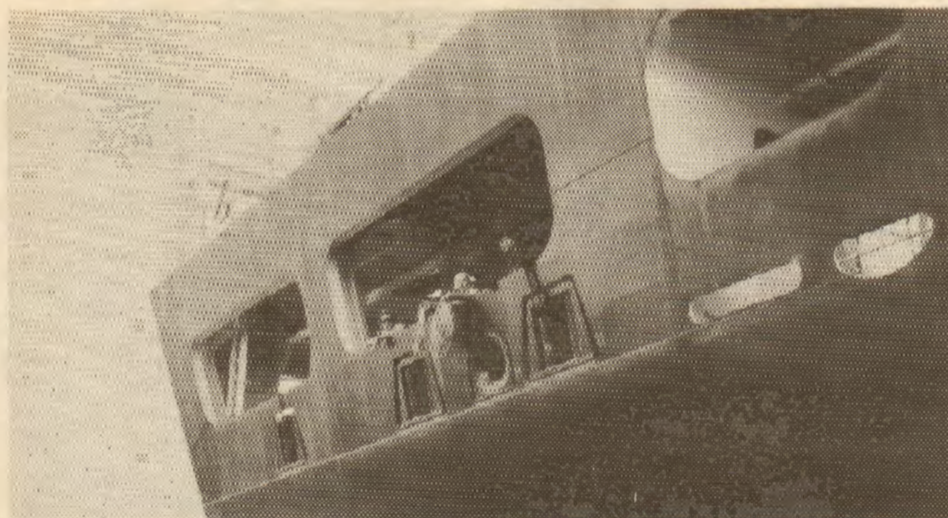
On the *Sea-Land Quality* are S/A Ambramovitch, Steward/Baker Duhe and Assistant Steward Milla.



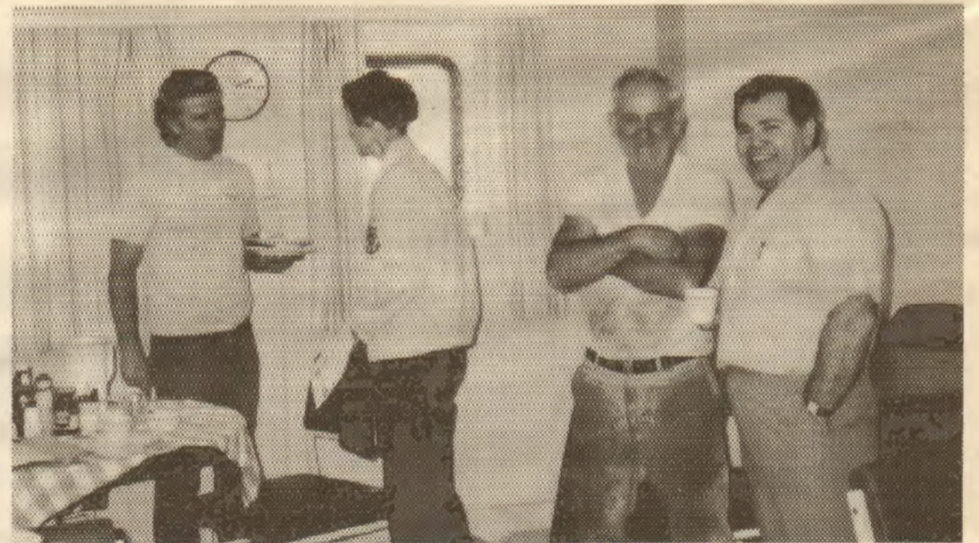
C.E. Wilson, DEU (left), pays his dues to Patrolman Joe Perez.



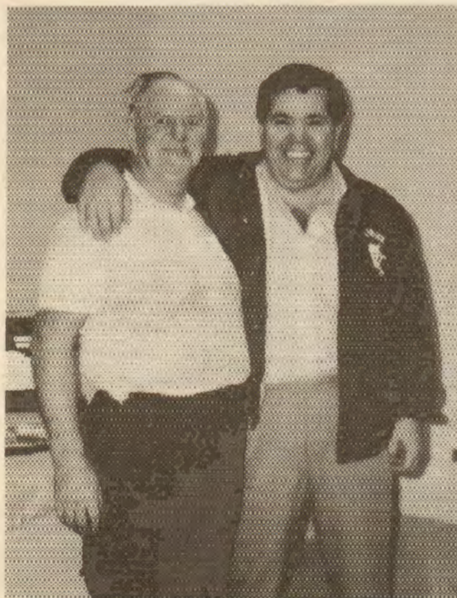
SIU Vice President Joe Sacco and Bosun Henry Jones aboard the *Performance*.



