



LOG

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A Need for Healthy Merchant Fleet

Defense Report Finds 'Alarming' Sealift Decline

The United States has barely enough ships or crews to meet military sealift requirements today. And it's only going to get worse.

The only way to remedy that is to maintain a healthy, private U.S. merchant marine, according to a recently released report by the presidentially-appointed Commission on Merchant Marine and Defense.

The seven-member panel, which conducted hearings and research throughout this year, presented its 24 "findings" to President Reagan earlier this month.

The commission's purpose is to study U.S. military sealift needs, to determine if those needs can be met and to

recommend ways to meet those requirements.

"The principal significance of the commission's findings is that there is a clear and growing danger to the national security in the deteriorating condition of America's maritime industries. The United States simply cannot consider itself secure, much less the leader of the Free World, without reversing the decline of the maritime industrial base," wrote former Sen. Jeremiah Denton, commission chairman, in a letter to Reagan.

Denton said that after meeting with the president for 10 minutes, Reagan said "he would do what he could."

SIU President Frank Drozak said the findings "came as no surprise to anyone who has followed the maritime industry for the past years. We have pointed out the national security problems due to a declining fleet for years, all the maritime industry has. Maybe because this commission was appointed by the president it will have a little more clout in policy making decisions, maybe not."

While the merchant marine has shrunk quite a bit in the past decade or more, since the Reagan administration came to office the decline has accelerated. Since 1981 the administration ended ship construction subsidies, placed a moratorium on operating subsidies, opposed expansion of

cargo preference and boosted the buildup of a reserve force run by the Navy.

The commission stated repeatedly in its report that a private U.S. merchant fleet is the best way to maintain security. One of the major problems of the reserve fleet is a lack of adequate manpower to crew those ships. In a single theater sealift operation, the commission predicted a shortfall of 12,500 seamen by the year 2000.

"Of course there will be a lack of crews, because there is a lack of jobs today. Where are these people going to get their training and earn their livelihoods," Drozak asked.

"A major government effort is urgently required, indeed overdue," to build the merchant fleet to a level where it can meet national security needs, the report said.

"There is no more militarily efficient, cost-effective and reliable way to provide the majority of the military sealift requirement now and in the future than through an active United States-flag merchant marine," the commission found.

The commission is due to report recommendations to the president by the end of this year.

Following is the list of 24 findings the commission reported.

1. *The commission has found clear and growing danger to the national security in the deteriorating condition of America's maritime industry. The United States cannot consider its own interests or freedoms secure, much less retain a position of leadership in the Free World, without reversing the decline of the maritime industries of this nation, which would de-*

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Salvage Effort Fails



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MTD Seeks Solutions



Evan Bayh, secretary of state of Indiana and son of former Sen. Birch Bayh, told the Maritime Trades Department convention that it is time to "revitalize" politics by electing men and women who share the concerns of working people around the country. For complete coverage of the convention, see pages 3-6.

Manning Conference

More than three dozen labor, industry and government maritime leaders gathered at the Merchant Marine Academy to exchange ideas on innovative manning systems for the U.S. merchant marine.

SIU President Frank Drozak said effective manning systems should be the objective and that competitive manning does not mean simply slashing crew sizes. He also noted that the U.S. merchant fleet serves two purposes, commercial, and as a national security asset. The requirements of the roles are not always compatible.

A series of articles beginning next month will examine the questions and trends of future manning, innovations and crew training for the U.S. merchant marine.

The conference established five committees to study the following areas.

1. Effective Use of Current Manning—Chaired by Arthur Haskell
2. U.S. Legislative and Regulatory Reform—Co-chaired by Frank Iarossi, Frank Drozak and Admiral William Kime
3. Multiple Unions—Chaired by Stephen Schmidt
4. Cargo Opportunities—Chaired by Robert Elsensohn
5. Ship of the Future—Co-chaired by Richard Soper and Jordan Truchan

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A SPECIAL REPORT TO THE MEMBERSHIP

Since its beginning in 1938, the Seafarers International Union has had one overwhelming priority: the job security of our membership.

Anyone who's been around maritime for any length of time knows that the industry is like a roller coaster. It's either boom or bust, and nothing in between. Either there are too many ships or not enough.

Companies come and go. And when they go, they're gone forever. Many of our younger members think that they can count on one company—Sea-Land, APL, Waterman—to take care of their job security. Well, the maritime industry just doesn't work that way.

It never has. Just ask any old-timer about Isthmian or Cities Service, two SIU companies that no longer exist.

Of course, this kind of thinking is not confined to our younger members. There were plenty of NMU seamen who thought that they could always rely on U.S. Lines, which was known as the Rolls Royce of the American-flag merchant marine. But to the surprise of almost no one in the maritime industry, U.S. Lines filed for bankruptcy last year.

The difference between the SIU and most other maritime unions is that we are willing to give our members the hard facts so that we can work together to protect their job security.

We've found from experience that it doesn't pay to sugarcoat the facts. The truth of the matter is that the maritime industry today is experiencing rough times. Things have never been worse.

Since 1980, seamen, like millions of other industrial workers, have seen their jobs exported overseas. It is no longer possible for anyone to talk about "business as usual."

Some unions believe that it's enough to sit back and complain about conditions in the industry. We don't happen to agree with them.

While we didn't cause the present decline in the industry (unlike the NMU or District 1, we didn't give money to help elect the Reagan administration which has gutted every single maritime program on the books), we feel that we owe it to our members to confront these conditions in the best way that we can.

The strongest and most committed unions in America are looking at non-traditional ways of protecting the job security of their members. Examples of this are the contracts that the United Auto workers recently negotiated with General Motors and Ford.

Rather than demand large wage increases or

insist on inflexible work rules, negotiators for the UAW concentrated on pinning down job security for their members.

Auto workers went along with this approach because they were aware of conditions in the auto industry.

Conditions in maritime are as bad or worse than those in the domestic auto industry. If you don't believe it, then here are a few of the facts.

In 1980 there were more than 600 vessels documented under the American registry. Today, there are fewer than 360 in the active deep-sea fleet.

The number of deep-sea billets has dropped from 18,000 in 1980 to 12,000 today.

Jobs on our rivers and in the harbors are down 30 percent.

"We began to make changes . . . to prepare for the 21st century"

America's fleet is one of the oldest in the world. The average age of an American vessel is more than 25 years. In order for the American-flag merchant marine to survive, new vessels will have to be built.

Yet because of the promotional cuts that the Reagan administration has made over the past six years, there is no guarantee that the new vessels needed to keep this industry afloat will be built.

On Nov. 9, 1987, for the first time in the entire history of the maritime industry, not one new merchant vessel was being built in an American shipyard.

Yet for argument's sake, let's assume that new vessels will be built, if not in an American shipyard, then in a foreign one (which is the preference of the administration and even some other unions).

Thanks to technological advances in the industry, each new vessel that is built will replace two or three active ones. So even if the operational end of the industry is able to modernize and adapt to new conditions, the number of active deep-sea jobs will continue to drop.

Automation means that fewer seamen are needed to keep a vessel running. Twenty years ago, most ships had 48-man crews. Now they can run with 21 people. The Norwegians are running ships with crews of 18, top to bottom. *America's next round of new ships will probably be crewed by less than 21 men, and they will be all purpose crews at that.*

Some German and Japanese shipping companies are experimenting with ships that have even smaller crews. Manning cuts have come mainly in the unlicensed berths.

That is not to say that unlicensed seamen have to go the way of the dinosaur. In the past, the SIU has pioneered new concepts like the QMED rating which have created new jobs for our members. And we can do it again.

The decline of America's merchant marine is part of a larger decline in this country's industrial base. During the past few years, while some segments of the American economy have been doing quite well, industries like auto, steel and maritime have experienced sharp declines.

While Wall Street was awash in paper profits, once prosperous communities in the middle west

became impoverished overnight as American companies relocated their factories overseas to take advantage of low wages, minimum safety standards and non-existent taxes.

Now that the stock market has crashed, and this country faces a recession, these conditions, as bad as they are, are going to get worse, not better.

The maritime industry is a capital intensive industry. In order to build and operate ships, you need lots of money. Unfortunately, the stock market crash threatens to drive foreign investors away and dry up domestic sources of capital.

For the past few years, the SIU has taken a lot of heat for our relentless drive to sign up new military vessels. *We began to make changes, and to prepare for the 21st century.*

We apologize to no one for the actions we have taken to ensure the job security of our membership in the years to come.

We've had the guts to face the truth: These military vessels represent the only new jobs being created in the maritime industry.

Even the most innovative, best-run commercial companies have experienced sharp declines.

At a time when the maritime industry has shrunk by more than one-third, we have been able to sign up 70 new vessels representing 1,300 jobs.

We were able to get these jobs even though licensed unions like District 1-MEBA and the MM&P had set up top-to-bottom organizations

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Maritime Trades Department President Frank Drozak opens the MTD's convention with a stinging attack on the "devastating economic policies of the Reagan administration," and with a call for "a new unity of purpose within maritime labor."

End of 'Disastrous' Reagan Era Nears

MTD Maps United Program to Rebuild U.S. Shipping, Shipbuilding Industries

AFL-CIO Maritime Trades Department President Frank Drozak appointed a special committee to develop a unified legislative program "which will effectively confront the common problems that affect all workers in American industry today." That action was taken during the biennial convention of the Maritime Trades Department held last month in Miami Beach.

Despite continued assaults on the maritime industry and on the rights of American workers everywhere, the delegates expressed optimism that the effective end of the Reagan era, the enhanced role of the Congress and a new sense of unity within

America's labor movement can put the U.S. maritime and shipbuilding industries on the road to recovery.

Drozak made clear in remarks to the delegates and in the appointment of the special committee that the department is concerned at the closing of shipyards and the loss of shipbuilding capacity as well as the decline in ships genuinely entitled to fly the American flag.

AFL-CIO Secretary/Treasurer Thomas R. Donahue addressed both issues in a speech to the convention.

The United States foolishly scuttled its once-great merchant fleet and shut down its shipyards, Donahue noted. It al-

lowed other countries to deliver its goods "and collect the wages and profits that once belonged to Americans."

Now "the chickens have come home to roost" for those who argued that the United States can depend on the ships of other countries, he said. "Having sold the ships, they have now been reduced to selling the flag itself in order to get other countries' tankers through the mine fields of the Persian Gulf."

A convention resolution protested the reflagging policy and pointed out that under-used U.S. tankers, genuinely entitled to fly the American flag, are available for Persian Gulf service. It said all vessels under the American

flag should comply with safety requirements and have U.S. crews.

Drozak took the lead in a sharply critical convention discussion of the maritime "give-away" provisions of the proposed free trade agreement between the United States and Canada.

The president of the Seafarers said the pact is strongly opposed by union members on both sides of the border.

As the unions affected see it, laws and bilateral agreements that the United States and Canada have enacted to keep their merchant fleets afloat are threatened by provisions that will allow low-wage nations to take over trade routes served by U.S. and Canadian vessels.

Drozak termed the treaty proposal "a calculated attempt by free trade ideologues to systematically dismantle the maritime industries of both nations."

Runaway shipping, sailing under so-called flags of convenience, is causing unemployment in all of the world's traditional maritime nations, a convention report declared. In both ships and tonnage, the fleets of North America, Western Europe and Japan have diminished substantially while open-registry shipping continues to grow.

One bright spot, the report cited, was the long-overdue closing of a U.S. tax loophole that had enabled American citizens and U.S. companies to

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A SPECIAL REPORT TO THE MEMBERSHIP

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which bypassed unlicensed hiring halls.

These licensed organizations were willing to use strangers off the street rather than provide employment opportunities for members of the SIU, the NMU, the Marine Firemen or the Sailors Union.

Some of our members didn't want to take these jobs because they said that they didn't pay as well as comparable jobs onboard Sea-Land vessels.

But the number of Sea-Land vessels has been declining every year. Ten years ago, the company had more than 50 vessels registered under the American flag. Now it has about 30.

Moreover, some of Sea-Land's top management people have threatened to reflag if Congress and the administration can't come up with a plan to restructure the liner subsidy program.

It is now 10 months into the 100th session of Congress, and no one—not the administration, the industry or Congress—has been able to come up with a liner subsidy plan that meets everyone's expectations.

You put two and two together.

Maritime's decline has been exacerbated by the Reagan administration. Not content with the

cuts it has made in federal funding for maritime, Reagan now wants to hock the industry's future.

The administration recently signed a free trade agreement with Canada. If the maritime industry is not somehow excluded from the provisions of this agreement, then Canadian shipping firms, which enjoy a competitive advantage because of Canadian promotional programs, exchange rates and tax rates, will be able to compete for any new work generated by changes in this country's promotional laws. *But worse, so will other countries. This won't help Canada or the United States, but it will allow third-world nations to compete unfairly against both the U.S. and Canada.*

In effect, this would freeze commercial work at its present, depressed levels.

So you see, that is why military work is so important. Because the fact of the matter is that this country needs some kind of merchant fleet, whether it depends on military or commercial work for its survival. And every generation of Americans has had to learn the hard way that this country needs an American-flag merchant marine capable of meeting this nation's sealift needs.

Twice before in this century, the American

maritime industry was allowed to deteriorate to the point of near-extinction. And twice before, the American people were forced to confront the issue head on.

The American people are beginning to wake up to the fact that the hundreds of billions of dollars that they've spent beefing up the defense budget will be useless unless they have a reliable way of transporting troops and supplies overseas. And that's where we come in.

We're Americans, and we're seamen. We're not some hired hands—We can be counted on in an emergency.

The companies that we work for did not reflag their operations overseas. They've demonstrated their commitment to this country in the only ways that count—by paying taxes, by adhering to internationally guaranteed health and safety standards, and by employing American workers.

So you see, there is a future for this industry. The trick is to hang on long enough to cash in. The old ways are gone. We have to deal with the realities of today.

In the short-term, that means making hard decisions about remaining competitive. With the help of this membership, we intend to do it.

MTD Is United for Action

Maritime Policy

In the past 10 years, there has been a 31 percent decline in the active commercial oceangoing U.S.-flag fleet. The reduction in the number of U.S.-flag vessels has been accompanied by a sharp decline in the number of shipboard jobs. The Navy has indicated that there is now a critical shortage of trained mariners, a shortage that will continue to grow.

Unlike America, other developed countries that depend on a strong merchant fleet have ensured that their merchant fleets expand. Many countries reserve 100 percent of commercial cargo for national-flag vessels. France reserves 66 percent of oil imports and 40 percent of coal imports for French-flag vessels. Indonesia requires 45 percent of all cargoes to be carried on Indonesian-flag vessels. Additionally, the United Nations Conference on Trade and Development Code recommends reserving 40 percent of international commercial cargo for the national-flag line. America has no similar provisions; as a result, U.S.-flag vessels carry less than 4 percent of America's waterborne international trade.

Coupled with the lack of support for the U.S.-flag fleet in international commerce is a failure to support U.S. operators with financial assistance. One important program which has assisted American liner companies competing against low-cost foreign carriers in America's international commerce is the operating differential subsidy program.

Beginning with this administration, no new subsidy contracts have been authorized. During this same time, some of the rules governing existing operating subsidies have been changed unilaterally by the federal bureaucracy. However, none of the changes has yielded significant benefits for the entire fleet. This ad hoc approach to an important program has resulted in an inconsistent and ineffective policy, and is witnessed by the loss of one-half of America's liner companies since the early 1970s. There is now a critical need for the renewal of an operating-subsidy program to encourage the long-term revitalization of the U.S.-flag fleet.

President Reagan's failure to fund the construction differential subsidy program in 1981 and subsequent years represented the beginning of the end for a viable domestic shipyard mobilization base.

It is clear that America's present maritime policy is failing because of changes in international trade and cutbacks in support programs for the U.S. maritime industry. This failure must be reversed quickly, and a comprehensive and well-balanced maritime policy must be implemented. Such a policy would guarantee America's national security, and would allow the maritime industry to again make substantial contributions to the national economy.



AFL-CIO Legislative Director Robert McGlotten urged delegates representing 43 national labor organizations to "present a united front" in seeking congressional support for programs which will protect the job security of their members.



AFL-CIO Secretary-Treasurer Thomas R. Donahue charged that the U.S. "foolishly scuttled its once great merchant marine and shut down its shipyards," and he lamented that our once great maritime nation is "reduced to selling the flag itself in order to get other countries' tankers through the mine fields of the Persian Gulf."

The Jones Act

American cabotage policy is as old as the United States. The Jones Act provides cost effective domestic transportation for shippers and productive employment for hundreds of thousands of U.S. workers. In addition, the Jones Act fleet and seafaring workforce provide an indispensable national security asset vital to U.S. interests.

The MTD supports U.S. domestic maritime policy and any efforts to strengthen or expand its coverage while vigorously opposing any intrusion into our domestic trades.

U.S.-Canada Free Trade

The trading relationship between the United States and Canada is the largest in the world. Their bilateral merchandise trade in 1985 totaled \$125 billion, compared to \$88 billion between the United States and Japan. President Ronald Reagan and Prime Minister Brian Mulroney agreed, in March 1985, "to give the highest priority to finding mutually acceptable means to reduce and eliminate existing barriers to trade in order to secure and facilitate trade and investment flows." Currently, both nations are involved in the closed negotiations of what is referred to as the U.S.-Canada Free Trade Area Agreement (FTA).

The outcome of this bilateral negotiation may significantly affect future multilateral talks in terms of both its overall prospects for success and on key individual issues such as rules governing trade in services and government procurement practices. Furthermore, the combination of the two markets will have a significant impact on the labor forces in both countries. In particular, the maritime industries in both the U.S. and Canada will suffer if maritime services are included in the free trade negotiations.

The Maritime Trades Department, AFL-CIO, believes that both U.S. and Canadian maritime policies and promotional programs serve national security and domestic commerce needs and should not be a matter of international negotiation. Existing maritime policies and promotional programs were implemented to serve national interests and do not impinge on the rights of other nations to act similarly in their own interests. Therefore, current or future maritime policies and programs should not be considered as impediments to international commerce nor subject to free trade negotiations.

The possible compromise of both nations' maritime policies and programs could prove extremely detrimental to existing operations. U.S.-flag and Canadian-flag vessel operators have invested substantial sums of money and time into the maritime industry under the assumption that their business environment would remain relatively stable regarding the legality of operations. Therefore, the MTD believes that a free trade agreement between the United States and Canada that includes maritime services would work only to disrupt current maritime operations on both sides of the border and result in a negative impact on U.S. and Canadian maritime industries.

MTD Plans to Rebuild U.S. Shipping, Shipbuilding

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establish foreign corporations to register ships in tax-free havens such as Panama and Liberia, thus paying no taxes to any country.

Delegates acted on dozens of resolutions submitted by the department's 43 affiliated unions and 30 port maritime councils. The thrust of the policy statements was reflected in a call on Congress and the executive

branch to assure that American-flag carriers transport a significant share of the international commerce developed by the American economy, and to restore programs necessary for the survival of shipyards.

The 200 delegates unanimously reelected the MTD's top officers—Drozak, Vice President William F. Zenga and Executive Secretary/Treasurer Jean Ingrao.

International Trade

There are a wide variety of unfair trade practices restricting the access of U.S.-flag carriers to international cargo. These practices take a number of forms including regulatory schemes, state-owned and operated fleets and the refusal of companies in some countries to use U.S.-flag vessels for the carriage of imports or exports.

As a result of the failure to secure cargo, U.S. seafaring jobs are lost. Unfortunately, the U.S. government has failed to provide the assistance necessary to prevent those jobs from being lost.

The Maritime Trades Department supports efforts to strengthen America's trade laws governing international shipping, and asserts that denial of worker rights in international shipping should constitute an unfair trade practice.



SIU of Canada President Roman Gralewicz, left, and SIU Vice President Mike Sacco were concerned about the impact of the maritime provisions in the proposed U.S./Canada Free Trade pact.

Insurance Crisis in the Fishing Industry

One of the most serious problems facing the U.S. fishing industry is the availability, affordability and adequacy of fishing vessel insurance.

Consequently, in the event of an accident and without adequate coverage, owners or operators of vessels are left with the prospect of losing everything they own, and injured seamen aboard such vessels may not be adequately compensated for injuries incurred. Management and investment policies of insurance companies in tandem with the high casualty rate in the fishing industry resulting from an absence of stringent safety standards combine to substantially contribute to the ongoing crisis.

The MTD urges enactment of legislation which will address the safety problem plaguing the fishing industry, with an eye toward reducing the incidents of accidents and, in turn, lowering premiums for insurance coverage.



West Coast maritime labor interests were represented at the MTD convention by, from left, Paul Dempster, president, Sailors Union of the Pacific; Henry "Whitey" Disley, president, Marine Fireman, and SIU Vice President George McCartney.

The Great Lakes Maritime Industry

The Great Lakes/St. Lawrence Seaway system represents a significant natural resource that facilitates efficient waterborne commerce and provides numerous maritime employment opportunities. Despite the appearance of an upswing in Great Lakes cargo movements, many problems still exist.

The MTD supports all efforts to increase U.S.-flag service by reducing steel imports and expanding exports from the Great Lakes region.

Additionally, the MTD believes the United States and Canada should work to minimize and, when necessary, equitably apply all user fees on the Great Lakes/St. Lawrence Seaway to encourage continued and increasing growth in the area.

Flags of Convenience

The proliferation of opportunistic flags of convenience has led to the wholesale abandonment of national-flag fleets by traditional maritime nations. Such actions have accelerated the already rapid decline in vessels and reliable, qualified crews available to the Western Alliance in a time of crisis.

The U.S. government continues to accord reciprocal tax or other privileges to nations which, through flags of convenience and other tax havens, deny the U.S. legitimate tax revenues.

