



# LOG

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## SUP and MFOW Attend as Observers

# SIU, NMU Begin Merger Talks in Piney Point

A meeting of top officials of the Seafarers International Union and the National Maritime Union began Oct. 20 to set up procedures for the eventual merger of the two major unionized mariners unions. Earlier this

month, SIU President Frank Drozak and NMU President Shannon Wall held exploratory discussions and agreed "in principle" on the "need and desirability" of a merger.

The meetings, which are being held

in Piney Point, Md., could last several months. Five officials from each union are taking part. AFL-CIO President Lane Kirkland has designated two personal representatives to aid and participate in the talks.

Drozak said that representatives from the Sailors Union of the Pacific and the Marine Firemen's Union have been invited, too. He said representatives from those two unions have the option to come simply as observers to the talks or as active participants.

"Shannon and I are both well aware of the decades of rivalry between our two unions. But we are both very aware of the problems we face—fewer ships, fewer jobs, foreign competition and a hostile administration in the White House," Drozak said.

He described the initial meeting as friendly and frank and said he and Wall discussed the many difficult issues that must be resolved between the two unions. They also talked about

the many advantages of a merger.

The issue of the merger has been discussed aboard both SIU and NMU ships and in the *LOG* and *NMU Pilot*. The initial reaction from the memberships appears to be favorable. At the headquarters membership meeting in Piney Point earlier this month, the SIU members gave Drozak a unanimous vote to proceed with the merger talks.

The idea of a merger has been kicked around for many years. While several joint projects between the two unions were undertaken, merger plans never got past the talking stage. Earlier this year Drozak proposed a meeting of all maritime unions—licensed and unlicensed—to discuss the possibility of a merger.

While the initial proposal to include the licensed unions met with some resistance, the idea of one large unlicensed union has fared better.

(Continued on Page 24.)



Presidents of the four labor organizations representing unlicensed seamen in the U.S. were on deck as merger talks got under way. From left are Paul Dempster, Sailors Union of the Pacific; Shannon Wall, National Maritime Union; Frank Drozak, Seafarers International Union, and Henry "Whitey" Disley, Marine Firemen, Oilers & Watertenders.

# DOD Backs Down in Cargo Preference Battle

The Department of Defense has backed down in its efforts to overturn the 1904 Military Cargo Preference Act (see Sept. *LOG*) following fierce opposition from the maritime com-

munity. A new treaty between the U.S. and Iceland appears to have brought the controversy to an end.

The treaty will open up the U.S. military cargo trade to Icelandic ships again, but State Department officials insist that it will set no precedent for other military shipments around the world. Under the 1904 Act, 100 percent of that cargo is reserved for U.S.-flag ships. Also, as part of the agreement, the DOD has dropped its efforts to gut the Act by allowing foreign-flag ships into any other military shipments.

Under the terms of the treaty, the first 65 percent of the cargo will go to the lowest bidder, regardless of flag. The remaining 35 percent will go to the lowest bidder of the other country. Only Iceland and the U.S. will be involved in the bidding.

The flap began over a relatively small amount of military cargo between the U.S. and its airbase in Keflavik, Iceland. Icelandic ships carried the shipments for more than 15 years because no American company offered service. In 1984 Rainbow Navigation, an American company, was formed and claimed rights to the cargo under the 1904 Act. Its one ship, chartered from Marad, began carrying the cargo, and the Icelandic ships were shut out of the trade.

The issue wound its way through

the courts—which upheld Rainbow's rights, the State Department—which wanted to accommodate Iceland because of the importance of the U.S. base, and the maritime community—which wanted to protect the 1904 Act which provides a large amount of revenue for U.S.-flag ships.

This summer the DOD proposed a new rule which would have slashed the U.S.-flag share of military cargo to 50 percent, and even that percentage was not guaranteed if the DOD found the freight rates "excessive."

That action mobilized maritime interests in the industry and on Capitol Hill. Legislation was introduced to prevent the DOD from implementing new rules. Letters were sent from almost every maritime union and management groups asking representatives and senators to preserve the 1904 Act.

The issue also became a hot political item in Iceland, and the State Department wanted to reach some sort of agreement because of the strategic importance of the U.S. base there.

When the treaty was announced there was fear in some quarters that it could set a precedent which would affect all military cargo shipments.

The administration assured the Senate Commerce, Science and Transportation Committee that (1) "the treaty would not be understood or appear to

be a precedent for similar weakening of the 1904 Cargo Preference Act in other trades; (2) the administration is committed to the overall integrity of the 1904 Act and (3) the treaty will be implemented in such a way that the existing United States-flag service in the Iceland trade would not be disadvantaged as a result of the treaty."

Those assurances appear to have calmed the fears of Congress and the industry, and the treaty is expected to meet with congressional approval.

## Long Lines Crews in Norfolk Pages 12 & 13



It was a pretty short line for Steward Assistant Mark Fuller as he waited for the launch to take him to the cable ship *Long Lines*.

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# President's Report

by Frank Drozak

The 99th session of Congress, which just ended, was one of the most productive in recent memory.

Far-reaching reforms were made in the tax code and immigration policy. Sanctions were imposed against the government of South Africa.

Yet in one area, at least, the 99th session of Congress came up considerably short. Very little was done to turn things around for this nation's severely depressed maritime industry.

This was not entirely the fault of the Congress. There were many capable senators and representatives who were willing to look into new and innovative ways of promoting the American-flag merchant marine. But they were frustrated at every turn by an industry which was unwilling to present a united front. We could have accomplished a great deal more had we not been promoting different legislative programs, and fighting among ourselves.

Don't get me wrong. The maritime industry had some important victories. It was able to repulse attacks on the few remaining promotional programs, most notably P.L. 480 program and the ban on the export of Alaskan oil.

Unfortunately, the time has long since passed when it was enough for the maritime industry just to hold its own. What does it mean to hold your

own when there are fewer than 400 vessels in the active deepsea fleet, and when manning is being cut?

There are some hopeful signs. There is a growing awareness of just how important the American-flag merchant marine is to the defense of this country. The Navy has just released a study noting that this country faces a severe shortage of skilled mariners.

Yet as long as the maritime industry and maritime labor refuse to get their own houses in order, we will never get the opportunity to make productive use of this growing public perception.

It is no accident that in those areas where the maritime industry was most fragmented—i.e., the passenger vessel trade—little headway was made in turning things around.

Yet when the maritime industry stood united, it held its own against the most powerful interest groups in the country: oil and agriculture.

The maritime industry possesses a number of strong political assets. Ocean transportation plays an important role in the economic life of this country. The existence of hundreds of ports and harbors provide us with a ready-made grassroots base. Yet as long as we fight among ourselves, our message will not get out. It will be drowned out in our own shouts.

# House OKs Passenger Ship Re-Flagging Bill

The House of Representatives took a major step in the effort to bolster the U.S.-flag passenger fleet when it approved a measure which could allow foreign-built cruise ships into the trade.

The bill, S. 1935, which the Senate approved earlier, passed by voice-vote. It could solve the impasse on the passenger ship issue which has divided the maritime community for almost four years. The House did not substantially change the Senate version but did amend it, and a conference between the two houses will be necessary before it is sent to the White House for signature or veto.

The bill gives U.S. shipyards until Sept. 1, 1988 to construct or "substantially complete" or refurbish two ships. If that happens, then no foreign-built ships will be allowed into the coastwise trade which is protected by the Jones Act.

That provision may placate some who have claimed the use of foreign-built ships would hurt American shipyards. However, since the debate began, many shipyards and investor groups have claimed to have concrete plans to build a passenger ship in the U.S. Those ships never materialized, but the claims were enough to stall several pieces of passenger ship legislation during the past few years.

This new bill would allow foreign-built ships into the trade between Sept. 1, 1988 and Sept. 1, 1990 only if no U.S. yard has substantially completed a new ship or refurbishment. To meet

the "substantially completed" requirement, a ship must have its keel laid, have "firm and irrevocable" building commitments, and 50 percent of the vessel's total construction financing must be spent or contracted for.

"Everybody knows where the SIU stands. We have been trying to find a way to give U.S. operators a chance to get into this multi-million dollar cruise business. When you look at the popularity of cruises and the money spent by Americans on foreign-flag ships, you know there has to be a place for U.S.-flag interests," said SIU President Frank Drozak.

He also pointed out that a large cruise ship could generate about 1,000 shipboard jobs.

If no U.S. building projects meet the requirements, foreign-built ships would be allowed to re-flag in that two-year window. But those ships must be at least 10,000 gross tons, carry a minimum of 600 passengers and be able to be used as troopships in case of an emergency.

The House version contains provisions which would protect the only two current U.S.-flag passenger ships, the *SS Constitution* and *SS Independence*, which operate in the Hawaii trade. Both ships are SIU-crewed.

No date has been set for a conference to iron out the differences between the House and Senate versions of the bill.

## SIU Medical Head Dr. Joseph Logue Dies at 91

SIU Welfare Plan Medical Director Dr. Joseph Bruce Logue Sr. died in Brooklyn, N.Y., Oct. 1. He was 91.

Dr. Logue became director of the Seafarers Medical Program in 1956. The next year he opened the Union's first health center, the Peter Larson Memorial Clinic in Brooklyn. It was also the first medical clinic for seamen in the U.S.

In subsequent years other SIU clinics were opened by Dr. Logue in the ports of Mobile, Baltimore, New Orleans, Houston, Philadelphia, San Juan—Santurce, PR., Boston, Norfolk, Port Arthur, Texas, Melvindale, Mich. (Detroit) Alpena, Algonac, and Frankfort, Mich.; Buffalo, N.Y., Jack-

sonville and Tampa, Chicago, Ill., Cleveland and Toledo, Ohio, Duluth, Minn., Seattle, San Francisco and Wilmington, Calif., Gloucester, Mass., Paducah, Ky., Honolulu, Hawaii and Louis, Mo.

Before he joined the SIU, Vice Adm. Logue (USN-Ret.) was chief of the Isthmian Steamship Co. (U.S. Steel) Medical Department in New York City from 1954 to 1956. A native of Gibson, Ga., he graduated from the Medical College at Georgia in 1918 entering the U.S. Navy Medical Corps for World War I service.

From 1930 to 1943 he was an instructor at the Navy Medical School and chief of surgery at the U.S. Naval

Hospitals in Portsmouth, N.H., Pearl Harbor, Hawaii, Boston, Chelsea, Mass. and hospital chief at the Parris Is., S.C. Marine Corps Base.

From 1943 to 1945, he was the 1st Marine Division surgeon in the battles of Guadalcanal, New Guinea, New Britain, Peleliu and Okinawa. Later he was commanding officer of the Naval Hospitals in Dublin, Ga. and at Key West, Fla.

Lastly, he held different posts from 1947 to 1954 ending up on the medical staff of the commander of the Western Sea Frontier and retiring that final year as a vice admiral. He was awarded the Legion of Merit (One Battle Star)

Purple Heart and Presidential Unit Citation (Two Battle Stars).

Funeral services for one of the last surviving U.S. Navy admirals of World War I were held in Manhattan, N.Y. on Oct. 3. Burial with full military honors was at the U.S. National Cemetery, Arlington, Va. on Oct. 10.

Surviving are his son, Joseph Logue Jr. of New York City, a daughter, JoAnne Dogharty of Redwood City, Calif., two sisters, Rubie Adkins of Georgia and Myrtus Yoder of North Carolina and a grandson, Paul J. Dogharty of San Francisco and a granddaughter, Colleen Dogharty of Alexandria, Va.



# LOG



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# Manpower Shortage Could Tie Up Reserve Fleet

If the U.S. had to break out and man its 81-ship Ready Reserve Fleet (RRF) today, there would be 3,500 too few crewmen and officers to sail those vessels. By 1990, when the fleet reaches 136 ships, there will be a shortage of more than 8,000 merchant sailors.

Those figures were revealed in two studies last month, one by the Transportation Institute (TI) and one by the Navy itself. In addition, a General Accounting Office (GAO) survey casts doubt on the RRF's ability to meet its mission because of manpower shortages and several other reasons (see accompanying story).

"The irony is almost palpable: The decline of the U.S. merchant fleet has required the Navy to purchase ships to transport men and materiel in war; however there is a critical shortfall in experienced seafarers to man the ships the Navy has purchased because of the declining numbers of the U.S. merchant fleet," the TI report revealed.

"I view the situation not as being in a 'near crisis mode,' but rather, from a war planner's point of view, we are well into the early stages of crisis," said Vice Admiral Thomas J. Hughes Jr., deputy chief of naval operations (logistics).

Both reports agreed that a strong and larger U.S. merchant fleet could solve the crew shortage problem and provide needed sealift.

Along with the shrinking U.S.-flag fleet, both reports listed other reasons for the manpower shortage: smaller crews on modern ships, the lack of control of flag-of-convenience shipping because those crews, even if the ships are U.S.-owned, have no obli-

gation to sail into a war zone, the NATO fleet—which fits into sealift plans—is experiencing the same problems as the U.S. fleet.

If liner reform (S.2662), which will revamp Operating Differential Subsidies for the U.S. fleet, is not passed, as much as 50 to 75 percent of the U.S.-flag fleet could go foreign within the next several years, the TI report predicted.

While the Navy study did not endorse any specific measures to boost the number of ships in the private U.S. merchant marine, it did say that "even stopgap measures must be implemented to assure the availability of manning at the time of contingency."

Capt. Robert W. Kesteloot, USN (Ret.), now vice chairman at TI, who prepared the TI report, offered several ways for the U.S. to reverse the decline of the private fleet, increase the number of trained seafarers and also reduce the military's dependence on a large RRF.

- ★ Reaffirm the integrity of the Jones Act;
- ★ Subject U.S. shipowners to the same tax treatment regardless of the flags their ships sail under;
- ★ Provide U.S. operators with increased access to cargo by enhanced cargo preference laws, bilateral trade agreements and/or tax incentives for U.S. shippers to use U.S.-flag ships.

The goal of these points is to increase the number of U.S. ships, which in turn would lead to a larger pool of trained seafarers and would also decrease the need for RRF ships.

According to the TI report, if these

measures were enacted, the U.S.-flag fleet could grow to some 600 active ships. With that growth, the Navy could slash the RRF to about 70 ships. The savings to the Navy in costs of maintaining a large RRF would be about \$62 million a year, which would be some \$5 to \$40 million more than

native path to providing the additional ships and qualified seafarers needed to support this nation's vital security interests in peace and war.

"The strategy proposed here will serve to carry out the policy explicitly expressed in the Merchant Marine Act of 1936," the report said. "In con-

*... By 1990 when the Ready Reserve Fleet reaches full strength, there will be a shortage of more than 8,000 merchant sailors ...*

the cost of revamping the subsidy system under S.2662.

"Our national maritime strategy must be modified and refocused to support an increase in the size of the U.S. merchant marine. There is no alter-

junction with the passage of S.2662, these measures will ensure that an adequate number of U.S.-flag ships and a sufficient pool of highly trained citizen-seamen will be available for any future national emergency."

## Memorial Model to Be Unveiled

More than 40 years after World War II, a major memorial to the men who served and died in the merchant marine is set to be unveiled next year.

The China Coasters, the Southern California Chapter of the American Merchant Marine Veterans Inc., is the major backer of the effort. The group contacted the various maritime labor unions in the Los Angeles area, including the SIU, for help. The unions volunteered their services and established a fund raising committee. In addition to the unions, many other maritime organizations have joined the committee, including shipping company executives, marine contractors, harbor officials and others.

A sculptor was selected to develop a model for the memorial. Jasper D'Ambrosi, who also designed the Arizona Vietnam Veterans Memorial in Phoenix, died August 1 before he could finish the work. However, his two sons, Mark and Michael, are also sculptors who worked closely with their father, and the two have vowed to complete his work.

Contributions for the memorial (which the committee is seeking a tax exemption for) may be sent to:

American Merchant Marine Veterans Memorial Committee Inc.  
P.O. Box 1659  
Wilmington, Calif. 90748



This is the model for the American Merchant Marine Veterans Memorial, due to be dedicated in San Pedro, Calif. on Maritime Day 1987.

## GAO Questions Reserve

More than 10 years ago, the General Accounting Office (GAO) discovered that the nation's reserve merchant fleet of the time was obsolete, with mostly World War II ships, and that the ships could not be activated within a 10-15 day readiness window.

Today some of those same problems remain despite a complete restructuring of the reserve fleet, according to a GAO study released this month.

Like many other recent studies (see accompanying story), the GAO found that there is a manpower problem for the Ready Reserve Fleet (RRF).

"There is little assurance that (1) available crews would have the skills and experience to operate the older RRF equipment, (2) crews can actually be assembled within the critical five and 10-day activation periods and (3) there would be no competing demands for manpower," the report said.

"Maritime union personnel have voiced concerns regarding the shortage of certain classes of crewmembers as well as possible logistics problems in locating and assembling the approximately 6,000 crewmembers needed in fiscal year 1992 and beyond to crew the 136 RRF ships," the GAO said.

In addition, the report cited problems which include:

- ★ Congestion at anchorage sites;
- ★ Availability of shipyard resources;
- ★ Behind schedule ship maintenance;
- ★ Limited test activities;
- ★ Incomplete inventory of spare parts, and
- ★ A lack of systematic evaluation of test results.

One problem is on its way to being solved, the report said. The contracting out of 51 of the current 81-ship RRF to private companies has reduced congestion at various anchorages.

## EPIRBs Set for House Vote

An amendment has been attached to H.R. 4208, the Coast Guard Authorization Act of 1986, which requires Emergency Positioning Indicating Radio Beacons (EPIRBs) on all U.S.-flag fishing vessels.

"The SIU supports this amendment," said SIU President Frank Drozak. "While commercial fishing is considered the most dangerous occupation in the nation, the industry remains totally unregulated."

The amendment was passed by the Senate and is currently under review by the full House.

## New ARC Rules

The Seafarers Welfare Plan will continue to pay for initial treatment for members at the Seafarers Addiction Rehabilitation Center in Piney Point. However, new rules approved by the plan's trustees will require the member who wishes to or needs to use the facility on subsequent occasions to be responsible for all costs for the subsequent treatment.

# The SIU in Washington

Seafarers International Union of North America, AFL-CIO

October 1986

Legislative, Administrative and Regulatory Happenings

## Nearing the End

As this session of Congress rapidly draws to a close, attention is being focused on the upcoming elections, the situation in South Africa and the growing trade deficit.

Not much more is expected in terms of legislation. Congress has passed a sweeping tax reform bill, which it hopes will be its major legacy.

Meanwhile, Congress and the administration have done absolutely nothing about the budget deficit, which has been estimated between \$148-\$230 billion, depending on whose accounting methods you use.

Gramm-Rudman, which was supposed to have alleviated this problem, has proven to be ineffective.

