



LOG

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Industry Gears for Tough Senate Fight

U.S./Canada Pact Threatens Maritime Community

The Reagan administration once again has put the U.S. maritime industry in jeopardy, thanks to the recently negotiated U.S./Canada free trade agreement. If approved as is, it would open any future promotional programs, perhaps even the Jones Act to Canadian and other foreign flags.

Already the majority of senators and House members have lined up against the maritime provisions in the proposed treaty.

Under the terms of the agreement, current U.S. programs such as P.L. 480 and military cargo preference will remain reserved for U.S.-flag operations. But if there is any future expansion of those programs, or any new promotional activity, Canadian inter-

ests would be eligible to bid on the cargo. There is also concern that if the Jones Act is expanded, for example, to include all shipping activities within a 200-mile limit of the U.S. coast, those shipping activities would be open to foreign competition.

That competition would not be simply Canadian. Under the terms of the friendship, commerce and navigation treaties that we have with 37 other nations, countries which have most favored nation standing also would be eligible to participate in those trades, according to the Department of Transportation.

"Just when you think there is nothing else that can happen to the U.S. maritime industry, this administration

hammers you with something new," said SIU President Frank Drozak.

"In some respects it's a Catch-22. Any new program to help the U.S. merchant marine will really end up helping the Canadians or other nations, but the only way to help the U.S.-flag fleet is with new programs. That doesn't make a lot of sense," Drozak added.

In late August, Drozak and Roman Gralewicz, president of the SIU of Canada, sent letters to Reagan and Canadian Prime Minister Brian Mulroney requesting that all maritime issues be removed from the negotiations. The problems of national security and commercial considerations were cited. It also was pointed out that

experts on the maritime industry were not included on the negotiating teams.

"Please rest assured that this matter is receiving careful attention at the highest levels of the administration," Peter O. Murphy, the chief U.S. negotiator responded in a Sept. 15 letter to Drozak.

"If that [the trade pact] is indicative of 'careful attention' we're in trouble," Drozak said.

In addition to opening up promotional and Jones Act trade, the proposed agreement has opened a door to exporting Alaskan North Slope oil. Under terms of the deal, up to 50,000 barrels of oil a day may be exported to Canada from Alaska. The agree-
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Maritime Labor Pioneer Went to Sea in 1926

Morris Weisberger, Former SUP President, Dies

Morris Weisberger, who succeeded the legendary Harry Lundeberg as head of the Sailor's Union of the Pacific, died last month. He was 80 years old.

Weisberger guided the SUP during one of its most difficult periods. He assumed the helm of the union in 1957, just when containerization and automation were forcing severe reductions in crew sizes, especially in the deck department.

Weisberger is widely credited with preserving the integrity of the SUP's pension and welfare plans during a time of retrenchment for the industry.

He was a leading figure in the trade union movement especially on the West Coast. He was vice president of the California Labor Federation, AFL-CIO, in San Francisco from 1957 until his retirement in 1978. Two months before his death, the California State Assembly passed a resolution honoring his 80th birthday.

Weisberger was one of the last living links to the early seamen's movement. He started sailing in 1926 when the SUP was still an autonomous affiliate of the now-defunct International Seamen's Union. As an SUP rep, he met Andrew Furuseth, the grand old man

of the modern seamen's movement.

Weisberger worked tirelessly on behalf of the Maritime Trades Department of the AFL-CIO. He was president of the MTD port council of San Francisco Bay and Vicinity from 1959 to 1983, and considered the grassroots political work he did for that organization one of his most important contributions to the maritime industry.

A vocal opponent of the flag-of-convenience fleets which helped decimate the American-flag merchant marine, Weisberger was the United States' labor delegate and adviser to the International Labor Organization in Geneva, Switzerland and also to various international conferences on safety and life at sea.

He served on numerous commissions aimed at revitalizing the port of San Francisco. He was appointed a member of the board of the Pilot Commissioners for the bays of San Francisco, San Pablo and Suisun by Gov. Ronald Reagan in 1971; re-appointed to that post by Gov. Edmund G. Brown in 1976, and served as president of



Morris Weisberger

that organization from 1973 until his death.

"Few men or women have made their journeys through life and left the significant and lasting impact Morris has," said SIU President Frank Dro-
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FOC Crew Wins N.Y. Fight

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President's Report

by Frank Drozak

The United States and Canada have signed a Free Trade Agreement. If reports in *The Journal of Commerce* and other papers are correct, then the Reagan administration has hammered yet another nail into the coffin of the American-flag merchant marine.

The agreement still has to be ratified by the Senate. Few details are known, but those that have been made public do not bode well for the maritime industry. *The Journal of Commerce* reports that "Canadian carriers would be included in future changes in U.S. laws applying to domestic trades, cargo preference and similar water carrier-related activities." That means that if the SIU and other maritime unions are successful in getting Congress to strengthen the application of this nation's cargo preference laws, then Canadian shipping firms will have equal access to those jobs.

What this does, of course, is to create one more disincentive for businessmen to invest money in the American-flag merchant marine. The uncertainty caused by this proposed change in the Jones Act may scare off the few remaining sources of capital for maritime, which is a capital-intensive industry.

It also sets a dangerous precedent. This will be the first time that the 67-year-old Jones Act will be substantially weakened, and it will invite more such attacks.

The final agreement could have been worse if the American maritime industry had not displayed a united front on this matter. The Reagan administration made no secret that it considered the maritime industry little more than a bargaining chip. As reported in the August-September issue of *The American Engineer*, "U.S. trade representatives at the so-called free trade talks [had] been considering a Canadian proposal to open up the protected trade to Canadian-flag vessels . . . If the proposal [weren't] so dangerous, not only to our fleet but to our national defense sealift, it would [have been] laughable." This from an organization which twice supported the same Ronald Reagan who is pushing hard for the sell-out "free trade" deal.

I am not in the habit of quoting *The American Marine Engineer*. It is, after all, the official publication of District 1 of the Marine Engineers Beneficial



Association. Over the years, the SIU and District 1 have had our differences, still we have worked together on programs which affect all of our membership. Unfortunately, District 1 has repeatedly tried to infringe upon the jurisdictional rights of our members in the engine room, and we've fought them every inch of the way. Still, the paper accurately summed up the danger that the Canadian Free Trade Agreement posed to the job security of all American seamen, licensed and unlicensed.

Then sadly, it then went on to make the following point: "The NMU and District 1-MEBA, more than any other maritime union, are strong and effective; able to maintain their gains, while protecting their members against threats facing their jobs and the industry." That's where their arguments get a little bit cloudy.

What is there to say about two organizations which supported President Reagan for election, not once but twice? It's all well and good to complain about the decline of the American-flag merchant marine. When the ceiling is caving in, it's hard not to whine a little bit. But please, let's have a little humility. How can the NMU and District 1 make grandiose claims when they've actually given money to help elect that same administration which has systematically destroyed the American-flag merchant marine and reduced job opportunities for their members?

Both District 1 and the NMU supported President Reagan for re-election in 1984 after his administration had taken the following steps:

- Denied merchant seamen World War II benefits.
- Eliminated Public Health Hospital coverage for merchant seamen.
- Dismantled the Construction Differential Subsidy program.
- Opposed extension of the Operating Differential Subsidy program.
- Tried to dismantle the Capital Construction Fund.
- Refused to consider enactment of the UNCTAD Code or implementation of bilateral trade agreements.

And it is still going on. Earlier this year, the administration waived American manning and safety standards when it reflagged 11 Kuwaiti tankers. By the way, the NMU and District 1 are the same two organizations which have criticized our organization for forming the Seafarers Maritime Union.

"Panicked by declining cargoes and vessels," *The American Engineer* writes, "[some unions] have signed 'sweetheart' deals with companies, offering drastic wage benefits and work rule concessions out of their own members' pockets."

The fact is that unlicensed seamen face two very serious threats to their job security.

The most obvious one comes from the decline of the American-flag merchant marine. As everyone knows, there are fewer ships and few jobs. Yet that is only half of the story.

Over the past few years, licensed unions like District 1 and the MM&P have tried to protect their self interests by infringing upon the rights of unlicensed seamen. In other words, they want to protect their own generous system of wages and benefits (an average licensed officer makes more than a U.S. senator or congressman) by putting you and other unlicensed seamen on the unemployment line. They may make pious references to maritime unity, but their actions make such unity impossible.

Long before there was a SMU, the MM&P and District 1 had formed top-to-bottom organizations. They bypassed both SIU and NMU hiring halls to get their crews. Both the MM&P and District 1 were willing to drag people off the street rather than put accredited seamen from the SIU, SUP, MFOW and the NMU onboard their vessels.

Moreover, there has been a disturbing pattern of licensed officers

performing duties covered under the unlicensed labor-management agreements.

The SIU-AGLIWD will be celebrating its 50th anniversary next year. It was born during the golden age of the American shipping industry, when the American-flag merchant marine rose out of the ashes of the Great Depression to help the United States win its "Great War Against Fascism." Maritime leaders like Harry Lundberg, Paul Hall, Morris Weisberger and Joe Curran may have had their personal and political differences, but they were no fools. In their different ways, they fought to preserve the job security of unlicensed seamen. They had no other bottom line.

Conditions in the industry are getting worse, and it is not possible to keep on with business as usual. To do so will mean throwing in the towel. At the end of 1986, U.S. Lines, the largest U.S.-flag shipping company then in existence and the NMU's largest source of jobs, went under. They filed for bankruptcy under Chapter 11 of the bankruptcy code.

During the past 20 years, the trends in the maritime industry have been unmistakable. Few ships. More automation. Smaller crews. Other unlicensed unions have been content to complain about these trends, but from what I see they don't have any kind of plan to protect their members' job security and benefits. Licensed unions like District 1 and the MM&P have their own way of coping, and that is to cut unlicensed seamen completely out of the picture.

By the end of last year, top-to-bottom licensed operations formed by MM&P and MEBA-District 1 had reached the point where they could have become an institutionalized part of the maritime industry. Their existence posed a serious challenge to the job security of all unlicensed seamen.

Faced with these threats to the job security of our membership, the SIU and District 2 formed an organization to compete for the new business, most of which is being created in the military sector.

The SIU and District 2 were able to compete against Top Gallant and PASS for new business, most of which is being created in the military sector. SMU was not set up to compete with existing SIU or MEBA 2 companies. It was chartered to go after work that neither union had or work that had

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Weisberger Leaves Legacy of Labor Victories

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zak. "From the time he first shipped out as a 19-year-old ordinary in 1926 until the time he stepped down as Sailors Union of the Pacific president/secretary-treasurer in 1978, he was constantly fighting to better the lot of seamen and of working men and women ashore."

As New York port agent for the SUP from 1939 to 1957, Weisberger played an important role in many of the A&G District's early organizing drives, including Isthmian and Cities Service.

"Paul relied heavily on Morris's judgment and contacts in those early beefs," said Rose Hall, widow of former SIU President Paul Hall.

"Morris Weisberger was extremely intelligent, and had an imposing knowledge of the maritime industry," said Herb Brand, chairman of the board of the Transportation Institute. "He and Paul were a study in contrasts, but they made a hell of a team."

Born in Cleveland, Ohio on August 10, 1907, Morris Weisberger first went to sea as an Ordinary Seaman in 1926. The power of the maritime unions had been curtailed by the ill-fated strike of 1921. Shipping markets were severely depressed.

The maritime industry was then a hotbed of ideological controversy. The Wobblies and Communists tried to win the hearts and minds of seamen, who were among the most-exploited groups of workers. They tried to fill a vacuum filled by the decline of the ISU.

Weisberger was an able-bodied seaman on the *Morro Castle*, a passenger vessel which burned off the New Jersey Coast in 1934. He learned firsthand the tragedies that could occur if adequate safety precautions were not maintained.

"During the federal inquiry into the disaster," wrote historian Stephen Schwartz in his book on the 100th anniversary of the Sailor's Union of the Pacific, "the Pacific Seamen demanded to know how a fire could make such progress without a report to the bridge, why no attempt was made to beach the ship, why the S.O.S. signal had been delayed . . ."

In 1936, Weisberger became a business representative for the Sailor's Union of the Pacific. He serviced the ports of Brooklyn, Honolulu and New Orleans. He became an official at an historic time in the union's development.

The longshoremen's strike of 1934 had reinvigorated the seamen's movement. SUP Secretary-Treasurer Harry Lundeberg became a major force in maritime labor by standing up to Victor Olander and the people who had captured control of the International Seamen's Union in the twilight of

Andrew Furuseth's long and distinguished career.

The Great Depression had ushered in a new era of militancy for maritime labor. In 1936, Joe Curran, who later founded the National Maritime Union, staged a sitdown strike on the *SS California*. Within two years the ISU was to die an unmourned death. It was replaced by two unlicensed seamen's unions, the National Maritime



Morris Weisberger served almost 20 years as the SUP's New York Port Agent, from 1939 to 1957.

Union and the Seafarers International Union of North America.

In 1939 Weisberger was elected the SUP port agent for New York. He served in that capacity until March 1957, when he was unanimously elected to the post of secretary-treasurer to fill the position left vacant by the death of Harry Lundeberg.

During World War II, Weisberger was instrumental in helping the SUP crew a great number of merchant ships with capable and experienced seamen.

According to historian Schwartz, Weisberger "distinguished himself . . . by going to the highest levels of the U.S. military" to argue against the internment of 40 SUP members of Japanese ancestry. "The authorities finally acceded, and all the SUP men of Japanese ancestry were released and permitted to sail in the Atlantic theater."

Weisberger was a delegate to the first convention of the Seafarers International Union of North America, which was held in 1944. A decade later, he supported Paul Hall's efforts to clean up the New York waterfront in the ILA-AFL beef.

Upon the death of Harry Lundeberg in 1957, Weisberger was unanimously elected to fill the top post in the SUP.

Addressing the SUP membership after the election, Weisberger said, "This is a grave responsibility to which you have elected me. I do not consider this so much an honor as it is a solemn responsibility and a duty of the highest

character."

One of the most dramatic moments of Weisberger's 21-year term in office came in 1962 when the Sailor's Union of the Pacific called a strike against the Pacific Maritime Association. The 1962 strike went on for a month and was suspended after President John F. Kennedy imposed an 80-day truce on the union and the shipowners.

Known for his acerbic wit, Weis-

berger was a popular figure in the maritime industry. Upon his retirement in 1978, the *West Coast Sailor* made the following point: "Morris Weisberger made a significant contribution to the development of the Sailors Union of the Pacific, and while he has consented to stand by to assist and counsel the incoming administration, he will be sorely missed in the difficult days ahead."

His career spanned nearly the entire spectrum of the modern seamen's movement. Speaking at the 100th anniversary of the Sailor's Union of the Pacific in 1985, he made the following observations about the union he had once led:

"An event like this gives us old-timers a terrific excuse to ramble on about how far we've come, to congratulate ourselves, to reminisce a little about the bad old days, and to recall the struggles which got us to where we are. We started out on a pile of lumber down at the pier, and here we are at the Fairmont Hotel. We're entitled to crow a little. We earned it.

"It is also a time for us to look back and try to see what it all meant. What was the single most important contribution the SUP made in these last 100 years? Some would argue for Andrew Furuseth and his incredible legislative record, which effectively released the American sailor from centuries of peonage and set the standard for maritime workers all over the world.

"Others would point to the strikes of the 1930s which made the West Coast into union country, and unionized not only the waterfront but made possible the unionization of so many other workers. Others would look at World War II, and the truly heroic record of the members of the SUP during the war for democracy, as the outstanding achievement of these last 100 years. I won't argue it one way or another. All these achievements deserve the strongest possible recognition.

"But let's add to that list of outstanding achievements the creation and the continued defense of the Sailors' hiring hall. The hiring hall was a trade union answer to favoritism, corruption and violence on the waterfront. It was a unique method of expressing the solidarity of workers and their refusal to be played off against one another as they had been since time immemorial.

