

SEAFARERS



Volume 51, Number 4

April 1989

UNION SIGNS THREE TUG CONTRACTS

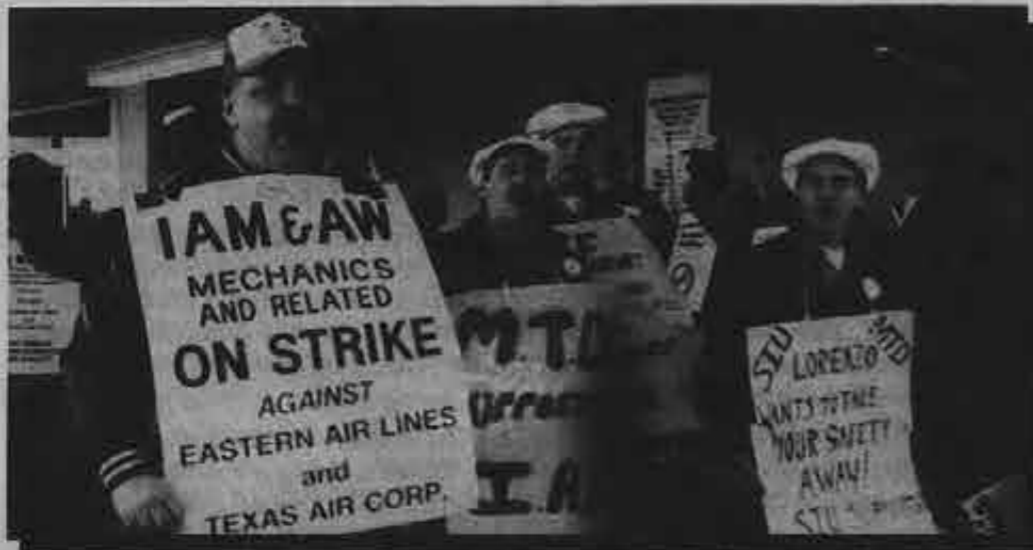


Pictured above are Sabine Towing's union and management negotiating teams. Representing the Union are SIU Area Vice President Thomas Glidewell (left), Houston Port Agent Dean Corgey, Houston Patrolman Joe Perez, Harbor Engineer Dave Griggs, Harbor Deckhand Ken Moore, Canal Captain Bill Zorn and Harbor Captain Frank Jewell. Present for Sabine Towing are Personnel Manager Paul Moore (left), Employment Agent Doug Thomas, Company President Gerald Friesz and Dennis Faese, director of Labor Relations. Symbolically, in the center of the table, side-by-side, are two caps—one has an SIU logo and the other an "S" for Sabine. For a round-up of the three settled tug contracts, see page 5.

Strike Halts Eastern

Seafarers, in traditional white caps, joined with striking Eastern machinists. Also on the picket line were Eastern pilots and flight attendants, who honored the strike.

Pictured right is Seafarer Steve Biles and below are Lawrence Scott behind striking machinist, (left); Nick Celona, Port Agent of Piney Point, and SIU members Paul Gottor and Larry Arnold. Trainees and upgraders from the Harry Lundeberg school have provided daily pickets at Washington, D.C.'s National Airport. See pages 6-7.



Sacco Urges Switch

'Move MarAd Out of DOT'

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Commission Reports

Panel Cites Need For U.S. Ship Policy

JDD0000 LOG-03-1038
 DANKY, HISTORICAL SOCIETY
 STATE OF MICHIGAN
 816 STATE ST.
 MADISON MI 53706

SIU Opposes Plan

Keep Maritime Service of GATT Trade Talks

Phil Carlip Dies at 94 Was SIU's Washington Rep

page 3

Lakes Seafarers Start Season



The SIU-contracted H. Lee White sits ready for her first trip of the 1989-90 season after wintering in Toledo. She left March 21 for Marquette, Mich. to load taconite for the blast furnaces of Ashtabula, Ohio. With a record number of Great Lakes bulk carriers fitting out, it looks like a record shipping season is in the making with full job opportunities for SIU sailors. See Great Lakes photo story on pages 11-14.

President's Report

There was a time when the forces affecting a seaman's livelihood, although most difficult, were less complicated and wide-ranging than they are these days. For the most part it was simply the basic matters of employment, wages, shipboard working conditions and treatment by the ship's officers that concerned the seafaring man.

Today, the seafarer faces a much more complicated world. The issues affecting his livelihood spring from a great variety of social, economic and political factors, most of which occur at levels and at times that are fully removed from the workaday world of shipping.



New Round of GATT Talks

Take, for example, GATT, an abbreviation that is unfamiliar to most Americans but which has an important bearing on their lives. GATT stands for General Agreement on Tariffs and Trade, a group which consists of 96 nations that meet periodically to try to reduce barriers to free trade. An important round of GATT talks is about to begin. Traditionally, GATT talks have focused on manufactured goods. But in the current round of talks, services have been placed on the agenda. These services include banking,

insurance, telecommunications and, most important to us, marine transportation.

Why is the SIU concerned about this development? We are concerned because the U.S. trade representatives who will be negotiating for this country want marine transportation on the agenda but not because they are interested in helping U.S. shipping improve its position in world trade. What is more likely, is that they wish to use this country's maritime industry as a bargaining chip to gain concessions for services industries like banking and communications that appear to rate higher in the administration's priorities.

Unless we succeed in getting maritime services removed from the GATT agenda, all of the programs that are the underpinnings of the U.S. private shipping fleet and are practically the basis of all of American seamen's jobs, are in absolute danger of being smashed by an invasion of cheap and slave labor foreign ships. And with it would go another vital area of our national security.

Threat to the Jones Act

Immediately threatened would be the Jones Act, which protects our domestic shipping, the nation's cargo preference statutes, and what is left of the operating subsidy program—to cite just a few of the most obvious danger points.

Efforts to have the trade representative remove maritime services from the talks have not been successful, and it looks as though we are facing a repeat of the battle last year over the attempts to open our domestic shipping to Canadian vessels.

Fortunately, the Congress has demonstrated its feeling that the U.S. maritime industry is essential to the economy and national security and should not be the subject of any trade negotiations. That is why the Canadian venture failed.

What remains to be seen is how the Bush administration actions will square with the pledge that was made during the presidential campaign last fall. That pledge said: "Preservation of the integrity of the U.S. maritime industry shall be a priority in all international trade negotiations, including the General Agreement on Tariffs and Trade. All United States representatives involved in trade negotia-

tions shall be provided with a pre-determined policy statement regarding the U.S. maritime industry."

Until that pledge is put into practice, we must continue to support the efforts of those senators and representatives who are leading the fight to preserve America's shipping industry and the vital role it plays in the national security.

GATT certainly is on our agenda.

The Presidential Commission on Merchant Marine and Defense has issued its fourth and final report, entitled "A Plan for Action." This completes the work of the commission, and the results of its findings and recommendations have been submitted to the White House.

The report confirms the fears that are continually being expressed by those who are knowledgeable about the defense posture of the United States: our merchant marine capability is dangerously insufficient to fulfill its role as an instrument of national security.

In submitting the final report to President Bush, the committee chairman, Admiral Jeremiah Denton, a distinguished Navy veteran and former U.S. senator, said "the commission reached the indisputable conclusion that there are today insufficient strategic sealift resources—in terms of numbers and types of ships, trained personnel to operate them, and shipyards to maintain and replace them—to carry out the national military strategy. Without decisive action the situation will worsen substantially by the year 2000.

"Certainly there is no acceptable alternative," the commission chairman continued, "to taking immediate action to remedy the shortfalls in strategic sealift, in the shipbuilding and shipyard suppliers, and in the available pool of qualified seamen and skilled shipyard workers."

Then the commission chairman put his finger on what has to be the most essential element if there is to be a reversal of the present condition: "Only the president," Admiral Denton said, "can break the log jam that has prevented action to address the strategic sealift needed for our security."

Only two presidents—Roosevelt and Nixon—in modern history have possessed both an understanding of the role of merchant shipping and the leadership qualities to do something about strengthening it. Let us hope that President Bush will now address this problem.

We were saddened to learn that one of the great fighters in the cause of Seafarers has passed on. Phil Carlip, who was the SIU's very effective Washington representative for almost 30 years, until his retirement in 1978, died on March 25 at the age of 94.

"Uncle" Phil, whose trademark was a chewed cigar, was the SIU's "man on the Hill," who never tired of walking the halls of Congress as he sought support on issues important to the well-being of Seafarers.

Uncle Phil was known to hundreds of people in the Congress—both members and staffers—as a man of principle and an astute observer of the political scene.

To many, many SIU members he was an unselfish friend, always ready to lend a helping hand.

Phil Carlip made a great contribution to our way of life and he will always have a place in our hearts.

Michael Sacco

Inland Industry Reviews Impact of Drug Testing Regulations



SIU and inland company representatives listen to US Coast Guard and Customs Service spokesmen present information on each agency's anti-drug programs. The meeting, called by the union, is the first of a series.

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PHIL CARLIP DEAD AT 94

Phil Carlip, who served as the SIU's chief Washington representative from 1950 until 1978, died on March 25 at the age of 94. A familiar and respected figure on Capitol Hill for close to 30 years, he played a pivotal role in helping the Seafarers Union secure passage of scores of maritime-related bills, including the Merchant Marine Act of 1970.

Active in New York City and state politics for more than a generation before coming to work for the SIU, he was named by SIU President Paul Hall to present maritime's case to Congress.

Known affectionately to everyone who worked with him as "Uncle Phil," Carlip achieved a near-legendary status in Washington, right down to his trademark, an ever-present cigar.

Played A Major Role

As the SIU's chief Washington representative, Carlip played a key role in every major legislative battle, including the Cargo Preference Act of 1954, the Merchant Marine Act of 1970 and the Energy Transportation Act of 1974, which failed to become law only after a presidential pocket veto.

At the 1986 convention of the AFL-CIO Maritime Trades Department, former Speaker of the House Thomas P. (Tip) O'Neill Jr. spoke of his deep friendship with Carlip. He said Carlip was the most respected lobbyist of his generation, and recounted a famous story involving former President Lyndon Baines Johnson.

Johnson had called Representative Frank Thompson (D-N.J.) to gain his vote in the president's effort to move the Maritime Administration from the Department of Commerce to the Department of Transportation. Thompson apologized but said he could not support the president, he had already promised his vote to Phil Carlip.

The president, who was not accustomed to hearing the word "no," looked straight at Thompson and roared, "Who the hell is Phil Carlip?" Despite the roar, Thompson resisted the president's pressure. Johnson lost the issue in both the House and the Senate.

Carlip is survived by a son, Alfred, a professor at the State University of New York in Binghamton, a daughter, Sylvia Secunda of Bethpage, N.Y., and six grandchildren.

Sacco Deplores Ship Decline Under DOT, Seeks Improved Status for Maritime Administration

Michael Sacco, president of the Seafarers International Union, criticized the Department of Transportation (DOT) for "allowing the gradual liquidation" of the U.S. merchant marine.

Speaking before a Propeller Club audience of diverse shipping groups, Sacco pointed to the decline of active U.S.-flag vessels from 612 in 1981 to fewer than 360 today. He suggested that the maritime industry "ought to be considering plans and strategies for getting out of our solitary confinement" by moving the Maritime Administration (MarAd) out of DOT.

As alternatives, Sacco proposed switching MarAd back to the Department of Commerce or giving it independent agency status.

He said, "My experience is that the industry has trimmed its sails, has substantially increased its efficiency and has done virtually everything within its power to become more and more competitive." Despite the efforts, Sacco continued, "we have faced a continuing lack of critical and essential support from our government that the fleets of virtually every other nation receive from their governments."

Sacco listed the results of eight years of neglect from "the agency that once served as a watchdog and advocate of the private shipping fleet." In addition to a loss of more than 250 vessels in 1981 there were 25,000 seafaring jobs; in 1989, 13,000. In 1981 Construction Differential Subsidy (CDS) amounted to \$871.6 million. Today there is zero CDS funding. Finally, the Reagan/Bush budget proposes complete elimination of the Title XI loan guarantee program.



SIU President Michael Sacco speaking to the Golden Gate Propeller Club.

"Further," Sacco pointed out, "the Department of Transportation sits by idly as other administrative departments and agencies continually seek to disregard cargo preference statutes."

Even the courtesy of consultation is missing, noted Sacco, reminding the audience that DOT's draconian drug testing regulations were dropped unexpectedly on the U.S.-flag fleet while exempting foreign ships and alien seamen.

A striking example of MarAd's failure to promote the industry was the "shameful decision to allow 11 Kuwaiti tankers to fly the U.S.-flag while the vessels were manned by foreign seamen," Sacco recalled.

But "One of the most convincing proofs of DOT's determination to downgrade the role of U.S. shipping," Sacco noted,

"was its decision to eliminate the four maritime attache posts in the American embassies in Great Britain, Brazil, Greece and Japan" which served as "physical reminders to the world of America's position as a maritime nation and a world power."

"Their closing," warned Sacco, "signaled to the world that the U.S. was continuing on the slide down to a second-rate power." After reviewing MarAd's "inability to carry out the policies and objectives of the Merchant Marine Act," Sacco remembered the late Paul Hall's classic battle to defeat the Johnson administration's plan to transfer MarAd out of Commerce and into Transportation. After the SIU won that round, Hall came back to Congress with a bill to make MarAD an independent agency.

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Gen. Cassidy: 'Coalition Can Revive Maritime'

Speaking to the Greater St. Louis Area and Vicinity Port Council, General Duane H. Cassidy told the audience of labor, industry and military leaders, "We just simply believe, with the right kind of leadership and the right kind of coalition, we can do something that is so badly needed—and that is turn the maritime industry of our country around. We absolutely need it for national defense."

General Cassidy, who began his military career in the Air Force and who currently serves as commander-in-chief of the U.S. Transportation Command (TRANSCOM), talked about the importance of a coalition effort to bring about the revitalization of the U.S.-flag merchant marine. TRANSCOM is the Department of Defense entity responsible for coordination of land, air and sea transportation of American fighting forces and military supplies.



Photo by Doug Thurmer

Gen. Duane H. Cassidy

Calling it a "disgrace" when the largest trading country in the world carries only 4 percent of its cargo, General Cassidy added, "And for an airman to stand up here and say that—I think it's fairly significant."

The importance of the labor movement in supplying maritime

manpower in the event of a crisis, was cited by General Cassidy as one factor which is bringing together a coalition of military officials, operators and unions to fight for a strong national defense.

"We have a moment in time," said Cassidy, "when we have the right people in the right places" to help build the nation's sealift capacity.

The Greater St. Louis Area and Vicinity Port Council honored General Cassidy for his efforts to build a strong and secure America.

In addition, the St. Louis affiliate of the Maritime Trades Department, AFL-CIO, honored three community leaders: Michael F. Shanahan Sr., CEO and chairman of Engineered Air Systems; George R. (Buzz) Westfall, St. Louis prosecuting attorney, and Gerald Thomas Feldhaus, business manager for the Asbestos Workers, Local 1.

DEFENSE COMMISSION URGES 'DECISIVE ACTION' TO UPGRADE NATION'S FLEET, CITES LACK OF SEALIFT RESOURCES

Repeating its earlier warnings that the United States faces a critical shortfall in its sealift capacity, the blue-ribbon Commission on Merchant Marine and Defense completed its two-year mission by recommending a joint venture by the government and industry in rebuilding the nation's maritime strength.

The Commission emphasized, as it has previously, that there presently are "insufficient strategic sealift resources—in terms of numbers and types of ships, trained personnel to operate them, and shipyards to maintain and replace them—to carry out the national military strategy."

And, the panel added pointedly, "without decisive action the situation will worsen substantially by the year 2000."

Underlying all four of the reports issued by the Commission has been the same basic message: that America must have a merchant marine actively involved in its peacetime commerce if the nation expects to have a military sealift capacity in time of crisis.

"The deteriorated condition of

America's maritime industries presents a clear and growing danger to the national security," said the Commission headed by former U.S. Senator Jeremiah Denton (R-Ala.), a retired Navy admiral.

It painted this picture of the situation:

"It is well established that fully 95 percent or more of the supplies needed to support our fighting forces overseas would have to travel by sea. Sealift would play a central role in the execution of our national military strategy in time of war or national emergency, but a large proportion of the resources needed for strategic sealift would of necessity be drawn from among the militarily useful commercial ships of the United States-flag merchant marine . . .