## South Africa

President Reagan was handed his first major legislative defeat when Congress overrode his veto of a bill that imposed sanctions against South Africa.

Some commentators were calling this defeat the beginning of the post-Reagan era. While Reagan remains overwhelmingly popular with the American people, he does not seem able to shape the national agenda as he once did.

The November elections are being viewed as an important indication of what post-Reagan America will look like. A good showing by the Republican Party will be interpreted that the American people want the Reagan agenda maintained, or even expanded.

Most elections are being waged on local issues and personalities. The only two issues of national importance to come out of these elections are the drug problem and the growing trade imbalance.

Ironically, few people realize that negotiations for the General Agreement on Tariffs and Trade (GATT) have already begun.

GATT regulates the way that the nations of the Free World conduct their trade.

Clayton Yeutter, America's representative to these talks, outlined five areas where the U.S. will concentrate its efforts. Not one of them concerns manufacturing or maritime.

## Cargo Preference

Members of the House Merchant Marine Subcommittee used an oversight hearing to vent their frustration at the administration's refusal to comply with this nation's cargo preference laws.

"The committee must reverse the present trend," said Rep. Helen Bentley (R-Md.), who noted that "it was the exception and not the rule" for federal agencies to comply with existing cargo preference laws.

"It is troubling," said House Merchant Marine Subcommittee Chairman Mario Biaggi (D-N.Y.), "that government officials seem to be . . . creating loopholes that circumvent the spirit of the law. It reeks of an attitude that we are a government of men, not laws."

"The subcommittee," said Rep. Robert W. Davis (R-Mich.), "seems to be spending an inordinate amount of time looking over the shoulders of the various executive agencies to make sure that they are following the laws that Congress has enacted."

SIU President Frank Drozak agreed with the remarks made by the subcommittee members.

"While other governments are promoting their maritime industries," Drozak noted, "the American-flag merchant marine has to drag the present administration to court just to get it to carry out laws that are already on the books."

## Military Cargo

An attempt to weaken one of this nation's most important cargo preference laws ended when the Department of Defense signed a bilateral treaty with Iceland.

The treaty opens up the trade to Icelandic ships with 65 percent of the military cargo going to the lowest bidder and 35 percent reserved for the lowest bidder from the other country. Only U.S. and Icelandic shipping firms will be allowed to bid.

The treaty is a departure from present practice. Under the 1904 Military Transportation Act, 100 percent of all military cargo has to be carried on American-flag vessels.

The administration assured the Senate Commerce Committee "that the treaty should not be understood or appear to be a precedent for a similar weakening of the 1904 Cargo Preference Act in other trades."

The administration also stated that it was "committed to the overall integrity of the 1904 Act," and that "the treaty will be implemented in such a way that existing U.S.-flag service in the Iceland trade would not be disadvantaged."

Two years ago, the Department of Defense tried to shut an American company out of the trade. It wanted to placate the government of Iceland, which hosts an important American military base.

The issue went to court, where it was determined the 1904 Military Cargo Act reserved 100 percent of all such cargo for American-flag vessels.

Earlier this year, the Department of Defense tried to unilaterally implement a provision of the 1904 Act that allowed foreign-flag participation when American rates were "excessive or unreasonable" and to cut the U.S.-flag guarantee to 50 percent.

The move was immediately opposed by the maritime industry, as well as by the Department of Transportation, which has the right to monitor the rates under the law.

Rather than risk a confrontation that would have jeopardized the entire \$1.8 billion military cargo preference program, the SIU and the rest of the maritime industry agreed to this compromise.

## Foreign-Flag Seamen

The Panamanian Maritime Authority hopes to forge closer ties with the People's Republic of China on licensing and other matters, according to a report carried in *The Journal of Commerce*.

During a five-day visit to China, Hugo Torrijos, director general of Maritime Affairs of Panama, sought ways to make it easier for Chinese mariners to be granted licenses.

"China wants to provide labor for all world shipping fleets—not just its own—and we feel it is important to offer some service," Torrijos told *The Journal of Commerce*.

Ships registered under the Panamanian flag are considered to be under effective U.S. control.

## Seafarers Shortage

The Department of the Navy has estimated that there would be a seafarer shortage of over 3,500 if a national emergency occurred today, and the shortfall could increase to over 8,000 billets by 1990.

Manning shortfalls were calculated in a study by the Navy's Chief of Naval Operations, Strategic Sealift Division. The study—finished last July but made public just last month—examined the ability of the active seafaring workforce to man all defense shipping needs during a "mobilization scenario."

## North Slope Oil

A California oil company wants to get around the existing ban on the export of Alaskan oil.

The Alaska Pacific Refining Corporation of Santa Barbara, Calif., has filed plans to build a refinery at the ocean terminus of the trans-Alaska pipeline, in Valdez, Alaska.

Lawyers for the company contend that the ban on the export of Alaskan oil extends only to crude oil, not to refined products.

"Oil industry analysts . . . expressed doubt that such a refinery . . . could be built," said *The Journal of Commerce*.

"I don't think that this plan is viable," said SIU Legislative Director Frank Pecquex. "The refinery would have to clear tough financial, environmental and legal hurdles before construction could begin."

"What the plan does do," said Pecquex, "is to remind us that there are people out there who are all too eager to abolish the ban on the export of Alaskan oil."

## Port Development

Senate-House conferees are again moving toward a compromise bill on pending port and waterways development legislation. The compromise bill could be passed before Congress adjourns for the year.

Activity on the legislation stalled in September after the Senate and House resolved most of their differences on the omnibus funding legislation.

Points still in contention include specific projects and the issue of user fees.

## Passenger Vessel Bill

The House of Representatives is still considering its version of a cruise ship re-flagging bill. Legislation dealing with this issue was passed by the Senate last month.

The Senate bill, S. 1935, would give U.S. shipyards until Sept. 1, 1988 to either build two new cruise vessels or refurbish two existing U.S. ocean-going luxury cruise liners.

If this new building or refurbishments do take place in an American yard within the prescribed two-year period, all re-flagging authority by the terms of the legislation expires.

This waiting period was inserted into the bill during mark-up in the Senate Commerce Committee. It was billed as a "put up or shut up" mandate for the opponents of re-flagging legislation, according to SIU Legislative Director Frank Pecquex.

"The SIU continues to support any measure that could lead to the revitalization of the U.S.-flag cruise ship fleet," said SIU President Frank Drozak.



# Inland News

tug/tow  
barge/dredge

## ASC Begins New "Outreach" Program for SIU Lakers

Recently, American Steamship Co. (ASC), which operates 11 Great Lakes ships with SIU crews began a new Employee Assistance Plan for its workers. The plan will offer help for employees with personal problems ranging from alcohol and drug abuse, emotional, health, financial, legal and other problems. Basically it will assist employees in finding help in their communities. The following article explains the program. It was written by Tom Anderson, safety and employee assistance administrator for ASC. He is a former SIU member.

Stop to think for a moment, "Have you or a family member, a friend or shipmate ever encountered a personal problem in your lives for which the solution seemed just out of reach? Some sort of difficulty that you or they simply could not solve on their own and at the time could have really used a helping hand?" Perhaps the situation concerned a marriage or divorce, personal finances, legal difficulties, a medical related problem such as alcohol or drug abuse/addiction, the full range of human problems.

- In excess of 40 percent of marriages will end in divorce.
- 3-5 percent of Americans suffer from chronic, psychologically crippling forms of mental illness.
- One in six Americans will face the psychological consequences of being victim of a violent crime.
- In excess of 15 percent of the adult population exhibit some potentially serious symptoms of stress (e.g., high blood pressure).
- No less than 6 percent of those who drink are, or will become, alcoholic.
- There are over 3,000,000 teenage alcohol and drug abusers in the U.S. today.
- The U.S. has one of the highest suicide rates in the world.
- A large percentage of Americans live beyond their financial means. The rate of personal bankruptcy and/or default is escalating.

These facts and figures speak for themselves; they are issues which affect the entire country including every man and woman in the work force.

Merchant seamen are certainly no exceptions and do not have immunity to these problems. Recent issues of the LOG have presented excellent discussions on some of the more pressing issues affecting seamen today, cocaine abuse, and other substance abuse. These are hard problems with no easy solutions. But there is one unavoidable, indisputable fact, "If someone is suffering from a major personal problem and this problem is left unresolved, it will sooner or later affect how they perform on the job." So what is the answer?

A basic company philosophy is that the employees are the company's most

important asset. This being the case, American Steamship Company has started an Employee Assistance Program (EAP) to take on the full range of human problems its employees may encounter.

American Steamship Company developed their EAP with the help and expert advice from companies such as Crowley Maritime Corporation and the SIU's Alcoholic Rehabilitation Center in Piney Point, Md. The company readily admits that employees' mental health, well-being, and happiness off the job directly relate to how they work on the job. The troubled employee is not an isolated problem, but rather a companywide problem, and the EAP stands ready to provide assistance. All the employee or family member need do is pick up the phone and ask. The EAP is open to the employees' family members also because the company realizes that trouble within the family is just as hard on the employee as having the problem themselves.

The EAP is not a source for quick cures or dramatic solutions to tough problems. Rather it is a sympathetic and compassionate "ear" that will listen to the troubled employee and, depending on the nature of the problem, put them in touch with the right resource in their community. In effect, the EAP administrator acts as an advisor or referral source who will put employees in contact with trained professionals in the community. These "community resources" may be doctors, counselors, lawyers, self-help groups, financial consultants, etc., depending on the nature of the problem.

The EAP tries to find a referral source within or as close to their community as possible so that the employee and/or family has easier access to the assistance available. After an employee has asked for assistance and has been referred to a community resource, further consultation or treatment may be necessary to resolve the particular problem. In these instances, a professional meeting with the employee will make a recommendation about what should be done next.

In the event SIU members seek assistance through the EAP for an alcohol or drug problem, and further treatment is recommended, they will be referred to the Welfare Plan's own facility in Piney Point, Md., the Seafarers Alcoholic Rehabilitation Center. But no matter what the problem is, the EAP administrator will stay in touch with the employee all the way to make sure that person is getting the help they need, as long as the employee chooses to receive it.

Employees who call the EAP are guaranteed absolute confidentiality in all matters discussed. All information



The H. Lee White is one of the American Steamship Company vessels whose members will be assisted by a new Employee Assistance Plan.

is kept strictly between the employee and the EAP administrator. This confidential treatment is guaranteed by federal law and company policy.

Some people are not able or are not willing to recognize their problems and don't try to get help in handling them. These people will become more and more troubled in their personal lives, and sooner or later it starts to show up on the job, aboard ship. This is when their supervisors, captain, chief engineer or steward must be sharp enough to notice a good man going down hill and take action. The supervisor has a responsibility to take that person aside and tell him that his work is not as good as usual, perhaps not even satisfactory. The supervisor points out the need for improvement and also tells the man that the company's Employee Assistance Program is available to him if he wishes to use it. The supervisor does not pass judgment or try to "diagnose" the employee's problem. He simply tells him he must do better on the job and that this EAP is available to help him. The decision whether to use the EAP or not is still up to the employee entirely, but now he knows he must improve on the job.

It is only fair, if an expensive piece

of machinery onboard ship breaks down, much effort is taken to have it repaired and returned to service. Certainly the seamen deserve at least the same consideration. American Steamship Company feels they do.

By the same token, it is also the responsibility of the Seafarer's shipmates to help him. When they notice or find out their shipmate is troubled and in need of help, it is their duty to talk with him and tell him the EAP is available. It is in the highest tradition of the sea to come to the aid of a shipmate in his time of need. To help a shipmate by encouraging him to use the EAP is one way seamen aboard American Steamship Company vessels can uphold that tradition.

The Employee Assistance Program—a good idea whose time has come. It is both pro-union and pro-company—but more importantly, it is pro-people.

American Steamship Company employees and family members may contact the Employee Assistance Program by calling Tom Anderson at the following numbers: 800-828-7230 (outside New York State); 716-854-7649 (in New York State).

# New Pensioners

# Dispatchers Report for Inland Waters

SEPT. 1-30, 1986

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									
Gloucester	0	0	0	0	0	0	1	0	0
New York	0	0	0	0	0	0	0	0	0
Philadelphia	1	1	2	0	2	0	0	1	2
Baltimore	0	0	1	12	0	0	1	0	0
Norfolk	62	9	0	44	9	0	89	27	0
Mobile	1	1	0	1	0	0	4	1	0
New Orleans	2	0	1	2	0	2	1	0	5
Jacksonville	5	0	4	3	0	1	2	2	3
San Francisco	0	0	0	0	0	0	0	0	0
Wilmington	6	2	6	0	0	0	12	9	7
Seattle	0	0	0	0	0	0	0	0	0
Puerto Rico	0	0	0	0	0	0	0	0	0
Houston	4	0	14	5	3	4	3	2	17
Algonac	3	6	0	5	10	0	20	27	0
St. Louis	0	12	12	2	12	8	0	0	11
Piney Point	1	0	0	1	0	0	2	1	0
Totals	85	31	40	75	36	15	135	70	45
ENGINE DEPARTMENT									
Gloucester	0	0	0	0	0	0	0	0	0
New York	0	0	0	0	0	0	0	0	0
Philadelphia	0	0	2	0	0	2	0	0	1
Baltimore	0	0	0	0	0	0	0	0	0
Norfolk	17	4	0	10	5	0	11	2	0
Mobile	0	0	0	0	0	0	0	0	0
New Orleans	0	0	0	0	0	0	0	0	0
Jacksonville	0	0	2	0	0	0	0	0	2
San Francisco	0	0	0	0	0	0	0	0	0
Wilmington	0	0	0	0	0	0	0	0	0
Seattle	0	0	0	0	0	0	0	0	0
Puerto Rico	0	0	0	0	0	0	0	0	0
Houston	0	0	0	3	0	1	1	0	0
Algonac	1	3	0	0	0	0	20	19	0
St. Louis	0	0	0	0	0	0	0	0	0
Piney Point	0	0	0	0	0	0	0	0	0
Totals	18	7	4	13	5	3	32	21	3
STEWARD DEPARTMENT									
Gloucester	0	0	0	0	0	0	0	0	0
New York	0	0	0	0	0	0	0	0	0
Philadelphia	0	0	1	0	0	1	0	0	0
Baltimore	0	0	0	0	0	0	0	0	0
Norfolk	5	3	0	7	0	0	8	3	0
Mobile	0	0	0	0	0	0	0	0	0
New Orleans	0	0	3	0	0	3	0	0	1
Jacksonville	1	0	0	1	0	0	0	0	0
San Francisco	0	0	0	0	0	0	0	0	0
Wilmington	0	0	2	0	0	0	0	0	0
Seattle	0	0	0	0	0	0	0	0	0
Puerto Rico	0	0	0	0	0	0	0	0	0
Houston	1	1	0	0	0	0	1	1	0
Algonac	0	2	0	1	2	0	15	8	0
St. Louis	0	0	1	0	0	1	0	0	1
Piney Point	0	0	0	0	0	0	0	0	0
Totals	7	6	7	9	2	5	24	12	2
Totals All Departments	110	44	51	97	43	23	191	103	50

\*\*\*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.



Vance Earl Meeks, 55, joined the Union in the port of Norfolk in 1970. He sailed as a cook for the Steuart Transportation Co. from 1969 to 1972 and for Marine Towing and Transportation (SONAT) from 1977 to 1980. Brother Meeks is a veteran of the U.S. Army during the Korean War. He was born in Martin Cty., N.C. and is a resident of Portsmouth, Va.



Peter Michael Ryan Jr., 60, joined the Union in the port of Houston in 1957. He sailed as a chief engineer for G & H Towing from 1973 to 1974. Brother Ryan is a veteran of the U.S. Army in World War II and the Korean Conflict. He was born in Galveston, Texas and is a resident of Santa Fe, Texas.



George William Walkup, 62, joined the Union in the port of Baltimore in 1956. He sailed as a deckhand and mate for Harbor Towing from 1963 to 1972. Brother Walkup is a veteran of the U.S. Army in World War II. He was born in Crawley, W. Va. and is a resident of Baltimore.



Harold Lloyd Weaver, 63, joined the Union in the port of Mobile in 1951 sailing as a deckhand on the tug *Trojan* and as a recertified bosun. Brother Weaver graduated from the SIU Recertified Bosuns Program in 1974. He last shipped out of the port of Houston and took part in the organizing drives at the Atlantic

Refining Co. in the port of Philadelphia in 1955 and at Bay Towing and the Marine Enterprise Co. in 1956. In 1960 he received a Union Personal Safety Award for sailing aboard an accident-free ship, the *SS Clairborne*. Boatman and Seafarer Weaver was born in Lucedale, Miss. and is a resident of Houston.

## Support SPAD

## In Memoriam



Pensioner John O. De Cesare, 76, died recently. Brother De Cesare joined the Union in the port of New York in 1960. He sailed as a deckhand for the Baltimore and Ohio Railroad from 1937 to 1975 and worked as

a clerk at the N.Y. Stock Exchange from 1929 to 1934. Boatman De Cesare was a former member of the American Federation of Musicians Union, Local 802. And he was a veteran of the U.S. Navy in World War II. Born in Portland, Maine, he was a resident of Staten Is., N.Y. Surviving are his brother, Anthony of Staten Is., and two sisters, Letitia and Mary Cadier of Tenafly, N.J.



IF YOU CAN'T SHAKE LOOSE, THERE IS A PROGRAM TO HELP YOU!  
 CONTACT YOUR PORT AGENT DO IT NOW!

# Seafarers

## HARRY LUNDEBERG SCHOOL OF SEAMANSHIP

Piney Point Maryland



### Scouts Enjoy a Two-Week Educational Vacation at SHLSS



Devon Williams and Rebecca Noranbrock review UIW material while on tour of the SIU building.

Boy Scouts and Girl Scouts from all over the country had a chance recently to spend two weeks at the Seafarers Harry Lundeborg School of Seamanship and enjoy an "educational vacation." The scouts, 14 in all, were selected through the Maritime Trades Department as "MTD Scouts of the Year" by the Maritime Port Councils in various cities and given the opportunity to visit SHLSS to learn more about the SIU, the labor movement, and the nation's capital.

During the scouts' stay, from August 3, 1986 to August 16, 1986, they visited the Patuxent Naval Air Center, Baltimore's Inner Harbor and aquarium, the Smithsonian, the AFL-CIO building, and Capitol Hill as well as local historical sites, SIU

Headquarters and, of course, SHLSS.

The scouts had a full schedule at the school including making arts and crafts projects, a fishing trip and producing a videotape at the SHLSS television studio. There was enough time left over, though, for swimming, tennis and the Health Spa.

Many of the scouts later wrote to SHLSS Vice-President Ken Conklin thanking him for the experience. Lawrence LeBlanc of Mobile, Alabama was one of those who helped show that the trip was a real success. He wrote: "This was a great trip! I learned a lot, had a lot of fun and wanted to stay another week. If it's offered next year I hope I'll be able to come!"