"Harry Lundeberg deserves to be remembered for many things, but if you ask me, Harry's defense of the hiring hall, against the Copeland Fink Book first enacted into law in 1936, against the Maritime Commission's so-called 'recruitment and manning office' of the World War II years, and finally, against the anti-hiring hall provisions of the Taft-Hartley Act—these efforts stand right in there among the great achievements of this union. That the hiring hall today remains the cornerstone of our union is a tribute to Harry Lundeberg and all who worked with him on these issues."

Weisberger is survived by his wife, Ann, and two children, Eugene and Ruth.

U.S./Canada Pact

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ment calls for those exports to be shipped on U.S. bottoms. But there is some concern that if that cap was increased, the extra oil could be open to Canadian ships or ships of most favored nations.

Congressional reaction to the maritime provisions has been intense.

"Generally a trade agreement, no matter who it is with or how important it is, must not impinge on U.S. national security interests. The transportation annex to this agreement violates this agreement. If they consider this a compromise, they are full of baloney," said Rep. Walter Jones (D-N.C.), chairman of the House Merchant Marine and Fisheries Committee.

Jones was the sponsor of a House resolution, with more than 240 co-sponsors, asking that maritime issues be removed from the talks. A similar Senate measure gained the support of 56 senators.

Currently there are attempts to find a way to remove the maritime provisions from the agreement. Normally under the authority of the so-called "fast track" rule, the entire package must be approved by the Senate and House. But only the whole package can be voted on; congressional members are not allowed to approve one section or reject another. There is an effort under way to allow the Senate and House to vote on the maritime sections separately.

Seafarers Crew New Car Carrier

At the end of October, 12 Seafarers will mark a first for the SIU. They will help deliver Japanese cars to the States on a U.S.-flag ship.

The crew will fly to Japan to man the *Overseas Joyce* (Maritime Over-

seas). The 60-day round trip, at a speed of 18.5 knots, will take the ship from Japan to Boston, New York and Baltimore. The *Joyce* carries 5,300 Toyotas. It was built especially for the trade and will be operated on a 10-year charter by Maritime Overseas.

The engineroom officers will be members of MEBA, District 1 and the deck officers are employees of the company. The 585-foot *Joyce* is expected to arrive on the U.S. East Coast in late November with its first load of cars.

Skyranger Crew Example of FOC Seamen's Plight

Fifty or 60 years ago, the conditions and cruelties that the Filipino crew of the *Skyranger* had to endure this summer, were almost standard on U.S.-flag ships before a strong maritime labor movement gelled.

The captain of the ship refused to take on or make enough fresh water for everyday needs. The crew collected rain water from the boat deck for their laundry and showers. But the discharge from the ship's stack contaminated the water with oil and sulphuric soot, and several crewmembers broke out in painful rashes.

Milk and bread were reserved for the three Greek officers on the ship while the 15 unlicensed crewmembers were served third rate, poor quality food. No citrus fruits or juices were available for the crew. With only a few sets of silverware and dishes aboard, the crew was forced to eat in shifts or to grab handfuls of rice. When the captain was in a good mood (seldom according to crewmembers), he would send the officers' leftovers to the crew's mess.

The owners of the *Skyranger*, a Greek company that registered this ship in Cyprus, used a Greek manning agency (BSR) from Cyprus to hire crew from other countries such as the Philippines. The men were required to sign blank "contracts" and stationery. Later the blanks were filled in by the local Filipino manning agency with wages, benefits and terms such as length and conditions of employment.

These "contracts" were then sub-

mitted to the Philippine Overseas Employment Administration to obtain official Philippine government approval of being not less than the minimum of the ILO (International Labor Organization). Astonishingly, the POEA stamped their approval of \$170 for monthly base wages for ABs and oilers with an additional 30 percent of this base wage (\$51.00) for an extra 120 hours of overtime per month that the crewmember had to work before any hope of additional overtime money, and none was paid. The ILO minimum wages for ABs and oilers is \$276.00 per month plus daily overtime of \$2.05 per hour and \$3.68 per hour on weekends, plus leave/vacation compensation of \$11.04 per month.

The captain refused to carry toilet paper and lacked seats on the toilets, as the captain explained this was a healthier way to avoid transmitting AIDS by washing with the toilet's seawater after flushing! He pointed out that some Greek ships have simple holes in the deck with foot pads on the sides. The crew finally took the matter into their own hands and got their own toilet paper.

The liferafts hadn't been inspected in 11 years according to the ship's records, admitted the captain; this company acquired the ship in January. The crew complained that the lifeboats were never tested again after it took them three hours of continuous, hard cranking by hand to simply raise each lifeboat during January, so they hoped the lifeboats could be lowered if nec-



Edd Morris (center), the Union's ITF rep, was part of a multi-union and concerned organization group which helped the *Skyranger* crew win their strike for basic living and safety standards on the Greek-flag ship.

essary and not be "frozen."

For those reasons and others, crewmembers on the *Skyranger* wrote to the SIU earlier this summer and asked for help. They got it, not just from the SIU. But help came from a coalition of American labor and service groups who are trying to turn up the heat on flag-of-convenience (FOC) owners and trying to improve the lives and working conditions of seamen who are suffering the same indignities American seamen did decades ago.

When the *Skyranger* tied up in New York, Edd Morris, the Union's ITF rep, and representatives from more than half a dozen groups were ready.

"They had a pretty lengthy list of complaints and wanted to settle them with the company. They went on a "work-to-rule" strike, sort of a slowdown. But when the company refused to negotiate, they went on a full strike. They took a lot of risks," Morris said.

While the crew took a lot of risks, they were lucky in some respects because several unions and other organizations have strengthened their stand against FOC shipowners. The cooperation with the ILO, the International Transport Workers Federation (ITF) and American organizations is an attempt to both better the lives of seamen around the world and in some respects to show Americans what "cheaper" foreign competition really means.

Morris said that when the *Skyranger* went on strike, members of the ILA and the Operating Engineers (crane operators) refused to move cargo off the ship.

The port police and immigration office made sure the U.S. laws weren't unjustly applied. In addition, an ITF inspector from the NMU (Spiro Varas) joined the effort with participation of their legal staff to help the crew. This was a unified action incorporating broad legal cooperation, pooling skills and experiences of attorneys from the SIU, NMU, plus the ITF attorney in Manila and their Manhattan office, as well as the ILA. The Seamen's Rights Center in Port Newark was instrumental, too, with Director Barbara Crafton being personally involved.

He said that besides the crew signing the blank contracts for the manning agent, the crew discovered that the

manning agency was skimming 20 percent off the top of the allotments the crew had sent home every month.

While the unions and the Seamen's Rights Center (an arm of the Seamen's Church Institute) were pressuring the shipowners and others for the back pay and to remedy the deplorable working conditions, the crew got in touch with the Philippine consulate in New York and the embassy in Washington. They proved little help.

"All they did was come aboard and chastize the crew for causing such a problem. But that's somewhat typical. Most governments don't do much in situations like that. If the governments helped out, these ILO scales and shipping regulations are approved by the UN, maybe something could be done," Morris said.

Some countries, the Scandinavian countries, Italy, Australia, Israel and some others with strong labor movements, crack down on ships and conditions like the *Skyranger's*, but not many, Morris said.

Even the U.S. Coast Guard which had more than two weeks to inspect the ship when it was tied up, did not know inspection was requested.

Eventually, the *Skyranger* story turned out to have a happy ending. The company forwarded \$21,000 in back and rightfully due pay to the crew. It agreed to meet ILO standards. It replaced the captain who had run the ship with an unfair and iron hand. The new captain is "a very decent" guy, Morris said.

There are two major reasons the SIU has become more heavily involved in cases like this, Morris said. The first is the most obvious: thousands of sailors from around the world face similar and worse conditions and need help.

The second is that if more and more ships and crews are brought to higher standards, even though nowhere close to American and European standards, the gap between the cost of U.S.-flag shipping and FOC shipping will dwindle.

The FOC shipping companies and governments supplying seamen for the FOC trade like to threaten such seamen that the ITF affiliated unions are only seeking to raise the crew costs

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SIU, Administration, Back ILO Maritime Standards

It was an unusual coalition. Representatives from several maritime unions, the State Department, the Labor Department and various business associations were all on the same side of a maritime issue for once.

The issue, aired at a Senate Committee on Foreign Relations hearing earlier this month, was the International Labor Organization (ILO) convention 147, which sets up certain minimum standards onboard merchant ships. If those standards were enforced, the crew of the *Skyranger* (see accompanying story) and of hundreds of other flag-of-convenience (FOC) ships could be protected from the unfair and unsafe conditions under which many are forced to labor.

"The SIU believes that every human being employed in a shipboard capacity deserves the highest standards of safety and working environment. . . . All too often we read about the inhumane conditions aboard substandard vessels. In many cases, life aboard these vessels is an exercise in cruelty. Filthy living conditions, inadequate diet, grueling physical labor, little pay and lax safety standards, which are unacceptable to any advanced civilization, are often commonplace aboard these vessels," SIU Legislative Director Frank Pecquex testified.

The seafarers who would benefit most from the ILO convention would mainly be third-world seamen sailing FOC vessels. Seafarers from the more advanced nations are already protected by their own countries' labor laws and strong union support.

Pecquex also noted that the enforcement of minimum safety and life standards would improve overall safety at sea.

"Cost savings achieved by ignoring standards at sea is a certain formula for human misery, unreliable crews and lost ships. Well-trained professionals will not accept such conditions of employment," he said.

Statistics bear out the fact that most at-sea accidents, loss of life and injuries occur on FOC ships with little or no crew restrictions or safety and training enforcement.

One of the key provisions for enforcement of the standards in the ILO convention is port control. That gives the country in which a substandard vessel from another nation calls on, some enforcement powers.

The main areas covered in the convention are manning requirements, safety training, medical care, diet and social security provisions.

The Reagan administration has recommended the adoption of the convention.

Area Vice Presidents' Report



West Coast
by V.P. George McCartney

I was saddened to learn of the death of Morris Weisberger, who took over the helm of the Sailor's Union of the Pacific after the death of the legendary Harry Lundeberg. Morris was one of the last surviving links to the early days of the modern seamen's movement, and he will be missed.

It was an honor for me to serve as one of his pallbearers. After all, Morris played an important role in many of this Union's early organizing drives.

As I noted in my last column, the Isthmian and Cities Services organizing drives put this Union on the map. As New York port agent for the SUP, Morris provided the fledgling A&G District with valuable advice and contacts.

He developed a strong working relationship with Paul Hall. Despite their different styles, the two were a dynamic team.

The two men couldn't have been more different. Hall, a spell-binding orator from Alabama, had an imposing physical presence. Weisberger, who hailed from Cleveland, was known for his cautious nature, his acerbic wit and his almost encyclopedic knowledge of the maritime industry.

There were two truly remarkable things about the Isthmian and Cities Service campaigns. For one thing, a handful of rag-tag sailors were able to take on the world's biggest oil companies and win.

In addition, these wins came at a time when the rest of the labor movement was suffering setbacks in signing up new members. Congress had passed the Taft-Hartley Act in 1947, which made it much more difficult for unions to organize new workers.

One more thing: there are reports that the historic S.S. *Monterey* will be returning to active service. The famous passenger liner will begin a regular schedule of seven-night cruises through the Hawaiian Islands.

The ship will be manned top-to-bottom by an MM&P crew. As President Drozak notes elsewhere in this issue, top-to-bottom crews were in existence long before there was a SMU.

Former SUP head Harry Lundeberg experimented with top-to-bottom SUP crews in the 1950s. But nothing came of the idea until a few years ago, when licensed unions like the MM&P and District 1-MEBA sought to establish top-to-bottom organizations like PASS and Top Gallant.

PASS and Top Gallant were an effort on the part of licensed unions to protect the job security of their members by bypassing unlicensed hiring halls. When President Drozak formed SMU last year, these organizations were on the verge of becoming an institutionalized part of the maritime industry. Had Drozak failed to deal

with this phenomenon, then the job security of all unlicensed seamen would have been severely compromised.

History is full of surprises. Few seamen in World War II would have predicted that the A&G District would one day become the largest unlicensed seamen's union. Yet the fact that we were an AFL union helped us tremendously, and so did our structure: unlike other AFL maritime unions, we organized seamen along industrywide lines.

In a sense, the A&G District was an historical accident. In 1945 we were the runt of maritime labor. By 1950 we had become a power on the waterfront. The NMU's internal problems, which I discussed in my last column, made it possible for us to survive and prosper.

The very structure of Top Gallant and PASS, top-to-bottom unions formed by the licensed officers unions, would have given their companies a competitive edge over those which employed unlicensed seamen. SMU evens the playing field. The most important thing about history is that it often serves as a guide to the present, if you let it.



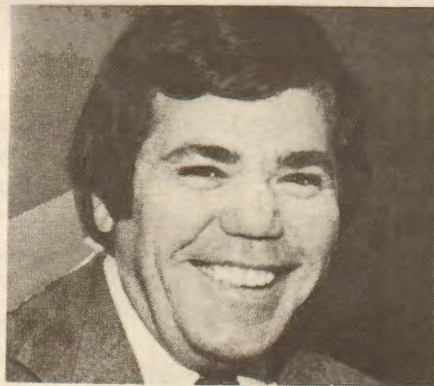
Government Services Division
by V.P. Buck Mercer

IN the September issue of the LOG, I discussed two items of concern to MSCPAC marine personnel, one of which has finally come to pass. That is, the 3.5 percent increase on wages due since April 1, 1985, has—at last—been paid.

The other matter was that of travel expense money for the MSCPAC mariner when he or she is required to join a ship in other than the home port. Remember, the present MSC procedure calls for the mariner to pay travel expenses out of his or her own pocket, then submit a travel claim to the ship's purser or master, then wait weeks, or even months, to recover reimbursement of the money spent to travel on behalf of the government. The SIU believes this procedure to be a glaring inequity and should be rectified. We have taken steps to do just that.

The SIU directed a letter to COMSC Washington, D.C., via the local MSCPAC, taking exception to Section 7, "Travel Claims and Advances" of their *Civilian Marine Personnel Instruction 4650* which encompasses all the rules and regulations from A to Z governing all civilian marine employees of the U.S. Navy. In addition, we met with MSCPAC management to

discuss our objection to Section 7 of that document. We pointed out that the present procedure was and is causing a serious hardship on our members as well as the deviation from prevailing maritime practice. We further cited the unfairness of the policy and pointed out several instances where our members who were MSCPAC marine employees were stranded in the continental U.S. as well as foreign countries with no funds to bail out. It was a lengthy and productive meeting, and management understood our complaint. However, by necessity, the decision will have to be made in Washington, D.C., and it will be a while before we learn the decision.



Gulf Coast
by V.P. Joe Sacco

THE SIU was able to reach an agreement with G&H Towing Company. I'd like to thank the members of the negotiating committee for the fine work they did in helping us get a contract.

We're also getting ready for upcoming negotiations with the Delta Queen Steamboat Company and the Orgulf Energy Transport Company. We're looking forward to a united and solid membership.

These and other negotiations that I've been in make me even more aware just how important unions are. Unfortunately, a large portion of the American public doesn't understand the issues involved. They don't know the truth about unions.

For instance, I was greatly disappointed to find out that 40,000 fans attended the Dallas Cowboys opener the other day. The American public asks a lot from its football stars—people idolize them, expect them to be role models, live vicariously through their achievements. And yet, these same fans will go to a game played by scabs.