The MTD urges the U.S. government to refrain from granting reciprocal tax or other privileges to flags-of-convenience registries, which use these registries as tax havens.

The MTD calls upon the government not to turn the Stars and Stripes into an opportunistic, dishonorable flag of convenience.

Citizenship Requirements for U.S.-Flag Vessels

The administration, in allowing the reflagging of Kuwaiti vessels, effectively ignored longstanding maritime laws and policies that require U.S. citizen crews on U.S.-flag vessels.

The administration's refusal to adequately enforce existing laws on citizenship manning requires legislation to insure U.S. citizens on U.S.-flag vessels.

Therefore, the MTD resolves that the laws should be amended to require that U.S. citizens comprise the crew on U.S.-flag vessels.

UNCTAD and Bilaterals

The cargo available in international shipping is becoming increasingly controlled through bilateral agreements in accordance with the UNCTAD Code of Conduct for Liner Conferences and cargo reservation schemes.

The Reagan administration opposes agreements which would provide cargo to U.S.-flag carriers and has failed to enter into meaningful bilateral agreements.

The MTD believes that legislation should be enacted which would require the administration to enter into meaningful bilateral agreements.

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A New Maritime Agenda

Port and Inland Waterways Development

The passage of the Water Resources and Port Development Act of 1987 is the first legislation of its kind in over 15 years, authorizing the rehabilitation of the nation's waterways. The Act authorizes construction of 262 Army Corps of Engineer projects and contains a federal/non-federal cost sharing formula. These projects, totaling over \$16 billion, offer enormous employment opportunities. The MTD urges the Congress to quickly appropriate the monies for these projects and eliminate the double taxation problem that originates from the collection of user fees.

Offshore/Onshore Activities

The exploration and development of our nation's offshore energy resources is a significant industry that is anticipated to expand in the coming years.

The MTD, in conjunction with the general presidents' offshore-onshore fabrication and construction unions council chaired by President Frank Drozak, is of the position that any economic benefits resulting from offshore exploration and development projects should be reserved for U.S. citizens.

As such, this resolution supports the establishment of a domestic built and crewed requirement for all oil and gas exploration and development projects.

Government-Impelled Cargo

Since the enactment of the Military Transport Act of 1904 and the Cargo Preference Act of 1954, these cargo promotion policies have come under attack by federal agency personnel and various exporting industries which choose to view this policy in a very narrow sense.

In recent years these attacks have been stepped up and have required the constant attention of maritime operators and seagoing unions to insure that the industry receives its fair share of the cargoes to which it is entitled. The maritime community has had to battle agriculture interests and most recently the defense agencies.

The Maritime Trades Department opposes any attempts to circumvent the cargo reservation statutes. We support positive efforts to clarify and expand cargo reservation policies.

Deregulation of the Maritime Industry

Deregulation of the maritime industry under the Reagan administration has meant a policy of abandonment, an end to most of the federal promotional programs. The damage to the industry by this approach is clear.

Since Jan. 1, 1987, the privately owned active oceangoing fleet has dropped by nearly one-third, the Great Lakes fleet is 29 percent smaller, and oceangoing shipboard jobs have dropped by 44 percent. Instead of getting out of the shipping business, the government has been forced to get deeper into it through the acquisition and maintenance of vessels in the Ready Reserve Force.

The Maritime Trades Department calls on the administration and the Congress to review maritime policy as part of a comprehensive approach—one that has as its objective a merchant fleet capable of meeting commercial and defense needs.

Shipbuilding

The MTD urges the administration to abandon its misguided policies which have substantially contributed to the depressed condition of the domestic shipbuilding industry.

The MTD urges the administration to support extension of the Jones Act to the 200-mile Exclusive Economic Zone; a government-sponsored build-and-charter program; fully fund the Title XI ship construction loan and mortgage insurance program; and expand regulations requiring Navy ship repair work be performed in U.S. shipyards.

Civil Rights

Despite the progress attained since the passage of the Civil Rights Act of 1964 toward racial justice and social unity, efforts to halt and reverse the gains acquired in the areas of equal opportunity in jobs, housing and education have surfaced.

Through the narrow interpretation and subsequent weakening of civil rights laws and regulations, budgetary limitations, cutbacks on social programs, and appointments to key agency and judicial positions of conservative nominees, the Reagan administration has contributed to the tide of renewed discriminatory practices in housing, employment and education in this country as well as the diminution of workers' rights.

The MTD reaffirms its commitment to all Americans whose civil rights have been placed on the back burner during the last six years of the Reagan administration of equal opportunity in every phase of American life for all our citizens.

Veterans' Benefits

During World War II, the U.S. Merchant Marine suffered proportionately greater casualties than any uniformed group except the Marine Corps. Despite this, there has been no G.I. bill, no honors, and no recognition for their sacrifices.

The MTD applauds a recent U.S. District Court ruling criticizing the Department of Defense Civilian/Military Review Board's denial of veterans' status to World War II merchant seamen.

The MTD supports legislation to provide merchant seamen who have risked their lives for the welfare of this country with the veterans' benefits they deserve.

Reflagging of Kuwaiti Tankers

The reflagging of Kuwaiti tankers is a questionable strategy that was handled in a questionable manner. Despite the availability of U.S.-flag tankers and crews, chartering these vessels was disregarded. During the process of reflagging the Kuwaiti vessels, important safety and inspection requirements were waived. The U.S. government has also allowed the Kuwaitis to ignore long-standing laws and policies that require U.S. citizens on U.S.-flag vessels.

The MTD objects to reflagging vessels to the U.S.-flag that have not complied with established safety and inspection requirements and that are not 100 percent crewed with U.S. citizens. The MTD supports full compliance with U.S. maritime law and urges the U.S. government to require the use of U.S. vessels by Kuwait.

Reflagging Fish Processing Vessels

To assure continued access to the lucrative U.S. fisheries, foreign interests are seeking to reflag their processing vessels under the American flag.

Certain loopholes exist in current law which permit this reflagging to occur, detrimentally impacting U.S. fishing interests in the trades and thwarting the full Americanization of commercial fishing, processing and marketing of the available fishery resources within the 200-mile Exclusive Economic Zone of the United States.

The MTD urges immediate congressional action to close these loopholes, impeding foreign interests from their reflagging efforts and restricting a preferential allocation for U.S. fishery resources exclusively to U.S. processors and harvesters, as envisioned by the Magnuson Act.

AFL-CIO Acts on MTD Agenda

The AFL-CIO, meeting in convention last month following the Maritime Trades Department convention, adopted as its own a number of the resolutions which were acted on by the 200 delegates attending the MTD biennial meeting. Prime among those AFL-CIO actions were strong resolutions attacking the Kuwaiti tanker reflagging, and calling for a positive U.S. Maritime policy.

SIU Tug on the Scene

Foggy Collision Sinks Liberian Ore Freighter

The crew of the Crowley tug *Arthur S* came upon the kind of scene all Seafarers dread. About 15 miles from California's Point Conception, a Liberian ore freighter was settling from the stern.

The 564-foot *Pacbaroness* had collided with the auto carrier *Atlantic Wing* in dense fog early Sept. 21. No injuries were reported from either ship, and the *Atlantic Wing* was able to make it to port under her own power, with a large gash in her bow.

The *Arthur S*, captained by W.F. Hunter, arrived on the scene about 8:30 a.m. as the *Pacbaroness* was listing about 15 degrees with the stern awash on the starboard side. During the morning some crewmembers of the damaged

ship remained aboard, sealing hatches above the waterline in an effort to keep her afloat. The last of crew abandoned the ship a little after noon.

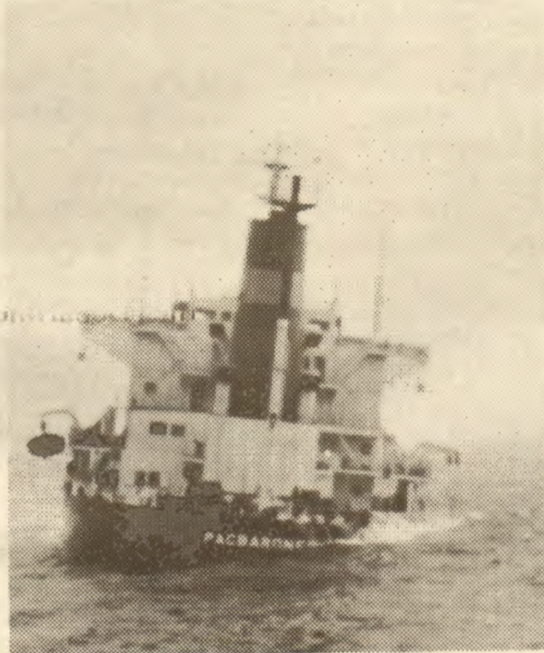
The hope had been that the *Pacbaroness* could be towed and saved, so the SIU crew put a line to the ship and began towing. By then, Capt. Masters said, the *Pacbaroness*' stern and number five hatch was under water, and the ship was sinking at about a foot an hour.

Finally after three hours of towing, and with the ship sinking rapidly, the *Arthur S* slipped the tow line and watched the *Pacbaroness* sink under 3,000 feet of water.

These dramatic pictures were submitted by SIU member Mike Cresci.



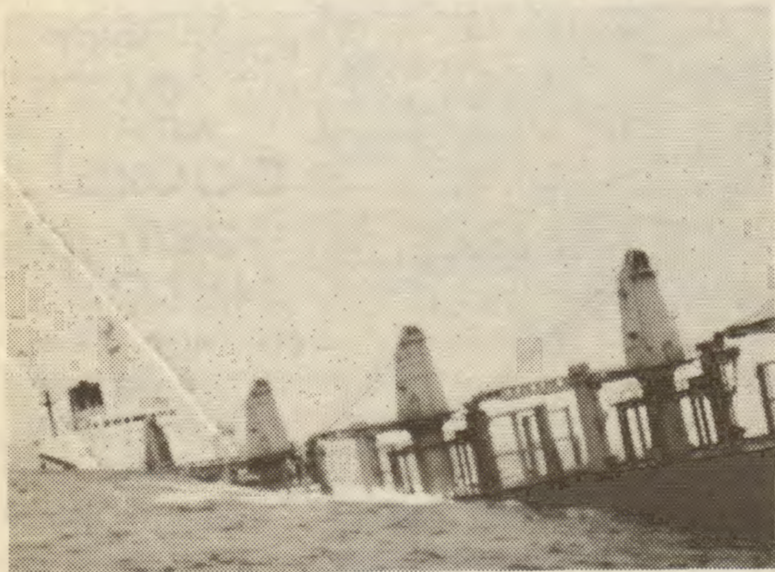
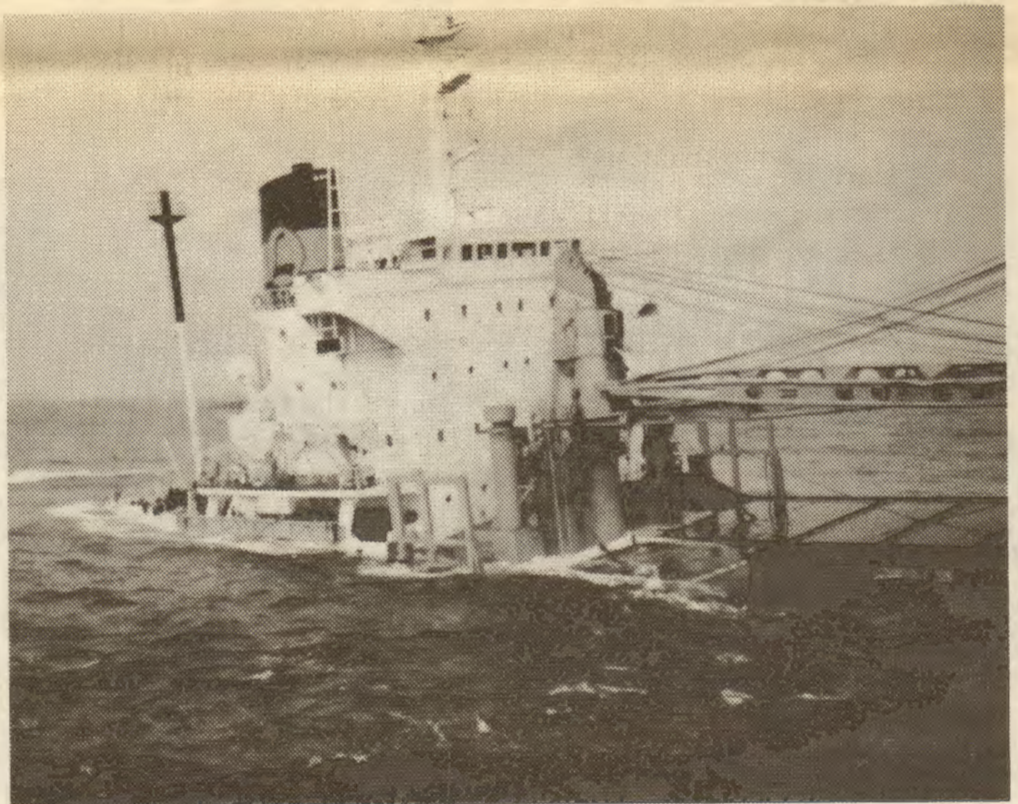
Arthur S crewmembers work the double braided 8" line before bringing the *Pacbaroness* under tow.



Capt. W.F. Masters on the bridge of the *Arthur S*.



The tug *Arthur S* with the *Pacbaroness* under tow.



Opposition Mounts to U.S./Canada Trade Pact

Opposition to the Canadian Free Trade Agreement signed by U.S. President Ronald Reagan and Canadian Prime Minister Brian Mulroney on Oct. 4 has brought about the seemingly impossible: unity in the maritime industry.

A coalition of more than 200 maritime unions and businesses has come together under one umbrella organization, the Maritime Coalition on the U.S.-Canadian Free Trade Agreement. These organizations have put aside their differences because they believe that the Canadian Free Trade Agreement threatens the survival of the American-flag merchant marine.

In a letter to the Reagan administration and Congress, the coalition said, "This agreement trades away the maritime industry for advantages in other commercial sectors, such as financial transactions, that bear no relation to national defense, and it gives no assurance whatsoever that Canadian vessels and shipyards will fulfill U.S. defense requirements when needed."

The coalition is seeking to have the maritime industry exempt from the provisions of the Canadian Free Trade Agreement, much like aviation is.

The coalition berated the agree-

ment's "grandfather" clause, which would keep existing maritime programs and Jones Act restrictions, but would include the Canadians in new or amended programs.

Given the current exchange rates and the Canadians' generous maritime subsidies, this would be "disastrous" for the maritime industry. "[This] will bring all future maritime programs to a halt and dry up financing in every segment of our industry."

Other provisions in the Canadian Free Trade agreement were opposed. According to the coalition, a provision granting 50,000 barrels of Alaskan oil to Canada "would diminish our tanker fleet. [This] flies in the face of intense and longstanding congressional opposition to Alaskan oil exports."

The provisions concerning Alaskan oil make no sense whatsoever, said the coalition, because America has to import 40 percent of its oil and Canada is self-sufficient in that area.

Another provision that bothers the coalition members is the agreement's mechanism for annual review and future 'rollbacks' of existing programs.

"This," said the coalition members, "may even jeopardize maritime promotional programs now in existence and would leave all maritime programs

entirely in the hands of U.S. trade negotiators and the U.S.-Canada Free Trade commission . . . Congress and responsible executive branch departments will, in effect, become mere spectators, able to observe but unable to act."

Opposition to the Canadian Free Trade Agreement goes far beyond the confines of the maritime industry.

Opposition to the Free Trade Agreement in Canada is intense and growing. According to a poll, only 49 percent of the Canadian public favors such a treaty, down from 75 percent a year ago.

While the issue has aroused much less notice in this country than in Canada where it is front page news, there are signs that opposition to the agreement is growing.

In addition to the maritime industry, opposition to the Canadian FTA has been strongest in the energy producing areas of the Midwest and the West.

Sen. Kent Conrad (D-N.D.) said he could not support the agreement "unless it is amended to give better treatment to North Dakota and other states rich in natural resources."

Sen. Wendell Ford (D-Ky.) also indicated that he would not be able to support the treaty if he finds that it is harmful to coal industry interests.

SIU President Frank Drozak has spoken out at great length on this issue. In addition to sending letters to the various members of Congress, he talked about this issue at both the New York Port Council Dinner and the Maritime Trades Department Convention last month.

"The agreement," he said, "would deprive elected officials in both countries of the right to formulate maritime policies appropriate to meet industrial and national security demands of the future."

One of the biggest threats, said Drozak, is that the Canadian Free Trade Agreement would be used as a model for the upcoming GATT talks. If that happens, then Canadian and American seamen would find their jobs exported overseas because "the United States and Canada are signatories to multilateral and bilateral trade compacts and are obligated to provide most favored nation status to numerous third world countries."

"Canadian seamen don't want this agreement any more than we do," said Drozak, who earlier this year issued a joint letter with SIU of Canada President Roman Galewicz urging that maritime be exempt from the Free Trade Agreement.

Work as Art



Joe Vliek of Mentor, Ohio, who sails the Great Lakes, recently boarded the M/V Belle River as a temporary wiper. To keep busy in his spare time, Joe painted a picture of the 1,000-footer on the wall in the paint locker. Here is the artist and his work.

Vets' Case Postponed

After more than 40 years and a court decision declaring the government had erred in not granting veterans' status to World War II merchant seamen, survivors will have to wait a few more weeks to find out what will be done in their case.

The judge in the recent successful court decision became ill before he could rule on the government's process for redressing its action in denying benefits. Federal appeals court Judge Louis Oberdorfer had ordered the government to provide a timetable for a rehearing of the merchant seamen's case.

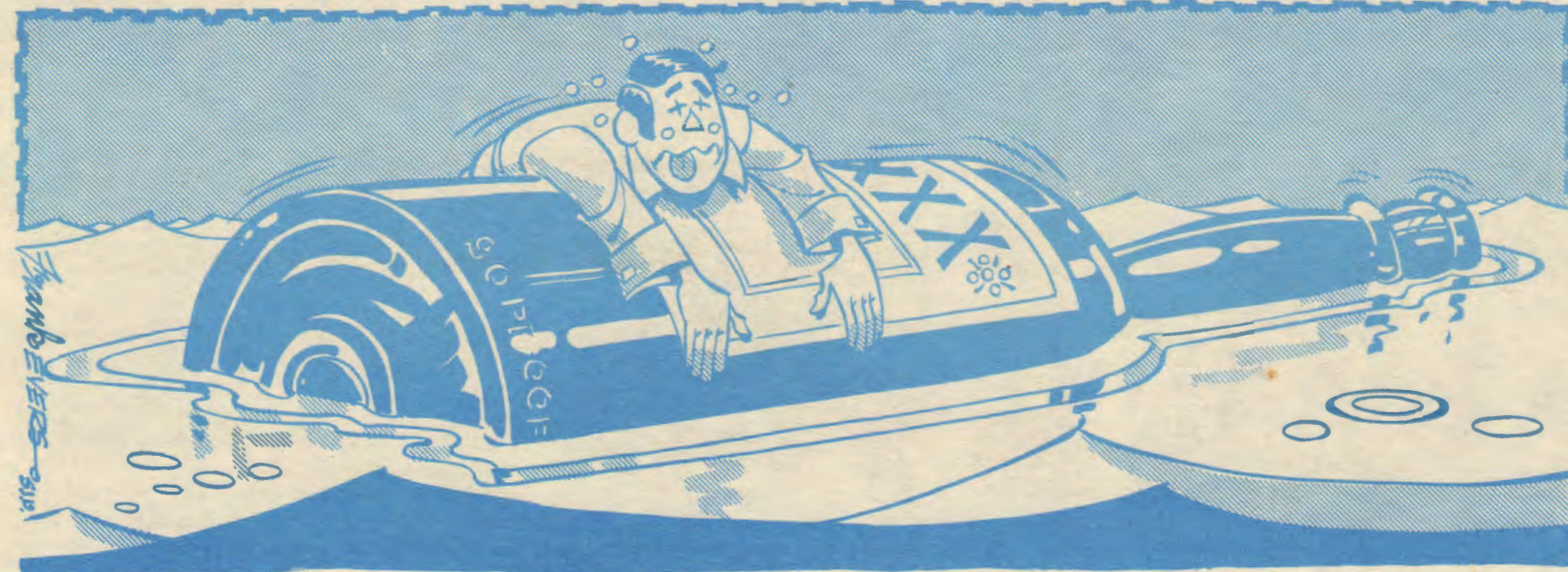
The case involved two groups of seamen. The first was the seamen who participated in invasions during the war. The judge's ruling indicated that those seamen had a very strong claim to veterans' status. There was some speculation that Oberdorfer might have ordered the government to grant those merchant sailors veterans' status.

The second set of seamen were those who sailed in war zones but did not take part in any invasions. A rehearing of their case was expected.

The secretary of the Air Force is the head of the Civilian/Military Service Review Board which has the power to grant veterans' status to civilian workers who participated in wars. That board denied the claims of both invasion and war zone seamen. However, it has granted benefits to a wide range of other workers, including telephone operators and dieticians.

The judge said that the invasion force seamen met the qualifications for veterans' status and that the other group did not receive a fair hearing because the review board's guidelines were not followed.

No date has been set for another meeting between the case's participants.