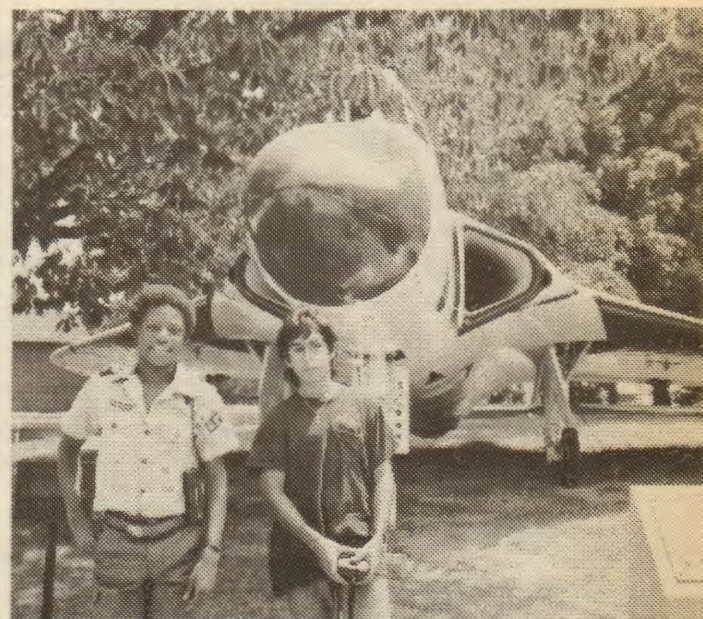
A trip to Washington D.C. was one of the highlights of the Scouts' two-week stay at SHLSS.



Sailing on the "Manitou" gave the Scouts a quite relaxing afternoon.



L. to r. Chaperon Jeff McCranie, SIU Secretary Joe DiGiorgio, Dan Dickey, Henry Ruszkowski, Devon Williams, Keith Gibel, Scott Gillinger, Michael DelaPena, Laurence LeBlanc, Kim Gdowski, Michael Avirett, Robin Zanca, David Ackerman, Tully Folsom, Rebecca Noranbrock, Michael Gilbert, Chaperon Andrea McCranie.



Devon Williams and Michael DelaPena enjoyed taking a tour of the Patuxent Naval Air Test Center.



A nature study trip was enjoyed at Point Lookout State Park.



Baltimore's Inner Harbor offered a lot of sightseeing and shopping for the Scouts.



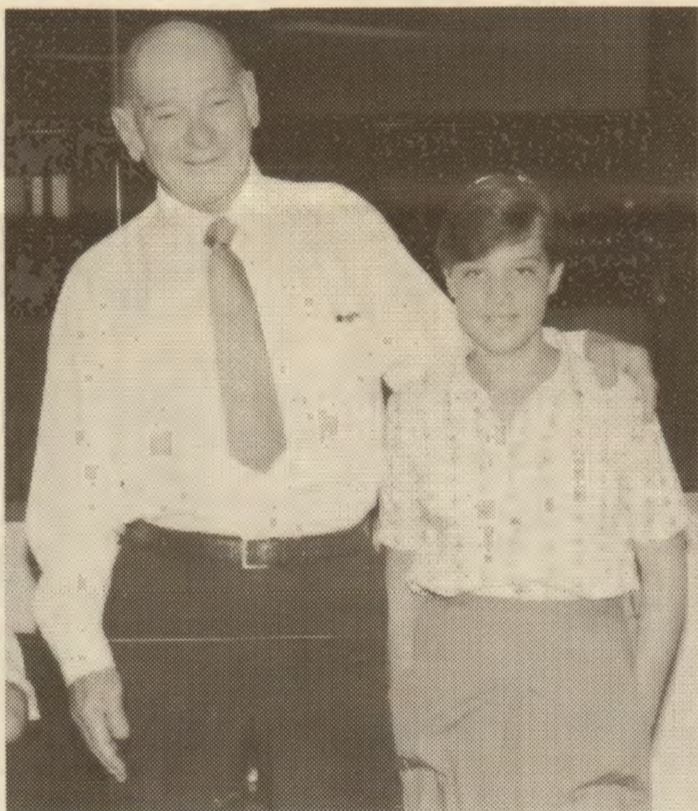
"MTD Scouts of the Year" gather in the lobby of the AFL-CIO headquarters building in Washington, D.C.

*"I hope next year it'll be offered for three weeks!"*

Lawrence LeBlanc



Scouts view the U.S. Supreme Court.



SIU Secretary Joe DiGiorgio discusses union history with Robin Zanca.



The Scouts take a few minutes from their active schedule to relax.



The Scouts gather on the steps of the Capitol before departing Washington, D.C.



Rebecca Noranbrock poses by a peacock during the Scout's tour of the Smithsonian.

## SIU & MEBA 2 Members Tour SHLSS



(l. to r.) SIU Vice Pres. Jack Caffey, SIU Vice Pres. Buck Mercer, MEBA 2 Jerry Joseph, MEBA 2 Ray McKay, SIU Vice Pres. George McCartney, SIU Manpower Coordinator Bart Rogers, SHLSS Sealift Coordinator Bill Hellwege.

## Harbor Tug Members are Impressed with SHLSS Facilities



## St. Mary's County Fair is Represented by Both SHLSS & UIW Volunteers.

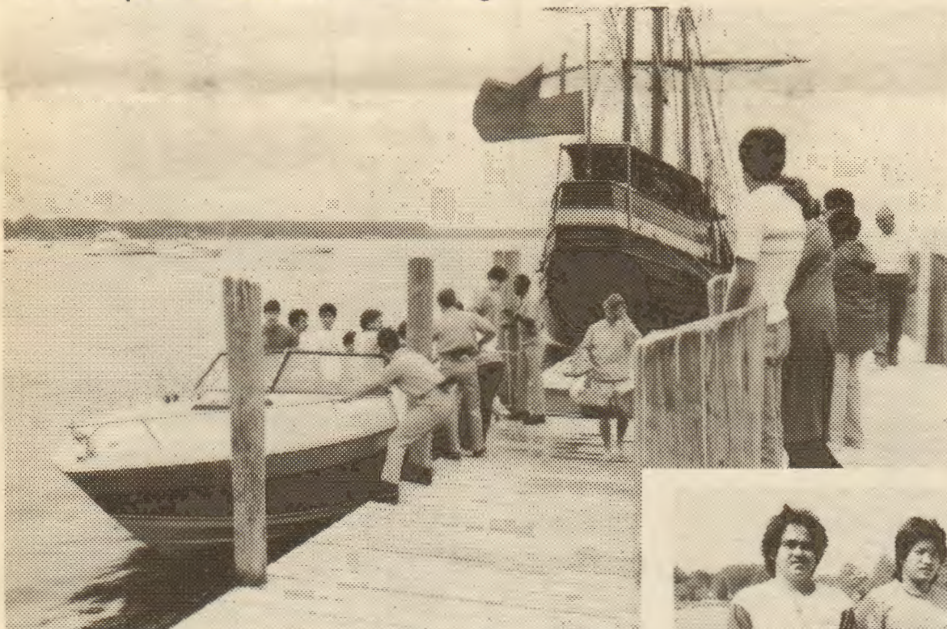


Hotel manager Ed Gildersleeve and Kenneth Hartman answer questions from the public about the Lundeborg School.



Florence Bean (r.) holds a balloon while Pam Mundie ties it to a child's wrist.

## Nineteenth Annual Blessing of the Fleet



Members of the SHLSS trainee class assisted people in arriving and departing at the St. Clements Island Blessing of the Fleet.

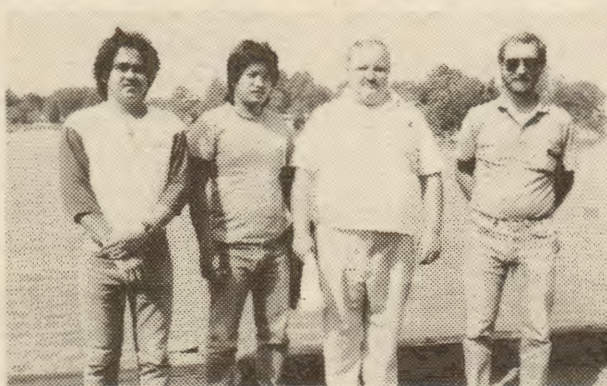


## SHLSS GRADUATES



### Bosun Recertification

First row (l. to r.): T. Banks, Robert Wood, Zaine Basir, Oliver Pittfield, Norman Erierson. Second row (l. to r.) Ray A. Walters, Michael Murdock, James E. Davis, William E. Lough, TR Colangelo, Christopher LoPiccolo, Larry Watson.



### Lifeboat

L. to r. Edwin Udan, Vicente Esguerra, Peter Schulz, Ben Cusic (Instructor).



### Naval Cargo Handling Group

First row (l. to r.): Richard Dickerson (Instructor), Gerald LaBar, Donald Williamson. Second row (l. to r.) Gary Creech, Mike Prell, Jimmie Maynor. Third row (l. to r.) Melvin Hewitt, Carl Bruce, William Northey.



### Sealift Operations & Maintenance

First row (l. to r.) Donald Mann, Michael Kiyabu, Karl Williamson. Second row (l. to r.) Bill McNeal, Steven K. Thompson, Davon McMillan, Alexander Reyer, Harry Alongi (Instructor).



### Inland Trainee Group

First row (l. to r.): Warren D. Halloway, Andrew J. Barrett, Steven L. Kurosz, Denny R. Lewis, Anthony Hurt. Second row (l. to r.) Doug Williams, Steve Butery, Dana McGlothlin, Tom Casey (Instructor), Richard Jones, Andy R. Rollins, Tom Downton, Tony Finke.

# 1987 UPGRADING COURSE SCHEDULE

## Programs Geared to Improve Job Skills and Promote the U.S. Maritime Industry January 1987 — June 1987

The following is the current course schedule for the first six months of the 1987 school year 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.

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

### Engine Upgrading Courses

Course	Check-In Date	Completion Date
QMED - Any Rating	March 23	June 12
Marine Electrical Maintenance	January 5 March 9	February 27 May 1
Diesel Engine Technology	April 6	May 15
Welding	April 13	May 8
Chief Engineer & Assistant Engineer Uninspected Motor Vessel	April 6	June 12
Third Assistant Engineer & Original Second Assistant Engineer Steam or Motor	January 5	March 13
Automation	June 22	July 17
Conveyorman	January 5	January 30
Fireman/Watertender Oiler	February 9 June 8	April 3 July 31
Hydraulics	May 11	June 5
Refrigeration Systems Maintenance & Operations	January 5	February 13
Refrigerated Containers — Advanced Maintenance	February 16	March 27

### Deck Upgrading Courses

Course	Check-In Date	Completion Date
Celestial Navigation	March 13 July 13	April 17 August 14
Able Seaman	January 5 March 23 May 18	February 27 May 15 July 10
Radar Observer	March 16 April 20	March 27 May 1
Radar Observer (Renewal)	Open ended course, however, must notify SHLSS before entering this course.	
Third Mate & Original Second Mate	January 5 May 4	March 13 July 10
First Class Pilot	January 12	February 27
Lifeboat	March 9 May 4	March 20 May 15
Tankerman	March 23 May 18	April 3 May 29

### Recertification Programs

Course	Check-In Date	Completion Date
Steward Recertification	January 26 June 29	March 2 August 3
Bosun Recertification	February 24	April 6

### Steward Upgrading Courses

Course	Check-In Date	Completion Date
Chief Cook	January 27 March 18 May 13	Open Ended Open Ended Open Ended
Cook & Baker	February 4 March 18 April 29 June 10	Open Ended Open Ended Open Ended Open Ended
Chief Steward	January 27 March 18 May 13	Open Ended Open Ended Open Ended

### All Rating Upgrading Courses

Course	Check-In Date	Completion Date
Sealift Operations and Maintenance	January 5 February 2 March 2 April 13 May 18 July 13	January 30 February 27 March 27 May 8 June 12 August 7

### Adult Education Courses

Course	Check-In Date	Completion Date
For students who wish to apply for the GED, ESL, or ABE classes for the first six months of this year, the courses will be six weeks in length and offered on the following dates:		
High School Equivalency (GED)	January 5 March 2 May 4	February 16 April 13 June 15
Adult Basic Education (ABE) & English as a Second Language (ESL)	January 5 March 2 May 4	February 13 April 10 June 12
Seafarers applying for the upgraders Lifeboat class and who are either ESL or need some work on basic skills, may take the ESL/ABE Lifeboat course three weeks prior to the scheduled Lifeboat class. This class will be offered:		
	February 16 April 13	March 6 May 1

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

FOWT	February 2	February 6
QMED	March 16	March 20
Third Mate	April 27	May 1
Able Seaman	May 11	May 15
FOWT	June 1	June 5

### College Programs

Course	Check-In Date	Completion Date
Associates in Arts	January 19 March 30 June 8	March 13 May 22 July 31
Nautical Science Certificate	March 30	May 22

### Chef Instructor, Baking Instructor

SHLSS needs instructors to teach adult shipboard culinary skills including basic and advanced cooking, baking and butchering classes. Must have a minimum 5 years culinary experience and/or be a graduate of a culinary institution. Send resume to:

Director of Culinary Dept.  
Harry Lundeberg School  
Piney Point, MD 20674

**W**HENEVER the SIU needed congressional support on maritime legislation, Congresswoman Helen Delich Bentley from Maryland's second district could be counted on to cast a vote for maritime jobs.

Rep. Bentley has served two years in Congress. She was elected in 1984 and is running for re-election this year.

Most recently, Bentley rallied support among her colleagues for passage of the 1985 cargo preference compromise. Without the bill, the U.S.-flag maritime industry could not have continued to operate.

For 25 years prior to her election to Congress, Bentley worked for the *Baltimore Sun* covering the Baltimore waterfront and the maritime shipping industry. She became known worldwide for her advocacy of the American-flag merchant marine in her columns and published news stories. She produced in the 1960s a for-television documentary on the port of Baltimore. The documentary ran for 15 years educating Baltimoreans to the importance of the city's port to Baltimore's economic foundations.

In 1969, President Nixon picked Bentley to head the Federal Maritime Commission. She was for some time the highest ranking woman in the federal government and continues to be one of the chief authorities on maritime shipping and international and domestic trade.



**Rep. Helen Bentley**  
Maryland

Even as a candidate for Congress against incumbent Congressman Clarence Long, Bentley made maritime the center of attention. In three election campaigns in 1980 and 1982 and again in 1984, her central theme was to build the port of Baltimore into a productive center of commerce.

In 1984 the electorate chose Bentley, and the picture for maritime has been brighter. Congresswoman Bentley has served on the Merchant Marine and Fisheries Committee, the Public Works and Transportation Committee and the Select Committee on Aging.

**M**ISSOURI'S Lieutenant Governor Harriett Woods is the only woman ever to be elected to statewide office there. This year, she comes before voters as the Democratic nominee for the U.S. Senate. She promises to work hard to move Congress vigorously toward adopting a national policy on trade.

The trade imbalance is an emotional topic in Missouri where farmers are major producers of wheat, much of it exported. While Lt. Gov. Woods can see how the trade imbalance has affected every segment of society and has called for a national program on trade to increase U.S. trade exports, her opponent, former Gov. Christopher Bond, is taking a shortsighted swing at the maritime industry. If elected, Bond has said he will ask Congress to repeal P.L. 480 cargo preference legislation.

If Woods wins the election, she has said her long-range plan will be to restore U.S. trade to its former position of prominence.

"More than 75 percent of the goods produced in our country compete against products made abroad. And that figure goes up each month," Woods told Missouri voters in a recent address. "The simple reality is that our jobs and paychecks—and our high standard of living—must be earned in the global marketplace. And, ladies and gentlemen, we're showing less ability to earn our way in that marketplace."

The fact that for almost 100 years the U.S. was a major exporter is something she has highlighted in her campaign speeches; from the 1890s until



**Lt. Gov. Harriett Woods**  
Missouri

1971, the nation exported more than it imported in trade.

This year alone, the U.S. will run up a \$160 billion trade deficit. In order to accomplish the transition from importer to exporter nation, Woods would begin a program to invest in measures that would allow the U.S. to compete against low-wage and government-subsidized foreign industries. She has hinted that she would consider shifting money from defense to invest in shoring up the imbalance in U.S. trade.

"Today, security is more and more economic in nature and less and less military. And personally," Woods remarked, "I regard investment in our national economy as far more productive—in terms of human values and national security—than investment in the so-called Star Wars system."

Lieutenant Governor Woods has

been involved in Missouri politics since 1976. She served two terms as a state senator before filling the post of lieutenant governor.

Among her accomplishments are

**C**ONGRESSMAN Herbert Bateman (R) is running for a third term as representative of the first district in Virginia.

Half of the residents of the district live in and around the Hampton Roads harbor where the economy is based on military and shipbuilding operations. The Newport News Shipbuilding Company alone employs 25,000 workers.

With bouts of unemployment frequent in the shipbuilding trades, the meat and potatoes issue of employment is the most important issue before Tidewater voters, many of whom are employed in shipbuilding. This is where the congressman has logged a noteworthy achievement. On Jan. 1, 1986 there were 3,000 more jobs at Newport News Shipyard than when Rep. Bateman was first elected to Congress.

The congressman's interest in jobs for his community runs second only to his desire to strengthen America's defense posture. He has brought naval contracts to his district and introduced numerous pieces of legislation designed to strengthen the U.S. merchant marine.

Congressman Bateman is one of 42 representatives serving on the Merchant Marine and Fisheries Committee. It is from this vantage point that he has been able to influence the outcome of maritime legislation.

Each time cargo preference legislation has been forwarded to the merchant marine committee, the congressman has been at the forefront, bringing members of the committee into a unified force to defeat measures that would take cargo away from the U.S.-flag fleet. Mindful of the importance of America's shipbuilding capability, he has voted to protect U.S. shipyards.

numerous bills she has sponsored from the state legislature that include nursing home reform legislation, pay equity for public employees and legislation on asbestos clean-up regulations.



**Rep. Herbert Bateman**  
Virginia

Rep. Bateman has asked that dangerous and toxic materials used by shipyard workers be taken from the market until their possible harmful side effects may be more thoroughly investigated.

The congressman has introduced other bills into Congress that deal with maritime issues. He has persuaded Congress to spend an additional \$2.5 million per year on the program to clean up the Chesapeake Bay and he has fought for allocations to deepen the channels in the port of Hampton Roads. Dredging in the harbor is currently under way. He is also the author of legislation that would require electronic safety signaling devices aboard fishing trawlers to reduce accidents and loss of life. A complementary measure sponsored by Rep. Bateman asks that federal grant monies be given for a study on improved compensation plans for injured fishermen. The bill is making its way through Congress.