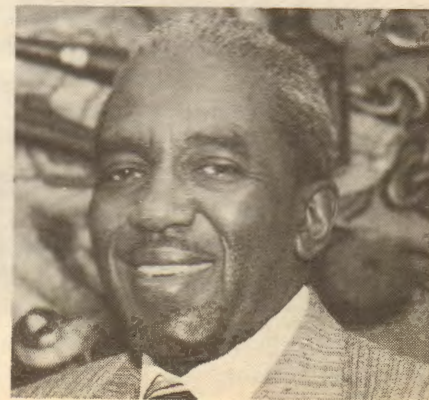
Many people just can't get past the fact that some football players get paid a lot of money. Yet the issues involved are the same as for other unions. Management will try to persuade the public that the workers involved are overpaid and undeserving of support. It's the same trick they used in the PATCO strike and with the pilots of Eastern Airlines. And yes, with seamen.

Management's primary objective is to divide the working people. In the 1950s, Southern populists who opposed segregation tried to point out that working class whites suffered great economic harm from segregation because management could play one group of workers against another.

Workers gained an important point of leverage in the maritime industry when "checkerboard" (desegregated) crews were introduced onboard American-flag vessels because seamen could then mount a truly united front.

Many people view the NFL players strike as a symbolic test of organized labor's strength, much the same way that the PATCO strike was perceived at the start of the Reagan administration. Organized labor is coming off a big win with the Bork nomination. Winning the NFL football players strike would send out a powerful message that organized labor is back.

Nineteen eighty-eight will be an important election year. Seamen, more than most other workers, have suffered greatly at the hands of the Reagan administration. Now, more than ever, it is important to get politically involved. That means registering to vote, donating to SPAD. And yes, until that football strike is settled, it means turning off the t.v. on Sundays. There may be hundreds of different labor unions, but when it comes down to it, we all sink or swim together.



East Coast
by V.P. Leon Hall

FIFTY-THREE senators have announced that they intend to vote against the confirmation of Robert Bork to the Supreme Court. This marks an important victory for organized labor and civil rights groups.

Despite efforts by the White House to paint Judge Bork as a moderate, New Right and fundamental religious groups viewed the Bork appointment as a way of drastically rewriting Supreme Court rulings on civil rights and privacy. While liberal groups geared up for the fight, it was the failure of Judge Bork and the administration to persuade moderates like Arlen Specter, Richard Shelby and William Coleman which doomed the nomination.

Conservative groups have protested that the confirmation hearings have unduly "politicized" the confirmation process. Yet liberal and labor group were only copying techniques perfected by the New Right.

One reason why opposition to the Bork nomination was so fierce was that the American people finally woke up to the fact that many of their rights are decided in courts. To give one example of what I am talking about: workers would be much better off if they did not have to contend with the conservative, anti-labor appointments that President Reagan has made to the National Labor Relations Board.

Emboldened by these appointments, business groups have had a field day making hash of workers'

(Continued on Page 10.)



Inland News

tug/tow
barge/dredge

Boatmen Stand Solid in Three Ports

McAllister, Curtis Bay Strike Builds Pressure

More than 250 SIU Boatmen at Curtis Bay and McAllister Brothers towing companies remain 100 percent solid on the picket lines in Baltimore, Norfolk and Philadelphia. They have been on strike since early this month.

The strike against McAllister (owners of Baker/Whiteley Towing in Baltimore) began Sept. 30 after the company refused to bargain in good faith for its operations in the three ports. The SIU has filed unfair labor practice charges against McAllister.

The Curtis Bay picketing began after a short contract extension expired Oct. 3, and negotiators from both sides were unable to reach an agreement. However, talks between the Union and Curtis Bay are continuing.

The walkout came on the heels of outrageous contract concessions demanded by McAllister.

"They want to roll back wages 20 years," said SIU President Frank Drozak.

Some of the demands, rejected out of hand by the membership, included:

- Manning reductions by as much as 50 percent;

- Elimination of the 8-hour day and hourly wage rate;
- Institution of a 24-hour day and daily wage rate which could work out to as low as \$3.50 per hour;
- Elimination of overtime;
- No holidays;
- No vacation.

"The 8-hour day has been around for a century, and the last time I checked even the Right-To-Work committee gives their employees holidays and vacations. McAllister must have wanted to start a strike so they could try to bust the Union. Well the SIU will be in those ports long after McAllister goes belly-up, if that's what it takes," Drozak said.

One McAllister captain in Norfolk said, "I think the company's offer is an insult and a slap in the face. I've spent 17 years here, and when I think of the years I spent to obtain my licenses and the expertise needed to run these boats in some almost impossible positions and learning what it takes to move ships in and out of every pier in Hampton Roads, I just can't believe what they want."



In Norfolk, striking SIU Boatmen have continually manned picket lines at both Curtis Bay and McAllister operations since the strike began. Late reports from all three ports indicate the scab crews have been having trouble operating safely. They are banging ships and piers and damaging their equipment. In addition, the companies are having to allot much more time for docking operations because the crews are slow and inexperienced. Pictured above in Norfolk are (l. to r.) R.L. Ainsley, Port Agent Jim Martin, Bennie Dize, Eddy Brinn, Randy Cutworth and Billy Williams.

DOCKING PILOTS

Many SIU tug crewmen are also docking pilots in the three ports. Their work as docking pilots is independent from their jobs onboard the tugs. But in all three cities, pilots who are also SIU members have refused work as docking masters for either company.

Some of the problems reported show how their skills are sorely missed. In all three ports striking SIU members reported that the scab crews were having a hard time handling the powerful tug boats.

One pier was hit so hard by a tug in Philadelphia that sparks were visible. Another tug slammed into the Packer Ave. pier and then narrowly avoided hitting a U.S. Navy ship.

In Norfolk there have been several reported groundings by the scab crews. One tug had its railings knocked down and another threw her stern into the pilings at Town Point Park, according to reports.

As one striker pointed out "They're having these problems in ideal weather."

So far the Coast Guard has refused to investigate the reports. But the SIU has sent letters to the Coast Guard commanders in all three areas asking for investigations into McAllister's operations, particularly its safety shortcomings.

"Many of the new crews are inexperienced in their work. In addition, the majority of docking pilots currently in use are neither properly licensed to perform the necessary functions of a pilot nor are they qualified

to adequately dock vessels. This has and continues to create an extremely dangerous situation," Drozak said in the letters.

Dangerous and toxic cargoes move in and out of all three ports, and accidents involving those materials could be disastrous to the cities and their citizens. Even docking ships with safe cargo is an exact and dangerous operation, and the errors of inexperienced crews could lead to civilian injuries and the disruption of port operations.

Drozak warned that if these boats are allowed to continue to operate without qualified crews and pilots, losses are bound to occur. He asked for immediate Coast Guard investigations.

AFL-CIO SUPPORT

As the strike continued, the AFL-CIO and its local councils in the three ports threw their support to the striking Seafarers.

A rally in Baltimore with hundreds of labor supporters was scheduled for Oct. 21 in front of Curtis Bay headquarters.

"I know you've been there for everybody else, the Steelworkers, the Machinists—now we will be there for you," said Ernie Greco of the Metro Baltimore AFL-CIO.

Baltimore City Council John Schaeffer (an SIU member during World War II) said McAllister demands "... paint a typical picture of union busting. I stand ready to help in any way."

We Are in This Together

October 21, 1987

Dear Member:

The SIU is 100 percent behind you in our strike against McAllister and Curtis Bay. As president of this Union, I will not allow a few well-heeled company lawyers to dictate the working conditions of our membership. I have committed the entire resources of the SIU to this struggle. We are in this strike for the duration, and with your full commitment we will prevail.

McAllister and Curtis Bay have sent us a message—they want to bust the SIU. The shallow arguments their lawyers have used are irrelevant; their motivation is greed, pure and simple. It is time for the SIU to send them our response; this Union will not be broken.

These companies want us to crawl back to work for 1960's wages. This is the 1980s, not the 1960s. Their executives would not work for 1960's wages. The companies would not reduce their tariffs to 1960's levels. Yet when it comes to the crews that man their tugs, they want to roll the clock back 25 years. This is ridiculous, and we will not tolerate it.

We are a reasonable Union and we represent reasonable men and women. In hard times we have sat down with many an operator and negotiated an agreement that keeps them in business and keeps us working. We can do that with reasonable companies.

However, in this case, these companies are not interested in a reasonable agreement. It's time for a little education. These companies have forgotten that they need you. This industry needs people of your integrity, knowledge, experience and skill. These companies need you back on their tugs.

This Union is pledged to an all-out effort, using every legal means available to successfully resolve this strike. We are in this together, and together we cannot be defeated—not here, not now, not ever.

Fraternally,
Frank Drozak
President

(Continued from Page 2.)

been lost to foreign shipping interests. It provides our newer members with good job opportunities and a very real opportunity for career advancement.

Wages for unlicensed seamen working for SMU-contracted companies are better or equal than those for NMU seamen working onboard similar vessels. That's a fact. In addition, SMU provides SIU members with the following benefits:

- It provides a member with the chance to go from wiper to engineer, or from Ordinary Seaman to captain with no change of union.
- It protects your job security from those who would like to destroy all maritime unions.
- It allows new work to be obtained which new companies would have no chance of getting under existing maritime contracts.
- It replaces jobs lost in other areas.



New Pensioners

The following Inland members have retired on pension:

Baltimore

Harold W. Thompson, captain

Houston

James S. Bacon, captain
James Brunell, engineman
Sibi J. LeBlanc, deckhand
Homer G. Warren

St. Louis

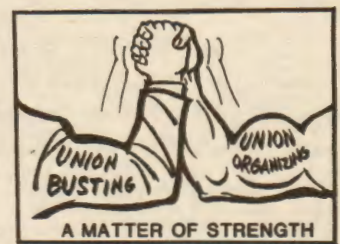
Harold D. Barragan, deckhand

President's Report

SMU was the first instance of a licensed and unlicensed maritime union working out a formal arrangement to protect the interests of their members. It was made possible by the close working relationship between the SIU and District 2, which has spanned several decades. It is a full partnership in every sense of the word.

The about-to-be-merged NMU and District 1 may try to make a similar claim, but you have to wonder. There is nothing in the recent history of District 1 which would lead one to suspect that unlicensed seamen, especially in the engineroom, will have much of a future in a new organization which includes an association of en-

gineers who want to take over the jobs of QMEDs and DEMACs. True unity comes only when there is mutual respect for the rights of all parties involved.

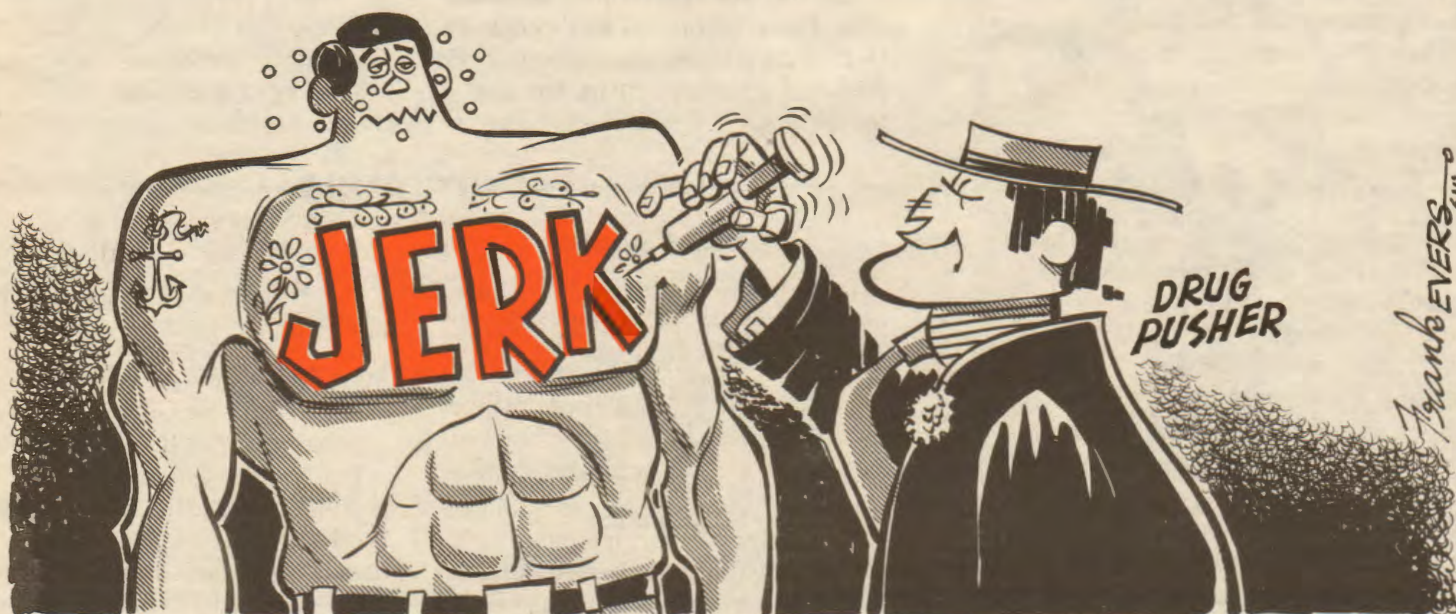


Dispatchers Report for Inland Waters

SEPTEMBER 1-30, 1987

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	0	1	0	0	0	2	0	1
Baltimore	6	0	0	6	0	0	4	0	0
Norfolk	32	12	0	35	7	0	35	10	0
Mobile	1	0	0	0	0	0	1	0	0
New Orleans	0	0	0	0	0	0	2	0	0
Jacksonville	2	2	4	1	1	2	1	1	2
San Francisco	0	0	0	0	0	0	0	0	0
Wilmington	3	0	26	20	29	34	34	5	0
Seattle	0	2	0	0	0	0	0	0	0
Puerto Rico	0	0	0	0	0	0	0	0	0
Houston	3	4	3	2	3	4	6	3	4
Algonac	10	2	0	11	3	0	11	4	0
St. Louis	0	0	5	1	2	0	1	2	8
Piney Point	1	0	0	0	0	0	1	0	0
Totals	60	22	39	76	45	40	98	25	15
ENGINE DEPARTMENT									
New York	0	0	0	0	0	0	0	0	0
Philadelphia	0	0	0	0	0	0	0	0	0
Baltimore	0	0	0	0	0	0	0	0	0
Norfolk	15	7	0	7	6	0	10	8	0
Mobile	0	0	0	0	0	0	0	0	0
New Orleans	0	0	0	0	1	0	0	0	0
Jacksonville	1	0	0	0	0	0	1	0	0
San Francisco	0	0	0	0	0	0	0	0	0
Wilmington	0	1	4	0	0	0	17	8	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	6	4	0	6	4	0	12	2	0
St. Louis	0	0	0	0	0	0	0	0	0
Piney Point	0	0	0	0	0	0	0	0	0
Totals	22	12	4	13	11	0	42	18	0
STEWARD DEPARTMENT									
New York	0	0	0	0	0	0	0	0	0
Philadelphia	0	0	0	0	0	0	0	0	0
Baltimore	0	0	0	0	0	0	0	0	0
Norfolk	15	7	0	14	5	0	18	15	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	2	0	1	0	0	1	2
San Francisco	0	0	0	0	0	0	0	0	0
Wilmington	0	0	2	0	0	0	36	28	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	1	0	0	0	0	0
Algonac	2	1	0	2	1	0	3	2	0
St. Louis	1	0	1	0	1	2	0	0	1
Piney Point	0	0	0	0	0	0	0	0	0
Totals	18	10	5	17	8	2	57	46	3
Totals All Departments	100	44	48	106	64	42	197	89	18

*"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.



DON'T BE USED!
IF YOU HAVE A DRUG PROBLEM, HELP IS AVAILABLE.
CONTACT YOUR PORT AGENT OR PINEY POINT!

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

Rep. Tim Johnson

A FOURTH generation South Dakotan, Congressman Tim Johnson (D-S.D.) was elected to Congress in November 1986 with nearly 60 percent of the vote.