**DON'T DRIFT
INTO OBLIVION
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BOOZE!
GET
HELP!!
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PORT AGENT
OR YOUR UNION
AT
PINEY POINT**

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

Sen. Barbara Mikulski



Sen. Barbara Mikulski

BARBARA Mikulski (D-Md.) is a woman of "firsts." The first democratic woman to hold a Senate seat not previously held by her husband, the first Democratic woman ever to have served in both Houses of Congress, and the first woman ever to win a statewide election in Maryland, Sen. Mikulski was elected to the Senate in November 1986, winning 61 percent of the vote against her Republican challenger. After being sworn in on Jan. 6, 1987, Mikulski became the 16th woman to serve in the Senate.

Born in a Polish neighborhood of East Baltimore, Mikulski trained as a social worker at Mount St. Agnes College in Baltimore and the University of Maryland. Following school, she went to work for Associated Catholic Charities and then the Baltimore Department of Social Services.

By 1966, Mikulski was an assistant chief of community organizing for the city social services department, working on a plan to decentralize welfare programs. As a social worker, she gradually was drawn to the civil rights movement and a fight over efforts to desegregate Baltimore neighborhoods. But her first political battle came in 1968 when the city of Baltimore announced plans to locate a 16-lane highway through the city's historic Fells Point neighborhood. She got involved in the efforts to stop the proposed highway and soon became one of its key leaders and spokespersons.

By 1970, the anti-road forces had won their fight, and Mikulski announced her candidacy for the Baltimore City Council. In her five years on the Council, Mikulski was known as an effective representative of the people. In 1976 she entered the race for the U.S. House of Representatives where she remained for 10 years. During her House terms, she served on

the Merchant Marine and Fisheries Committee, working on legislation that would affect the port of Baltimore. She also left her mark on many important pieces of legislation, including funding of shelters for battered spouses, funding for the deep dredging of the Baltimore harbor to make it internationally competitive, and amendments to an anti-terrorism bill which improved passenger safety on the high seas.

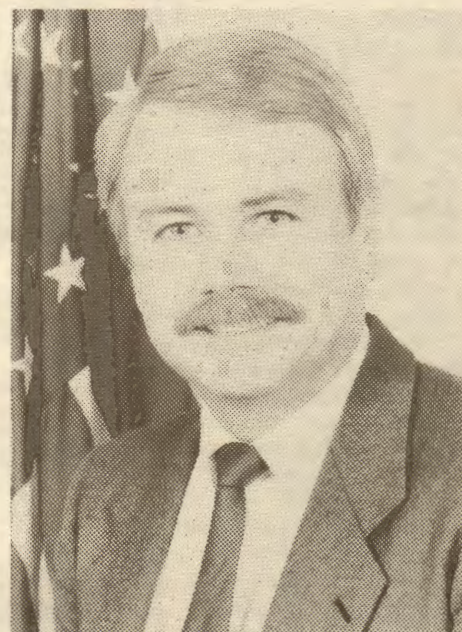
In 1985 she announced her intention to run for the U.S. Senate seat being vacated by retiring Senator Charles McC. Mathias Jr., stating that it was an opportunity to "do more good for more people." And she has already made a start.

Mikulski urged President Reagan to pass the Water Quality Act, and she introduced legislation which will keep thousands of American couples from forced poverty if the husband or wife is placed in a nursing home for long-term care.

As a freshman senator, Mikulski's assignments include the prestigious Appropriations Committee, the Labor and Human Resources Committee, the Environment and Public Works Committee and the Small Business Committee.

A force to reckon with in the Senate, Barbara Mikulski has, however, never lost sight of her roots.

Rep. Elton Gallegly



Rep. Elton Gallegly

CALIFORNIA's 21st district, a collection of far-removed Los Angeles suburbs encompassing northwestern Los Angeles County and eastern Ventura County is the kind of territory where the Republican candidate with the strongest conservative credentials normally wins.

Elton Gallegly (R-Calif.) was such a candidate. His election to the 100th Congress on Nov. 4, 1986, came with 68 percent of the popular vote from this region.

Gallegly was born in Huntington Park and was raised in the south-central suburbs of Los Angeles. After attending Los Angeles State College (now Cal State LA) in the 1960s, he worked hard to become a successful businessman and real estate broker.

Gallegly's initiation into public life came in 1979 with his decision to run for the Simi Valley City Council. Following his election that August, he was then chosen by his Council colleagues to serve two terms as mayor, a position he held from April 1980 to November 1986.

During his tenure as mayor, Gallegly maintained the city's tradition of low taxes (Simi Valley remains one of only 35 cities in California without a general-fund property tax). Over the course of his 6½ years as mayor, he worked to expand the city's police depart-

ment, build and equip a new senior citizens' center and city hall, and purchase a fleet of buses for local rapid transit. Through his efforts, Simi Valley gained more than 10,000 private-sector jobs from 1980 to 1986.

Prior to his election to the U.S. House of Representatives, Gallegly also served as vice chairman and later chairman of the Ventura (Calif.) County Association of Governments, a group whose task it is to coordinate the work of local municipalities and county government.

Rep. Gallegly was named to serve as vice chairman of the California Republican Delegation in the House. As a representative, he serves on the Interior and Insular Affairs Committee and on the Small Business Committee.

Rep. Jim Bates at MTD



Rep. Jim Bates (D-Calif.) told the MTD convention that he was "embarrassed and ashamed of what this country has let happen" to the U.S.-flag merchant marine.

Breaux Pledges Maritime Help



Addressing the issue of reflagging Kuwaiti tankers, Sen. John Breaux (D-La.) told the convention, "I support freedom of the high seas. But I do not support foreign oil from a foreign country, going in a foreign ship that's foreign crewed, that's selling it to a foreign country to be used by foreign citizens. That's not an American policy."

Defense Report Finds 'Alarming' Sealift Decline

(Continued from Page 1.)

pend so heavily in a protracted war upon adequate use of oceans for its military defense and for its economic survival.

2. The commission has addressed itself to defense aspects alone, but in its studies and analyses has come unavoidably to recognize that, although the maritime defense implications are urgent, the decline of the maritime industries is part of a more general problem as the United States shifts increasingly from an industrial toward a services based economy. *The commission concludes that the United States government has not yet adequately assessed the developing and massive defense implications of the shift.*

3. The commissioners, at this point, unanimously agree that *major governmental effort is urgently required, indeed overdue, to revise our national objectives, policies, and commitments in order to reverse the decline of the maritime industries.*

4. During recent years, substantial questions have been raised in some official quarters about whether the United States flag merchant marine still fulfills an essential defense role. The commission finds that, as a matter of fact, the maritime industries, including the merchant marine, are and will be for the foreseeable future an essential component of America's national security capability for the transportation of cargo and personnel for national defense purposes. *The United States flag merchant marine is an essential direct military asset because, to meet the sealift requirements of the national strategy in time of war or national emergency, many or most privately-owned, commercial, United States-flag merchant ships and their American crews would of necessity be used for military sealift purposes and integrated directly into the national military command structure. Similarly, the shipbuilding and repair industry and its associated shipyard suppliers are and will continue to be an essential national mobilization resource.*

5. *There is today insufficient strategic sealift, both ships and trained personnel, for the United States, using only its own resources as required by defense planning assumptions, to execute a major deployment in a contingency operation in a single distant theater such as Southwest Asia. Without decisive action, the situation will worsen substantially by the year 2000.*

6. Based on its study and analysis, the commission has concluded that *there is no more militarily efficient, cost effective, and reliable way to provide the majority of the military sealift requirement now and in the future than through an active United States-flag merchant marine.* The ships should be militarily useful and operating, engaged in peacetime in carrying commercial cargo, and manned by United States crews.

7. *The maritime industries have been in a state of decline for many years, but the rate of decline is now increasing at an alarming rate.* Some of the largest ship operators, shipyards, and shipyard suppliers have gone out of business, and most of those that remain face serious financial hardship. The commission's analysis shows that, *unless actions are taken to reverse the downward trend, the number of merchant ships and seamen will be reduced by one-half by the year 2000.* Similarly, the shipbuilding and repair industry will continue to shrink and will be almost totally dependent on Navy work for its very existence.

8. The precipitous decline in the size of the United States merchant marine has been paralleled by a similar decline in the size of the merchant fleets of some of our most important allies, particularly those in Europe, upon whom we have planned to rely for provision of sealift to support United States forces that would be engaged in their theaters.

9. Maintaining the shipbuilding and repair segment of the industrial base required to sustain a protracted general war is essential to deterring or winning such a war. *The base of shipyards and repair facilities, and their industrial suppliers, is currently inadequate in that sense and is continuing to deteriorate at an alarmingly progressive rate.*

10. As with other industries vital to the national defense, the government should provide an environment free of artificial, non-economic, or discriminatory obstacles that impair the ability of American maritime businesses to compete on a fair basis, both among themselves and with their foreign competitors, and to have the opportunity to earn a profit.

11. *Much of the challenge for effective actions to reverse the decline of the American maritime industries lies with the industries themselves.*

12. *Congress and the Executive Branch have enacted and implemented procurement policies that have emphasized bid price rather than value, with unacceptably harmful effects for both the merchant marine and the shipbuilding and repair industries in the form of the erosion of industrial capacity and capability, some losses in our traditional lead in technological and service innovation, and growing dependence on foreign sources of goods and services.*

13. If the privately-owned merchant fleet is to be of a size and composition to fill the requirements of the national strategy, commercial operators must be able to acquire vessels on terms that do not impair their ability to compete in the commercial trade, and must have access to cargo on fair economic terms without being disadvantaged by unfair or non-economic policies and practices.

14. *"Free trade" in reality does not exist today because of the prevalence of discrimination and protectionism in international commerce, sometimes involving our closest trading partners and sometimes in violation of the spirit and letter of existing agreements. The United States government has not done as much as it could to deal with that situation by efforts to provide American flag ship operators with free access to international markets through all means, including international trade negotiations.*

15. In today's international business environment, United States ship operators inherently have higher operating costs than many of their foreign competitors. *If American operators are to be able to compete in terms of price, some form of the Operational Differential Subsidy (ODS) program or some other measure to address some or all of the difference appears essential.*

16. *Continuation of and strict adherence to existing statutory programs to reserve cargo for United States flag carriers, including the Military Cargo Preference Act of 1904, the Cargo Preference Act of 1954, and the Jones Act, are essential. However important those programs are, reliance on them alone will not provide sufficient cargo to support a United States-flag merchant marine and a shipbuilding and repair industry of the size and composition needed for national defense.*

17. *To ensure the availability of sufficient trained personnel to man sealift ships in time of war or national emergency, there is a need to support and preserve the capability to train licensed and unlicensed personnel in the government, state, and industry-labor training facilities.*

18. *The total collapse of commercial ship construction has been a major factor in the decline of United States shipbuilding capability. Government construction alone, mostly Navy and concentrated in a small number of shipyards, is insufficient to maintain a diversified shipbuilding and repair industry, including shipyard suppliers, sufficient to meet mobilization requirements in time of war or national emergency.*

19. The United States has become alarmingly dependent upon foreign sources of critical equipment, ranging from major propulsion system components to precision bearings, for Navy as well as for commercial ships. In some cases, the newest, most technologically advanced, and most important Navy weapons systems rely upon foreign manufactured components.

20. The decline of the maritime industries has been continuous over the long term in spite of a number and variety of

"business as usual" fixes and marginal adjustments. *Heroic measures will be necessary if the decline is to be reversed and the industries restored to the minimum capacity projected by the Department of Defense and the Department of Transportation as necessary to fulfill the requirements of our current national policy.*

21. *In the past, many government programs have addressed only parts of the problem. The situation is now so bad that coordinated action is essential.* To provide for the national security, to avoid wasting private and public funds, and to address the situation effectively, government leadership is required to ensure the earliest possible active, serious, and constructive public and private cooperation among government, business, and labor to make the United States merchant marine more productive and competitive in world trade.

22. No government policy or system of government assistance should guarantee a profit to the maritime industries or to any other industries, but the opportunity should be available. In a capitalistic economy, profit is the driving force that is essential for an expanding and improving commercial merchant marine, equipped with modern and efficient ships, and for a healthy shipbuilding industry capable of competing effectively in world markets.

23. The rapidly deteriorating situation cannot be addressed without real costs in terms of national resources allocated to pay for the defense aspects of the maritime industries. *Any successful course of action will have costs; the challenge is to develop and implement policies that meet the requirements in the most cost-effective manner possible.*

24. The needed affirmation and restatement of our national maritime policy should include seven major points:

- The United States must develop the sealift resources it needs to meet its national defense requirements and to ensure its economic security during times of war or national emergency.

- The United States must take the measures necessary to ensure an adequacy of ships and seamen and of sufficient shipbuilding and repair capability to meet the requirements.

- There should be a balance between the active commercial fleet and inactive reserve forces, but *plans and policies must emphasize active sealift capabilities.*

- Reserve sealift forces ideally should include only those highly specialized ships with unique military capabilities that cannot be provided from commercial sources.

- Although United States policy is to rely on allied shipping to meet that part of its strategic requirement committed to the support of our established alliances, nonetheless *the United States must be prepared to "go it alone" if required in geographic areas not covered by those alliance commitments.*

- The shipbuilding mobilization base must be maintained to ensure that the demands of the national strategy can be met.

- *New initiatives requiring expenditures of federal funds for the maritime industries should be justified by and directed toward the acquiring and maintaining of sufficient sealift and shipyard capability to meet defense and economic support requirements in time of war or national emergency, and the costs of those expenditures should be borne by the nation as a whole.*

Sea-Land and NMU's Wall Receive AOTOS Awards

One steamship company and a union president were awarded the annual Admiral of the Ocean Sea Award earlier this month. It was the first time a company had been picked to receive the maritime honor.

NMU President Shannon Wall was cited for his years of service to both his union and to the maritime industry as a whole.

Sea-Land won its award for being the American-flag carrier which pioneered containerization in the international trade.

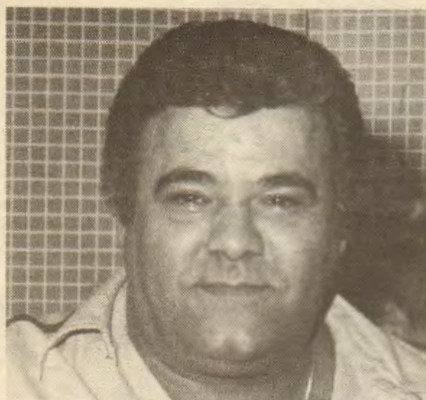
The awards were presented at a charity dinner with the proceeds going to the United Seamen's Service.

Weisberger Laid to Rest



Pallbearers carry former SUP President Morris Weisberger's casket following funeral services. Weisberger, a maritime labor pioneer, died Sept. 27 (see Oct. LOG). He was buried at the Sailors Union of the Pacific plot at Olivet Memorial Park in Colma, Calif. Pallbearers are SUP President Paul Dempster, Jack Ryan, Gunnar Lundeberg, SIU vice presidents George McCartney and Buck Mercer, and Brandy Tynan.

Area Vice Presidents' Report



Great Lakes
by V.P. Mike Sacco

NO group of people follows the weather more closely than Great Lakes seamen. Once the cold weather comes, shipping up here grinds to a halt.

The recent cold spell has been a disappointment to seamen. So too have port development projects. After a promising start, the number of government-generated projects has tapered off.

The big news up here has been and continues to be the Canadian Free Trade Agreement. This is because Great Lakes seamen know first-hand what opening up American shipping to Canadian interests can do.

American vessels carry less than 5 percent of all ocean-borne-cargo between American and Canadian ports. Canadian subsidies and a favorable exchange rate give Canadian shipping companies an insurmountable edge.

The only good news up here on this issue has been the intense opposition that the treaty has aroused in Canada itself.

Anyone who wants to know why Americans run huge trade deficits might want to consider the amount of publicity that the Canadian Free Trade Agreement has received in both countries.

In Canada, the issue is front page news. In the United States, which stands to lose as much as Canada, if not more, the issue has elicited little more than a yawn.

For more information on this issue, turn to page 8.



Government Services
by V.P. Buck Mercer

THE option for all eligible federal and postal employees is fast running out for changing their retirement plan from the Civil Service Retirement System (CSRS) to Federal Employees Retirement System (FERS). The deadline date has been set for Dec. 31, 1987; however, there have been few eligible federal or postal workers who have made the important decision to change plans.

The latest figures show that less than 1 percent of all eligible federal and postal employees have decided to

change to FERS. For employees afloat and ashore at MSCAPAC, the figures are even more dismal. Unless there is a last minute rush in MSCAPAC to change over, FERS must do with the pitiful few (fewer than 10) who have made the big decision to switch.

There are two major reasons why FERS has not been successful in their recruitment efforts: mistrust and misunderstanding.

Mistrust because many of the civil service elder statesmen do not trust the present administration and feel that benefits under CSRS will be eroded under FERS. They have observed how the administration has toyed with Social Security benefits, and they know that FERS and Social Security are tied together.

Misunderstanding and confusion because the government's Office of Personnel Management (OPM) has not allowed enough time for employees to digest all of the material that has been sent or explained to them, mostly through videotapes. This has resulted in confusion among the rank and file—not only with MSCAPAC personnel, but employees in all other government agencies as well.

While retirement benefits under FERS may prove advantageous for federal and postal employees in the long run, and this is the consensus in and around Washington, D.C., until federal and postal employees can absorb all the material that has been thrown at them in a relatively short time, the Federal Employees Retirement System will fail miserably.

One can assume, however, that as more information is learned about FERS, eligible federal and postal employees will have the option to switch retirement plans during an open season period.



Gulf Coast
by V.P. Joe Sacco

HOUSTON has long been the largest port in the country. But you couldn't tell that by the number of American-flag vessels that come in and out of here.

Not that shipping is bad. Far from it. There's lots of inland and military work for our membership. But to tell the truth, there isn't much commercial work down here. And what little that we have is destined to get smaller.

Given the amount of cargo that comes in and out of Houston, I find this a downright shame. Yet the only way that this sorry state of affairs is going to change is if we elect an administration which shares our commitment to the maritime industry.

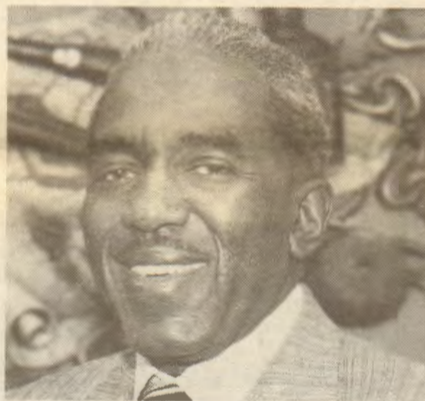
During the past six years, maritime has learned the hard way that it isn't

enough to have strong support in Congress. The maritime caucus is one of the strongest and most effective on Capitol Hill. Yet every time that we try to pass a promotional program to help the maritime industry, the administration just steps in and vetoes the legislation.

The Reagan administration has rewritten all the rules on what to expect from government. When I started out in the maritime industry, it was not unusual for the labor officials and shipping executive to bemoan the lack of concrete action by Washington. The Reagan administration changed that. Instead of neglecting the maritime industry, they've actively tried to dismantle it.

This is the first administration which has failed to implement existing cargo preference laws. It has gutted every single maritime program on the books. And on top of everything, it has demonstrated an outright hostility to the needs of the working people.

Political action is the only way that we will be able to save this industry. The upcoming presidential election offers us our last, best hope for turning things around. It is no longer enough to upgrade your shipping skills. Any seaman who wants to protect his job security should register to vote, become active in the Union's grassroots activities and donate to SPAD.



East Coast
by V.P. Leon Hall

IT was a busy month on the East Coast.

SIU members picketed McAllister and Curtis Bay tugs in Baltimore, Norfolk and Delaware. Both the Union and the companies were playing hardball.

More than 100 union members from other labor organizations supported the SIU at a demonstration at Baltimore's Rec. Pier.

SIU President Frank Drozak wrote a letter to the Coast Guard complaining about safety conditions onboard McAllister tugs. He cited reports of groundings, and the inexperience of the scab crews which are manning the tugs.

In Washington, a coalition of maritime organizations have banded together to protest the Canadian Free Trade Agreement.

Drozak spoke about this issue at the annual New York Port Council dinner. The dinner was a huge success, thanks to the hard work of Michelle Nardo and other SIU employees who helped plan it.

The dinner was held Oct. 17. Two days later, Oct. 19, the stock market suffered the largest decline in its his-

tory. In one afternoon, the value of all the stocks on the Dow Jones had dropped by one trillion dollars.

The head of the New York Stock Exchange said that the 508 point drop in the market was the "closest that he wanted to come to an economic meltdown." The market recovered slightly over the next two weeks, but a sense of urgency hung over New York and the rest of the country.

In a way, it was hard to feel sorry for the same group of people who have championed hostile takeover bids and junk bonds. Millions of working people, including thousands of SIU members on the rivers and inland waters, have had their pensions and benefits threatened as a result of these questionable economic practices.

Unfortunately, we're all in the same boat. The fact of the matter is that most stock market declines are followed by recessions. And this was a crash, not just a downturn.

The televised accounts of the crash were chilling. No one who saw the faces of the brokers—the pained expressions, the utter sense of disbelief—will have any doubt about the way history will ultimately judge Reaganomics.

One final note: I'd like to comment on a new and innovative company that the SIU recently signed up. It's called ARCOP.

As many of our members know, the New York maritime industry has been experiencing difficult times. Sea-Land is the last major operator to be stationed in the metropolitan area, and it has threatened to reflag if action isn't taken on reforming the liner subsidy program.

One of the few areas of growth has been in auto ferries. Earlier this year, the SIU signed up a new company, ARCOP.

Things are going so well for the new company that it was recently written up in *The Journal of Commerce*.

Alluding to the growing use of ferries along the Hudson River, the article said, "One ferry service exceeding expectations is operated by ARCOP.

