



# LOG

Official Publication of the Seafarers International Union • Atlantic, Gulf, Lakes and Inland Waters District • AFL-CIO Vol. 50, No. 8, August 1988

## Special Report

### New FOC Operations Mount Another Threat To U.S.-Flag Fleet—Jones Act Bent by OK to Foreign Buy Of U.S. Barge Line

Flags of convenience (FOC) and the cheap foreign labor which goes along with them have been threats to the U.S. merchant marine since the end of World War II.

At one time referred to as "fink-flags" or runaway flags, these registries in Panama, Liberia, Cyprus and dozens of other countries siphoned American ships and American jobs. They continue to do so decades later.

With U.S. ships and seagoing jobs at an all-time low, these vultures are not finished. On page 3 read about the two newest threats to the U.S.-flag fleet. This time there is a new twist.

An American maritime consultant has set himself up as an expert and offers a "one-stop-shop" for U.S. shipowners to find a foreign-flag registry. He claims to have 32 flags to offer.

In an even stranger scenario, U.S. taxpayers are footing a large part of the bill for a former U.S. territory to become the newest flag of convenience operation. On top of that, one of the key players in its set-up is a close friend and major fund raiser for the George Bush presidential campaign, the Associated Press reports.

In a related development, foreign interests are threatening the Jones Act. A Japanese company has purchased a U.S. barge company, and the Coast Guard, despite being made aware of the lack of U.S. citizen owners, approved the operation.

The Jones Act was designed specifically as protection for American ship companies operating in our domestic trades, with no subsidy whatsoever. This matter is now in court. Read about it on page 3.

### SIU Fishermen In New Bedford OK New Pact

It took almost three years, but a strong united front by SIU fishermen in New Bedford has paid off. The last group of SIU-crewed fishing boats has won a new contract.

#### Bulletin

Fishermen working on some 25 boats, whose owners are part of the New Bedford Seafood Producers Association (SPA), ratified a new contract Aug. 8, said SIU Port Agent Henri Francois.

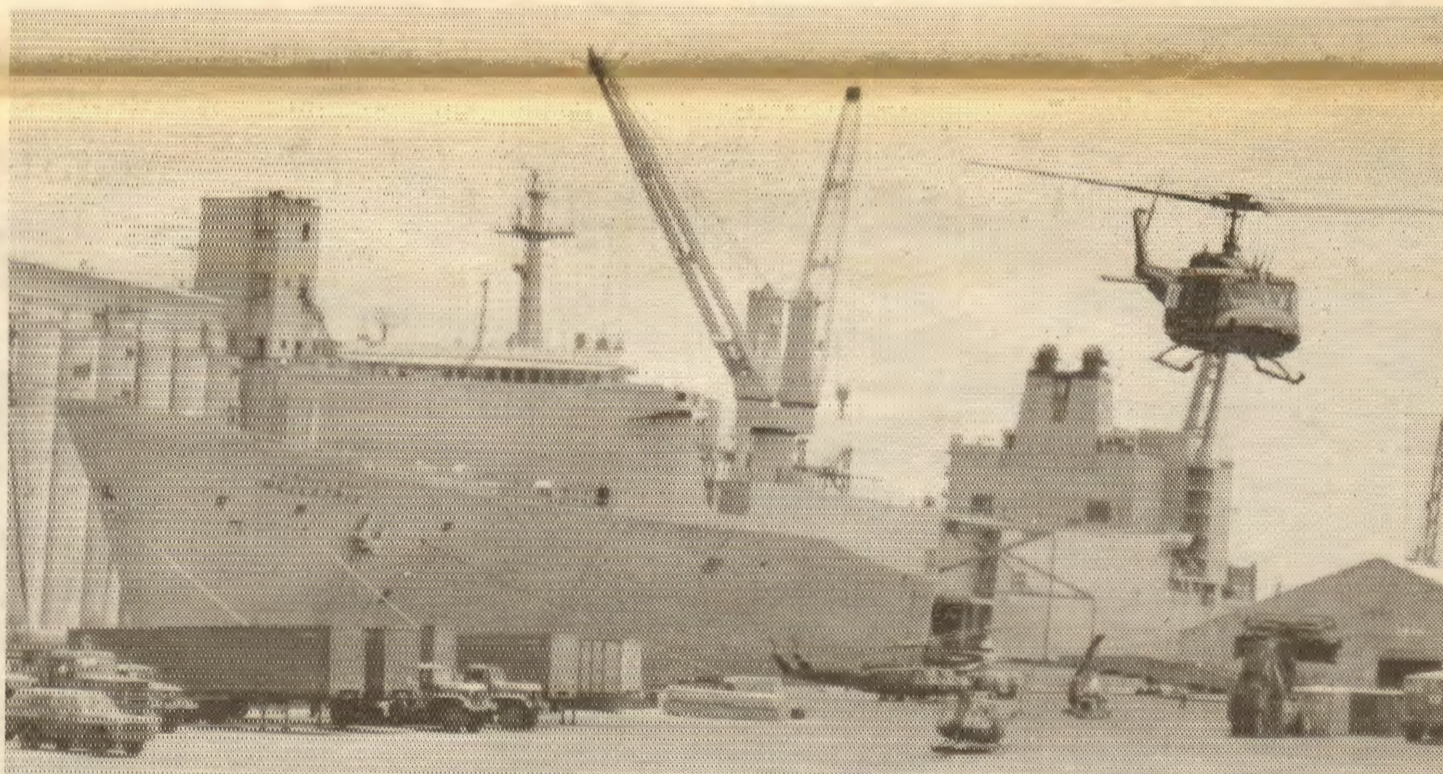
"We were able to reach this agreement because everyone in the Union stood united. This settlement is fair to both sides. Now we can all work together to get this industry back on its feet," Francois said.

In December 1985 SIU fishermen struck over a number of issues which couldn't be resolved through negotiations. As the strike wore on in the nation's busiest fishing port, more than 50 contracts with independent boat owners were reached. But the SPA, representing about 25 boat owners, dragged its feet.

"Now that this is settled," said SIU President Mike Sacco, "we can get on with organizing more fishing boats in New Bedford. I'm real proud of the sacrifices everybody made."

See page 5 for an earlier-written story.

### Bellatrix—An Example of SIU Job Security



The Seafarers who crew the USNS Bellatrix (above) are just another example of the highly trained and professional men and women the SIU provides for a large variety of ships. Currently Seafarers crew more than 60 ships with military functions; those ships provide jobs and job security. This picture was taken by Seafarer Les Farrell in Mobile, Ala. For more photos of Seafarers, see page 15.

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## President's Report by Michael Sacco

### *The Rover Crew — A Credit to the U.S.*

We have always maintained that American ships, registered under the United States flag, are a vital asset to the nation in many, many ways. Aside from the essential role the privately owned fleet, manned by citizen seamen, plays in times of national emergency and in the carriage of cargo in peacetime, there are other distinct benefits from a big presence of U.S. merchant ships on the high seas.

Not the least of these benefits is that of the prestige that comes from having the U.S. flag visible in ports in every section of the world. Our friends and our enemies should know that America has all of the equipment—in this case ships flying our flag—that is the mark of a world power and the number one trading nation.

In addition to making the flag visible throughout the world, American ships and seamen are continually involved in humanitarian acts and heroism as they ply the seas.

A case in point, and one that gives me great pride, is the attention given recently to our own SIU crew aboard the *MV Rover* operated by Ocean Carriers. While the *Rover* was en route to the Philippines several weeks ago, it spotted a small vessel adrift with 24 Vietnamese men, women and children aboard. For several days the refugees were drifting without food or water.

The *Rover* drew alongside and the Americans boarded the stricken vessel with emergency provisions. When the *Rover's*

engineer determined that the boat's motor was beyond repair, the refugees were brought aboard and cared for until the vessel's next port of call in Bataan, the Philippines.

This act was commended by the United Nation's High Commissioner for Refugees, Jean-Pierre Hocke, in Geneva, Switzerland, who hailed the company, the master and the crew "of the *MV Rover* which has again rescued refugees, and in doing so has carried out the

to capture a larger share of cargo transport is intensifying among the nations of the world.

Wherever you look, the third world countries, the lesser developed nations, and the traditional maritime nations are hard at it. All are guided by what they deem is their national interest.

China, for example, is on a real push. The China Ocean Shipping Co., which is a state-owned fleet, carries 80 percent of China's water-borne com-

of payments.

The Australian effort is the result of three-way cooperation. Management is investing in the ships, the Australian maritime unions have trimmed manning scales and set maximum crew sizes, and the government is giving 7 percent of the purchase price to buyers of new or used ships.

No matter how well-intentioned or determined management and the unions were to get Australia back in the maritime

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*"... As long as some governments deem it in their national interest to provide various supports to their own shipping, it is essential that the United States develop and implement a realistic policy that will assist our own shipping to compete in a contest that is otherwise stacked against us . . ."*

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best traditions of the sea." The owners of the *Rover* were cited by Commissioner Hocke for the previous rescues performed by Ocean Carriers' vessels and crews.

And Anne Kane, manager of marine personnel for Ocean Carriers, told me that "This is not the first incident of personal involvement by SIU members nor do we suspect it will be the last."

The SIU crew on the *Rover*, its owner and officers have one again brought credit to America's merchant marine, and we salute them for it.

### *Food For Thought*

Hardly a month goes by without evidence that the struggle

merce. Figures published recently show that in 1961 the company had 25 ships totaling 229,000 deadweight tons. Today the line has 600 ships of over 13 million deadweight tons.

The government's support is a primary reason for the company's spectacular growth. It has grown because it undercuts rates very substantially, aided by the Chinese government, which is determined to have a major merchant marine.

Now Australia, whose shipping industry has been steadily dwindling, is stepping into the contest for cargo, with the first of a new group of ships with which they intend to compete. Among the reasons for the move is the determination to stop the drain on the country's balance

picture, it would have been impossible without the government's very positive participation.

As long as some governments deem it in their national interest to provide various supports to their own shipping, it is essential that the United States develop and implement a realistic policy that will assist our own shipping to compete in a contest that is otherwise stacked against us.

That's why we must continue to make every effort to convince the legislative and executive branches of the government of the urgent need to revitalize U.S.-flag shipping. Keep that in mind as we prepare to go to the polls in the national election in November!



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# U.S. Company Opens 'One-Stop' Flag Shop

An American maritime consultant has given a whole new meaning to "convenience" shopping. He offers some 32 foreign-flag registries for ship owners who want to flee the U.S. flag, taking their ships and jobs with them.

U.S. companies now operate about 400 ships under foreign flag, about the same number they operate under the Stars and Stripes. But if Julian Padilla has his way, even more American seafaring jobs and ships will be lost.

Padilla claims to have drawn on a family background in the foreign registry business to open the so-called International Shipping Bureau in New Jersey. Padilla, who is chief executive officer of the company, says he has 90 foreign representatives. He says his company is designed to help U.S. firms in deciding to shift part or all of their ships to foreign flags.

According to *The Journal of Commerce*, he has set up shop to serve what he's betting will be a growing U.S. market for potential "open registry" operations. He says his operation may well be the first such one-stop "open registry" operation in the United States.

Foreign registrations in this country usually are handled by an attorney who specializes in shipping matters, who is often familiar with only one of the countries of registry.

The growing interest worldwide in less-costly

operations has generated a competition among various countries offering ship registration opportunities at lower cost and with fewer obligations on the owner than in his home country.

With the virtual shutting-down of subsidies and a shift of U.S. government policy toward competition and less help from the federal government, the 28-year-old Padilla thinks the time is ripe for his venture.

The requirements of the 32 different countries offering this sort of flag sanctuary do vary. He said the plethora of requirements make a decision about choice of flag both difficult and important.

There are a variety of special requirements and even some restrictions attached to most of the flags of choice.

Foreign flags, in general, can permit an operator to cut costs immediately by 30 percent to 75 percent, principally by using far less costly foreign crews, he said.

There are fees and taxes that also vary. Tax laws in the United States in recent years have removed some of the previous advantages enjoyed, but many other onerous U.S. requirements are avoided.

"This is just outrageous," said SIU President Mike Sacco. "I guess with the lack of any meaningful maritime program in the last eight years, you shouldn't be surprised when the vultures start circling."

No one denies, in the short term, that FOC operations are cheaper. "But you get what you pay for," Sacco said. He cited the low level of training and professional expertise of many of the cheap foreign crews.

"You call safety regulations onerous standards? If you examine accident statistics, you'll find that poorly maintained ships and poorly trained crews play big roles," Sacco said.

There is always one part of the equation these 'flag-busters' forget. Do they really believe that U.S.-owned, Liberian-flag ships with Malaysian crews can be counted on in case of a national emergency?

Recent studies from the Merchant Marine Commission on National Defense and by other federal agencies all point to a large shortfall of ships and crews if the U.S. ever needed to gear up for an emergency. Today, the U.S.-flag fleet is barely above the 400 ship level. Because fewer ships mean fewer job opportunities, there won't be enough trained seagoing crews to man reserve fleet ships.

"If dollars were the simple bottom line, there probably wouldn't be many U.S.-flag ships today. But with the right combination of good management, the most professional crews in the world and a solid national maritime policy that recognizes the vital need for the U.S. merchant marine, I know, and shipowners know, the American merchant marine can compete with anyone," Sacco said.

## U.S. Tax Dollars Help Fund Latest FOC Registry

If you asked most American taxpayers where their tax dollars wound up, few would have any idea that part of their tax bill goes to the Marshall Islands, where it's used to lure American merchant ships away from the U.S. flag and tax laws.

The former American territory gained its independence from the U.S. in 1986, but maintains close ties to the U.S. which contributes to the Marshall Islands' \$76 million annual budget. The islands cover a total of 70 square miles in the Western Pacific.

This small group of islands is using part of its budget to set up the latest flag of convenience registry in the world. It's using its ties with the U.S. and the possibility of U.S. Navy protection for Marshall Island-flag ships as a lure to ship owners.

In addition, the Associated Press reports that a close friend and campaign fund raiser for George Bush played a key role in setting up the registry.

The chief negotiator of the compact was Fred Monroe Zeder II, a close friend of Vice President George Bush, a Bush campaign fund raiser and frequently reported to be in line for a top job in a Bush administration.

Zeder's son, Howard Blood Zeder, is wearing two hats in the Marshalls registry, heading it as the republic's maritime commissioner and serving as an officer and part-owner of the private company that is operating the registry.

Neither Howard Zeder nor Peter Watson, a Washington lawyer who

speaks for the Marshalls about the registry, will reveal the arrangement's financial details or even how much Zeder is being paid as maritime commissioner.

When the federal government negotiated the pact with the Marshall Islands, two congressmen tried to include a provision that would have made such arrangements an illegal conflict of interest. But the Reagan administration—with Fred Zeder as its point man—managed to scuttle the proposal in the House Interior Committee.

For a small nation, a ship registry is big business, akin to a motor vehicle registry, keeping computerized records, shuffling papers and having relatively low operating costs.

The Marshall Islands, a former U.S. Trust territory with an annual budget of \$76 million, is stressing its political stability and the compact with the United States in its efforts to break into the ship registry business.

The 15-year compact requires the United States "to defend the Marshall Islands . . . and their people from attack or threats thereof as the United States and its citizens are defended."

Watson says that in trying to get shipowners to switch to a Marshalls flag, the republic "is making no representations to anyone it would be entitled to U.S. defense rights."

However, he said it is providing copies of the compact to shipowners, allowing them to "make their own interpretation."

Howard Hills, a State Department lawyer who helped Fred Zeder

(Continued on Page 7.)

## Barge Line Takeover Puts Jones Act in Jeopardy

A Japanese takeover of an American barge line may put a serious crack in the Jones Act, which could open the door to foreign ownership of U.S. domestic shipping companies.

In May, the Consolidated Grain and Barge Co. (CGB) was purchased by two Japanese companies. CGB is engaged in two businesses. First is the storage, transportation and sale of grain. But it is also a barge line which uses about 635 barges and seven towboats, according to court records.

While much of the company's barge fleet is used to move its own grain, it is also a "for-hire" barge line which transports coal, ores, steel, sand, grain, salt and other products. That is where the conflict comes in.

The Jones Act, the cornerstone of American domestic shipping, requires that any company which transports cargo between any two U.S. destinations be owned by U.S. citizens.