Johnson is a graduate of the Vermillion (S.D.) High School and earned a bachelor of arts degree from the University of South Dakota, where he was awarded the Phi Beta Kappa academic honor. He also holds a master of arts degree from that university in political science. He later studied at Michigan State University in the post graduate political science program, and earned a law degree (J.D.) from the University of South Dakota in 1975.

In the early '70s, Rep. Johnson worked as budget adviser to the Michigan State Senate Appropriations Committee and began private law practice in Vermillion in 1975. Ten years later he was Clay County Deputy State's Attorney.

He was elected to the South Dakota State House of Representatives in 1978 and was re-elected in 1980. When a 1980 reapportionment left a state Senate seat open, he ran for the state Senate and was elected in 1982 and ran unopposed in the election two years later.

In the South Dakota legislature, Johnson served on the Joint Appropriations Committee and the Senate Judiciary Committee. He was the ranking Senate Democrat on the Appropriations Committee and was regarded as a leading spokesman for his party on budget issues in the legislature.

The congressman earned a reputation for effectiveness and influence in the legislature. He received the first annual Billie Sutton Award for Legislative Achievement from the South Dakota Democratic Party, and was



Rep. Tim Johnson

named the Outstanding Citizen of Vermillion in 1983, the same year the South Dakota Education Association presented him its "Friend of Education" Award.

After election to the U.S. Congress as South Dakota's only member of the House of Representatives, Johnson was named to serve on the Committee on Agriculture and the Committee on Veterans Affairs.

The congressman has come out with some strong viewpoints on the defense of this country. "The balance that we must seek in our defense spending," he writes in a defense position paper, "is to ensure that we are strong enough that we don't invite military adventures from our adversaries, yet not spend so much that we cannot fund our real human needs."

He believes that the Reagan administration's defense requests often exceed what is actually needed and that it also has misplaced some of its priorities as to where the money should go.

But while he is often critical of large outlays for certain defense projects, Johnson does believe that more money needs to be spent in certain areas, particularly in military readiness. "If we cannot respond to problems in the world in a quick and effective manner, then we are certainly not doing ourselves or countries that rely on us any service."

Rep. James A. Hayes

A LIFETIME resident of Lafayette, La., Congressman James A. "Jimmy" Hayes (D-La.) was elected to the U.S. House of Representatives, 100th Congress, on Nov. 4, 1986 with 57 percent of the vote from his seventh district.

He was graduated from Lafayette High School and went on to earn a B.S. in political science from the University of Southwestern Louisiana and a law degree (J.D.) from Tulane University School of Law.

Admitted to the Louisiana State Bar in 1970, the congressman became a practicing attorney at law, representing primarily business, real estate and banking interests, and was associated with several law firms prior to taking a position as commissioner of Financial Institutions for the state of Louisiana.

He served as a member of the Louisiana Farm Market Commission and was assistant district attorney in the parishes of Lafayette, Acadia and Vermilion (the first, third and fourth largest of the nine parishes contained in the seventh district) for nine years.

As assistant district attorney, Hayes maintained a slightly better than 96 percent conviction rate. He helped redraft and rewrite the Louisiana Banking Code in its entirety, and in-



Rep. Jimmy Hayes

dependently drafted regulations to implement Louisiana securities law. Both laws were passed by the Louisiana legislature and have been praised by national organizations.

As commissioner of Financial Institutions, his office always maintained a balanced budget and, in fact, returned \$7.5 million in the two years of his service.

In the U.S. Congress, Hayes was appointed to the U.S. House Committee on Public Works and Transportation and will serve on the subcommittees of Economic Development and Water Resources. He also was appointed to the U.S. House Committee on Science, Space and Technology and will serve on the subcommittees of Space Science and Applications; Science, Research and Technology; and Transportation, Aviation and Materials.

Kuwait Charters U.S. Tanker

After reflagging 11 of its own tankers under the Stars and Stripes, the government of Kuwait has come to terms with Marad to charter an American tanker, the 265,000 DWT *Maryland*.

By chartering the *Maryland*, owned by Marad, U.S. law concerning crewing will apply. All officers must be U.S. citizens, and 75 percent of the unlicensed crew must be Americans. The reflagged Kuwaiti tankers only carry an American master.

The reflagged tankers are receiving U.S. Navy protection in the Persian Gulf where attacks on shipping by both Iran and Iraq have increased during the past several weeks. In addition,

more and more mines have been found near the shipping lanes.

When those ships were first reflagged, it caused a storm of protest. The U.S. government waived crewing requirements, claiming a 100-year-old law allowed the tankers to carry only a U.S. captain. Since that time, several bills have been introduced in Congress to correct that situation, including one which would require that all ships reflagged U.S. carry 100 percent American unlicensed crews.

There is some expectation that Kuwait will charter other idle U.S. ships. Glenagle Shipping Management (Houston) will operate the ship and make crewing arrangements.

Labor, Politicians Meet in Baltimore



The SIU was well-represented at a recent meeting of the East Baltimore Citizens Committee. The committee, created by Maryland Gov. William Donald Schaefer, keeps the lines of communication open between government and citizens. Pictured above are William Zenga of the Operating Engineers, Local 25, Marine Division; SIU Rep. Frank Paladino; Gov. Schaefer; Baltimore Port Agent Bob Pomerlane, and Ed Harrington of the Operating Engineers, Local 25, Marine Division.

Personals

Help Needed

If anyone knows the whereabouts of the wife or son of former Seafarer Ray William Sweeney, please get in touch with Clarence E. Free, 12459 Yancy, Houston, Texas 77015; tel. (713) 453-1693.

Paul Pallas

An old shipmate would like to get in touch with you. Please write to Clinton A. McMullen, 2 Alfred

Rd., Kingston Township, Wyoming, Penn. 18644.

Dave

Marie, the cabbie in Savannah (Dec. 1981), would like to hear from you. Call her at (913) 339-9511 or write: 8415 W. 108th St., #B, Overland Park, Kansas 66210.



Presenting their beautiful culinary confection to the birthday girl are members of the *Bonnyman's* steward department: Walter Johnson, crew mess; Mohamed Abdelfattah, 3rd cook; Patricia Port, saloon mess; John Hanrahan, chief cook, and Brian Gross, chief steward.

Birthday Aboard the Bonnyman

The *M/V 1st Lt. Alex Bonnyman* (Maersk) recently spent a couple of weeks in the port of Bayonne, N.J.

It was a convenient time for the ship's second mate, John A. Denton, to visit with his family. He writes:

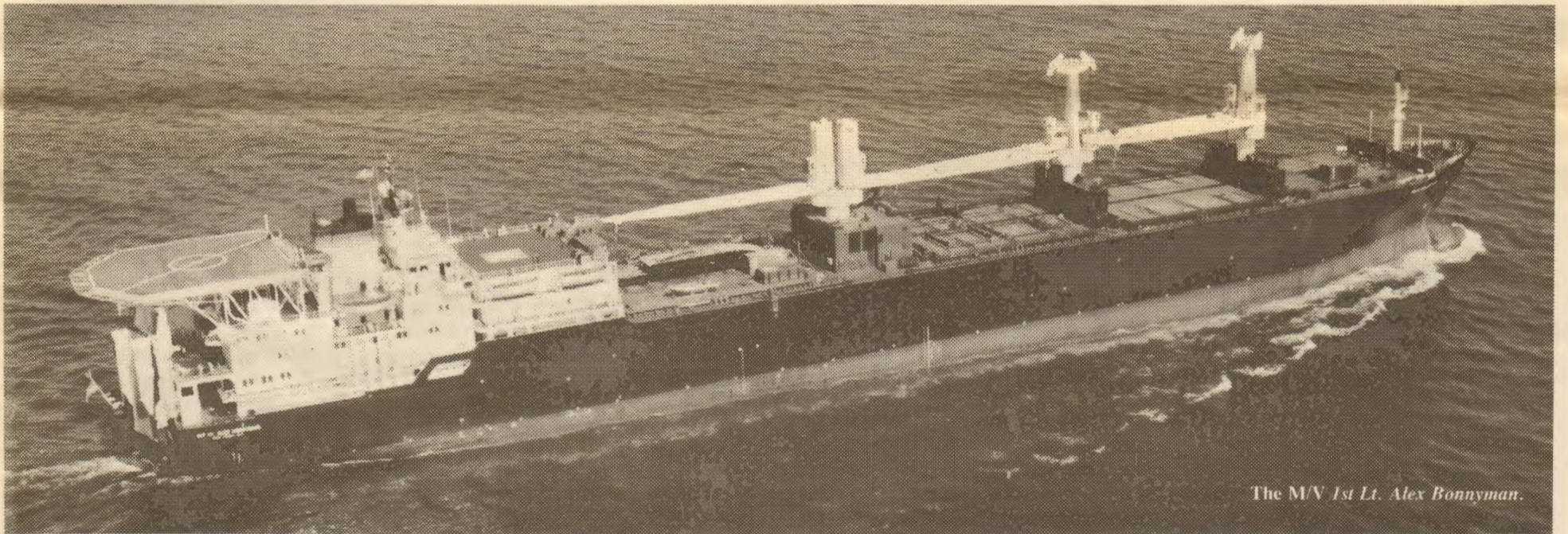
"I would like to thank Chief Steward Brian Gross and his staff for the gracious way my family was treated when visiting the vessel. My daughter had a birthday while on the vessel, and the steward department gave her a birthday party she will never forget.

"The cake that the steward baked could not have been equalled by the finest bakers ashore."

And thanks to Alfredo De Luise for sending us the photos commemorating that special day.



Second Mate John A. Denton with his daughter.



The *M/V 1st Lt. Alex Bonnyman*.

Pacer Goose 87 Resupply Mission Is A Success

Commendations for a job well done were given to masters, officers and crew of the *M/V Samuel L. Cobb* and the *M/V Lawrence H. Gianella* (Ocean Ships, Inc.) for their participation in Exercise Pacer Goose 87.

The voyages to Thule and Sondre Strom, Greenland, were part of the annual resupply of petroleum product cargoes to the U.S. Air Force and NATO Arctic region bases there—and are vitally important to the security interests of the U.S.

The NAVGRAM document from U.S. Navy Captain T.P. McGuire to the ships is reprinted at right.



TO: *M/V Samuel L. Cobb*
M/V Lawrence H. Gianella
 FROM: Capt. T.P. McGuire
 SUBJ: Exercise Pacer Goose 87 Support

1. You and your crew are commended for your professionalism, adept seamanship and shiphandling proficiency demonstrated during operations under adverse weather conditions in support of the Pacer Goose 87 resupply mission.
2. The professionalism and positive attitude of the officers and crew of the *M/V Samuel L. Cobb* and the *M/V Lawrence H. Gianella* made extremely difficult cargo discharge operations seem routine.
3. It is noted that ice and weather conditions encountered this past season were the worst on record and that expert seamanship to handle the difficult maneuvering conditions was required. The accomplishment of your vital mission was in keeping with the highest traditions of the Military Sealift Command.
4. Well done.

Rare Victory for Oppressed Crew

(Continued from Page 4.)

on FOC ships so that when the wages approach that of the developed nations, crews would no longer be gotten from the evolving nations. Arrogantly, shipping and P&I insurance companies flatly ask such crews, "Do you think a Greek shipowner would hire anyone other than a Greek or other Europeans if the crew cost was the same?" Even the Philippine consuls agreed, adding that "the number of jobs being lost to other countries, like Sri Lanka and Pakistan, is due to the increase of ITF action and contracts of FOC ships with Filipino seamen; thus, take what you can get and don't make any trouble!"

"In some ways it's helping to create that 'level playing field' and stopping the 'slave ships'," Morris said. "It is refreshing that just recently the marine insurance companies are finally reaching a similar conclusion by more cautiously insuring FOC ships from countries like Cyprus, Gibraltar and Panama due to their bad records with losses twice to triple that of other nations. This might be just another twist of the screw to extract higher insurance premiums, but maybe they are acting responsibly for a change."

SIU Joins NFL Players on the Picket Line



Washington Redskin's center Russ Grimm autographs a picket sign for Diane Coleman and Tammy Padgett, SIU headquarters workers who joined the Skins and some 20,000 other union members and supporters outside Robert F. Kennedy Stadium in Washington, D.C. The massive demonstration was held the first week scab games were played during the National Football League Players Association Strike. At RFK, NFLPA supporters almost outnumbered the people inside, where the normally sold-out stadium (159 games in a row) was only half-full. After 24 days on strike, the players ended their walkout and filed an anti-trust suit against the owners.

VICE PRESIDENTS' REPORT

(Continued from Page 5.)

rights. Workers in the maritime and transportation sectors have been particularly hard hit.

Six years ago, getting a contract was a relatively routine matter. Now, union representatives find themselves tied up for months and years at a time in the courts fighting greedy owners.

The latest example of this is McAllister and Curtis Bay. SIU members are currently striking these two tug companies which have asked for substantial and unconscionable give-backs.

The workers in these companies have stood united against the companies. Scab workers now manning the vessels have run their vessels aground and have proven generally unreliable.

It's important to remember that the rights of our SIU brothers and sisters in these companies will ultimately be decided upon in the courts. The next president will have a chance to undo the harm caused by President Reagan's appointments to the National Labor Relations Board.



GREAT LAKES

by V.P. Mike Sacco

THE SIU won its strike against the Champion Auto Ferry Company which runs a ferry service between Algonac and Harsen's Island. The Union represents the pilots and deckhands on these vessels. I'd like to give a vote of thanks to SIU Rep Byron Kelley who handled the negotiations, and to the members themselves who stood united.

Michigan House Bill H.R. 4474, also known as the Sailor's State Tax Reform Bill, would relieve Michigan seamen of the burden of filing income tax returns on a quarterly basis. Unfortunately, this much-needed bill has run

into a little bit of a snag. The governor and the legislature are at loggerheads over the bill's wording. SIU Field Rep Larry Query, who testified on behalf of the SIU earlier this year, is monitoring the bill's progress.

Great Lakes seamen have been following the Canadian Free Trade talks with great concern. Local newspapers have reported favorably on the pact, but there has been little, if any, mention of the maritime industry, which stands to lose a great deal if the pact is enacted in its present form. At best, the pact would freeze support to the maritime industry at its present, depressed levels. Canadian operators would be able to compete for any new work generated by changes in cargo preference laws. Given the generous system of subsidies that Canadian operators enjoy, this would give Canadian shipping interests an almost insurmountable edge for this new work.

Michigan is one of the target states for the 1988 primaries. It is a caucus state, which means that the March 26 primary date will be an important test of the candidates' organizational strengths.

So far, at least, the Republicans have been garnering most of the publicity. The Michigan party has been torn between the moderates, who tend to support Vice President George Bush, and the evangelicals, who have demonstrated a surprising ability to organize. On the Democratic side, organized labor will play a critical role in determining the winner. Michigan is one of the most heavily organized states in the country. To give you an indication of how strong labor is here, the Detroit Lions failed to attract more than 5,000 people to the stadium during the first week of the NFL players strike. Michiganders like their football, but not if it's played by scabs.

Finance Committee Completes Work at Headquarters



The Union's quarterly finance committee spent several days at headquarters last month as they went over the SIU's expenses. Pictured above are Chief Electrician Red Harris, AB Ray Fernandez, Chief Steward Wheeler M. Washington, QMED and committee chairman Tom Doran, Chief Steward Michael Calhoun and Chief Steward Alexander P. Reyer.