"Despite a historical national policy of drawing on the 'Fourth Arm of Defense' in time of war or national emergency, and despite a series of legislative measures, dating virtually from the beginnings of the nation, that have been intended to support the merchant marine and ship-

yard industries in peacetime, the maritime resources of the United States have been and still are eroding."

Earlier, the Commission had flatly rejected the claims of run-away-flag operators that America could rely on them both for peacetime commerce and military sealift capability, warning that the nation "cannot be held hostage to foreign economic strangulation."

It addressed this issue again in its final report, declaring:

"The merchant fleets and shipyard industries of our allies are also in dramatic decline; they are not now and will not be sufficient to offset the inadequacies of the United States maritime industries. In any case, the United States cannot in policy or practice depend on foreign assets, alone or in part, for assistance in situations where there are no commitments from our allies."

The Commission concluded that it has fulfilled its mandate to recommend a program "to foster and maintain a United States merchant marine capable of meeting national security re-

quirements." Officially ending its work on March 31, the Commission laid out its "Plan for Action" and declared:

"It is now the responsibility of the nation's leaders in the Executive Branch, the Congress, and the private sector to take the necessary action to respond to the challenge presented by the deterioration of our maritime industries and capabilities."

Established by Congress in 1984, the Commission formally came into being with the swearing of its members in late 1986 and early 1987. It spent two years conducting public hearings throughout the country, taking testimony from government officials, union representatives, industry leaders and other interested in the nation's maritime capability.

Prior to its final report, the Commission submitted three interim reports to the president and Congress, all emphasizing the same basic theme—that the maritime industry was in serious decline and that a major national commitment was necessary to its revitalization.

PANEL SAYS COSTS WOULD BE 'TRIVIAL' COMPARED TO TOTAL DEFENSE \$'s

At a time when the government's defense expenditures are more than \$300 billion, the total federal outlay of \$13 billion between now and the year 2000 to correct the nation's sealift shortfall would be "trivial," the Commission on Merchant Marine and Defense emphasized. To fully implement the Commission's "Plan of Action" a cost analysis estimated total government expenditures would be about \$13 billion.

In a letter to President Bush, Chairman Jeremiah Denton, con-

ceded that the money involved is "significant in an era of federal deficits and budget constraint." But, he emphasized, "the possible costs of failing to provide adequate sealift would be much greater."

Beyond the contribution that a revitalized merchant marine would make to national defense, Denton told the president that there are added domestic economic benefits to be derived from the proposed program. He said:

"We estimate that the implemen-

tation of our recommendations would add 244 merchant ships to our sealift capability; provide reasonably well for a shipbuilding and supplier mobilization base by causing construction of 194 of those ships in United States shipyards; create nearly 100,000 new jobs in the United States; generate more than \$43 billion in Gross National Product and \$6 billion in federal tax revenues; and help to continue the nation's economic expansion through the 1990's.

"When the economic benefits are considered, we estimate that the net investment cost to the federal government of the Commission's recommended program would be less than \$6 billion over eleven years, and of course most of the economic and defense benefits produced by the expansion and growing health of our merchant fleet and our shipbuilding industrial base would continue for many years beyond that period."

COMMISSION RECOMMENDATIONS



What the Executive Branch Should Do

The Commission urged the president to reaffirm and restate a maritime policy clearly acknowledging that a strong merchant marine fleet and shipbuilding and repair industry are vital to national security.

In addition, the Commission called for a full-scale review of the way existing federal departments and agencies handle maritime-related matters; urged that the National Security Council take a hard look at the extent to which America relies on the so-called "effective-controlled" ships and foreign-flag vessels in

meeting strategic and economic sealift requirements; and recommended meaningful reform of the Operating Differential Subsidy (ODS) to ensure that the U.S.-flag fleet is able to compete on the commercial sealanes of the world.

The Commission also urged the administration to implement a national program for ship construction in U.S. yards; enforce existing cargo preference laws; develop new programs to stimulate use of the U.S.-flag fleet in international commerce, including encouragement of greater use of U.S.-flag ships by American firms and their overseas subsidiaries; and preserve, enforce and strengthen current cabotage laws.

The Commission emphasized that presidential leadership is "absolutely essential" if revitalization of the merchant marine is to continue.



What the Legislative Branch Should Do

The report urged Congress to accept its responsibility for legislative initiatives in a number of areas, including:

- Reforming the Operating-Differential Subsidy program.

- Reestablishing a "procure-and-charter" fund to design and construct commercially viable and military useful vessels in U.S. yards.

- Allowing the Defense Department to obtain new cargo ships through a "build-and-charter mechanism.

- Developing a design and build a prototype of ships optimized for military utility and speed of construction.

- Limiting the loan guarantee program to oceangoing ships with potential military use.

- Extending the scope of Capital Construction Fund.

- Restoring the investment tax credit for shipowners and shipyards to levels in effect before the 1986 Tax Reform Act.

- Strengthening ship repair provisions of the 1930 Tariff Act to limit foreign conversions or rebuilding, while at the same time providing a waiver of the duty if, within a five-year period, a ship owner spends in American yards an amount at least equal to the amount of duty.

Continued on page 24

JOINT MANAGEMENT/UNION COMMITTEE PLANS AIDS EDUCATION CAMPAIGN

An industry-wide policy for distributing information on AIDS was announced by the Seafarers AIDS Forum for Education (SAFE) steering committee, a cooperative group made up of both employer and union representatives.

The SAFE steering committee, which held its second meeting at the union's headquarters in Camp Springs, also developed guidelines for handling AIDS related work-place issues. The four areas addressed by SAFE are education, safety and health, employment practices and health care cost containment.

Committee members reviewed the programs SAFE has implemented since its inception last year: articles about AIDS and HIV infection in the LOG, AIDS education classes for upgraders and trainees enrolled in the Lundberg school, AIDS educational materials for members who make an information request and referral lists of AIDS community resources for interested seafarers.



The Seafarers AIDS Forum for Education (SAFE) steering committee, comprised of union and employer representatives, holds its second meeting to review current programs and develop guidelines on work-related issues.

Over the next months SAFE will tackle the sensitive issues of confidentiality, testing and the right to employment and

job benefits for AIDS/HIV infected individuals, reported Liz Reisman, the program's coordinator.

SIU DRUG SUIT: HEARING DATE IS APRIL 24 IN FEDERAL COURT

Federal District Judge Thomas Hogan set April 24 for a status hearing on the SIU's lawsuit against the Department of Transportation's drug testing regulations for the maritime industry.

Filed in federal court by the SIU and the Transportation Institute, the lawsuit states that the government's regulations are unconstitutional and illegal. While violating individual privacy rights, the regulations also force U.S.-flag companies to police

their workforces and bear the cost. The regulations do not affect foreign-flag operators.

On April 3, the government filed its response in court, arguing that the Supreme Court has symbolically approved broad government mandated drug testing programs. The Department of Transportation and United States Coast Guard, the government says, are required to maintain safety on navigable waters. Drug testing prevents accidents

and is therefore in the realm of public safety, claims the government.

The April 3 response was originally scheduled for March 10. However, the government requested and received two extensions. The extra time was needed, said the lawyers, to review the new administration's position on all drug testing programs and secondly, to evaluate the Supreme Court's decisions.

SUPREME COURT UPHOLDS DRUG-TESTING FOR RAILROAD AND CUSTOMS WORKERS

While the Federal District Court is considering the SIU's lawsuit against the Department of Transportation's drug testing regulations affecting maritime workers, two Supreme Court decisions were made concerning screening and post-accident testing.

The Supreme Court ruled that the government regulations which allow railroad companies to test employees after an accident for drug and alcohol usage were allowable under the Constitution and the Secretary of Transportation's statutory authority. The high court also upheld regulations which allow U.S. Customs to make a drug test mandatory for individuals being considered for promotions.

The two decisions, announced in March, are the first rulings by the Supreme Court to determine the constitutionality of mandatory drug testing programs for workers in jobs involving public safety and law enforcement.

Neither case addressed the issue of random drug testing.

In the railroad case, the Supreme Court noted that evidence existed demonstrating that severe alcohol and drug abuse by the industry's employees had caused or contributed to a number of significant train accidents.

Because of this record, the court declared that no requirement of warrant or a reasonable suspicion that a particular employee is impaired is necessary, concluding that "the compelling governmental interests served by the regulations outweigh employees' privacy rights."

Delivered by Justice Kennedy, the court's opinion on mandatory post-accident drug and alcohol testing of railroad employees was supported by seven justices with two dissenting.

The Customs workers case was not as clear, as demonstrated by the 5 to 4 vote of the supreme court justices.

In order to obtain a transfer or promotion, customs service employees are required to pass a drug test. The court upheld the drug-screening program which

requires a urinalysis test.

In the courts opinion, presented by Justice Kennedy, drug screening did not violate the fourth Amendment because "extraordinary safety and national security hazards" could exist, if customs workers used drugs.

Four on Court Disagree

Justice Scalia, in a scathing dissent, said there was no evidence showing a drug problem among customs workers. "I do not believe for a minute that the driving force behind these drug testing rules was any of the feeble justifications put forward by counsel here and accepted by the Court," Scalia wrote. "The only plausible explanation" is, as Customs itself has said, "implementation . . . would set an important example . . ." continued Scalia.

The four dissenting justices in the customs employees case did not believe that the Fourth Amendment should be tossed out the window in the name of "setting an example."

SIU's Inland Division Signs Pacts With Three Tug Boat Companies



Mate Charley O'Brian on the Tug Devon.

The SIU's Inland Division wrapped up negotiations with three towing companies—Turecamo Coastal & Harbor Towing of Philadelphia, C.G. Willis, Inc. and Sabine Towing & Transportation Co., Inc.

Turecamo, a new SIU company, signed an agreement covering wages, hours and working conditions for crewmembers employed on Philadelphia vessels.

Originally a family business, Turecamo Coastal & Harbor Towing is now a leading towing company on the eastern seaboard. Turecamo recently bought Taylor Marine, Inc., a 75-year-old Philadelphia harbor towing company.

The Union's negotiating team from Norfolk signed an agreement with C.G. Willis, Inc. The company operates a barge line serving the Atlantic Intracoastal waterway. Willis's covered hopper barges and towboats shuttle from Philadelphia to Jacksonville, Fla.

A collective bargaining agreement between the SIU and Sabine Towing & Transportation Co., Inc. was ratified by crewmembers. Sabine, now a subsidiary of SEQUA Corporation, operates harbor docking and coastwise towing vessels in navigable waters in the Gulf of Mexico.

Each contract covers the upcoming three-year period. Each negotiating team overcame hurdles and produced labor agreements which will benefit crewmembers and their families.

EASTERN UNIONS HANG TOUGH AS LORENZO TRIES CHAPTER 11

In an effort to break a strike by mechanics and ramp crews represented by the International Association of Machinists (IAM) at Eastern Air Lines, management resorted to the bankruptcy route—a favorite union-busting tactic of corporate raider Frank Lorenzo, who took over the carrier's helm three years ago. In a move that shocked the nation, Lorenzo used bankruptcy to bust Continental Air Line's unions in 1983. But with Eastern, it's different. This time, the unions are ready.

In a message to all Eastern pilots who are honoring the machinists picket line, Captain John Bovie, chairman of the Eastern Air Lines pilots' council, said:

"Chapter 11 bankruptcy evasions continued existence of a corporation, under revised operating conditions, and in many cases, under new leadership. So instead of the continued slow dismantling of Eastern under Texas Air's plan, which would have resulted in the ultimate demise of Eastern anyway, we have an opportunity to perform reconstructive surgery on the patient now, while it still has a chance to survive."

Ironically, Eastern's unions "have never been more in control of their own destiny than they are right now," said Farrell P. Kupersmith, a financial consultant to ALPA.

"As long as the planes are parked, Lorenzo will have a very hard time dismantling Eastern . . . His choices are either to settle the strike and secure the airline on terms acceptable to Eastern's employees and creditors—and the courts—or sell the airline to someone who will. In the end, it is because of the solidarity of Eastern employees that Lorenzo is, at long last, faced with some rough choices," Kupersmith said.

Lorenzo's Bag of Tricks

After engineering the misuse of the nation's bankruptcy laws to bust unions at Continental Airlines, Lorenzo looked to expand his airline empire. After purchasing Eastern in 1986, Lorenzo presided over the systematic dismantling of Eastern Air Lines. He sold Eastern's most profitable assets and siphoned off hundreds of millions of dollars from Eastern to Continental and the parent company, Texas Air. Now Lorenzo claims poverty at Eastern.

Since the notorious union-buster acquired Eastern Air Lines, firings and other forms of harsh discipline have reached astronomical levels. In 1985, before Lorenzo took over, 36 machinists were fired. With Lorenzo at Eastern's controls, there were 900 firings from 1986



to 1988. This included a number of stewards, chief stewards and local union officers.

To justify management demands for extreme pay cuts, elimination of pension fund contributions and dirt low wages for new employees, Lorenzo cited Eastern's \$517.2-million loss over the past two years. But his other carrier—Continental—lost even more in the same period. It went into the red to the tune of \$573.6 million despite having a non-union workforce.

The Real Issue Is Not Union Wages

Over the past decade, Eastern employees continually demonstrated a willingness to save the airline, voluntarily giving up \$1.5 billion in wages. In negotiations preceding the strike, the IAM agreed to a pay freeze, major work rule changes and reductions in new entry pay scales.

Eastern management has tried to portray the salaries of the company's baggage handlers and mechanics as way out of line. Yet other airlines pay better wages and make a profit.

Lorenzo also refers to ramp and ground personnel as being merely "baggage handlers." But that ignores their vital role in fueling planes, positioning aircraft and making crucial decisions on weight and balance so that planes can fly safely.

Eastern's ramp service workers start at an hourly wage of \$9.32 (about \$19,000 a year). Their top salary after more than seven years on the job is \$15.60 (about \$31,000 annually). In a public relations barrage, Lorenzo talked about wages of \$45,000 a year. To earn that much, a ramp worker would have to put in an additional 536 hours of overtime in a year. It's management that schedules overtime—not workers.

Lorenzo wanted veteran ramp workers to accept a wage of \$11.60—an \$8,000-a-year pay cut—and a five-year wage freeze. This contrasts sharply with what's happening at other airlines. Ramp personnel earn up

to \$15.51 an hour at American, \$15.93 at USAir, \$16.53 at Northwest, \$16.57 at United and \$17.14 at Delta. And all of these carriers showed profits in 1988.

Eastern Dismantled, Continental Expanded

What is at stake, say Eastern's unions, is the survival of the airline as a separate company. They contend that Lorenzo's real purpose is to transfer Eastern's assets, routes and wealth to non-union Continental.

As soon as it acquired Eastern in 1986, Texas Air extracted more than \$700 million in financing, fees, loans and deposits from the carrier. Eastern directly provided Continental with more than \$180 million in loans and payments. Texas Air, in turn, funneled \$800 million into Continental.

One of the techniques used by Lorenzo was to force Eastern to sell its valuable computer reservation system to Texas Air at a bargain-basement price. Although outside financial analysts valued the reservation system at as much as \$500 million, Texas Air bought it for only \$100 million—with a six-percent note that doesn't come due until the year 2012.

While Lorenzo slashed Eastern's size by laying off more than 13,000 employees, he doubled the size of non-union Continental.

Lorenzo Triggers Strike

Labor-management relations in the airline industry are governed by the Railway Labor Act (RLA). This law makes it possible for a National Mediation Board (NMB) to assist in resolving contract negotiation differences. When labor and management exhaust all avenues and still are unable to reach an agreement, the MNB can propose arbitration. The IAM agreed to have the Eastern issue arbitrated, but Lorenzo balked.

The NMB also has the power to ask that the president establish an Emergency Board. Since the Railway Labor Act was cre-

ated in 1938, the NMB has requested an Emergency Board on 32 occasions. In each case, the president of the time, whether Democrat or Republican, has followed the NMB recommendation. This time, when the NMB proposed such action, the union urged the White House to act. But Lorenzo, a Bush campaign-contributor, objected and the president became the first to reject an NMB recommendation.

As AFL-CIO President Lane Kirkland said:

"All of the travelling public should understand that they have only Frank Lorenzo to blame for the inconvenience they suffer. The unions accepted arbitration, Frank Lorenzo said no. The unions asked for a Presidential Emergency board and Frank Lorenzo said no."