The one, narrow exception allows a foreign-owned company to transport its own product. In other words, if a foreign-owned automobile company wished to ship some of its cars made in an American plant, it could use its own ships or barges. But it could not hire out those ships to transport any other goods within the U.S.

Restrictions on foreign-ownership of shipping lines are spelled out in the Jones Act, and more recently, in the 1980 Vessel Documentation Act. The U.S. Coast Guard is charged with issuing or denying Certificates of Compliance in such cases.

In this case, despite the overwhelming evidence that CGB would continue its operations, both to transport its own grain and to operate as a "for-hire" barge line, the Coast Guard

refused to investigate the case before issuing a compliance certificate.

Another barge company, Ingram Barge Co., got wind of the takeover of CGB. It alerted the Coast Guard in April and asked for an investigation if CGB requested a certificate of citizenship compliance.

Ingram supplied the Coast Guard with evidence it said showed CGB's intention to continue to operate its fleet of boats and barges as before, i.e., to move its own grain and to hire out its equipment to move other products. That is in clear violation of the Jones Act.

However, the Coast Guard refused to investigate the situation and issued the certificates in May. That was when Ingram went to court seeking an injunction against the Coast Guard action.

The fear among domestic ship operators in this case is that it will open the door to foreign competition in a trade that is reserved exclusively for U.S. citizens and companies.

Among the issues of concern are:

- *Harmful precedent* in allowing an obvious violation of U.S. Vessel Documentation laws especially in view of the U.S./Canada FTA dispute and the ongoing GATT negotiations.

- The refusal of the U.S. Coast Guard to investigate the validity of claims made by the purchaser regarding citizenship requirements for the Certificate of Compliance. The Coast Guard has stated they will investigate *after* the fact if potential inaccuracies are alleged. The refusal to investigate before issuance is apparently in violation of Coast Guard regulations.



## SIU Charges Seamen Denied Jobs Due to Union Ties

In a blatant case of anti-union bias, two Houston, Texas companies, a ship manning agency and a ship management firm refused to hire qualified seamen because of their union affiliations, the SIU has charged.

The Union filed its charges with the National Labor Relations Board against Offshore Personnel Inc. and Gleneagle Ship Management Inc. The action came after both companies placed ads in Houston and Galveston newspapers seeking qualified seamen.

It is believed the two firms were hiring crewmen for the newly-chartered tanker *Maryland*. The 268,000 deadweight ton vessel was one of three ships recently bought by Belmont VLCC II. The ships were acquired from Marad.

Belmont has agreed to charter one of the ships to Kuwaiti interests for 24 months. Marad announced its approval of the chartering by Belmont to Chesapeake Shipping Inc. Chesapeake is the company established to operate 11 tankers Kuwait reflagged under the Stars and Stripes last year.

Under U.S. maritime Law, the *Maryland*, or the other two tankers, must carry a U.S. citizen crew. Gleneagle crewed the 11 reflagged tankers for Chesapeake and provided the captains and radio officers for those ships. Offshore Personnel Inc. provides maritime workers for various companies.

When the ads appeared in the Houston papers,

more than 20 Seafarers contacted Offshore Personnel and Gleneagle seeking employment. They were told, the Union claims in its NLRB charges, there was no chance they would be hired if they had any union affiliation.

Offshore employees told the SIU members that if they were union members they would not be hired, the Union has alleged.

One Seafarer was told outright that he was 100 percent qualified for the job, but because of his SIU membership, he couldn't be hired, according to the NLRB charges.

Also, Offshore employees allegedly told the SIU members it was under the shipowner's instructions to bar any crewmen with union affiliation. However, they would not identify the owner.

In the case of Gleneagle, SIU members submitted employment applications, but none received replies, despite meeting qualifications. The Union has charged both companies because it believes both were seeking crewman for the Belmont tankers. Both newspaper ads were worded the same and sought the same qualifications.

The *Maryland*, renamed the *Ocean Wizard*, was crewed and sailed from Portland, Ore. earlier this month. However, it suffered engineroom difficulties about 800 miles offshore and was towed back to Portland. Also in the shipyard is the former *New York*, renamed the *Ocean Challenge*. The other

tanker owned by Belmont is the former *Massachusetts*.

"We're convinced our people were not hired simply because they belonged to the SIU. Why anyone would be so blatantly anti-union is hard to figure out. If you were crewing a ship, where is the best place to find professional and qualified seamen? The maritime unions, of course," said SIU President Mike Sacco.

Sacco said the SIU will vigorously pursue the charges against the two companies.

The case is the latest chapter in the Kuwaiti reflagging story. The reflagging battle started last summer and dragged into this past spring when a federal court ruled against the maritime unions.

By using a loophole in U.S. law, Kuwait reflagged its ships last summer, but was only required to carry an American captain. Later an American radio officer was added to the crews.

Unions and other maritime groups lobbied Congress to close the loophole, based on 19th century maritime practices. The bill was passed and signed into law. But the Department of Defense, under the claim of "national security" reasons, waived the U.S. crewing requirements for the reflagged ships.

Later a suit was filed seeking to overturn the waiver, but that, too, failed. Shortly after, Kuwait hinted that it might charter U.S. tankers, a path suggested last year by the SIU.

## Sea-Land Subsidy Bill Introduced

Legislation which would grant operating subsidy eligibility to 12 foreign-built Sea-Land ships was the subject of a recent Senate hearing.

The bill, S-2510, introduced by Sen. Daniel K. Inouye (D-Hawaii), would allow Sea-Land's 12 D9J ships currently operating in the Pacific trades to become eligible for Operating Differential Subsidy (ODS) payments. It would not, however, grant subsidy; that would be up to the Maritime Administration.

Operating subsidy payments are normally limited to U.S.-flag ships built in U.S. shipyards. However, in the early 1980s a window was opened for a short time where American carriers could build ships abroad and still gain subsidy payments. Sea-Land is the only major U.S. steamship company which operates vessels in the foreign commerce without subsidy.

The major opposition to the sub-

sidy bill came from Sea-Land's competitors and the Reagan administration. The recent announcement of the formation of the Great Atlantic and Pacific Shipping Co. (A&P) and the proposed chartering to A&P of 24 vessels by Sea-Land generated some criticism of the bill.

Robert L. Hintz, chairman of Sea-Land, said passage of the bill is "vitally important to Sea-Land remaining competitive in foreign commerce."

He said the subsidy would cover only the 12 D9J vessels, which were built in Japan and Korea in the early 1980s. He said Sea-Land has no plans to seek subsidy on its other ships operating in the Pacific or in the Caribbean. The company's 12 Atlantic class ships are eligible for subsidy.

Hintz said Sea-Land, "despite the cooperation of our sea-going unions" in reducing operating costs,

is at a cost disadvantage competing with foreign-flag carriers and with its major Pacific rival, American President Lines.

He noted that the two U.S.-flag companies have many similarities in the areas they serve and the size of their fleets. But APL receives about \$60 million annually in operating subsidies.

But representatives from APL, Crowley, PRM, Central Gulf Lines and Marad labeled the bill "special interest" legislation which would benefit only Sea-Land. While all agreed they could support legislation which would make subsidy available to all U.S.-flag, foreign-built vessels, they opposed this legislation because only Sea-Land would benefit.

APL President Timothy J. Rhein testified that while Sea-Land was building its D9J ships at lower costs and with fewer operating restric-

tions in overseas shipyards, APL was building its ships in American yards at much higher costs.

He estimated that APL spent about \$23 million more per ship for its comparable C-9 class vessels built in a U.S. yard. In addition, he said the operating restrictions placed on subsidized firms make it much more difficult to compete.

"Sea-Land made its choice not to be subsidized: now it believes it made the wrong choice and seeks to be subsidized . . . It seeks this special legislation which in effect would reward Sea-Land for having built the D9s abroad at roughly the same time that APL was building C9s in the U.S. at a far higher cost," Rhein said.

Most other witnesses called for Operating Subsidy reform which would include all U.S.-flag companies and allow the acquisition of vessels overseas.

### All Seamen Face Drug Tests

## Coast Guard Issues Tough New Drug Testing Proposal

The Coast Guard has issued a set of stringent drug testing proposals which could subject every member of the U.S.-flag merchant marine to regular random drug testing.

The rules are expected to be administered and paid for by the maritime industry, and the first-year cost has been pegged at \$62.3 million.

While the new rules are at the proposal stage now, maritime observers expect the regulations will be adopted with little change by the Coast Guard. Interested parties have until Sept. 6 to submit comments. The SIU currently is preparing its comments on the proposals.

"The Union has always taken a strong stand against drug and alcohol abuse. We have also stressed rehabilitation. The key is to curb substance

abuse without violating people's rights," said SIU President Mike Sacco.

Following are some key points to the proposed rules:

- *periodic drug testing*—as part of required examinations, pre-employment testing, random sampling programs, post-accident and reasonable-cause testing. Mandatory alcohol testing also would be required in post-accident and reasonable-cause situations.

- *implied consent provision*—any mariner accepting employment on a U.S. merchant vessel on which any individual is required by law or regulation to hold a license, certificate or merchant mariners document is deemed to have given consent to be tested. Refusal or failure to submit to sampling is

considered a violation of regulation and will subject the individual to suspension or revocation of license or document or termination of employment.

- *suspension or revocation*—of license or document, denial of employment, and denial of job applications for illicit drug use and ineligible for seagoing employment until successful completion of rehabilitation and reissuance of license or document. However, employees who are identified as having used dangerous drugs on the job are not required to be afforded an opportunity for rehabilitation or to be retained or rehired.

- *rehabilitation*—is recommended for those individuals who are detected as drug users for the first time. If an individual has a second confirmed

(Continued on Page 5.)



## 25 Boats Vote

# Long New Bedford Struggle Could End with Contract OK

SIU fishermen on some 25 boats in New Bedford are voting on a contract proposal which could finally lay to rest several years of troublesome negotiations in the nation's largest fishing port.

The crewmen are working boats owned by Seafood Producers Association (SPA) members, an owners group. In late December 1985, fishermen struck in New Bedford over a number of serious issues including the way each boat's catch is divided between crewmembers and owners, documentation of crew expenses and work rules.

The strike resulted in improved conditions for fishermen working on independently-owned boats. Currently more than 50 fishing boats owned by non-SPA members are under SIU contract; most signed contracts in the spring of 1986.

But a series of court battles, National Labor Relations Board hearings and foot-dragging negotiations marked

the battle with the SPA.

"We kept at it and because of that we are pretty close to returning to normal here," said New Bedford Port Agent Henri Francois.

Balloting should be completed by early August, Francois said. If approved, the SIU-fishing fleet would be close to pre-strike numbers. In addition, Francois said organizing of independent boats is continuing.

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On a lighter note, the Portuguese community recently celebrated Day of Portugal on June 10. Portuguese-Americans make up a large portion of SIU members in New Bedford.

The festival, "a little bit like the Fourth of July," Francois said, was marked by music and speeches and rides on SIU fishing boats around the harbor.

Several hundred persons attended the event, and the SIU helped organize the celebration.



The *Sea Siren* was one of several SIU-fishing vessels involved in the celebration of the Day of Portugal.



The *Amazona* is a SIU-contracted vessel in New Bedford. Above is Capt. Armando Estrela.



Hundreds of people gathered at New Bedford's fishing piers to celebrate the Day of Portugal, June 10. Many SIU members played a big part in the day's festivities.

## SIU on T.V.

"Portraits of American Labor," a television series celebrating the heritage and contributions of the nation's working men and women, will air this fall on The Learning Channel, a national cable network.

Starting Sept. 11, "Portraits of American Labor" will air every Sunday evening from 6:00 to 6:30 EST. The SIU is sponsoring two of the segments. Entitled "Whither the Maritime Industry, Part I and Part II," they are scheduled to air Oct. 16 and Oct. 23, respectively.

The 11 half-hour programs will touch on topics such as how unions are combatting drug and alcohol abuse on the job, how unions use television advertising to get their message across, and the leadership role of unions in coping with a rapidly changing economy.

Check your local cable guide for listing of air dates and times in your area.

## Drug Testing

(Continued from Page 4.)

positive test, he will be subject to suspension and revocation of license or document, regardless of rehabilitation options.

• *marine employer*—would be required to have a blood and urine sampling and shipping kit. Evidential breath testing (EBT) devices also are required onboard a vessel at all times, operated by trained and qualified personnel. Marine employers must ensure that appropriate vessel personnel receive formal instruction in specific subject areas prior to being considered qualified operators of EBTs and in the practical application of the proposed requirements.

## Personals

Michael R. Palmer Shipmates

Michael R. Palmer would like to hear from any ex-shipmates and friends. Please write to him at 113974 Rain-2, Route 2 Box 500, Angie, La. 70426.

J. R. James Lee Rogers

Please send a postcard to Pete and Betty Burris at 44 Greenmeadow Drive, Timonium, MD 21093. They'd like to hear from you.


## MV American Eagle

There is an economic price adjustment (E.P.A.) due any crewmember who was employed aboard the above named vessel between July 1, 1987 and June 30, 1988.


Please submit verification of employment to the Contract Department at Union headquarters to process the additional monies due you.

# AMERICA WORKS BEST WHEN WE SAY...

# UNION



# YES



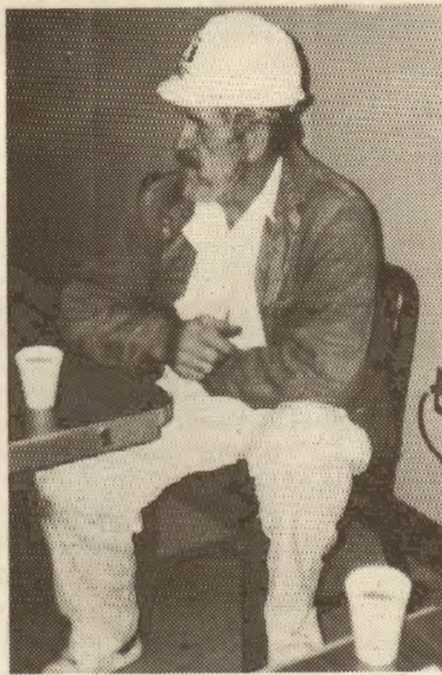


# Seafarers Play an Important Role in Banner Freedom

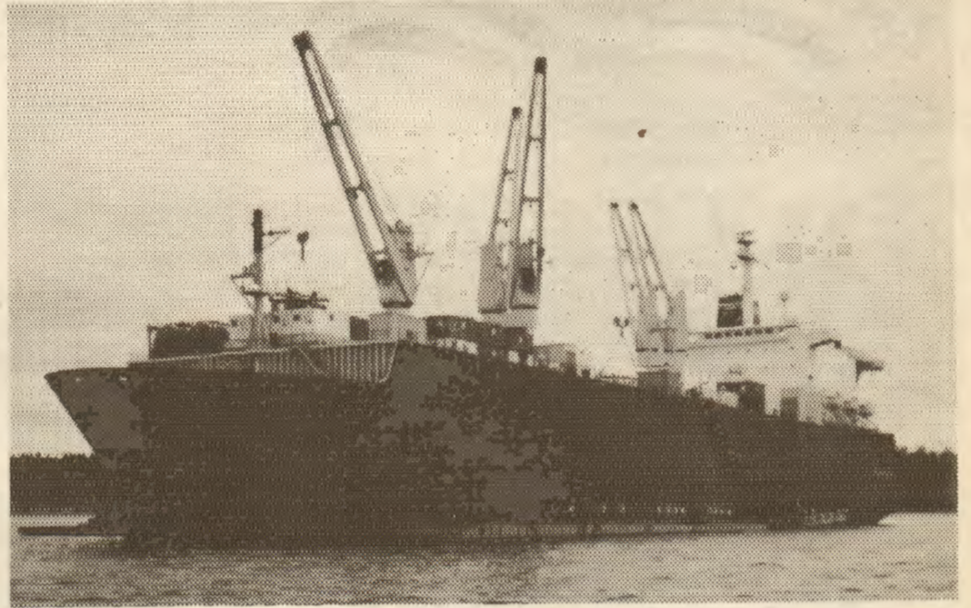
Anchored off of Port Townsend, Wash., the crew of the SIU-contracted *PFC Dewayne T. Williams* was ready for a payoff.

The *Williams* had just finished hauling troops and material from Korea, deploying them at Indian Head Island Naval Depot and then reloading for a trip to Florida.