Seafarers

HARRY LUNDEBERG SCHOOL OF SEAMANSHIP



Piney Point Maryland

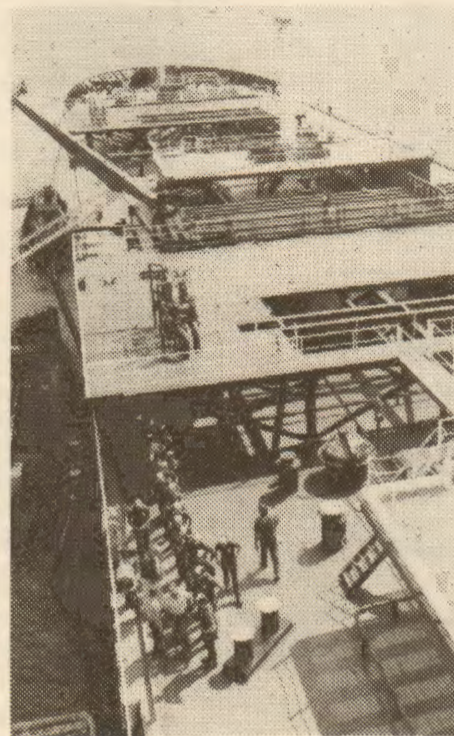
Piney Point Visited by New T-5 Tanker

The day was bright and sunny and the gusty winds whipped up small whitecaps on the Potomac River as the contingent of visitors from SHLSS made its way to the end of Steuart Petroleum's long concrete pier at Piney Point. Waiting to receive them was the U.S. merchant fleet's newest T-5 tanker, the *Lawrence H. Gianella*, noisily unloading its cargo of highly explosive jet fuel. On September 23, an eager group of SHLSS trainees and school representatives were treated to an impressive tour aboard the tanker. Built in Tampa, Florida and weighing in at a hefty 30,000 gross tons, this modern ship will be plying the waters up and down the Atlantic coast under a JP4 Military Sealift Command Time Charter 2MS contract for the next five years. The jet fuel being unloaded this day was brought up from Beaumont, Texas, stored in government-rented tanks on shore and eventually transported to power the jets at Andrews Air Force Base.

The *Lawrence H. Gianella* is owned by Ocean Ships, Inc. (Houston, TX), captained by Master Robert Sheen,

and manned by a crew of 35. Obviously proud of their modern, well-maintained vessel, several crew members took turns showing their guests the entire workings of the ship from the top of the bridge, through the galley and the spacious private crew quarters down into the lowest level of the engine room where the noise level reached the 90 decibel range. One tour leader, Third Mate Pat Burke, was a 1978 graduate of the SHLSS. He was obviously delighted with being able to host visitors from his old school and to explain the many intricate workings of the bridge with its state-of-the-art CAS (Collision Avoidance System). Captain Sheen was especially gracious, welcoming the visitors into

► SHLSS trainees board the *Lawrence H. Gianella*.



his office and volunteering as much information about the ship's operations as possible. He explained that in addition to trips from Houston, Beaumont, and Key West, they are looking forward to making a possible December run down to Antarctica. Orders are generally given one trip ahead; however, that can change at any time, depending on the needs of the military.

In executing its primary duty of transporting jet fuel for the Air Force, the *Lawrence H. Gianella* becomes a part of the Naval Reporting System. In order to ensure a quick response in case of national emergency, the Navy is very particular in requiring the reportage of the tanker's positioning and scheduling at all times. This information is

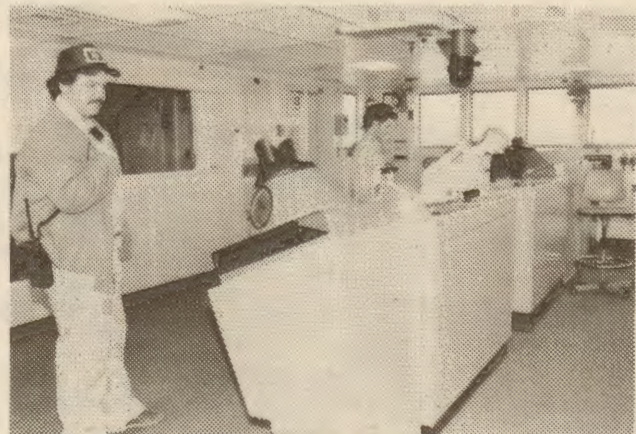
relayed through a network of satellites positioned around the globe. At one point, during a regularly-scheduled run, the bridge got a sudden call to help its sister ship, the *Paul Buck*, to refuel at sea. Being a government-contracted vessel, the *Gianella* is also involved in a federal program which designates it as a reporting agent in search of stolen boats or boats used for criminal intent—(drug smuggling). Naturally, all of this involvement with the government generates an enormous amount of paperwork for captain and crew; something which they view as a necessary evil. It's all a part of being our nation's Fourth Arm of Defense—the U.S. Merchant Marine which now, more than ever, is relying on government work to help sustain the industry.



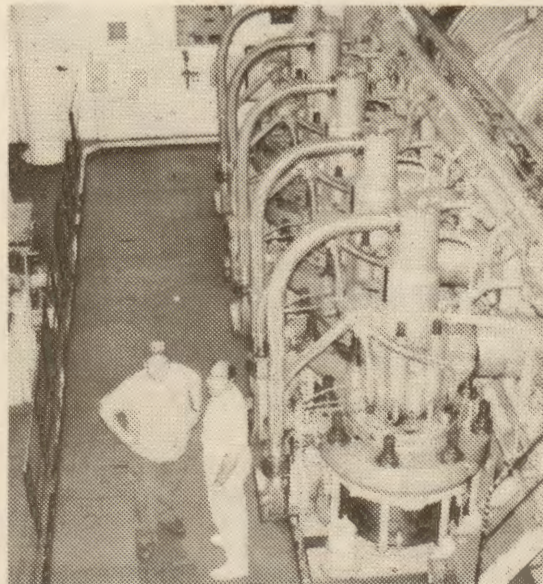
▲ At left is Piney Point Port Agent Al Raymond with SHLSS trainees being shown around by Bosun Al Caulder, on the right.



▲ SHLSS Vice President Ken Conklin presents Captain Robert Sheen with a souvenir SHLSS/SIU cap.



▲ Third mate Pat Burke on the bridge of the T-5 tanker *Lawrence H. Gianella* with visitor Chris Tennyson inspecting the CAS (Collision Avoidance System) radar.



◀ SIU/SHLSS Manpower Coordinator Bart Rogers (right) and QMED Bob Cauldwell inspect the powerful engine of the *Lawrence H. Gianella*.

Earn Your College Degree at Piney Point!

Members of the SIU sailing in the deck or engine departments can earn a two-year associate in arts degree by attending classes at the Seafarers Harry Lundeberg School of Seamanship. Degrees in Nautical Science Technology or Marine Engineering Technology can be earned by combining credits from upgrading classes with credits earned in general education classes (math, English, science, etc.). The degree programs are approved by the Maryland State Board for Higher Education.

The program is designed so that

students can come to school for an eight-week session of the college general education courses. During that time, students take two to three courses in subjects such as physical science, college mathematics, sociology, composition, psychology, etc. The choice of courses is up to the student and is based on his or her particular needs and interests. Students return to Piney Point for courses when their schedules allow so that they can complete the number of courses needed to earn the degree. Most students are able to complete the

general education requirements for the degree in three to four eight-week sessions. Some students have attended one, two or even three sessions in a year's period.

The schedule for college program sessions appears in the LOG each month on the same page as the upgrading schedule. Seafarers are encouraged to take advantage of this great educational opportunity. For more information about the college programs, contact the Seafarers Harry Lundeberg School of Seamanship, College Programs Office.



Our First Success . . .

On July 31, 1987, the SHLSS graduated its first student to receive an Associate in Arts degree through its own in-house program, Jonathan Dierenfeld from Seattle, Wash. He originally graduated from the SHLSS as a trainee in 1975. Shipping out of Seattle at four-month intervals, Mr. Dierenfeld used his time between jobs to go to school and most recently has been sailing on a small freighter out of Alaska.

He found out about the SIU and the SHLSS in a round-about way. While in Montana, he picked up a hitchhiker who wanted to be in

the merchant marine since he was a boy. This young man told Dierenfeld all about the SIU and got him to thinking that this might be the life for him also. After traveling around to numerous port cities, he ended up in Baltimore where he was given an application to the SHLSS. Graduating in 1975, he returned in 1977 and got his A-Book. About a year ago Dierenfeld began taking college freshman math, English composition and literature, and Industrial Psychology for his AA degree here at the SHLSS. He would very much like to see the program's continued

growth and emphasis on quality education, and he encourages other SIU members to take advantage of the program. Mr. Dierenfeld waxes philosophical when reflecting on his educational experience in his "Message to the Next Watch":

One reason for the failure of many is the fact that they insist on manipulating

reality to conform to personal perception rather than seeing things objectively. Let's accept each other for what we are and appreciate what each of us has to offer. This is not to say that we should lie back and do nothing with ourselves, for learning is a lifelong process. It starts with dedicating ourselves to understanding the laws of the universe. Once we obtain an understanding of these natural laws of existence, we arrive at the essence of spirituality and peace.

A Cooking Lesson!?

Originally from Detroit and now living in San Diego, seaman Nick Nagy, who enrolled at SHLSS recently as a third mate student, has obtained his U.S. Coast Guard licensing. After first coming to SHLSS in 1981 for the Mates Program and later for the Recertified Bosuns, Nagy began studying on his own to work toward his goal of becoming a licensed seaman. He found that his independent study, however, was rather haphazard and lacked direction. Also, it was difficult for him to fit his studies into his daily schedule of working and supporting his wife and four children.

Nagy finally decided that the only way he could adequately prepare for his licensing test would be to return to the SHLSS. The struc-

tured course of study, along with highly dedicated teachers and a full-time learning atmosphere, all worked together to help Nagy concentrate totally on his work. He credits hard work and lots of "after-hours" attention given by his instructors for his success in passing his licensing exam. He sums up his learning experience at SHLSS this way: "Learning the material here is just like someone teaching you how to cook. You can be given all the ingredients to a recipe, but the only way you are going to get a tasty meal is to take that recipe and try it out yourself. Here at the school, the instructors give us all the information we need to do the job right. It's up to the student to take that information and actually take the initiative to apply it."



▲ Third mate Nick Nagy

ALL MEMBERS:

If you have a deep sea deck or engine license please fill out the below coupon and mail it with a xerox copy of your license to:

Manpower Coordinator
S.H.L.S.S.
Piney Point, Maryland, 20674

NAME: _____
LAST FIRST MIDDLE

MAILING ADDRESS: _____

HOME PHONE: _____
AREA CODE

SSH: _____

BOOK NO: _____

TYPE & CLASS OF YOUR LICENSE: _____

When would you be available to ship on your license if a job opportunity was available?

DATE: _____



1987 Upgrading Course Schedule



Programs Geared to Improve Job Skills And Promote U.S. Maritime Industry October 1987 — December 1987

The following is the current course schedule for October 1987 — December 1987 at the Seafarers Harry Lundeberg School of Seamanship.

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

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

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

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

Engine Upgrading Courses

Course	Check-In Date	Completion Date
Fireman/Watertender, Oiler <i>*Sealift Operations & Maint.</i>	October 12 December 7	December 4 December 31
Electro-Hydraulic Systems <i>*Sealift Operations & Maint.</i>	November 9 December 21	December 18 January 15
Diesel Engineer — Regular <i>*Sealift Operations & Maint.</i>	October 12 November 23	November 20 December 12

Deck Upgrading Courses

Course	Check-In Date	Completion Date
Celestial Navigation	November 2	December 4
Radar Observer	December 7	December 12
Radar Observer (Renewal)	Open ended course, however, must notify SHLSS before entering this course.	
Inland Deck Shiphandling Simulator	October 12	October 16

Recertification Programs

Course	Check-In Date	Completion Date
Steward Recertification	November 2	December 7

Steward Upgrading Courses

Course	Check-In Date	Completion Date
Assistant Cook <i>*Sealift Operations & Maint.</i>	October 14 November 30	November 27 December 24
Assistant Cook <i>*Sealift Operations & Maint.</i>	November 25 January 11	January 8 February 5
Cook and Baker <i>*Sealift Operations & Maint.</i>	October 14 December 14	December 11 January 8
Chief Cook <i>*Sealift Operations & Maint.</i>	October 28 December 28	December 25 January 22
Chief Steward <i>*Sealift Operations & Maint.</i>	October 28 December 28	December 25 January 22

Adult Education Courses

Course	Check-In Date	Completion Date
For students who wish to apply for the GED, ESL, or ABE classes for the first six months of this year, the courses will be six weeks in length and offered on the following dates:		
High School Equivalency (GED)	November 2	December 14
Adult Basic Education (ABE) & English as a Second Language	November 2	December 11

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

College Programs

Course	Check-In Date	Completion Date
Associates in Arts	October 26	December 18

College Program Sessions Schedule for 1988

January 11	March 4
March 21	May 13
May 23	July 15
August 8	September 30
October 17	December 9

UPDATE OF

Honor Roll of QMED's

Name: _____
LAST FIRST MIDDLE

SSH BOOK#

Mailing Address STREET: _____

CITY: _____

STATE: _____ ZIP CODE _____

Date You Received QMED: _____

SPECIALTY COURSES COMPLETED:

Name of Course & Date: 1. _____

2. _____ 3. _____

4. _____ 5. _____

6. _____ 7. _____

If you are a Class I, QMED, have you applied to SHLSS to sit for your 3rd Asst. Engineers License?

If so, date: _____
DAY MONTH YEAR

Apply Now for an SHLSS Upgrading Course



Seafarers Harry Lundeberg School of Seamanship Upgrading Application



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

Address _____
(Street)

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

Deep Sea Member Inland Waters Member Lakes Member Pacific

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

Social Security # _____ Book # _____ Seniority _____ Department _____

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

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

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

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

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

Course(s) Taken _____

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

Date Available for Training _____

Primary Language Spoken _____

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

DECK

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

ENGINE

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

STEWARD

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

ALL DEPARTMENTS

- Welding
- Lifeboatman

ADULT EDUCATION DEPARTMENT

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

COLLEGE PROGRAM

- Associates in Arts Degree
- Nautical Science Certificate

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

You must list, or supply evidence of, sufficient time to qualify yourself for the course(s) you are requesting.

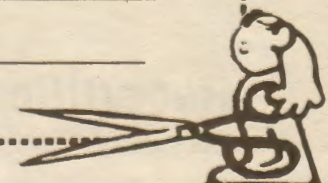
VESSEL **RATING HELD** **DATE SHIPPED** **DATE OF DISCHARGE**

SIGNATURE _____ DATE _____

RETURN COMPLETED APPLICATION TO:

Seafarers Harry Lundeberg Upgrading Center, Piney Point, MD. 20674

Rev 10/87



APL Crews Don't Go Hungry

SIU Stewards Feed the Presidents



APL's *President Garfield* in San Francisco.



Chief Cook S. Ghani (left) and Steward/Baker S. G. Wong keep an eye on a large roast.



APL's *President Monroe* made its regular San Francisco call recently and Patrolman Gentry Moore made the ship. Pictured above are (l. to r.) Chief Steward Floyd King, Chief Cook Robinson Crusoe Moore, Jake Dusich, APL's asst. food steward, and an MFW crewmember.



SIU Patrolman Gentry Moore (left) has a chance to help the SIU steward department onboard APL's *President Garfield* catch up on the latest Union news. They are (l. to r.) Samuel Smith, assistant cook; S. G. Wong, steward/baker, and Chief Cook S. Ghani.



Steward/Baker S. G. Wong serves 'em sunnyside up.



Burial at Sea for Senior Bosun

by Bob Borden, PAO, MSCPAC

Relatives, friends and former shipmates of Marty Collins gathered aboard the yacht *Pacific Spirit* in late September to pay their last respects to the senior bosun of MSCPAC. Collins died of heart complications Sept. 18 in Oakland.

Known as a strict, no-nonsense mariner aboard ship, he was also remembered as a kind-hearted man ashore who was everybody's friend. Collins, a naturalized American who was born in Nova Scotia, spent almost 44 years sailing with the U.S. government, first as an AB with the Army Transportation Service and later as a bosun with MSTs when it was created in 1949. During World War II, he was wounded in the leg bringing troops to Normandy and was aboard ships in the North Atlantic that were torpedoed by enemy submarines.