Congressman Bateman was first elected to Congress in 1982. He had previously served in the Virginia State Senate for 15 years.

## Service Contract Review Continues

The Department of Labor (DOL) is continuing its review of the Service Contract Act (SCA) and the issue of whether it should be applied to T-AGOS vessels. The review has been under way since July 1 (see August LOG).

Last year a federal court overturned a DOL decision that claimed the SCA applies only when government-contracted work takes place "significantly" or "substantially" within the United States. It was that DOL ruling which was the basis for denying SCA coverage to T-AGOS vessels. The contract for the vessels was signed two months before the court decision. The Labor Department has appealed.

Records indicate that about 25 percent of T-AGOS work takes place within the United States. The SCA basically guarantees that the prevailing wage shall apply for government-contracted work. In other words, if the prevailing wage in private industry is \$10 an hour for a certain job, companies bidding on similar work for a government contract cannot undercut wages in order to secure a low bid and the contract.

The SIU, other unions and several congressional representatives have filed petitions with the DOL supporting the SCA and its application to T-AGOS. There has been no indication from the department when its decision will be announced.

# Long Lines Duty—A Good Calling for Some

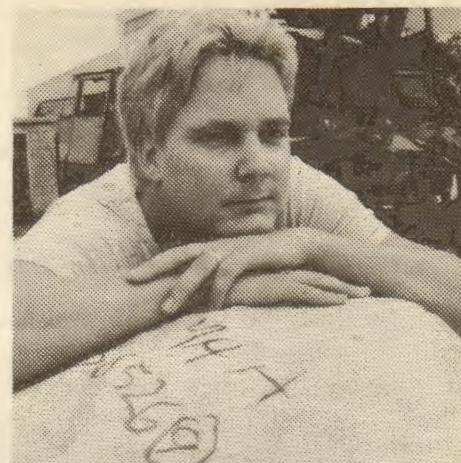
The *Long Lines* (AT&T) has many amenities not found anywhere else on an SIU vessel. To begin with, where else could one find such a good feeder? Twelve types of Breyers ice cream are on display in the galley at a self-service dessert bar open 24 hours a day. Filet mignon is served for dinner several times a week. Lobster is on the menu almost as often. And where else could SIU members be met at the door of their Union hall by a company-owned bus? Or the crew be treated to AT&T stenciled t-shirts compliments of AT&T.

Though Eva Russell had just married 13 days earlier and was enjoying her honeymoon, the answer was "yes" when the call came from SIU Patrolman 'Scrap Iron' Jones that the *Long Lines* was crewing up. Mark Fuller interrupted upgrading courses at the Lundeberg School to answer the job call. AB Jamie Wilson cut short his vacation from a permanent job on a Waterman vessel because he had heard so much about the *Long Lines*.

The *Long Lines* left Sept. 24 for a seven-day voyage to lay and repair cable off the New Jersey coast. A

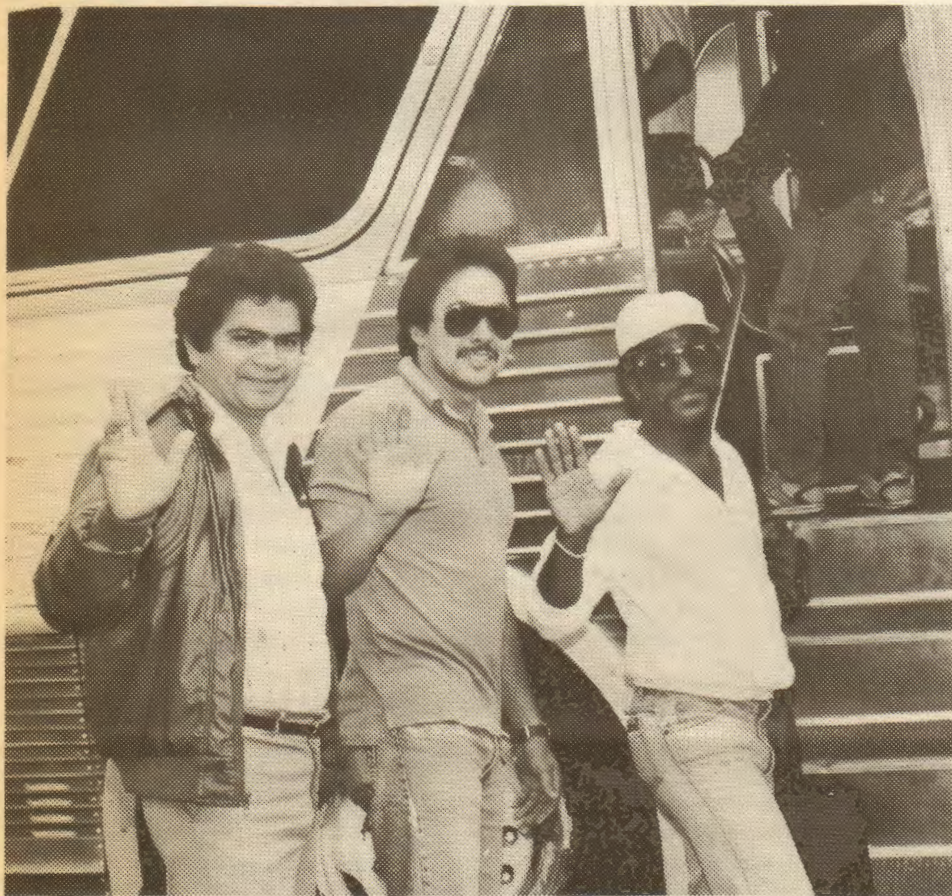
launch from Shawn's Launch service ferried SIU crewmembers to the off-shore anchorage of the *Long Lines*. The gangway was lowered. Each member of the crew made the ascent from the launch onto the gangway and up what appeared to be 30 steps to the deck, as the gangway swayed with each step.

Once the vessel is underway, the hours pass quickly. The *Long Lines* is host to a weight room with the latest in Nautilus exercise equipment. It houses a well-stocked library. For the crewmember whose pleasure it is to fish from the stern, fishing poles are provided. And since the vessel runs at half a knot when running through cable fields, it is possible for a few fishermen to bring in enough of a catch to feed the entire crew.



AB Raymond Rainey

Story and Photos  
by  
Lynnette Marshall



Onto a bus bound for Shawn's Launch site are three jubilant Seafarers. A wave and a smile from Marion Romero, AB; Ray Coypo, COS, and David L. Stinson III ABG.



Eva Russell and a fellow crewmember on AT&T's own charter bus. The bus met the crew in front of the SIU hall in Norfolk.



With AB Steven Coker in the lead, Seafarers climb the gangway onto AT&T's *Long Lines*. It was an opportunity well worth the wait. In 1963 Coker was introduced to the vessel when it docked at Pier 27, Hampton Roads for cable repair exercises. "One of the best and most pleasant ships I've ever been on," is how Coker remembers the vessel, 23 years later.

The *Long Lines* also has its own yellow submarine.

A yellow submarine? While it may be that the ocean can sometimes be an unsettling experience for the novice, and being away from land for extended periods has caused visions of such things as strange sea monsters, this vessel does indeed have a yellow submarine. All a Seafarer has to do to see it is to enter the control room of the *Long Lines* and watch it on an undersea monitoring screen.

The submarine works on the bottom of the ocean floor. It is the eyes of AT&T, the worldwide telecommunications company. It wanders through miles of coral reefs, acres of underwater sea plants and schools of fish large and small until it comes upon a branch of AT&T cable it has been sent to find. Finding the cable, it sends a beep to the control room. Then the cable is pulled up and over the stern.

SIU members who work on the vessel as cable personnel will check the cable for corrosion, breakage or barnacles as it is brought onto the ship. If the cable is beyond repair, new cable is spliced to replace it. The cable is hosed off. Then it is channeled

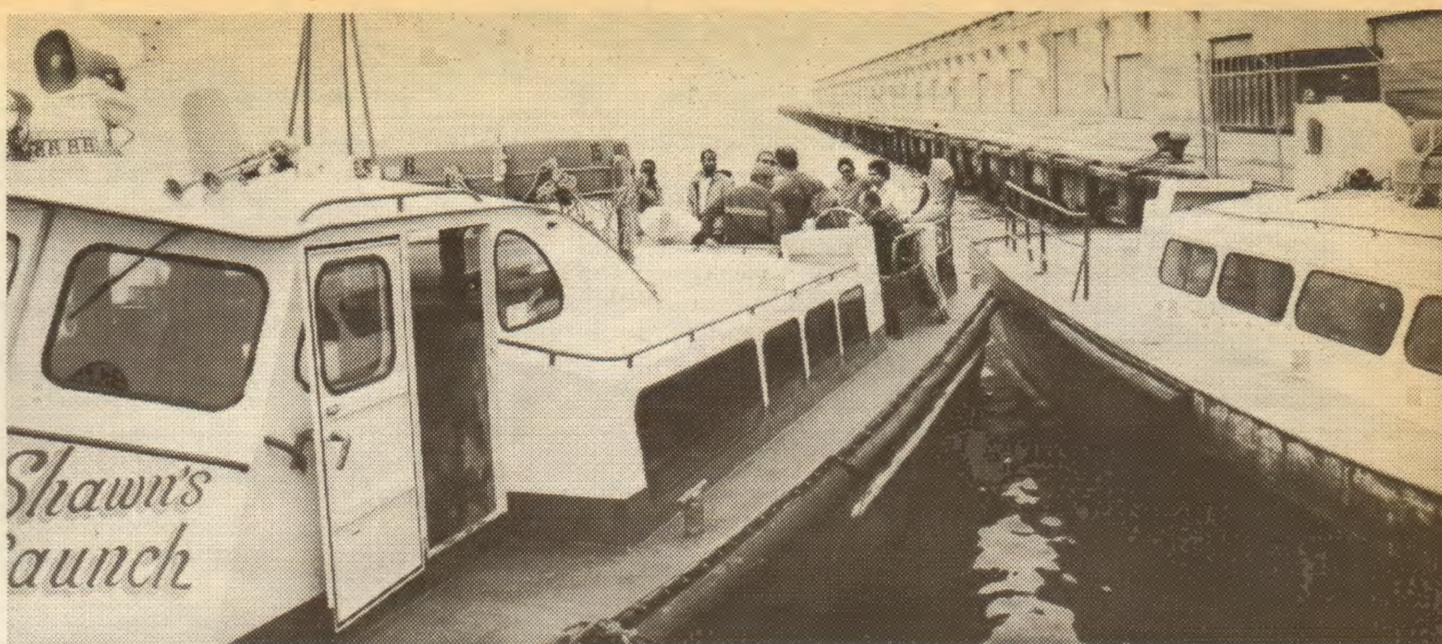
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onto a spool in the spool hold by other SIU members and travels aft and down once more to the bottom of the sea.

Though the procedure is fairly routine, there is room for the unexpected. At home Eva Russell has a souvenir, a piece of cable that was replaced when she was last on the *Long Lines*. It is still a mystery. Scientific testing revealed it to be 100 years old, perhaps the oldest cable ever stretched between the continents to carry telephone communications.

As the yellow submarine scans the bottom of the sea, there is also the expectation on every journey that it will come across a wealthy treasure trove. Or uncover a centuries old vessel sunk in a fierce gale. Or uncover new life, a new animal or plant species to be logged into the book of science.



Shawn's Launch Service provided transport for the new members of the *Long Lines* crew. The *Long Lines* was at anchorage several miles offshore outside the port of Norfolk.



Making the job call for AT&T global communications were Ray J. Coypo, COS; Ronnie C. Hall, COS; Gerald L. Hyman, 3rd cook; Randolph A. Liverpool, COS, and Curtis J. Spencer, steward assistant.

## Cable Ship AB's Learn New Splicing Skills

Eight Seafarers recently completed a two-week training seminar on how to repair and splice the complicated communications cable maintained by the two SIU crewed cable ships.

The new AB-Jointer/Splicers will rotate between the two AT&T cable ships, the *Long Lines* and the *Charles Brown*. Currently they are putting their new training to work off the coast of New Jersey where the *Long Lines* is repairing a cable break.



These eight Seafarers are the first of a new rating established by the SIU and AT&T for their two cable ships, AB/Jointer-Splicers. The new skills they acquired open up new job opportunities for SIU members. They are (l. to r.) Joseph J. Olson, Lyle R. Swindell, Robert Leake, Timothy McCormick, Michael Eaton, Jay Beavers, Ray Bliksvaer and Jeremiah Harrington.

## Free, Discount Lawyers to Help

# SIU Joins New AFL-CIO Legal Aid Services Plan

A new, free legal aid program for union members is being developed by the AFL-CIO, and the SIU will participate in this innovative program. Called Union Privilege Legal Services, the program should be under way by the first of the year.

A national network of lawyers will be recruited and overseen by the AFL-CIO. Certain services will be free; others will be offered at discount rates. The program's goal is to let union members practice "preventive law" so legal questions won't turn into legal problems.

"The new legal services program is going to help Seafarers and all union members. It is also a major step for the labor movement in providing benefits and protection that aren't available to non-union workers," said SIU President Frank Drozak.

When the program begins it will offer:

- **FREE Consultation**—Members meet with a participating lawyer—at the attorney's office or by phone—on any matter they choose. There is no limit on the number of consultations your member may have, provided each is about a separate matter. However, there is a 30 minute limit on any one consultation.
- **FREE Document Review**—Members can avoid mistakes by understanding what they sign. Important papers—leases, insurance policies, installment sales contracts, to name a few—are carefully reviewed. They are provided an oral explanation of terms and specific questions are answered. Written evaluations are not part of this benefit nor are documents written by the participant or for use in a business capacity.
- **FREE Follow-up Services**—Sometimes a problem can be solved by having a lawyer write a letter or make a phone call on the member's behalf. If the consulted lawyer thinks so, a letter will be written or a telephone call made—at no cost.

- **30 Percent Discount on Additional Services**—When a member is faced with a more complex legal matter, the participating lawyer will charge 70 percent of the normal fee—a full 30 percent discount. In a contingent fee case—where the lawyer's fee comes out of any recovery or award obtained—or on a business matter, a smaller discount may apply. Also, flat fees may be available for some commonly needed services, such as a simple will or an uncontested divorce.
- **Written Fee Agreement**—The participating lawyer will provide an agreement on fees—this protects the member and prevents any surprises.
- **Quality Control**—Your member's opinion counts! Each time the Union Privilege Legal Services is used, he or she will be asked to evaluate the lawyer and the provided service. A simple, short form is provided by the lawyer and returned directly to the program administrator. The member chooses whether to identify him or herself or not.
- **Grievance Procedure**—In the unlikely event of a disagreement with the lawyer regarding fees or other matters, the program will try to resolve it through informal mediation or, if necessary, arbitration.

### Excluded matters

Being a union program, matters involving any union, related organization or union official are not included.

There may be times when a lawyer will not accept a particular case.

When the program begins, a list of the participating attorneys will be published in the *LOG* and made available through the ports, as well as how to contact them and other details.





**West Coast**  
by V.P. George McCartney

**S**HIPPING has been quite good in Seattle, even though Sea-Land's *Newark* and *Portland* were laid up.

The Union has been quite active on a grassroots political level. The race for the Senate is in a dead heat. Slade Gorton, the incumbent, has been a friend of maritime, so we're throwing our weight behind him.

We're also supporting Mike Lowry, Don Bonker and John Miller. Our members up here came out en masse to help pass out leaflets for Miller's campaign.

Meanwhile, in California, the SIU will participate in a widely anticipated media event to help drum up support for Tom Bradley in his bid to become the first black governor.

Thousands of trade unionists and Bradley supporters will take part in a race from San Diego to Sacramento. Each person will carry the California state flag for half a mile and pass it on to someone else.

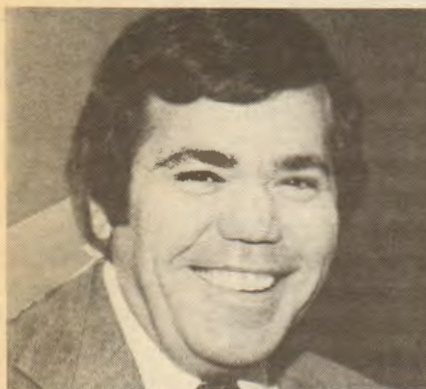
Bertha Ronquillo, Dennis Lundy and William Tavella will represent the SIU in this race.

Our members in Southern California have had a lot of jobs to pick from, mainly because of the military work. Port officials in Wilmington say that there is a real need for qualified electricians.

Still, things could be much better.

The port of Los Angeles is flooded with foreign-flag vessels carrying Japanese cars to American consumers. Thanks to the unfair trading practices of the Japanese government, American companies have been effectively shut out of this lucrative market.

The SIU has been applying pressure to get the Japanese to open up this market. The Union has the full support of the House Merchant Marine Committee. As usual, however, the administration has been less than helpful.



**Gulf Coast**  
by V.P. Joe Sacco

**S**HIPPING in the Gulf has improved dramatically over the past few months. Much of this improvement must be attributed to the new military work that we've been able to pick up.

Were it not for this military work, things would be pretty bad. The econ-

## Area Vice Presidents' Report

omy of the region is in a slump because of declining oil prices. Louisiana has the highest unemployment rate in the nation right now.

That is not to say that everything is rosy. The situation with National Marine is still up in the air. The attorneys for the SIU have filed suit with the 5th Circuit Court of Appeals in New Orleans to protect the interests of our members.

This brings me to an important subject: grassroots political action. The present administration has launched an all-out attack against the labor movement. We need to get out the vote in November in order to elect a Democratic Senate.

At least one race is turning around. John Breaux has been picking up support in his bid to represent Louisiana in the Senate. This is one race I know we can win.

There were two more important pieces of good news. Responding to the financial crisis in the domestic oil producing states, the Department of Energy has reversed itself and promised to maintain a 35,000 barrel-a-day fill rate for the Strategic Petroleum Reserve. The SIU has been fighting for this for quite some time.

In addition, the Houston Astros confounded everyone and made it to the National League play-offs. If Mike Scott were a politician, he'd have my vote for president.



**Government Services**  
by V. P. Roy "Buck" Mercer

**A** trial that is being held in London holds important lessons for MSC members.

A Jordanian is accused of planting a bomb in the luggage of his unsuspecting, pregnant Irish girlfriend in order to blow up an Israeli El Al airplane.

Thanks to stringent security measures employed by El Al in London, the crime was prevented.

This underscores the importance of following the MSC's anti-terrorist program. Terrorism is a fact of modern life, and American vessels are prime targets.

In August, the SIU was able to beat back an attempt by the Reagan administration to restrict the application of the Service Contract Act.

Since 1965, the Service Contract has protected the wage scale of workers employed by companies under contract to the federal government. Companies bidding for government work cannot undercut each other by slashing wages below prevailing wages.