The exercise, dubbed Operation Banner Freedom, involved more than 6,000 military personnel and several SIU-contracted ships. These pictures were taken by Seattle Field Rep. Neil Dietz.



Bosun Linwood Rich



*PFC Dewayne T. Williams*



Crewmembers unload their personal gear before boarding the harbor launch.



After the trip from Korea, *Williams*' crewmen are ready for payoff. Pictured are (l. to r.) Utilityman Fernando Vega-Mercado, AB Alvin McCants and Patrolman Bob Hall.



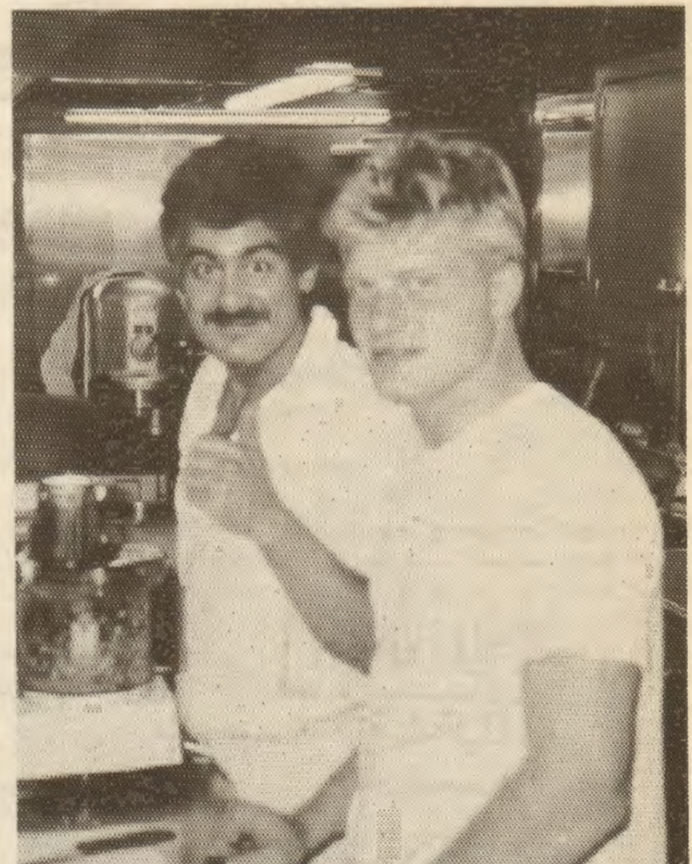
The steward department is headed by Steward Cheryl Plyler-Cruz (right), with able help from S/A Lisa Hamilton.



Tony Mohammed works aboard the *Williams* as a pumpman.



AB John McAuliffe



Flávio Pena (left) is the cook-baker on the *Williams*; Keith Wilson is a steward assistant.



# Old Liberty Ship Finds a Home in Baltimore



**SIGN ON NOW!**

Dozens of current and retired Seafarers, along with many members of other maritime and shipbuilding unions, have volunteered to turn a rusting, 46-year-old Liberty Ship into a maritime museum in Baltimore.

The *John W. Brown*, built in Baltimore in 1942, is scheduled to be towed from a Norfolk, Va. shipyard to Baltimore in early August. The ship will be rededicated at a special Labor Day ceremony in Baltimore.

Sponsored by Project Liberty Ship, the effort to acquire the *John Brown* has taken several years. In 1985 the *Brown*, which participated in the invasions of Anzio and southern France, was placed on the National Registry of Historic Places. But no space could be found in New York to berth the former New York City maritime high school.

In 1986 Marad agreed to transfer the vessel to Project Liberty Ship. The *Brown* was towed to the James River Reserve Fleet, where it has been since. Earlier this summer a group of Baltimore volunteers helped get the *Brown* into shape for the tow to Baltimore.

A spokesman for the group said hundreds of people, from as far away as Iowa, have volunteered their time and money for the project, but more help is needed.

The goal is to refurbish the *Brown* to the point where it can serve not only as a maritime museum and a monument to those who sailed Liberties in World War II, but also to the point where she will steam again.

The only fully operational Liberty Ship is the *Jeremiah O'Brien* in San Francisco. Several times a year volunteer crews get her under way for trips around San Francisco Bay.

The *Brown* was built at Bethlehem Steel's Fairfield Shipyard and named after a founder of a shipyard workers' union. She was launched on Labor Day 1942.

For more information on the *John W. Brown*, contact:  
Project Liberty Ship  
c/o Marserv Inc.  
744 Dulaney Valley Court, Suite 14  
Towson, Md. 21204  
(301) 583-9137

## A Toast to our Merchant Seamen

He travels many a nautical mile  
Sometimes away from home a very long while.  
He visits lots of countries and see lots of things  
Can't wait to get home for there he is king.  
His days are real busy but the nights get lonely  
He lies in his fo'c's'le thinking of his one and only.  
There is lots of good food, movies and t.v.  
And on special occasions they will have a party at sea.  
Now as they start home they are all real happy  
Washing up clothes and getting ready.

As they tie up the ship they are looking arond  
For a friend or a loved one or a ride into town.  
So let's drink to our Seaman who's a real different breed  
Just hand him a sea-bag . . . that's all he will need.

By Sue Wright  
Pasadena, Texas 77540

(Written in memory of my brother-in-law Ross F. Lyle and my cousin Carl (R.C.) Harcrow. Both deceased merchant seaman with many years service.)

## Marshall Islands

(Continued from Page 3.)

steer the compact through Congress, says that "Marshall Islands vessels fall within the class of vessels which, like U.S. vessels, are entitled to U.S. protection . . . we seek to protect U.S. vessels everywhere in the world."

When the compact was pending before Congress, the House Interior subcommittee on public lands approved tough conflict-of-interest rules for implementing the legislation.

The rules would have prohibited any U.S. official who participated in compact negotiations and implementation—and their immediate families—from benefiting even indirectly from U.S. dollars flowing to the Marshalls under the compact.

The prohibition was opposed by the administration and was dropped before the legislation was approved by the full Interior Committee.

## 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 \_\_\_\_\_

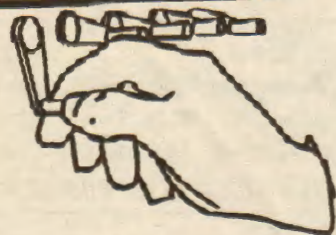
SIU  UIW  Pensioner  Other \_\_\_\_\_

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) \_\_\_\_\_

One Vote Counts







# Inland News

tug/tow  
barge/dredge

## SIU Boatmen in Mobile

SIU boatmen have been crewing inland equipment in the Gulf area for decades, and Mobile is one of the important Gulf ports.

SIU Patrolmen Al Caulder and Jeff Libby were in Mobile recently and took these pictures of SIU members working for Higman Towing, Crescent



The *Dr. E.W. Brown* is another Higman boat. Pictured on deck are Mike Molina, a pilot; Al Caulder, SIU Rep, and Tankerman David Carriere.



Eric Simon is a boat handler for the SIU-contracted Pilot Services in Mobile.

Towing and Pilot Services. The patrolmen were on hand to keep the members informed about Union business and to take care of any questions or problems the crews may have had.

### Tug Industry Says Drought Could Cost \$150 Million

The continuing drought in the midwest will cost the tug and barge industry more than \$150 million by September if conditions don't change. Already inland operators estimate it has cost them more than \$60 million in additional expenses.

While some rain fell in mid to late July, raising water levels on the Mississippi and Ohio rivers, the effect is expected to be temporary as August and early September are the traditional dry months.

The extra costs, according to the American Waterways Operators (AWO) association, comes from slower transit times, reduced tow sizes and drafts and delays on parts of the rivers while channels are dredged.

Normally a barge load of corn can be towed from Minneapolis to New Orleans in about 16 days. Today the trip takes 32 days.

"For an industry just now emerging from the savage depression of the early and mid-1980s, the drought is a sledgehammer blow, many companies might not survive," said Joseph Farrell, AWO president.

Marad Administrator John Gaughan said if the drought persists, "we may need to find a way to provide a broad-based equitable formula for temporary cost relief to the inland waterway transportation industry."

"It might start to get more critical in September," said Joe Clayton, a Mississippi River pilot, "If it doesn't move by then you'll see some screaming. And there ain't a hell of a lot anybody can do about it."

## NOTICE

### National Marine Service Ex-Employees

A settlement has been reached with National Marine Service.

All ex-employees with two (2) or more years of service immediately prior to the lay-off in October 1985 are to contact in writing: Secretary-Treasurer Joe DiGiorgio, Seafarers International Union, 5201 Auth Way, Camp Springs, Md. 20746 and provide the following information.

- 1—Name.
- 2—Mailing address.
- 3—Social Security No.
- 4—Book No.
- 5—Job classification.
- 6—Period worked for National Marine Service.

You must have at least 125 days of service in each of the two consecutive years prior to the lay-off in October 1985.

Note: After all of the information is compiled, the Union will be able to determine the entitlement, if any, for benefits.

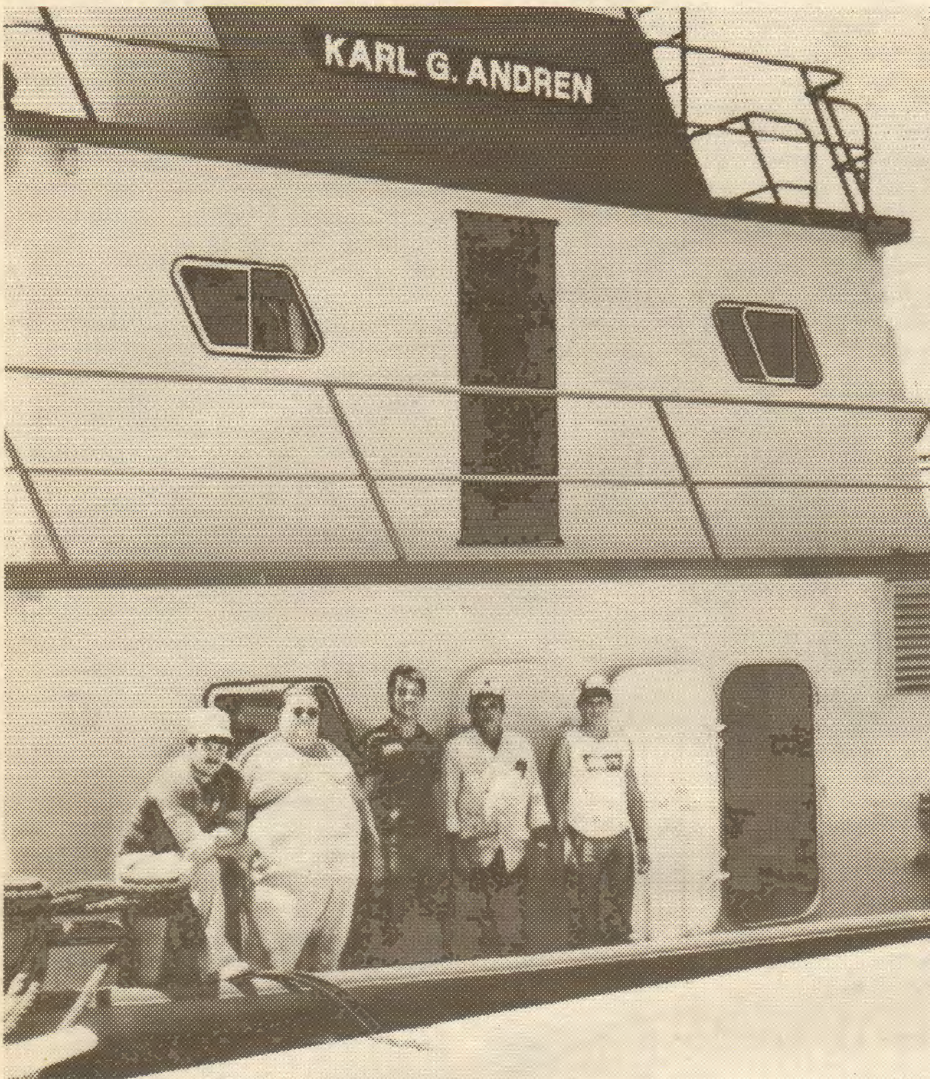
Benefits will be calculated on the basis of the number of years of uninterrupted service with National Marine.



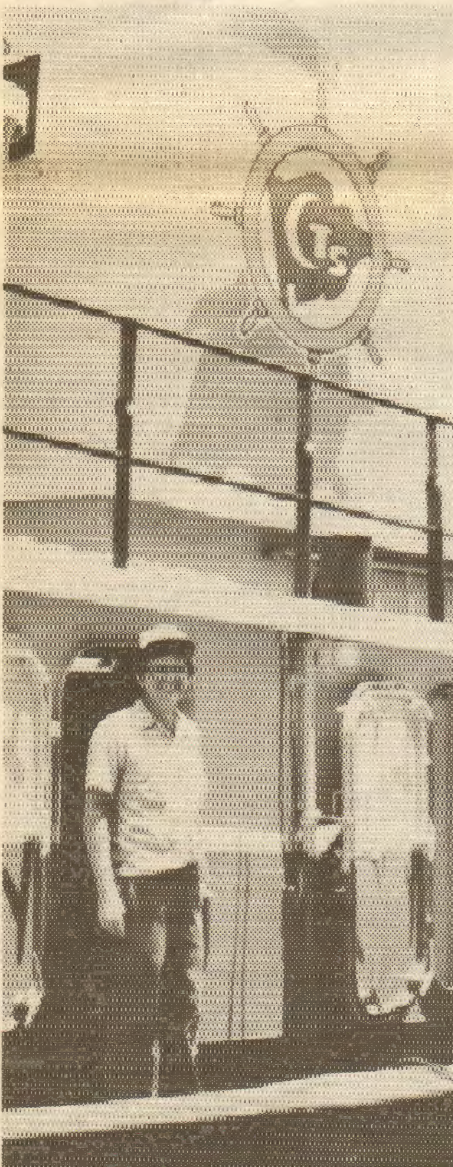
Deckhand Charles Saranthus works for Crescent Towing.



# Mobile



Onboard Higman Towing's *Karl G. Andren* are Deckhand Calvin Elliot, Capt. Steve Elliot, SIU Rep Jeff Libby, Tankerman Tom Nolan and Deckhand David Evans.



Crescent Towing, a long-time SIU-contracted company, operates in Mobile. Pictured above is Engineer Mike Yarbrough.