"Marty once told me that when he died, he wanted to be cremated and have his ashes tossed into the sea from the last ship he served aboard," said Irene Hall, Collins' close acquaintance over the past several years. Collins' final ship was the *USNS Mercy*, currently in Oakland, Calif. undergoing industrial work. The hospital ship isn't expected to move from its present berth until January, so Hall made plans with a local organization to have Collins' cremated remains put into the sea beyond the Golden Gate Bridge in San Francisco. About 75 persons were aboard the yacht, including five children of the veteran bosun, when it set

sail from Berkeley Sept. 27 for Collins' final voyage.

"He was a good bosun, real hardcore, but a fair man," said Collins' longtime friend, AB Edward Palmer, who first met Collins in 1965 on the *USNS Arnold*. "There's nothing closer than a shipmate, and I'm not afraid to say I wept when I heard Marty died."

Capt. Tom Savoie, the senior MSCPAC representative at the memorial service for Collins, spoke briefly to the mourners before Collins' ashes were put into the Pacific.

"I didn't know him personally but I am kin to him, for we are brothers of the sea," said Savoie. "I understand the hardships Marty must have suffered and the years he spent separated from his loved ones. But the sea has its compensations, and it's a good, productive life."

"It's evident he never regretted going to sea, since his last wish was to be joined with her after his death. On behalf of all mariners who have ever sailed a ship, we honor him and commend his spirit to God."

Commander Mike Ramming, a chaplain affiliated with an MSCPAC reserve unit, conducted the memorial service. As the friends and relatives of Collins walked along the starboard side of the yacht outside of the Golden Gate Bridge, they tossed single carnations and wreaths into the sea in tribute to the senior bosun of MSCPAC. His former shipmates said it was the kind of service Marty would have enjoyed.



Mourners at the memorial service for Bosun Marty Collins toss flowers into the sea in tribute to the former MSPAC mariner as his ashes are committed to the Pacific.

MSCPAC Stays On Course



AB Barry "Porpoise" Smith, the sailor's artist, recently completed a tour aboard the *USNS Mercy* and was placed back in the pool awaiting reassignment. He spent his shore time creating two impressive posters for MSCPAC, items which are popular in the fleet, ashore and in the maritime community. Smith also completed work on a series of prints which captured the spirit of the *Mercy's* recent humanitarian cruise to the Philippines. Prints from that series are being reproduced and sent to the various multiservice commands which were represented on the hospital ship during her deployment.

Containerization Exists in MSC

by Bob Borden, PAO, MSCPAC

When containerization of cargo first began back in the 1950s, many shipping companies believed it was the greatest advancement in shipping since the invention of the steamship. Given the economics of commercial shipping today, container vans are practically synonymous with private shipping. If you don't have them, you're unlikely to get much business.

It comes as a surprise to some, then, when they learn that MSC—a government organization—maintains a sizeable fleet of dry cargo and reefer vans, just like its commercial counterparts. In a dusty lot across the street from the main gate of NSC Oakland, MSCPAC leases three acres of land from Naval Supply Center Oakland to survey, repair and stock parts for containers which eventually make their way up and down the West Coast and across the Pacific. "The vans get a lot of use either on the highway or aboard ship," says George Holland, the only person in MCPAC with the title of container specialist. Holland oversees van repair work performed

by four employees of the Navy's Public Works Center.

Of the 600 MSCPAC containers, only about 50 are in Oakland, according to Holland. The remainder are in Port Hueneme, Honolulu, and Subic Bay, with some aboard MSCPAC controlled and chartered ships. "We've even loaned some to the Coast Guard and the Marine Corps," said Holland, a 12-year employee of the command.

A neighbor of MSCPAC on the other side of Building 310, the Navy Resale and Services Support Office, frequently uses 20-foot containers and fills them with Navy exchange items which are then shipped to stores throughout the Pacific. On other occasions, the versatile vans have been used as tool and supply storage bins for ships undergoing repair work, and they've been spruced up to house shipping displays at public transportation functions.

Years ago, MSC leased vans from a commercial firm but then discovered it was more cost effective to own the containers. Still, they aren't exactly

(Continued on next page.)

Small Business Is Good Business

by Bob Borden, PAO, MSCPAC

The U.S. government is the largest purchaser of goods and services in the world. MSC, for its part, helped the government maintain that distinction in fiscal year 1986 with expenditures totalling over \$1.8 billion. At a recent small business workshop at MSCPAC attended by 25 employees who deal with purchasing and contracts, Small Business Administration (SBA) representatives urged the command to make sure small and minority-owned businesses get their fair share of the MSC procurement pie.

Regional SBA representatives told assembled employees about some of the basic programs within the SBA procurement division and how their organization communicates with the Department of Defense.

"One of the reasons we encourage agencies to set aside procurement awards is to stimulate and increase the number of small businesses that could possibly bid on government contracts," said Robert S. Paccione, an assistant regional administrator with the SBA in San Francisco. "By doing this, we can stimulate the industrial base and hopefully increase the total number of sources for the government in different areas."

In general, Paccione says American small businesses do get a fair percentage of government work primarily through subcontracts. He estimates about 40 percent of government sub-

contract awards go to small businesses, with 20 percent of prime contracts going to smaller firms. "The primary purpose of the SBA in set-aside awards is to try and stimulate the number of awards to small businesses," he says. "We're always trying to increase that percentage."

Last year, 28 MSC contracts totalling \$51.4 million were awarded to small business firms, including one on behalf of the Army for the construction of four Logistic Support Vessels at a firm fixed price of \$41 million. COMSC's Diane Mukitarian, an SBA specialist who helped coordinate the MSCPAC conference with deputy EEO officer John Tate, would like to see more awards going to such firms in the future.

"It's not only important that the small businesses get their fair proportion of DOD business, it's a statutory requirement," she emphasized. "We're just playing our part and contributing to the Navy's overall contribution to the DOD program which is meant to ensure small businesses get a share of defense dollars."

DOD also has contracting goals for minorities and is aiming for 5 percent of DOD contract funds in the next two fiscal years to be awarded to business firms owned and controlled by socially and economically disadvantaged individuals. To assist contracting officers to locate small and minority firms

in their area, the SBA has established a program called PASS (Procurement Automated Source System) to assist small businesses to compete for government procurement opportunities. PASS is a national automated directory of small suppliers of goods and services. It lists profiles of almost 150,000 companies, including over 26,000 minority-owned and 27,000 women-owned firms.

MSCPAC's John Tate, who carries the formidable title of Deputy for Small Disadvantaged and Women-Owned Businesses, has been busy in the San Francisco Bay Area trying to get the

word out about MSCPAC and the procurement opportunities available from the command. Over the past few months, he and his staff have participated in small business fairs, held workshops for a black business exchange and attended an Hispanic business conference.

"MSCPAC is doing extremely well at the present time in the procurement area and we're seeing a greater proportion of business now done with smaller firms," notes Tate, who always likes to remind listeners that 98 percent of all companies in the U.S. are small firms.

Containerization

(Continued from Page 16.)

cheap. A 20-foot reefer van, for example, can cost up to \$23,000. Maintenance work usually runs around \$2,000 per van, according to Holland. Most of the repair work involves fork lift damage to container sides, or replacement of bottom rails which bend when they slide on the deck of a ship. A part of his job. Holland inspects every van when it's returned to his yard. He's also required to recertify containers for use every two years. "I've got more than enough work to keep me busy for some time to come," says Holland.

Though MSCPAC has some 35-foot vans, it doesn't have any 40-foot containers, a size generally considered the industry standard. Several years ago, however, MSC acquired 3,000 of the larger vans as part of the SL-7

procurement package when the command bought eight of the former container ships from Sea-Land. Those containers have since been sold or dispersed to military bases in the U.S. and abroad.

"Our vans may be smaller than the commercial containers but that doesn't mean they're lightweights" claims Holland. At a length of 20 feet, eight feet wide and just over eight feet high, an aluminum and plywood van can carry a gross weight of 44,800 pounds. "If the door will shut," says Holland, "the chances are pretty good the cargo inside can be moved."

Bruce Stallings, a cargo specialist with the transportation office in Building 310, keeps track of MSCPAC van movements through message traffic. Eventually, says Stallings, the container transactions will be monitored by computer.

KNOW YOUR RIGHTS

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

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

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

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

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

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

KNOW YOUR RIGHTS



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

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

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

KNOW YOUR RIGHTS

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

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

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

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

LNG Crews Ratify New Contract For Eight Ships

Seafarers aboard the eight Energy Transportation Inc. LNG ships overwhelmingly ratified a new three-year pact last month in a series of shipboard meetings.

Each of the distinctive ships carries an unlicensed crew of 19 on their runs from Indonesia to Japan. The SIU first crewed the ships in 1977 when the company won a 20-year contract to supply natural gas to Japanese utilities. Indications are the company may

win an extension of the contract which still has 10 years to run.

SIU Rep. Carl Peth traveled to the Far East to explain the contract to the crews. In addition to maintaining the manning scales aboard the eight ships, the new contract calls for annual 2 percent wage increases. Also, ordinary seamen onboard the ships received an extra 13 percent increase to overcome their re-rating to day worker status.

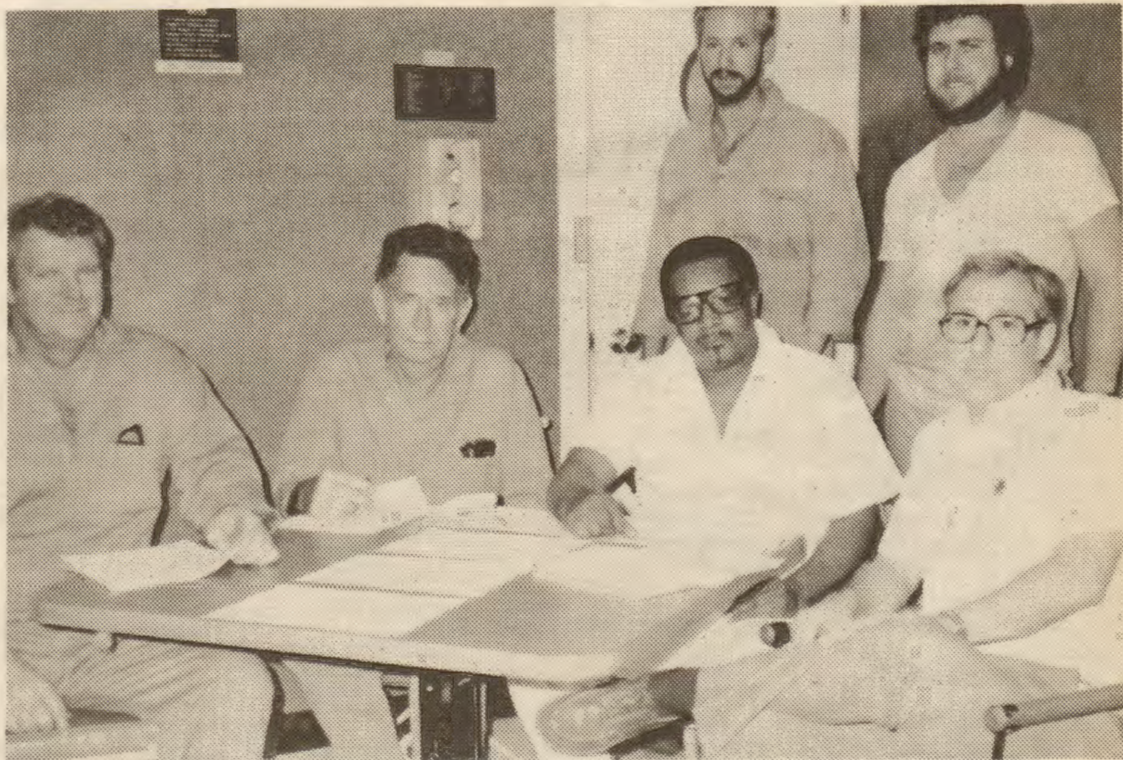


In the galley of the *LNG Gemini* are (l. to r.) SA Samuel Concepcion, Steward/Baker Harold Markowitz, AB Bert Gillis, Chief Cook Michael Ruggiero and SA Monica Kohs.

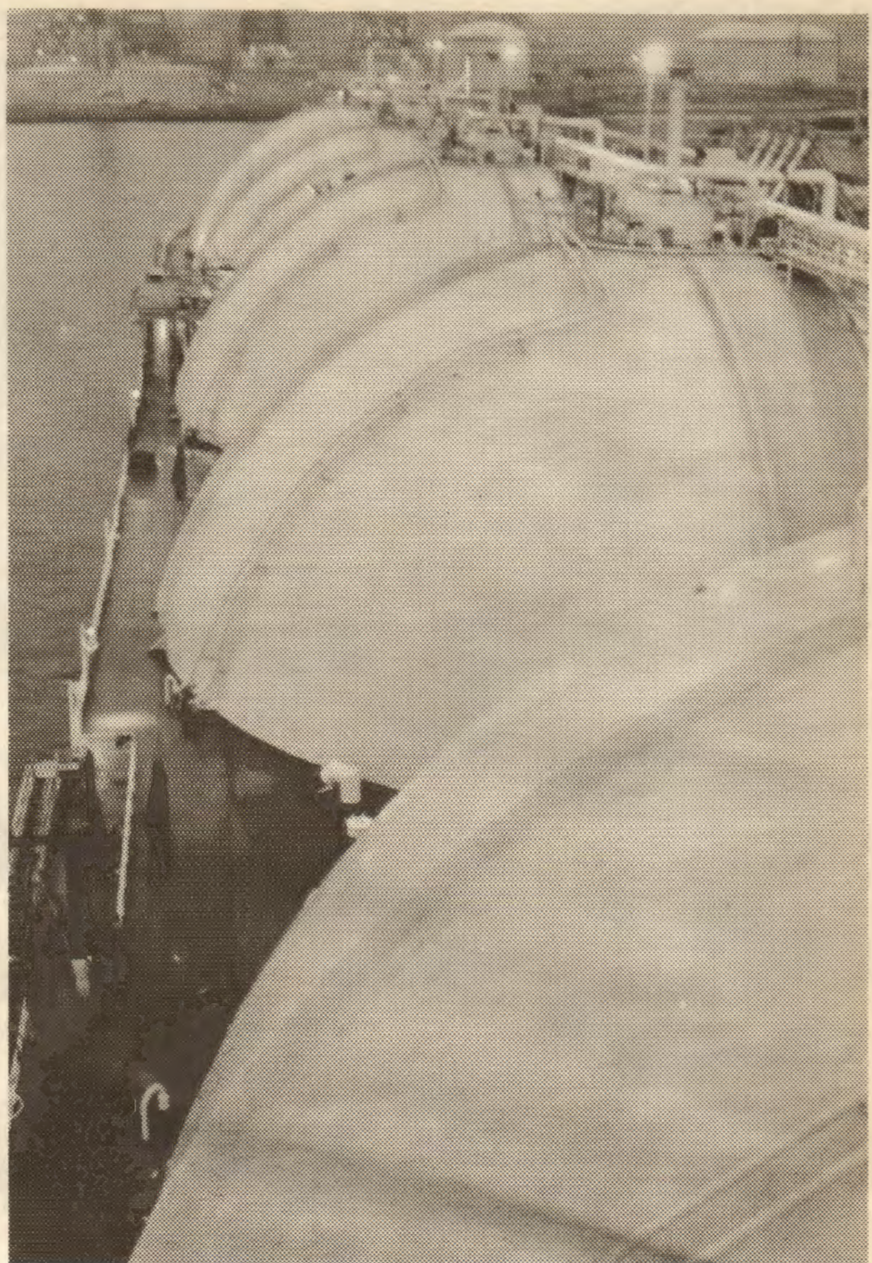


Four members of the *Gemini's* deck and engine departments meet in the lounge to discuss the new contract. They are (l. to r.) Wiper John Hoskins, QMED Barry Harris, AB Mohamed Rawi and OS Michael Strickland.