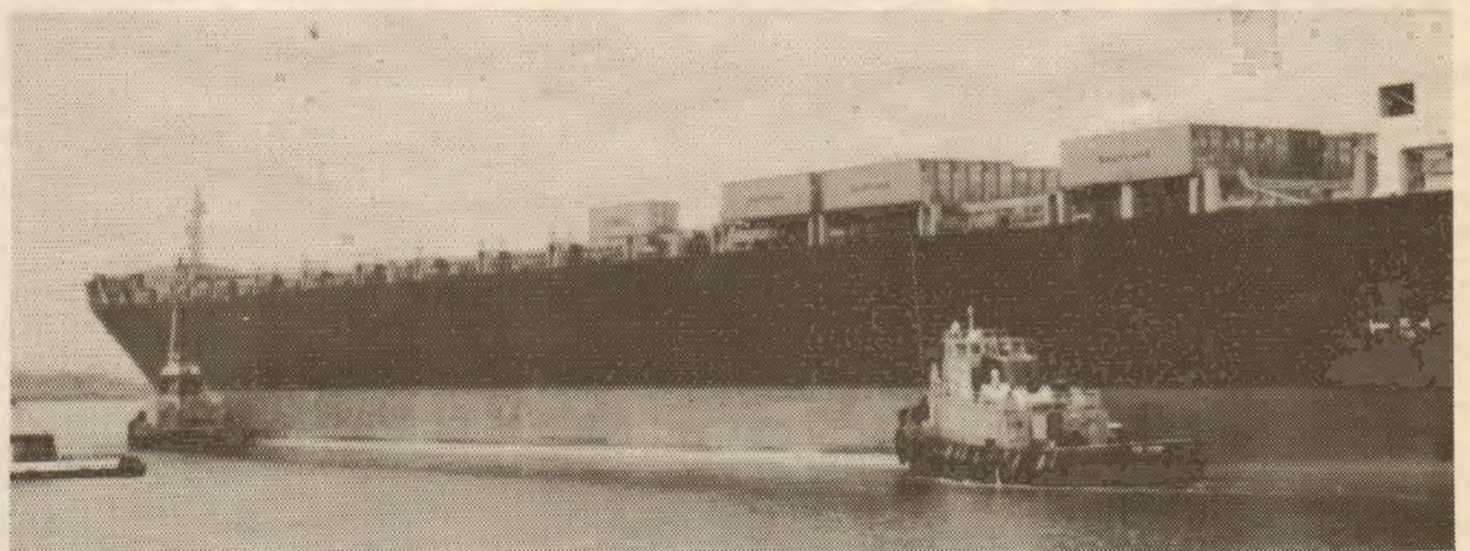
AB Ray Short and DEU C. Wilson are ready for the *Performance* to dock.



(L to R) on the *Performance* are Houston Port Agent Dean Corgey chatting with Sister Smith, OSF, from the Seamen's Center and Bosun Henry Jones with VP Joe Sacco.

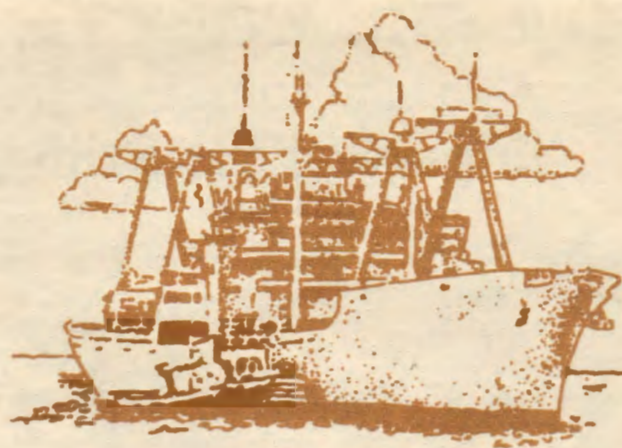


Jones and Sacco



When the *Sea-Land Quality* called on Houston, she was assisted to the dock by SIU Tugmen on the *Eva* (G&H Towing).

Safeguard Your Shipping Rights



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

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

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

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

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

KNOW YOUR RIGHTS

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

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

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

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

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

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

KNOW YOUR RIGHTS



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

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

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

KNOW YOUR RIGHTS

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

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

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

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

Don't Miss Your Chance to Improve Your Skills How?

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

You can use these skills:

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

Please send me the area(s) checked below:

MATH

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

ENGLISH: Writing Skills

- Grammar Books
- Writing Business Letters

SOCIAL STUDIES

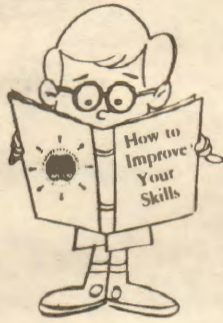
- Geography
- U.S. History
- Economics

STUDY SKILLS

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

COMMUNICATION SKILLS

- Basic Metrics



Name _____
 Street _____
 City _____ State _____ Zip _____
 Book No. _____ Social Security No. _____
 Department Sailing In _____

Cut out this coupon and mail to:

Adult Education Department
 Seafarers Harry Lundeberg School of Seamanship
 Piney Point, Maryland 20674

Send it today!