**Support  
SPAD**

# Inland Deaths

Ron Amick, 34  
St. Louis, Mo.  
Died June 24, 1988  
Joined Union 1987

Reuben Berry, 72  
Chesapeake, Va.  
Died June 12, 1988  
Joined Union 1961



Cabot

Alexander Cabot, 87  
W. Palm Beach, Fla.  
Died July 10, 1988  
Joined Union 1960

William Caldara, 79  
Galveston, Texas  
Died October 1, 1987  
Joined Union 1967

Karl Dlabich, 55  
Baltimore, Md.  
Died January 20, 1988  
Joined Union 1956

William Meekins, 81  
Columbia, N.C.  
Died May 11, 1988  
Joined Union 1955

John Morgan, 87  
New Point, Va.  
Died May 23, 1988

Ronald Pauley, 73  
Glen Burnie, Md.  
Died May 5, 1988  
Joined Union 1956

Buford Rogers, 76  
Orange, Texas  
Died May 17, 1988  
Joined Union 1970

Thomas Ryan, 86  
New Brunswick, N.J.  
Died May 2, 1988  
Joined Union 1960

Albert Tatum, 68  
Buena Park, Calif.  
Died June 4, 1988

Aubert Windley, 64  
Chesapeake, Va.  
Died June 6, 1988  
Joined Union 1973



Zein

Ahmed Zein, 63  
Seattle, Wash.  
Joined Union 1980

## GREAT LAKES

John Werda, 53  
Alpena, Mich.  
Died June 6, 1988  
Joined Union 1953

# Dispatchers Report for Inland Waters

JULY 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
<b>DECK DEPARTMENT</b>									
New York	0	0	0	0	0	0	0	0	0
Philadelphia	0	0	0	0	0	0	3	0	0
Baltimore	7	0	0	3	0	0	5	0	0
Norfolk	41	2	0	21	2	0	49	18	0
Mobile	0	0	0	0	0	0	0	0	0
New Orleans	2	0	1	1	0	0	1	0	1
Jacksonville	2	0	13	0	0	7	1	0	21
San Francisco	0	0	0	0	0	0	0	0	0
Wilmington	4	2	14	9	9	17	48	25	15
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	1	4	2	0	4
Algonac	16	7	0	22	2	0	19	1	0
St. Louis	1	0	2	0	0	3	0	1	5
Piney Point	0	0	0	0	0	0	0	0	0
<b>Totals</b>	<b>75</b>	<b>11</b>	<b>34</b>	<b>57</b>	<b>14</b>	<b>31</b>	<b>128</b>	<b>45</b>	<b>46</b>
<b>ENGINE DEPARTMENT</b>									
New York	0	0	0	0	0	0	0	0	0
Philadelphia	1	0	0	0	0	0	1	0	0
Baltimore	0	0	0	0	0	0	0	0	0
Norfolk	4	2	0	2	0	0	10	5	0
Mobile	0	0	0	0	0	0	0	0	0
New Orleans	0	0	0	0	1	0	0	0	0
Jacksonville	0	0	0	0	0	0	0	0	0
San Francisco	0	0	0	0	0	0	0	0	0
Wilmington	0	0	0	0	0	0	23	10	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	11	2	0	9	0	0	14	1	0
St. Louis	0	0	0	0	0	0	0	0	0
Piney Point	0	0	0	0	0	0	0	0	0
<b>Totals</b>	<b>15</b>	<b>4</b>	<b>0</b>	<b>11</b>	<b>1</b>	<b>0</b>	<b>48</b>	<b>16</b>	<b>0</b>
<b>STEWARD DEPARTMENT</b>									
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	3	1	0	2	0	0	8	2	0
Mobile	0	0	0	0	0	0	0	0	0
New Orleans	0	0	0	0	0	0	0	0	0
Jacksonville	0	0	3	0	0	1	0	0	6
San Francisco	0	0	0	0	0	0	0	0	0
Wilmington	1	0	0	0	0	0	36	12	13
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	1	1	0	1
Algonac	4	1	0	4	0	0	2	1	0
St. Louis	1	0	1	1	0	1	0	0	0
Piney Point	0	0	0	0	0	0	0	0	0
<b>Totals</b>	<b>9</b>	<b>2</b>	<b>4</b>	<b>7</b>	<b>0</b>	<b>3</b>	<b>47</b>	<b>15</b>	<b>20</b>
<b>Totals All Departments</b>	<b>99</b>	<b>17</b>	<b>38</b>	<b>75</b>	<b>15</b>	<b>34</b>	<b>223</b>	<b>76</b>	<b>66</b>

\*"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.



# Digest of Ships Meetings

**FALCON DUCHESS** (Seahawk Mgmt.), June 22—Chairman Leo Paradise, Secretary C.N. Johnson, Educational Director L.P. Wright, Deck Delegate John R. Neff. No beefs or disputed OT. Brother Wright reported to the crew that SIU President Frank Drozak passed away. He added that Drozak will be missed by the many men and women who had the privilege of sailing and working with him. The chairman noted that the crew payoff would be on June 26 and that it has been a smooth voyage with everyone getting along very well. A vote of thanks was given to the steward department for a job well done.

**FALCON LEADER** (Seahawk Mgmt.), June 15—Chairman Joseph Causo, Secretary Veronica Ercolano, Deck Delegate Joseph Elkins, Engine Delegate Paul Moran. The crew of the *Falcon Leader*, stationed in Diego Garcia, send their deepest condolences to the family and friends of Brother Frank Drozak. They also took up a collection as a gift to the American Cancer Society in Drozak's name. The chairman noted that members appreciate the prompt reply to their previous beefs. A microwave and toaster have now been installed. And a dart board is up. A scoreboard is on the way. It was suggested that a CPR and first aid course be taught aboard ship. There was also some discussion about the provisions (or lack thereof) that are available to the ship in Diego Garcia.

**LNG GEMINI** (Energy Transportation Corp.), June 26—Chairman Eugene Bouson, Secretary Dana Paradise, Educational Director Aaron Thaxton, Deck Delegate Anthony M. Heinoldt, Engine Delegate Ramon Ali, Steward Delegate Henry Daniels. No beefs or disputed OT. The crew was saddened to hear of the passing of President Frank Drozak. Flowers were sent for the funeral services, and all members hope that the Union continues with his efforts to keep the U.S. merchant fleet alive and prospering. The chairman stressed the importance of donating to SPAD and also asked members to support the ship's fund by participating in arrival pools. There is \$89 left in the fund. A suggestion was made to make the AB green tickets' base pay equal to the lowest rated man in other departments. Some members also were wondering why there were no pool parties. Also expressed was a desire for a more even distribution of reading materials received and for the cleaning of the crew lounge to be shared by all departments. A vote of thanks was given to the steward department for a job well done. And a special vote of thanks was given by the steward to S/As Mark Kalmus, Catherine Kohs and Andrea Conklin. Their performance was excellent this trip. "Mess halls were never less than spotless and topside was as clean as a well. It's been a pleasure to sail with people who care about their jobs, and the extra effort really shows." Next ports: Himeji, Japan and Bontang, Indonesia.

**GROTON** (Apex Marine), July 3—Chairman Neil Matthey, Secretary Marvin Deloatch, Educational Director J. Shuler. No beefs or disputed OT reported. The chairman reported that the ship will pay off in Stapleton, N.Y. on July 4. He stated that the ship received a telex regarding the new raise effective July 1, which was good news. He also stressed the importance of contributing to SPAD. A motion was made and seconded that permanent members should be able to reclaim their jobs in their home ports when returning back to work from vacation. The members would like this motion to be considered when the shipping rules are revised. Next port: Stapleton, N.Y.

**NEDLLOYD HUDSON** (Sea-Land Service), May 29—Chairman John Sorel, Secretary Lee de Parlier, Educational Director Erik Bain. Some disputed OT was reported in the deck and steward depart-

ments. There is \$130 in the video film fund. The chairman noted that although this is a new ship and a new crew, everything is going as well as can be expected. Most of the problems are being ironed out, and it helps having a lot of oldtimers as crew. Members were asked to be ready for customs inspection in Felixstowe, England. "They count the used tea bags . . . Declare everything including your dentures, and



At 1300 hours on May 29, 1988, onboard the *Overseas Natalie* (Maritime Overseas), the ashes of SIU member Nathan Evans were committed to the deep during a brief service. Evans, who was 75, died March 26. Bosun John Frazier and AB Patrick Ray were the urn bearers; Chief Mate Ronald Ward conducted the service.

make sure you have the right amount of teeth listed." The secretary said that this is a major election year, and all members should be aware of what is at stake. "After seven years of famine, we face a difficult election in order to put in office those who will support a credible national maritime policy that will rebuild the U.S. merchant marine and preserve and expand the cargo rights so that our job security will be strengthened. Your SPAD donation is more important now than at any other time in our existence. This election can either make or break our steadily declining industry." The educational director stated that no training films, either from Sea-Land or Piney Point, are aboard ship, and that he hopes to receive some next trip. Many other minor items were discussed, and the crew is working together in harmony to work out the kinks in this new ship. Next port: Charleston, S.C.

**OVERSEAS JUNEAU** (Maritime Overseas), June 22—Chairman Errol Pak, Secretary Tom Marshall, Deck Delegate/Treasurer Jim Crane. Some disputed OT was reported in the deck department concerning sanitary. The chairman offered his condolences on behalf of the entire crew to the family of Frank Drozak. He further noted that, thanks to Drozak and the other SIU leaders, shipping has been good for SIU members, with 12 more ships being added to Sea-Land fleet work. All is going smoothly aboard the *Overseas Juneau*. It especially helps that the *Juneau* has a top SIU crew; all are experienced members who know their jobs. The educational director reminded members that upgrading is very important—in fact it is the key to the future! There is \$81 in the ship's fund. A motion was made and seconded to repeal the 8-months shipping rule (SAB action 327). The chairman explained that this was only on a six-month trial basis. Next port: San Francisco, Calif.

**PFG EUGENE A. OBREGON** (Waterman), June 18—Chairman Mark T. Trepp, Secretary P.L. Hunt, Educational Director Ralph Griffon, Deck Delegate Thomas Bonner. Bosun Trepp held one minute of silence in memory of Brother Frank Drozak. He reminded all hands of the benefits that Drozak worked so hard to obtain for all seafarers, and noted that he will be missed by all. Donations were received from the officers and crew for flowers in memory of the late SIU president. Next port: Portland, Ore.

**PUERTO RICO** (PRMMI), July 24—Chairman Nick Kratsas, Secretary Jose Colls, Educational Director Tagliaferrri, Deck

Delegate Antonios Triokoglou, Engine Delegate William Cachola, Steward Delegate Virgilio Rivera. No beefs or disputed OT reported. The crew of the *Puerto Rico* wants to welcome Brother Mike Sacco as the new SIU president. "Good luck to him and his working team." The ship will lay up July 16 in San Juan for seven to 10 days. The steward asked that everyone return their extra linen before the lay-up. All of the ship's movies will be kept locked up in the crew recreation room. The bosun, electrician and chief steward have the keys. Members will have to sign out movies and be responsible for them. A vote of thanks was given to the entire steward department for the fine food and good service. The

*Puerto Rico* will head out to San Juan and then Baltimore, with payoff scheduled for Aug. 9 in San Juan.

**SEA-LAND ENTERPRISE** (Sea-Land Service), June 18—Chairman Leroy Temple, Secretary Norman Johnson, Educational Director Frank Hall. Disputed OT was reported in the engine and steward departments. There is \$100 in the movie fund. The members of the *Sea-Land Enterprise* expressed their deep regrets at the passing of Brother Frank Drozak. "May he rest in peace." A payoff is scheduled in Oakland, Calif. June 22. There have been some serious problems aboard ship with the chief mate. These will be referred to the patrolman at payoff. The educational director stressed the need to upgrade your skills at Piney Point. Many jobs have been secured for the membership by our leaders, and we need qualified men and women to fill these jobs. Attending courses at Piney Point is painless. The Union pays for transportation costs as well as room and board. "All you have to supply is the desire to learn and better yourself."

**SEA-LAND LIBERATOR** (Sea-Land Service), June 5—Chairman Bob O'Rourke, Secretary C.M. Modelles, Educational Director W.O. Barrineau. Some disputed OT was reported in the engine department and will be taken up with the boarding patrolman at payoff. The chairman talked about the working conditions in the ship and stressed the need for all members to report any hazardous conditions they may find while working onboard the vessel. He also encouraged all eligible members to take advantage of the upgrading courses at Piney Point and to render their support to SPAD, "one of our main tools in fighting our enemies in the halls of Congress." The educational director reminded crewmembers to read all issues of the LOG in order to keep current with what's happening in the SIU and in the maritime industry. Payoff is scheduled for June 9 upon arrival in Oakland, Calif.

**SEA-LAND PATRIOT** (Sea-Land Service), June 12—Chairman John W. Curlew, Secretary Adrian Delaney, Deck Delegate James Haines, Engine Delegate Frank E. White. There was some problem reported in the engine department with the engineers doing the work of the QMED. This problem has been brought to the attention of the patrolman and the Union on many occasions, and all members at the meeting agreed that the matter should be resolved as soon as possible. The bosun asked that all crewmembers report any safety or repair items since there is no repair list posted. The steward brought to the attention of the crew the lack of portion controlled items aboard the vessel. Among the many items not onboard was soup. This is the second voyage that soup has not been put on the ship. Also, many of the prepared items were not included in the stores. These problems will be brought to the attention of the patrolman and the Union. "On June 16, the United States ensign was flown at half mast from 0800 hours until sunset in honor of SIU President Frank Drozak, on the day of his funeral."

Official ships minutes also were received from the following vessels:

- |                           |                           |
|---------------------------|---------------------------|
| <b>AURORA</b>             | <b>SAN JUAN</b>           |
| <b>ITB BALTIMORE</b>      | <b>SEA-LAND DEFENDER</b>  |
| <b>GREAT LAND</b>         | <b>SEA-LAND EXPRESS</b>   |
| <b>LNG LIBRA</b>          | <b>SEA-LAND HAWAII</b>    |
| <b>NEDLLOYD HOLLAND</b>   | <b>SEA-LAND INTEGRITY</b> |
| <b>OMI HUDSON</b>         | <b>SEA-LAND PACIFIC</b>   |
| <b>OMI WABASH</b>         | <b>SEA-LAND PRODUCER</b>  |
| <b>OVERSEAS CHICAGO</b>   | <b>SEA-LAND VALUE</b>     |
| <b>OVERSEAS HARRIETTE</b> | <b>SENATOR</b>            |
| <b>OVERSEAS MARILYN</b>   | <b>STONEWALL JACKSON</b>  |
| <b>OVERSEAS VALDEZ</b>    | <b>LNG TAURUS</b>         |
| <b>PRESIDENT TAYLOR</b>   | <b>ULTRASEA</b>           |
| <b>ROBERT E. LEE</b>      |                           |

## Monthly Membership Meetings

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



# Seafarers

## HARRY LUNDEBERG SCHOOL OF SEAMANSHIP



Piney Point Maryland

### SIU/SHLSS Hosts MTD Award Scouts

The SHLSS, in conjunction with the AFL-CIO Maritime Trades Department, was honored to host another fine group of Award Scouts chosen to participate in a two-week program of trade union education, recreation and sightseeing. Initiated three years ago, the program is designed to promote the trade union objectives of the American Labor Movement.

Chosen through the MTD Port Councils, the Scouts are offered a two-week all-expense paid vacation in Washington, D.C., using the SIU's Training and Recreation Center in Piney Point as a home port. The 17 boys and girls from 12 different states, including one scout from Hawaii, weathered the oppressive heat and humidity in true Scout fashion. Their three days of touring Washington included visits to SIU headquarters, the MTD and the AFL-CIO, Capitol Hill, and the Smithsonian Museum, in addition to the usual visits to our national monuments. The group and their two counselors were also treated to a trip to Baltimore to visit the National Aquarium and Harbor Place.

The Scouts learned much about maritime life, not only in the SHLSS tradition, but also in the regional, Southern Maryland tradition. Their excursions to local historic points reminded them constantly of the intimate binding of St. Mary's county history to that of ships and the water. Having been given the rudiments of knot tying and navigation by several SHLSS instructors, the Scouts were treated to a tour of St. Mary's waterways on two of the school's boats: a rescue boat, and a 28ft. cabin cruiser. Applying their newly acquired navigational knowledge, each of the Scouts

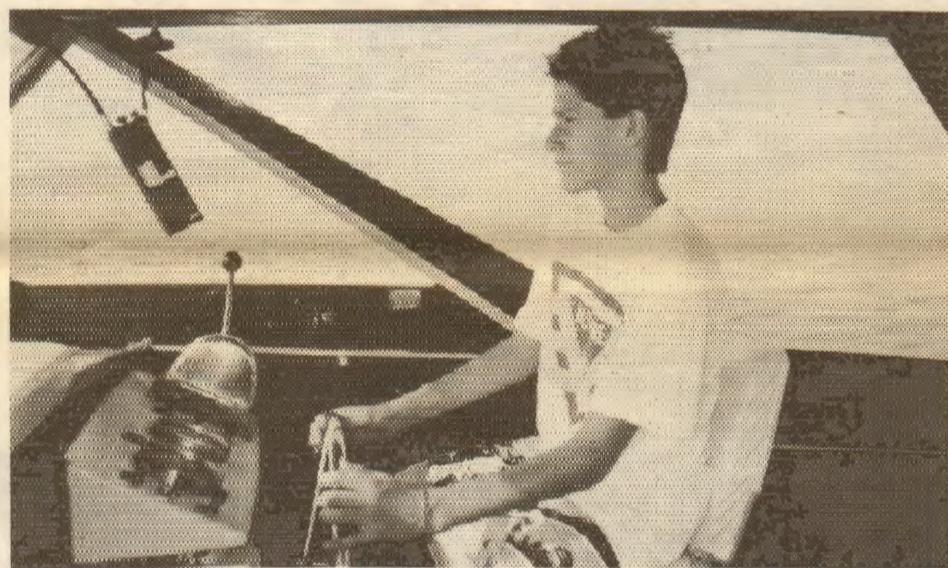
was given a chance to be helmsman—motoring past various points of interest along St. George's Creek, St. Mary's River and Patuxent River, and disembarking at Old St. Mary's City. They arrived just in time to view the historic replica of the pinnacle, DOVE, which originally brought the first settlers to Maryland's shores in 1634. For a unique diversion, the Scouts were given a quick lesson in "chicken necking," that is catching blue crabs—a favorite regional pastime. After returning to the SHLSS grounds from their touring, the Scouts had much to keep them entertained at the Training and Recreation Center including use of the game room, spa, tennis courts, swimming pool, and the arts and crafts center where they fashioned a number of attractive items to take back home with them.