Onboard the *LNG Taurus* are (l. to r.) QMED Tom Maga, Bosun Fred Pheler, Steward/Baker Robert Adams and AB Al Pickford.



Onboard the *LNG Leo* the Ship's Committee meets in the lounge. Standing are QMED James Carnell (left) and QMED Keith Amos, sitting (l. to r.) are AB Charles Kahl, Bosun Luther Myrex, Steward/Baker Henry Jones and SIU Rep. Carl Peth.



LNG carriers are familiar to about everyone thanks to the distinctive tanks like these aboard the *LNG Aquarius*.



Part of the crew of the *LNG Capricorn* waits to start a meeting to go over the new three-year contract.

Digest of Ships Meetings

AMERICAN EAGLE (Pacific Gulf Marine), September 6—Chairman S. Kranzyczk, Secretary Neville Johnson Jr. No disputed OT was reported, although there was some problem noted in the steward department that the master is keeping track of the steward overtime (which is the steward/baker's duty). There is \$15 in the ship's fund. Crewmembers feel they need better clarification of the contract. A motion was made to reduce normal retirement to 62 years of age with the necessary sea time of 5,475 days. This would coincide with social security and also would be in line with the boatmen and Great Lakes tug members. The motion was directed to Vice President "Red" Campbell. It appears that the *American Eagle* is being observed! "About three days out of Rotterdam, a helicopter circled our vessel about three times, shone a search light and made very good observations. It never did make radio contact with the bridge. The trip before, an armed pirate boat observed this vessel." Next port and port of payoff: Savannah, Ga.

FALCON PRINCESS (Seahawk Management), September 13—Secretary Royce D. Bozeman, Educational Director D.E. Guajardo. Some disputed OT was reported in the engine department; otherwise everything is running pretty smoothly. Two chief cooks onboard the *Falcon Princess* both got off for medical reasons, leaving the vessel without a chief cook for 36 days. Some problems were noted with regard to working gear. A new ice maker is needed as well as a new washer and dryer. "This has been a pretty good trip, considering the run—Sudan." The steward department was given a vote of thanks for the fine job they did cooking without a chief cook. Next port: Boston, Mass.

1ST LT. JACK LUMMUS (AMSEA), Chairman Luke Meadows, Secretary Bill Bragg, Educational Director J. McCraine. No beefs or disputed OT. There is \$86 in the ship's fund. A vote was taken to send flowers to the commodore's father who is in the hospital. All voted in favor. Also brought up was the question of security guards roaming the vessel. A suggestion was made to report to the bridge when the guards are seen wandering in places other than the mess hall or gangway post. It was also suggested that the crew launch no longer be used to transport ship's stores. A vote of thanks went to the steward department and the Navy staff for the great beach party. Next port: Guam.

LNG GEMINI (Energy Transportation Corp.), August 16—Chairman Glen Miller, Deck Delegate Eugene Bousson, Engine

Delegate Mark Freeman, Steward Delegate Mike Ruggiero, Secretary Harold Markowitz. No beefs or disputed OT were reported. There is \$272 in the ship's fund. The bosun reported that there have been no problems and that the captain has noted that everything is running smoothly. He talked about the OS being underpaid. Now that they are on day work, he believes that their base wages and OT rates should be increased in the new contract. The steward asked everyone to help keep the lounge clean and to return all glasses and coffee cups when finished with them. The educational director reported that he has posted a map of Japan in the crew lounge. He also posted a local map of Nagoya with subway routes and various points of interest. The crew asked about the possibility of having the cabinets removed from the crew lounge and more chairs or a couch added so as to provide enough seating for everyone. Next ports: Bontang, Indonesia and Tobata, Japan.

GOLDEN ENDEAVOR (American Maritime), August 30—Chairman R.L. Schwander, Secretary E. Tinsley. Some disputed OT was reported in the deck department, and the engine department has a problem about working overtime. These problems will be taken up with the patrolman. This special meeting was called to clarify some misunderstandings aboard ship. A motion was made for the engineers or mates not to padlock the engine room doors or any other doors while on the vessel. The steward department was given a vote of thanks for a job "very, very well done. It was 100 percent better than last trip." Next port: New York.

PUERTO RICO (Puerto Rico Marine), September 6—Chairman A. Trikoglou, Secretary J.R. Colls, Educational Director W. Stevens, Deck Delegate J. Papamanolis, Engine Delegate A.H. Nelson, Steward Delegate R. Cosme. Some disputed OT was reported in the engine department. The ship will spend five days in Baltimore next week. The bosun will check with the boarding patrolman at that time about some of the problems aboard ship, and payoff will be as soon as some of the beefs have been taken care of. A vote of thanks was given to the steward department for the fine job.

SEA-LAND ECONOMY (Sea-Land), August 30—Chairman J.C. Brooks, Secretary H. Scypes, Educational Director Jose D. Hipolito, Deck Delegate R. Steele. No beefs or disputed OT. There is \$106 in the movie fund. Two men got off in England. One was taken to the hospital. The other, the bosun, had to fly home to attend to his

Monthly Membership Meetings

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

wife who just had a heart attack. The crewmembers took up a donation for the bosun's wife and sent flowers and a get-well card. The replacements for these two are supposed to join the ship in Port Everglades. At that time the chairman will also check with the boarding patrolman about OT in the steward department. A vote of thanks was given to the steward department for "a good four-man feeder." One minute of silence was observed in memory of our departed brothers and sisters. Next port: Port Everglades, Fla.

STAR OF TEXAS (Seahawk Management), September 19—Chairman B. Cronan, Secretary I. Fletcher, Educational Director D. Jekot. Everything is running smoothly with no beefs or disputed OT. The ship will anchor on arrival in Philadelphia and await docking orders. Payoff will take place on arrival. The chairman asked all eligible members to take advantage of the upgrading facilities at Piney Point. He also urged everyone to participate in the SIU's political activities by supporting SPAD. The steward department was given a vote of thanks for a job well done. Next port: Philadelphia, Pa.

STONEWALL JACKSON (Waterman), September 6—Chairman C.T. Lineberry, Secretary C. Rooks, Educational Director C.E. Hemby, Deck Delegate Donald M. Hood, Engine Delegate Jose Ortiz. Some disputed hours were reported in the

steward department and will be taken up with the patrolman at payoff. The bosun announced that the ship would pay off in Newport News, Va. and that all members getting off should leave their keys with the bosun or chief steward so that the new men can get their room keys. All departing members should also remember to strip their bunks and take all clean linen back to the linen locker. The educational director noted that one safety tape was shown this trip. The bosun spent \$85 of his own money for tapes, so everyone was asked to put some money into the movie fund to pay him back. There are now plenty of movies on the ship for entertainment. A suggestion was made to have launch service every hour instead of every two hours in all U.S. and overseas ports. One minute of silence was observed in memory of our departed brothers and sisters. Next Port: Norfolk, Va.

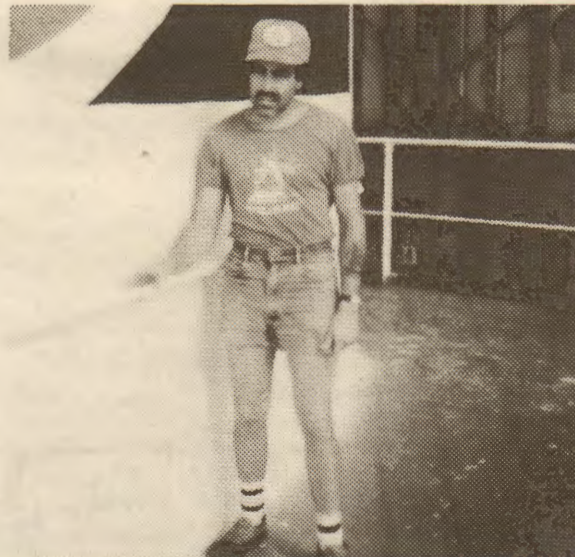
Official ships minutes also were received from the following vessels:

- | | |
|---------------------------|------------------------------|
| BALTIMORE | PONCE |
| BEAVER STATE | SEA-LAND ADVENTURER |
| CHARLESTON | SEA-LAND ANCHORAGE |
| 1ST LT. B. LOPEZ | SEA-LAND EXPRESS |
| GALVESTON | SEA-LAND INDEPENDENCE |
| INDEPENDENCE | SEA-LAND INNOVATOR |
| LONG BEACH | SEA-LAND LEADER |
| MOKU PAHU | SEA-LAND PRODUCER |
| OMI COLUMBIA | THOMPSON PASS |
| OMI MISSOURI | USNS ALGOL |
| OVERSEAS HARRIETTE | WESTWARD VENTURE |
| PANAMA | |

Sprucing Up the Long Beach



AB Juan Quing "Picasso" Passapera, works on the Sea-Land logo.



Paulino Flores, bosun aboard the *Long Beach*, supervises his gang, "the best deck department I've ever worked with."



Aboard the *SS Long Beach* (Sea-Land Service), crewmembers Daniel Hanbury, Felix Santiago and Carlos Passapera paint the stack as the vessel heads into Elizabeth, N.J. for payoff.

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

Dispatchers Report for Great Lakes

SEPT. 1-30, 1987

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	27	3	0	33	11	0	18	4
ENGINE DEPARTMENT									
Algonac	0	7	3	0	11	4	0	10	2
STEWARD DEPARTMENT									
Algonac	0	3	0	0	5	0	0	2	0
ENTRY DEPARTMENT									
Algonac	0	35	15	0	0	0	0	37	11
Totals All Departments	0	72	21	0	49	15	0	67	17

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

Directory of Ports

Frank Drozak, President
Joe DiGiorgio, Secretary
Leon Hall, Vice President
Angus "Red" Campbell, Vice President
Mike Sacco, Vice President
Joe Sacco, Vice President
George McCartney, Vice President
Roy A. Mercer, Vice President
Steve Edney, Vice President

HEADQUARTERS

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

ALGONAC, Mich.

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

BALTIMORE, Md.

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

CLEVELAND, Ohio

5443 Ridge Rd. 44129
(216) 845-1100

DULUTH, Minn.

705 Medical Arts Building 55802
(218) 722-4110

HONOLULU, Hawaii

636 Cooke St. 96813
(808) 523-5434

HOUSTON, Tex.

1221 Pierce St. 77002
(713) 659-5152

JACKSONVILLE, Fla.

8315 Liberty St. 32206
(904) 353-0987

JERSEY CITY, N.J.

99 Montgomery St. 07302
(201) 435-9424

MOBILE, Ala.

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

NEW BEDFORD, Mass.

50 Union St. 02740
(617) 997-5404

NEW ORLEANS, La.

630 Jackson Ave. 70130
(504) 529-7546

NEW YORK, N.Y.

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

NORFOLK, Va.

115 Third St. 23510
(804) 622-1892

PHILADELPHIA, Pa.

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

PINEY POINT, Md.

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

SAN FRANCISCO, Calif.

350 Fremont St. 94105
(415) 543-5855

SANTURCE, P.R.

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

SEATTLE, Wash.

2505 1 Ave. 98121
(206) 441-1960

ST. LOUIS, Mo.

4581 Gravois Ave. 63116
(314) 752-6500

WILMINGTON, Calif.

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

Dispatchers Report for Deep Sea

SEPTEMBER 1-30, 1987

Port	*TOTAL REGISTERED All Groups			TOTAL SHIPPED All Groups			Trip Reliefs	**REGISTERED ON BEACH All Groups		
	Class A	Class B	Class C	Class A	Class B	Class C		Class A	Class B	Class C
DECK DEPARTMENT										
New York	53	12	3	46	3	2	9	93	16	1
Philadelphia	1	3	1	3	2	0	0	1	7	2
Baltimore	10	6	0	5	6	0	1	18	3	0
Norfolk	15	12	3	14	5	1	5	27	10	4
Mobile	12	2	1	4	3	1	1	19	4	2
New Orleans	37	12	3	31	5	4	7	65	14	5
Jacksonville	38	13	4	23	5	1	4	52	17	5
San Francisco	31	12	15	23	6	13	5	50	13	14
Wilmington	21	7	3	21	9	1	5	28	6	9
Seattle	38	9	7	35	6	3	8	62	8	7
Puerto Rico	14	3	0	12	1	0	5	25	4	0
Honolulu	6	7	0	7	10	1	5	6	8	1
Houston	46	8	0	40	12	0	7	57	2	0
St. Louis	0	0	0	0	0	0	0	0	0	0
Piney Point	2	2	1	0	2	1	0	3	1	1
Totals	324	108	41	264	75	28	62	506	113	51
ENGINE DEPARTMENT										
New York	28	5	1	20	5	0	6	60	9	1
Philadelphia	2	2	1	1	2	1	1	3	3	0
Baltimore	8	4	0	6	1	0	0	12	4	1
Norfolk	14	7	1	9	6	1	4	14	5	0
Mobile	6	3	0	6	1	0	0	7	5	0
New Orleans	24	10	0	20	5	1	3	43	14	3
Jacksonville	26	2	3	20	3	1	4	34	3	6
San Francisco	17	7	7	17	2	5	2	21	8	7
Wilmington	7	3	1	7	4	0	1	17	6	2
Seattle	24	9	3	18	6	0	4	38	7	6
Puerto Rico	6	0	0	4	2	0	0	13	0	0
Honolulu	5	11	7	7	13	2	4	3	7	7
Houston	34	2	1	27	2	1	2	36	2	1
St. Louis	0	0	0	0	0	0	0	0	0	0
Piney Point	2	5	0	0	1	0	0	3	4	0
Totals	203	70	25	162	53	12	31	304	72	34
STEWARD DEPARTMENT										
New York	21	5	0	17	1	0	7	37	10	0
Philadelphia	1	0	0	0	0	0	0	2	3	0
Baltimore	3	2	0	4	1	0	1	5	1	0
Norfolk	4	5	1	2	0	0	5	5	5	2
Mobile	6	2	0	7	2	0	0	5	2	1
New Orleans	14	2	3	9	2	0	5	31	1	6
Jacksonville	16	6	0	10	6	0	3	17	9	1
San Francisco	33	5	6	29	6	2	13	68	9	10
Wilmington	9	4	0	7	0	0	0	13	4	1
Seattle	23	7	2	20	2	2	3	33	10	0
Puerto Rico	5	0	0	6	0	0	1	3	0	0
Honolulu	5	22	24	2	17	26	58	4	31	21
Houston	11	2	1	9	0	1	2	19	3	0
St. Louis	0	0	0	0	0	0	0	0	0	0
Piney Point	7	10	0	5	5	0	0	3	9	1
Totals	158	72	37	127	42	31	98	245	97	43
ENTRY DEPARTMENT										
New York	19	20	11	15	15	6	0	37	36	13
Philadelphia	5	3	1	1	1	2	0	5	7	0
Baltimore	1	6	0	2	2	1	0	2	4	0
Norfolk	7	7	8	6	5	4	0	10	12	13
Mobile	1	6	4	2	5	0	0	2	6	5
New Orleans	13	12	16	10	6	4	0	30	21	41
Jacksonville	5	9	3	5	3	3	0	7	17	7
San Francisco	32	11	20	11	8	17	0	71	15	24
Wilmington	8	12	9	9	9	7	0	18	21	16
Seattle	19	18	4	12	13	3	0	36	25	5
Puerto Rico	6	4	0	2	3	0	0	14	14	0
Honolulu	10	75	110	7	67	109	0	9	113	173
Houston	12	7	3	10	6	2	0	19	12	3
St. Louis	0	0	0	0	0	0	0	0	0	0
Piney Point	1	8	2	0	1	0	0	1	18	7
Totals	139	198	191	92	144	158	0	261	321	305
Totals All Departments	824	448	294	645	314	229	191	1,316	608	433

***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 September was down from the month of August. A total of 1,379 jobs were shipped on SIU-contracted deep sea vessels. Of the 1,379 jobs shipped, 645 jobs or about 47 percent were taken by "A" seniority members. The rest were filled by "B" and "C" seniority people. A total of 191 trip relief jobs were shipped. Since the trip relief program began on April 1, 1982, a total of 5,957 jobs have been shipped.