Help
A
Friend
Deal
With
Alcoholism
and
Drugs



Addicts don't have friends. Because a friend wouldn't let another man blindly travel a course that has led to the destruction of his health, his job and his family. And that's where an alcoholic or drug user is headed.

Helping a fellow Seafarer who has an addiction problem is just as easy—and just as important—as steering a blind man across a street. All you have to do is take that Seafarer by the arm and guide him to the Union's Addictions Rehabilitation Center in Valley Lee, Md.

Once he's there, an SIU member will receive the care and counseling he needs. And he'll get the support of brother SIU members who are fighting the same tough battle he is back to a healthy, productive alcohol-free and drug-free life.

The road is a long one for an alcoholic and drug user. But because of ARC, an addicted SIU member doesn't have to travel the distance alone. And by guiding a brother Seafarer in the direction of the Rehab Center, you'll be showing him that the first step back to recovery is only an arm's length away.

Addictions Rehabilitation Center

I am interested in attending a six-week program at the Addictions Rehabilitation Center. I understand that all my medical and counseling records will be kept strictly confidential, and that they will not be kept anywhere except at The Center.

Name _____ Book No. _____
 Address _____ (Street or RFD) (City) (State) (Zip)
 Telephone No. _____
 Mail to: THE CENTER
 Star Route Box 153-A
 Valley Lee, Md. 20692
 or call 24 hours-a-day: (301) 994-0010

Support SPAD

New Jersey Says 'No' to Sweatshops

New Jersey Governor Thomas Kean signed a new labor-backed law aimed at eliminating sweatshops, the Ladies' Garment Workers reported. Modeled after a similar New York measure, the New Jersey law would make it more difficult for apparel shops to cheat on state regulations governing child labor, wages and hours, unemployment and disability insurance, workers' compensation and payroll taxes.

The bill establishes a special task force of inspectors for the garment industry and a registration system for garment companies.

Personal

Albert Coles

Captain Arthur R. Moore, who has written a book on the history of the tremendous losses in ships and personnel suffered by the U.S. Merchant Marine during World War II, would like you to get in touch with him. Specifically, he would like to know if you know the name of the master on the *SS Benjamin Harrison* when it was torpedoed. Please call him (collect) at (207) 623-9165, or drop him a line: RFD#1, Box 210, Hallowell, Maine 04347.

Are You Missing Important Mail?

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

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

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

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

HOME ADDRESS

PLEASE PRINT

Date: _____

Social Security No. _____

Phone No. () _____
 Area Code _____

Your Full Name _____

Street _____

Apt. or Box # _____

City _____

State _____

ZIP _____

Book Number _____

SIU UIW Pensioner Other _____

UIW Place of Employment _____

This will be my permanent address for all official Union mailings.
 This address should remain in the Union file unless otherwise changed by me personally.

(Signed) _____

Digest of Ships Meetings

COVE LIBERTY (Cove Shipping), February 28—Chairman R. Saylor, Secretary Floyd Mitchell, Educational Director William Beatty, Deck Delegate Theodore Bush, Engine Delegate Van Joyner, Steward Delegate David F. Bradley. No beefs or disputed OT. The chairman reported that the ship will pay off in Richmond, Calif. The bosun will put out the new chairs and couch in the lounge as soon as he has put tips on them. He asked all hands to help the assistant cook keep the recreation room and messroom clean since he already has his hands full with own workload. There is no ship's treasury, but it was proposed that the crew establish one or an arrival pool in the near future to help build up a movie library. The educational director urged all members who qualify to take the time to upgrade at Piney Point. All eligible Seafarers should prepare themselves for the new skills and ratings that are becoming the mainstay of the maritime industry. He also stressed safety in everyone's daily work routine. A reminder was given for all hands to register and then to vote. And if a member knows he'll be at sea during elections, he should plan ahead and get an absentee ballot. Next port: Valdez, Alaska.

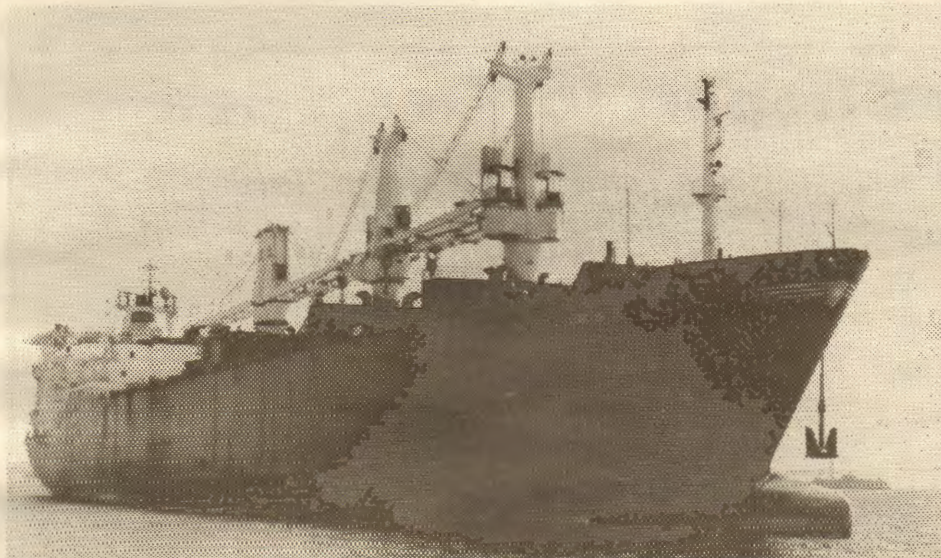
LNG LEO (Energy Transportation Corp.), February 10—Chairman John Davis, Secretary Stephen Gateau, Educational Director/QMED Brass. No disputed OT or beefs reported. There is approximately \$200 in the ship's fund. The chairman telephoned SIU headquarters regarding the use of epoxy primer on the interior of the ship. He is awaiting a response. He also mentioned the shortages of fresh fruit and spices, problems which will be taken up with the company in New York. The educational director stressed the importance of contributing to SPAD and of upgrading at Piney Point.