"From 110 passengers the first day, the [new] line has grown to more than 2,500 a day."



West Coast
by V.P. George McCartney

I had to fly back East last month to attend two important functions. My first stop was Manhattan for the New York Port Council's annual dinner-dance. I then went on to Miami, where the Maritime Trades Department was holding its convention.

For the past seven years, the New York Port Council has handed out the Paul Hall Award of Merit. The award is given to "that individual who has made significant contributions to the

(Continued on Page 21.)



Inland News

tug/tow
barge/dredge

Strike Enters Sixth Week

Boatmen, Families, Other Unions Man Tugboat Picket Lines

Scab crews on Cutris Bay and McAllister Brothers tugs continued to "whack" ships and damage equipment in Norfolk, Philadelphia and Baltimore as a three port, two-company strike entered its sixth week. In the meantime, the 500 striking boatmen received picket help from their families and support from other unions in the three cities.

The captain of the M/V *Ocean Princess* (Ocean Cruise Lines) sent a letter to Curtis Bay's Philadelphia office complaining of the poor handling by one of the tugs sent to assist in docking.

"Please be advised," he wrote, "that

whilst alongside Penn's Landing pier . . . your tug *Cape May* coming to make fast at starboard quarter, hit my ship creating a considerable dent on the shellplate."

In other ports, local politicians expressed fears that scab-crewed tugs posed dangers to their ports, especially when handling toxic or dangerous materials.

When a massive snow storm hit parts of the East Coast in early November, the tugs in Baltimore tied up, rather than face work in conditions SIU boatmen have safely handled for years.

In Norfolk, wives of the strikers staged a protest at McAllister's downtown office and at Curtis Bay's dockside operations. More than three dozen wives participated.

In Philadelphia, several wives manned a daily informational picket line in front of Curtis Bay's headquarters.

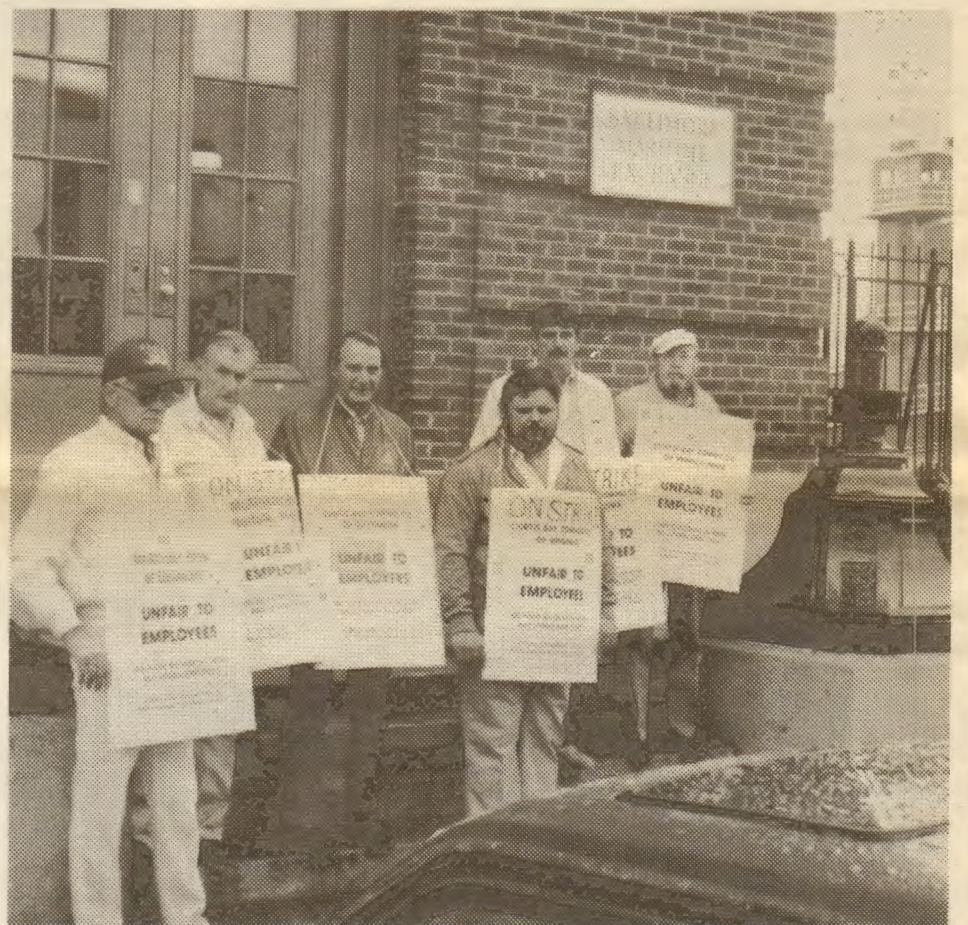
In Baltimore, strikers and their families rallied at the city's World Trade Center and gathered thousands of signatures from Baltimore residents on petitions requesting that the companies return to bargaining and to replace the scab crews.

The docking of the *Queen Elizabeth II* in Baltimore became the scene of a floating picket when two boat-loads of striking SIU members shadowed, from a safe distance, the docking of the huge liner. One Curtis Bay tug barely escaped damage when it was slowly moving between the ship and the pier.

As the LOG went to press, the National Labor Relations Board had not acted on several unfair labor practice charges filed against McAllister for failure to bargain in good faith. Negotiations had not resumed with Curtis Bay.



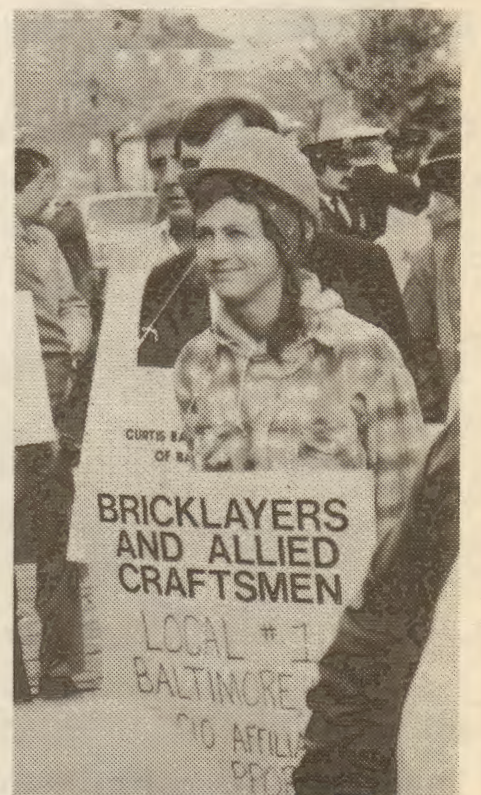
Four-year-old Simone Garayoa accompanied her parents Mark (right) and Cynthia Garayoa to the Union unity rally in Baltimore last month. Garayoa is a chief engineer for Curtis Bay.



Striking boatmen from all three ports and both towing companies gathered at Baltimore's Maritime Exchange for picket duty last month.



In Norfolk, dozens of wives of the striking boatmen picketed McAllister's offices.



Members of more than two dozen unions joined in the Baltimore rally.



▲ Near the McAllister docks in Norfolk wives joined their striking husbands shouting questions at newly hired security guards and scabs.



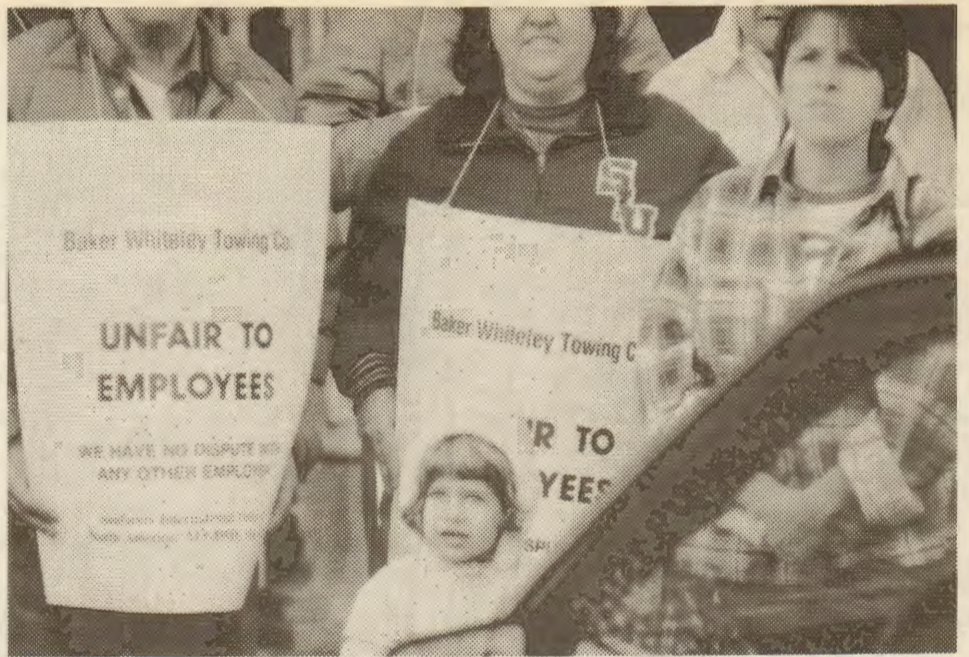
With help from the Metropolitan Baltimore Council of AFL-CIO Unions more than 200 working men and women joined striking SIU members in a solidarity rally.



◀ In Philadelphia, Sharon Rafferty (center) hands a leaflet to a passerby in front of Curtis Bay's headquarters. With her is Nancy Weiner. The women and others picketed the company's offices nearly every day at lunchtime.



When the *Queen Elizabeth II* called on Baltimore during the strike, SIU boatmen manned picket boats and shadowed the docking operation.



It's never too young to start a good union education as this young girl finds out.



In Philadelphia, Sidney Faucett and Anthony Hughes man the hand-made picket shed at Curtis Bay.



SIU reps and leaders of other unions spoke to the crowd at the Baltimore rally. "The Seafarers are a reasonable union that will work with a company for the betterment of the port . . . but they are determined not to work in regressive, unsafe conditions," Ernie Grecco, President of the Baltimore Council of AFL-CIO Unions told the crowd.

New Pensioners

The following SIU members have retired on pension:

DEEP SEA

Algonac

Narch Krzywda, 3rd mate
Joseph Rollins, 2nd cook
Joseph A. Wilkes, AB
Phillip Williams, engineman

Baltimore

Steve Kolina, chief cook
William F. O'Brien
Edward P. Sinush, GSU

Brooklyn

Santiago Arroyo, chief cook
Richard Chamberlin, QMED
Carroll P. Dwyer
Michael Haukland, steward
William G. Rogers, AB

Houston

Miguel Aguirre, cook/baker
Frank J. Cunningham, AB
John M. Daigle Sr., asst chief cook
Nathaniel P. Davis
Amado E. Diaz, OS
Jimmie L. Jackson, cook

Guillermo Martinez, steward asst.
Napoleon Rivas, OMV

Jacksonville

Peter L. Christopher
John E. Floyd, AB/bosun

Mobile

Wesley H. Foster, bosun

New Orleans

Anthony Benedict, steward asst.
Horace Mayeux

Norfolk

Kenneth Gahagan, bosun
Clyde W. Marriner, AB

Philadelphia

Casimir Bogucki, AB

San Francisco

Wayne M. Evans, GSU
William H. MacArthur, AB
Dionisio T. Muyco, chief cook

Seattle

Kenneth H. Girvan

Theodore Graham Jr.
Donald M. King, 3rd cook

GREAT LAKES

Harold D. Barragan
John D. Lackey

ATLANTIC FISHERMEN

Michael Orlando

The following Inland members have retired on pension:

Cleveland

Donald R. Jaegle, deckhand

Jacksonville

Frank W. Robinson, AB

Norfolk

John Becker, deckhand
Bruce E. Knight, mate

Philadelphia

Christian Frederickson, oiler

DOT and Labor Posts Picked

Two cabinet posts which could have an impact on the SIU and the labor movement have been filled by President Reagan, subject to congressional approval.

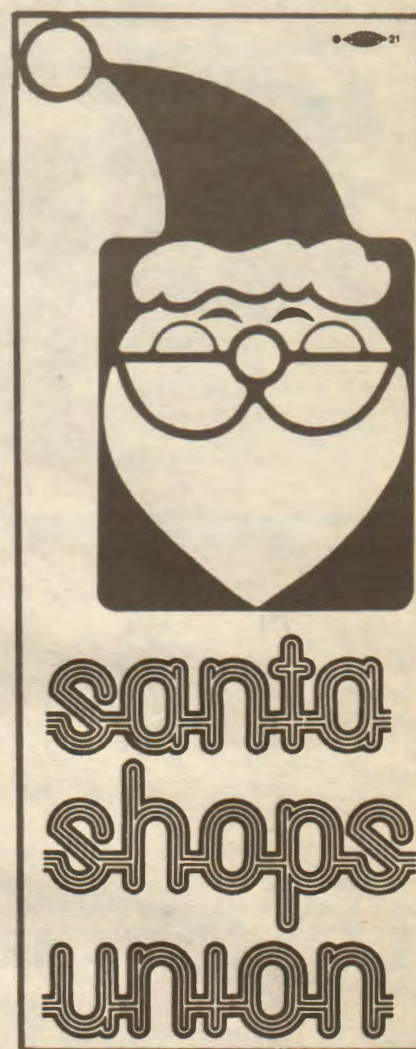
Ann Dore McLaughlin has been nominated to take over the Department of Labor. Former Labor Secretary Bill Brock resigned to head up Sen. Robert Dole's (R-Kan.) campaign for the presidency.

McLaughlin has held a number of posts in government, mainly in the communications field. Her last job in

the administration was as undersecretary of the interior.

Though she has a lack of labor experience, the AFL-CIO has indicated it will not oppose her appointment.

Last month Reagan nominated James H. Burnley to become secretary of transportation. He will be replacing Elizabeth Dole who also is working for Robert Dole's presidential bid. Burnley has served as deputy secretary of transportation since 1983.



Support
SPAD

NMC Calls It Quits

The National Maritime Council, once an influential maritime labor and industry coalition, has folded.

At one time the NMC enjoyed the direct support of Marad, hundreds of companies and most maritime labor unions. In 1978 its ties to Marad were cut. Last year the unions left the organization.

The NMC was formed in 1971 to promote U.S.-flag shipping by trying to bring the various maritime groups together under one umbrella.

The decision to end the NMC was "taken because of a marked loss of broad support and a sharp decline in the number of viable American carriers," said NMC President William B. Kelly.

When the NMC was formed there were 12 U.S.-flag subsidized carriers. Today there are four.



THANK YOU FOR NOT
SERVING MARVAL/ROCCO
#P-18 TURKEY FOR YOUR
HOLIDAY DINING.

Dispatchers Report for Inland Waters

OCTOBER 1-31, 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				NOT AVAILABLE					
Baltimore	6	0	0	6	0	0	4	0	0
Norfolk	48	12	0	35	8	0	65	25	0
Mobile	0	0	0	0	0	0	1	0	0
New Orleans	2	0	0	1	0	0	1	0	0
Jacksonville	0	5	6	0	1	2	0	4	4
San Francisco	0	0	0	0	0	0	0	0	0
Wilmington	5	3	13	24	25	38	45	13	0
Seattle	0	0	0	0	0	0	0	0	0
Puerto Rico	0	0	0	0	0	0	0	0	0
Houston	7	3	8	3	2	4	7	3	4
Algonac	16	4	0	12	3	0	15	5	0
St. Louis	2	1	1	1	0	1	2	1	2
Piney Point	0	0	0	0	0	0	1	0	0
Totals	86	28	28	82	39	45	141	51	10
ENGINE DEPARTMENT									
New York	0	0	0	0	0	0	0	0	0
Philadelphia				NOT AVAILABLE					
Baltimore	0	0	0	0	0	0	0	0	0
Norfolk	20	6	0	6	3	0	25	15	0
Mobile	0	0	0	0	0	0	0	0	0
New Orleans	0	2	0	0	0	0	0	2	0
Jacksonville	0	0	0	0	0	0	0	0	0
San Francisco	0	0	0	0	0	0	0	0	0
Wilmington	0	0	1	0	0	1	18	9	0
Seattle	0	0	0	0	0	0	0	0	0
Puerto Rico	0	0	0	0	0	0	0	0	0
Houston	3	0	0	1	0	0	2	1	0
Algonac	8	7	0	7	3	0	13	3	0
St. Louis	0	0	1	0	0	1	0	0	1
Piney Point	0	0	0	0	0	0	0	0	0
Totals	31	15	2	14	6	2	58	30	1
STEWARD DEPARTMENT									
New York	0	0	0	0	0	0	0	0	0
Philadelphia				NOT AVAILABLE					
Baltimore	0	0	0	0	0	0	0	0	0
Norfolk	12	2	0	4	2	0	6	15	0
Mobile	0	0	0	0	0	0	0	0	0
New Orleans	0	1	0	0	0	0	0	1	0
Jacksonville	0	2	0	0	0	0	0	2	0
San Francisco	0	0	0	0	0	0	0	0	0
Wilmington	0	1	1	0	0	1	18	5	1
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	3	3	0	2	1	0	5	2	0
St. Louis	0	0	2	0	1	5	0	0	0
Piney Point	0	0	0	0	0	0	0	0	0
Totals	15	9	3	6	4	6	29	25	1
Totals All Departments	132	52	33	102	49	53	228	106	12

**"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.

Seafarers

HARRY LUNDEBERG SCHOOL OF SEAMANSHIP



Piney Point Maryland



Getting Ready for the P.R.O.M.*

Every day the consumption of oil around the world increases, and with this increase comes a greater demand for tankships and skilled pumpmen. However, with new technologies and automation onboard tankships, the best pumpmen may find themselves competing for jobs.

Just as the tankship has developed and changed since the first load of oil crossed the Atlantic in 1886, so has the pumpman. He has adapted to the vast and rapid changes in the tanker

industry. The pumpmen of today have found, through training and education, that they may be better equipped to meet the challenges of the industry and competition for jobs.

It is through development and change in the industry that the Pumproom Maintenance and Operations Course has evolved and can help you meet the demands in the pumpman field head on.

Guiding the students in this newly-designed course will be Jim Shaffer, formerly an instructor at SHLSS in 1978 who left in 1981 to work as a boiler plant foreman at the Patuxent River Naval Air Station. After a few years, he got tired of doing a job that he didn't enjoy. Jim found out that being in the classroom and teaching was what he loved most, and so he has returned, reinvigorated and enthusiastically planning to welcome his first students on Feb. 1, 1988 for a six-week course.

Jim's professional background is extensive, having worked in the stationary and marine engineering field for 27 years, the first 14 of which were spent in the Navy. One of his jobs there was an "oil king"—the man responsible for loading supplies and refueling ships at sea. He traveled all around the world on a variety of ships from aircraft carriers to refrigeration ships. After the Navy, he attended Jones College in Nor-

folk, Va. and earned a Management and Administration degree in their Veterans' Degree Program. From there, he became operations manager at an oil terminal in Norfolk, loading all sorts of liquid products. Handling problems posed by a variety of materials required imaginative solutions. Railcars filled with hardened animal tallow had to be heated overnight with steam before they could be unloaded. Another shipment, this time of liquid latex, challenged Jim's ingenuity, because it resisted being unloaded by clogging every pump he tried using. Finally, Jim rigged up a system whereby he could force the latex out of the tank with high pressure from the outside. From fetid liquid fish solubles to delightful Kentucky bourbon, Jim handled it all!

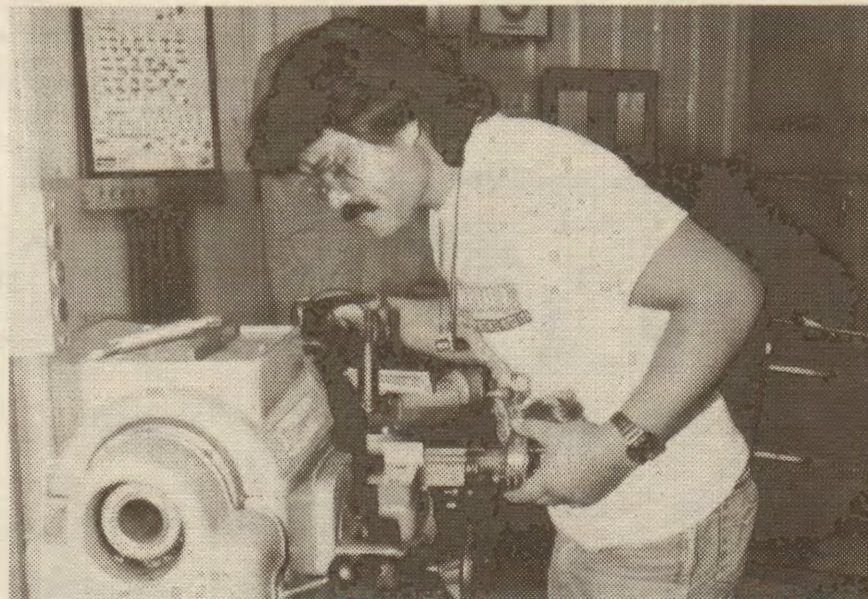
Jim considers his main field to be boiler technician, in which he is certified for feedwater test and treatment (boilers require critically balanced water quality for proper operation). In addition, he is a technician in gas-free engineering—knowing how to monitor, measure and handle oxygen levels and explosive gases in tanks and enclosed spaces.