How Lorenzo Busted Continental's Unions

Lorenzo created Texas Air Corp. in 1980 as a shell: a holding company. Almost immediately, he began secretly buying Continental stock and, aided by a Civil Aviation Board (CAB) ruling, acquired 48.5 percent of the carrier.

Continental's unions proposed an Employee Stock Ownership Plan (ESOP), which, in effect, would have allowed the workers to purchase control of the company. Continental's president agreed to the ESOP and presented the plan to the shareholders. But Lorenzo, with the lion's share of Continental stock, was able to block the ESOP. Continental's president shot himself to death. Texas Air and Lorenzo had won.

By late 1982, Continental claimed it was losing money. Lorenzo personally persuaded pilots to forgo pay raises. The flight attendants' union offered to absorb \$35 million but Lorenzo turned it down.

Meanwhile, Lorenzo was accumulating cash through aircraft sales, loans and a Continental stock offering. As a result, despite Continental's \$84 million loss in the first half of 1983, Texas Air had close to \$80 million in the bank.

In September 1983, Lorenzo put Continental into Chapter 11 bankruptcy. The airline shut down, laid off 8,000 employees and reneged on its union contracts. Continental management announced that the carrier would resume operations in three days, but that employees returning to work would face pay cuts of 50 percent or more—flight attendants from \$29,000 to \$15,000, pilots from \$89,000 to \$43,000.

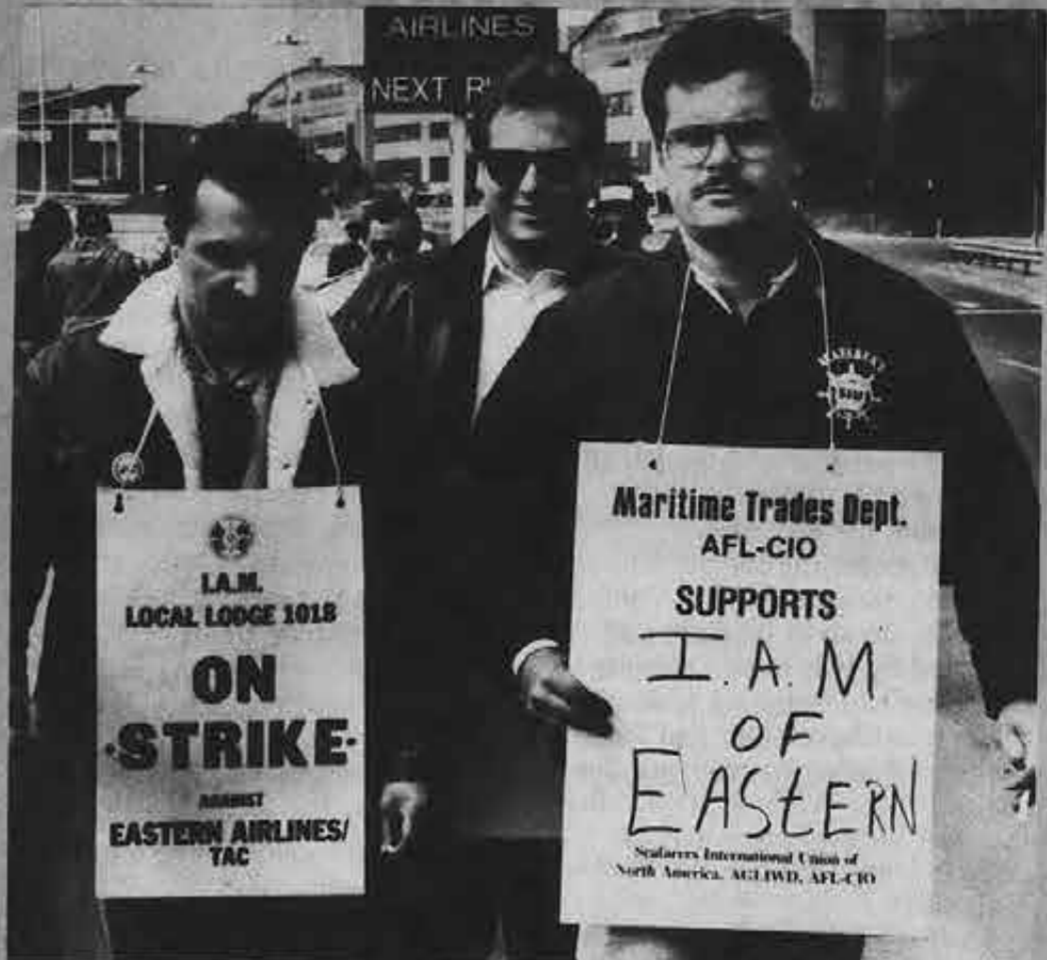
A bankruptcy judge ruled in January of 1984 that Continental's bankruptcy was carried out in good faith, and the next month the U.S. Supreme Court ruled that Chapter 11 companies could cancel union contracts.

Later that year, Congress passed a law making it tougher to use bankruptcy as a shield for invalidating union contracts. But it was too late to affect Lorenzo's actions at Continental.

SIU GOES ALL-OUT FOR MACHINISTS

Joining Eastern unions' picket lines around the country, the SIU demonstrated its solidarity with the International Association of Machinists (IAM), a fellow affiliate of the AFL-CIO Maritime Trades Department. The IAM represents Eastern Air Lines ramp and ground personnel.

At airports around the country, the unity of Eastern's employees was in evidence. The machinists' strike was wholeheartedly supported by Eastern's pilots, represented by the Air Line Pilots Association, and flight attendants who are represented by the Transport Workers Union.



Joining Gus Tsoilis, a member of the Machinists Lodge 1018 (left), are Teamster Local 810 Field Representative Jay Silverman and SIU Sea-Land shoregang member Charles DiCannio on the Eastern picket line at LaGuardia Airport in New York.



Undaunted by the Mayor who blocked a union demonstration at Jacksonville's airport, the AFL-CIO rallied in a nearby field and turned the event into a picnic. The SIU had a large presence at the rally. Pictured here, left to right, are: Tommy Wright, R. Hassan, Tony McQuay, M. Mostapha, Dan Duncan, Ed Haber, Bill Sharp, Robert Dillow, SIU Headquarters Representative George Ripoll, Dimitrios Pappiannio and John Dmochowski.



QMEDI Electrician Tommy Wright and Bosun Robert Dillon represent the SIU at a Jacksonville labor rally/picnic supporting Eastern machinists.



In Philadelphia, Captain Lou Flade (third from left) and Seaman Charles Collins (right) join Eastern pilots on the picket line.



SIU member Francisco Salvatierra (left) and UIW Rep Ruth Fernandez on the IAM Los Angeles picket line.



SIU men rallied at the San Francisco Airport where despite heavy rain, AFL-CIO unions staged a powerful demonstration of support for Eastern's machinists, pilots and flight attendants. Participating in the rally on behalf of the SIU were (1st row, left to right) OS Kyle Martin, ILWU member, SUP Patrolman Andy Anderson, (2nd row, left to right) Chief Steward Samuel ("Smitty") Smith, SIU Business Agent Gentry Moore, IBU member Doug Crute, SIU Steward Wilton Dominguez, ILWU Regional Director Leroy King, and Buck Mercer, SIU Government Services Division Vice President.



At Washington, D.C.'s National Airport, SIU member Oscar Lopez walks the picket line. The SIU has supplied daily pickets for strike activity at National Airport.



Deepsea SIU men John Fleming (left), Dennis McKendal, Carlito Episioco, Dave Gordius, James Francis at the Los Angeles airport.

BIG OIL SPILL SLOWS SHIPPING FROM VALDEZ

Shipping out of the port of Valdez, Alaska has been curtailed by new procedures required in the wake of the Exxon Valdez oil spill. Immediately after the accident the port, from which 24 percent of domestically consumed oil originates, was shut down for five days.

After reopening for the Alaska oil trade, tankers leaving Valdez can only do so in daylight and escorted by two tugs. On both incoming and outgoing tankers, pilots must have state and federal certification to navigate the entire Prince William Sound. In the past local pilots remained onboard only through the Valdez Narrows.

The port of Valdez shipped an average of two million barrels of crude oil per day. As a result of diminished traffic, the current average is 1.2 million barrels per day.

SIU contracted companies reported that ALYESKA—the combined owners of the Alaska pipeline—has implemented breathalyzer testing procedures for any non-ALYESKA employees entering their property. In addition, before a vessel is allowed to leave the Valdez docks, the captain and Chief Engineer will be required to undergo a breathalyzer test.

The new regulations result from the Exxon Valdez running aground and creating the largest oil slick ever in U.S. waters.

On March 24, a few minutes past midnight, the 987-foot supertanker carrying a full load of

1.26 million barrels of oil, hit a reef while piloted by the third mate, it was reported. With USCG approval, the vessel had changed to an inbound lane to avert ice chunks spotted in outbound lanes. A few minutes later the vessel hit Bligh Reef, creating six to eight openings in eight of the 13 cargo tanks.

While trying to get back into the shipping lanes, it was reported that the ship turned sharply back toward the main channel and struck the reef again, leaving about 30 percent of the vessel's bottom resting on

a flat shelf area about 36 feet below the surface and spilling more than 10 million gallons of Prudhoe Bay crude oil.

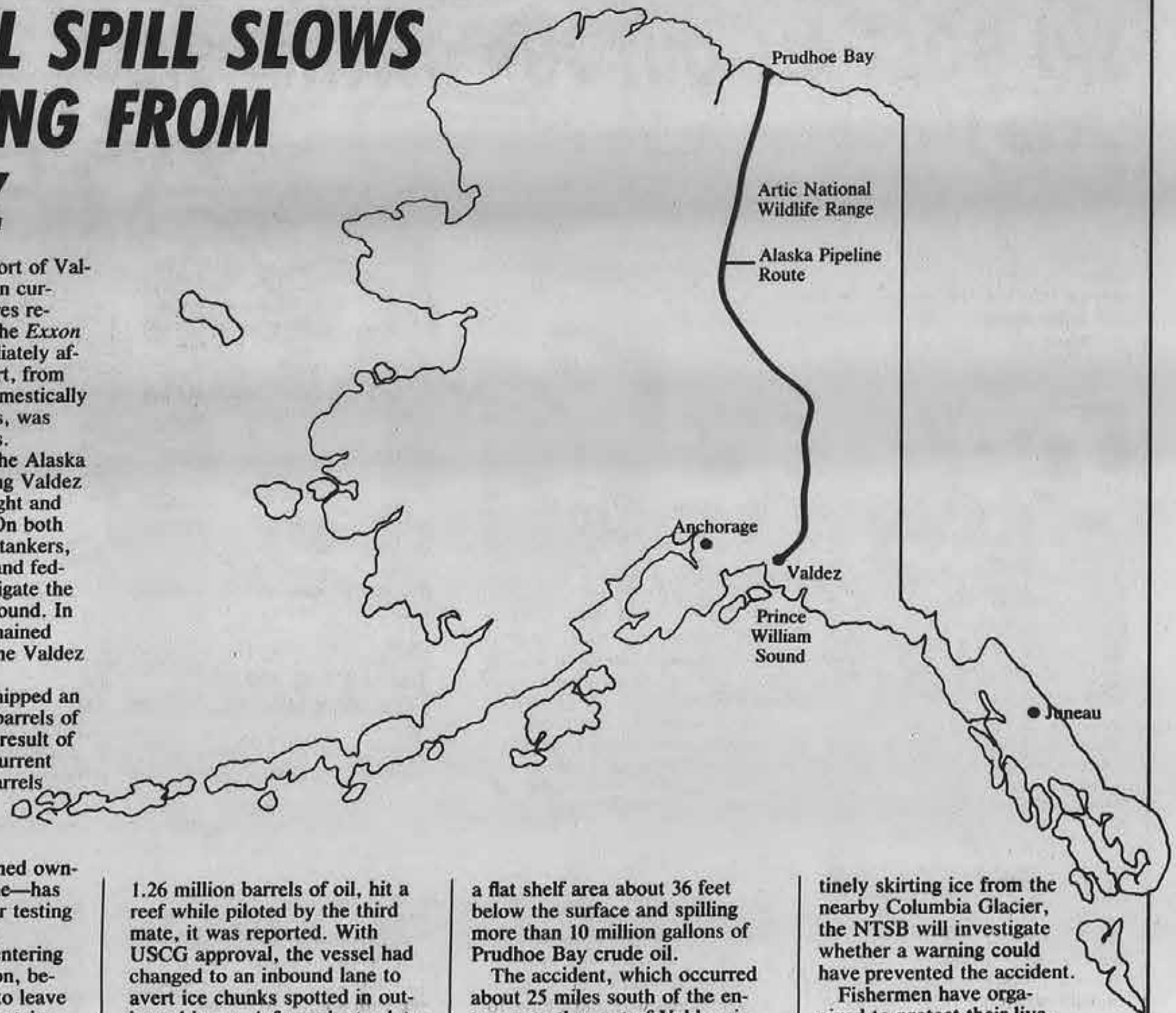
The accident, which occurred about 25 miles south of the entrance to the port of Valdez, is being investigated by the National Transportation Safety Board (NTSB).

The NTSB will try to determine why the ship strayed so far off course in an area with rocks marked on charts and buoys. While the Coast Guard claims it is not responsible for continually monitoring a ship which is rou-

tinely skirting ice from the nearby Columbia Glacier, the NTSB will investigate whether a warning could have prevented the accident.

Fishermen have organized to protect their livelihoods, organizing more than 40 boats to assist with boom deployment.

Exxon Shipping Company licensed officers have no union affiliation. Radiomen and unlicensed crewmembers are covered by a contract with a company-sponsored union.



U.S. Shipping Wins Amendment to Keep New Alaska Oil For Domestic Consumption

A coalition of maritime interests, including the SIU, sought export restrictions for any oil found and developed in the Arctic National Wildlife Reserve (ANWR). In a Senate Energy and Natural Resources Committee vote, senators voted by a 12-7 margin to allocate oil found in ANWR for domestic use.

The vote was an important step toward keeping Alaska oil for consumption by U.S. consumers. Alaska oil has been carried to the lower 48 states on U.S.-flag tankers.

The export restriction amendment was offered by Senator Bennett Johnston (D-La.) to legislate authorizing oil exploration and development on the coastal plain of ANWR.

President Bush favors production from oil reserves in ANWR. As a result of the Exxon tanker's oil spill, 14 environmental groups have asked the administration to further study the exploration plan. However, Bush remains steadfast in his commitment to explore ANWR, and explore it soon.

On the House side, Merchant Marine and Fisheries Committee Chairman Walter Jones (D-N.C.) introduced legislation authorizing the controlled leasing of the ANWR coastal plain, located 70 miles east of Prudhoe Bay. The bill sets aside 260,000 acres for wildlife preservation, where exploration will be completely banned.

Both the full Senate and House anticipate final action on

legislation to authorize oil and gas exploration and drilling by early summer.

Energy Independence Maintained

Development of ANWR oil becomes increasingly important as oil recovered from the North Slope declines throughout the decade. Without ANWR oil for domestic consumption, oil imports will rise and national security interests will be threatened, the SIU has warned.

The amount of imported oil has risen from 27 to 42 percent in the years 1982 to 1987. The cost of 1987 oil imports was \$43 billion, the largest commodity in the year's huge \$167 billion trade deficit. The SIU has asked Congress to defend the nation's en-

ergy independence by allowing continued development of Alaska oil.

National Security at Risk

Also at stake is the nation's tanker fleet. As North Slope production drops, so will the number of usable U.S.-flag tankers. Oil analysts estimate that fewer than 20 Alaska-trade tankers will be employed by the year 2000 unless new sources of crude oil are in production.

ANWR oil would keep U.S.-flag tankers in business and help meet the country's national security and strategic sealift needs, the SIU has argued. Providing fuel to military forces overseas is essential to any military maneuvers.

Letters to the Editor

FROM A RETIRED SEAFARER

To the Editor:

At this time, I would like to express my thanks to the officials and my many friends in the SIU. I would also like to give my blessings to the ones who have passed on.

I have never been more proud of anything in my life as I have of being a member of the Seafarers International Union. I am now retired for the past five years. I have no idea how I would make it without the help of the Union's pension and the Union's Welfare Plan in picking up the part that Medicare doesn't pay. For a person on a fixed income, those medical bills are something else.

Being a member of the SIU and now a retired member of the SIU is a love I will enjoy to the end.

My very best wishes to all.