LONG BEACH (Sea-Land Service), February 14—Chairman Rafael F. Vega, Secretary James W. Barnett, Educational Director Herbert Calloe, Deck Delegate Felix A. Santiago, Engine Delegate Frederico Rodriguez, Steward Delegate Ruperto Rivera. Some disputed OT was reported in the deck department. The chairman thanked the deck department for such good cooperation and the steward department for a job well done. Captain Lomoriello requested an opportunity to address the crew. He talked about the idea of having an arrival pool so that extra movies could be rented in Puerto Rico or the ship could buy fresh fish now and then. He also stressed the fact that stowaways are a concern to everyone—to the safety of the crew and the high cost to the company. Additionally, it was noted that due to a possible tug strike, the ship might divert from Elizabeth, N.J. to Portsmouth, Va.

OMI CHARGER (OMI), February 28—Chairman F.R. Schwarz, Secretary N.N. Jugabi Johnson, Deck Delegate W. Burke. Some disputed OT was reported in all three departments, including the question of whether the SIU recognizes Martin Luther King Day. The chairman urged all eligible members to upgrade at the Lundeberg school. The secretary noted the necessity for crewmembers to help keep the messhall and pantry clean as well as the microwave oven. The *Charger* sailed from the Mississippi River, and along the way made water for the vessel from the river. The question was brought to the patrolman onboard, however, as to whether Mississippi River water is safe for this purpose. There is \$60 from the arrival pool. Next port: New Haven, Conn.

OMI COLUMBIA (OMI), February 28—Chairman Joseph R. Broadus, Secretary Chester R. Moss, Educational Director A.G. Milne, Deck Delegate Richard F. Bowen, Engine Delegate Karl Benes, Steward Delegate James W. Hines. No beefs or dis-

puted OT reported. Payoff will take place at the dock in Long Beach, Calif., at which time the captain will be getting off. Everyone was reminded to wait for the patrolman before leaving. The importance of donating to SPAD was stressed, and members were also asked to donate to the ship's fund to help buy a new VCR. The educational director urged eligible crewmembers to attend upgrading courses at Piney Point. Learning new skills is the best job security you can get. News of veterans' benefits for World War II merchant seamen reached the vessel. "We have two members here who sailed between 1941 and 1945 who have been waiting a long time." Nevertheless, it was a positive step and something to be thankful for.



OVERSEAS ALICE (Maritime Overseas), February 11—Chairman Steven Copeland, Secretary Collie Loper Jr., Educational Director Sebastian Perdon Jr., Deck Delegate David Goldberg, Engine Delegate George Silva, Steward Delegate Mitchell K. Woodard. No beefs or disputed OT reported. There is \$150 in the ship's treasury. Everything is running smoothly, according to the chairman, although there has been some problem with crewmembers being dispatched to the ship with permanent jobs when they are actually relief. "We would like to see this situation corrected." Another related problem is that these "reliefs" have not been properly informed about the new lower pay scales that went into effect in October of last year. The secretary thanked everyone for being so understanding as to why the ship has been unable to get some of the items that have been requested, but assured members that everything is slowly being taken care of. Next port: Subic Bay, P.R.