In training upgraders as pumpmen, Jim wants to stress the safety aspect of their jobs and go "overboard" on learning all there is to know about the

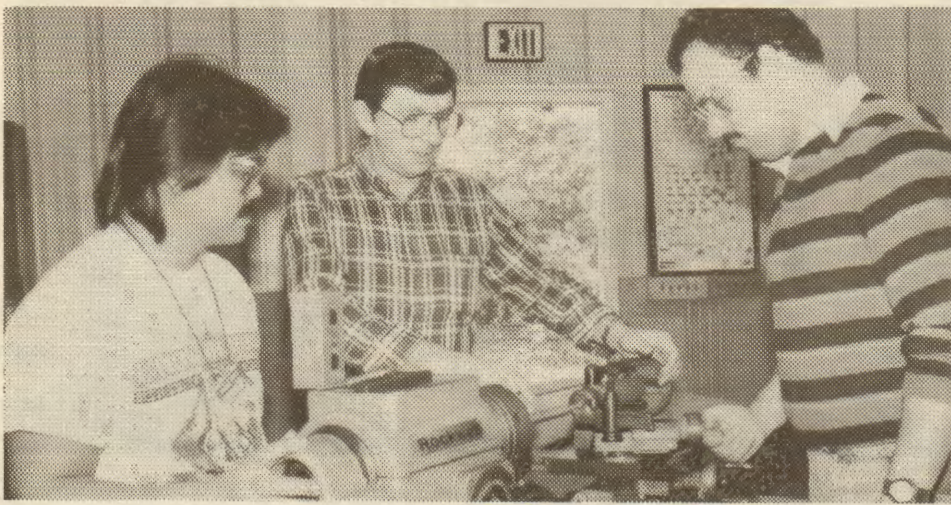
(Continued on Page 16.)

Pump Room Operations & Maintenance*—Course Outline

- 1. Introduction**
- 2. Tanker Design and Construction**
types of tankers
changes in tanker design
VLCC's
ULCC's
- 3. How Oil is Measured**
units of measure
gauging
gross barrels
net barrels
- 4. Cargo Piping Systems**
direct pipeline system
learning the cargo system
VLCC system
- 5. Loading**
before loading
starting cargo
removing list
stress
- 6. Discharging Cargo**
pre-transfer check-off
the pumpman
discharging procedures
- 7. Planning the Load**
load lines
loading plan and
calculations
loading to final draft
- 8. Ballasting**
the need for ballast
clean ballast
segregated ballast tanks
deballasting
- 9. Tank Cleaning**
why clean tanks
methods and equipment
line, pump and bottom
flushes
- 10. Fire Prevention**
what is fire
the elements
extinguishing agents and
equipment
prevention versus cure
- 11. Preventing Pollution**
what causes pollution
what to do if you have a spill
laws governing pollution
control
- 12. Inert Gas Systems**
basic IG system
IG systems and components
precautions
know your ship
- 13. Valves**
types of valves
valve care and maintenance
automatic controlled valves
- 14. Pumps**
types of pumps
care and maintenance of
pumps
pump bearings and
lubrication
troubleshooting pump
problems
- 15. Precision Tools**
calipers
dial indicators
outside micrometer
inside micrometer
depth micrometer
- 16. Packing and Seals**
types of packing
mechanical seals
- 17. Hydraulics**
pumps
systems
controllers
care of hydraulic systems
- 18. Lathe**
construction
maintenance
safety
- 19. Lathe**
tools
accessories
- 20. Grinders**
grinder wheels
dressing grinder wheels
operation and safety
- 21. Grinder**
grinding, lathe facing tools
grinding, lathe turning tools
- 22. Lathe**
set up work
facing
turning
cutting threads
knurling
- 23. Lathe Skills**
class project



SHLSS student practicing his lathe skills.



Instructor Jim Shaffer (center) explains the operation of a lathe to two SHLSS students.

(Continued from Page 15.)

ships they'll be on. Of course, hands-on experience is always the most desirable, and he hopes to use the school's tank barge as a practical training ground for application of classroom-acquired knowledge. In hoping that his enthusiasm as a teacher will rub off on his students, Jim states that, "We can cover all aspects of the pumpman's job so that students will go out of here motivated to do a safe and responsible job." After establishing the P.R.O.M. course, Jim's next major project will be

the updating and restructuring of the entire automation program.

The first three weeks of the course will cover such topics as tanker construction, cargoes, Coast Guard regulations, pipe systems, valves, pumps and loading problems, and much more. The next three weeks deals with hands-on shop work, such as precision tools, pump repair and alignment, packing types, bearings and lubricating safe and proper lathe set up and operation. Each student will use lathe skills to make a class project.



NOTICE To Licensed Mates & Engineers

Effective Dec. 1, 1987, new Coast Guard regulations go into effect regarding License renewal.

—In order to renew a license, the applicant will be requested to:
 present evidence of at least one year of sea service during the past five years; *or*
 pass a comprehensive open-book exercise covering the general subject matter required of the license; *or*
 complete an approved refresher training course; *or*
 present evidence of employment in a closely related industry for three of the last five years.

—The license holder must present a valid certificate of completion of a CPR course.

—Applicant must take a physical or have had one within the past three years.

Also, effective October 1, 1988, evidence of completion of an approved firefighting course will be required for all original licenses, upgrade of licenses, and license renewals.

For those persons needing to certify or recertify in CPR, the SHLSS will schedule CPR classes during the year to satisfy those needs. Also, a firefighting course will be made available next year to meet the Oct. 1, 1988 deadline.

NOTE: The third/second mate and engineers courses include CPR, firefighting and first aid in the course schedule.

Name _____ Soc. Sec. # _____

Address _____ Phone # _____

License held _____ Date of issue _____

Course needed: CPR First aid Firefighting

* More comprehensive information will be published in the Dec. issue of the LOG

Piney Point Goes International



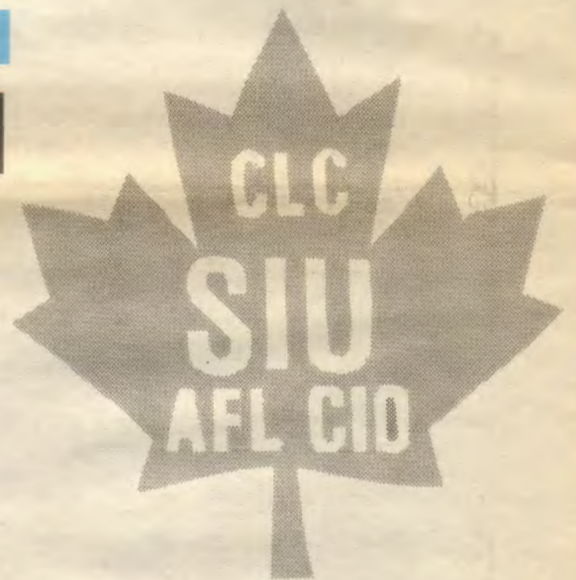
Phil Popovich enjoys his class in 8-strand rope splicing.

"The best!", "Wonderful", "Just can't compare!"; to a man, these were the type of enthusiastic comments given by the group of electricians and able seamen from Canada about their course of study here at SHLSS. These Canadian upgraders are the very first group of many to come, who will be receiving training at Piney Point. Their month-long stay ended October 9. Having returned to Canada, they'll be shipping out with newly polished skills to apply on their new jobs. Our Canadian broth-

▼ Canadian Electricians, October 1987—Left to right, front row: Jeffrey Dawson, George Moulton, Fred Bauersfeld, Warren Anderson, Tim Hallewell; back row: John Grove, Helmet Fiesel, Joseph Weber (obscured), Robert Wilson, Thomas Shaw, Jack Parcel (instructor), David McCormack.

ers were as impressed with the quality of instruction as the instructors were with the enthusiasm and intelligence of their students. Ed Boyer who guided the AB's, commented that this was probably "the best class I've had in 14 years of training seamen. I'd be very happy if our American seamen performed as well." The electricians, led in study by Jack Parcel, all praised their teacher highly for his thorough knowledge of his subject and his effective teaching methods. Electrician Thomas Shaw

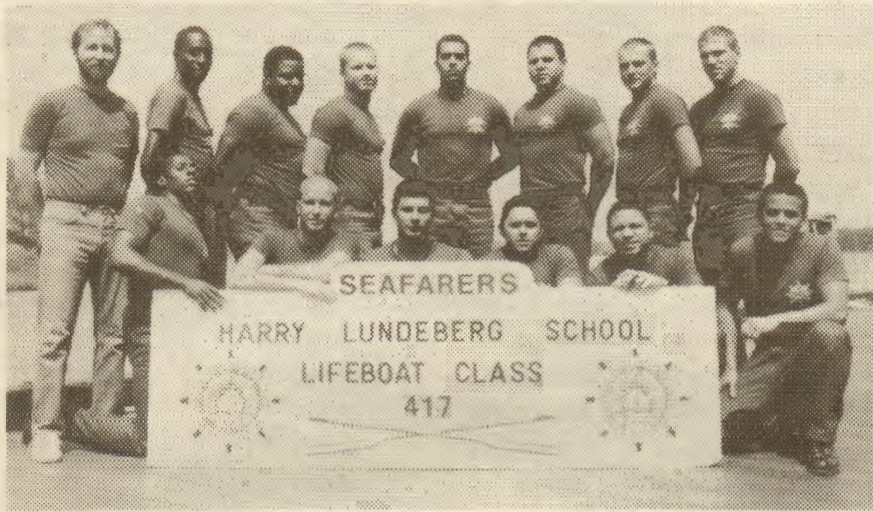
▼ Canadian ABs, October 1987—Left to right, front row: Pat Slattery, Phil Popovich, Howard Strowbridge, Bob Smith, Eric Kehoe; back row: Howard Tulk, Ed Boyer (instructor), Henry Mullins, Melvin Martin, Harold Caines, Norman Bryan, Henderson Scott, Paul McGean, Denis Ferland.



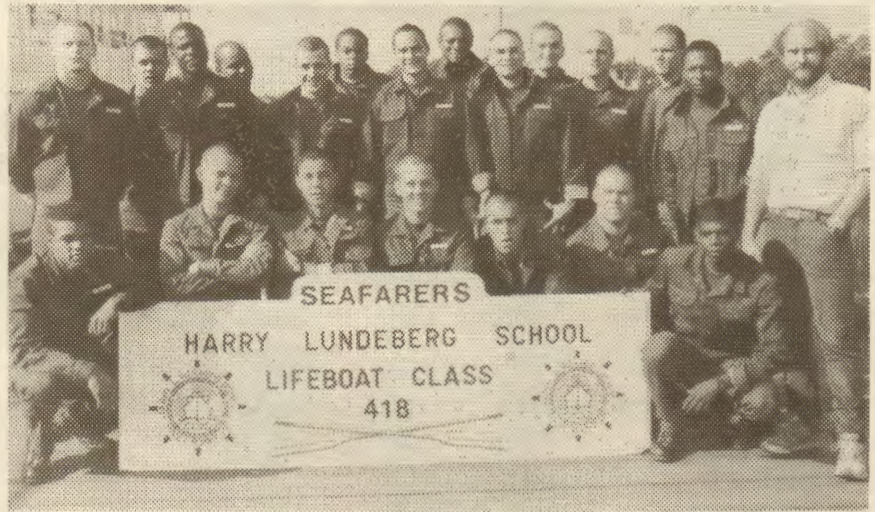
said, "Even though several of us have many years of experience, we still found ourselves learning new and better ways of doing things from Jack." Even out of the classroom, the Canadians made as positive impression on all who came in contact with them. Sindy Davis, a trainee from Class #416 Deck and Engine, had nothing but praise for these men. On their free time, a number of the Canadians shared their own hard-earned knowledge by helping the trainees in learning knot-work and in their other course work in the library. Summing up the feelings of all, Phil Popovich from Nova Scotia said, "I enjoyed the courses here totally. Before, I was afraid to admit that I didn't know how to do something. Now, when I go back on the job, I will feel a lot more confident in my work."



SHLSS Course Graduates



Norman Armstrong, Robert Baskin, Andrew Berfein, Timothy Charez, Alonzo Cyprian Jr., Eric Fullmer, Daniel Hecker, Preston Lauffer, Pablo Luciano, Carlos Marcial Villabla, Bruce Morgan, Thomas Route, Ben Cusic (instructor).



Jeffrey Amendolia, Peter Atkinson, Rober Baptiste, Tony Cheesebrew, Dean AhtuJuan, Jarrod Cunakoo, William Harris, Aaron Kamil, Willie Lindsey, Eric Manley, Ralph Neal, David Partridge, Ivan Passapera, Orah Presley, Marcus Terry, Robert Thompson III, Charles Touzet, Tony Tudury, John Tweedel, Jake Karaczynski (instructor).



Sealift Class (Sept. 10)—Left to right, front row: Salvador Baclayon Jr., Alexander Stankiewicz, Janet Snow, Harry Alongi (instructor), Tracy Blanich, Ralph McKee, Willy DeLeon; 2nd row: Stephanie Smith, Scott Opsabl, Nancy Manni, Travis Crow, Guido Santiago, Robert Brown, Richard Wilson, Donald Williams, Ken Couture, Cutler Wells, William Cooper.



Lifeboat Class (Sept. 23)—Left to right: Jake Karaczynski (instructor), Nancy Manni, Toni Kiwior, Michael Curtis, Lori Fencl, Johnny Cruz, Ida Prange, Roy Syring, Tracy Blanich, Richard Cutton, Shari Smithson.



FOWT (Sept. 21)—Left to right, front row: Bill Foley (instructor), John Chinn, J.P. Murray, Lee Laffitte, Alvin Hom; back row: Kevin Samuels, Steve Du Pré, F.P. Jaworski.



Recertified Stewards (Sept. 1)—Left to right, front row: Ernest Haitt Jr., Edward Kilford, Williams Stralley, Richard Gramble; back row: Paul Calimer, Harry Lively, John Alamar, Ken Rosick, Melvin Morgan.



Reefer Class—Left to right, front row: Michael Murphy, Rudy Salvaggio; back row: Eric Malzkuhn (instructor), Alberto Aguiar, Richard Risbeck, Charles Gallagher.



Lifeboat Class (Sept. 5)—Left to right: E.C. Ammons, Rafael Suris, Willie Deleson (kneeling), Stephanie Smith, Roy Matteson, Salvador Baclayon Jr., Ben Cusic (instructor).



Marine Electrical Maintenance Class (Sept. 1)—Left to right: Kenneth Couture and Alexander Stankiewicz.



1988 Upgrading Course Schedule



Programs Geared to Improve Job Skills And Promote U.S. Maritime Industry January — June 1988

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

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

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

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

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

Steward Upgrading Courses

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

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

Deck Upgrading Courses

Course	Check-In Date	Completion Date
Towboat Operator	January 4	February 26
Able Seaman	Open-ended (Contact Admissions Office for starting date)*	
First Class Pilot (Organized self study)	Open-ended (Contact Admissions Office for starting date)	
Celestial Navigation	February 29	April 1
Radar	April 4	April 15
Radar Refresher/Renewal	Open-ended, 3 days (Contact Admissions Office for starting date.)	
Radar Recertification	Open-ended, 1 day (Contact Admissions Office for starting date)	
Third Mate & Original Second Mate	April 18	June 24
Lifeboat	January 11 February 8 March 7 April 4 May 2 May 30 June 27	January 22 February 19 March 18 April 15 May 13 June 10 July 1
Seallift Operations & Maint.	Open-ended (Contact Admissions Office for starting date)	
LNG — Self Study Safety Course	(This course is not offered as a separate course, but may be taken while attending any of the regularly scheduled courses.)	

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

Engine Upgrading Courses

Course	Check-In Date	Completion Date
Conveyorman	January 4	January 29
QMED	January 4	March 24
*Seallift Operations & Maint.	March 28	April 8
QMED	April 11	June 30
*Seallift Operations & Maint.	July 5	July 15
Marine Electrical Maint.	January 4	February 26
*Seallift Operations & Maint.	February 29	March 11
Refrigeration Systems Maint. & Operations	January 11	February 19
*Seallift Operations & Maint.	February 22	March 4
Pumproom Maint. & Operations	February 1	March 11
*Seallift Operations & Maint.	March 14	March 25
Pumproom Maint. & Operations	March 21	April 29
*Seallift Operations & Maint.	May 2	May 13
Refrigerated Containers—Advanced Maint.	February 22	April 1
*Seallift Operations & Maint.	April 4	April 15
Variable Speed DC Drives	March 14	April 22
*Seallift Operations & Maint.	April 25	May 6
Welding	March 14	April 8
Seallift Operations & Maint.	April 11	April 22
Welding	April 18	May 13
*Seallift Operations & Maint.	May 16	May 27
Diesel Engine Technology	April 18	May 27
*Seallift Operations & Maint.	May 30	June 10
Electro-Hydraulic Systems	May 9	June 17
*Seallift Operations & Maint.	June 20	July 1
Hydraulics	June 6	July 1
*Seallift Operations & Maint.	July 5	July 15

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

College Programs Scheduled for 1988

Course	Check-In Date	Completion Date
Associates in Arts or Certificate Program	January 11 March 21 May 23 August 8 October 17	March 4 May 13 July 15 September 30 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 Lundberg 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.

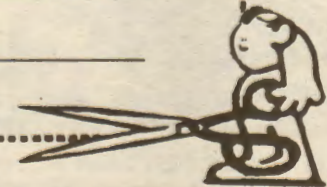
You must list, or supply evidence of, sufficient time to qualify yourself for the course(s) you are requesting.

VESSEL	RATING HELD	DATE SHIPPED	DATE OF DISCHARGE

SIGNATURE _____ DATE _____

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

Rev 10/87





A Cooperative Effort

Fire Drill Held Aboard USNS Mercy

by Bob Borden, PAO, MSCPAC

The quiet of a peaceful Sunday morning was broken Nov. 1 when fire trucks with sirens blaring roared into Naval Supply Center Oakland to put out a simulated fire aboard the *USNS Mercy* (T-AH 19).

The drill was part of "Operation Mercy," a hypothetical pierside marine casualty exercise sponsored by the Coast Guard Marine Safety Office in San Francisco and the Oakland Fire Department. In the planning stages for about a year, the exercise was fine-tuned after the MSC hospital ship was selected as the platform to conduct the drill which provided local Navy and civilian fire fighting departments the opportunity to work together to perform emergency evolutions aboard ship.

In the incident scenario, the *Mercy* was preparing to leave Oakland when, in the process of firing up the propulsion system, the ship's boiler was flooded with too much fuel. The excess fuel ignited, causing an explosion in the engine room which disabled fire pumps and electrical generators. The explosion also ruptured a salt water cooling system in the auxiliary machinery space, resulting in flooding and a potential stability problem for

the ship. For good measure, exercise coordinators threw in additional situations which required immediate response, including an oil spill, water pressure problems, an adjacent warehouse filled with hazardous materials, and a reporter who was knocked overboard into the water.

For more than two hours, firemen aboard the *Mercy* battled the simulated fire in the engine room while others performed search and rescue and provided first aid to burn casualties. Ashore, the pier which berthed the *USNS Mercy* was filled with more than a dozen fire trucks and special Coast Guard equipment used to dewater the flooded auxiliary machinery space. At sea, fireboats from Oakland, San Francisco and Treasure Island helped supply additional water to fight the blaze aboard ship. Smoke bombs and smoke generators, along with volunteer casualties smeared with charcoal and red dye, helped create a disastrous atmosphere aboard the *Mercy* as weary firefighters with oxygen bottles strapped to their backs trudged across the decks and deep into interior spaces of the hospital ship.

"The exercise showed us we can expect a very difficult situation if we assist in fighting a fire aboard ship,"



Firefighters from cities in the Bay Area participated in the fire drill aboard the *USNS Mercy*. A "casualty" is assisted by some of the firemen aboard the hospital ship.

Retirement for Chief Cook



In ceremonies last July, Isaiiah H. Young (left) receives a certificate of retirement from Capt. William T. Dannheim, MSCPAC commander. Young, who sailed as a chief cook, retired after 33 years of service.

said Battalion Chief Andrew M. Stark of the Oakland Fire Department. "Fires that are deep into interior spaces aboard ship limit your access to fight them. The heat buildup is tremendous, and the smoke and heat conditions can be horrendous. Then there are the problems with manpower. You need to rotate your manpower effectively to contain shipboard fires."

Still, the chief was satisfied. "As far as tactics and strategy, it went very well. The response was excellent," said Stark. "We tested just about every aspect we could under these conditions and it all worked."

First Assistant Engineer Joseph Watts of the *Mercy*, who worked with the Coast Guard and local fire departments on the exercise, assisted the firemen in locating fire stations on the ship and guided them to areas where simulated fires were burning. "This is an important drill because it requires outside coordination in fighting a fire that's beyond the capabilities of our small crew aboard ship," said Watts. On weekends after 5 p.m. until 8 a.m. the following morning, only a security guard and a night engineer are aboard the ship while it's in reduced operating status in Oakland.

Participating fire departments in the first drill of its kind at the Naval Supply Center included civilian units from Oakland, Alameda, Richmond, Emeryville and San Francisco, along with Navy firemen from NSC Oakland, NAS Alameda and Treasure Island. The Southern Alameda County Chapter of the Red Cross and a private ambulance company also participated in the drill.

The Oakland Fire Department, in cooperation with the Navy, expects to produce a videotape training film based upon the "Operation Mercy" exercise.