Leroy E. Joseph
Sarasota, Florida

STICK WITH THE SHIP

To the Editor:

In the early '80s, we lost our Med-Persian Gulf and Mediterranean shuttles largely due to members flying home due to mostly phony medical reasons to collect unearned wages. They are now under foreign flag.

Now that we have re-acquired the Manila, Subic, Kaoshiung shuttle, we are having the same problems and will lose them, too, if this continues.

At a time when we are losing ships every year, we sure don't need that. There are a lot of us who would ride those runs. So please don't sell us down the river. If you don't want the jobs, don't take them.

In the long run, you and I will be out of a job, and there are some of us supporting families. Please consider what I've said.

Richard B. Sanderson
Seattle, Washington

LIKES WELFARE PLAN

To the Editor:

Coming across the notice in the January issue of the LOG, "Want to be heard," is the reason for this letter, hoping it will appear in the LOG informing the membership of the price of getting sick and what the Welfare Plan has done for me.

Having been a member from 1951 to the year of retirement in 1986, I have no regrets and never realized how good it is 'til I got sick about six months after retirement.

I was doing just great when I suffered a very serious back problem. Having unbelievable pain, I went to one hospital for ten days and transferred to another for six weeks as a bed patient . . . After spending six weeks to the day, I was released and doing great, wearing a special brace 24 hours a day for about six months.

Getting blurry vision of the right eye, I went to the Eye Hospital and was told I have to have an operation right away, right then and there . . . The operation was a success where pictures were taken to be put in medical books. After spending three days as an in-patient, I was released and have been an out-patient to the present day . . .

The main purpose of this letter is NOT to feel sorry for me, but to inform the member what the Union has done for me as to my medical bills. Also you never figure it would happen to you, it's

always the other person, but this time I was the other person.

The Welfare Plan went through all the medical bills making sure that the bills paid by the Plan were called for by the doctors. It seems there was a bill of \$500 the Plan questioned for medication that wasn't called for which wasn't paid by the Plan or by myself.

The Plan does a wonderful job in paying the bills and sending me a statement for it.

Being an out-patient to the present day, I have to pay whenever I have to go for treatments for which I'm reimbursed.

I have heard patients talk of how they have to pay a percentage of the bills or paying into a medical plan, and I say to myself, "What a great union I belong to when the Plan pays 100%."

The bills paid in my behalf are well over \$55,000 and if I had to pay any part I'd be wiped out and be another person on the street . . .

I could continue, but feel I make my point stating I'll always be grateful to the Union forever . . .

Walter Karlek
Woodside, NY

'FEMALE MARINERS EXCELLENT IN JOB PERFORMANCE'

Editor's Note: In March, the Tacoma, Washington *Morning News Tribune* ran an article entitled "Women at Sea." The article discussed a report by the General Accounting Office of Congress on sexual harassment experienced by female mariners and contained interviews with women who have worked on vessels. SIU member John Lundborg responded to the article with a letter to the editor. Brother Lundborg, who has spent 37 years in the merchant marine, asked the LOG to reprint his comments.

In response to the article "Women at Sea" . . . it particularly rankles me since the story is totally lopsided. It is a total discredit to the hardworking men that go down to the sea and sacrifice their family life for a life on the high seas away from home, in order to earn a living

and provide support for their families.

I'm not denying the fact that there are some misfits out there but they are few and far between and they are gradually removed by their own action. We have a shipboard committee consisting of one delegate from each department (deck, engine and steward) headed by a ship chairman, usually the "Boatswain," to deal with any kind of problem that may occur aboard ship. This committee meets on a weekly basis and all crewmembers are required to attend. Any problem that cannot be solved aboard ship is referred to our union representative that boards the vessel on arrival in home port. If the problem cannot be solved by the union representative, a port committee hearing will be arranged consisting of a union rep, two company representatives and two independent delegates from the union rank and file. The case is also reported to the U.S. Coast Guard on arrival so appropriate action will be taken by them immediately.

For somebody to label all merchant marines a bunch of misfits that perpetuate sexual attacks on female mariners at will, is totally untrue and unfair. Since it is only in the last 12 years we have had female mariners on merchant ships those alleged assaults need to be examined on a case to case basis. . .

I can also assure you that 98% of all female mariners are excellent in their job performance and that they are definitely morale boosters. There is no substitute for a warm smile. Women mariners will always be welcome in our world and I'm sure I speak for the majority.

John B. Lundborg
Seattle, Washington

NEXT OF KIN OF DECEASED SEAMEN CAN OBTAIN WWII CERTIFICATES

Next of kin seeking honorable discharge certificates for deceased World War II merchant mariners can fill out Department of Defense form DD 2168. According to form DD 2168, a spouse, widow, widower, next of kin or legal representative can apply on behalf of a deceased mariner.

Application form DD 2168 is available from the United States Coast Guard. The form requires the applicant to provide legal proof of the merchant mariner's death.

The U.S. Coast Guard processes form DD 2168 and determines that the merchant mariner

served in WWII between December 7, 1941 and August 15, 1945. A seaman who meets the Coast Guard's criteria who served in the merchant marine in oceangoing service during WWII is sent form DD 214, "Certificate of Release of Discharge from Active Duty." At the bottom of form DD 214 will be the word "Honorable." He will also get the Coast Guard's honorable discharge certificate.

The Coast Guard forwards the names and addresses of recipients of honorable discharges to the Maritime Administration (MarAd) of the Department of Transportation. MarAd in turn

sends a special "Certificate of Service" to the WWII merchant mariner who received form DD 214.

To date, MarAd reports that 27,000 WWII veteran merchant mariners have received the special certificate. MarAd's "Certificate of Service" came about by a law passed by Congress in 1988.

This information was revealed in a letter to Brother Eloris B. Tart from the Maritime Administration. Brother Tart has passed MarAd's response to the LOG in order to advise survivors of deceased seamen of the application process.

The Seafarers LOG welcomes Letters to the Editor from all union members and retirees. On occasion, due to space limitations, it may not be possible to run a letter in its entirety.

ANTARES CREW RESCUES SAILBOAT FROM 50 MPH GULF STORM DURING TRAINING EXERCISE

On the day of an underway replenishment exercise, the *Antares* responded to a "May Day" call from a 46-foot sailboat. Despite 15-foot seas and 50 knot winds, the *Antares* stayed with the craft for 12 hours. The U.S. Coast Guard then relieved the *Antares* of operational control.

The "May Day" call came while the IMC *Antares* crew was engaged in sea trials in the Gulf of Mexico. An underway replenishment drill had just been canceled due to high seas when the *Antares* received the sailboat's call for help.



With her sails blown out and a fouled screw, this craft issued a "May Day" call. SIU crewmembers aboard the *Antares* responded. The *Antares* came across the sailboat during sea trials.

MOBILE SEALIFT TRAINING TEAM VISITS WATERMAN AND I.M.C. SHIPS

Lundeberg School instructors conducted specialized sealift training for Waterman and IMC while each company had vessels docked in Northern Florida.

Instructors Bill Hellwege and Jeff Swanson conducted courses for Waterman crewmembers on Chemical, Biological and Radiation Defense (CBRD); Damage Control, and Helicopter Operations. Hellwege noted that all three of Waterman's ships

"showed a great improvement in Damage Control since our visit a year ago."

The *Antares* crew practiced underway replenishment (UNREP) while sailing at 36 knots per hour in 15-foot seas and 50 knot winds. Although this was the crew's first UNREP, the government observers on the vessel told the seamen they had performed well. "The crew was excellent and praised by all

aboard," reported Hellwege.

SIU members on the *Antares* successfully completed "man overboard" and fire drills and also received instruction in Damage Control and CBRD.

The Lundeberg School's mobile sealift training team program was established in 1984 to assist SIU companies and crews make the transition from civilian practices to military sealift requirements.

GOV'T DIVISION MEMBERS WELCOME NEW SHIP

SIU members in the Government Services Division will crew the newest ship to join the fleet of Military Sealift Command, Pacific (MSCPAC).

Named after a pioneer of aerodynamics and hydrodynamics, the *USNS Walter S. Diehl* will be based in Oakland, Calif. It is a 677-foot fleet replenishment oiler, capable of carrying 180,000 barrels of fuel for combatant ships and aircraft.

The new oiler will carry a civilian crew of 93 and a navy communications department of 21 men. It will be part of MSC's Naval Fleet Auxiliary Force, one of the components of the navy's larger Combat Logistics Support Force.

The *USNS Walter S. Diehl* is the newest member of the MSCPAC fleet. The vessel's civilian crew will be members of the SIU's Government Services Division.



'More MarAd Out'

Continued from page 3

Although both houses of Congress passed the bill, President Johnson effectively killed it by using a pocket veto. Under Nixon, MarAd was substantially upgraded. The agency became part of the Department of Transportation when Reagan assumed office.

On behalf of the SIU, Sacco said, "Our Union means to move . . . and is sharpening its tools for the effort. We will certainly welcome the opportunity to work with all who share our view that America must have a viable shipping capability."



AB/Tankerman Dave Summer has been working for Maritrans for two years. Brother Summer is pictured on the tug *Liberty* while it was tied to the GATX dock in Tampa, Florida.



When tug *Doris Moran* pulled into Tampa's Gulf Marine Repair Yard, SIU reps met the vessel. Normally, the *Doris Moran* works out of the Gulf. Pictured are Assistant Engineer Lu LeToidevin (left), OS James Arnaud and Chief Engineer Wallace Ashwood.

BUSINESS AGENT GRIER RETIRES



George T. Grier, SIU Government Service Division business agent, has retired after a 44-year career serving his fellow seafarers.

During 20 years of shipping with MSC, Brother Grier was instrumental in organizing the Military Sea Transport Union (MSTU), the forerunner of the Government Service Division.

In 1964, Brother Grier came ashore to work as a business agent handling beefs and providing union services to seamen employed on MSC vessels.

Buck Mercer, SIU Government Services Vice President, had high praise for Grier's successful efforts in assisting members and their families in filling out complicated annuity and death forms. In addition, Mercer said, he was adept at negotiating with management on behalf of MSTU members and was able to resolve the most difficult disputes to each party's satisfaction.

Vice President Mercer noted that Grier will be missed by members and union officials alike. But, he added, "after 20 years on MSC ships and after 24 years as a union business agent, Grier has earned a well-deserved rest."

DORIS MORAN AND MARITRANS LIBERTY IN FLORIDA

SIU CREWS ON LAKES READY THEIR BOATS FOR ANOTHER RECORD SEASON

EARLIEST FITOUT IN 20 YEARS, FIRST VESSELS ALREADY SAILING

FITOUT began March 1 for SIU-contracted bulk carriers on the Great Lakes. It was the earliest fitout in 20 years, and with the number of vessels being broken out, this year promises to be an even better year than last which was the best season in more than five years.

A stronger demand for steel and lighter than normal icing on the Lakes prompted the earlier than normal opening of the season.

The first ore port open was Marquette, and the M/V *Buffalo* left Toledo March 20 to lead a fleet of four other American Steamship Co. vessels which followed her up the following day.

All in all, it should be another good year for our membership on the Lakes with stronger job opportunities and the promise of increasing job security in the coming years.



▲ Able Seaman Larry Dudek and Bosun Terry Henretta take a coffee break during their final fitout chores.



▲ Deckhand Joe Hance, left, and Able Seaman Ron Vandercook await next day's first sailing. (Note sailing board announcement: "ASAP after CG inspection.")



▲ The highly-regarded steward department in the ASC fleet is seen here in the spotless galley of the *American Republic*. From left is Steward Herb Jacobs, Porter Yehia Kaid and Second Cook Harry Petersen.



▲ AB Wheelsman John Norton, Conveyorman Tim Orban and Able Seaman Ron Bocek wait out the Coast Guard inspection in the warmth of the messroom.



▲ John Cull, a member of the ASC Maintenance Team, left, and AB Wheelsman Charlie Richardson compare notes as fitout winds down.



▲ It's teamwork that keeps the sophisticated diesel and electrical plants operating efficiently and safely. A part of that team is seen here in the engine console room. From left are QMED Jim Beland, First Assistant Engineer Eric Norton and QMED Mike Budnik.



▲ Gateman Alan Johnson and Wiper Bob Engleman take tea in the messroom.

▶ The M/V *American Republic* lies alongside her dock in Cleveland as the Coast Guard completes their annual inspection, and her crew prepares the big bulk carrier for her first trip of the season.



AMERICAN REPUBLIC

CHARLES E. WILSON



▲ Able Seaman Harry Kawka is bundled up against the raw March weather which challenges even the best of the Great Lakes sailormen who have to work on the open decks.



▲ Wiper Mohsen Elmathil took a minute for this photo in the engine room of the Charles E. Wilson.



▲ QMED Willis Evans posed for this photo in the console room.



▲ Deckhand Mike Left had just coiled a heaving line when he paused to have this photo taken against the afterhouse on a wet and windy day.



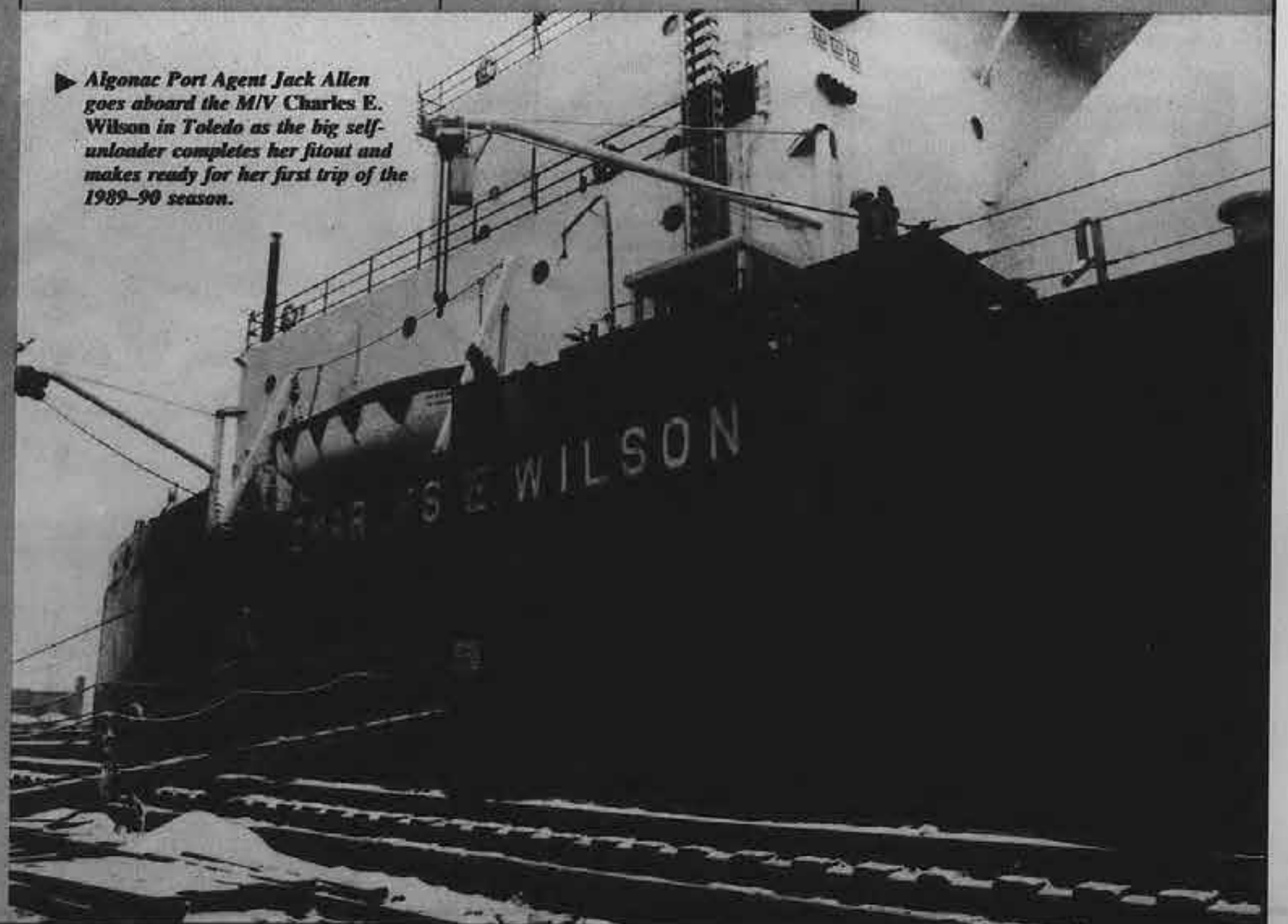
▲ With the tools of their trade at the ready, Gateman Pat Patricca, left, and Conveyorman Kirk Bushell flank Bosun Mike LaFolle on deck during what they call the "annual ritual of the fitout."