Staying at the SHLSS and being exposed to the trainees and upgraders gave the Scouts a taste of what the seafaring life is all about and how the Union fits into that life. No doubt, their experience through this MTD program has made a lasting impression.

Congratulations go to these exemplary young people: John Norman, Florida; Ricardo Hassan, New York; Raymond Tanabe, Hawaii; Bernard Rogers, Louisiana; Christian Kowalko, Pennsylvania; Scott Hill, Texas; Travis Corgey, Texas; Kevin Nolan, Illinois; Michael Willis, Illinois; Christopher Wells, Virginia; John Below, Ohio; Timothy Hendrix, Missouri; Cindy Fu, California; Courtnee Scoggins, Maryland; Cara Butterworth, Maryland; Nakcesha Arrington, Maryland; Aura Landes, Maryland. Counselors were: Ms. Barbara Ezelle and Ms. Kathy Roberts.



At AFL-CIO Headquarters in Washington, D.C.



Christian Kowalko at the helm of the D-2



▲ Travis Corgey, Ricardo Hassan and counselor Kathy Roberts enjoy a relaxing moment in Arts and Crafts.



◀ A visit to Southern Maryland is not complete without the traditional crab feast.

◀ Far left: the group posing in front of the historic replica, DOVE.



## Retired . . .



After 12 years of service as chef for the SHLSS galley, LeLand "Buck" Buchan retired. Pictured left to right: Don Nolan, Buck Buchan, his wife Virginia, and Ken Conklin-SHLSS Vice President.

## Visitor



A close friend of the SIU, Father Manion, toured the SHLSS facilities with SHLSS V.P., Ken Conklin.

## SHLSS Course Graduates



T.M.T. Class 7/6/88

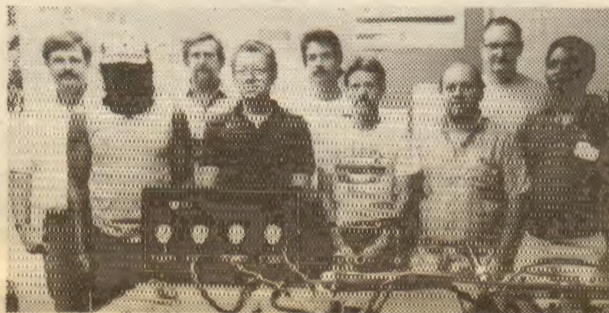
Eddie Gall, Charles Collings, Tom Gildersleeve, John Gildersleeve (instructor), James Anderson, James McAnany, James Grosse.

TMT, Traylor Marine Transport, a Crowley Company, is sending men and women to the SHLSS for a two-week course in truck driving. The course, being taught by John Gildersleeve, gives the students experience in basic truck handling and also the specialized techniques of loading and offloading trailer barges—simulating the type of facility operations used by TMT in Philadelphia. Course work also includes night time operations, and working with the Haaglund crane, loading and unloading 20 and 40 ft.-containers on and off the truck beds. So far, two groups have graduated and a third group is just now beginning its training.



M.S.C. Lifeboat 7/5/88

Left to Right, Ben Cusic (Instructor), Neal Doucet, Paul Thomas, and Dianne Lupton



Hydraulics 6/20/88

1st Row Left to Right, Clayton Everett, Melvin Layner, Joe Saxon, John Day, Hermus Patrick, 2nd Row, Bill Foley (Instructor), John Trent, Paul Titus and Charles D. Polk



Upgraders Lifeboat 7/5/88

Front Left to Right, A. Mullings, J. M. Owens, 2nd Row, Melvin W. Hite, L. Timothy Stent, Wendell Jones, Ben Cusic (Instructor)



Canadian Chief Cooks 6/13/88

1st Row from Left to Right, Joanne Semaon, Steve Calivocas, Bernadette Abel, Robert Wright, Andrew Cumberbatch, 2nd row, Mark Gawley, Barb Wall, Helen Hill, Susan Titan, Denise Mailbot, Roy Hoffe



Recertified Stewards 7/7/88

1st Row Left to Right, Jennifer Jim, Kim Dormody, R. Mora, 2nd Row, Kenneth Hagan, William Sharp, Michael Meany, David Edwards, Back Row, Floyd Payton, Muhammed Sani, Steve Apodaca, Kim DeWitt, Franklin Robertson



Fowl 6/28/88

1st Row Left to Right, Wilfredo C. Lawigan, Samuel Davis, Jim McGinnis, Keith Shamberger, C. L. Wilson, Donald Droste, 2nd Row, Robert Zajac, Larry Flores, Eric Rodgers, Danielle Gettys, Jim Schaffer (Instructor), 3rd Row, Owen Richards, Clyde Hall, Roy Matteson, Ed Hantsche, Geoffrey Woingust



Sealift 7/11/88

Kneeling Left to Right, Eric Pérez, Neal Doucet, Darwin Hand, 2nd Row, Harry Alongi (Instructor), Danielle M. Gettys, Larry Flores, Curtis Phillips, 3rd Row, Owen Richards, James W. Donahue III, Clyde Hall, Francis E. Ostendorp, Sheng-Jen Hsizh



QMED 6/20/88

1st Row Left to Right, J. W. Bass, Frederic S. Rubin, Jr., Phil West, Mike Clapshaw, Guillermo O'Neill, 2nd Row, Mark D. Field, Craig Y. Bell, Robert Lientak, Mark Lawrence, Bill Waddell, R. D. Thomas, 3rd Row, Jon Beard, Pete Sanchez, Bob Richer.



Able Seaman 6/20/88

1st Row Left to Right, Christopher D. Janics, Gheorghe Savencu, T. Abulencia, John Sanchez, H. Morante, J. Negron, 2nd Row, B. Spencer, Donald Smith, Scott Grider, Les Stringer, Richard L. Volkart, Mark W. Carpenter, 3rd Row, Donald Rezendes, Charlie Williams, Kassim Shaibi, Martin Ramos, Ali A. Mosad, Ken Heller, Mohsin Ali, Jake Karaczynski (Inst.), 4th Row, J. Jan-Etten, Carl Vincent Paige, William Ray Capps, Leonte Cordova, Jeff Engebretson



Lifeboat Class #428 7/5/88

1st Row from Left to Right, Bill Kovach, Joseph Daigle, Vincent Larimer, Rick Thaxton, Henry C. Hall, Eric J. Pérez, 2nd Row, Ben Cusic (Instructor), Steve Condron, Warren Cobbs, Melvin Knox, Bruce Auman, Demetrius L. Crump, Bill Beamer, William G. Pitts, R. Theodore Block, Donald T. Cunningham, Harry Massa, 3rd Row, Alex Simmons, Mark Thomas, Mitch Godwin





# 1988 Upgrading Course Schedule



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

The following is the current course schedule for July 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.**

### Engine Upgrading Courses

Course	Check-In Date	Completion Date
Fireman/Watertender & Oiler	August 22	September 30
Refrigeration Systems Maint. & Op.	October 3	November 11
Refrigerated Containers—Advanced Maint.	August 8	September 2
Pumproom Maint. & Operations	August 1 September 19	September 9 October 28
Variable Speed DC Drives	September 5	October 14
Electro-Hydraulic Systems	November 7	December 16
Automation	November 21	December 16
Welding	November 21	December 16
Hydraulics	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.

### 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.

### Deck Upgrading Courses

Course	Check-In Date	Completion Date
Able Seaman	September 19 October 31	October 28 December 9
Radar Observer Unltd.	September 12 November 7	September 23 November 18
*Minimum number of students required for radar class to be held is four (4).		
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)	
*Minimum number of students required for Celestial Navigation class to be held is five (5).		
Lifeboat	August 22 September 19 October 17 November 14 December 12	September 2 September 30 October 28 November 25 December 23
LNG — Self Study Safety Course	(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.

### Recertification Programs

Course	Check-In Date	Completion Date
Steward Recertification		
Bosuns Recertification	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)	August 29 October 31	October 10 December 12
Adult Basic Education (ABE)		
English as a Second Language (ESL)	August 29 October 31	October 7 December 10

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

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

### College Programs Scheduled for 1988

Course	Check-In Date	Completion Date
Associates in Arts or Certificate Program	August 8 October 17	September 30 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.

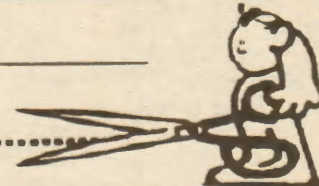
You **must** also submit a **COPY** of the first page of your union book indicating your department and seniority, as well as, a **COPY** of your clinic card. The Admissions Office **WILL NOT** schedule until this is received.

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





# Around the SIU in Snapshots



The dredge *Sugar Island* is working in South Amboy, N.J. Above, dragtender Luis Green keeps an eye on discharging operations.

## South Amboy, N.J.



Here is part of the SIU-crew on the *Sugar Island*: (l. to r.) Dragtender Bob La Pointe, Nessman James Steward, AB Grif McRee, Cook David Strickland and AB Ed Broadus.

## San Francisco



The International Longshoremen and Warehousemen's Union held a memorial service July 5 to mark "Bloody Thursday," a 1934 maritime strike where two strikers were shot and killed and several others wounded. This year, SIU Vice President George McCartney became the first SIU official to speak at the services. He stressed solidarity and unity among labor unions and welcomed the ILWU back into the "House of Labor." That union's membership recently voted to affiliate with the AFL-CIO.



## Honolulu

From coast to coast and around the world, Seafarers work and participate in many activities, from politics to charity to union solidarity.

Here is just a sample of recent photos that members and officials have sent to headquarters. The LOG welcomes all pictures and will try to use as many as possible. So if you have taken any photos you think we could use, send them to the LOG office.



In Honolulu when members of the Screen Actors Guild and American Federation of Television and Radio Artists were on strike recently, SIU members from Honolulu showed their support on the picket line.

## Port Elizabeth, N.J.



As the *Sea-Land Quality* crew was paying off, the *Sea-Land Shore* gang was coming aboard. Above are (l. to r.) Charles Dicanio, Jose Lopez, Tom Vanyi, Joe Marinello, James Niotos, James Mastrokalos, and Joseph Corr.



When the *Sea-Land Quality* hit Port Elizabeth, it was time for payoff. Pictured above is part of the "Quality" crew: (l. to r.) Bosun B.G. Williams, Chief Cook Brantley Young, DEU Ed Padilla, Engine Delegate Chris Beaton, Electrician Dennis Baker and AB and Deck Delegate Jimmy Ocot.



## Protect Yourself

# Be SAFE—You Don't Have to be an AIDS Victim

**Editor's Note:** This is the second in a series of articles about AIDS and its impact. The LOG is publishing these articles in an attempt to educate Seafarers about this deadly disease and to help SIU members and their families reduce their risk of contracting AIDS. These articles are written by Dr. Elizabeth Reisman as part of the Seafarers AIDS Forum for Education (SAFE). Reprints of the first article and this one are available by writing to:

AIDS Information Office  
Dr. Elizabeth Reisman  
SHLSS  
Piney Point, Md. 20674.

### "SET A SAFE COURSE" LEARN THE FACTS ABOUT AIDS

Man has always been the victim of infectious diseases and epidemics. Yet, today we find ourselves in a state of shock while we muster our forces to fight what seems like the greatest epidemic the world has ever known, AIDS. For many of us this is the greatest epidemic we have ever known. Others, however, can clearly remember other devastating epidemics during their lifetimes, such as tuberculosis and polio.

#### The Battle Against the Spread of AIDS

The field of medicine has come a long way in its ability to control the spread of infectious diseases. The 20th century has brought us important tools. These include an understanding of infectious diseases (their causes, how they are spread, and how to prevent their spread), antibiotics, and vaccines. These great advancements have certainly improved the public's health.

Unfortunately, these advancements have also given us a false sense of security about infectious diseases—that we have nothing to fear from infectious diseases—that we have conquered the old and shall conquer the new. Herpes was the first clear challenge to this notion. And today we are even more surprised and challenged by AIDS. Few realize how great a challenge this disease poses due to its uniqueness in nearly all aspects of its activity.

AIDS is a newly recognized disease (1981) caused by an unusual virus, a retrovirus. There are at least 17 different types of AIDS viruses, most of which are found in Africa. The antibodies which the body produces in response to the AIDS virus are unable to fight off the AIDS virus and protect the body from future attacks from this virus.

Many people infected with the AIDS virus feel well and experience no symptoms of AIDS, yet can pass it on to others. Others infected with the AIDS virus experience severe damage to the immune system (the body's defense system), unusual infections (opportunistic infections), unusual cancers, and damage to the brain and nervous system.

Now we have no vaccine to protect the body from the AIDS virus and no magic bullet to kill the virus in those who are infected. Neither a cure nor a vaccine are expected in the near future despite great efforts in these areas. Smaller advancements are being made, however, in the treatment of opportunistic infections in persons with AIDS and prolonging the lives of AIDS victims.

Today the best and the *only* means which we have to use in the fight against the AIDS virus is **education**—education about the nature of the disease, how it is passed on from one person to another, and how it can be prevented. We could stop or dramatically slow the spread of the AIDS virus by educating people and by people changing what they do to prevent infection with the AIDS virus.

#### HOW THE AIDS VIRUS IS NOT SPREAD

Many other infectious diseases are passed on by casual contact, such as coughing, sneezing or close contact. Such diseases are hard to prevent simply through education and prevention. We all know how hard it is to prevent the spread of a cold or chickenpox.

AIDS, however, is different. After nearly seven years of studying persons with AIDS, nonsexual family members who have lived with and cared for AIDS-infected individuals, and health care workers treating AIDS patients, we have learned much. AIDS is not passed from person to person by casual, social contact (e.g., sneezing, coughing, hugging, touching, shaking hands, using swimming pools, sitting next to an infected person, using public toilets, eating at restaurants, etc.) at work, school or other public places.

The AIDS virus is not passed to humans by insects. Although we do know that malaria and yellow fever are passed to humans by mosquitoes, studies have shown that mosquitoes do not pass the AIDS virus to humans.

In addition, you will not get AIDS from donating blood since new, sterilized equipment is used each time a person donates blood. Since the spring of 1985, all donated blood in the United States has been tested for the presence of antibodies to the AIDS virus, and the donors have been closely screened. When donated blood shows AIDS antibodies, the blood is thrown out. The blood in the blood banks today is as safe as our current technology can make it (Surgeon General's Report) and far safer than it was before the spring of 1985.

#### What You Need to Know About Condoms

1. Avoid natural membrane condoms. These are made from lamb intestines. They have small holes which let the very small AIDS virus pass through but not a sperm which is much larger.
2. Only *latex* condoms should be used. Latex condoms will greatly reduce the chances of infection with the AIDS virus. There is no guarantee, however, that the latex condom will provide 100 percent protection.
3. Not using a latex condom is guaranteed to be risky.
4. The more a user knows about how to use condoms and the more often a user uses a condom, the more effective the condom will be at preventing infection. Failures of condoms to prevent pregnancy are often due to the incorrect and inconsistent use of condoms by the user.
5. Don't make excuses not to use a condom.
6. Buy American brand latex condoms and take them with you on the ship. Condoms sold in the U.S., whether American made or foreign, must meet FDA (Food and Drug Administration) standards. Foreign made condoms sold in foreign countries otherwise do not have to meet these high standards. Some foreign made condoms have failed the FDA leakage tests which prevented their sale in the U.S.
7. Use a latex condom only once.
8. Read the package directions carefully. Follow the directions so the condom is used correctly.
9. The purpose of the condom is to prevent contact with possibly infected semen or vaginal secretions, therefore, use the condom from start to finish.
10. The condom may break without some lubrication. For lubrication use only K-Y jelly (water-based) or contraceptive (spermicidal) cream, jelly, or foam.
11. Don't ever use oil-based jelly or creams (such as petroleum jelly, hand lotion, or oil). These will damage the latex and lead to condom breakage.
12. Condoms containing the spermicide nonoxynol-9 may provide added protection because the spermicide kills the AIDS virus. Condoms can be bought already containing the spermicide or you can apply the spermicide yourself to the inside tip and around the outside of the condom.
13. The vaginal use of a spermicide containing 5 percent nonoxynol-9 (cream, jelly, or foam) with a latex condom will provide the greatest protection.
14. Store latex condoms in a cool, dry place away from sunlight and heat. Sunlight and heat will break down the latex and lead to condom breakage.
15. Latex condoms placed in a hip pocket should be replaced every month because of the body's heat.
16. Damaged and old condom packages should not be used. Check the package for the expiration date. Do not use after that time.
17. When a latex condom breaks, the woman should immediately insert a spermicidal cream, jelly, or foam containing 5 percent nonoxynol-9 into the vagina.
18. Latex condoms are also believed to prevent many other sexually transmitted diseases.