The SCA proved extremely useful in helping the SIU keep the 12 ocean-

ographic ships that were contracted out as a result of the Circular A-76 program.

The Reagan administration's decision to contract out federal work makes the SCA more important than ever to this membership. Of course, the SCA does not pertain to jobs performed in international waters. But it does affect work done here. And it has made a big difference in the overtime rates for most CIVMAR's.

The SIU's legislative activities in Washington, D.C. have had an important effect in protecting the job security of merchant seamen employed in the private and government controlled fleets.

Another thing that the SIU does for its members is to provide information so that an individual can protect his or her own job security.

One of the easiest and most effective ways of protecting your job security is to remain drug free. The Navy is very serious about getting rid of all people who test positive for drugs.

In addition, make sure that you take care of any government property entrusted to your care.

In January 1983, the Department of Navy issued a hotline program to combat what it perceived to be unacceptable levels of fraud and mismanagement.

A toll-free 800 number was implemented. People were encouraged to call the number to report "questionable behavior"—e.g., fraud and mismanagement.

This all means one thing. At any time, an investigator can come on-board your ship in order to determine if there has been any fraud or misuse of government property.

In a sense, the hotline program is a lot like testing for drugs. The best way to protect your job security is just not to engage in any behavior that might compromise yourself.



**Great Lakes**  
by V.P. Mike Sacco

**P**ORT officials have one eye on the thermometer. From now on, it is going to be a race to see when winter comes.

Of course, shipping comes to a standstill during the winter months. That is why I'm glad to say that Luedtke Engineering won two important dredging jobs, one in Buffalo, N.Y., the other in Racine, Wis.

We've been busy working on our grassroots campaign. There is a sense that we can pick up some Senate seats, especially since a lot of Midwest farmers are unhappy with the Reagan administration's record on agriculture.

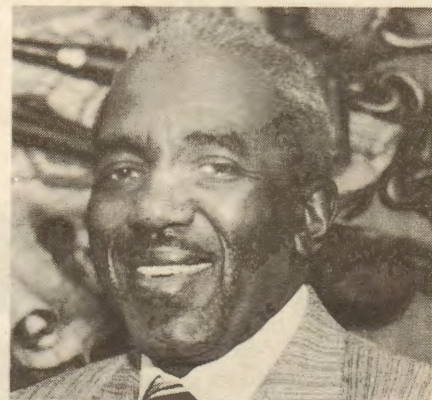
If anything, the Reagan administra-

tion's record on maritime is even worse than its record on agriculture. There doesn't seem to be any relief in sight for the hard-pressed maritime industry on the Great Lakes.

Retired Rear Admiral Anthony F. Fugaro, a former Coast Guard commander, was recently named executive director of the Cleveland-Cuyahoga County Port Authority. He said he would place a high priority on waterfront development.

There is talk of spending \$35 million to develop the waterfront in Lorain, Ohio. If it goes through, it might turn Lake Erie into one of the big vacation spots in the Midwest.

If approved, the waterfront plan would require extensive dredging. That would be good news to our members up here, so we'll be monitoring the situation very closely.



**East Coast**  
by V.P. Leon Hall

**S**IU officials and members in the Sport of New York were saddened to learn of the death of Dr. Joseph Logue, the Union's medical services director.

Logue was responsible for opening up this Union's nationwide system of clinics. One of the last surviving admirals from World War I, he had a truly remarkable career.

Logue dedicated the last part of his life to providing quality medical care to American seamen. He had a real affection for this membership.

Logue always lectured about the importance of preventive medicine. His message is more important than ever, especially in light of changes in the maritime industry.

Most of the new jobs available to seamen are onboard military vessels. The medical requirements for those jobs are much more stringent than those for private sector work.

Elsewhere on the East Coast, the SIU is continuing to fight for the rights of its members in New Bedford. We've been able to win back wages and reinstatement for some of our members who were adversely affected by the strike against the Seafood Producers.

Fighting the fishing fleet owners in the courts is very tricky, however. In many cases, we have to challenge them on a ship by ship basis.

The fishing industry is still plagued by imports from Canada, depressed fish prices and insurance problems. The SIU continues to press for beefed up safety measures in order to get the price of insurance down.

Shipping on the East Coast has been good, especially in Norfolk, which has garnered a large share of the new military work.

Our inland members in Norfolk have agreed to new three-year agreements with Allied Towing Corp. and Lynnhaven Launch Service.

# Seafarer

## Government Services Division

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## MSCPAC's Incentive Awards Administrator Searches for Excellence

by Bob Borden, PAO, MSCPAC

John Tate, MSCPAC's Incentive Awards Administrator, is clearly a man with a mission.

The enthusiastic Tate is determined to lift the spirits of those who deserve recognition by their acts, deeds and performance. In the process, he hopes to motivate others to follow the outstanding performance of their peers. For good measure, he also wants employees to start treating each other with due respect and courtesy.

Tate is approaching his formidable assignment like an excited cheerleader preparing to rouse the fans at a championship game. His positive spirit was honed by more than 20 years of Air Force service before he retired as a senior non-commissioned officer.

"The Air Force has a tendency to send a lot of their people to management schools and I can't even remember the number I went through during my career," says Tate, who specialized in personnel and administrative work with the service. "Having worked and been trained in these management principles, they're almost second nature to me now."



John Tate, MSCPAC's Incentive Awards Administrator, displays his favorite management books. Tate is convinced the principles of success found in the books can be applied to everyday operations at MSCPAC.

Behind Tate's desk are a few of his favorite management books, including "In Search of Excellence," "Iacocca," and "Quality is Free." Tate is convinced the principles of success found in the books can be applied to everyday operations at MSPAC.

"No manager can ignore his people," says the Incentive Awards Administrator, pounding his desk to make

a point. "If you make people feel like losers, they'll act that way. We have to change that concept immediately and make everybody think of themselves as winners."

To get more afloat and ashore people into the winner's spotlight, Tate is making sure MSCPAC managers and supervisors are aware of the numerous performance awards available to their

employees, such as sustained superior performance ratings, quality salary increases, special achievement, beneficial suggestions, mariner awards of excellence, marine employee of the year, MSC distinguished career development awards, length of service and retirement awards, as well as certificates for special recognition, appreciation and letters of commendation.

Tate is a man who puts his money where his mouth is. His incentive awards budget has increased 200 percent, with some individual awards carrying a cash gift as high as \$2500.

Tate is convinced the incentive awards program can make a difference. When he worked at Mare Island Naval Shipyard in Vallejo, Calif., the shipyard commander adopted the same ideas and philosophy Tate is now pushing at MSCPAC. Two years after the program was implemented, the Chief of Naval Operations visited the base to make an award for the most improved naval shipyard in the U.S.

"You could see an attitude change and feel the enthusiasm of the employees," says Tate, recalling his five years spent at the shipyard. "People became proud of their work and accomplishments. In some cases, they'd complete jobs 60 days ahead of schedule."

In addition to being MSCPAC's incentive booster, Tate wants to instill respect and dignity to the workplace. The ideal place to start, he says, is in the "pool" area of MSCPAC headquarters where afloat employees wait for ship assignments.

"I've heard some of the mariners complain of the reception they've received," Tate said. "I think we should make them feel at home here."

Tate is already talking about plans to enlarge the "pool" area, creating a small library and moving the snack bar downstairs.

"We want to make it as comfortable as possible for them," he says, "because without the mariners, none of us would have jobs."

In their best-selling book, "In Search of Excellence," Thomas Peters and Robert Waterman wrote of productivity through people and the fact some of the best managed companies in the U.S. put an emphasis on human relations and respect for their employees. Many of the best companies, noted the authors, really view themselves as an extended family.

"That's what we've got to do here," emphasized Tate, again pounding his desk to make a point. "We've got to create a team spirit and become a family-oriented organization."

The search for excellence will continue but John Tate is convinced he'll find it and tap it for all it's worth at MSCPAC.

## U.S. National Security and the Maritime Industry

by Irwin Heine

(One year before Ronald Reagan was elected president of the United States, Irwin Heine published a report on the U.S. maritime industry.

Heine, who served as Marad's chief for International Affairs from 1953-1965, wrote about the relationship between national security, economic development and the American-flag merchant marine. What he wrote in 1979 is as true today as it was then.)

Shipping sustains the industrial power of the United States. The nation's defense posture is, in turn, dependent upon the American industrial system for the ships, airplanes, tanks, transportation equipment, and all the sophisticated weapons in the country's arsenal. There is an interrelationship between shipping and the American economy/defense structures that cannot be divorced without irreparable harm to the nation.

Since World War II, and especially

during the past 20 years, there has been an increase in the merchant fleets of the developing nations and in the size of the state-controlled merchant marines. While nationalism is one of the factors in their acquisition of shipping facilities, another is the conservation of foreign exchange for shipping services, which is sometimes in short supply. Many use their fleets, especially those that are state-controlled, to earn much needed foreign exchange by offering lower freight rates than those posted by conference members. They also tend to institute cargo sharing practices on shipments between their own countries and their trading partners.

The struggle for foreign markets is becoming more intense. Competition from foreign shipping operators is rising at an increasing rate, not only from the traditional maritime nations, but from the rapidly growing fleets of the Third World and the state-owned and controlled shipping of the Soviet Bloc. These Third World nations, and Russia with its dependent satellites, are expanding the size and effectiveness of their merchant fleets without apparent regard for accountable costs. They see such expansion as one means of trying to obtain a larger share of foreign exchange earnings and of the world's economic output.

### Highest World War II Casualty Rate

Members of the U.S. merchant marine serving aboard U.S.-flag cargo ships during the Second World War suffered a greater percentage of war-related deaths than did the nation's regular armed forces combined. Of the four branches of the armed forces, only the Marines suffered a higher casualty rate.

Branch	Serving	Deaths	Killed (%)	Odds of being killed
Army*	11,260,000	234,874	2.08	One in 48
Navy	4,183,466	36,950	.88	One in 114
Marines	669,100	19,733	2.94	One in 34
Coast Guard	241,093	574	.24	One in 417
Total	16,353,659	292,131	1.78	One in 56
Merchant Marine	200,000	5,662	2.83	One in 35

\*Includes Army Air Force

## Pensioner's Corner

### Deep Sea



**George Patrick Barnes, 59**, joined the SIU in the port of Philadelphia in 1957 sailing as an AB. Brother Barnes is a veteran of the U.S. Marine Corps during World War II. He was born in Philadelphia and is a resident there.



**John Dawson Bennett, 57**, joined the SIU in the port of New York in 1960 sailing as a cook. Brother Bennett last sailed out of the port of Wilmington, Calif. He is a veteran of the U.S. Army in the Korean War. Seafarer Bennett was born in Escabana, Mich. and is a resident of Long Beach, Calif.



**Salvatore Candela, 62**, joined the SIU in 1942 in the port of New Orleans sailing as an AB. Brother Candela is a veteran of the U.S. Army in the Korean War. He was born in New Orleans and is a resident there.

**Douglas Avery Clark, 62**, joined the SIU in the port of Norfolk in 1951 sailing as an AB. Brother Clark also worked as a shipfitter. He is a veteran of the U.S. Navy during World War II. Seafarer Clark was born in Weldon, N.C. and is a resident of Portsmouth, Va.



**James Edward Collins, 61**, joined the SIU in 1947 in the port of New Orleans sailing as an AB. Brother Collins last shipped out of the port of Mobile aboard the *Sea-Land Venture*. He hit the bricks in the 1946 General Maritime beef. Seafarer Collins was born in Georgia and is a resident of New Orleans.



**Guy De Baere, 62**, joined the SIU in the port of San Francisco in 1962 sailing last as a recertified chief steward. Brother De Baere was a former member of the SUP from 1942 to 1962. He last shipped out of the port of New York. He sailed aboard a Liberty ship in World War II and attended junior college in France. A native of Nantes, France, he is a naturalized U.S. citizen and a resident of New York City.

**Harold Joseph DeLatte, 65**, joined the SIU in the port of Houston in 1964 sailing as a chief pumpman. Brother DeLatte also worked as a hospital stationary engineer. He is a veteran of the U.S. Army in World War II. Seafarer DeLatte was born in Lockport, La. and is a resident of Lufkin, Texas.

**David Douglas, 62**, joined the SIU in the port of Houston sailing as a chief electrician. Brother Douglas is a resident of Pharr, Texas.



**Oren Hamilton Dowd Sr., 65**, joined the SIU in the port of New Orleans in 1972. He sailed as an AB for GATCO in 1972 and for Mobile Towing from 1972 to 1977. Brother Dowd sailed deep sea from 1960 to 1977, last sailing out of the port of Mobile. Seafarer Dowd is a veteran of the U.S. Navy in World War II. Born in Wetumpha, Ala., he is a resident of Chickasaw, Ala.



**Norman William Dubois, 62**, joined the SIU in the port of New York in 1953 sailing last as a recertified bosun. Brother Dubois graduated from the Union's Recertified Bosuns Program in 1980. He also sailed during the Vietnam War. Dubois was a New Orleans patrolman and a delegate to the Union's 13th Biennial Convention in 1967. He was also a former member of the Bartenders Union. Dubois is a veteran of the U.S. Navy in World War II. A native of New Bedford, Mass., he is a resident of Tamarac, Fla.



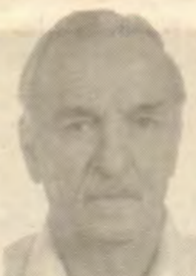
**George Bennett Forrest, 65**, joined the SIU in the port of New York in 1953 sailing as an AB. Brother Forrest last shipped out of the port of New Orleans. He is a veteran of the U.S. Navy in World War II. Seafarer Forrest was born in Beltsville, Md. and is a resident of Slidell, La.



**Benjamin Edward Fowler, 66**, joined the SIU in the port of Jacksonville in 1970. He sailed as an AB, last out of the port of Mobile. Brother Fowler was a former member of the IBEW Union. He was born in Forsyth Cty., Ga. and is a resident of Grand Bay, Ala.



**George Frazza, 66**, joined the SIU in the port of San Francisco in 1968 sailing last as a chief cook. Brother Frazza is a veteran of the U.S. Army in World War II. He was born in New Bedford, Mass. and is a resident of San Francisco.



**Alexander Gega, 64**, joined the SIU in the port of Wilmington in 1971. He sailed as a FOWT, riding last the *SS Inger* (Sealift Bulklers). Brother Gega began sailing in 1961. He was a former member of the Marine Firemen, Oilers and Wipers Union. Seafarer Gega is a veteran of the U.S. Army in World War II. A native of Honolulu, Hawaii, he is a resident of Wilmington.



**William "Bill" Thomas Higgs Sr., 59**, joined the SIU in the port of Baltimore in 1963 sailing last as a recertified chief steward. Brother Higgs graduated from the Union's Recertified Chief Stewards Program in 1982. He worked as a copper miner from 1947 to 1950 in Great Falls, Mont. Seafarer Higgs is a veteran of both the U.S. Navy, riding the *USS Austin* in World War II, and the U.S. Army after that war. Born in Lyons, Ga., he is a resident there.



**Eric Joseph, 62**, joined the SIU in 1947 in the port of Baltimore. He sailed as a cook for the Seatrain Shoregang, Edgewater, N.J., from 1971 to 1973; Sea-Land Shoregang, Port Elizabeth, N.J. in 1974, and the Puerto Rico Marine Shoregang, Port Elizabeth, N.J. from 1975 to 1978. Brother Joseph also sailed during the Vietnam War, having his ship hit by Vietcong shellfire on the Saigon River. He hit the bricks in the 1961 Greater N.Y. Harbor beef. Seafarer Joseph, in 1956, had the U.S. Congress and America's President "Ike" Eisenhower sign into



law a bill admitting Joseph into the United States as a permanent resident. A native of Calcutta, India, he was a British subject until he became a naturalized U.S. citizen. A world traveler in his off time, he once rode the Trans-Siberian Railroad from Moscow. He now resides in New York City.



**David E. Kidd, 60**, joined the SIU in the port of Houston sailing as an AB. Brother Kidd is a resident of Houston.

**Edward Levy, 59**, joined the SIU in 1945 in the port of New Orleans. He sailed in the steward department last on the *C.S. Long Lines* (AT&T) out of the port of Baltimore. He walked the picket line in the 1946 General Maritime beef. Seafarer Levy was born in Pennsylvania and is a resident of Baltimore.



**Walter W. Lungren, 66**, joined the SIU-merged Marine Cooks and Steward Union in the port of Wilmington. Brother Lungren is a resident of Long Beach, Calif.



**Theodore "Ted" Macris, 65**, joined the SIU in the port of New York in 1964. He sailed last as a chief steward aboard the *Sea-Land Producer*. Brother Macris also sailed inland for the N.Y. Traprock Co., W. Nyack, N.Y. on the Hudson River in 1951. He is a wounded veteran of the U.S. Army in World War II. Seafarer Macris was born in Brooklyn, N.Y. and is a resident of New York City.



**José Almeida Madurei, 70**, joined the SIU in 1944 in the port of Baltimore sailing as an AB. Brother Madurei last shipped out of the port of Houston. He is a veteran of the U.S. Marine Corps before World War II. Seafarer Madurei was born in Brazil, is a naturalized U.S. citizen and a resident of Dallas, Texas.



**Benjamin Mignano, 58**, joined the SIU in 1944 in the port of Philadelphia sailing last as a recertified bosun. Brother Mignano graduated from the Union's Recertified Bosuns Program in 1976. He also sailed as a 3rd mate. Seafarer Mignano was also on the Vietnam War run and was on the 1946 General Maritime beef picket line. Mignano worked, too, as a lifeguard. He's a veteran of the U.S. Army in the Korean War. Born in Brooklyn, N.Y., he is a resident of Harbor City, Calif.



**Peter John Mistretta, 65**, joined the SIU in the port of Baltimore in 1954. He sailed as an AB last on the *Sea-Land Pioneer*. Brother Mistretta began sailing in 1946 and hit the bricks in the General Maritime beef that year, the 1947 Isth-

mian strike and the 1975 N.Y. Longshoremen's beef. He also attended the 1970 Piney Point Crew Conference No. 4. "Amiable Seafarer" Mistretta is a veteran of the U.S. Army Air Corps in World War II. Mistretta likes Spain, builds plastic models of ships and airplanes and is a deer hunter on the Eastern Shore of Maryland. A native of Baltimore, he is a resident there.



**William Morris, Jr.**, 62, joined the SIU in 1943 in the port of Baltimore sailing as an AB. Brother Morris last shipped out of the port of Houston. He walked the picket lines in both the 1946 General Maritime and the 1947 Isthmian beefs. Seafarer Morris was born in Bristol, Tenn. and is a resident of Crosby, Texas.