▲ Wheelsmen Mike Keogh, standing, and Richard Bockert take care of union business with Algonac Port Agent Jack Allen.



▲ Steward Johnny Burris and Second Cook Jane MacRury prepare the evening meal for a hungry crew. The Wilson is known in the fleet as "a good feeder."



▶ Algonac Port Agent Jack Allen goes aboard the M/V Charles E. Wilson in Toledo as the big self-unloader completes her fitout and makes ready for her first trip of the 1989-90 season.

ROGER M. KEYES



▲ Algonac Port Agent Jack Allen meets with some of the deck crew during a coffee break. From left are Able Seamen Tom Palmer, Doug Winfield and Brendan Murphy.



▲ While the Coast Guard was finishing their annual inspection, Bosun Bob Masters, left, AB Brent Klaus, center, and Deckhand Dean Gilbert took a break.



◀ Steward Jim Budnick and Wiper Biagio Russo are both veterans of the Great Lakes.



▲ A couple of experienced SIU and MEBA-2 engineroom hands smile for the LOG photographer in the engine console room. At left is QMED Jim Reilly, and at right is Chief Engineer Paul Baker who sailed with the SIU in the early 1960's.



▲ Snow comes early and stays late on the Lakes, so it's no surprise to have a blizzard roar in from the northeast on the day before the first scheduled sailing of the season. The Roger M. Keyes lays along side a dock in Toledo while last minute preparations are being made for her trip to the Upper Lakes.

WILLIAM R. ROESCH



▲ The galley crew includes one of the veterans of the SIU who will be retiring April 5 with 32 years on the Lakes. He is Second Cook James Thompson, center, who began his seafaring life on the West Coast with the SIU in the early 1950's. He sailed most of his career on deck. With him are Steward Paul Bodamer, right, and Porter Ray Buzwah, at left.



▲ Don Binkowski, conveyorman, left, and AB Wheelsman Bob Evavold are veterans of the Great Lakes.



▲ Bosun Brett Fishbach, at right, and AB David Kole take a coffee break during the morning's activities on deck.



▲ QMED Kevin Rice proudly exhibits his Welding Certificate from the Seafarers Harry Lundeberg School of Seamanship to QMED Herb Brandt who has 18 years sailing time on the Great Lakes. Seafarer Rice earned his certificate after successfully completing the Welding course in February and March during the winter layup.

► The M/V William R. Roesch is one of the newer bulk carriers on the Great Lakes, and is one of the proud vessels of the Pringle Transit fleet. Here, she lies alongside her dock in Cleveland during her annual fitout.



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 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.

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 Michael Sacco at Headquarters by certified mail, return receipt requested. The address is 5201 Auth Way and Britannia Way, Prince Georges County, Camp Springs, Md. 20746.

WILLAMETTE: FINE CREW, GOOD FOOD

When the *OMI Willamette* sailed into Charleston, SIU Patrolman Anthony McQuay was there for the payoff. The crew told McQuay the food had been excellent on the *Willamette*. The tanker was on its way to Texas. Patrolman McQuay, who works out of the SIU hall in Jacksonville, told the LOG that the *Willamette* had an excellent crew.



After payoff in the galley AB Marvin Henry (left), OMI David Ballard, SIU Patrolman Anthony McQuay and GSU Larry Griffin take a moment for a photo.



Bosun Marvin McDuffie (left) and AB Walter Hildabrant on deck after checking the vessel's lines.



Chief Cook Joe Clark fixes a meal of oxtails, steak, potatoes, rice, gravy and vegetables.



Steward Baker John Samuels before preparing lunch.



QMED/Pumpman Joe Martin comes out of the engine room.

SHIPPING WORKS BEST WHEN WE SAY:



"Union Yes" is the message being heard by millions of people around the country on television, radio, billboards. In nationally televised spots, celebrity spokespersons Tyné Daly, Jack Lemmon, Howard Hesseman and Edward James Olmos provide personal testimonials on how unions have made a difference in their lives. Individual unions have tailored the "Union Yes" message for their communities.

Clerical workers organizing at Harvard University used the "Union Yes" message to communicate the positive aspects of union membership. The Bricklayers union created "Union Yes" spots for its organizing drive. The union reports in one city over 500 responses to its ad, signing up over 300 people and 14 contractors. The SIU has its own version of the "Union Yes" theme.

Corrections from March Issue: On page 6, Terry Hoinski appears on the left and Captain Flade's first name is Lou. On Page 13 Joe Powers is pictured third from the left.

New Shiphandling Course Established at Lundeberg School, First Classes to Start May 15



Pictured here is a full view of the SHLSS ship simulator bridge, as the students see it, with radar scopes, helm controls, radio and navigation aids. Not pictured is a rear projection screen which allows students to see what's happening aft.

The first formally established Shiphandling course ever held at the Seafarers Harry Lundeberg School of Seamanship is planned to begin May 15 of this year. This course has been designed to provide realistic bridge watchstanding training for students preparing to obtain one of the various Coast Guard Deck licenses.

When final approval is granted by the Coast Guard, students will receive credit for up to a maximum of 60 days of sea time on vessels of unlimited tonnage. However, time gained from this simulated training can only be used once but cannot be used as recent time.

The 10-day course curriculum includes classroom lectures and simulated underway watchstanding. Special areas of skill development will include: basic shiphandling, restricted waters shiphandling, emergency shiphandling, underway watchstanding management, vessel-to-vessel communications, review of the rules of the road and lateral and

IALA buoyage systems, review of the use of radar—including the use of collision avoidance radar.

The SHLSS simulator is capable of providing the student with six different types of ships to operate, ranging from a 2,400 horsepower pusher tug to a 250,000 DWT diesel tanker. Three auxiliary bridges are available to provide interaction among traffic ships. Each of these bridges can be maneuvered independently of all other vessels in an exercise.

Immediately after an exercise is completed, the students review their actions to learn from their mistakes. The geographic plot shows all the exercise maneuvering data. The time-based graphs present data indicating speeds, courses, RM of engines, and other technical information.

In order to successfully complete the Shiphandling course, the student must pass a multiple choice examination on the basic theory and principles involved in shiphandling as well as demonstrate this knowledge on the ship simulator.

For the maximum benefit of the student, class size is limited to six students. If you are interested in this new course, contact the SHLSS Admissions Office. For further information on the class curriculum talk to the school's Director of Vocational Education.



Lundeberg School Instructor Jim Brown with students on the simulator's bridge.

LUNDEBERG VOCATIONAL DEPARTMENT BULLETIN

A new Limited License Program has been instituted by the Vocational Department at SHLSS. This program will cover original and upgraded licenses, inland and near coastal for: 500/1600 Ton Mate, Operator, and Second Class Operator Uninspected Towing Vessels (U.T.V.), 100/200 Ton Mate and Master, Limited Assistant and Limited Chief Engineer courses. This will be an eight-week curriculum with CPR, First Aid and Firefighting also included. The first course will be offered from July 17 to September 8. Classes will be limited to 12 students, accepted on a first come first serve basis.

Members applying for this program require an evaluation of sea time by the U.S. Coast Guard and cannot be accepted in the course until their sea service is approved by U.S. Coast Guard, Baltimore, Md. The address is as follows:

United States Coast Guard
Marine Safety Office
United States Customs House
40 South Gay Street
Baltimore, MD 21202

When your application for license is sent in for review, a handwritten note *must* accompany it requesting that Seafarers Harry Lundeberg School of Seamanship be notified that your application has been reviewed and accepted. Upon notification by the Baltimore Regional Examining Center we will schedule you for the next available class.

SHLSS will require you to fill out the Upgrading Application featured in the LOG, listing any current licenses or certificates held. You must also have a current SIU clinic card and have your dues up to date.

Graduating This Month From the Lundeberg School



STANDING IN FRONT of the SHLSS's automation board are this month's FOWT class graduates. Taught by Jim Shaffer (standing, far left) the six-week course covers a wide range of topics including engine-room equipment, boiler parts, fire fighting, starting and securing main engines. These men having finished the course are now prepared for the Coast Guard's General Safety, Oiler and Fireman/Water tender tests. First row left to right: Nelson M. Roman, Kevin G. Wade, Curtis K. Aragon, Lawrence Thorbourne. Second row: Hector Frederick, Jeffery Parrish, Hamid Hizam, Steve Hansford, Ramon R. Lirag, DeMyron Walker. Third row: Jim Shaffer (Instructor), T.C. Shaddox, Paul J. Duguet, Donald A. Thornton, Dean Klenke, Lloyd Nelson, Troy L. Fleming, Terry Hapmon. Fourth row: Troy Swiger, Bryan G. Chan, Terry Bush, Rich Natoli, Dennis Clay, Julio M. Tapia, Jeff Robertson.



ANYONE WHO HAS a rating in their department, whether FOWT, AB or even Assistant Cook, can take the four-week long Welding course. These men have acquired a valuable skill. In addition to classroom work, their practical training in the SHLSS vocational shop includes electric arc welding/cutting and oxy-acetylene brazing, welding/cutting. First row kneeling left to right: Earl Chappel, Willie Franks, Ken Booker III, Dan Thomas. Second row: Bill Foley (Instructor), Michael Kelly, Charles D. Lore, Kevin A. Rice, Mark G. Lawrence.

Dispatchers Report for Inland Waters

MARCH 1-31, 1989

Port	*TOTAL REGISTERED All Groups			TOTAL SHIPPED All Groups			**REGISTERED ON BEACH All Groups		
	Class A	Class B	Class C	Class A	Class B	Class C	Class A	Class B	Class C
DECK DEPARTMENT									
New York	0	0	0	0	0	0	0	0	0
Philadelphia	2	3	0	1	0	0	4	0	0
Baltimore	0	0	0	0	0	0	0	0	0
Norfolk	30	2	0	15	0	0	49	14	0
Mobile	0	0	1	0	0	0	0	0	1
New Orleans	0	0	0	0	0	0	0	0	0
Jacksonville	3	0	16	2	0	10	5	0	26
San Francisco	0	0	0	0	0	0	0	0	0
Wilmington	6	3	16	8	7	42	10	8	54
Seattle	0	0	0	0	0	0	0	0	0
Puerto Rico	0	0	0	0	0	0	0	0	0
Houston	3	1	4	1	0	3	4	2	3
Algonac	44	18	0	11	2	0	37	16	0
St. Louis	1	0	0	0	0	0	1	0	0
Piney Point	0	0	1	0	0	0	0	0	1
Totals	89	27	38	38	9	55	110	40	85
ENGINE DEPARTMENT									
New York	0	0	0	0	0	0	0	0	0
Philadelphia	0	0	0	0	1	0	1	0	0
Baltimore	0	0	0	0	0	0	0	0	0
Norfolk	3	3	0	2	0	0	9	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	4	0	0	1	0	0	8
San Francisco	0	0	0	0	0	0	0	0	0
Wilmington	0	1	1	0	1	0	0	1	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	2	0	0
Algonac	22	14	0	4	1	0	19	13	0
St. Louis	0	0	0	0	0	0	0	0	0
Piney Point	0	0	0	0	0	0	0	0	0
Totals	25	18	5	6	3	1	31	16	8
STEWARD DEPARTMENT									
New York	0	0	0	0	0	0	0	0	0
Philadelphia	2	0	0	2	0	1	3	0	0
Baltimore	0	0	0	0	0	0	0	0	0
Norfolk	5	0	0	2	0	0	12	1	0
Mobile	0	0	0	0	0	0	0	0	0
New Orleans	0	0	0	0	0	0	0	0	0
Jacksonville	0	2	1	0	3	0	0	0	2
San Francisco	0	0	0	0	0	0	0	0	0
Wilmington	0	2	0	0	0	1	0	0	2
Seattle	0	0	0	0	0	0	0	0	0
Puerto Rico	0	0	0	0	0	0	0	0	0
Houston	0	1	0	0	1	0	0	0	0
Algonac	9	9	0	1	0	0	8	9	0
St. Louis	0	0	0	0	0	0	0	0	0
Piney Point	0	0	0	0	0	0	0	0	0
Totals	16	14	1	5	4	2	23	10	4
Totals All Departments	130	59	44	49	16	58	164	66	97

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

Dispatchers Report for Great Lakes

Port	*TOTAL REGISTERED All Groups			TOTAL SHIPPED All Groups			**REGISTERED ON BEACH All Groups		
	Class CL	Class L	Class NP	Class CL	Class L	Class NP	Class CL	Class L	Class NP
DECK DEPARTMENT									
Algonac	0	21	2	0	36	1	0	29	3
ENGINE DEPARTMENT									
Algonac	0	8	1	0	26	1	0	8	1
STEWARD DEPARTMENT									
Algonac	0	3	1	0	9	0	0	16	1
ENTRY DEPARTMENT									
Algonac	0	23	21	0	0	0	0	44	30
Totals All Departments	0	55	25	0	71	2	0	97	35

***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.

Monthly Membership Meetings Deep Sea, Lakes, Inland Waters

- Piney Point
Monday, May 8
- New York
Tuesday, May 9
- Philadelphia
Wednesday, May 10
- Baltimore
Thursday, May 11
- Norfolk
Thursday, May 11
- Jacksonville
Thursday, May 11
- Algonac
Friday, May 12
- Houston
Monday, May 15
- New Orleans
Tuesday, May 16
- Mobile
Wednesday, May 17
- San Francisco
Thursday, May 18
- Wilmington
Monday, May 22
- Seattle
Friday, May 26
- San Juan
Thursday, May 11
- St. Louis
Friday, May 19
- Honolulu
Friday, May 19
- Duluth
Wednesday, May 17
- Jersey City
Wednesday, May 24
- New Bedford
Tuesday, May 23

Each port's meeting starts at 10:30 a.m.

Personals

Please get in touch with George J. Anderson, 22576 Lanyard St., Boca Raton, Fla. 33428.

Snow E. Smith

Stanley Corenski is trying to get in touch with you. Please write him at 15031 Chatsworth St., #18, Mission Hills, Calif. 91345, or call him at (818) 361-1926.

Joseph Emanuel Sedlitz

An old friend, Brenda Yanes, is trying to get in touch with you. Please write her at 6023 N.W. Expressway, San Antonio, Texas 78201.

John Stephens Foster

Please contact your parents at (817) 482-6427.

Barnaby Lauer

Call your mother at (301) 342-9288.

TWENTY-ONE SEAFARERS BECOME PENSIONERS

Retiring this month are 21 SIU Atlantic, Gulf, Lakes and Inland Waters seafarers. The pensions, which will be received monthly, were approved by the Seafarers Pension Plan. The pensioners are entitled to receive a pension check every month for the rest of their lives.

Deep Sea

RICHARD W. ANDERSON



Richard W. Anderson, 65, joined the SIU in 1952 in the port of New York. A graduate of the SHLSS entry program,

Brother Anderson sailed as a chief electrician, but has held all ratings in the engine department. Born in Jersey City, N.J., Seafarer Anderson is a veteran of the U.S. Air Force, serving from 1946 to 1949. He shipped out of the port of New York and makes his home in Elizabeth, N.J.

JOHN BEKIARIS

John Bekiaris, 61 joined the Union in 1964 in New York and upgraded to class A seniority in 1964. Brother Bekiaris graduated from the Andrew Furuseth Training School in New York in 1960 and sailed in the deck department. His first SIU vessel was the SS *Steel Surveyor* (Isthmian Lines), where he sailed as an OS. Seafarer Bekiaris, who was born in Corinth, Greece, became a naturalized U.S. citizen in 1963. He now lives in Athens, Greece.

JAMES H. BRUCE



James H. Bruce, 65, was born in Galvez, La. He joined the SIU in the port of Houston in 1964 and received his full book membership, class A seniority, in 1971. Brother Bruce, who sailed in the deck department out of the port of New Orleans, La., also served in the U.S. Coast Guard from 1942 to 1953. Seafarer Bruce resides in Prairieville, La.

JOSEPH M. CARROLL



Joseph M. Carroll, 63, joined the SIU in 1943 in the port of New York. He sailed in the deck department, most re-

cently as a bosun. Brother Carroll was born in the Bronx, N.Y. and shipped out of the port of San Francisco, where he now lives. Seafarer Carroll also served in the U.S. Navy from 1943 to 1947.