PFC DEWAYNE T. WILLIAMS (AM-SEA), March 13—Chairman Mark Trepp, Secretary Donald C. Spangle, Educational Director M. Sabin. No beefs or disputed OT reported. All LOGs have been posted as received. The chairman stressed the importance of contributing to SPAD. "Without forward planning, jobs such as ours would not exist." The secretary added the need for upgrading. "With ever changing conditions in the industry, you may find your present job no longer available. Having endorsements is your job security." The educational director said that working for a company such as AMSEA is ideal in that when you need the extra time off, they will reschedule your return to the ship. That way you can maximize your time to upgrade and still pay the bills. There is \$530 in the ship's fund. Anyone bringing video tapes for the ship's tape library will be reimbursed from the fund. Under the new business portion of the meeting, it was brought up that if a Union hall in Guam is not feasible, then the SIU should consider sending a patrolman once a year to supervise payoffs. Otherwise, crewmembers must wait until the ship returns every two years for shipyard work. Crewmembers

also made the request that any changes in the launch schedule be properly announced. Watch-standers requested consideration from everyone in keeping the noise level down. And a vote of appreciation was given to the steward department for the fine meals. A vote of thanks also went to the bosun and deck department for the 250 pounds of freshly caught fish. In its report to the LOG: "For the third year in a row, the *D.T. Williams* is participating in the "Team Spirit" exercises in South Korea. This is the second year that all four ships of squadron-3 are involved. Will forward pictures ASAP." Next port: Pohang, Korea.

SEA-LAND LEGION (Sea-Land Service), January 3—Chairman George Bradley, Secretary Nancy Heyden, Educational Director Sam Beattie, Engine Delegate Solomon Benjamin, Steward Delegate George R. Boop. No beefs or disputed OT reported, although the steward department feels that there is too much work for one man to do on a ship with 26 crewmembers

(including 11 officers). The educational director reminded all hands to help the SIU and themselves by contributing to SPAD. He also reminded everyone of the upgrading opportunities available at Piney Point. Thanks were given to the steward department: "On behalf of the entire engine department, we wish to offer a sincere thank you for the assistance and cooperation shown by the steward department during the recent plant blackout at sea. They were also given a vote of thanks from the entire crew for the delicious food. Next port: Long Beach, Calif.

SEA-LAND PRODUCER (Sea-Land Service), March 6—Chairman Harry M. Fisher, Secretary Claude Hollings III, Educational Director P. Thomas. No beefs or

disputed OT reported. The ship will pay off in New Orleans, but little more than that is known for the time being. The ship will be getting port stores in Port Everglades and then a few more stores in New Orleans. The educational director urged all eligible members to go to Piney Point to upgrade their skills. New skills and endorsements is "where the money is." There is \$9 in the ship's fund. At the present time, there is no air conditioning aboard ship. Crewmembers would like for this situation to be remedied before it starts getting warm. A vote of thanks was given to the steward department for a job well done. Next port: Port Everglades, Fla.

STAR OF TEXAS (Seahawk Management), February 21—Chairman Gene Paschall, Secretary I. Fletcher, Educational Director G. Thompson. Everything is going smoothly with no beefs or disputed OT reported. The chairman urged everyone to register to vote in the national elections next November and keep our own political activity going by contributing to SPAD. He said the vessel would pay off on arrival in Philadelphia if it gets in on time. He also advised all members to take advantage of the upgrading classes at Piney Point. The shipping industry is becoming ever more technical, and those with the skills will get the jobs. There is no money in the ship's fund at the present time, but donations will be solicited next trip. A motion was made that Seafarers be able to retire with 20 years sea-time at any age. A vote of thanks was given to the steward department. Next port: Philadelphia, Pa.



Official ships minutes also were received from the following vessels:

- LNG ARIES
- AURORA
- BAY RIDGE
- CHARLESTON
- GREAT LAND
- MARINER
- OAKLAND
- OMI HUDSON
- OMI SACRAMENTO
- OVERSEAS NATALIE
- OVERSEAS NEW YORK
- OVERSEAS OHIO
- PRESIDENT TAYLOR
- PRIDE OF TEXAS
- SAM HOUSTON
- SAN JUAN
- SEA-LAND ADVENTURER
- SEA-LAND CONSUMER
- SEA-LAND EXPRESS
- SEA-LAND VOYAGER
- STUYVESANT
- ULTRAMAR
- USNS STALWART
- USNS VINDICATOR

Monthly Membership Meetings

Port	Date	Deep Sea Lakes, Inland Waters
Piney Point	Monday, May 2	10:30 a.m.
New York	Tuesday, May 3	10:30 a.m.
Philadelphia	Wednesday, May 4	10:30 a.m.
Baltimore	Thursday, May 5	10:30 a.m.
Norfolk	Thursday, May 5	10:30 a.m.
Jacksonville	Thursday, May 5	10:30 a.m.
Algonac	Friday, May 6	10:30 a.m.
Houston	Monday, May 9	10:30 a.m.
New Orleans	Tuesday, May 10	10:30 a.m.
Mobile	Wednesday, May 11	10:30 a.m.
San Francisco	Thursday, May 12	10:30 a.m.
Wilmington	Monday, May 16	10:30 a.m.
Seattle	Friday, May 20	10:30 a.m.
San Juan	Thursday, May 5	10:30 a.m.
St. Louis	Friday, May 13	10:30 a.m.
Honolulu	Thursday, May 12	10:30 a.m.
Duluth	Wednesday, May 11	10:30 a.m.
Jersey City	Wednesday, May 18	10:30 a.m.
New Bedford	Tuesday, May 17	10:30 a.m.