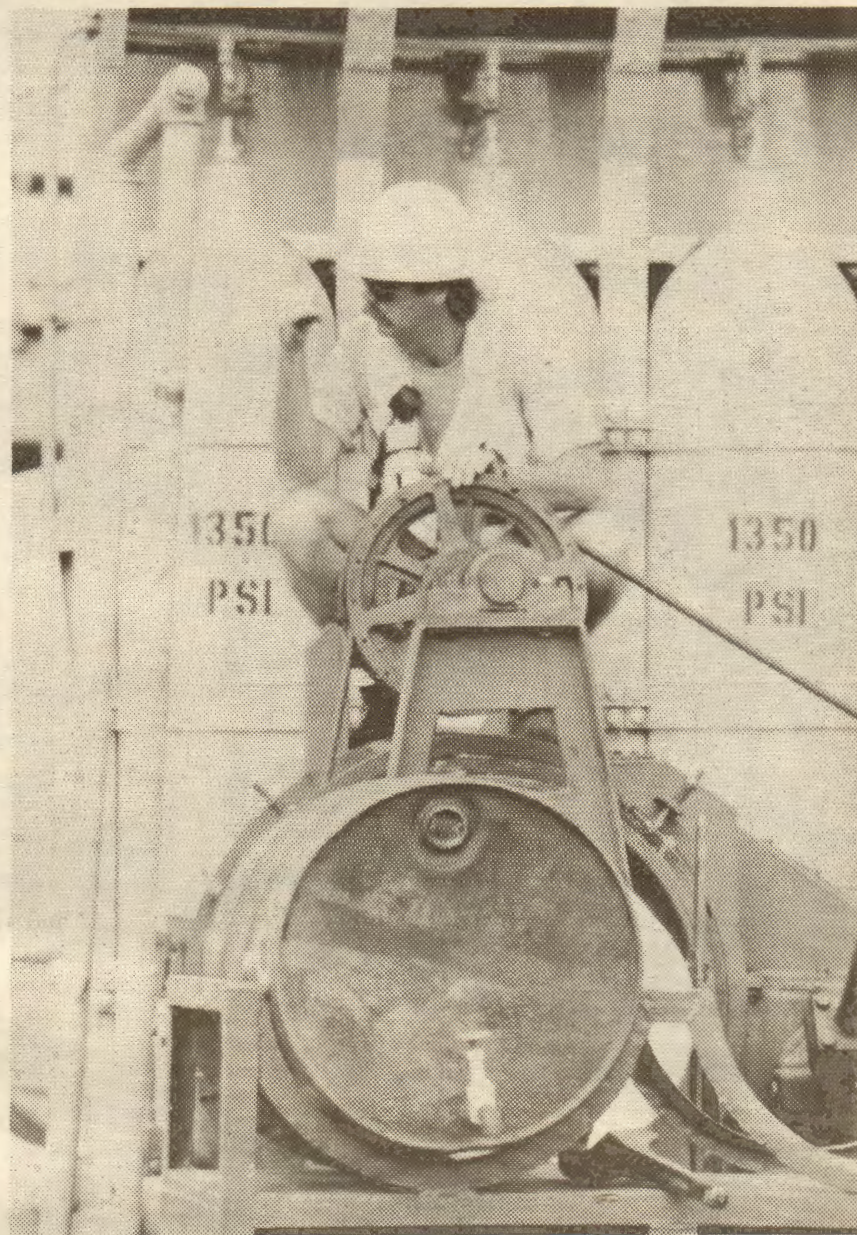
Aboard the USNS Mispillion

When Navy combatant ships of the U.S. Seventh Fleet get thirsty in the waters of the Western Pacific, they usually head for the closest MSC oiler they can find.

Forward deployed in that area of the world are the MSC fleet oilers *Mispillion*, *Hassayampa*, *Navasota*, *Passumpsic* and *Ponchatoula*. These veteran ships, some almost 40 years old, are key elements of MSC's Naval Fleet Auxiliary Force. But without skilled mariners to crew them, the ships mean nothing.

Well trained, dedicated and thoroughly professional, the civil service crews of MSC fleet oilers are known throughout the world for their expertise in underway replenishments (UNREPS). Steaming side-by-side with customer ships, MSC oilers provide them with fuel, JP-5 aviation gasoline, lubricants and other provisions.

Thanks to **Thomas Lopez** of the *Mispillion's* steward department for these photos.



▲ Cargo Mate Pat Nueter signals a *Mispillion* crewmember while perched atop the ship's deck machinery.

▲ ABs Ali (right) and Chester Bernard keep a close watch on UNREP operations aboard the *Mispillion*.

(Continued from Page 11.)

maritime industry, labor movement or port of New York."

This year's winner was Jack Sheinkman. As president of the Amalgamated Clothing and Textile Workers Union, Sheinkman has spoken out about the danger that unfair foreign trade poses to the workers of this country.

This is an important issue to West Coast seamen. While ports like Seattle and Wilmington are bursting at the seams with foreign-made goods, job opportunities for American seamen are declining rapidly. Almost all of the imports are carried on foreign-flag vessels.

The Paul Hall Award was named after former SIU president Paul Hall. In my last column I referred to the Isthmian campaign, which was one of his crowning achievements.

Demand for American shipping was at an all-time high during World War II. The number of U.S. vessels topped 5,000 in 1945.

Yet anyone with vision could see that this state of affairs could not long continue. Once World War II ended, the demand for American shipping would inevitably contract.

Because of this, the A&G District made organizing its top priority. In 1945, Hall, who was the Union's director of organizing, embarked on a three-year campaign to sign up Isthmian, one of the largest unorganized shipping companies. Its parent company was U.S. Steel.

Isthmian was eyed by all the major maritime unions. The NMU had in-

vested large sums of money in trying to bring the company under its banner.

Hall had one advantage: he was able to put together a unified organizing team. A devoted student of the Civil War, he transformed the entire New York hall into a war-room.

The target? 125 vessels. The enemy? The NMU and Isthmian.

As historian John Bunker wrote in his history of the SIU, "The Isthmian drive was a classic example of success through planning . . . teamwork . . . sweat and guts."

"It was successful because scores of SIU men pitched in to help. They rode Isthmian ships . . . brought in pledge cards . . . defied NMU goons . . . walked picket lines . . . spent many hours at desks, typewriters, and mimeograph machines."

The key to success was unity. SIU seamen stuck together to support the campaign because they knew that in the long run their job security depended upon organizing this company and others like it.

Hundreds of SIU sailors, accustomed to high-paying jobs on union ships, flooded the Isthmian halls to take jobs onboard Isthmian vessels. Why? So that when it came time to vote, they could cast their ballots for the SIU.

The large increases in wages, benefits and working conditions that we were able to obtain in the 1950s would

not have been possible without the short-term sacrifices of SIU members during the Isthmian campaign.

Today, qualified SIU seamen who take jobs onboard military-contracted vessels are performing a similar function. By taking these jobs and upgrading their skills, they are making sure that the 58 new military vessels that the Union has signed up since 1984 stay under the SIU banner.

It's important that they do. Because another lesson the SIU learned from Isthmian is that you can't always count on commercial work.

Isthmian is no longer in business. Neither are other legendary shipping companies like U.S. Lines or Moore-McCormack.

Many of our members are counting on Sea-Land and other commercial work to be around forever, but it's not likely. The only new work that is being generated today is onboard military vessels. There are good jobs, even if they pay less than your average Sea-Land run.

More important, they will be around for a long time. SIU members who sail these vessels will be strengthening the Union, just like their counterparts in the Isthmian beef.

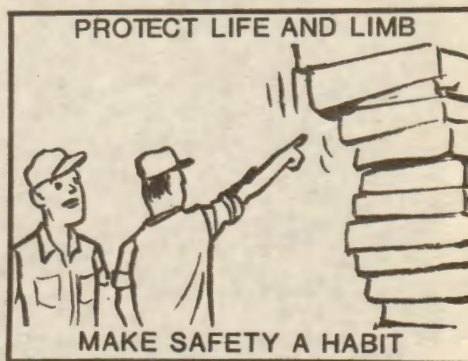
Moreover, they will be protecting their own job security. As bad as things are in the maritime industry today, they are going to get worse, not better.

Area Vice Presidents' Report

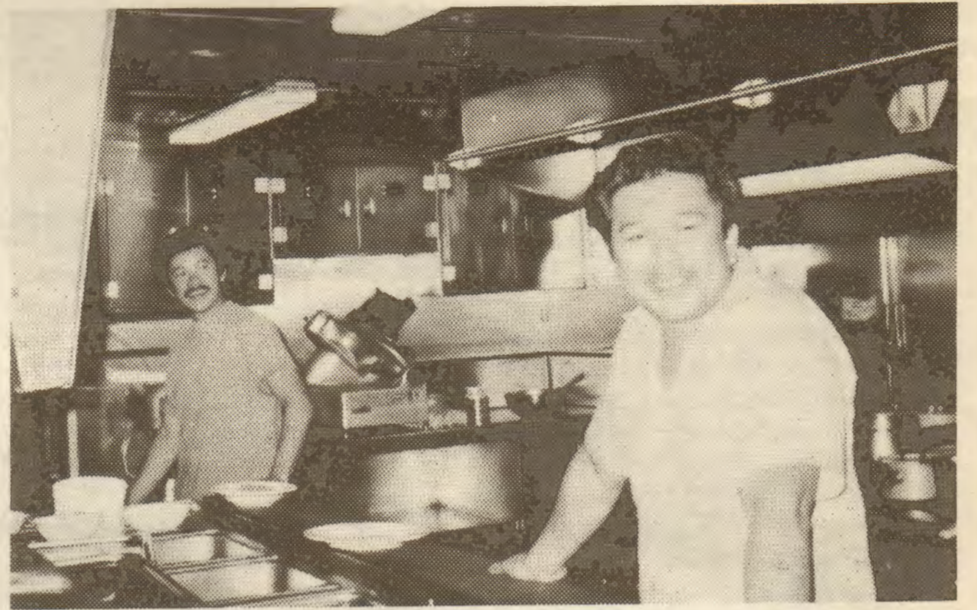
One APL official told me off the record that he wouldn't be surprised to see the American-flag vessel decline to fewer than 200 vessels within a year or so. Think about it: the American-flag merchant marine, which had declined by more than one-third since 1980, will probably decline by more than a half within the next few years. The vessels that remain will require fewer, more technically-trained seamen.

Next year, the SIU will be celebrating its 50th anniversary. The maritime industry that existed at the end of World War II no longer exists.

I make no great claims about being able to read the future. There is, however, one prediction that I feel safe making: the world will continue to change. Either we adapt to those changes, or we cease to exist as an industry or as a union.



Onboard the M/V Ranger At Diego Garcia



Chief Cook Lau Philip and Chief Steward Linasan Roger are ready in the galley.



Part of the *Ranger's* deck crew poses for a minute. Left to right are Bosun Jerry Borucki, AB Darya Marbrook and AB Charles Bortz.



AB Charles Bortz keeps busy on a sunny day scaling a tank top on the M/V *Ranger*.



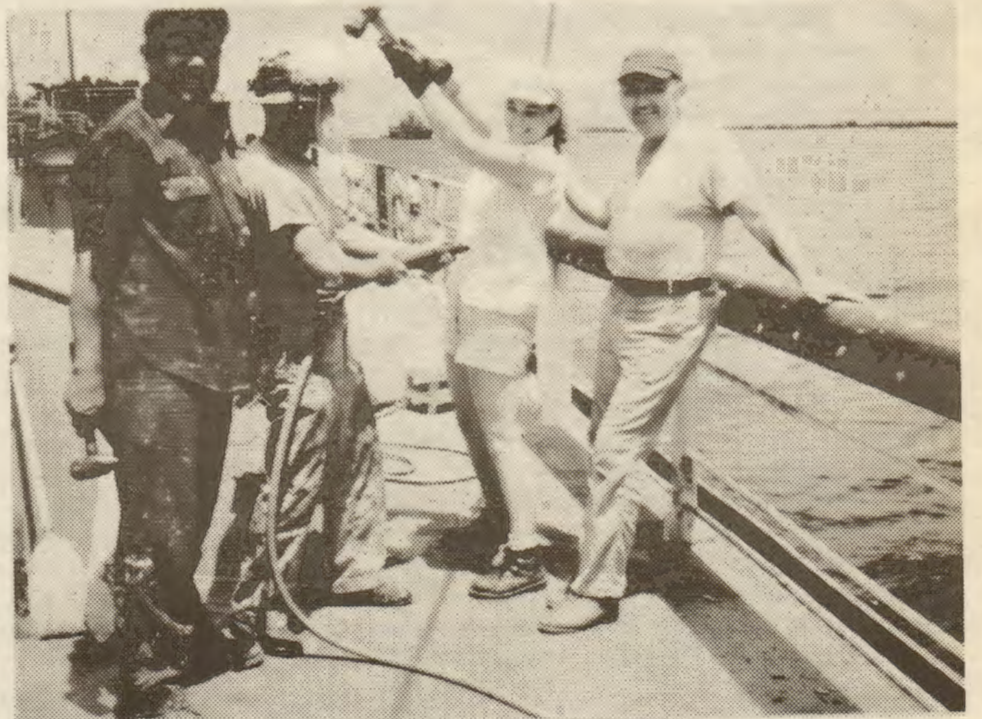
Bosun Jerry Borucki looks over AB Juan Toro's shoulder.



AB Juan Toro (standing) and AB Nelson Dorado take a little break.



AB Juan Toro at the anchor windlass.



All work and no play makes the deck department a dull gang.

Photos submitted by Jerry Borucki.

Safeguard Your Shipping Rights



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

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

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

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

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

KNOW YOUR RIGHTS

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

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

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

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

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

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

KNOW YOUR RIGHTS



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

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

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

KNOW YOUR RIGHTS

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

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

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

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

The Ship's Cat Final Dispatch

By Charles A. Bortz

(This is the final installment in the brief saga of the Ship's Cat, as given to us by Charles A. Bortz of Hellertown, Pa. The cat's mother first appeared in the July '84 LOG, and Howard had a cameo spot in 1986 when he was billeted by a shipyard-bound crew in a cat motel. Howard is much missed aboard the Ranger. Bortz said they looked around Diego Garcia for a replacement but couldn't find one with Howard's qualities, probably just as well—as the Ranger is headed for the Persian Gulf.)

CONCEIVED in Greece, born in the Gulf of Mexico, abandoned by his mother in Carteret, N.J. Howard, the M/V Ranger's official mascot and ship's cat, was done to death by a truck in Subic Bay last February.

Like so many of his shipmates, Howard was in confident command while his paws had contact with a ship's deck, but was ill-equipped to face the temptations and dangers of the shore.

Indeed, he was six months old before he was ever allowed to discover the shore. That was in Namsos, Nor-

way, where—after much heated debate among the crew—he was permitted his first venture on land. Howard sniffed the unfamiliar smells, eyed the unfamiliar sights, and stood stock still in the middle of the road while a delivery van bore down on him (an ominous portent). He then turned tail and scurried back up the gangway to the safety of the ship.

That caution would have assured him a longer life if he had not discovered something else during his next shore leave in Algeria—the female of the species. After that he was always the first one down the gangway and—not infrequently—the last one back . . . sometimes carried aboard by the scruff of the neck.

True sailor that he was, Howard sampled the port's delights wherever he happened to be. Marseilles, Rotterdam, Sasebo or Bahrain—it was all one to a seagoing tomcat. On more than one occasion, he straggled back with missing tufts of hair, signs of an encounter with a turf-conscious local tom or a dockyard mongrel.

The next day, though, he was back on the job—climbing ladders after a loft-bound A.B., walking carelessly along the *outside* of the hull's fishplate,



startling a drowsy lookout by rubbing up against his leg at a midnight hour.

Captain Horne, his first skipper, said that he was always extremely wary about crossing roads. In Subic, however, there was rumor of a particularly alluring ball of fluff just the other side of the highway, and . . .

Actually it was Captain Halbeck who picked him up from the road, and it was Captain Halbeck who buried

him. A day out of the Philippines, the Ranger's official log entry reads:

"1800. Committed the body of "Howard the Cat," the ship's mascot, to the deep in a dignified ceremony in the presence of the crew on the stern. Sounded one long blast."

Howard didn't quite make it to his fourth birthday, but while he lived, he lived fully. He was a good shipmate. He'll be missed.

Final



Departures

Clarence Fred Burrowes, 71, died Oct. 6. He was born in Barbados, West Indies and was a resident of New York and Prichard, Ala. Brother Burrowes joined the SIU in 1948 and retired in 1979. He sailed in the steward department. Seafarer Burrowes is survived by his wife, Juanita; three sons, Leander, Freddie Michael

(Pamela) Burrowes and Seafarer Charles J. Kirksey, III; one daughter, Gloria K. (Cordell) Burks; three grandchildren, Courtney Burrowes, Corey and Kaylah Burks; mother, Mrs. Malta Burrowes and sister, Ila Austin of Mt. Vernon, N.Y. Internment was at Pine Crest Cemetery, Mobile, Ala.

Charles W. Spence, 61, of Corpus Christi, Texas died Sept. 17. He joined the Union in 1959 and sailed in the deck department. Brother Spence is survived by his wife Consuelo. He was buried at Memory Gardens in Corpus Christi.

Allen R. Ferrel, 54, of Alexandria, Va. died Oct. 13. He joined the Union in 1968 and sailed in the steward department. He is survived by his wife Evelyn.

Delbert E. Shields, 70, of Athens, Ohio, died Oct. 10. Brother Shields is survived by his sister Gladys Wilson. He was buried at Nye Cemetery in Chauncey, Ohio.

George Murray Thomas, 83, of Carteret, N.C. died Sept. 7. He joined the

Union in 1952. Boatman Thomas is survived by his son George M. Thomas Jr. and his daughter Patricia T. Arthur. He was buried at North River Methodist Church Cemetery in Beaufort, N.C.

John Joseph Silver, 79, of Placerville, Calif., died Sept. 13. He joined the SIU-merged Marine Cooks and Stewards Union in 1941. He is survived by a daughter, Regina Schrader. Brother Silver was buried at Mt. Vernon Memorial Park in Fair Oaks, Calif.

Henry Piedvache, 67, of San Francisco, died Aug. 10. Brother Piedvache sailed in the steward department. He is survived by his sister Madeline F. Ferreira. His ashes were scattered at sea.

Retire to Piney Point

The Seafarers Welfare and Pension Plans cover a wide range of benefits.

We'd like to remind those of you who are on pension, or planning to retire, that we have a program for pensioner housing.

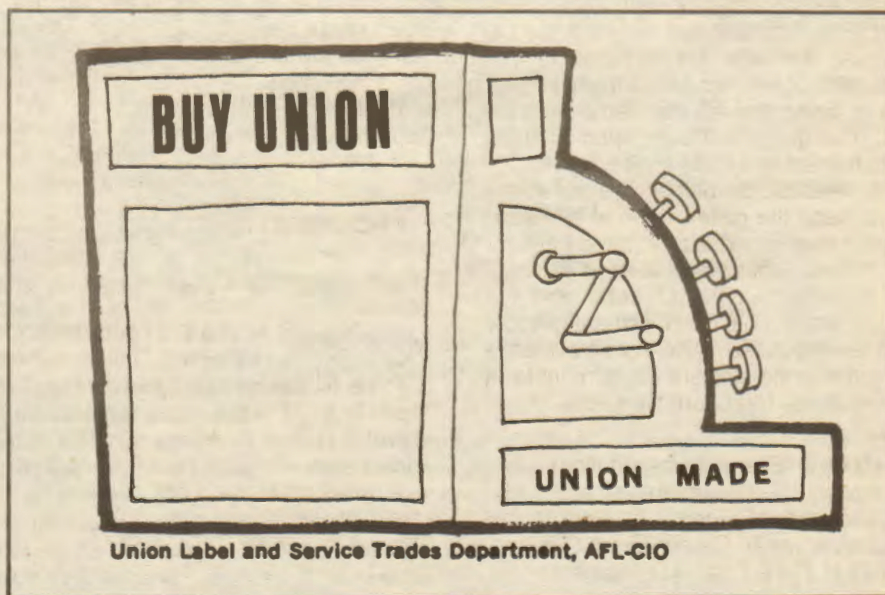
There are a limited number of rooms available for this program, so room and board at the Harry Lundeberg School of Seamanship's training and recreation center is granted to eligible pensioners on a first-come, first-served basis.

★ To qualify for this benefit, a pensioner must be receiving a normal, regular early normal, or disability pension from the Seafarers Pension Plan and receive monthly Social Security benefits. You must be able to pass a pre-admission physical examination at a Seafarers Welfare Plan Clinic or with a Seafarers Welfare Plan contracted physician or facility. After admission, you will be asked to submit to and pass a periodic physical examination (at least once a year), to maintain eligibility.

★ The contribution for room and board at the school will be two-thirds of your Seafarers Pension plus your Social Security pension. Your spouse is included in this benefit. If you should die, and he/she is entitled to a Seafarers Pension Plan Survivor's Pension, your spouse can remain at the school under the same terms and conditions.

If it becomes necessary for you to enter a nursing home, the welfare plan would pay the allowable benefit to the nursing home facility; therefore, your spouse would have to make other living arrangements, or pay the costs of room and board at the school.

Application forms can be obtained by contacting the Seafarers Claims Department at headquarters.



Digest of Ships Meetings

ADONIS (Apex Marine), September 20—Chairman B.G. Williams, Secretary Tobe Dansley Jr., Educational Director E. Figueroa. No beefs or disputed OT. Members were advised by the chairman and by the educational director to take advantage of the upgrading opportunities available at Piney Point. There are always jobs for those who are qualified. The importance of contributing to SPAD was also stressed. The secretary added a word of thanks to Vice President "Red" Campbell for a job well done on the new contracts. And the steward department was given a vote of thanks for their good work. Next port: Texas City, Texas.



SIU member Raymond Diaz was given a burial at sea June 9 from aboard the Sea-Land Pioneer.