CALVIN L. CHERRY



Calvin L. Cherry, 64, was born in Fulbright, Texas. He joined the SIU in Houston in 1960, receiving his class A seniority in 1971, although he started sailing as early as 1943. Brother Cherry sailed as a GSU out of the port of Houston, where he still lives.

STEVEN L. COKER

Steven L. Coker, 65 joined the Union in 1967 out of the port of Norfolk, Va. He sailed in the deck department. Brother Coker first sailed on the *C.S. Long Lines* (Isthmian) as an AB in 1965. Born in Roanoke Rapids, N.C., Seafarer Coker was a veteran of the U.S. Air Force from 1945 to 1946. He also completed the bosun recertification program at the Seafarers Harry Lundberg School in 1982. Pensioner Coker now lives in Scotland Neck, N.C.

PAT J. COLONNA

Pat J. Colonna, 65 joined the SIU in the port of New York in 1954, but had been sailing since 1947. Seaman Colonna was born in Jersey City, N.J. Brother Colonna sailed in the engine department, first as an oiler with the Isthmian Steamship Co. Seafarer Colonna also served in the U.S. Navy from 1943 to 1946. He now resides in Apollo Beach, Fla.

CALVIN T. DeSILVA



Calvin T. DeSilva, 62, started sailing with the Union in 1951 in the deck department. Born in Trinidad, Brother DeSilva became a naturalized American citizen. Sailing out of the port of Jacksonville, Fla., most recently as a bosun, Seafarer DeSilva makes his home in Orlando, Fla.

CHRISTOS D. FLOROUS

Christos D. Florous, 55, started sailing in 1968 with Hudson Waterways and joined the SIU in 1970 in Yokohama, Japan. Brother Florous attended Quartermaster and LNG training courses at the SHLSS in 1978, and in 1981 completed the bosun's recertification program. Born in Greece, Seafarer Florous became a naturalized U.S. citizen in 1974. He now resides in Astoria, N.Y.

CHRISTOPHER R. FLOWERS



Christopher R. Flowers, 62, joined the Union in 1952 in the port of New York. He sailed in the deck department. Born

in Aurora, N.C., Brother Flowers also served in the U.S. Navy from 1944 to 1946. Seafarer Flowers shipped out of the port of Houston and lives in Channelview, Texas.

JAMES KENO

James Keno, 71, started sailing with the SIU in 1943 in the port of Norfolk, Va. Born in Alabama, Brother Keno sailed in the steward department where he was chief cook and master baker. Seafarer Keno participated in the Moore McCormack-Robin Line beef in 1962. He attended the SHLSS Piney Point Educational Conference in 1972 and completed the steward recertification program there in 1981. Brother Keno shipped out of the port of New York and makes his home in New York City.

WILLIAM Y. MIMS



William Y. Mims, 65, started sailing in 1945 and joined the SIU in 1953 in the port of New Orleans, La. A member of the deck department, Brother Mims was born in West Point, Miss. He now resides in Sun, La.

CONLIN M. MURPHY



Conlin M. Murphy, 66, was a member of the Marine Cooks and Stewards Union and joined the SIU in 1952 in San Francisco when the two unions merged. Born in El Dorado, Miss., Brother Murphy also served in the Army from 1941 to 1944. He presently resides in San Francisco, Calif.

ENOS E. OTT



Enos E. Ott, 65, was born in Virginia and joined the SIU in 1947 in the port of Baltimore. He sailed as an AB. In 1975 he attended the SHLSS Quartermaster upgrading course. Upon moving to the West Coast, Brother Ott shipped out of the port of Seattle, Wash., where he now lives.

ROBERT T. RENTZ

Robert T. Rentz, 44, joined the Union in the port of Baltimore in 1964. He sailed in the engine department. Born in Glen Burnie, Md., Brother Rentz first started sailing in 1963 aboard the *Alcoa Commander* as a utility. He presently resides in Baltimore, Md.

PAUL M. ROBINSON

Paul M. Robinson, 65, started sailing with the SIU in 1973 in the port of Duluth, Minn. He sailed in the engine department. Brother Robinson served in the U.S. Army from 1946 to 1949. Seafarer Robinson shipped out

of the port of Algonac, Mich. and now lives in Georgetown, Ky.

CHARLES R. SAWYER



Charles R. Sawyer, 63, joined the Union in 1955 in the port of Baltimore, but had been sailing since 1945. Born in Stockbridge, Mass., Brother Sawyer sailed in the deck department. He makes Houston, Texas his home.

JOANNES SOREL



Johannes Sorel, 65, joined the SIU in New York in 1952, although he began his sailing career prior to that time. Born in Rotterdam, Holland, Brother Sorel sailed in the deck department. He participated in the 1962 Moore McCormack-Robin Line beef. Seafarer Sorel completed the recertified bosuns course at SHLSS in 1975. A resident of Pensacola, Fla., Seafarer Sorel shipped out of the port of Jacksonville, Fla.

GLEN C. STANFORD



Glen C. Stanford, 62, started sailing with the SIU in 1955 out of the port of New Orleans, La. Born in Poplarville, Miss., Brother Stanford shipped out in the deck department, most recently as bosun. He completed the bosun recertification course in Piney Point in 1975. Seafarer Stanford also served in the U.S. Army from 1945 to 1946. He makes his home in Slidell, La.

FRED VANCE

Fred Vance, 61, joined the SIU in 1953 in the port of Cleveland, Ohio. He formerly worked on the Great Lakes. Brother Vance sailed in the engine department. Born in Pennsylvania, he served in the U.S. Army from 1945 to 1950. Seafarer Vance upgraded at Piney Point. In 1976 he completed the QMED seniority program and in 1977, the diesel class. He resides in Monessen, Pa.

Inland

MANUEL R. ALVAREZ

Manuel R. Alvarez, 55 was issued his SIU book in 1957 in the port of Baltimore. He sailed for 21 years with Baker-Whiteley Towing Co. and was licensed as a chief engineer. Born in Baltimore, Brother Alvarez served in the U.S. Coast Guard from 1952 to 1956. In 1985 he took the refrigeration systems course and the welding course in Piney Point. Seafarer Alvarez makes his home in Linthicum, Md.

Dispatchers Report for Deep Sea

MARCH 1-31, 1989

Port	*TOTAL REGISTERED			TOTAL SHIPPED			Trip Reliefs	**REGISTERED ON BEACH		
	Class A	Class B	Class C	Class A	Class B	Class C		Class A	Class B	Class C
DECK DEPARTMENT										
New York	56	12	7	44	5	5	10	87	21	5
Philadelphia	3	1	1	1	0	0	0	5	2	3
Baltimore	11	4	0	5	3	0	1	10	8	0
Norfolk	18	6	7	12	5	5	3	29	8	5
Mobile	13	4	9	10	3	8	2	16	12	4
New Orleans	30	4	3	25	5	3	2	52	8	8
Jacksonville	32	8	7	15	2	5	5	55	14	9
San Francisco	49	14	10	28	15	6	10	62	16	7
Wilmington	26	5	12	18	6	4	1	34	5	17
Seattle	48	4	2	29	5	5	10	67	11	2
Puerto Rico	13	2	1	10	0	0	1	20	4	1
Honolulu	8	13	13	2	13	9	5	11	12	7
Houston	42	6	10	34	5	5	8	54	5	10
St. Louis	1	3	2	0	1	1	0	1	4	0
Piney Point	1	5	7	0	7	4	0	2	3	4
Totals	351	91	91	233	75	60	58	505	133	83
ENGINE DEPARTMENT										
New York	31	5	3	18	5	0	4	46	7	3
Philadelphia	2	1	1	2	0	1	0	6	5	0
Baltimore	4	3	0	5	3	0	0	11	2	0
Norfolk	6	7	2	7	3	1	2	13	10	1
Mobile	12	0	2	10	2	2	0	13	5	0
New Orleans	18	8	2	10	4	2	0	35	13	2
Jacksonville	18	3	1	8	2	1	0	31	6	3
San Francisco	26	8	7	19	5	1	4	42	7	12
Wilmington	16	4	2	10	5	1	2	20	3	3
Seattle	21	10	1	15	5	0	6	26	9	3
Puerto Rico	7	0	0	11	0	0	0	8	0	0
Honolulu	3	5	7	2	3	5	5	3	8	6
Houston	23	4	1	19	3	0	6	38	5	5
St. Louis	1	0	0	1	0	0	0	1	1	0
Piney Point	1	5	3	0	2	2	0	1	10	1
Totals	189	63	32	137	42	16	30	293	87	39
STEWARD DEPARTMENT										
New York	14	4	2	14	3	1	5	41	9	2
Philadelphia	1	3	0	0	0	0	0	1	4	1
Baltimore	2	1	0	3	0	0	0	3	4	1
Norfolk	9	1	2	3	2	2	3	11	1	1
Mobile	4	2	1	4	3	0	1	11	6	1
New Orleans	13	2	2	9	1	1	1	21	2	3
Jacksonville	15	7	1	11	4	1	5	20	9	0
San Francisco	44	11	4	27	4	2	8	78	14	6
Wilmington	13	3	0	9	4	0	2	16	3	0
Seattle	19	7	0	19	2	1	4	30	11	0
Puerto Rico	5	0	0	2	0	0	1	8	0	0
Honolulu	8	25	12	7	20	17	69	7	34	15
Houston	14	0	0	13	1	0	2	22	1	1
St. Louis	1	0	0	0	0	0	0	2	1	0
Piney Point	2	4	2	2	4	2	1	3	2	0
Totals	164	70	26	123	48	27	102	274	101	31
ENTRY DEPARTMENT										
New York	20	15	5	15	10	5	0	38	29	10
Philadelphia	1	1	2	1	1	0	0	2	1	2
Baltimore	1	3	0	0	0	0	0	3	8	0
Norfolk	9	8	9	10	3	5	0	10	12	13
Mobile	1	1	1	1	6	2	0	3	3	0
New Orleans	12	11	9	5	10	0	0	21	17	26
Jacksonville	6	9	6	3	2	3	0	6	11	14
San Francisco	28	14	21	18	6	5	0	53	22	31
Wilmington	7	10	2	5	8	3	0	16	11	5
Seattle	13	7	2	15	4	0	0	30	17	11
Puerto Rico	5	6	0	5	4	0	0	12	11	2
Honolulu	3	50	151	1	54	144	0	7	82	189
Houston	10	6	4	3	6	1	0	17	7	10
St. Louis	0	0	1	0	0	3	0	1	0	0
Piney Point	1	2	3	0	2	2	0	1	4	5
Totals	117	143	216	82	116	173	0	220	235	318
Totals All Departments	821	367	365	575	281	276	190	1,292	556	471

*"Total Registered" means the number of men who actually registered for shipping at the port last month.
 **"Registered on the Beach" means the total number of men registered at the port at the end of last month.
 Shipping in the month of March was up from the month of February. A total of 1,322 jobs were shipped on SIU-contracted deep sea vessels. Of the 1,322 jobs shipped, 575 jobs or about 43 percent were taken by "A" seniority members. The rest were filled by "B" and "C" seniority people. A total of 190 trip relief jobs were shipped. Since the trip relief program began on April 1, 1982, a total of 9,694 jobs have been shipped.

Seafarers International Union Directory

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

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 Wilmington, CA 90744
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COBRA: A WAY TO CONTINUE HEALTH COVERAGE

In December of 1988, the Seafarers Welfare Plan sent a letter to all plan participants describing a new program called "COBRA." COBRA allows an employee to purchase health care benefits when he or she becomes ineligible to receive health and welfare from the Plan.

This benefit program is part of a law called The Consolidated Omnibus Budget Reconciliation Act or COBRA. Congress passed COBRA to provide individuals with the opportunity to purchase their health insurance in the event of losing eligibility for benefits under health care plan.

The law spells out what events have to happen before a person can buy the health benefits. Participants who lose plan coverage after January 1, 1989 will be able to purchase benefit coverage for themselves and their dependents. Under certain circumstances it is also possible for dependents to purchase health plan coverage for themselves. Below is the complete text of the letter.

Dear Participant:

A new law requires the Seafarers Welfare Plan to give you and your dependents the opportunity to extend your health care coverage in situations where you have lost your eligibility for benefits. These situations are called "qualifying events." This letter will explain how the new law applies to you and your family and how to use this program should you become ineligible for benefits under the Seafarers Welfare Plan.

In order to understand the new law, you need to know a few special terms. Please make sure that you and your spouse read this letter carefully so you will be able to take advantage of this program should you need it.

Definitions

1. **COBRA**—The short name for the federal law which gives Plan participants the right to purchase Welfare Plan coverage.
2. **QUALIFYING EVENT**—A situation which causes the employee to lose Welfare Plan coverage because they no longer work for an employer who must make contributions to the Plan on their behalf. A list of qualifying events will be explained on the following pages.
3. **ELECTION**—An election is your decision to tell the Plan whether you would like to purchase Welfare Plan coverage under the COBRA program.
4. **COST OF CONTINUING COVERAGE**—This is the amount of money you are required to send to the Plan office so your health care coverage will be continued. This payment is like an insurance premium. It is necessary because the employer for whom you worked before the qualifying event happened, is no longer required to make contributions on your behalf.

What type of situation is a qualifying event under COBRA?

The next part of this letter will explain what type of situations will allow you to continue your health care coverage under the COBRA program of the Seafarers Welfare Plan. As explained above, these situations are called "qualifying events." When one of these events happens to you, it means that you, your wife or dependent children will lose coverage under the Plan and can elect to continue coverage by purchasing benefits.

The "qualifying events" are:

1. Your being fired from your job. You may elect to continue your health benefits if you were fired for any reason *unless* you were fired for gross misconduct.
2. You were unable to continue to work enough time to be eligible to continue your benefits under the Rules and Regulations of the Plan.
3. Your death, which would entitle your spouse and dependent children to continue coverage.
4. Your divorce, or legal separation from your spouse which would entitle your spouse and dependent child to continue coverage.
5. Your eligibility to receive Medicare benefits. For example, you are age 65 but still actively employed, making the Seafarers Welfare Plan the provider of your welfare benefit coverage rather than the Medicare program.
6. Your dependent child loses eligibility under the Plan because (1) he or she reaches age 19 or (2) he or she does not fall into the category of dependents under the age of 25 and enrolled in a full time school program leading to a college degree.

How will I know if I am eligible to continue welfare plan coverage under the COBRA program?

When the Plan receives notice from you or your employer that one of the "qualifying events" listed above has happened, the Plan office will send you a letter with complete instructions about how to continue coverage.

In the event of death, divorce, legal separation, receipt of Medicare benefits or when a dependent child is no longer eligible for Welfare Plan coverage, you or your spouse should notify the Plan at the address given at the end of this letter. Your employer will notify the Plan if you are terminated, if your job with the company has ended, or if your hours have been reduced.

If any of the "qualifying events" happens to you, it is also important that you notify the Plan of the change. Since seafaring employees are able to end jobs and get other work without generally notifying the Plan, it is very difficult to determine when a participant will lose his or her eligibility. The Plan is here to serve you, but we need your help.

If you have not worked and you know you are ineligible for plan benefits, contact the plan's COBRA department to see if you can elect to continue your welfare benefits under this program.

What type of benefits will I receive if I elect to continue benefits under the COBRA?

If you elect to participate in the COBRA program and pay the costs, you will receive the same type and level of hospital and some medical benefits as you did before you lost your eligibility. To find out what benefits you should be entitled to, call 1-800 252-4674. You will receive these benefits as long as you are not already receiving Medicare benefits from the government, or you are not working for another employer who has a medical benefits program.

How long will health care coverage through the COBRA program last?

The maximum period of time you, your spouse or dependent children will be able to continue health care benefits under the COBRA program depends on your "qualifying event."

If you lose eligibility because you were fired or laid off from your job or did not work enough time to establish eligibility, your maximum coverage period is 18 months from the date of the event. If you lose your eligibility for any other "qualifying event," the maximum coverage period will be 36 months from the date of the qualifying event.

What happens if I have two qualifying events?

If you experience two "qualifying events," it is possible to extend your coverage through the COBRA program for up to 36 months instead of 18 months. The time period is measured from the date of the *first* qualifying event.