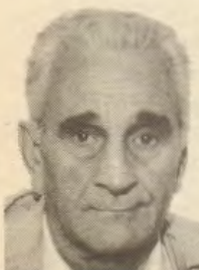
**Jack Alli Nasroen**, 63, joined the SIU in 1948 in the port of San Francisco. He sailed as a chief cook last for the Sea-Land Shoregang, Oakland, Calif. from 1980 to 1986. Brother Nasroen was born in Java, Indonesia and is a resident of Marysville, Calif.



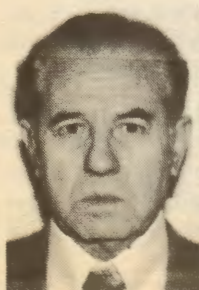
**Edmund Pacheco**, 56, joined the SIU in 1949 in the port of New York last sailing as a QMED out of the port of San Francisco. Brother Pacheco was on the picket lines in the 1946 General Maritime, 1947 Isthmian and the 1948 Wall St. beefs. He is a veteran of the U.S. Army during the Korean War. Seafarer Pacheco was born in New York City and is a resident of Clear Lake, Calif.



**Rudolph Reginald Paschal**, 62, joined the SIU in 1947 in the port of New Orleans sailing as a bosun. Brother Paschal last shipped out of the port of Jacksonville. He also sailed during the Vietnam War. Seafarer Paschal hit the bricks in the 1946 General Maritime beef. And he is a veteran of the U.S. Navy in World War II. Paschal was born in Alabama and is a resident of Jacksonville.



**Frank Pasquali**, 61, joined the SIU in 1947 in the port of Boston, Mass. He sailed as an AB last out of the port of San Francisco. Brother Pasquali walked the picket line in the 1946 General Maritime beef. He attended the 1978 Union's annual Alameda, Calif. Central Labor Council Man of the Year award dinner. Seafarer Pasquali also worked as an aviation metalsmith and is a veteran of the U.S. Navy in World War II. Born in Woonsocket, R.I., he is a resident of San Francisco.



**Michael Piteris**, 65, joined the SIU in the port of New York in 1970 sailing last as a QMED. Brother Piteris is a veteran of the Greek Navy. He was born in Turkey and is a naturalized U.S. citizen. Seafarer Piteris is a resident of Attika, Greece.



**Vieikko Pollanen**, 65, joined the SIU in the port of New Orleans in 1951 sailing last as a recertified bosun. Brother Pollanen graduated from the Union's Recertified Bosuns Program in 1973. He had one year of college in Finland. Seafarer Pollanen was born in Finland, is a naturalized U.S. citizen and a resident of Metairie, La.



**Robert Rivera**, 62, joined the SIU in the port of New York in 1955 sailing as a cook last out of the port of Wilmington. Brother Rivera was on the picket lines in both the 1946 General Maritime and 1947 Isthmian beefs. He is a veteran of the U.S. Marine Corps in World War II. Seafarer Rivera was born in Los Angeles, Calif. and is a resident of Newhall, Calif.



**Antonio Romero**, 58, joined the SIU in the port of New York in 1971 sailing as an AB last out of the port of Santurce, P.R. Brother Romero was born in the United States and is a resident of Coral Gables, Fla.



**Martin Figueroa Sierra**, 62, joined the SIU in 1941 in the port of New York sailing last as a chief cook out of the port of Wilmington. Brother Sierra is a veteran of the U.S. Navy in World War II. He was born in Pennsylvania and is a resident of Malilipot Albay, P.I.



**Charles Willard Thorpe**, 59, joined the SIU in the port of New Orleans sailing last as a chief cook out of the port of Seattle, Wash. Brother Thorpe also worked as a small arms mechanic. He is a veteran of the U.S. Army in World War II. Seafarer Thorpe was born in Minnesota and is a resident of Seattle.



**Melvin Rex Ward**, 62, joined the SIU in the port of Baltimore in 1952. He last sailed as a bosun out of the port of Seattle in the Sea-Land Shoregang from 1978 to 1986. Brother Ward was a former member of the SUP and attended the 1975 Piney Point Crew Conference. He was born in Kentucky and is a resident of Seattle.



**David Roy Yotter**, 62, joined the SIU in the port of Seattle in 1956 sailing as an AB. Brother Yotter is a veteran of the U.S. Marine Corps in World War II. He was born in Leon, Kans. and is a resident of Darrington, Wash.

## Pensioner's Corner

### Great Lakes



**Marshall Donald Bryant**, 64, joined the Union in the port of Duluth, Minn. in 1961. He sailed as an oiler for Great Lakes Towing from 1948 to 1986. Brother Bryant also worked as a stationary engineer for the Interlake Iron Corp. from 1946 to 1948. He was a former member of the Machinist Union. Laker Bryant is a veteran of the U.S. Navy during World War II sailing aboard the *USS Harry Lee* as a MM 1/c. Born in Duluth, he is a resident there.

**Richard Rolland Hartford**, 62, joined the Union in the port of Toledo, Ohio in 1960. He sailed as a lead deckhand on the tug *Pennsylvania* (Great Lakes Towing) from 1959 to 1986. Brother Hartford also worked for the American Shipbuilding Co. from 1955 to 1959. He was a former member of the Iron Workers Union, Local 85. Laker Hartford is a veteran of the U.S. Army during World War II. Born in Toledo, he is a resident of Oregon, Ohio.



**Herbert Vaughn Kerley**, 56, joined the Union in the port of Detroit, Mich. in 1960. He sailed as an oiler and last as a QMED for the Boland and Cornelius Steamship Co. in 1965. Brother Kerley began sailing in 1955, last out of the port of Algonac, Mich. He is a veteran of the U.S. Army in the Korean War. Laker Kerley was born in Crossville, Tenn. and is a resident there.

**Stanley Francis Thompson**, 62, joined the Union in the port of Detroit, Mich. in 1960. He sailed as a deckhand and dredgeman for the Great Lakes Dredge and Dock Co. from 1945 to 1946, Marine Towing in 1962 and for the Great Lakes Towing Co. Brother Thompson began sailing in 1948. He was an SIU organizer from 1963 to 1964. And he was a former member of the Bartenders and Teamsters Unions from 1949 to 1956. Laker Thompson is a veteran of the U.S. Navy in World War II. A native of Quincy, Mass., he is a resident of Ormond Beach, Fla.

### Atlantic Fishermen

**Cecilio J. Cecilio**, 63, joined the SIU-merged Gloucester Fishermen's Union in the port of Gloucester, Mass. sailing as a captain. Brother Cecilio is a resident of Gloucester.

### Personals

#### George Amos Mates

Looking for our father, George Amos Mates, nickname "Mike," from Jackson, Mich. Last seen: June 1948. Birthdate: May 26, 1914. Height: 6'1", brown hair, hazel eyes. Tattoos of names of daughters on forearms: "Carole" on one arm, "Marlene" and "Judy" on the other. Social Security number: 386-

07-6282. If anyone knows anything about George Mates, please contact Carole Potter, 208 Steward Ave., Apt. B, Jackson, Mich. 49201, or call (517) 788-7855.

#### Jack Rhodes

Please contact Marion concerning your daughter Lisa at (716) 824-8454.

## Deep Sea



**Pensioner Billy James Anderson**, 62, died of a heart attack at home in Greenville, Texas on July 31. Brother Anderson joined the SIU in 1945 in the port of Galveston, Texas.

He sailed as a chief pumpman and hit the bricks in the 1946 General Maritime and the 1947 Isthmian beefs. Seafarer Anderson was a veteran of the U.S. Navy during World War II. Burial was in the Lone Star Cemetery, Point, Texas. Surviving are his parents, J. P. and Emma Anderson of Point and a brother, Bruce of Lone Oak, Texas.

**Samuel M. Benigno**, 34, died on July 10. Brother Benigno joined the SIU following his graduation from the Seafarers Harry Lundeberg School of Seaman's Entry Trainee Program, Piney Point, Md. in 1969. He sailed as an AB. Born in Mississippi, he is survived by his mother, Marguerite of Magnolia, Miss.

**Pensioner William Bino**, 73, died of heart disease at home in Phoenix, Ariz. on May 25. Brother Bino joined the SIU-merged Marine Cooks and Stewards Union in the port of San Francisco. He last sailed as a chief steward in 1969 aboard the *SS India Mail*. Seafarer Bino sailed as a bellboy in 1932 on the U.S. Army Troop Transport *U.S. Grant*. Bino first sailed on the West Coast in 1937. During World War II, he experienced submarine attacks, ship groundings and ship collisions. Steward Bino was born in Bridgeport, Conn. Cremation took place in the Greenwood Crematory, Phoenix with burial later in Bridgeport. Surviving are a brother, Charles of Clearwater, Fla. and a sister, Mary Cossa of Arlington, Va.



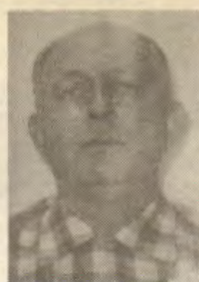
**Pensioner Robert Joseph Bird**, 68, died on Sept. 20. Brother Bird joined the SIU in the port of Houston in 1961 sailing as a FOWT. He was a veteran of the U.S. Army in World War

II. Seafarer Bird was born in Kentucky and was a resident of Houston. Surviving is his widow, Jean.



**Pensioner Percy Joseph Boyer**, 80, passed away in the Ochsner Hospital, New Orleans on Sept. 12. Brother Boyer joined the SIU in 1938 in the port of New Orleans sailing

as a bosun. He walked the picket line in the 1946 General Maritime beef. Seafarer Boyer was born in Ellendale, La. and was a resident of Metairie, La. Surviving is a daughter, Margaret of Metairie.



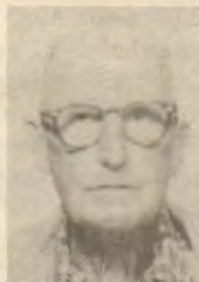
**Pensioner Paul Louis Brien**, 81, passed away from a heart attack in Crockett, Texas on Sept. 7. Brother Brien joined the SIU in the port of New York in 1950 sailing

as an oiler. He also sailed during World War II. Brien attended the Union-MEBA, District 2 School of Engineering, Brooklyn, N.Y. in 1967. Seafarer Brien was on the picket lines in both the 1946 General Maritime and the 1947 Isthmian beefs. Born in New Bedford, Mass., he was a resident of Crockett. Interment was in the Wesley Chapel Cemetery, Houston Cty., Texas. Surviving are two brothers, Henri of New Bedford and Al of Dunedin, Fla. and a sister, Blanche of Los Angeles, Calif.



**Pensioner Milton Jack Brown**, 63, died at home in Hot Springs, Ark. on Aug. 25. Brother Brown joined the SIU in San Francisco in 1951 sailing as an AB and deck

delegate. He was a veteran of the U.S. Navy in World War II serving in the Pacific Theater. Seafarer Brown was born in Hot Springs. Burial was in the Mt. Valley Cemetery, Hot Springs. Surviving are two brothers, Gene of Hot Springs and Leo of Citrus Heights, Calif.



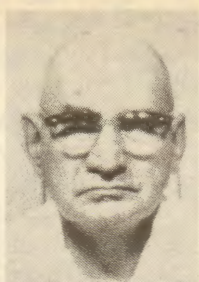
**Pensioner William Duncan Campbell**, 83, succumbed to a heart attack in Gig Harbor, Wash. on Aug. 22. Brother Campbell joined the SIU in the port of Seattle in 1960 sail-

ing as a FOWT. He also worked as a CME on the Sea-Land Shoregang, Seattle. Seafarer Campbell hit the bricks in the 1961 Greater N.Y. Harbor beef. He was a former member of the Building Trades Union, Local 252 of Tacoma, Wash. and was a veteran of the U.S. Navy in World War II. A native of Bisbee, Ariz., he was a resident of Tacoma. Interment was in the Mt. View Cemetery, Tacoma. Surviving are his son, Henry of Olympia, Wash. and a brother, Frank of Tacoma.



**Pensioner Richard Joseph Delaney**, 82, passed away on July 31. Brother Delaney joined the SIU in 1946 in the port of New York. He sailed as a cook last on the *C.S. Long Lines*

(AT&T). He walked the picket lines in the 1946 General Maritime, 1947 Isthmian, 1948 Wall St. and the 1965 District Council 37 beefs. Seafarer Delaney was a veteran of the U.S. Army in World War II. Born in New York, he was a resident of Honolulu, Hawaii. Surviving is an aunt, Elaine Martin of New York City.



**Pensioner Stephen Thomas Dent**, 74, passed away on Sept. 2. Brother Dent joined the SIU in the port of New York in 1956 sailing as a chief cook. He began sailing in 1951. Seafarer

Dent was born in Mississippi and was a resident of Mandeville, La. Surviving are an uncle, Dave Roberts of Culver City, Calif. and a cousin, Linda McQueen of Kerner, La.



**Pensioner Anthony Robert Ducote**, 72, succumbed to an intestinal obstruction in the Pontchartrain Guest House, Mandeville, La. on Aug. 30. Brother Ducote

joined the SIU in the port of New York in 1951 sailing as an AB. He helped to organize the Robin Line in 1957. Seafarer Ducote was a veteran of the U.S. Air Force in World War II. Born in Marksville, La. he was a resident of Metairie, La. Burial was in St. Vincent de Paul Cemetery, New Orleans. Surviving is a sister, Edna Ragusa of New Orleans.



**Pensioner Alejandro Eusebio Sr.**, 85, passed away on Sept. 4. Brother Eusebio joined the SIU in 1948 in the port of Galveston, Texas sailing as a cook. He was on the picket line

in the 1946 General Maritime beef. Seafarer Eusebio was born in the Philippine Islands and was a resident of New Orleans. Surviving are his son, Alejandro Jr. of Harvey, La.; a brother, Krisanto of Cavite, P.I.; a nephew, Renedo of Harvey, and a goddaughter, Mary Teresa Fischer of New Orleans.



**Pensioner William W. Evans**, 74, passed away on Aug. 14. Brother Evans joined the SIU-merged Marine Cooks and Stewards Union in the port of San Francisco in 1952 sailing

as an assistant storekeeper. He first sailed on the West Coast in 1945. Seafarer Evans was born in Louisiana and was a resident of Los Angeles, Calif. Interment was in the Lincoln Park Cemetery, Los Angeles. Surviving are his widow, Lillie and a nephew, Herb Scott of Los Angeles.



**Pensioner Candianial J. Fernandezes Sr.**, 61, died on Aug. 2. Brother Fernandezes joined the SIU-merged Marine Cooks and Stewards Union in the port of San Francisco in

1955 sailing as a cook. He was born in Chicago, Ill. and was a resident of San Jose, Calif. Surviving is his widow, Beatrice.



**Pensioner Frank Fisher, Jr.**, 75, passed away from lung failure in the Angleton - Danbury (Texas) Hospital on Sept. 8. Brother Fisher joined the SIU in 1947 in the port of

Galveston sailing as an AB. He walked the picket lines in the 1946 General Maritime and the 1947 Isthmian beefs. Seafarer Fisher was born in Seattle, Wash. and was a resident of Santa Fe, Texas. Burial was in the Grace Park Cemetery, Hitchcock, Texas. Surviving is his widow, Elvira.



**Pensioner Harry Frank Goodwin Jr.**, 78, succumbed to arteriosclerosis in the Maine Medical Center, Portland on Sept. 13. Brother Goodwin joined the SIU in 1947 in the port of

Mobile, Ala. sailing as an AB. He was a veteran of the U.S. Coast Guard before World War II. Seafarer Goodwin was born in Dexter, Maine and was a resident of Waterville, Maine. Interment was in the Pine Grove Cemetery, Waterville. Surviving are his widow, Abertine and a brother, Leon of Waterville.



**Pensioner Louis "Lou" Detlef Guellnitz**, 90, passed away on Sept. 10. Brother Guellnitz joined the SIU in 1942 in the port of New York sailing last as a chief steward. He began

sailing in 1927 and hit the bricks in the 1946 General Maritime beef. Seafarer Guellnitz was a veteran of the U.S. Navy in World War I. Born in New York City, he was a resident of Paterson, N.J. Surviving is his widow, Clara.



**Pensioner Wilmer "Willie" Edward Harper**, 79, passed away from lung failure in Doctors Hospital, Mobile on July 2. Brother Harper joined the SIU in 1947 in the port of

New Orleans. He sailed as a chief steward and was on the picket lines in the 1946 General Maritime and the 1947 Isthmian beefs. Seafarer Harper was born in Mississippi and was a resident of Lucedale, Miss. Burial was in the New Hope Cemetery, Agricola, Miss. Surviving is his widow, Gladys.



**Pensioner James Edward Hill Jr.**, 76, passed away from heart failure in the N. Charles Hospital, Baltimore on Sept. 15. Brother Hill joined the SIU in the port of Baltimore

sailing as a cook. He was born in Baltimore and was a resident there. Interment was in Daisy Cemetery, Howard, Md. Surviving is his widow, Helen.



**Robert Howard Hirsch Jr.**, 59, died on Sept. 9. Brother Hirsch joined the SIU in the port of Seattle in 1967 sailing as a wiper for the Delta Line. He was a veteran of the U.S. Army in World War II. Seafarer Hirsch was born in Denver, Colo. and was a resident of La Habra, Calif. Surviving are his son, Robert Hirsch III of La Habra and his mother, Margaret Arambarri of Anaheim, Calif.



**Chester William Hoff**, 71, succumbed to pneumonia in Passaic City, N.J. on Sept. 12. Brother Hoff joined the SIU in the port of Yokohama, Japan in 1973 sailing as a QMED. He also sailed as a 3rd assistant engineer. Seafarer Hoff was born in Chicago, Ill. and was a resident of the Philippines. Surviving are his widow, Piedad and a brother-in-law, Tomas Vasquez.



**Pensioner Karl Anagnar Ingebrigtsen**, 70, passed away on Aug. 26. Brother Ingebrigtsen joined the SIU in 1942 in the port of Baltimore sailing as an AB. He was born in Norway and was a naturalized U.S. citizen. Seafarer Ingebrigtsen was a resident of Baltimore. Surviving is a sister, Hilde Johansen of Storsteinnes, Norway.



**Pensioner Hans Jacob Jacobson**, 77, passed away on Sept. 10. Brother Jacobson joined the SIU in the port of Jacksonville, Fla. in 1960 sailing last as a quartermaster. He hit the bricks in the 1966 Miami-Tampa beef. Seafarer Jacobson was a veteran of the Norwegian Navy during World War II. Born in Drammen, Norway, he was a resident of Edgewater, Fla. Surviving is his widow, Nora.



**Pensioner Albert Frank Knauff**, 67, died on Sept. 14. Brother Knauff joined the SIU in 1948 in the port of Baltimore sailing as a cook. He walked the picket lines in the 1946 General Maritime and the 1947 Isthmian beefs. Seafarer Knauff was born in Maryland and was a resident of Pasadena, Calif. Surviving are his mother, Helen of Galveston; a brother, Seafarer Jean Edward Knauff of Baltimore, and two sisters, Louise Milchling of Oceanview, Del. and Gertrude Johnson of Baltimore.