LNG GEMINI (Energy Transportation Corp.), September 27—Chairman Glen Miller, Secretary Harold Markowitz, Educational Director Tyler Womack, Deck Delegate Eugene A. Bousson. No beefs or disputed OT. There is \$152 in the ship's fund. SIU Rep Carl Peth was aboard the *Gemini* in Nagoya, Japan recently to explain the changes in the contract. The crew voted unanimously to accept the new contract, and the bosun thanked the Union negotiators for increasing the wages of Ordinary Seamen now that they have been put on day work. The steward reminded everyone of the importance of donating to SPAD. He also urged members to write their local senators or congressmen about issues affecting the maritime industry. The educational director posted maps and local subway information in the crew lounge to help make traveling in Japan a little easier. A vote of thanks was given to the steward department for the good food. Of interest to the LOG: "S/A Viveca Echeverio spotted four people floating in the water one day after leaving Arun. She reported the sighting to the bridge, and the ship was turned around to take a closer look. Four fishermen whose boat had capsized in a storm were picked up. They had been floating for two days. The four fishermen were dropped off in Singapore." Next ports: Tobata, Japan and Arun, Indonesia.

GOLDEN MONARCH (Apex Marine), October 4—Chairman Joseph Zeloy, Secretary E.M. Douroudous, Educational Director A. Alexakis. No disputed OT or beefs, although it was noted that the third mate is doing the AB dayman's work on deck. The galley will stay open at night due to the fact that there is no water facility in the messhall. So all hands were asked to help keep the galley clean at all times. Some members still do not have keys for their rooms. Other items in need of attention: the dryer is out of order and the potable water has been extremely rusty since leaving Jacksonville. A vote of thanks was given to the steward department for a job well done. Next port: St. Lucia.

LNG LEO (Energy Transportation Corp.), September 16—Chairman Luther V. Myrez, Secretary H. Jones Jr., Educational Director James R. Carnell, Deck Delegate Charles H. Kahl, Engine Delegate Keith J.

Amos, Steward Delegate Albert A. Fretta. No beefs or disputed OT. There is \$223 in the ship's fund and \$40 in the communications fund. New movies came aboard this trip. Some of the better ones will be recorded on blank tapes. The *Leo* is expected to go into the shipyard Oct. 28 and will be laid up for about 18 days. Members were reminded to follow safety procedures when working on deck as well as any place aboard ship. The chairman stressed the importance of donating to SPAD. He also advised crewmembers to read the LOG to keep up on current events of the Union. SIU Rep Carl Peth was present at this meeting. He spoke to the members about the new contract and answered all their questions. A vote of thanks was given to Carl Peth for his hard work. Members were reminded not to play loud music, slam doors or smoke in the messhall during meal hours. "Respect your shipmates." The steward department was given a vote of thanks, especially to the chief cook, for all the good dishes. Next ports: Arun, Indonesia and Tobata, Japan.

OMI CHAMPION (OMI), October 4—Chairman M. Beeching, Secretary R. Flucker. No beefs or disputed OT. The ship will pay off Oct. 5 in Long Beach, Calif. Each member should check with the patrolman before leaving ship. The next trip will run from Hawaii to Alaska to California. The secretary noted that times are changing in the maritime field and that each member should help the Union with these changes by upgrading. "Don't let jobs hang on the board just because the ship is not going where you want to go. A job is a job (money is money). That's what we work for." A special vote of thanks was given to the steward department from the crew and officers for the excellent meals and service. One minute of silence was observed in memory of our departed brothers and sisters. Next port: Long Beach, Calif.

OMI LEADER (OMI), October 2—Chairman Frank Smith, Secretary Paul Stubblefield, Educational Director C. Durden, Deck Delegate Michael Manon, Engine Delegate Jimmy Gradon, Steward Delegate Jack Hart. No beefs or disputed OT; however, one item to be brought up with the patrolman concerned the breaking of sea watches in port while handling cargo. Payoff should be on the West Coast on or about Oct. 5. The *Leader* will then go into the shipyard for approximately 35 to 40 days. If it turns out to be fewer than 30 days, the crew may reclaim their jobs. It was a fairly smooth trip—hot, but otherwise OK. All hands were reminded to strip their linen before leaving and to clean up their rooms. The steward department received a vote of thanks for their fine job. Next port: Singapore.

PONCE (Puerto Rico Marine), October 5—Chairman Angel R. Camacho, Secretary R. Maldonado, Educational Director William Turner. No beefs or disputed OT. The *Ponce* will pay off in San Juan and will then lay up for an estimated three-week repair period. A vote of thanks was given to the steward department for the good food and service. Members observed a minute of silence in memory of our departed brothers and sisters. Next port: San Juan, P.R.

PFC DEWAYNE T. WILLIAMS (AM-SEA), September 27—Chairman Mark Trepp, Secretary Donald Spangle, Educational Director Milton Sabin, Deck Delegate Howard F. Hare, Engine Delegate Paul D. Hanley, Steward Delegate Janet E. Price. No beefs or disputed OT reported. There is \$400 in the ship's fund. With the arrival in Guam, an additional \$100 will be added from the pilot pool. One question was raised as to the policy concerning the ship's elevator. Why are only engineers allowed to use it? This will be brought to the captain's attention. The chairman noted

that this has been a good crew all around. He is ready for vacation and hopes to see some familiar faces when he returns. The secretary stressed the importance of returning to SHLSS for upgrading as often as possible. He also spoke of the need for SPAD contributions by stating, "Keep in mind that these AMSEA ships were made possible by SIU and our contributions to SPAD." The educational director reiterated the importance of taking advantage of the educational opportunities available to SIU members at the Lundeberg School. "Think ahead and make the most of the Union's programs." It appears that AMSEA, Sea-Land and Ocean Carrier ships are calling in Guam—and a suggestion was made that a Union hall be opened there. A point was raised concerning crewmembers traveling to the ship who are stranded on Guam due to bad weather, etc. These members are not being paid, and this creates a hardship for Seafarers and their families. A vote of thanks was given to the steward department—"by far the best in the fleet!" Next port: Guam.

RANGER (Ocean Carriers), October 3—Chairman Jerry Borucki, Secretary R.D. Linasan, Educational Director Tom Hogan. The *Ranger* sailed shorthanded for one month with no AB and more than one month with no QMED. Despite that, there were no beefs or disputed OT. "We've got a good crew." The educational director reported that many crewmembers are now familiar with underway refueling, thanks to the SIU's training in sealift operations and maintenance. And the food is good—filet mignon twice a month and fresh red snapper! Members aboard the *Ranger* give some advice to other Seafarers heading for Diego Garcia: "Make sure to bring your fishing equipment—it's a good place for fishing." A vote of thanks was given to the steward department for the work they've done and for "preparing the best food in the fleet." The bosun also impressed upon everyone the importance of contributing to SPAD. "Thanks to SPAD and to all members who support it so that our Union offices can create new jobs for all of us. So don't delay. Sign up now." Next ports: Diego Garcia and Bahrain.

SEA-LAND DEVELOPER (Sea-Land), September 27—Chairman Bobby L. Riddick, Secretary E. Vazquez, Educational Director M. Donlon. No beefs or disputed OT. There is \$80 in the ship's fund. A letter was received from headquarters explaining the pension plan. The letter was posted for all members to read. The chairman mentioned that some improvements are needed to the lights on the gyro compass

and magnifying glass so that ABs can steer more easily. Otherwise, he said, everything is running smoothly. He also stressed the importance of contributing to SPAD. A vote of thanks was given to the steward department for a job well done. Next port: Elizabeth, N.J.

SEA-LAND LIBERATOR (Sea-Land), September 20—Chairman A.J. Eckert, Secretary C.M. Modellas, Educational Director E. Fahle. No beefs or disputed OT. Everything is going smoothly, according to the chairman. Payoff will take place in Oakland, Calif. upon arrival. One QMED missed the ship in Kaohsiung, Taiwan, and a replacement came aboard in Kobe, Japan. The bosun reminded all crewmembers to read the new contract and familiarize themselves with it. The captain made an inspection Aug. 16 at sea and commented that the ship is very clean. He was satisfied with the officers' and crews' messhalls and passageways and praised the steward utility for having done his job well. Next port: Long Beach, Calif.

SEA-LAND PIONEER (Sea-Land), September 20—Chairman Calvin James, Secretary Joseph P. Emidy, Educational Director Jerry Dellinger. No disputed OT. The chairman asked for donations for the Seamen's Church for delivering books to the ship. Everything is in order and running fine, according to the secretary, and the educational director urged all eligible members to take advantage of the upgrading courses offered at SHLSS. A number of movies are available in the ship's library. Crewmembers were asked to return each movie when they're through. The steward thanked the deck and engine departments for keeping the messhall and lounge clean. And a vote of thanks was given to the steward department for a job well done. Next port: Elizabeth, N.J.

Official ships minutes also were received from the following vessels:

ALTAIR
LNG AQUARIUS
FALCON PRINCESS
GALVESTON
OAKLAND
OVERSEAS BOSTON
SAN JUAN
SEA-LAND ADVENTURER
SEA-LAND FREEDOM
SEA-LAND LARK
SEA-LAND LEGION
SEA-LAND MARKETER
SEA-LAND PACER
SEA-LAND VENTURE
SPIRIT OF TEXAS
SUGAR ISLANDER

Monthly Membership Meetings

Port	Date	Deep Sea Lakes, Inland Waters
Piney Point	Monday, December 7	10:30 a.m.
New York	Tuesday, December 8	10:30 a.m.
Philadelphia	Wednesday, December 9	10:30 a.m.
Baltimore	Thursday, December 10	10:30 a.m.
Norfolk	Thursday, December 10	10:30 a.m.
Jacksonville	Thursday, December 10	10:30 a.m.
Algonac	Friday, December 11	10:30 a.m.
Houston	Monday, December 14	10:30 a.m.
New Orleans	Tuesday, December 15	10:30 a.m.
Mobile	Wednesday, December 16	10:30 a.m.
San Francisco	Thursday, December 17	10:30 a.m.
Wilmington	Monday, December 21	10:30 a.m.
Seattle	Monday, December 28	10:30 a.m.
San Juan	Thursday, December 10	10:30 a.m.
St. Louis	Friday, December 18	10:30 a.m.
Honolulu	Thursday, December 17	10:30 a.m.
Duluth	Wednesday, December 16	10:30 a.m.
Jersey City	Wednesday, December 23	10:30 a.m.
New Bedford	Tuesday, December 22	10:30 a.m.

**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

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

Dispatchers Report for Great Lakes

OCT. 1-31, 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	20	5	0	23	2	0	29	5
ENGINE DEPARTMENT									
Algonac	0	7	2	0	19	4	0	10	1
STEWARD DEPARTMENT									
Algonac	0	6	1	0	4	0	0	8	1
ENTRY DEPARTMENT									
Algonac	0	16	12	0	0	0	0	35	16
Totals All Departments	0	49	20	0	46	6	0	82	23

**"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.

3315 Liberty St. 32206
(904) 353-0987

JERSEY CITY, N.J.

99 Montgomery St. 07302
(201) 435-9424

MOBILE, Ala.

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

NEW BEDFORD, Mass.

50 Union St. 02740
(617) 997-5404

NEW ORLEANS, La.

630 Jackson Ave. 70130
(504) 529-7546

NEW YORK, N.Y.

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

NORFOLK, Va.

115 Third St. 23510
(804) 622-1892

PHILADELPHIA, Pa.

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

PINEY POINT, Md.

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

SAN FRANCISCO, Calif.

350 Fremont St. 94105
(415) 543-5855

SANTURCE, P.R.

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

SEATTLE, Wash.

2505 1 Ave. 98121
(206) 441-1960

ST. LOUIS, Mo.

4581 Gravois Ave. 63116
(314) 752-6500

WILMINGTON, Calif.

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

Dispatchers Report for Deep Sea

OCTOBER 1-31, 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	51	13	1	45	5	1	8	96	22	2
Philadelphia	7	3	1	2	2	1	1	5	7	2
Baltimore	7	6	0	8	3	0	0	11	7	0
Norfolk	10	9	3	14	8	2	3	23	14	4
Mobile	7	1	1	2	1	1	1	19	3	0
New Orleans	31	1	1	24	3	3	4	60	11	4
Jacksonville	35	10	5	34	6	4	4	50	15	5
San Francisco	33	11	9	24	10	8	3	52	13	9
Wilmington	15	3	4	9	3	4	5	30	5	4
Seattle	37	4	4	31	7	1	5	64	4	8
Puerto Rico	13	2	1	17	2	1	0	18	3	0
Honolulu	8	14	7	7	8	7	13	7	11	1
Houston	28	9	4	20	7	3	6	57	6	1
St. Louis	0	0	0	0	0	0	0	0	0	0
Piney Point	2	4	1	1	0	1	0	4	5	1
Totals	284	90	42	238	65	37	53	496	126	41
ENGINE DEPARTMENT										
New York	33	1	0	20	2	0	9	60	6	1
Philadelphia	5	1	1	2	1	0	0	7	2	1
Baltimore	5	3	0	5	5	0	0	11	1	1
Norfolk	4	5	0	5	4	0	0	12	7	0
Mobile	2	2	0	2	1	0	0	4	5	0
New Orleans	26	4	0	19	4	1	3	40	12	1
Jacksonville	28	2	0	20	2	0	2	38	3	5
San Francisco	14	2	3	12	4	1	1	21	4	8
Wilmington	11	4	3	11	3	1	3	13	6	3
Seattle	21	9	1	19	8	1	3	36	6	6
Puerto Rico	6	2	0	11	2	0	0	7	0	0
Honolulu	7	9	11	4	10	10	6	4	5	8
Houston	13	6	1	11	7	2	0	34	1	0
St. Louis	0	0	0	0	0	0	0	0	0	0
Piney Point	0	6	0	0	1	0	0	2	9	0
Totals	175	56	20	141	54	16	27	289	67	34
STEWARD DEPARTMENT										
New York	17	2	0	16	4	0	4	34	6	0
Philadelphia	1	0	1	1	1	0	2	1	2	1
Baltimore	0	2	0	1	0	0	0	4	3	0
Norfolk	5	3	0	7	3	0	3	2	4	2
Mobile	2	0	0	1	0	0	0	5	1	1
New Orleans	19	0	0	11	0	0	4	34	1	6
Jacksonville	7	3	1	10	4	0	1	14	7	2
San Francisco	29	5	8	29	0	4	6	62	11	11
Wilmington	10	2	0	8	4	0	4	12	1	1
Seattle	26	7	1	22	4	0	3	35	9	1
Puerto Rico	6	1	0	3	0	0	0	6	1	0
Honolulu	5	18	19	2	30	23	85	7	18	17
Houston	18	0	1	8	0	0	4	25	2	1
St. Louis	0	0	0	0	0	0	0	0	0	0
Piney Point	3	6	0	3	1	0	0	2	9	0
Totals	148	49	31	122	51	27	116	243	75	43
ENTRY DEPARTMENT										
New York	19	19	2	8	16	4	0	42	31	9
Philadelphia	1	4	3	0	1	1	0	6	8	2
Baltimore	4	4	0	0	2	0	0	5	6	0
Norfolk	6	10	6	1	9	2	0	14	11	15
Mobile	2	4	2	0	0	1	0	4	9	4
New Orleans	18	13	13	10	6	11	0	33	26	33
Jacksonville	8	10	3	5	6	3	0	8	20	6
San Francisco	21	19	16	24	6	5	0	54	21	29
Wilmington	3	9	3	3	3	1	0	17	22	14
Seattle	22	19	6	17	14	1	0	36	28	8
Puerto Rico	13	3	0	11	5	0	0	13	11	0
Honolulu	5	79	117	9	95	150	0	8	86	118
Houston	9	8	2	11	6	1	0	16	12	4
St. Louis	0	0	0	0	0	0	0	0	0	0
Piney Point	0	3	0	0	1	0	0	1	9	2
Totals	131	204	173	99	170	180	0	257	300	244
Totals All Departments	738	399	266	600	340	260	196	1,285	568	362

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

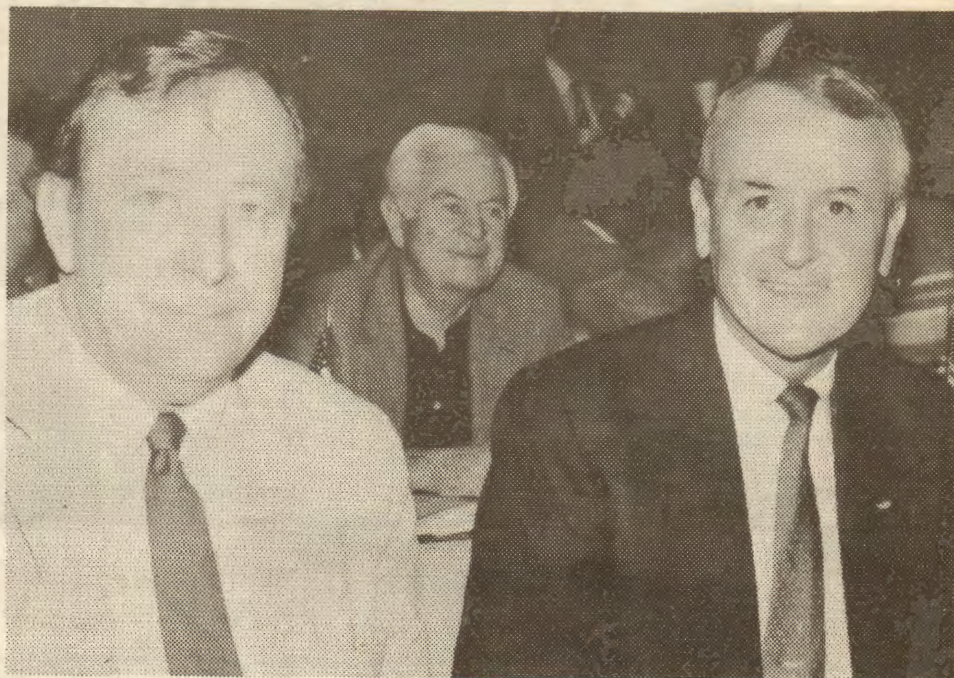
***"Registered on the Beach" means the total number of men registered at the port at the end of last month.

Shipping in the month of October was up from the month of September. A total of 1,396 jobs were shipped on SIU-contracted deep sea vessels. Of the 1,396 jobs shipped, 600 jobs or about 43 percent were taken by "A" seniority members. The rest were filled by "B" and "C" seniority people. A total of 196 trip relief jobs were shipped. Since the trip relief program began on April 1, 1982, a total of 6,153 jobs have been shipped.

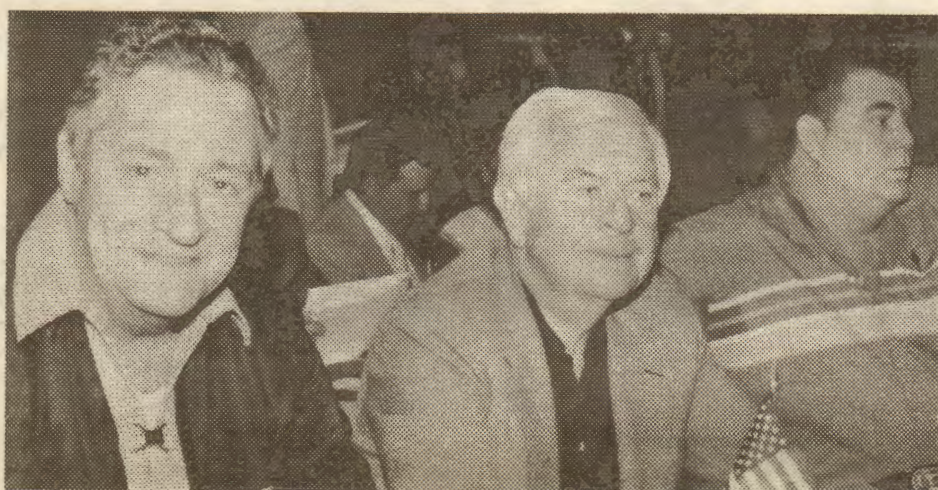
Scenes from the MTD Convention: A New Maritime Agenda



SIU Legislative Director Frank Pecquex reported on the "hold-the-line" efforts of MTD affiliates during the Reagan union-busting years, and suggested that a new day could be dawning for maritime, shipbuilding, and the many related industries as Reagan's sun begins to set.



MEBA-2 Great Lakes Executive Vice President Mel Pelfrey, left, and Airline Pilots President Henry A. Duffy were active participants at the convention.



Marine Engineers District 2 were represented at the convention by Jack Brady, Gordon Spenser and Michael McKay.



National Marine Engineers President C.E. Gene DeFries is an executive board member of the Maritime Trades Department.



Robert Georgine, president of the AFL-CIO Building Trades Department, promised the continued support of his organization toward MTD's goal of rebuilding America's maritime industry.

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



Personals

Sven Regner

Anyone knowing the whereabouts of Sven Regner, please contact his nephew, George J. Anderson, 22576 Lanyard St., Boca Raton, Fla. 33428.

Edward Kostango

It's very important that you contact Lyda at (516) 584-8973 as soon as possible.