The safety of donated blood in foreign countries, however, varies dramatically. One should not assume that donated blood in a foreign country is tested. This is an important question to ask before receiving blood in a foreign country. A second important question to ask is, how important is the transfusion of blood to my recovery? In a life-threatening emergency one may have to risk receiving potentially infected blood to survive. The financial costs of testing donated blood for the AIDS antibody are too great for many poor, developing countries.

#### HOW THE AIDS VIRUS IS SPREAD

We have learned that the AIDS virus can be passed from one person to another in three ways: 1) sexual contact between heterosexuals (men and women) and between homosexual or bisexual men; 2) direct transmission of infected blood or blood components into the bloodstream through an opening in the skin or injection with a needle; or 3) infection of the newborns of infected mothers occurring in pregnancy, delivery or breastfeeding.

#### How to Prevent the Infection with the AIDS Virus

How can AIDS be prevented? 1. Know the facts about AIDS. 2. Stop high risk activities or stop doing things which increase your chances of getting infected with the AIDS virus. 3. Continue or begin behavior which lowers your chances of getting infected with the AIDS virus.

Don't use IV drugs or share needles and syringes since they may be infected with the AIDS virus. Say "no" to all mind-altering drugs because they alter judgment and may lead to activities which increase the chances of getting

(Continued on Page 17.)



# SIU Stewards on the Matsonia

Onboard Matson Line ships, an historic West Coast company, Seafarers man the galleys. The *Matsonia*, recently refurbished and overhauled, was in Los Angeles Harbor at the end of June when photographer Dennis Lundy took these pictures.



◀ In the galley are Chief Cook George White (left) and Assistant Cook Justo V. Lopez.

▶ Billy Sisto is the officers' B.R. on the *Matsonia*.



Part of the SIU Steward Department on the *Matsonia* includes (l. to r.) Ruben P. Siclot, crew messman; Justo V. Lopez, assistant cook; SIU Reps Jesse Solis and Mark Federici, and Chief Steward John Wriggins.



(Continued from Page 16.)

infected with the AIDS virus. Seek treatment for your addiction if you can't say "no" to drugs or quit. This is an important sign of addiction and indicates the need for treatment. Contact your Port Agent for referral to the Seafarers' Addiction Rehabilitation Center if you are in need of treatment.

If you are not ready for treatment of your addiction and you use IV drugs, don't share needles and syringes. Use only sterilized needles and syringes. Dispose of needles and syringes carefully out of the reach of children and where others cannot be injured and accidentally infected.

Use caution when selecting a place to get ears pierced or to get a tattoo. Go only to a reputable establishment which uses only sterilized equipment. The reuse of needles which break the skin present a possible risk of infection with the AIDS virus.

To prevent infection with the AIDS virus through sexual contact, individuals must take greater responsibility for how they act sexually. Abstinence (no sex) is the only way to be completely protected. A monogamous relationship (one sexual partner) of at least five years or more is generally considered safe assuming neither partner has been infected with the virus, both partners have been and continue to be absolutely faithful, and neither partner uses IV drugs. Those who decide not to be abstinent and who do not have a long-term monogamous relationship should look at their sexual practices to lower their chances of infection with the AIDS virus. The following are recommendations which will make sex "safer:"

1. Be selective about who your sexual partners are.
  - Avoid casual sex.
  - Take time to get to know potential sexual partners before considering a sexual relationship (ask them questions about their sexual histories, previous sexual partners, drug use, AIDS antibody test results, etc.), but remember that many lies have been told in the bedroom.
  - Don't have sex with multiple partners (more than one) since the more partners you have, the greater your chances are of getting infected with the AIDS virus. Remember, however, that you may get AIDS from just one partner and just one sexual experience.
  - Avoid sex with persons with AIDS, persons with a positive AIDS antibody test, IV drug users, persons with several sex partners, persons who engage in anal sex, or other persons believed to be at high risk for infection with the AIDS virus, or the sexual partners of any of these persons. You cannot

tell if a person is infected with the AIDS virus simply by looking at him or her.

—Avoid sex with prostitutes in the U.S. and throughout the world. The AIDS infection rate among prostitutes in the U.S. and the world is very high, reaching as high as 80-90 percent.

2. Use latex condoms carefully according to their instructions to prevent contact with semen and vaginal secretions. Latex condoms are believed to greatly reduce your chances of getting infected with the AIDS virus when properly used but may not totally eliminate this risk.
3. Avoid oral-genital contact.
4. Avoid practices which injure body tissue, such as anal sex. Anal sex is risky both with and without a condom.
5. Ask yourself whether this sexual experience is worth dying for.

People who believe they are at risk for having been infected with the AIDS virus should not donate blood, semen or body organs since such a gift may be infected with the virus and infect another person. People at risk for infection should recognize that if infected they could unknowingly pass the disease on to others. Therefore, they need to take precautions (such as using latex condoms) to protect others from contact with their body fluids (especially blood, semen, cervical and vaginal secretions, and breastmilk) until they decide to be tested and know for certain that they are not infected.

Women who believe they are at risk for having been infected with the AIDS virus and who want to become pregnant should consider having the AIDS antibody test since an infected mother can pass the virus on to her baby. The stress of the pregnancy on an infected mother may also cause the mother's disease to progress more rapidly to AIDS. Women who choose to become pregnant by artificial insemination should be certain that the donor has been tested.

Although AIDS is a devastating epidemic, AIDS is a preventable disease. We do not have a cure or vaccine, but we do know how to keep from getting infected with the AIDS virus. If we don't learn how to keep from getting infected and change how we act, we may lose the most precious things we have, our lives and our loved ones.

Anyone who has concerns regarding AIDS is encouraged to contact the following resources for assistance: State and Local Health Departments across the U.S.; U.S. Public Health Service AIDS Hotline—800-342-AIDS; National Sexually Transmitted Diseases Hotline, American Social Health Association—800-227-8922.



# Seafarer

## Government Services Division

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

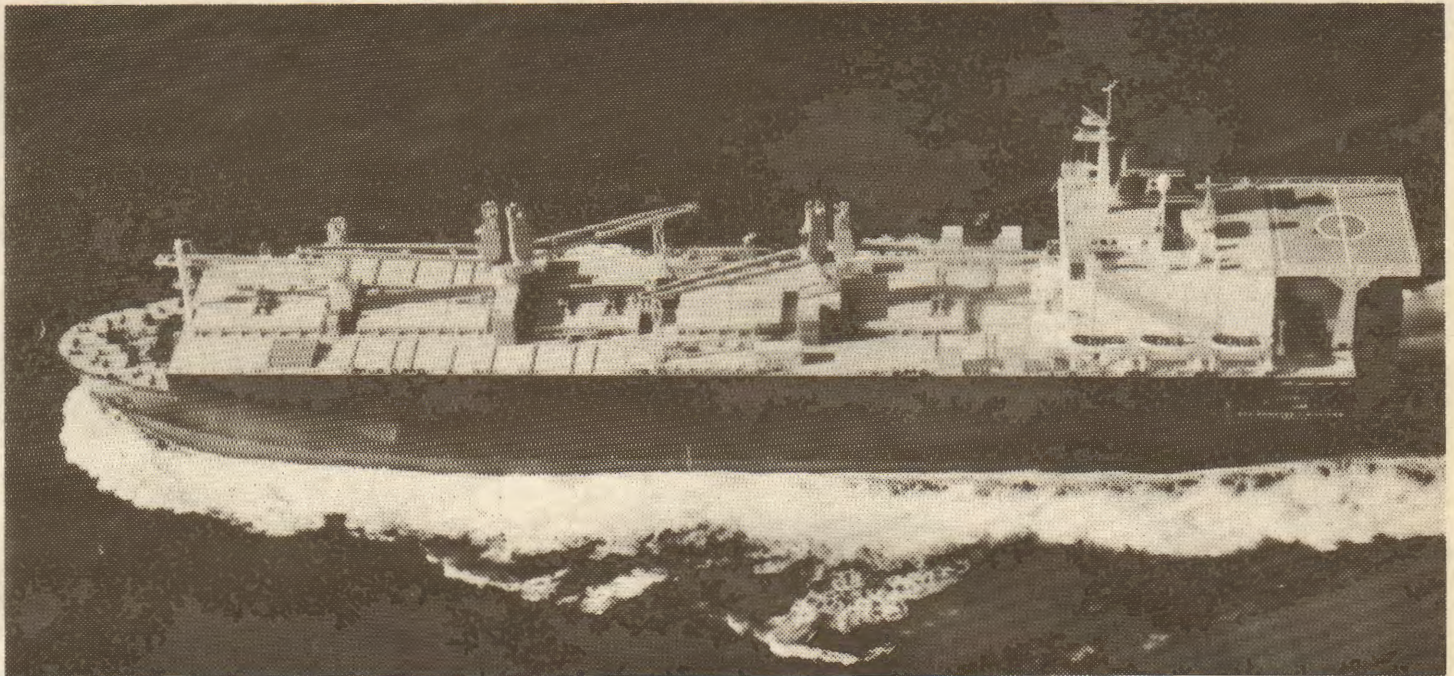


### Marines Invade Pacific Northwest

With the assistance of a Maritime Prepositioning Ship, the Pacific Northwest served as a mock invasion site in mid-June during a major exercise testing rapid deployment of Marines and their equipment.

The MV *Pfc. Dewayne T. Williams*, filled with more than 600 tanks, trucks, artillery pieces and other equipment, sailed into Puget Sound June 16 for her role in "Freedom Banner 88," an exercise that involved 1,000 Marines and 300 Navy cargo handlers from Southern California. The objective of the exercise was to test the ability to offload cargo from an anchored ship and deliver it to the units ashore for use in combat operations. Supplementing the sealift load were C-141B and C-5 cargo planes bringing in most of the troops to McChord Air Force Base and Whidbey Island Naval Air Station, airfields in the vicinity of the military reservation near the Indian Island Navy Depot where the *Williams* was anchored 700 yards offshore.

"The ship's role in the exercise was



The SIU-crewed *Pfc. Dewayne T. Williams* participates in "Freedom Banner 88" exercises in the Pacific Northwest.

very successful," said marine cargo specialist Charles McCoy of MSCO Seattle. "There were few problems with the offload. The Marines got their cargo as planned."

Because the *Williams* is a commercial ship, it is subject to agricultural inspections like any private vessel entering the United States from over-

seas. But through the efforts of McCoy, the *Williams* was able to have its agricultural inspection in Guam where the ship is normally part of MPS Squadron Three, thus avoiding a delay in an exercise that had been planned months before.

"Freedom Banner 88" was directed by Rear Adm. Francis P. Donovan,

commander of Navy Amphibious Group Three in San Diego. The Marines involved in the exercise were part of the 7th Marine Expeditionary Brigade, headquartered in Twentynine Palms, Calif. The brigade already has equipment and supplies aboard Maritime Prepositioning Ships at Diego Garcia in the Indian Ocean.

### Purses Emptied, Hearts Filled

In the Philippines, there's the official U.S. embassy in Manila where the American ambassador lives. And then there's Subic Bay about 50 miles northwest of Manila where many American ambassadors of goodwill reside. Composed of many civil service mariners, one former MSCPAC master and his wife, the ambassadors in the latter category recently got together to strengthen the friendship between Americans and Filipinos by donating money and materials to build a day care center for the children of local fishermen.

Over a three-month period beginning late last year, a 30-foot by 40-foot building was constructed to house

about 120 children a day while their parents fished for a living in the South China Sea. The completion of the Matain Fisherman's Association Child Day Care Center marked the first time in the history of Zambales Province that a building had been donated for community development.

The driving forces behind the building were Josh Johnston and his wife, Nellie. Johnston, a former MSCPAC master who's now a harbor pilot in Subic Bay, enlisted the aid of his former shipmates aboard several MSC vessels operating out of the Subic Bay area to make the project a reality. Money to purchase construction materials, along with items no longer

useful aboard such ships as the *USNS Spica*, *Kilauea*, *Ponchatoula*, *Pasumpsic*, *Hassayampa*, *Mispillion*, *Navasota*, *Sioux* and *Catawba*, were collected and donated to the fishermen's association. Skilled and unskilled laborers, working under the supervision and coordination of Nellie Johnston, built the day care center. During the 90-day construction period, fishing boats donated part of their catch and the sale of fish to help buy rice and vegetables to feed the workers and their families.

"Life in the fishing village is grim, to say the least," says Johnston, a retired Naval officer. "The people live in squatter shacks that most Americans wouldn't use as a tool shed. Their life is one of day-to-day existence without the amenities we take for granted."

Donations of money to buy food, along with fish from the association, continue to help feed the children at the day care center who range in age from 3 to 7 years old.

Last Christmas, through additional donations of cash and foodstuffs from MSCPAC ships in port at Subic Bay, more than 1,000 packages containing rice, oranges and apples, assorted nuts, milk, potato chips and hard candy were distributed to families in the fishing village. Under Mrs. Johnston's help and guidance, women from the village worked all day to put the food packages together. Other community projects coordinated through COMSCSEA last year with the cooperation of MSCPAC ship crews included the

painting of three schools, the restoration of two churches, and the installation of lights for two basketball courts.

"We realize we can't take the weight of the world's problems on our shoulders," says Johnston, speaking on behalf of his former shipmates and other Navy units in the Subic Bay area, "but we try to do what we can."

### MSCPAC News Briefs . . .

. . . Capt. Peter Roder, who served as acting chief staff officer for MSCPAC from January until May when he was relieved by Capt. James Breece, retired from the Navy June 16 after 30 years with the service. In a low key retirement ceremony held at MSCPAC headquarters in Oakland, Capt. Roder admitted he knew little about the command when he went to work for MSCPAC earlier this year. But Roder, the former commanding officer of Naval Station Treasure Island in San Francisco, was a quick learner. By the time he left in June, he said he was impressed with the civilian mariners and the shore staff he worked closely with the past few months. A native of Michigan who graduated from the U.S. Naval Academy in 1958, Capt. Roder and his family intend to return to their permanent home in Virginia.

(Continued on Page 19.)



A Filipino crowd observes the opening of a child day care center near Subic Bay.



(Continued from Page 18.)

... MSCPAC mariners Loren E. Massey and Harry Kaspszak were each given "MSC Mariner Award of Excellence" citations and \$2,000 checks recently for their outstanding service to the command. Massey, a chief engineer aboard the USNS Mizar, was given the award for his work aboard the scientific ship that has brought her up to a level that makes the ship meet her mission requirements with her own propulsion plant, as well as specialized sponsor equipment. Massey, an 11-year employee of the command, has been described as a "mission-oriented person who can't be satisfied with a mediocre situation." Kaspszak, a refrigeration engineer aboard the USNS Zeus, has demonstrated sustained superior proficiency in his job the past three years. Kaspszak has been labeled "reliable, safety-conscious, loyal, and imaginative" by his chief engineer, J. Curtin, who nominated Kaspszak for the award. Noted Curtin, "In my 18 years of sailing as an engineer for MSCPAC, I've never seen a better refrigeration engineer and very few unlicensed engine department personnel who can compare with Kaspszak's performance."

... The USS Kirk was impressed by her recent underway replenishments with the USNS Kilauea in the Western Pacific. In a brief message June 12, the Kirk said it appreciated the outstanding logistic support rendered by the Kilauea. "Both CONREPS and the one UNREP scheduled with your ship were smartly and professionally executed," said the destroyer. "Kirk looks forward to our next time alongside the Pacific Fleet's finest AE."