In order to receive an extension of participation in the COBRA program the following must have happened:

1. Your first "qualifying event" must have been a termination of employment or a reduction in your days of employment which caused you to lose your eligibility.
2. Your second "qualifying event" must take place while you are receiving Plan benefits which you have purchased through the COBRA program. Your second "qualifying event" must also be (1) the death of your covered spouse; (2) divorce or legal separation; (3) your eligibility for Medicare; (4) your dependent child's loss of eligibility under the Seafarers Welfare Plan because he or she has reached the maximum age for benefit coverage.

Can my COBRA coverage end before the 18th or 36th month maximum period?

Yes. Your COBRA coverage can end before the maximum period if the following events take place:

- (1) Your monthly payment to the Plan for the COBRA coverage is not timely.
- (2) You get another job which has health care benefits for you. Even if those benefits are less complete than those you are receiving from the COBRA coverage, you can no longer receive benefits from the COBRA program.
- (3) You become entitled to receive Medicare benefits.

What is the election period and how does it work?

Once again, the "election" is your decision to tell the Plan whether you wish to purchase COBRA benefit coverage in the event you lose Seafarers Welfare Plan coverage. Depending on the "qualifying event," the Plan will send you notice, or you or your family member will send a letter to the Plan.

Once the "qualifying event" has happened and the Plan sends you an "election" letter, you and your family will have 60 days to decide whether to purchase benefits through the COBRA program. The election period will end 60 days from:

- (1) The date you experience your "qualifying event" which caused you to lose eligibility time for benefit coverage from the Seafarers Welfare Plan *or*
- (2) the date the Plan tells you that you have a right to participate in the COBRA program, whichever date is later.

How much will COBRA coverage cost?

The cost of COBRA benefit coverage depends on what level of Plan benefits you were receiving at the time you or your dependents lost eligibility for Seafarers Welfare Plan coverage. Because the cost to participants will vary, you will be notified of the cost to you, or if you are married, for you and your family.

After notification of a "qualifying event," the Plan will send you a letter which contains specific information for your situation. This letter will explain the cost of the COBRA benefit coverage and other important information. If you choose to buy benefit coverage through the COBRA program, the first payment you make will cover the cost of your benefits, for the period before your election. After that, you will make a payment once a month.

Can my spouse elect to continue health care benefits?

Yes. Each family member is entitled to make an election. If you make the election, your spouse and dependent children will be automatically included. If your spouse makes the election it will automatically include dependent children.

What if my payment for COBRA coverage is late?

If you choose to participate in the COBRA program your first check must be received by the Plan no later than 45 days after you elect to participate in the program. You then must pay a premium every month to keep your COBRA benefits.

You do have a 30-day grace period for making late payments. The grace period expires 30 days from the first day of the month during which your coverage is extended. If you do not pay within this grace period you will lose welfare benefit coverage.

When will the program start?

The COBRA program will be in effect on January 1, 1989. If you need more information you can call Membership Services at 1-800-CLAIMS-4 (1-800-252-4674). You may also write to COBRA Program, Seafarers Welfare Plan, 5201 Auth Way, Camp Springs, Maryland 20746.

Leo Bonser

Plans Administrator

Correction

In the January and February 1989 issues of the LOG, page 18, the question reading "Can my COBRA coverage end before the 24th or 36th month maximum period?" should have read "Can my COBRA coverage end before the 18th or 36th month maximum period?" The April issue of the LOG clarifies the answer to the question "What type of benefits will I receive if I elect to continue benefits under COBRA?"

ADONIS (Apex Marine), January 15—Chairman Richard K. Wardlaw, Secretary G. Marzett, Deck Delegate T. Richardson, Engine Delegate O. Espinoza, Steward Delegate W. Connolly. Some disputed OT was reported in the engine department. The ship is due to discharge its present load of grain in Chittagong, Bangladesh. If no backlog is available, the vessel will go to the Singapore shipyard. The crew wishes to express its desire to pay off in the United States rather than in Singapore. Two men were taken off the ship due to illness, one at Southwest Pass and one in the Azores. Both had joined the ship in Galveston, Texas. Next ports: Chittagong and Singapore.

BAY RIDGE (Bay Tankers), January 30—Chairman T.E. Anderson, Secretary Robert A. Brown, Steward Delegate Hank Spencer Jr. The steward department delegate reported many hours of disputed OT. It was requested that a patrolman be present when the ship arrives in San Pedro, Calif. to settle the issue. Two injuries occurred in the engine department. Both the pumpman and the wiper were repatriated from Puerto Armuelles, Panama. Fresh provisions such as onions, carrots, apples, tomatoes, potatoes, etc. were in short supply this voyage. It was felt that the quality of the stores has deteriorated recently. Crewmembers were given a vote of thanks for their support of the Maritime Defense League this trip.

BROOKS RANGE (Interocean Management), Chairman R. Edwards, Secretary J. Pitetta, Educational Director J. Scutieni. No beefs or disputed OT. The chairman reported that the ship probably will not go to Panama for a few more months. In the meanwhile, it will head for Los Angeles to discharge cargo. All men were advised not to leave the ship until the patrolman holds a meeting. At that time he will also talk about the importance of contributing to the Maritime Defense League. The crew thanked Patrolman Robbie for coming aboard and helping them at pay-off. The educational director advised members to take advantage of the upgrading opportunities available at Piney Point. The steward was praised for doing an outstanding job after the chief cook took ill. He carried the galley by himself, putting out at least 15 sandwiches each afternoon and a great salad bar.

LNG CAPRICORN (Energy Transportation Corp.), January 29—Chairman Aubrey L. "Pete" Waters, Secretary John L. Gibbons, Educational Director Fabious M. Ricord. No beefs or disputed OT reported. There is \$380 in the ship's fund. The bosun reports a most joyful 120 days at sea. A special thanks goes out to the steward department—and to the entire crew for working together during this tour. All crewmembers were asked to comply with the new federal regulations requiring the separation of plastic goods from garbage. Dumping plastic overboard is polluting our waters and destroying our sea life. Members were cautioned about the new dock in the port of Bontang, Indonesia. The launch service is very poor, and many safety hazards have been noted. The matter has been brought to the captain's attention. Safety is of prime importance on this vessel. The *LNG Capricorn* had a good safety record in 1988. Crewmembers were asked to keep up the good work in this new year. Next port: Tobata, Japan.

CAROLINA (PRMMI), January 23—Chairman James D. Cunningham, Secretary Rafael R. Maldonado, Educational Director David E. Simmons, Deck Delegate James P. Porter, Engine Delegate Bobbie Clark. Everything is running smoothly with no beefs or disputed OT reported. A vote of thanks was given to all departments for keeping the crew messroom and pantry clean. One minute of silence was observed in memory of our departed brothers and sisters.

C.S. LONG LINES (Transoceanic Cable-ship), January 13—Chairman Joseph J. Olson, Secretary K. Rosiek. Some disputed OT was reported in the deck department in regards to the longshoremen's rate for discharging cable. There is \$212 in the ship's fund after the purchase of four cases of soda for the crew cook-out. Estimated arrival in Honolulu is Jan. 15. The bosun thanked all the crewmembers for complying with the new federal law requiring

members at Piney Point. A vote of thanks was given to the 2nd assistant engineer for installing new TV antennas. Some problem was noted in the food requisition process. The steward said that if he has the food, he will put it out, but items such as butter and white bread are not in plentiful supply. Next port: Stapleton, N.Y.

OMI CHARGER (OMI Corp.), January 29—Chairman F.R. Schwartz, Secretary Neville N. Johnson. No beefs or disputed OT. There is \$10 in the ship's treasury. The vessel is scheduled to sail from New Orleans, La. to Tampa, Fla., discharge its cargo and then proceed to Corpus Christi, Texas to take on a load for New York. There will be a payoff in Corpus Christi. The chairman noted that the garbage situation needs to be reviewed. The educational director stated that the new federal laws regulating the dumping of plastics should make the company more aware of what types of stores are

Digest of Ships Meetings

The following ships minutes are just a sampling of the many meeting reports the SIU receives each month from its ships around the world. Ships' minutes are reviewed by the Union's Contract Department. Those issues requiring attention or resolution are addressed by the Union upon receipt of the ship's minutes.

the separation of plastics from garbage. All hands were asked to keep their conversations down while watching movies so that other members can hear. Crewmembers were asked to clean up after themselves in the crew rec room. Two cook-outs have been planned for the run from Honolulu to the Panama Canal. A vote of thanks was given to the steward department for these cook-outs as well as for the outstanding holiday and daily meals. Next port: Honolulu, Hawaii.

GREAT LAND (Interocean Management)—Chairman George Vukmir, Secretary Jesus Laxamana, Educational Director Steve Sentenney, Deck Delegate Jack W. Edwards, Steward Delegate William Sharp. The chairman discussed the drug testing situation, the Cobra medical plan recently written up in the Seafarers LOG and the upcoming contract negotiations in 1990. A suggestion was made to raise \$5 from each crewmember to start an emergency and communications fund. A vote of thanks was given to the steward department for a job well done.

GROTON (Apex Marine), January 31—Chairman Neil Matthey, Secretary Marvin Deloatch, Educational Director J. Shuler, Deck Delegate Raymond Rainey, Engine Delegate Thomas Correll, Steward Delegate Christopher J. Mosley. The chairman announced that payoff would be Feb. 3 in Stapleton, N.Y. at which time a new captain will take over. The deck and engine departments reported some disputed OT regarding Martin Luther King Day. A telex was received from the company stating that Martin Luther King Day is not a holiday at sea. It is, however, a holiday in those ports where the longshoremen observe it. This information will be taken up with the boarding patrolman. A repair list is being made up for the shipyard. The chairman urged everyone to take advantage of the upgrading courses available to mem-

put onboard. In order to eliminate non-biodegradable plastics, tin should be used whenever possible, juice should be stored in paper cartons and milk in 2.5 gallon containers. There are many such ways to help control pollution. The educational director advised crewmembers to attend upgrading courses at Piney Point and gain as much knowledge as possible. He also noted that it is possible for the ship to get films on firefighting, first aid and CPR to show to the crew. A suggestion was made to post the Coast Guard clearance in the messhall. Crewmembers would be grateful if they could get the latest literature on the SIU pension and welfare plans. Next ports: Tampa, Fla.; Corpus Christi, Texas, and New York City.

OMI SACRAMENTO (OMI Corp.), January 22—Bosun William Baker, Secretary Nancy Heyden. No beefs or disputed OT. There is \$120 in the ship's movie fund. The chairman explained to the crew how the payoff will be handled at JFK Airport and how to reclaim jobs at the New York hall. Before leaving the ship, members were reminded to return survival suits and life jackets to the lounge.

SEA-LAND ACHIEVER (Sea-Land Service), January 22—Chairman Norbert Prats, Secretary Glen Dambrosio, Educational Director C.M. Devonish, Engine Delegate Terry Green, Steward Delegate Stanley J. Krystosiak. Some disputed OT was reported in the engine department by the chief mate. This matter was resolved prior to payoff. The educational director stressed the importance of going to Piney Point to upgrade. A motion was made and seconded to request information on emergency relief or medical relief for permanent members. It was felt members should have a say on the choice of months of employment. This will be sent to the contract negotiating committee for evaluation. A safety meeting was held at which

time the crew requested new lines for the ship. Crewmembers also stated that they have been waiting patiently for four months for a TV antenna and for the VCR to be fixed. Next ports: Elizabeth, N.J.; Portsmouth, Va., and Charleston, S.C.

[Editor's note: An antenna and a new VCR will be brought aboard ship this trip.]

SEA-LAND CRUSADER (Sea-Land Service), January 30—Chairman Gerald Corelli, Secretary H. Fielder. No beefs or disputed OT reported. A repair list has been put out to all departments. Payoff will be in New York this trip, and the ship will then sail for San Juan, P.R. on Feb. 2. Members were reminded of the importance of upgrading their skills at Piney Point in order not to be left behind. Crewmembers were asked to keep the noise down in the passageways, make sure that clothes are dry when taking someone else's laundry from the dryer, and generally help keep the ship clean. A vote of thanks was given to the steward department.

SEA-LAND DISCOVERY (Sea-Land Service), January 17—Chairman Harry M. Fisher, Secretary Jose R. Colls, Deck Delegate Carlos Garcia, Engine Delegate Valentin Martinez, Steward Delegate Leon Butler. No beefs or disputed OT. Everything is running smoothly. Payoff will take place as soon as the patrolman comes onboard. A safety meeting was held with some of the crewmembers. The captain wants an extra AB in addition to the regular watches to help keep steady off the ship. The deck department wanted to bring this up to the patrolman, but the matter was settled onboard before payoff. Plastic items which had previously been thrown overboard now must be disposed of in a new way, according to a recent law. Trash cans have been placed on all decks for plastic. Everyone's cooperation was requested on this issue. A vote of thanks was given to the steward department for the good food and a job well done. Next port: San Juan, P.R.

SEA-LAND EXPEDITION (Sea-Land Service), January 24—Chairman Mark Zimbardo, Secretary E. Vazquez, Educational Director David Dukehart, Engine Delegate Johnny Hall. Some disputed OT was reported in the engine department. Everything is running smoothly. The importance of donating to SPAD was stressed. A motion was made by the chairman to add one able-seaman and one utility. This motion will be sent to the negotiating committee for evaluation. A vote of thanks was given to the steward department by Brother Dukehart for a job well done. Special thanks also were given to utility Eusebio Gonzales for keeping a clean ship.

LNG VIRGO (Energy Transportation Corp.), January 2—Chairman John P. Davis, Secretary Franklin Robertson, Educational Director/Engine Delegate Aaron J. Thaxton, Deck Delegate James Fletcher, Steward Delegate Udjang Nurdjaja. No beefs or disputed OT. The secretary noted that at this time the crew list and ship's meeting forms were being sent to headquarters. All other communications were posted. A vote of thanks was given to the steward department for a job well done. Next ports: Tobata, Japan and Arun, Indonesia.

In addition to the minutes published above, the SIU received official ships minutes from the following ships: *Ovorseas Harriette*, *Sea-Land Radiant*, *Sea-Land Pacific*, *Sea-Land Value*, *Senator*, and *Ultramar*.

Final Departures

Deep Sea

JOHN E. FLOYD



John Elmer Floyd, 75, passed away Feb. 28 at home in Toledo, Ohio. Born in St. James, Mich., Brother Floyd

sailed with the Boland Cornelius Lines as a fireman from 1940 until 1960, when he joined the SIU in the port of Detroit, Mich. He then sailed aboard the *Adam E. Cornelius* (American Steamship Co.) from 1961 to 1974, retiring in 1975. Burial was at Woodlawn Cemetery in Toledo. Seafarer Floyd is survived by his wife, Mary M. Floyd.

GERONIMO B. GAPAC



Geronimo B. Gapac, 90, died Feb. 11 at the Veterans Administration Hospital in Dublin, Ga. after a long illness. Brother

Gapac was featured in the Jan. 1989 issue of the Seafarers LOG as one of hundreds of Seafarers who sailed in World War II who was finally granted their WWII discharges and veterans' benefits. Born in the Philippines, Seafarer Gapac struck out on his own at 17 to become a merchant seaman. For the next 46 years he saw the beautiful cities of the world and the brutality of action in two world wars. In 1943 Gapac joined the SIU in the port of Norfolk, Va., sailing in the steward department until his retirement in 1968. Burial was in Hillcrest Memorial Park. Surviving are his wife, Infanta S. Gapac of Savannah; a son, William S. Gapac of Ellabell; two grandsons; two granddaughters, and three great-grandchildren.

EMIL J. GLASER



Emil J. Glaser, 66, died March 7 in Los Angeles, Calif. Born in Disputanta, Va., Brother Glaser joined the SIU in

1944 in the port of New York. He last sailed on the *Trans Indiana* (Hudson Waterways). Seafarer Glaser, who was also a member of District 2-MEBA, retired on pension in 1974. Burial took place in Valhalla Memorial Park, North Hollywood, Calif. Surviving is his wife, Rose M. Glaser.

JOSEPH J. KEMP



Joseph J. Kemp, 73, died Feb. 26 at the Northshore Regional Medical Center in Slidell, La. Born in Key West, Fla.,

Brother Kemp joined the Union in 1940 in the port of Tampa, Fla. He sailed in the deck department. Seafarer Kemp last sailed aboard the *Delta Uruguay* (Delta Steamship Lines) in 1979 and went on pension in that year. Burial took place in Memorial Gardens, Picayune, Miss. Surviving is his wife, Voncile Warner.