Editorial See Rule 1

Everybody's seen the little sign posted in the boss' office:

Rule 1—The Boss is always right.

Rule 2—If the Boss is wrong, see Rule 1.

That is the attitude the administration is taking on the reflagged Kuwaiti tankers. Despite all the evidence that the boss is wrong, they are living by Rule 1. They simply say they are right, no explanation needed, thank you.

No one disagrees with the fact that the reflagging of the 11 Kuwaiti tankers under the Stars and Stripes is in the national defense interest. American presence in the Persian Gulf is an important part of American defense interest.

What no one can understand and what no one in the administration will explain is how American merchant sailors working on American ships is contrary to American defense interest.

See Rule 1.

American seamen have fought and died for more than 200 years around the globe. There is no other group of industrial workers who have played such an important part in exercising American power and foreign policy. On top of being a pretty patriotic bunch, American seafarers are by far the best trained and most reliable in the world.

Last year when the administration granted the first waiver of crew re-

quirements on the tankers, the explanation was very simple. The law says we can do it, so we did it. There wasn't any mention of national defense interests being furthered by denying U.S. seamen jobs. The SIU and others argued that was not what the law said or meant. Even representatives of the tankers owners said they would employ Americans if the law called for it.

But the administration invoked **Rule 1**.

Thanks to the hard work of many maritime groups and congressional supporters, a new law was passed. It was specifically designed to require American crews on those tankers. The drafters of that legislation have said so in federal court. The only way a waiver can be granted under the Anti-Reflagging Act is if there is a presidentially-declared emergency—there is not—or if there are not any American seamen available to crew the ships—there are thousands.

But guess what? **Rule 1** was invoked again.

A law passed shortly after the out-

break of fighting in Korea in 1950 said the Secretary of Defense could request a manning waiver in case of national security needs. That law was passed because there were not enough American merchant sailors available then to move troops and arms to Korea.

Citing the 1950 law, the Defense Department was granted a national security waiver for those Kuwaiti tankers. Yet in all the correspondence, congressional testimony and court appearances, no one from the administration has been able to explain why U.S. seafarers on U.S. ships would harm national defense interests.

All that is said is such action would "change one of the conditions existing" at the time of reflagging. That sounds a lot like **Rule 1** again.

If the Kuwaiti owners of the U.S. tankers in the Gulf do eventually employ American seamen, as Secretary of State George Shultz hinted, then according to everything the administration has said in the past, that would be against American national defense interests. Right?

No, see **Rule 1**.

Letters To The Editor



"Love of Sea and Love of Country"

My father Robert J. Burns passed away on Feb. 15, 1988. His family, which includes his wife Priscilla, his sons James R. Burns, John P. Burns, Thomas E. Burns, Donald J. Burns, and daughters Roberta Downey and Rosemarie Collard would like the LOG to recognize Robert J. Burns for his devotion and accomplishments in serving his country for 30 years in the United States Merchant Marines. Enclosed are copies of awards given to him in wartime as well as a letter of honorable recognition from the then president of the United States.

My father and those other Merchant Marines who served and who died for their country during wartime, I believe, have not received sufficient recognition as being veterans. Hopefully, in the future, more can be done for these men who have done so much for their love of the sea and their love of their country.

Sincerely,
John P. Burns

Editor's Note: Brother Burns was awarded the Pacific, the Atlantic and the Mediterranean War Zone Bars by the War Shipping Administration. He also received a commendation from President Harry Truman. Brother Burns retired in 1973.

"Excellent Job on Tacoma"