**Pensioner Frank Lamuriglia**, 62, died on Aug. 17. Brother Lamuriglia joined the SIU-merged Marine Cooks and Stewards Union in the port of San Francisco in 1974. He sailed as a waiter for the Delta Line from 1978 to 1979 and for the APL in 1980. He was born in Padova, Italy and was a naturalized U.S. citizen. Seafarer Lamuriglia was a resident of San Francisco. Surviving is his widow, Rosalina of Mercedita, P.R.

**J.C. Mahaffey**, 59, succumbed to cancer on Aug. 31. Brother Mahaffey joined the SIU in the port of San Francisco in 1971 sailing as a cook. He was a veteran of the U.S. Army paratroops both in World War II and the Korean War. Seafarer Mahaffey was born in Chesnee, S.C. and was a resident of Ellenboro, N.C. Surviving are a son, Michael of Bessemer City, N.C. and two sisters, Maxine Larson of Ellenboro and Lona of Stone Mt., Ga.



**Pensioner Peter Paul Matuza**, 67, died on Aug. 29. Brother Matuza joined the SIU in 1943 in the port of Baltimore sailing as an AB. Brother Matuza walked the picket line in the 1946 General Maritime beef. He was born in New Jersey and was a resident of Elizabeth, N.J. Surviving are his widow, Hwa Chung and his parents, Joseph and Mary Matuza of Elizabeth.



**Pensioner Francesco Joseph Natale**, 63, succumbed to heart-lung failure on Aug. 19. Brother Natale joined the SIU in 1943 in the port of Boston, Mass. sailing as a bosun. He hit the bricks in the 1961 N.Y. Harbor beef. Seafarer Natale was born in Boston and was a resident of Stoneham, Mass. His remains were given to the Tufts University Medical School, Boston for the advancement of medical science. Surviving are his son, John of Fairfield, Conn.; a daughter, Giatas of Forestdale, R.I.; his parents, Salvatore and Carmella of Boston; a brother, Salvatore Jr. of Framingham, Mass., and a sister, Etta of Stoneham.



**Pensioner Odd Emil Olsen**, 79, passed away on Sept. 13. Brother Olsen joined the SIU in the port of New York in 1952 sailing as a bosun. He also sailed during the Vietnam War. Seafarer Olsen walked the picket lines in the 1961 N.Y. Harbor and the 1962 Robin Line beefs. Born in Bergen, Norway, he was a resident of Brooklyn, N.Y. Surviving is his sister, Edel Hanstuedt of Miami Beach, Fla.



**Pensioner Curtis Paul Primeaux Sr.**, 57, died on Dec. 21, 1985. Brother Primeaux joined the SIU in the port of New York in 1953 sailing as an AB. He was a veteran of the U.S. Army in World War II. Seafarer Primeaux was born in Leroy, La. and was a resident of Kaplan, La. Surviving are his widow, Rose; a son Curtis Jr. of Kaplan; his parents, Aurlien and Amy of Mobile, and an aunt, Winnie Landry.



**Juan Ramos**, 55, died on Sept. 24. Brother Ramos joined the SIU in the port of New York in 1967. He also sailed inland as a chief cook for Caribe Towing (Crowley Marine) in 1977. He was born in Griogrande, P.R. and was a resident of Jersey City, N.J. Surviving are his widow, Mildred and his mother, Josefa Escobar of New York City.

#### Correction

Due to the mixup in names and photos, we now print the correct photo and information. Please excuse the mishap.



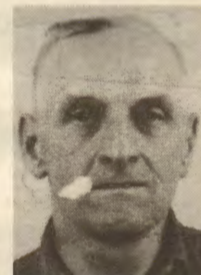
**Pensioner Chin Shing You**, 74, passed away on Aug. 5. Brother You joined the SIU in the port of New York in 1957. Sailing last as a chief steward. He hit the bricks in the 1961 Greater N.Y. Harbor and the 1965 District Council 37 beefs. Seafarer You also worked in the Lotus Garden Restaurant and at the Hotel Oceanic Restaurant in New York. A native of Shanghai, China, he was a naturalized U.S. citizen and a resident of New York City. Surviving are his widow, Yan Hau and a brother, Thomas of New York City.

#### Great Lakes



**Pensioner John L. Berger Jr.**, 71, passed away from lung failure in the Paul Oliver Hospital, Frankfort, Mich. on Aug. 19. Brother Berger joined the Union in the port of Elberta, Mich. in 1953. He sailed as an AB-watchman for the Ann Arbor (Mich.) Car Ferries from 1970 to 1974. He was born in Sturgeon Bay, Wis. and was a resident of Frankfort. Burial was in the Gilmore Twsp. (Mich.) Cemetery. Surviving are his widow, Vernice and a son, John Jr. of Frankfort.

**Pensioner Michael "Mike" Thomas Doherty**, 63, died of heart failure in the Garden City (Mich.) Osteopathic Hospital on Aug. 22. Brother Doherty joined the Union in 1949 in the port of Detroit, Mich. He sailed as a recertified bosun and ship's delegate for the Kinsman Line from 1967 to 1985, McKee Sons and the Erie Sand Co. in 1977. He graduated from the Union's Recertified Bosuns Program in 1976. Laker Doherty was a former member of the SUP, sailing in World War II, and of the United Auto Workers Union. A native of Detroit, he was a resident of Westland, Mich. Burial was in the Michigan Cemetery, Flatrock, Mich. Surviving are his widow, Madaleen; his mother, Vera of Garden City, and another kin, Robert Doherty of Romulus, Mich.



**Pensioner Harold Earl Jones**, 82, died of a tumor at home in New Port Richey, Fla. on Aug. 24. Brother Jones joined the Union in the port of Buffalo, N.Y. in 1961. He sailed as an AB and dredgeman for the Great Lakes Dredge and Dock Co. from 1956 to 1967. He was born in Pennsylvania. Cremation took place in the West Pasco Crematory, Hudson, Fla. Surviving are his widow, Sarah and a son, Lance.



**Pensioner Joseph Richard Kane Sr.**, 55, died on Aug. 18. Brother Kane joined the Union in the port of Ashtabula, Ohio in 1961. He sailed as a deckhand aboard the tug *Idaho* (Great Lakes Towing) from 1956 to 1986. He was Ashtabula port agent from 1974 to 1975. Laker Kane was a former member of the International Brotherhood of Boilermakers, Iron Shipbuilders, Blacksmiths, Forgers and Helpers Union, working as an arc welder at a New York City reclamation plant. And he was a veteran of the U.S. Marine Corps during the Korean Conflict. Born in Ashtabula, he was a resident there. Surviving are his widow, Joanne; a son, Joseph Jr.; four daughters, Loretta, Mary, Rita and Joan, and a brother, Robert of Ashtabula.

**Pensioner Leon Kornacki**, 63, succumbed to cancer in the Bertrand Chaffee Hospital, Springville, N.Y. on Sept. 4. Brother Kornacki joined the Union in 1946 in the port of Buffalo, N.Y. He sailed as a pipeline deckhand for Merritt, Chapman and Scott in 1962, Great Lakes Dredge and Dock Co. from 1962 to 1970 and for the Great Lakes Towing Co. from 1970 to 1984. In 1970, he was the Buffalo tug agent. Laker Kornacki was a veteran of the U.S. Air Force during World War II. He was born in Wilkes-Barre, Pa. and was a resident of West Valley, N.Y. Interment was in the Mt. Hope Cemetery, West Valley. Surviving are his widow, Iva and a daughter, Florence.

# Coast Guard Drug Proposal—SIU Responds

Earlier this summer the Coast Guard proposed new tough drug and alcohol regulations for all licensed and unlicensed U.S. seamen.

The Coast Guard's proposal would prohibit the consumption of any alcoholic beverage four hours prior to duty, mandatory blood alcohol tests (similar to the ones police give suspected drunken drivers) in some cases and onboard drug testing in other instances.

While the new rules could jerk a seaman's documents or an officer's license if found guilty of operating a ship under the influence, it also stresses rehabilitation. After completion of a rehab program, the seaman or officer could reacquire the documents or license.

The SIU has endorsed many aspects of the Coast Guard's proposal, but the Union has raised questions about certain aspects of the new rules. Following are excerpts from a letter written by SIU President Frank Drozak to the Coast Guard. After all comments from interested parties are received, the Coast Guard will issue its final regulations:

The SIU's position on substance abuse onboard U.S.-flag vessels is clear. The SIU has not and will not condone either the use of unauthorized drugs or the uncontrollable use of alcohol on U.S.-flag vessels.

The SIU has taken progressive and positive steps toward dealing with the incidence of alcohol and drug abuse which may exist among its membership.

Training programs at the Seafarers Lundeberg School of Seamanship are intended to educate the merchant mariner to the dangers and repercussions of drug use and alcohol abuse. Furthermore, the SIU has included in its collective bargaining agreement with many contracting companies a provision for pre-employment drug and alcohol screening. The SIU has also included procedures for testing actively employed individuals when reasonable grounds exist to suspect that an employee's job performance may be adversely impaired by drug or alcohol use. The SIU has established its own Alcohol and Drug Rehabilitation Center in Valley Lee, Md.

The SIU endorses—with minor exception—the compassionate nature of the Coast Guard's proposed program for drug and alcohol rehabilitation. Nevertheless, the SIU has serious reservations and concerns with several areas of the proposed regulation, which in our view are too severe and, therefore, require deletion, change or clarification.

As drafted, the regulation proposes to adopt chemical testing to determine drug and alcohol consumption onboard vessels if behavioral indicators point to the use of intoxicants. The SIU opposes the use of chemical testing under these circumstances for determining the degree of intoxication since at this stage of development, such test results are scientifically questionable and oftentimes proven inaccurate.

According to an article, "What You Should Know About Drug Screen-

ing," published in the October 1985 issue of LABOR NOTES, there is a general consensus among the scientific and medical communities that the "EMIT" test is unreliable and inaccurate. Positive results gained from the "EMIT" test do not establish when or even whether a drug was actually used. False positives can be caused by a number of factors, including lawful over-the-counter drugs such as Contac, Sudafed, aspirin and some foods and beverages, such as poppy seeds and herbal teas; as well as negligent handling and record keeping, and dark colored skin.

Error rates as high as 69 percent in a controlled environment—laboratories—performing "EMIT" tests have been reported in a study prepared by the Centers for Disease Control (CDC) in April of 1985.

The odds of false positive readings due to erroneous readings, in this instance, cannot justify the curtailment of a man's right to earn a living. For the same reason, the SIU would be opposed to placing breath analysis equipment onboard U.S.-flag vessels. It is our opinion that behavioral standards are better suited to the marine environment to determine if a seaman is intoxicated.

Furthermore, in the area of testing, the SIU also objects to the proposed section 95.017(b). The creation of a presumption of intoxication due to a refusal to submit to a toxicological test appears to be beyond the Coast Guard's statutory authority. Since the master can direct the testing, it leaves open the possibility of abuse, and refusal to take a test should not lead to this presumption.

We feel the Coast Guard's purpose would be better served by allowing such a refusal to submit to testing to be introduced as evidence of intoxication. The law enforcement officer's or investigating officer's testimony as to the individual's state coupled with the refusal to submit to a test would probably result in a finding of intoxication, if there is no other contradictory evidence.

The SIU also questions the stated justification for establishing two blood alcohol levels for merchant mariners, depending upon whether or not the vessel on which they are employed is subject to the manning requirements of 46 USC Part F. In our view, blood alcohol limits should be consistent throughout all sectors of maritime employment.

The SIU takes strong exception to the application of Section 95.020 to crewmembers aboard U.S.-flag vessels. In effect, the rule prohibits the consumption of any alcohol within four hours of scheduled duties. Given the nature of the industry, the SIU contends that this proposed rule is not only unrealistic but also unenforceable. Considering the impact of advanced technology on minimal turnaround port time—often several hours or less—it is impractical and unrealistic to prohibit the consumption of a responsible amount of alcohol by a seaman when ashore when he has been

prohibited by current company policies to consume alcoholic beverages during the voyage.

Certainly, the SIU concurs with the Coast Guard that individuals on watch must be sober. In our view, however, the Coast Guard should leave this matter to the authority and discretion of each ship's master who measures the pulse of his own crew and can determine whether or not a seaman is fit for scheduled duty.

The SIU further notes with grave concern the proposal by the Coast Guard to define failure of a crewmember to report persons who they know are intoxicated to the master, owner, or person in charge as an act of misconduct, subject to suspension and revocation of the seaman's document. It is important to note that a seaman may not be qualified to make such a determination. Implementation of such a rule would create not only an unfair burden on an individual but will place a severe strain on the relationship among crewmembers. In addition, such a rule would create an uncomfortable and suspicious atmosphere onboard ship, where daily life is already stressful. It is the SIU's view that if a seaman

truly feels that he or the vessel is endangered by an intoxicated crewmember, he will not require a regulatory stimulus to report the incident.

The SIU additionally does not agree with the Coast Guard's opinion that a crewmember should inform the master of the vessel of his use of prescription drugs. In our view, this is considered privileged information between a patient and his physician and should only be disclosed at the patient's own discretion.

As mentioned heretofore, the SIU fully endorses and supports the Coast Guard's humane concern for alcohol and drug affliction by recommending a drug/alcohol rehabilitation program.

The SIU disagrees with the provision denying upon request the return of the certificate in the case of drug addiction until the seaman completes the rehabilitation program, participates in a monitoring program, and demonstrates complete non-association with drugs for six months after completion of the program. In essence, a seaman is being unfairly penalized by being denied the possibility of employment for a six-month period

(Continued on Page 21.)

## Step Two

SIU members who go through the Union's Addictions Rehabilitation Center in Valley Lee, Md. are given the tools to lead productive lives.

The most important of those tools are the Twelve Steps as outlined by the highly successful Alcoholics Anonymous program. During the past 50 years, millions of Americans have been able to lead sober, drug-free lives free of compulsive behavior because they practiced these steps in their daily affairs.

As discussed in last month's issue of the LOG, the first step is perhaps the hardest. It is to admit that you are powerless over alcohol and/or drugs—that your lives have become unmanageable.

The second step is slightly different. As stated in the AA Big Book, it is this: "(We) came to believe that a power greater than ourselves could restore us to sanity."

This step causes its own set of problems. For one thing, few alcoholics or drug users like to admit that they don't have all the answers.

Step One effectively did away with that argument, however. Once you admit that you are powerless and that your life is unmanageable because of your drinking and drug-taking, then obviously you need to believe in something.

Many people who go through this program rebel at Step Two because they think that it implies a belief in God. Many of the people who recover do choose to interpret it in that way. But the important thing to remember is that they don't have to. All they have to believe in is that something

can restore them to productive, sober lives.

For many people in AA, the higher power that they choose to believe in is the Twelve Steps themselves.

"I used to think that I was a religious person," said one AA member. "But it wasn't until I came into AA that I learned what true spirituality is."

"I learned that every action I take has a consequence. By choosing not to drink or take drugs a day at a time, I am part of a fellowship of recovering alcoholics and drug users who choose not to drink or take drugs."

"Before I came into this program, I used to use any excuse to indulge. I was depressed. My co-workers didn't understand me. I had financial problems."

"After being in the program for eight years, I have met people—recovering alcoholics—who faced their own death without resorting to alcohol or drugs."

"They were told that they had cancer. Rather than drink, they did something productive. They went to AA meetings and shared their pain."

"If those people didn't have to drink, then neither did I. They taught me the true meaning of spirituality."

(Next month: Step Three)

### Step One

**We admitted we were powerless over drugs and alcohol, that our lives had become unmanageable.**

### Step Two

**We came to believe that a power greater than ourselves could restore us to sanity.**

Digest of Ships Meetings

**AMERICAN CONDOR** (Pacific Gulf Marine), September 7—Chairman Paul Butterworth; Secretary William R. Burdette. No disputed OT. Once again, the main subject of conversation dealt with the TV. Apparently the TV works well in U.S. ports, but is not compatible with European stations. The company is working to satisfy the crew's request. The chairman advised all members to keep up-to-date on events within the industry and within the SIU. This can best be accomplished by reading the LOG and by attending Union meetings while not at sea. Taking advantage of the upgrading opportunities at Piney Point is also a benefit more Seafarers should make use of. The bosun mentioned that everyone should keep an eye out for some possible new rate changes in the welfare and medical coverage, and all were in agreement that a revision is needed in the dollar amount paid by the company for transportation. Next port: Charleston, S.C.

**OMICHARGER** (OMI), September 14—Chairman F.R. Schwartz; Secretary Charles Corrent; Educational Director W.L. Yarber. No disputed OT. There is \$26 in the ship's fund. Thirty-five new movies have been purchased for the ship, and donations to help pay for them would be appreciated. A new video system is being put aboard the vessel, with the chief engineer doing the wiring. Crewmembers were asked to buy blank tapes or contribute toward their purchase. Wiley Yarber will start an arrival pool to help pay for the new system. In response to a radiogram sent to the *Charger* from headquarters regarding the number of "A," "B" and "C" books aboard ship, the response was that there are all "A" book members onboard. The vessel is en route to Rhode Island from Houston and will then head out to the Virgin Islands. The BR asked that all soiled linen be stowed in the dirty linen locker, not in the passageways, and the sanitary men asked that cups and dishes not be left in the rec room. The bosun thanked the men for a job well done on cleaning the tanks—and thanks went to the steward department for their fine meals and service.

**OMI LEADER** (OMI), September 1—Chairman Frank Smith; Secretary Floyd Mitchell; Educational Director Charles R. Allen; Deck Delegate Stanley Zeagler; Engine Delegate Roberto Rodriguez; Steward Delegate Robert E. Thomas. No beefs or disputed OT reported. There is \$103 in the movie fund and \$60 in the ship's fund. The chairman reports everything running smoothly. The ship will pay off this trip in Baton Rouge, La. All hands were asked to help keep the pantry and messroom clean to help alleviate the roach problem aboard ship. The entire ship will have to be sprayed, including all rooms, to be successful in combatting this problem. A vote of thanks was given to the chief cook for a fine job in the preparation of food. The washing machine is forever in use and really doesn't work that well. A new machine for the crew laundry could be helpful, "especially when we carry the extra men of Casey's gang." Next port: Baton Rouge, La.