HOME ADDRESS PLEASE PRINT Date: _____

_____ Social Security No. _____

_____ Phone No. () _____ Area Code _____

_____ Your Full Name _____

_____ Street Apt. or Box # City State ZIP

_____ Book Number SIU UIW Pensioner Other _____

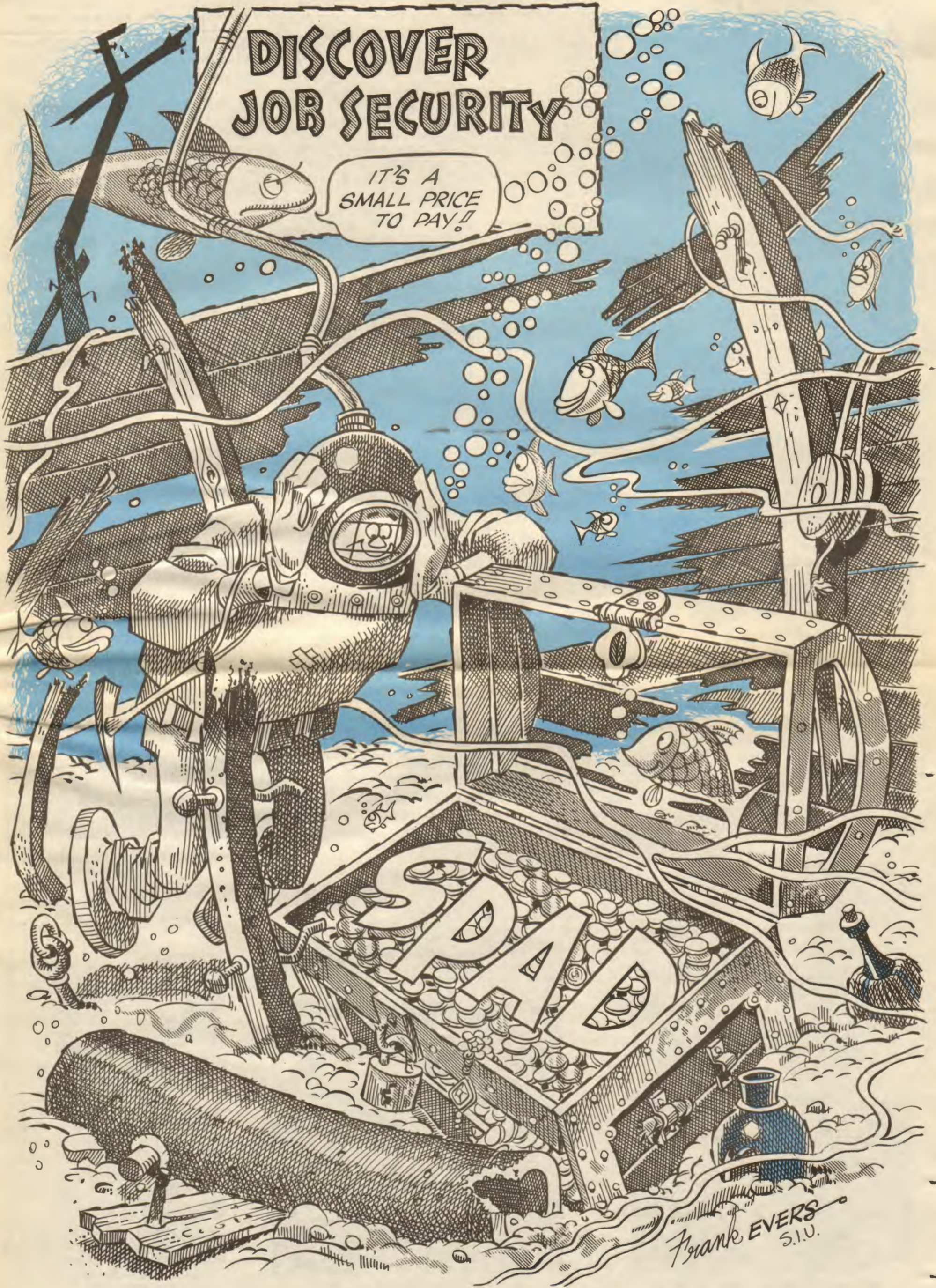
_____ UIW Place of Employment _____

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

(Signed) _____

DISCOVER JOB SECURITY

IT'S A
SMALL PRICE
TO PAY!!



Frank EVERS
S.I.U.

"She was a Good Ship"

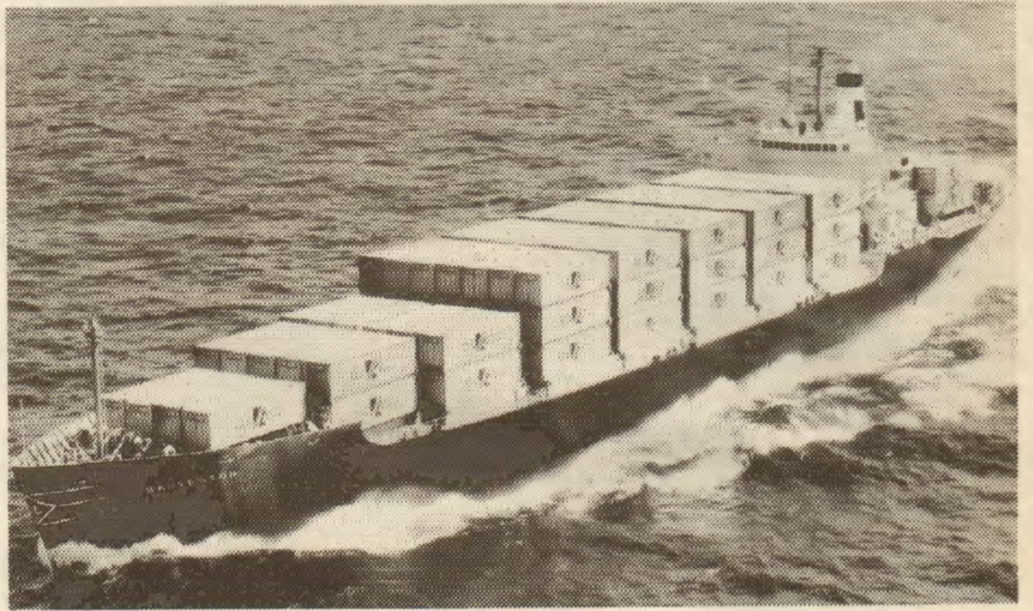
After 43 Years, Galveston Ties Up for Last Time

Its first cargo was American GI's and its last was containers for Alaska. In the 43 years between its first and last trips the *Galveston* (Sea-Land) carried millions of tons of goods and hundreds of Seafarers. She was laid up in Tacoma, Wash. last month and is headed for the scrapyard.

Built in 1944 as a C-4

troop transport, the *Galveston* ended her sailing on the "Salmon Run" between Tacoma, Anchorage and Kodiak Island, Alaska.

Chief Electrician **Michael Bagely** submitted these pictures from the *Galveston's* final run. "She was a good ship, and I was sad to see her go."



Sea-Land Galveston



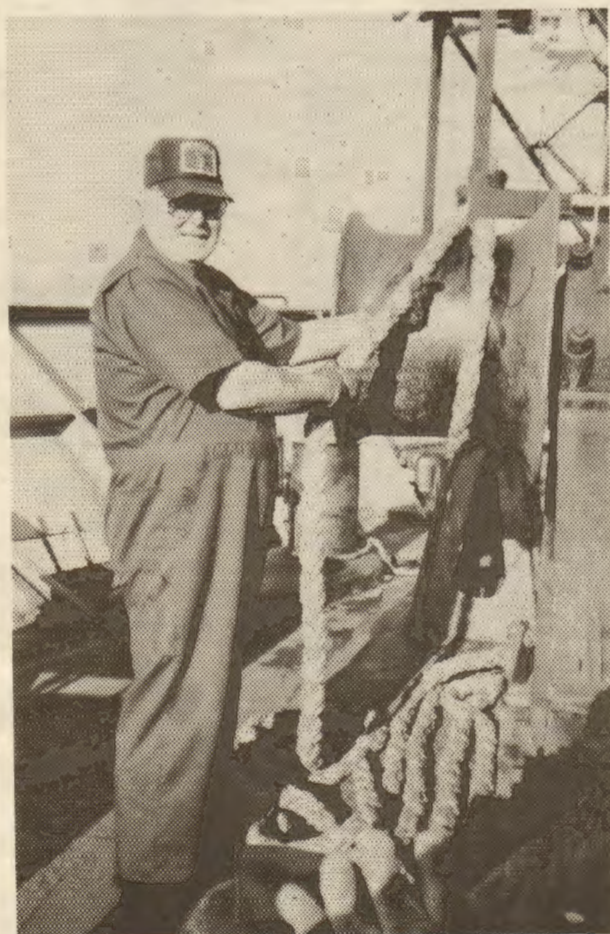
Chief Cook **Bill Bryley** has learned to do a good job on 43-year-old stoves.



AB **Inus Otter** shows off his seamanship skills.



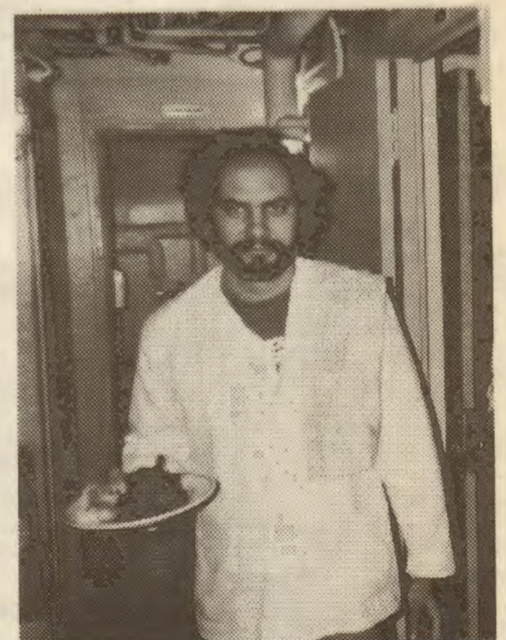
Bosun **J.W. Allen** secures the anchor.



AB **Larry Stogner** always pulls his own weight.



OS **Larry Mills** is ready to lend a hand.



Part-time messman, but full-time comedian, **Gary Loftin** serves up ribs.

Letter To The Editor

'Grateful SIU Pensioner . . .'

Just a line to say that I thank you for my pension. I am now working at the First Baptist Church of Kingsland [Texas] part-time. I have no insurance except workmen's compensation which only covers accidents. I am really grateful for having been an active member of the SIU for 36 years. I also thank the welfare plan for paying my medical bills for the past two years.

If I can ever do anything to help the Union to further the cause of better shipping for my SIU brothers in any way, do not fail to call or write me.

Thank you again. I remain,

Jimmie L. Jackson
Kingsland, Texas



Washington Report

(Continued from Page 32.)

What this does, in effect, is to freeze the American maritime industry at its present level and dry up the remaining few sources of domestic capital.

Since Canadian operators enjoy favorable exchange rates and substantial subsidies, they would have an insurmountable edge in obtaining any new work that is opened up by changes in American promotional laws.

The prospect of this has brought about the seemingly impossible: unity in the maritime industry.

More than 200 maritime organizations have joined forces to decry the agreement. Many of these organizations have never agreed on anything in their lives.

In a letter to all members of the House and the Senate, the Maritime Industry Coalition, as the 200 maritime groups call themselves, said that unless maritime issues are removed from the Free Trade Agreement, that agreement "will be disastrous for our industry."

Noting that the airline industry was exempt from the agreement, the coalition said, "The agreement trades away the maritime industry for advantages in other commercial sectors . . . that bear no relation to national defenses, and it gives no assurances whatsoever that Canadian vessels and shipyards will fulfill U.S. defense requirements when needed."

For a full discussion of this issue, see page 8.

William Brock

William Brock, who restored the Department of Labor's credibility after stepping in to replace Ray Donovan, has announced that he is leaving the federal government to head Bob Dole's presidential campaign.

Anne Dore McLaughlin has been named to replace Brock, who sought to build bridges between organized labor and the ideologically charged Reagan administration.

Given the ideological bent of the Reagan administration, Brock was not always successful. Yet he was applauded for his high-wire act.

At a minimum, he restored a modicum of confidence in OSHA and the EPA after that confidence had been destroyed by right-wing ideologists who headed those departments during the early years of the Reagan presidency.

"If Mrs. McLaughlin is confirmed by the

Senate," said *The Baltimore Sun*, "she will face an array of union-backed legislation: trade, workplace safety, notification of plant closings, minimum wage increases, parental leave.

At this point, the fate of the legislation lies with Congress: the ultimate question is whether the president will veto much of it and if so, whether there will be enough support on Capitol Hill to sustain the overrides."

The Last Ship

Nov. 9 marked a new era in the history of the maritime industry. For the first time ever, no merchant vessel was being built in an American shipyard.

"U.S. shipbuilders regard Nov. 9 as a black day for their industry," wrote *The Journal of Commerce*. "On that day, the last merchant vessel under construction or on order in U.S. yards will be delivered to Sea-Land Service Inc. by Bay Shipbuilding Co., Sturgeon Bay, Wis."

Given the decline in the commercial domestic fleet, Reagan administration officials have predicted that American shipyards would be able to rely on Navy shipbuilding and repair orders. Yet the present budget crisis has raised a specter of uncertainty over this plan.

"Aggravating the situation," said the *Journal*, quoting John J. Stocker, president of the Shipbuilders Association, "were uncertainties . . . caused by the government itself."

These questions include "whether or not the export of Alaskan oil will be allowed, the extent to which construction subsidies will be allowed to be repaid in return for domestic trading privileges and the impact of the recently negotiated U.S.-Canada Free Trade Agreement."

The SIU has strongly opposed the export of Alaskan oil, the payback of construction subsidies and the maritime provisions of the U.S.-Canadian Free Trade Agreement.

Insurance Crisis

In an effort to solve the insurance liability crisis which has plagued the American fishing industry, three subcommittees of the House Merchant Marine and Fisheries Committees have approved a bill to provide no-fault benefits for temporarily injured fishermen.

The legislation eliminates the \$500,000 limit on claims for temporary injury which was

included in a similar bill that was defeated in the last session of Congress.

The bill creates a compensation system for fishermen who suffer "temporary injury." Under the terms of the legislation, vessel owners must provide compensation to seamen with temporary injuries within 14 days in order to win protection against lawsuits written into the bill.

According to *The Journal of Commerce*, few people are satisfied with the bill. Yet everyone is willing to give a little on this issue because of the crisis situation in the industry.

As Rep. Glenn Anderson (D-Calif.) said, under the present situation more than 90 percent of the fishing vessels in his district do not carry insurance. "Therefore, there is no one around to pay the bills for work injuries sustained by fishermen," he said.

Safety Standards in the Fishing Industry

One of the leading causes of the liability insurance crisis in the fishing industry has been the lack of adequate and verifiable safety standards. Therefore, the SIU has supported congressional and executive moves to improve those standards.

Last month, SIU President Frank Drozak wrote a letter to the Coast Guard expressing his support for the agency's proposed rule to require uninspected fishing, fish processing and fish tending vessels operating on the high seas to carry Emergency Position Indicating Radio Beacons, or EPIRBs.

The rule is included in a section of the Coast Guard Authorizations Act of 1986.

Tax Correction Act

One year after Congress passed the historic Tax Reform Bill of 1986, attempts have been made to amend the legislation.

Given the present budgetary crisis, such moves were perhaps inevitable. The SIU has worked hard to retain the 100 percent deductibility of meals during shipboard conventions in the House versions of the tax bill.

"We expect to see full floor consideration of the bill before Congress adjourns at the end of its session this year," said SIU Director of Legislation Frank Pecquex.

The SIU in Washington

Seafarers International Union of North America, AFL-CIO

November 1987

Legislative, Administrative and Regulatory Happenings

Washington Report

During the past month and a half, Washington has been hit by a number of nasty surprises, some man-made, others natural.

Mother Nature's surprise was the record 16-inch snowfall that fell on Veteran's Day. It took everyone, including the meteorologists, by surprise.

Another unexpected event was the October 19 stock market crash, which erased \$1 trillion worth of paper profits in one hectic trading session. Black Monday, as the crash was called, was largely man-made, the result of six years of back-to-back trade and budget deficits.

The unexpected snow drifts melted within two days, as the weather in Washington took a 180-degree turn and returned to Indian Summer levels.

No such luck is expected with the trade and budget deficits, though the Reagan administration is still hoping.

Bended Knees: Part One

The stock market crash took almost everyone by surprise. Still, a few analysts were sufficiently worried before the event to call on President Reagan and the American people to reevaluate their priorities.

One of the most perceptive criticisms of Reaganomics was written by former Commerce Secretary Peter Peterson. In an article entitled "The Morning After," which hit the newsstands several days before the crash, Petersen noted that America "could not stand tall on bended knees."

Petersen compared the situation of the United States today to that of Great Britain in the 1950s. That country's ability to run an independent foreign policy was severely compromised because it was heavily dependent on foreign (American) capital.

During the Suez Canal crisis, President Dwight D. Eisenhower forced the British to back down by threatening to stop supporting the British pound on the international money markets. The same thing, said Petersen, could happen to America today.

The *Washington Post* made a similar observation. "Six years of free spending and heavy borrowing under the Reagan administration have brought an historic shift of financial control from this country to its new creditors—and financial control is political power.

"The markets—that vast, restless collection of investors, traders and speculators—are now the monitors of American economic policy, meting out swift and sure punishment of politicians' backsliding."

Bended Knees: Part Two

America can't operate a fully-independent foreign policy if it is in hock to foreign investors; it also can't run one if it is unable to transport its troops and supplies overseas.

This country's lack of a credible sealift capability was cited in the recently released report by the presidentially-appointed Commission on Merchant Marine and Defense.

The seven-member panel, which has conducted hearings and research throughout this year, stated repeatedly that a private U.S. merchant fleet is the best way to maintain this country's sealift capability.

Predicting that the American-flag merchant marine will "decline by one-half" by the year 2000 and that there would be "a severe manpower shortage of skilled workers," the study stated that "heroic measures will be necessary if the decline is to be reversed. . . . The situation is now so bad that coordinated action is essential.

"Free trade in reality does not exist," stated the report. "If American operators are to be able to compete in terms of price, some form of the Operating Differential Subsidy (ODS) program or some other measure to address some or all of the difference appears essential."

For a more detailed discussion of this report, please turn to page 1.

Liner Reform Subsidies

The report from the Commission on Merchant Marine and Defense was eagerly awaited by the maritime industry, which viewed it as a way to spur the administration to act on a matter affecting the survival of the American-flag merchant marine: reform of this country's liner subsidy program.

"Since it took office in January 1981," said *The Journal of Commerce*, "The Reagan administration has made clear it opposes subsidies, abhors government intrusion, prefers to let the competitive marketplace make the decisions, and isn't willing to see any more money be spent for maritime subsidies than now."

Last year, the operating subsidies that had propped up many of this nation's remaining shipping companies started to expire. Industry experts predicted dire consequences if action weren't taken.

Nothing was done. At the end of last year, U.S. Lines, known as the "flagship fleet of the American merchant marine," filed for bankruptcy.

"A number of factors contributed to the bankruptcy," said SIU Legislative Director Frank Pecquex. "The failure of Congress and the administration to come up with a liner subsidy reform program certainly didn't help."

After much delay, the administration finally submitted to Congress the details of its liner subsidy program. But many people in the maritime industry and on Capitol Hill feel that it doesn't go far enough in addressing the industry's problems.

That is where the report comes in. "The hope is," reports *The Journal of Commerce*, "that once President Reagan is confronted with . . . alarming facts regarding the merchant fleet and its inability to perform an adequate defense emergency role, he may change his mind."

Trade Bill

The Omnibus Trade Bill "continues to languish in the massive House-Senate conference," reports *The Journal of Commerce*.

The bill, which seeks to restore balance in America's trading relationship with other countries, is perceived as having been jeopardized by the Oct. 19 stock market crash.

For one thing, the stock market crash underscores the fact that the United States has become heavily dependent on foreign investors

to finance the huge trade and budget deficits.

According to *The Washington Post*, "The extraordinarily heavy new dependence on foreign governments' support is diminishing this country's freedom of action. . . . The final stages of the trade bill may not be, as Congress supposes, negotiations with the White House to avoid a presidential veto, but rather negotiations with Japan and Europe to avoid a financial veto. As most people know, running up your debts leads to a loss of control over your own affairs."

Canada Free Trade: Part One

Opposition is building in Congress and in Canada to the Canadian Free Trade Agreement signed by President Reagan and Canadian Prime Minister Brian Mulroney.

In Canada, the trade agreement is front page news. There is widespread dissatisfaction with the agreement on economic and cultural grounds.

While the agreement will probably be approved by the Canadian Parliament because of the large Conservative majority there, public opinion polls show that support for a U.S.-Canadian pact has dropped from 75 percent to 49 percent today.

Opposition has been particularly intense among Canadian labor unions and energy concerns. The accord also needs the acquiescence of a majority of the 10 provinces.

The governments of Ontario, Manitoba and Prince Edward are opposed to the agreement. Ontario's premier is also critical of the pact, although he hasn't yet indicated if he will oppose it.

Canada Free Trade: Part Two

While the U.S.-Canada Free Trade Agreement has received much less publicity south of the border, a coalition of industry associations is expressing concern about the pact's possible ramifications.

Several congressmen have indicated that they intend to vote against the trade agreement. Their opposition to the bill is due to a variety of reasons.

Some of the most vehement congressional opponents of the Canadian bill come from energy states. Sen. Kent Conrad (D-N.D.) said he could not support the trade agreement "unless it is amended to give better treatment to North Dakota and other states rich in natural resources."

Sen. Wendell Ford (D-Ky.) also indicated that he would not be able to support the treaty if it is harmful to coal industry interests.

Canadian Free Trade: Part Three

Some of the most vehement criticism of the Canadian Free Trade Agreement has come from the maritime industry, which perceives its existence threatened by the proposed agreement.

As reported in this and other issues of the *LOG*, the pact would seriously weaken the Jones Act and allow Canadian shipping companies to compete for any new work created by changes in the promotional laws of this country.

(Continued on Page 31.)