... The USNS Passumpic became the first MSCPAC ship in almost five years to undergo an INSURV underway material inspection when she hosted an INSURV inspection team in June. The fleet oiler's overall performance during the INSURV was considered excellent. "The master, of-

icers and crew of the Passumpic are commended for their performance during the INSURV inspection," said COMSCSEA's June 17 message to MSCPAC. "The energetic efforts of the ship are recognized and most noteworthy. The Passumpic has set a fast pace for the rest of our ships to match." Preparations for the inspection made by LCDR J. Holland, Dale Krabenschmidt, Jack Reich, Christine Zarate and Gene Welch of MSCPAC, along with MSCSEA's D. Shibuya, were also commended in the message.

... The MV Cape Ducato, broken out of the Ready Reserve Force last February to participate in Team Spirit 88, returned to San Pedro in late May and was turned back over to the Maritime Administration. Two FSS ships that also participated in Team Spirit 88—USNS Regulus and Bellatrix—made stops at Tacoma and San Pedro in May before returning to Mobile.

... YN2 Carol Martinez of MSCO Honolulu used the USS Arizona memorial at Pearl Harbor as the site for her four-year reenlistment in the Navy recently. Martinez, an MSCPAC Sailor of the Quarter last year, received a flag that flew over the memorial.

... The commanding officer of MSCO Alaska, Lt. Cdr. K. B. Chamberlain, along with operations officer Ron Kahlenbeck, attended a U.S. Coast Guard pollution response drill in Anchorage recently. A Soviet contingent was also present for the simulated oil spill drill.

... In early June, Oakland held its 13th annual awards ceremony honoring volunteers who work in the local community. MSCPAC's Sandra Johnson was cited as a volunteer Oakland Association Recreation Employee Service Director.

... Former MSCPAC Port Steward Raphael A. Silva, 63, who retired from the command earlier this year with 45 years of federal service, died June 19 after suffering a heart attack. Silva



SIU Vice President Roy "Buck" Mercer (left) meets with SIU President Mike Sacco at a meeting of the San Francisco Maritime Trades Department Port Council last June.

and his wife were in Los Angeles on Father's Day to see their son Chris ordained as a minister. On the drive back to the Bay Area, Silva died near Patterson, Calif. A World War II veteran of the Navy who went on to stay in the service 20 years, he joined MSTSPAC in 1963 as a cook. A few years later he was promoted to steward-baker and then chief steward. Silva came ashore in 1984 when he was

named MSCPAC port steward. A big, burly man with a booming voice, Silva frequently bragged about his son to his shipmates—and for good reason. As a member of the UCLA swim team, Chris Silva held an NCAA record at one time and nearly made the 1984 U.S. Olympic team. Over 30 former shipmates and co-workers of Silva attended his funeral and burial June 24 near San Francisco.

## Pulver, Tellez Win N.J. AFL-CIO Posts

Edward B. Pulver, a member of the SIU since 1958, was re-elected by acclamation to a four-year term as secretary-treasurer of the New Jersey State AFL-CIO. Augustin Tellez was also elected to the Executive Board.

Delegates to the 21st Constitutional Convention, held April 11, also re-elected State AFL-CIO President Charles H. Marciante to serve his sixth full term as president.

They were joined by a 46-member slate of candidates selected by the federation's nominating committee and elected without opposition to serve on the State AFL-CIO's Executive Board.

Pulver was appointed by the Executive Board in 1977 to fill the unexpired

term of a departing member. He was re-elected secretary-treasurer in his own right in 1980, 1984 and again this year.

Currently a regional director of the International AFL-CIO, Pulver served as the area COPE director prior to his election as secretary-treasurer. He also serves on the Governor's Commission for Private Industry Committees in New Jersey and was recently appointed to the new state commission on employment and training. In addition, Brother Pulver serves as president of the Hudson County Central Labor Council and is a member of the national Executive Board of the Latin American Council on Labor Affairs.

## 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.

<b>ROOM RATES:</b>	Member	\$30.00 per day
	Spouse	\$5.00 per day
	Children	\$5.00 per day
<b>MEALS:</b>	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)



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

### Dispatchers Report for Great Lakes

JULY 1-31, 1988

Port	*TOTAL REGISTERED All Groups			TOTAL SHIPPED All Groups			**REGISTERED ON BEACH All Groups		
	Class CL	Class L	Class NP	Class CL	Class L	Class NP	Class CL	Class L	Class NP
<b>DECK DEPARTMENT</b>									
Algonac	0	11	7	0	38	19	0	4	2
<b>ENGINE DEPARTMENT</b>									
Algonac	0	4	4	0	13	8	0	2	1
<b>STEWARD DEPARTMENT</b>									
Algonac	0	5	3	0	5	9	0	3	0
<b>ENTRY DEPARTMENT</b>									
Algonac	0	13	18	0	0	0	0	7	7
<b>Totals All Departments</b>	<b>0</b>	<b>33</b>	<b>32</b>	<b>0</b>	<b>56</b>	<b>36</b>	<b>0</b>	<b>16</b>	<b>10</b>

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

### Directory of Ports

Michael Sacco, President  
Joseph Sacco, Executive Vice President  
Angus "Red" Campbell, Vice President  
Joe DiGiorgio, Secretary  
Jack Caffey, Vice President  
Thomas Glidewell, Vice President  
George McCartney, Vice President  
John Fay, Vice President  
Roy A. Mercer, Vice President  
Steve Edney, Vice President

#### HEADQUARTERS

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

#### ALGONAC, Mich.

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

#### BALTIMORE, Md.

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

#### CLEVELAND, Ohio

5443 Ridge Rd. 44129  
(216) 845-1100

#### DULUTH, Minn.

705 Medical Arts Building 55802  
(218) 722-4110

#### HONOLULU, Hawaii

636 Cooke St. 96813  
(808) 523-5434

#### HOUSTON, Tex.

1221 Pierce St. 77002  
(713) 659-5152

#### JACKSONVILLE, Fla.

3315 Liberty St. 32206  
(904) 353-0987

#### JERSEY CITY, N.J.

99 Montgomery St. 07302  
(201) 435-9424

#### MOBILE, Ala.

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

#### NEW BEDFORD, Mass.

50 Union St. 02740  
(617) 997-5404

#### NEW ORLEANS, La.

630 Jackson Ave. 70130  
(504) 529-7546

#### NEW YORK, N.Y.

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

#### NORFOLK, Va.

115 Third St. 23510  
(804) 622-1892

#### PHILADELPHIA, Pa.

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

#### PINEY POINT, Md.

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

#### SAN FRANCISCO, Calif.

350 Fremont St. 94105  
(415) 543-5855

#### SANTURCE, P.R.

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

#### SEATTLE, Wash.

2505 1 Ave. 98121  
(206) 441-1960

#### ST. LOUIS, Mo.

4581 Gravois Ave. 63116  
(314) 752-6500

#### WILMINGTON, Calif.

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

### Dispatchers Report for Deep Sea

JULY 1-31, 1988

Port	*TOTAL REGISTERED All Groups			TOTAL SHIPPED All Groups			Trip Reliefs	**REGISTERED ON BEACH All Groups		
	Class A	Class B	Class C	Class A	Class B	Class C		Class A	Class B	Class C
<b>DECK DEPARTMENT</b>										
New York	48	8	5	43	7	5	10	94	13	2
Philadelphia	2	3	2	6	1	3	1	4	4	0
Baltimore	11	6	2	3	5	3	2	17	5	0
Norfolk	18	14	9	17	16	6	6	23	7	3
Mobile	13	8	1	16	4	2	1	16	6	1
New Orleans	34	5	8	18	5	4	5	70	9	8
Jacksonville	21	7	2	22	5	0	8	57	11	2
San Francisco	31	8	8	24	8	7	4	49	9	17
Wilmington	18	11	1	11	7	1	3	30	9	1
Seattle	41	6	6	25	6	4	9	66	4	3
Puerto Rico	23	1	0	12	0	0	2	29	0	0
Honolulu	7	5	4	5	2	9	15	9	7	3
Houston	31	7	4	34	4	4	6	45	7	3
St. Louis	0	1	2	1	2	1	0	0	0	1
Piney Point	6	9	4	5	8	4	1	1	3	1
<b>Totals</b>	<b>302</b>	<b>94</b>	<b>61</b>	<b>242</b>	<b>80</b>	<b>55</b>	<b>73</b>	<b>506</b>	<b>93</b>	<b>45</b>
<b>ENGINE DEPARTMENT</b>										
New York	24	3	2	21	4	0	2	54	9	2
Philadelphia	2	0	1	0	1	0	0	6	2	1
Baltimore	6	0	0	7	1	0	3	6	0	1
Norfolk	8	5	2	11	8	1	1	11	6	2
Mobile	7	3	0	7	1	0	0	10	7	1
New Orleans	14	2	3	17	2	4	2	31	8	2
Jacksonville	15	3	2	7	2	2	4	43	6	2
San Francisco	20	5	13	19	2	9	4	30	9	8
Wilmington	6	4	0	13	2	1	3	14	6	0
Seattle	28	2	0	13	4	3	7	39	4	3
Puerto Rico	5	0	0	5	1	0	3	12	0	0
Honolulu	5	9	4	3	6	3	7	7	10	5
Houston	29	2	2	18	4	2	2	43	4	1
St. Louis	1	1	0	1	0	0	0	0	1	0
Piney Point	3	6	3	2	6	3	0	4	5	2
<b>Totals</b>	<b>173</b>	<b>45</b>	<b>32</b>	<b>144</b>	<b>44</b>	<b>28</b>	<b>38</b>	<b>310</b>	<b>77</b>	<b>30</b>
<b>STEWARD DEPARTMENT</b>										
New York	17	7	0	14	9	0	6	39	5	3
Philadelphia	0	0	0	1	0	0	0	1	0	0
Baltimore	3	3	0	4	1	0	1	5	4	0
Norfolk	6	0	0	11	0	0	2	7	0	2
Mobile	9	0	0	4	0	0	0	14	2	0
New Orleans	15	2	1	5	3	0	1	29	4	5
Jacksonville	13	5	1	2	2	1	2	25	9	2
San Francisco	39	9	3	35	11	2	6	76	12	5
Wilmington	11	4	1	15	2	1	3	17	4	3
Seattle	23	3	1	18	6	1	8	35	4	3
Puerto Rico	1	0	0	2	0	0	0	5	0	0
Honolulu	3	16	13	5	18	14	88	6	17	15
Houston	15	1	0	10	0	0	2	27	2	0
St. Louis	0	0	0	1	0	0	0	1	0	0
Piney Point	4	5	3	4	3	5	1	4	6	2
<b>Totals</b>	<b>155</b>	<b>55</b>	<b>25</b>	<b>118</b>	<b>57</b>	<b>24</b>	<b>119</b>	<b>291</b>	<b>69</b>	<b>39</b>
<b>ENTRY DEPARTMENT</b>										
New York	17	23	13	13	11	6	0	39	33	12
Philadelphia	1	1	2	0	2	0	0	5	3	3
Baltimore	0	2	1	1	5	0	0	2	5	1
Norfolk	5	6	9	4	9	3	0	6	5	10
Mobile	3	1	3	2	3	3	0	5	5	5
New Orleans	12	6	16	9	9	6	0	30	12	29
Jacksonville	5	5	11	1	7	4	0	7	7	10
San Francisco	30	13	18	19	7	11	0	53	18	33
Wilmington	5	9	5	7	12	1	0	13	11	17
Seattle	18	12	5	12	7	2	0	36	15	5
Puerto Rico	8	5	1	4	6	1	0	15	7	1
Honolulu	3	55	139	4	65	178	0	7	77	132
Houston	5	5	2	8	2	1	0	10	12	5
St. Louis	0	0	0	0	2	0	0	0	0	0
Piney Point	1	4	5	1	8	2	0	1	7	4
<b>Totals</b>	<b>113</b>	<b>147</b>	<b>230</b>	<b>85</b>	<b>155</b>	<b>218</b>	<b>0</b>	<b>229</b>	<b>217</b>	<b>267</b>
<b>Totals All Departments</b>	<b>743</b>	<b>341</b>	<b>348</b>	<b>589</b>	<b>336</b>	<b>325</b>	<b>230</b>	<b>1,336</b>	<b>456</b>	<b>381</b>

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

Shipping in the month of July was down from the month of June. A total of 1,480 jobs were shipped on SIU-contracted deep sea vessels. Of the 1,480 jobs shipped, 589 jobs or about 40 percent were taken by "A" seniority members. The rest were filled by "B" and "C" seniority people. A total of 230 trip relief jobs were shipped. Since the trip relief program began on April 1, 1982, a total of 8,088 jobs have been shipped.



# Final Departures—Deep Sea

**Edwin Alston**  
Died July 5, 1988  
**Raymond Anderson,**  
55  
Sumterville, Fla.  
Died May 23, 1988  
Joined Union 1970



**Balderston**

**James Balderston, 95**  
Burlingame, Calif.  
Joined Union 1946

**Harry Bammarito, 66**  
Gloucester, Mass.  
Died December 12,  
1987  
Joined Union 1980

**Gordon Barnard, 76**  
Seattle, Wash.  
Died May 13, 1988  
Joined Union 1951

**Loreto Bello, 77**  
San Francisco, Calif.  
Died May 6, 1988  
Joined Union 1946

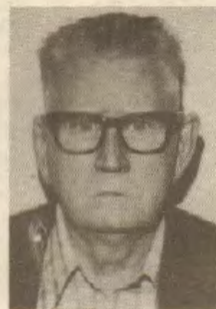


**Buckley**

**John Buckley, 65**  
New Orleans, La.  
Died June 14, 1988  
Joined Union 1944

**John Cole, 79**  
Bellevue, Wash.  
Died April 15, 1988  
Joined Union 1937

**Sing Dea, 66**  
San Francisco, Calif.  
Died May 30, 1988  
Joined Union 1955



**Fegan**

**Daniel Fegan, 70**  
Sparks, Nev.  
Died June 21, 1988  
Joined Union 1956



**Fleming**

**George Fleming, 78**  
Springhill, Fla.  
Died June 6, 1988  
Joined Union 1940

**Pedro Flores, 79**  
Newport News, Va.  
Died June 9, 1988  
Joined Union 1947

**Rome Flowers, 84**  
Los Angeles, Calif.  
Died May 16, 1988  
Joined Union 1951

**Elizabeth Greenberg,**  
34  
Annapolis, Md.  
Died July 5, 1988  
Joined Union 1988



**Heimila**

**Erik Heimila, 73**  
Ronkonkoma, N.Y.  
Died June 25, 1988  
Joined Union 1968

**Johnny Johnson, 69**  
San Francisco, Calif.  
Died May 31, 1988  
Joined Union 1942

**Early Joyner, 79**  
Woodside, Del.  
Died July 9, 1988  
Joined Union 1955

**Curt Larson, 82**  
Vastra Frolunda,  
Sweden  
Died December 6,  
1987  
Joined Union 1957

**Harry Leng, 74**  
San Francisco, Calif.  
Died May 2, 1988  
Joined Union 1951

**William Lewis, 73**  
Hot Springs, Ark.  
Died June 10, 1988  
Joined Union 1958

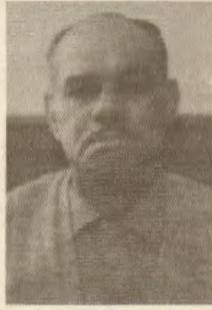
**Herbert McDonald,**  
70  
San Francisco, Calif.  
Died June 9, 1988  
Joined Union 1973

**Hilario Misay**  
Died February 23,  
1988

**Richard Miyahira, 75**  
Honolulu, Hawaii  
Died April 16, 1988  
Joined Union 1939

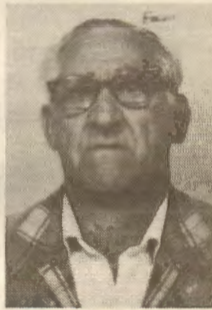
**Jerry Phipps**  
Slidell, La.  
Died June 11, 1988  
Joined Union 1969