STEPHEN KRAPSHA



Stephen Krapsha, 75, died of lung cancer Jan. 18. Born in Lafflin, Pa., Brother Krapsha joined the SIU in the

port of Buffalo, N.Y. He sailed in the deck department until his retirement in 1978, last aboard the M.V. *Peckinpaugh* (Erie Navigation Co.). A resident of Plains, Pa., Seafarer Krapsha is survived by his daughter, Leocadia L. Snyder.

JOSE MARTINEZ SR.



Jose Martinez Sr., 64, passed away March 6. Born in Spain, Brother Martinez had sailed since 1953. He joined the Union in

1958 in the port of New York, sailing in the deck department. Seafarer Martinez last sailed on the S.S. *Yukon* (Hudson Waterways Corp.) and retired in 1976. Martinez was a resident of Baltimore, Md. He was buried at Oak Lawn Cemetery in that city. Surviving is his wife, Sophia Martinez, and a son, Jose Jr.

LEONARD W. PARADEAU



Leonard W. Paradeau, 77, died March 14 at Mercy Hospital in New Orleans, La. Brother Paradeau was born in Minneapolis,

Minn. He joined the SIU in 1938 in Norfolk, Va., sailing in the engine department. Seafarer Paradeau last sailed on the *Overseas Progress* (Maritime Overseas) in 1970. Surviving is his sister, Blanche Arnold of New Orleans.

STEPHEN A. SLONESKI



Stephen A. Sloneski, 71, passed away Feb. 26 in Kissimmee, Fla. Born in New York City, Brother Sloneski joined the SIU in

1949 in the port of New York. He sailed in the deck department. Seafarer Sloneski went on pension in 1982. He last sailed on the C.S. *Long Lines* (Transoceanic Cable Ship Co.) in 1982. Cremation took place at the Grisson Funeral Home and Crematory in Kissimmee. Sloneski

is survived by his wife, Meleana Dorn of Kissimmee.

WILLIAM J. TARRANT

Pensioner William J. Tarrant, 63, passed away December 22, 1988. Brother Tarrant joined the SIU in January 1949 in the port of New York and sailed in the deck department. He last sailed in April 1987 aboard the *Sea-Land Venture*. He retired in November 1987. Brother Tarrant served in the U.S. Navy from January 1943 to August 1946. He was born in New Orleans, La. and resided in Metairie, La. Surviving is his sister, Beryl Baumgartner of Metairie.

HAROLD WARNER



Harold Warner, 63, died March 20 of lung cancer. Born in Saginaw, Mich., Brother Warner joined the Union

in 1967 in Detroit, Mich. He sailed in the deck department, most recently aboard the *Medusa Challenger*. Seafarer Warner lived in Deland, Fla. and was buried in Deland Memorial Gardens in that city. Surviving is his wife, Audrey.

Great Lakes

JOHN L. FLINT



John L. Flint, 71, succumbed to pneumonia Feb. 13 at the Huron Medical Care Facility in Colfax Township, Mich. Born in Whiting, Ind., Brother Flint started sailing with the SIU in 1968 out of Detroit in the deck department. A resident of Bay Port, Mich., Seafarer Flint retired on pension in 1979. He last worked on the tug *Margaret M. Hannah* (Hannah Inland Waterways, Inc.) in that year. Cremation took place at Sunset Valley Crematory in Bay City, Mich. Flint is survived by his wife, Dorothy Wallace.

ADOLF F. KALISCH

Pensioner Adolf Frederick Kalisch, 75, joined the Union in 1948 in Toledo. He was born in Alpena, Mich. and shipped out from there. Kalisch spent many years working on Huron Portland Cement vessels. He last shipped on American S.S.'s *J.T. Hutchinson*. Brother Kalisch worked in the engine department, retiring in 1977. He died at his home on December 2, 1988. He was buried in Evergreen

Cemetery in Alpena, Mich. His widow, Martha E. Kalisch, survives him.

WILLIAM I. KINSELLA SR.

Pensioner William I. Kinsella Sr., 75, passed away December 28, 1988 at Lykes Memorial Hospital in Brooksville, Fla. Brother Kinsella joined the Inland Boatmen's Union, Great Lakes Tug & Dredge Division, in August 1961 in Sault Ste. Marie, Mich. He sailed in the deck department with Great Lakes Dredge & Dock Company and retired in June of 1976. Seafarer Kinsella was born in Michigan and resided in Brimley, Mich. Surviving is his widow, Myrtle Wilcox Kinsella. Brother Kinsella's body was moved from Merritt Funeral Home in Brooksville to Hillcrest Cemetery in Superior Township, Mich. for burial.

GEORGE H. LAMONT

Pensioner George H. Lamont, 79, passed away January 22, 1989 at the Benzie County Medical Care Facility in Frankfort, Mich. He joined the Union in November 1953 in Frankfort and sailed in the deck department. Brother Lamont retired in March 1974. He was born in Michigan and resided in Arcadia, Mich. He is survived by his widow, Paula Hovis Lamont. Burial took place at Conway Cemetery in Arcadia.

FRANK E. MAY

Pensioner Frank E. May, 71, passed away January 22, 1989 at the Munson Medical Center in Traverse City, Mich. Brother May joined the Union in December 1953 in Frankfort, Mich. He sailed in the deck department. He last sailed with Ann Arbor Railroad, a car ferry service. Lakes seaman May retired in May 1974. Brother May was born in Michigan and resided in Frankfort. Surviving is his widow, Zelda E. May. Funeral services were held at the Bennett-Jonkhoff Funeral Home in Beulah, Mich. and burial took place at the Blaine Twp. Cemetery in Blaine Twp. Mich.

PAUL M. WUORI

Pensioner Paul M. Wuori, 65, passed away February 7, 1989. Brother Wuori joined the SIU in October 1960 in the port of Toledo, Ohio. He last sailed in November 1987 in the engine department aboard the *Harry Steinbrenner* owned by Kinsman Lines. He retired in October 1988. Prior to joining the Union, seaman Wuori sailed for 10 years as a marine fireman. Seafarer Wuori was born in Maple, Wis. and resided there. Surviving is his sister, Alice O. Walamaki of Maple.

1989 UPGRADING COURSE SCHEDULE

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

June through September 1989
The following is the current course schedule for June—December 1989 at the Seafarers Harry Lundeberg School of Seamanship. The course schedule may change to reflect the membership's and industry's needs.

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

Deck Upgrading Courses

Course	Check-In Date	Completion Date
Able Seaman	July 10	August 18
Third Mate	September 4	October 13
Radar Refresher/Renewal	July 10	October 13
	Open-ended, 3 days (Contact Admissions for starting date)	
Radar Recertification	Open-ended, 1 day (Contact Admissions for starting date)	
Limited Inland Licenses Lifeboat	July 17	September 8
	July 24	August 4
	August 21	September 1
	September 18	September 29
LNG—Self-Study	(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, the Sealift Operations & Maintenance course must be taken.

Steward Upgrading Courses

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

*All students in the Steward Program will have two (2) weeks of Sealift Familiarization at the end of their regular course.

Engine Upgrading Courses

Course	Check-In Date	Completion Date
Automation	June 26	July 21
QMED—Any Rating	September 18	December 8
Fireman/Watertender and Oiler	June 12	July 21
Marine Electrical Maintenance	July 10	September 1
Refrigerated Containers Advanced Maint.	May 15	June 9
Pumproom Maint. and Ops.	July 31	September 8
Variable Speed DC Drives	September 18	October 27
Hydraulics	September 18	October 27
Limited Assistant/Chief Engineer	August 21	September 15
	July 17	September 8

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

1989 Adult Education Schedule

Course	Check-In Date	Completion Date
The Adult Education Courses for 1989 will be six weeks in length.		
High School Equivalency (GED)	July 3	August 14
	September 4	October 16
	October 30	December 11
Adult Basic Education (ABAE)	July 3	August 12
	September 4	October 14
	October 30	December 9
English as a Second Language (ESL)	July 3	August 12
	September 4	October 14
	October 30	December 9

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

Developmental Studies (DVS)	June 5	June 9
	(Prior to FOWT)	
ABE/ESL Lifeboat Preparation Course	July 31	August 18
	September 25	October 13

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

Recertification Programs

Course	Check-In Date	Completion Date
Bosun Recertification	September 25	November 6
Steward Recertification	May 29	July 3

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 Lakes Member
 Inland Waters 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 school 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 _____

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.

VESEL	RATING HELD	DATE SHIPPED	DATE OF DISCHARGE

SIGNATURE _____ DATE _____

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

DECK

- AB/Sealift
- 1st Class Pilot
- Third Mate
- Radar Observer Unlimited
- Master Inspected Towing Vessel
- Towboat Operator Inland
- Celestial Navigation
- Simulator Course

ENGINE

- FOWT
- QMED—Any Rating
- Variable Speed DC Drive Systems (Marine Electronics)
- Marine Electrical Maintenance
- Pumproom Maintenance & Operation

- Refrigeration Systems Maintenance & Operation
- Diesel Engine Technology
- Assistant Engineer/Chief Engineer Motor Vessel
- Original 3rd Engineer Steam or Motor
- Refrigerated Containers Advanced Maintenance
- Electro-Hydraulic Systems
- Automation
- Hydraulics
- Marine Electronics Technician

STEWARD

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

ALL DEPARTMENTS

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

ADULT EDUCATION DEPARTMENT

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

COLLEGE PROGRAM

- Associates in Arts Degree
- Certificate Programs

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

RETURN COMPLETED APPLICATION TO:

Seafarers Harry Lundeberg Upgrading Center, Pines Point, MD 20674

SIU URGES REMOVAL OF MARITIME SERVICES FROM CURRENT ROUND OF TRADE TALKS

The SIU voiced strong objections to the inclusion of maritime services in the current round of international talks being conducted under the auspices of the General Agreement on Tariffs and Trade (GATT). The Union is urging Congress to pass legislation specifically excluding maritime services from GATT's agenda.

The union warned that any negotiated agreement dealing with the maritime industry could wind up invalidating U.S. laws governing everything from coastwise trade to operating subsidies for U.S.-flag carriers.

In its more than 40-year history, GATT has focused its attention exclusively on trade in goods. The inclusion of services in the current round of negotiations in Uruguay marks a dramatic departure from that practice.

This marks the second time that the Union has been forced to oppose efforts to open up the U.S. maritime services to assaults from abroad. The first time was during the negotiations that led up to the U.S.-Canada Free Trade Agreement. Maritime services were on the agenda during the early stages of those talks, too. But they were removed in the end because an aroused Congress made clear it would not deal away historic protection of the merchant marine.

In calling for exclusion of maritime services from the Uruguay

round of GATT negotiations, the SIU pointed out that efforts to abolish international trade barriers could:

- Invite a free-for-all in which foreign competition would apply pressure to open up the restricted U.S. coastal trade.

- Endanger the Jones Act by forcing the United States to repeal existing cabotage laws that bar foreign vessels and airlines from providing service between two destinations in this country.

- Encourage third-world and East-bloc countries to engage in these domestic trades, thus posing a grave threat to national security.

- Risk forfeiture of protections extended to U.S.-flag shipping through cargo preference laws which reserve a percentage of government-generated shipments for American ship operators.

- Force the United States government to drop existing operating subsidies designed to help U.S.-flag carriers offset competition from low-wage foreign-flag shipping that does not have to meet U.S. standards for manning or safety.

The SIU pointed out that the Omnibus Trade Bill of 1968 reaffirmed the principle that maritime services should be treated independently from other trade issues. Title X of that legislation specifically prohibited the inclusion of maritime serv-

ices in the on-going GATT negotiations.

In addition, the nationally acclaimed Commission on Merchant Marine and Defense, which has just completed its two-year study of the industry, made clear that it opposes including the maritime sector in the GATT negotiations.

And just prior to the close of the 100th Congress, Sen. John Breaux (D-La.) and Rep. Walter Jones (D-N.C.), introduced legislation in their respective bodies not only reaffirming strong support for the Jones Act but also expressly stating objections to making maritime transportation part of the Uruguay round of talks.

The Union pointed out that because maritime is the oldest form of international trade, it is already highly regulated. On the world scene, it is subject to the overview of the International Maritime Organization (IMO) and the United Nations Conference on Trade and Development (UNCTAD). On the domestic scene, it is regulated by the Department of Transportation (DOT) and the Federal Maritime Commission (FMC).

Under the circumstances, the SIU stressed, it would be not only unnecessary but unwise to force maritime's involvement with another multilateral agency—particularly one that has no experience in, or understanding of, the complexities of international shipping.

WHAT IS GATT?

For more than four decades, 94 governments have attempted to liberalize world trade and place it on a secure basis that will contribute to global economic growth and development.

This ambitious program is carried out under the General Agreement on Tariffs and Trade (GATT)—a multilateral treaty first drawn up in 1948 and now subscribed to by 94 countries.

WHAT IS GATT'S PURPOSE?

Its stated purpose is to put an end to discriminatory trade practices, reduce trade barriers and get rid of other devices which distort competition in the world market.

WHAT ARE 'ROUNDS' OF NEGOTIATIONS?

Periodically, ministers from participating countries sit down in what are referred to as "rounds" of multilateral trade negotiations. In the early days, these discussions lasted only a few months or, at most, a year. But as the number of participating countries grew, and the issues became more complex, negotiation rounds have stretched over longer and longer periods of time.

The discussions that opened in Geneva in 1954, for example, weren't completed until 1967; the Tokyo round ran from 1973 to 1979; and the current round of talks, launched in Uruguay in 1986, is still going on and isn't expected to wind up until next year.

WHY IS GATT IMPORTANT?

The present GATT negotiations come at a time when trade imbalances have developed into a source of increasing tension in the world economy and when governments are playing a growing and important role in determining the flow of commerce.

The continued deep U.S. trade deficit, for example, is directly traceable to the fact that many recent actions by foreign governments—especially in the form of export subsidies, voluntary export restraints, other non-tariff barriers to imports, and bilateral agreements—contradict the GATT principles that have attempted to supervise international commerce since the end of World War II.

WHAT DOES GATT MEAN TO A SEAMAN?

On the agenda for the current round of GATT talks in Uruguay are "services." Included in this category is shipping. If maritime is included in GATT, the negotiated agreement could wipe out existing U.S. laws governing coastwise trade and operating subsidies.

Commission Recommendations

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- Receiving reports on government agency efforts to promote maritime industries.

- Raising to 100 percent the percent of government-owned or government-impelled cargo that must be carried on U.S.-flag ships.

- Improving the quality and military utility of ships engaged in Jones Act trade.

- Ensuring that rates paid for Defense Department cargo are fully compensatory.

- Establishing a National Maritime Industries Research and Development Program.

- Requiring secretaries of Defense and Transportation to report annually to Congress on sealift capability.

- Updating the Longshoremen's and Harbor Workers' Compensation Act so that its benefits are comparable with those paid under industrial workers' compensation programs.

- Allow greater flexibility in use of maritime personnel.



What the Private Sector Should Do

The Commission acknowledged the unique role of the American merchant marine as "a private industry required to perform a public function." Under these circumstances, its report said, "subsidies paid to the maritime industries must never be regarded as a gratuity . . . They are investments by the American people, through their government, for the nation's well-being.

For their part, the shipping, shipbuilding and ship repair industries must realize that "the government expects a 'return' on its investment in the form of adequate, readily available, strategic sealift assets."

One way that this goal can be accomplished, the report said, is through cooperation among operators, unions, shipyards and shipyard suppliers to "reduce and eliminate counterproductive competition and disagreements and to enhance development of coordinated and concerted action."

And, the commission said, the voices of maritime management

and labor must be heard in the deliberations undertaken by a number of different government task forces which will be needed to address the interrelated problems of building and maintaining an adequate merchant marine, and sending it to sea to compete in peacetime and be prepared to serve the national defense in time of crisis.

Emphasizing that cooperation is vital between the government and the maritime industries, the report said that failure to achieve this "mutually beneficial" relationship could end up with the government becoming "more dependent on its own resources, such as inactive reserve fleets and public shipyards," to meet national defense needs.

"Such a course might sound the death knell for the American maritime industries as we know them, to the disadvantage of our trade and commerce as well as of our fundamental national security in both peace and war," the commission concluded.

The commission advocated establishing a maritime forum sponsored by the Secretary of Transportation in which all elements of the industry's private sector would meet with government representatives. The forum could bring cohesion and unity on maritime public policy among all concerned parties.