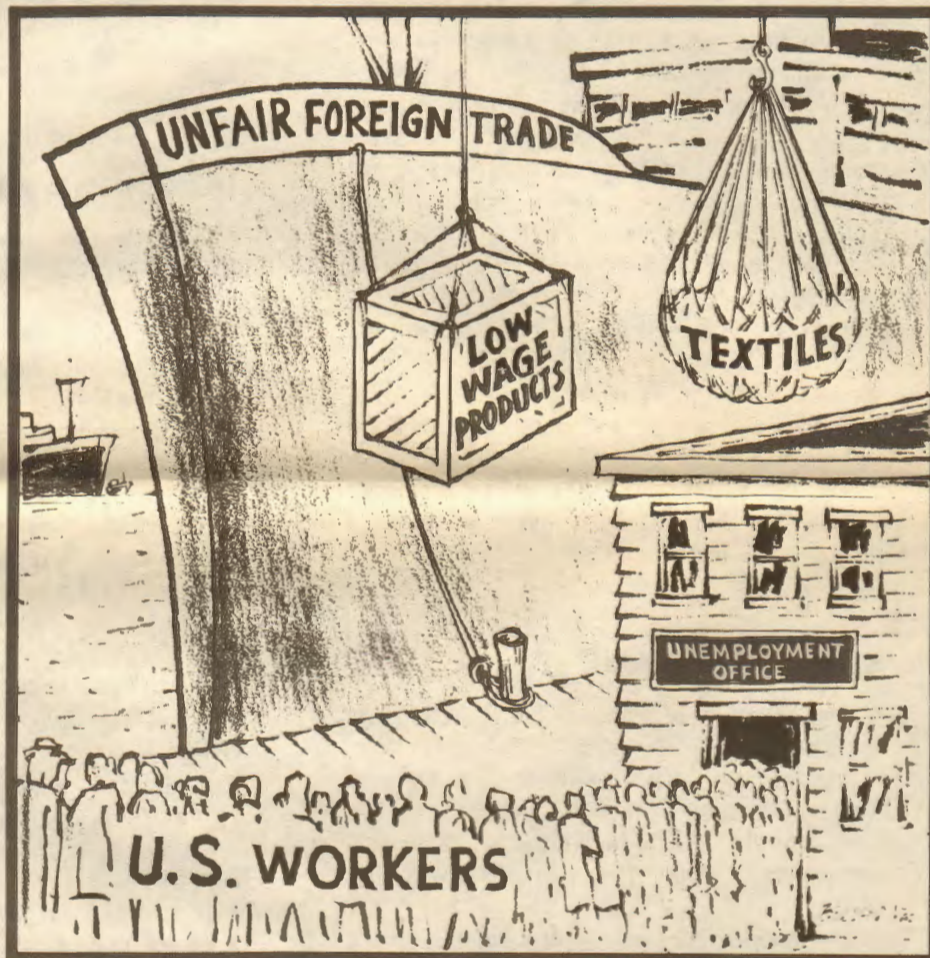
I recently had the occasion to tour one of Sea-Land's new D-7 containerships, the *Sea-Land Tacoma*, and I wanted to pass on to you the names of three of your members who did an excellent job while I was aboard.

Bos'n Ray Ramierz obviously had a work party wash down the vessel and polish the bright work before my arrival. AB's Greg Taylor and Dana Cella stayed aboard on their day off in order to show me the bridge, aids to navigation and steering equipment. All three were outstanding representatives of the union.

I have sent all three brief notes of thanks, but wanted to formally commend them to you.

I look forward to seeing you in the near future.

Sincerely,
John Gaughan
Maritime Administrator



Pensioners

The following SIU members have retired on pension:

DEEP SEA

Edward A. Allen
Joseph O. Baker
William A. Barnes
Michel Billo
Marion S. Ciglio
Pedro Cortez
Steve V. Crawford
James R. Curran
Leon R. Curry
Robert W. Delmont
Gerard A. Doering
Eugene B. Flowers
Benjamin Freeman
Edward E. Garrity
Milton R. Henton
Lucian A. Johns
Edwin D. Johnson

Keith Jones
George R. Kosch
Edward A. Krause
Robert P. Kurkerwicz
Carl D. Lowery
Harry E. Luckey
James L. McLamore
Humberto Ortiz
Nemesio Quinones
Willie R. Reddic
Frank Sandy
Peter Sernyk
Charles L. Shirah
John A. Smith
Joe Spak
Charles E. Taylor
Emmett A. Thompson

GREAT LAKES

Laurence G. Bernard
Loretta Murphy
Joseph R. Turner

The SIU in Washington

Seafarers International Union of North America, AFL-CIO

April 1988

Legislative, Administrative and Regulatory Happenings

Washington Report

The national mood is decidedly mixed.

The business pages of the nation's most respected newspapers reflect this feeling. Stories about the "amazing resilience" of the economy run side by side with predictions that we are on the verge of another Great Depression.

One widely-quoted story from *The Wall Street Journal* began with the following sentence: "Just keep telling yourself, it's only a chart." A graph of the 1987 stock market was superimposed onto the 1929 Down Jones index. The two were nearly identical.

The presidential election reflects this national schizophrenia. The Republicans have all-but-annointed George Bush as their candidate. He paints the Reagan administration's record in glowing terms. The country, he says, has benefited greatly from the administration's economic policies.

The Democratic race has taken on a completely different complexion—literally. With strong showings in Michigan and Wisconsin, Jesse Jackson has captured the imagination of millions of Americans, even those who disagree with his policies or don't believe that he can be elected.

Jackson's America is worlds apart from the one that George Bush describes. He talks about "economic violence," lost jobs, rampant drug use and mounting debts, both fiscal and moral.

For now, at least, Americans seem unwilling to make up their minds which assessment is closer to the truth.

Effective Control?

The situation in Panama has reached the crisis stage.

The country is near bankruptcy. General Noriega, Panama's president and dictator, has been named as a co-conspirator in a drug case in the United States. Human rights abuses are endemic.

Support for Noriega grows smaller every day. The military seems uneasy. The Catholic Church has condemned him. He has no following among the middle-class.

Everyone agrees that the general has to go. Spain has even agreed to take him in, to facilitate the transfer of power. The only problem is, the general won't leave. And short of an actual invasion, the United States has just about used up its options.

To seamen, at least, the situation in Panama is full of ironies.