**Roy Pritchett, 75**  
Mobile, Ala.  
Died June 21, 1988  
Joined Union 1964



**Pubill**

**Antonio Pubill, 65**  
San Francisco, Calif.  
Died April 28, 1988  
Joined Union 1956



**Quartararo**

**Joseph Quartararo,**  
72  
Stroudsburg, Pa.  
Died June 26, 1988  
Joined Union 1957

**Howard Ross, 63**  
Bald Knob, Ark.  
Died July 2, 1988  
Joined Union 1960

**Auldeon Sharp**  
Died May 27, 1988  
**Jack Shishido, 71**  
Alameda, Calif.  
Died May 14, 1988  
Joined Union 1950

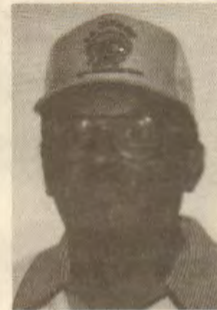
**Charles Shirah**  
Died June 10, 1988



**Schueter**

**William Schueter, 66**  
Orchard Park, N.Y.  
Died June 21, 1988

**Virginia Burley Strite**  
Died April 28, 1988



**Thrash**

**Milton Thrash, 63**  
Lockesburg, Ark.  
Died April 16, 1988  
Joined Union 1965

**William VanArkel,**  
86  
Rotterdam, Holland  
Died May 3, 1987  
Joined Union 1940

**Pazely VanMillican,**  
71  
Tampa, Fla.  
Died June 4, 1988  
Joined Union 1943

**Hubert Whaley, 67**  
Los Angeles, Calif.  
Died April 29, 1988  
Joined Union 1942



**Waller**

**George Waller, 73**  
Princess Ann, Md.  
Died December 5,  
1987  
Joined Union 1961

**George Wiley, 65**  
San Francisco, Calif.  
Died May 11, 1988  
Joined Union 1946

**Evelino Zugna, 71**  
Trieste, Italy  
Joined Union 1946



**Jack E. Sweeny**  
San Francisco

**Gustavo Vides**  
New Orleans

**Houston R. White**  
Jacksonville

**Stanley Zebrowski**  
Philadelphia

## INLAND

**Cecil R. Evans**  
Jacksonville

**Sidney Faucett**  
Philadelphia

**Adell Gauthier**  
Mobile

**Robert J. Henninger**  
Baltimore

**Joseph W. Istre**  
New Orleans

**James M. Meekins**  
Norfolk

**Norman B. Nelson**  
Algonac

**Stanley J. Paul**  
Norfolk

**James F. Shannon**  
New York

**Charles W. Shores**  
Philadelphia

**John C. Ward**  
Baltimore

## Pensioners

### DEEPSEA

**Thomas L. Armstrong**  
Jacksonville



**James Botana**  
Jacksonville

**Florian R. Clarke**  
Baltimore

**Leon R. Curry**  
New York



**Mack Carruthers**  
Seattle

**Anthony Goncalves**  
Norfolk

**Enrique R. Gonzalez**  
Houston

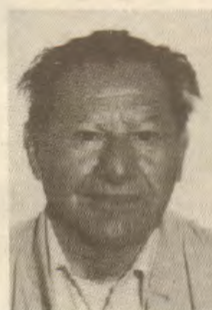
**Guillermo Grajales**  
Santurce



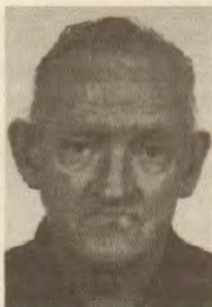
**James A. Hollen**  
Houston



**Donovan J. Hughes**  
San Francisco



**Michael G. Kovenz**  
Seattle



**Vincent McCloskey**  
San Francisco

**Arthur J. McGinnis**  
New Orleans

**William L. Osborne**  
Jacksonville

**Esper Perdi**  
New Orleans

**Eusebio Rodriguez**  
Santurce



**Peter A. Siems**  
Jacksonville



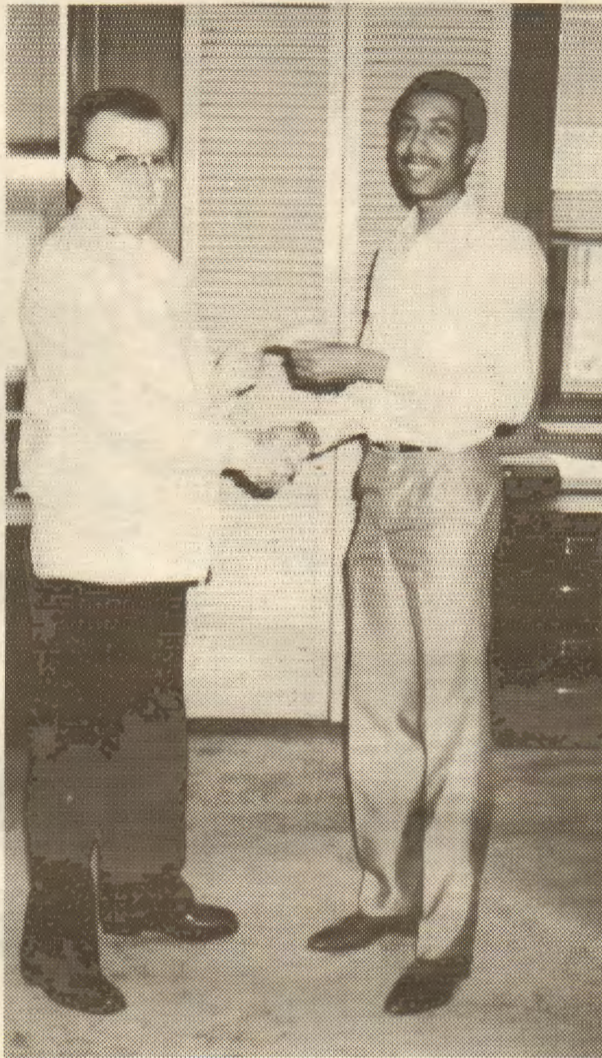
## Pensioner's Corner



Leonard Ching receives his first pension check from Honolulu Port Agent Tom Fay (left). Ching sailed with the old Matson ships in the steward department.



Alexander Brooseuk (left) is handed his first retirement check by Wilmington Port Agent Don Anderson. Brooseuk, who lives in Long Beach, Calif., sailed as QMED.



William Brack (left) is handed his first pension check by New York Port Agent Kermett T. Mangram.

## Ship of Fools

*"Oh sailors, sailors,  
why do you sail the ocean blue?"  
"We sail in search of a far away  
land,  
though a barstool and bed would  
do.  
We turn to long days,  
and stand watch all night,  
with stars in the heavens burning  
so bright  
(we quietly pray for a guiding  
light).  
The Lord takes care of sailors  
and fools  
who work those ships like two-  
legged mules,  
and who don't know when  
those mighty storms will fall upon  
them.  
Some on the ship will cry in fear,  
and others will laugh though  
death is near,  
knowing sailors and ships con-  
signed to the  
deep  
will have Davey Jones there to  
lull them to  
sleep!"*

Charles "Sonny" Herrera  
GED Student, SHLSS.

## Personal

William Seiderhoff

Please contact Margie Hastings, 7001  
96th Ave., Seabrook, Md. (301) 577-  
9430, regarding a reunion of the Class  
of 1943.

## 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.



## 'And a Special Thanks to the Steward Dept. . . .'

June 30, 1988

**From:** The Crew of the *USNS INDOMITABLE (Tagos 7)*  
**To:** Seafarers International Union  
2505 First Ave.  
Seattle, Wash. 98121

**Subj:** Chief Cook, James E. Willey 542 42 4539  
SIU member since 1970 Inland "A" book  
#W5443

Gentlemen:

We are writing in regards to Chief Cook James E. Willey who has been aboard our ship for the past 60-day voyage. He has recently shipped-out of the Seattle hall as a DEEP SEA "C" group steward department member.

Mr. Willey is the most talented chef with whom we have ever sailed. We have found, as the trips are long and without port calls, that well prepared meals are the high points of otherwise repetitive and routine days. His inventive menus consist of homemade soups: vegetable, chicken, cream of celery, cream of potato, oyster and fish chowder (New England or Southern style). All his main entree vegetables, whether canned or fresh, are enhanced with other ingredients to produce an appealing flavor. His deep fried foods are always cooked in clean oil with a batter which produces that golden brown appearance. (Favorites being his special recipes for fish cakes, or banana fritters). Another favorite is his home made cakes, pies and Sunday morning baked specialties.

The only complaints we have (crews always have complaints) is that everyone is getting too fat; maybe the finest compliment a cook can receive.

If you have any more 18-year tug boat veterans like Jim, get them out here on the deep sea ships. They are a welcome change from the "can opener and fresh frozen" cooks that have been finding their way into the galley.

The Crew  
S.H. Shields  
Ship's Chairman



Chief Cook James E. Willey (third from left) is an 18-year Inland veteran who recently shipped as C-card aboard the T-AGOS *Indomitable*. His culinary skills wowed the crew, and they sent the accompanying letter. He is pictured above with the captain, chief mate and Sea Mobility Inc. representative.

## Letters To The Editor



### 'A Personal Thanks . . .'

I wish to take this time to personally thank you for the aid given me for my brother Travis F. Dean during his stay in Hillhaven Convalescent and Nursing Home in Mobile. Without your help, I could not have afforded it.

Thanks again, and may God bless and care for you.

Sincerely,  
Beulah Dean Brooks  
Mobile, Ala.

### 'SIU Forward, Always . . .'

I wish to thank the Seafarers Pension Plan and its leadership for sending me my pension check on time every month. Without it, my wife and I wouldn't be having the quality of life that we are enjoying now.

I also would like to thank the Seafarers Welfare Plan for paying all of my medical bills that Medicare doesn't pay. We do not know what kind of life we would have without the help of the SIU.

We have come a long way since I became a member back in February 1944. I was always proud to have been a member of a fine union such as the Seafarers.

When my wife and I go to the polls to vote on November 8, we will keep in mind all of the U.S. Public Health hospitals and clinics that the Reagan administration has closed down, denying us our health care that was rightfully ours for many, many years.

We will vote for the party that will go to bat for the national maritime industry—and labor.

Wishing all pensioners and active members a good life. SIU forward, always.

Sincerely,  
John N. Chiorra C-410  
Douglassville, Pa.

## Scouts Get Chance to 'Talk Union' at MTD



Seventeen young Scouts, both boys and girls, recently completed a two-week stay at the Seafarers Harry Lundeberg School of Seamanship. The program is sponsored by the Maritime Trades Department and the SIU. It is designed as a "learning" vacation. The all-expenses paid trip gives the Scouts a taste of the seafaring life, labor history, the union movement and chance to see the sights of the nation's capital. Above, SIU President Mike Sacco speaks to the Scouts about the SIU. Below, Robert Harbrant, president of the Food and Allied Service Trades Department, meets with the Scouts.





# The SIU in Washington

Seafarers International Union of North America, AFL-CIO

August 1988

Legislative, Administrative and Regulatory Happenings

## Washington Report

Democrats united behind a Dukakis-Bentsen ticket at an electric four-day convention which highlighted the themes that the party intends to use in this year's presidential campaign.

Stressing his commitment to public service and ethical standards in government, Mass. Gov. Michael Dukakis castigated the Reagan administration's record on drug abuse and foreign policy. He promised to focus his energies on job creation, family care and economic growth if he is elected president in November.

One of the highlights of the convention was the speech delivered by civil rights leader Jesse Jackson who urged Democrats to find "common ground." Saying that we are all "patches in a quilt," Jackson promised to campaign on behalf of the ticket.

Aside from three relatively minor skirmishes over the platform, there were few controversies. While they maintained a relatively low-key profile, unions affiliated with the AFL-CIO sent a record number of delegates.

The Democrats left the convention convinced they had projected a winning image. Both the polls and political commentators tended to bear this out.

"This is a party hungry for victory," said Tom Brokaw of NBC News. Polls had Gov. Dukakis and Sen. Lloyd Bentsen (D-Texas) running 18 points ahead of Vice President George Bush.

## Dukakis

Touring Sea-Land's massive container facilities in Tacoma, Wash., Dukakis accused the administration of squandering huge amounts of money in Pentagon scandals at a time when military commanders in Europe can't get equipment because the government has failed to maintain adequate sea-lift capability.

Dukakis made a dramatic entrance. He rode a tug to a waterfront rally where he was greeted by interested members of the maritime community as well as Indian leaders who wanted to hear his views on matters dealing with their tribal claims.

Dukakis also used the occasion to reiterate his support of a plant closing bill, which had passed both the House and Senate by veto-proof margins after it had been introduced separately from the trade bill.

Commenting on that issue, the *AFL-CIO News* said that "election-jittery Republicans [are appealing] to President Reagan to let the plant closing notification bill become law."

## Democrats and Maritime

Dukakis will release a detailed maritime position paper soon, according to reports from his camp.

He has met with Sen. John Breaux (D-La.), chairman of the Senate Merchant Marine Subcommittee. The party platform adopted at the Atlanta convention did not deal with specifics on maritime.

Earlier in the campaign, Dukakis said he was disturbed by the decline in the U.S. merchant marine and pledged to work with

Congress to develop a national maritime policy.

## International Registries

The maritime industry has an important stake in the outcome of this year's presidential election. "Whoever is elected the next president of the United States," said Joe Sacco, executive vice president of the SIU, "will determine the fate of the American-flag merchant marine."

One of the most pressing challenges facing the maritime industry is a worldwide debasement of national registries. All over the globe, from the Far East to Western Europe, there is a move to relax existing national standards.

Last year Norway unveiled a second national registry. Other European countries have been studying its development with interest.

This past month, Japan's Ministry of Transportation recommended that domestic shipping companies in that country hire foreign crews to slash operating costs.

## Sea-Land

Sea-Land is actively seeking support for legislation S. 2510, which would grant operating subsidy eligibility to 12 foreign-built Sea-Land ships. The bill was introduced by Sen. Daniel Inouye (D-Hawaii).

Robert L. Hintz, chairman of Sea-Land, said passage of the bill is "vitaly important to Sea-Land remaining competitive in foreign commerce."

The subsidy would cover only the 12 D9J vessels which were built in Japan and Korea in the early 1980s.

## Canadian Diversion

The diversion of American cargo through Canadian ports has once again become a matter of concern to officials in the maritime industry, according to reports carried in *The Journal of Commerce*.

The Maritime Administration has reported that the value of American import and export shipments routed through Canadian ports hit a record high in 1986.

## Sugar Imports

The Reagan administration has eased restrictions on the amount of sugar that can be imported into this country. This has caused a great deal of concern to domestic sugar-growing interests, including the Sugar Workers Union, which is an affiliate of the Seafarers International Union of North America.

The administration took this step as a result of the drought in the midwest. Fifty percent of all domestic sugar comes from North Dakota, Minnesota and Michigan, all of which have been hard hit by the drought.

The rest of American sugar comes from Florida, Louisiana, Hawaii and Texas. SIUNA members of the Sugar Workers Union are employed mainly in processing plants in California.

## Drug Testing

The Coast Guard has unveiled a plan to test virtually all American seamen for drug and alcohol abuse. Interested parties have until Sept. 8 to comment on the proposal.

The plan would cover all phases of a mariner's employment: pre-employment testing, random tests after employment, tests for those people where there is "reasonable cause to suspect abuse" and routine tests after accidents.

"The problem [of drug and alcohol abuse] in the maritime industry is increased by the fact that personnel often live onboard their vessels for long periods of time," said one Coast Guard official, who estimated that the use of alcohol and drugs contributed to 75 deaths between 1981 and 1986 and caused \$6.5 million in damages.

The SIU is going over the proposal and readying a response before the Sept. 8 deadline.

## Fishing Talks

South Korea has promised to reduce tariffs on 16 different kinds of U.S. fish products by 1993, but has rejected U.S. demands to open up its domestic markets to other kinds of fish imports.

The talks between the United States and South Korea were part of a larger effort to curb the \$10 billion trade deficit that South Korea enjoys with this country.

## Minimum Wage

Action on the minimum wage bill is expected before the end of this session of Congress. Meanwhile, the list of supporters grows longer every day.

The latest institution to back an increase in the minimum wage is *The Washington Post*, which noted that "as a matter of simple justice the minimum wage can and should be increased now."

Dealing with the argument that "most people don't stay at minimum wage jobs for long," the *Post* noted that this "looks through the wrong end of the telescope. It's true that most people on the minimum wage aren't poor. It's also true that an awful lot of poor people are at or near the minimum wage."

Support  
SPAD