**Help
A
Friend
Deal
With
Alcoholism
and
Drugs**



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

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

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

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

Addictions Rehabilitation Center

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

Name Book No.

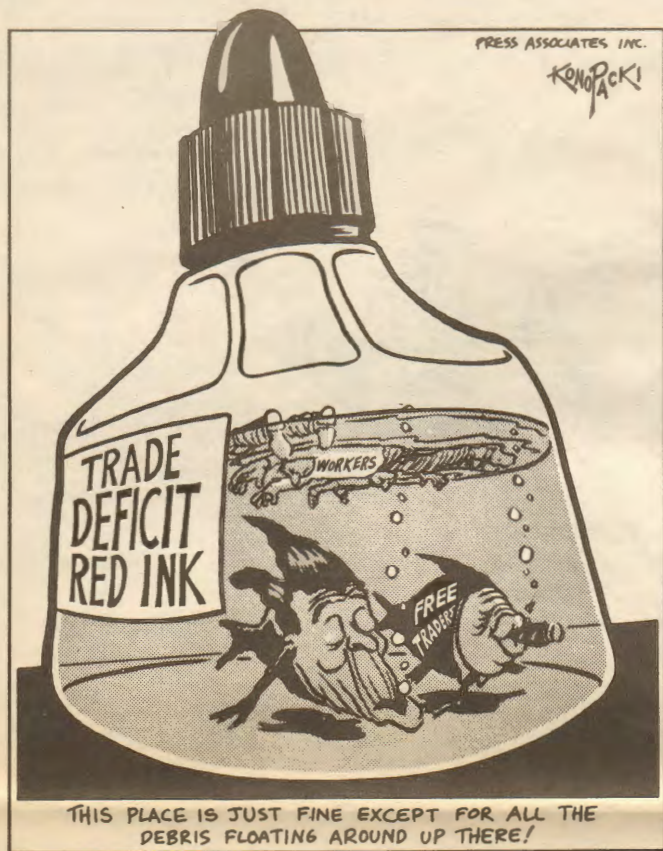
Address (Street or RFD) (City) (State) (Zip)

Telephone No.

Mail to: **THE CENTER**
Star Route Box 153-A
Valley Lee, Md. 20692
or call, 24 hours-a-day, (301) 994-0010



Labor's Views



SIU Member Retires After 40 Years

Juan Otero, who sailed out of the port of New York as an assistant steward, has retired after more than 40 years in the industry.

Upon retiring, Otero praised the SIU and Frank Drozak for protecting his job security. "Juan is a very strong union man," said New York Port Agent Kermet Mangram. "It's members like him who have built this organization."

When Otero, 62, joined the Union in 1947, the SIU was just establishing itself nationally. When he retired more than 40 years later, the A&G was a power on the waterfront. The maritime industry he had joined had been transformed beyond recognition.

Seamen now enjoy benefits equal or superior to their counterparts on land. When Otero joined the Union, things were different. For one thing, seamen had no pension plan.

But gradually, through the hard work and support of people like Otero, the Union was able to build a life for its members, one benefit, one ship at a time. The result is this: a secure retirement.

Many of the companies that Otero worked for—legendary names like Isthmian, Moore McCormack and Alcoa—no longer exist.

"Juan lived through all the wars," said Mangram, "so he understands that there is one thing that never changes in the maritime industry. Nothing ever stays the same, and you have to plan for the future."

Are You Missing Important Mail?

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

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

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

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

HOME ADDRESS PLEASE PRINT Date: _____

_____ Social Security No. _____

_____ Phone No. () _____

Your Full Name _____ Area Code _____

Street _____ Apt. or Box # _____ City _____ State _____ ZIP _____

Book Number _____ SIU UIW Pensioner Other _____

UIW Place of Employment _____

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

(Signed) _____

New Pensioners and Final Departures will appear in the next issue of the LOG.

Letters To The Editor



'An Expression of Thanks. . .'

I want to express my thanks to the Seafarers. The insurance coverage has come through so many times for us. . .

Respectfully,
Imorene Cocek
Wimberley, Texas

'Preventing a Hardship . . .'

I am writing to thank the Seafarers International Union for taking care of the doctors' and hospital bills I accumulated while I was sick. I don't know how we would have managed. Having surgery four times in two months would have really been a hardship for us.

Thanks a million and God bless your organization.

Yours very sincerely,
Mrs. Eugene Hall
Washington Court House, Ohio

'A Positive Scouting Experience . . .'

I wish to apologize for my delayed response. Since returning to St. Louis, I've had to work daily at Ted Drews and simultaneously catch up on my overgrown lawn jobs. I hope you understand.

The trip was both interesting and educational, fun and relaxing. I had a splendid time. I met many other adolescents my age and enjoyed their company. By the end of the two weeks, we were best of friends. They were a great bunch and I'll miss them.

While staying at the Harry Lundeberg School, I had the privilege of learning about the SIU and AFL-CIO. I had never really heard much about unions, with the exception of what was on the news, which is usually negative. Through the SIU I was able to experience the positive side of unions. I learned how unions fight for each individual's personal rights. From my point of view, I see the unions as a vital and important institution of the United States. The ideas and principles they are based on are honorable and powerful.

When I look back on those two weeks, all I can do is smile. They were fun-filled and simply marvelous. The facilities we were given access to were superb. I took advantage of all that was offered and enjoyed it all thoroughly.

I wish to express my deepest gratitude for arranging and financing what I feel were two of the best weeks of my life. I really enjoyed it. I welcomed the rest and relaxation and was intrigued by the interesting and thorough education.

With heartfelt thanks,
Art Mees Jr.
St. Louis, Mo.

'Comfort in the LOG. . .'

The family of William Norman Montgomery all read the LOG each month. We were looking through the August issue and found a most perfect and comforting poem ("En Voyage" by John E. Floyd).

Captain Montgomery at that time was so ill. We found the poem a blessing to read. We loved it so much that we chose to have our pastor read the poem at the funeral. It was so perfect for his illness, job and time. Everyone in the family loves the poem.

Thanks so much for sharing this with us.

God Bless,
Cathryn Montgomery
V. Rae Conner
N. Jean Mager

'Off to a Good Start . . .'

I would like to express my sincere appreciation to your insurance company. Although this is our first claim, our matters have been taken care of very promptly and efficiently.

Any questions that we have had were answered politely with "understandable explanations."

Thank you once again! Job well done!

Sincerely,
Lauren Kemp
Orange, Texas

Washington Report

(Continued from Page 24.)

Decline of Merchant Fleet

Top sealift officials in the Navy expressed grave concern about the "precipitous" decline in the American-flag merchant marine, reports *The Journal of Commerce*.

"In the Persian Gulf," writes the *Journal*, "the United States could find itself in a conventional fight with extremely long supply lines and no guarantees of help from European and Asian allies."

Jonathan Kaskin, director of the Navy's sealift division, says that the best solution to this country's sealift needs is a revitalized maritime industry.

A potentially critical problem is the present stand-off between the administration and the industry over operating subsidies.

"Many existing subsidy contracts will expire in the next several years," writes the *Journal*. "The Reagan administration has indicated that it will renew and extend the program only if there are limits to its cost.

"The industry and unions which it employs do not like the suggestions offered thus by the administration and are pressing for a more generous program.

"Some threaten to take their fleets to another ship registry so they can build new vessels in foreign yards and employ foreign crews."

The article ends by asking the following question: How available and reliable are the merchant fleets of allied nations and ships owned by U.S. corporations but registered abroad?

"In a European war," writes the *Journal*, "the Navy probably could depend on having the hundreds of militarily useful ships in the European fleets at its disposal. In conflicts elsewhere, however, the Europeans may not be as reliable."

Fishing Vessels

The House has voted 404-0 to continue for one year a program that reimburses U.S. fishermen for losses of their catches, fines and up to half of their gross incomes when they are seized or detained by foreign countries.

The reimbursements cover cases in which the detention is found inconsistent with international law.

Liner Subsidy Reform

Rep. Robert W. Davis (R-Mich.), the ranking Republican on the House Merchant Marine and Fisheries Committee, has introduced a bill that would extend operating subsidies.

The legislation, H.R. 3297, would limit the amount of the subsidies. At the same time, it would make those subsidies available to all U.S.-flag liner companies and allow recipients greater flexibility.

The bill differs from recent legislation introduced in that it would not permit the acquisition of lower cost foreign-built vessels.

"I cannot," said Davis, "bring myself . . . to abandon our domestic shipbuilding base."

That domestic shipbuilding base has declined even further. Earlier this month, Todd Shipyards, one of the few remaining American shipyards, filed for protection from its creditors under Chapter 11 of the bankruptcy code.

SCA

The Senate defeated two amendments that would have effectively killed the Davis-Bacon and Service Contracts Acts.

The amendments, introduced by Sen. Phil Gramm (R-Texas), were similar to bills offered in the last session of Congress. Both the SCA and the Davis-Bacon Act protect the federal government from driving wage rates below community standards. In particular, the Service Contract Act protects the poorest and most vulnerable groups in the labor force from exploitation.

The SIU in Washington

Seafarers International Union of North America, AFL-CIO

October 1987

Legislative, Administrative and Regulatory Happenings

Washington Report

The winter chill set in a bit early this year. The temperature dropped nearly 30 degrees overnight as Washingtonians reached for their cold medicine and handkerchiefs.

Relief is not yet in sight. A person couldn't even stay home on Sunday afternoon and enjoy the Redskins, who were on strike along with the rest of the NFL players. Twenty-seven thousand dedicated fans, including 60 SIU members and headquarters workers, braved the cold to protest scab football at RFK stadium.

Persian Gulf

Events in the Persian Gulf heated up in direct proportion to the drop in Washington's temperature. As the LOG was going to press, U.S. helicopters had just sunk three Iranian gunboats in the Persian Gulf.

Earlier in the month, the Japanese sailors union had considered a resolution to keep out of the Persian Gulf. American seamen, who had played a pivotal role in every American conflict from the War of Independence to Vietnam, remained on the sidelines.

The Chesapeake Corporation, which operates the 11 reflagged Kuwaiti tankers, announced that it was chartering an American-flag vessel, the *Maryland*. Meanwhile, a number of politicians, including Sen. Lowell Weicker (R-Conn.) and Rep. Les Aspin (D-Wash.), called upon the administration to invoke the War Powers Act.

National Maritime Union

While members of the National Maritime Union were voting on a proposed merger with District 1-MEBA, officials of the NMU announced the sale of the Joe Curran Annex, which sits on the corner of Ninth Ave. and Seventeenth St. in Manhattan.

For years, the Joe Curran Annex has served as the headquarters building of the NMU. The sale of the building was yet one more visible demonstration of the decline of this nation's maritime industry.

Canada Free Trade

Iranian gunboats were not the only ones to suffer a direct hit last month. Six minutes before their deadline was up, American and Canadian trade negotiators announced that they had reached an agreement.

The details of the agreement leaked out slowly. It soon became clear that the maritime industry has suffered yet another blow to its integrity.

The Journal of Commerce reported that "Canadian carriers would be included in future changes in U.S. laws applying to domestic trades, cargo preference and similar water carrier-related activities." This means that if the SIU and other maritime unions are successful in getting Congress to strengthen this nation's cargo preference laws, then Canadian shipping firms will have equal access to those jobs. In light of the generous subsidies that the Canadians give their maritime industry, American shipping companies will be at a decided disadvantage.

If the Canada Free Trade Agreement is approved in its present form, it will be the first time that the 67-year-old Jones Act will have been seriously weakened. The real danger, say many experts, is that the agreement will be used as a model in the upcoming GATT talks.

For more details, turn to the story on page 1.

Trade

At the start of the 100th Congress, the SIU legislative staff and many important Democratic politicians said that eradicating unfair trade would be their top priority. Within months, both the Senate and the House had passed their respective versions of a trade bill.

A Nov. 1 deadline has been announced for the selection of conferees to a joint Senate-House Committee to resolve the differences in the two bills. Still, the main obstacle remains the administration, which opposes both bills.

In related developments, negotiators from the United States and Mexico were getting ready to come up with a trade agreement. Few people expected it to be anywhere near as comprehensive as the one negotiated between the United States and Canada.

Representatives from the AFL-CIO testified before Congress on the matter of unfair trade. AFL-CIO Legislative Director Robert McGlotten said that a trade bill "was vital" to ensure this nation's industrial base. Chief AFL-CIO economist Rudy Oswald said that much of this nation's trade deficit was caused by American companies "outsourcing" components.

We should, said Oswald, be trying to improve living standards in other countries, not cutting our own.

In yet another blow to the maritime industry, the State Department announced that it would cut its maritime attachés abroad.

Budget

Economic indicators remained mixed. The unemployment rate dropped below 6 percent for the first time in nearly a decade. At the same time, interests rates were rising, the trade deficit remained unacceptably high and the stock market suffered the largest one-day decline in its history.

Meanwhile, this year's budget process got bogged down in recriminations between the White House and Capitol Hill. President Reagan announced his opposition to any kind of tax increase. He also signed into law "Gramm-Rudman II," which mandates across-the-board cuts in the budget in case certain budgetary goals are not met.

Bork

Fifty-three senators announced that they intend to vote against the confirmation of Robert Bork to the Supreme Court. As of press time, rumors are circulating around Capitol Hill that the administration is quietly looking at other candidates to fill the vacancy left by retiring Supreme Court Justice Lewis F. Powell.

The development marks a big victory for organized labor and civil rights groups which had lobbied heavily against Bork's nomination. Even moderates and some conservatives were disturbed by Bork's interpretation of the Fourteenth Amendment, which they viewed as being overly restrictive.

In order to be confirmed, Bork needs the support of conservative Southern Democrats in the Senate. He received practically none. Some traced this development to two trends: the growing influence of black voters in the South and a reluctance on the part of Southerners of all political persuasions to reopen old racial wounds.

ILO Convention

The United States should ratify the most recent ILO Convention concerning minimum standards on merchant ships, said SIU Legislative Director Frank Pecquex at a recent Senate Foreign Relations Committee hearing.

"The SIU believes that every human being employed in a shipboard capacity deserves the highest standards of safety and working environment," said Pecquex. "In a profession that conservatively suffers between one and two thousand fatalities and tens of thousands of serious injuries worldwide each year, it is evident that those high standards are not being applied universally."

The SIU was not alone in making this request. A broad spectrum of maritime and labor officials, including AFL-CIO President Lane Kirkland, asked that the U.S. end its isolation from other nations in the area of human rights. "ILO conventions are treaties establishing minimum world standards for working conditions and worker rights," wrote the *AFL-CIO News*. "They are shaped by government, worker and employer delegates under the ILO's unique tripartite structure, and are submitted to member nations for ratification only after a two-thirds vote of an ILO conference." For more information on this story, see page 4.

Defense Transportation Forum

Legislation should be enacted to ensure that this country has a large enough commercial fleet and enough skilled mariners to protect its sealift needs, said the delegates to the annual forum of the National Defense Transportation Association.

The NDTA, which has 76 chapters worldwide, has been a forum for all sectors of the defense-transportation for the past 50 years. It is headed by Rear Adm. Norman C. Venzke, U.S. Coast Guard, retired.

DOT to Get New Head

The Reagan administration has announced that it intends to name James Burnley as head of the Department of Transportation. If approved, he will fill the vacancy left by Elizabeth Dole, who left to work full-time on her husband's campaign for the presidency.

(Continued on Page 23.)