Some ancient but pertinent history: the decline of the American-flag merchant marine was precipitated by the formulation of the "Effective U.S. Control" (EUSC) Doctrine. In 1947, the American government decided to grant war risk insurance to American-owned vessels that had been reflagged under the registries of Liberia, Honduras and yes, Panama.

As Irwin Heine, a former official of the Maritime Administration, has pointed out, "the fact that (foreign registries) play an important role in U.S. mobilization planning is based upon agreements, not treaties. Under international law, only the state of registry has the

right to requisition and exercise control of its national-flag vessels."

For years, apologists for the EUSC doctrine have side-stepped this issue by stressing the close connection between the United States and Panama. If anything should happen to upset that relationship, they have argued, the United States can exert pressure.

Recent developments have laid bare the fallacy of these arguments. Short of actually invading Panama, the United States has taken its best shot at unseating General Noriega—to no avail. Meanwhile, newspapers run stories about the growing connection between Noriega, the international drug cartel and Fidel Castro.

Has this country actually reached the point where it is willing to pretend that it can rely on Panamanian-flag vessels to carry American troops and supplies in case further action is required to protect our stakes in the Panama Canal?

Alaskan Oil: Part One

Recent developments in Panama bring to mind the old Yiddish joke about the schlemiel and the shlemozzle.

The joke goes like this: the schlemiel is the person who spills soup on the shlemozzle. If General Noriega is the schlemiel, then the hard-luck maritime industry is definitely the shlemozzle.

Since oil was first discovered in Prudhoe Bay, maritime unions and companies have fought to keep Alaskan oil from being exported overseas.

Several years ago, after a bitter fight, the industry was able to get the ban extended.

It was an important victory. As many as 40 American-flag vessels stood to be laid up had Alaskan oil been allowed to be sold overseas.

Opponents of the ban have used any pretext they can think of to overturn it. Last month, after it was reported that Noriega was threatening to close down a Panamanian pipeline, they renewed their attack.

Few people expect that pipeline will be turned off. Yet the threat momentarily reopened an issue that everyone in the industry thought had been put to bed.

The SIU legislative staff has worked closely with key allies in Capitol Hill to remind people that the strategic interests which prompted Congress to ban the export of Alaskan oil are still operative, and that no hasty action should be taken.

Alaskan Oil: Part Two

Citing national security reasons, SIU President Frank Drozak urged the Subcommittee on Fisheries, Wildlife, Conservation and the Environment to facilitate the exploration and development of Arctic National Wildlife Reserve (ANWR) oil.

"The vast quantities of crude oil developed on Alaska's North Slope have proved to be an invaluable asset," said Drozak. "Unfortunately, many oil analysts expect production from the fields . . . to decline in the near future.

"The SIU believes that efforts to replace

those fields must be undertaken, and that the Arctic National Wildlife Refuge coastal plain may contain the vast oil resources necessary to replace the production from the enormous Prudhoe Bay field."

Under the best-case scenario, it will take 15 years before ANWR will start to flow. That does not take into account any delays. Yet a number of environmental groups have urged Congress to take its time with this issue.

Meanwhile, American warships are escorting 11 reflagged Kuwaiti tankers up and down the Persian Gulf. Both sides are threatening neutral ships. The Iraqis have added a new weapon to their bag of tricks: poison gas.

There hasn't been one serious environmental problem during the entire operation of the Alaskan pipeline. Yet the threat of an oil cut-off in the Persian Gulf remains vividly real. As it is, the price of oil is approaching \$18. Congress should act, and act now.

Kuwaiti Tankers

Kuwaiti officials "are taking steps to increase U.S. manning" on the 11 reflagged tankers which have been at the center of a year-long dispute between the administration and the maritime industry.

Responding to a letter from SIU President Frank Drozak, Secretary of State George Shultz defended the administration's decision to waive American citizenship and manning requirements. Yet he also added that the administration has been "advised that Kuwaiti officials are aware of our concerns over the manning issues, and that they are taking steps to increase U.S. manning."

Meanwhile, five maritime unions—the NMU, District 1-MEBA, the MFOU, the SUP and the MM&P—expect a decision to be handed down shortly on a suit they filed on this issue.

For more details, turn to page 3.

Busting The Strike-Busters

If the SIU has its way, Congress will make it impossible for shipping and fishing companies to break strikes by importing foreign workers to man American boats and vessels.

Importing foreign workers to break American strikes is illegal in this country, except in two industries: aviation and maritime. "We find it unacceptable that we should be singled out for this special treatment," said Frank Pecquex, director of legislation.

The Union won an important victory last month when the House of Representatives passed an amendment to the Immigration and Nationality Act prohibiting the admittance of aliens planning to work on American ships or aircraft during a strike by American workers.

The SIU lobbied every member of the House on this important issue. The vote wasn't even close: 302-104.

Trade

Anyone who doubts that unfair trade remains an important issue for the American maritime industry should take a look at the

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