**SAM HOUSTON** (Waterman), July 27—Chairman Anthony Maben; Secretary G. Aquino; Educational Director L.R. Taylor; Steward Delegate Robert W. Bess. No beefs or disputed OT. Minutes from the previous meeting were read, and the bosun talked about the need for SPAD and the reasons for all members to support it with their contributions. The steward stressed the importance for all qualified members to upgrade and become as proficient as possible in their jobs. The mate noted his intention to demonstrate the proper use of survival suits as soon as possible. All hands, unless on watch, will be required to attend the demonstration. In a discussion of retirement plans, the crew indicated their desire to upgrade the pension plan. Most men seem to be talking about retiring at an earlier age these days. The steward

thanked all crewmembers for helping keep the messroom and pantry clean, and a vote of thanks was given to the steward department for the fine food and excellent service. Next port: Suez.

**LNG GEMINI** (ETC Corp.), August 10—Chairman Luther Myrex; Secretary D. Velandra; Educational Director/Engine Delegate Jesse Parrish; Deck Delegate Francis Smith; Steward Delegate William F. Christmas. No beefs or disputed OT. There is \$100 in the ship's fund. The formation of an arrival pool was suggested to help boost this sum and to buy some prawns for a cookout. The bosun read reports from Red Campbell on seamen acting up at hotels and airports and from the company on trying to keep the food costs down. He



reminded all qualified members to go to Piney Point for upgrading courses. Additional skills are the only way to advance in pay and grade in today's merchant marine. He also stressed the importance of contributing to SPAD. Crewmembers were looking forward to arrival in Arun, Indonesia for a softball game. The bosun reminded everyone that proper clothing must be worn in the messhall and that coffee is in short supply so "don't toss away half a pot to make a new one." Next port: Nagoya, Japan.

**MOKU PAHU** (Pacific Gulf Marine), August 26—Chairman Ray Todd; Secretary R. Spencer; Educational Director D. Norris. No beefs or disputed OT. The chairman reported that the *Moku Pahu* will pay off this trip to Galveston, Texas. Some repairs are to be made by the chief engineer as soon as he can get to them. There also will be a Coast Guard inspection this trip. Everything is running pretty smoothly—the only complaints being that the fresh milk spoiled on the way to Hawaii because of improper temperature controls in the ice box, and the crew's dislike of the current brand of peanut butter (it will be changed). Next port: Galveston, Texas.

**ST. LOUIS** (Sea-Land Service), September 14—Chairman E.F. Wallace; Secretary F. Cordero. Some disputed OT in the deck department will be taken up with the patrolman in Port Elizabeth, N.J. Otherwise, everything is running smoothly. The secretary stressed the importance of signing up for SPAD for job security and better conditions. Crewmembers were asked to please take care of the equipment aboard ship such as the ice machine and the video cassette. A vote of thanks was given to the steward department for a job well done.

**SEA-LAND INNOVATOR** (Sea-Land Service), August 17—Chairman Victor Ardowski; Secretary James A. Jones; Educational Director A. Brosseux. No beefs or disputed OT. One item brought up at the meeting was that in Yokohama and Kobe, Japan, vendors are allowed to come aboard ship and peddle their wares, but in Pusan, Korea, they are not. Since the captain does

not object, the patrolman should check out the problem and get it cleared up. This will give the crew a chance to make purchases of gifts and clothing when the ship is in port for only a few hours—and would be good for the crew's morale. A vote of thanks was given to the steward department for the good food and fresh salad throughout the voyage. Next port: Long Beach, Calif.

**SENATOR** (CCT), September 20—Chairman Dave Newman; Secretary Frank Costango; Educational Director E. Bain; Deck Delegate Tom Duggers; Engine Delegate Dennis Baker; Steward Delegate Jack Rankin. Everything is running smoothly with no beefs or disputed OT. After sending a telegram to headquarters, there is now \$4.25 in the ship's fund. Minutes of the last meeting were read and accepted, and it was reported that a new TV for the crew lounge had been put aboard ship in Miami last trip. The repair list has been posted for a week and will be taken down following this meeting, with copies to the captain,

tance of upgrading your skills and education. He also mentioned the possibility that this may be the last year that dues and SPAD contributions can be deducted on income tax returns, "so load up on your SPAD donations this year." The secretary mentioned that he has most forms and applications available (upgrading, medical). He has, however, run out of vacation forms. Crewmembers were reminded to take the proper SIU benefit forms with them when visiting a doctor's office. And a discussion ensued on workman's compensation or industrial insurance as compared to the SIU's insurance. A vote of thanks was given to the steward department for their fine food preparation and service.

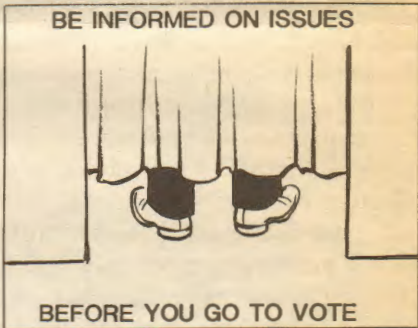
Official ships minutes also were received from the following vessels:

AMERICAN CORMORANT	PANAMA
AMERICAN FALCON	SAN JUAN
ARCHON	SEA-LAND DEVELOPER
ATLANTIC SPIRIT	SEA-LAND INDEPENDENCE
LNG ARIES	SEA-LAND LEADER
COURIER	SEA-LAND LIBERATOR
1ST LT. A. BONNYMAN	SEA-LAND PACER
1ST LT. B. LOPEZ	SEA-LAND PATRIOT
LURLINE	SEA-LAND VOYAGER
OMI COLUMBIA	STONEWALL JACKSON
OMI YUKON	LNG VIRGO
OVERSEAS BOSTON	

Drugs

(Continued from Page 20.)

even though he has voluntarily sought a rehabilitation program. This rule could backfire and actually become a deterrent to a voluntary surrender. This rule should apply only if a seaman reverts to drug and alcohol abuse for the second time.



Monthly Membership Meetings

Port	Date	Deep Sea Lakes, Inland Waters
Piney Point	Monday, November 3	10:30 a.m.
New York	Tuesday, November 4	10:30 a.m.
Philadelphia	Wednesday, November 5	10:30 a.m.
Baltimore	Thursday, November 6	10:30 a.m.
Norfolk	Thursday, November 6	10:30 a.m.
Jacksonville	Thursday, November 6	10:30 a.m.
Algonac	Friday, November 7	10:30 a.m.
Houston	Monday, November 10	10:30 a.m.
New Orleans	Wednesday, November 12	10:30 a.m.
Mobile	Wednesday, November 12	10:30 a.m.
San Francisco	Thursday, November 13	10:30 a.m.
Wilmington	Monday, November 17	10:30 a.m.
Seattle	Friday, November 21	10:30 a.m.
San Juan	Thursday, November 6	10:30 a.m.
St. Louis	Friday, November 14	10:30 a.m.
Honolulu	Thursday, November 13	10:30 a.m.
Duluth	Wednesday, November 12	10:30 a.m.
Gloucester	Tuesday, November 18	10:30 a.m.
Jersey City	Wednesday, November 19	10:30 a.m.

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

## Dispatchers Report for Great Lakes

SEPT. 1-30, 1986

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	32	2	1	56	1	0	27	5
ENGINE DEPARTMENT									
Algonac	0	10	0	0	23	2	0	9	0
STEWARD DEPARTMENT									
Algonac	0	3	1	0	7	0	0	4	1
ENTRY DEPARTMENT									
Algonac	1	37	4	0	0	0	3	27	7
Totals All Departments	1	82	7	1	86	3	3	67	13

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

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

## Dispatchers Report for Deep Sea

SEPT. 1-30, 1986

Port	*TOTAL REGISTERED			TOTAL SHIPPED			Trip Reliefs	**REGISTERED ON BEACH		
	All Groups			All Groups				All Groups		
	Class A	Class B	Class C	Class A	Class B	Class C		Class A	Class B	Class C
DECK DEPARTMENT										
Gloucester	4	4	0	1	1	0	0	6	6	0
New York	57	14	0	44	17	0	9	110	20	0
Philadelphia	2	3	0	1	1	0	0	7	5	0
Baltimore	4	3	0	5	5	0	3	12	5	0
Norfolk	14	4	0	19	7	0	1	11	8	2
Mobile	10	2	2	4	1	1	0	19	5	1
New Orleans	28	8	1	42	9	1	8	65	6	5
Jacksonville	29	12	2	15	9	1	4	56	21	1
San Francisco	36	8	3	22	6	4	6	65	16	4
Wilmington	13	7	1	12	5	0	1	29	9	1
Seattle	36	11	2	34	9	1	6	55	10	2
Puerto Rico	17	4	0	11	0	0	2	29	4	0
Honolulu	13	20	2	7	13	1	14	13	18	3
Houston	40	6	2	30	9	1	8	63	5	1
St. Louis	0	0	0	0	0	0	0	0	0	0
Piney Point	6	6	0	1	1	0	0	8	5	0
Totals	309	112	15	247	93	10	62	548	143	20
ENGINE DEPARTMENT										
Gloucester	4	3	0	0	1	0	1	4	4	0
New York	39	5	1	26	3	1	9	69	8	0
Philadelphia	5	3	0	4	1	0	0	5	2	0
Baltimore	9	1	0	3	0	0	0	16	2	0
Norfolk	8	4	0	10	2	0	0	9	5	0
Mobile	7	1	0	3	1	0	1	10	3	0
New Orleans	23	7	2	25	6	3	3	42	12	3
Jacksonville	14	1	0	12	1	0	1	29	7	0
San Francisco	19	6	0	14	7	1	5	33	6	1
Wilmington	8	5	3	9	2	2	0	20	6	2
Seattle	27	6	0	17	5	0	2	42	9	0
Puerto Rico	14	0	0	6	5	0	4	14	1	0
Honolulu	3	9	6	4	10	7	2	5	12	4
Houston	20	3	0	14	4	0	3	37	5	0
St. Louis	0	0	0	0	0	0	0	0	0	0
Piney Point	3	4	0	0	1	0	0	8	6	0
Totals	203	58	12	147	49	14	31	343	88	10
STEWARD DEPARTMENT										
Gloucester	0	1	0	0	1	0	0	1	1	0
New York	25	5	1	16	5	0	7	37	6	1
Philadelphia	1	2	0	0	0	0	0	2	2	0
Baltimore	4	1	0	2	1	0	0	7	1	0
Norfolk	4	2	0	6	2	0	0	4	2	1
Mobile	7	0	0	1	0	0	0	9	0	0
New Orleans	22	2	0	18	2	0	2	32	2	2
Jacksonville	7	6	2	4	3	2	3	15	8	0
San Francisco	31	5	3	25	4	0	7	60	4	4
Wilmington	4	4	0	7	2	0	2	16	5	0
Seattle	28	8	0	20	4	0	5	35	8	1
Puerto Rico	3	2	0	4	1	0	0	8	4	0
Honolulu	6	27	23	4	18	20	53	8	27	38
Houston	20	0	0	16	0	0	2	20	1	0
St. Louis	0	0	0	0	0	0	0	0	0	0
Piney Point	3	8	0	1	4	1	1	6	7	0
Totals	165	73	29	124	47	23	82	260	78	47
ENTRY DEPARTMENT										
Gloucester	0	0	0	0	0	1	0	2	2	0
New York	30	30	6	18	31	2	0	50	52	6
Philadelphia	2	2	0	0	1	0	0	4	6	0
Baltimore	7	4	0	2	4	0	0	10	3	1
Norfolk	3	9	1	7	13	0	0	7	14	5
Mobile	1	6	1	0	4	1	0	1	6	0
New Orleans	19	20	20	16	14	20	0	20	24	16
Jacksonville	4	8	2	6	8	0	0	8	14	6
San Francisco	24	16	7	21	10	8	0	63	27	5
Wilmington	7	6	4	10	1	3	0	20	29	2
Seattle	22	20	1	17	20	2	0	36	30	2
Puerto Rico	4	6	0	0	0	0	0	14	19	1
Honolulu	10	97	192	8	84	110	0	7	98	312
Houston	17	10	2	12	5	0	0	19	14	3
St. Louis	0	0	0	0	0	0	0	0	0	0
Piney Point	0	4	0	0	0	0	0	0	8	0
Totals	150	238	236	117	195	147	0	261	346	359
Totals All Departments	827	481	292	635	384	194	175	1,412	655	436

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

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

Shipping in the month of September was down from the month of August. A total of 1,388 jobs were shipped on SIU-contracted deep sea vessels. Of the 1,388 jobs shipped, 635 jobs or about 46 percent were taken by "A" seniority members. The rest were filled by "B" and "C" seniority people. A total of 175 trip relief jobs were shipped. Since the trip relief program began on April 1, 1982, a total of 3,724 jobs have been shipped.

## Directory of Ports

Frank Drozak, President  
Ed Turner, Exec. Vice 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

### GLOUCESTER, Mass.

11 Rogers St. 01930  
(617) 283-1167

### 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

Toll Free: 1-800-325-2532

### 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

### SUBIC BAY, Rep. of Philippines

34 21st St., W. Bajac Bajac  
Olongapo City C-2201  
222-3533

### WILMINGTON, Calif.

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

# Letters To The Editor

## 'Proud of the SIU ...'

My husband Bernard and I wish to express our sincere gratitude for the help you gave me in paying my bills of October 1985.

Bernard is very proud of the SIU, and we are both more than appreciative of your kind consideration.

**Yours very sincerely,  
Ellen Feely  
Daytona Beach, Fla.**

## 'Expressing Appreciation ...'

I express my appreciation for your cooperation in caring for my wife Janina when she was in the Freehold Area Hospital in May 1986.

Without your indulgent help, I would have been at a complete loss.

Thank you on our behalf.

**Yours,  
Jan Piorkowski  
Howell, N.J.**

## U.S. and NATO Planners, Take Note!

Earlier this year maritime affiliates of the International Transport Workers' Federation (ITF) around the world, with the exception of those in the United States and Canada, adopted a policy position reserving the right for its members to refuse to sail into "war-like zones."

To many skeptics and military planners on both sides of the Atlantic, this was billed as rhetoric and not reality.

Last month, however, rhetoric melted away in the heat of action. En route to the Saudi Arabian port of Ras Tanura, the British-flag combination carrier *Pawnee* was struck by a missile during an Iranian helicopter gunship raid directed against the ore/bulk/oil ship.

Prior to the *Pawnee* entering the Persian Gulf, six of the 12 British officers onboard exercised their right to refuse to sail into the war zone and were replaced by Indian officers.

This clearly demonstrates that the ITF "war zone" policy is for real and must be considered very seriously by those responsible for U.S. and NATO military sealift planning.

# Welfare Report

At the last few meetings, we talked about the rising costs of providing health care benefits. Some proposed changes to the Welfare Plan were announced in the August LOG. For those of you who did not have an opportunity to read the August issue of the LOG, we want you to understand how your hospital claims will be handled after Jan. 1, 1987.

During 1987, the first time a member is confined to the hospital as an in-patient, the Plan will pay 100 percent of the charges. If the member has any other in-patient hospitalizations during that year, the Plan will pay 80 percent of the charges. If the member's spouse is working, his or her health plan will pick up the other 20 percent under the co-ordination of benefits clause. Starting in 1988, a member will again receive 100 percent for the first in-patient hospital confinement, with 80 percent payment for any other hospitalizations during that year.

If a member is treated as an out-patient in the hospital, the Plan will

pay 100 percent coverage for up to three out-patient visits in a one-year period. Starting with the fourth out-patient visit during that year, the Plan will pay 80 percent. The cycle repeats the following year.

The cycle for dependents will be 100 percent payment for the first in-patient hospital confinement during a three-year period, with 80 percent for any subsequent in-patient hospitalizations during those three years.

Pensioners who are currently eligible for welfare benefits will not be affected by any amendments to the Welfare Plan. Pensioners who qualify for pensioner's welfare benefits after Jan. 1, 1987, will come under the new rules until they become eligible for Medicare. Once eligible for Medicare, the Seafarers Welfare Plan becomes the secondary carrier, and all benefits available to medicare-age pensioners from the Plan will continue in effect.

Another amendment will help to  
(Continued on Page 24.)

## Personals

**Jeffrey McPherson**

Your nephew Jody McPherson would like to hear from you. Please write him at 150 S. Magnolia, #138, Anaheim, Calif. 92804, or call at

(714) 527-2733 (home) or (714) 220-1879 (work).

**V.D. Lee**

Please contact Mark C. Gibbons at R.D. #1 Box 805-A, Oakdale, Pa. 15071, or call (412) 221-8315.

## 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.

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**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.

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**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.

# Letters To The Editor

## 'Proud of the SIU ...'

My husband Bernard and I wish to express our sincere gratitude for the help you gave me in paying my bills of October 1985.

Bernard is very proud of the SIU, and we are both more than appreciative of your kind consideration.

**Yours very sincerely,  
Ellen Feely  
Daytona Beach, Fla.**

## 'Expressing Appreciation ...'

I express my appreciation for your cooperation in caring for my wife Janina when she was in the Freehold Area Hospital in May 1986.

Without your indulgent help, I would have been at a complete loss.

Thank you on our behalf.

**Yours,  
Jan Piorkowski  
Howell, N.J.**

## U.S. and NATO Planners, Take Note!

Earlier this year maritime affiliates of the International Transport Workers' Federation (ITF) around the world, with the exception of those in the United States and Canada, adopted a policy position reserving the right for its members to refuse to sail into "war-like zones."

To many skeptics and military planners on both sides of the Atlantic, this was billed as rhetoric and not reality.

Last month, however, rhetoric melted away in the heat of action. En route to the Saudi Arabian port of Ras Tanura, the British-flag combination carrier *Pawnee* was struck by a missile during an Iranian helicopter gunship raid directed against the ore/bulk/oil ship.

Prior to the *Pawnee* entering the Persian Gulf, six of the 12 British officers onboard exercised their right to refuse to sail into the war zone and were replaced by Indian officers.

This clearly demonstrates that the ITF "war zone" policy is for real and must be considered very seriously by those responsible for U.S. and NATO military sealift planning.

# Welfare Report

At the last few meetings, we talked about the rising costs of providing health care benefits. Some proposed changes to the Welfare Plan were announced in the August LOG. For those of you who did not have an opportunity to read the August issue of the LOG, we want you to understand how your hospital claims will be handled after Jan. 1, 1987.

During 1987, the first time a member is confined to the hospital as an in-patient, the Plan will pay 100 percent of the charges. If the member has any other in-patient hospitalizations during that year, the Plan will pay 80 percent of the charges. If the member's spouse is working, his or her health plan will pick up the other 20 percent under the co-ordination of benefits clause. Starting in 1988, a member will again receive 100 percent for the first in-patient hospital confinement, with 80 percent payment for any other hospitalizations during that year.

If a member is treated as an out-patient in the hospital, the Plan will

pay 100 percent coverage for up to three out-patient visits in a one-year period. Starting with the fourth out-patient visit during that year, the Plan will pay 80 percent. The cycle repeats the following year.

The cycle for dependents will be 100 percent payment for the first in-patient hospital confinement during a three-year period, with 80 percent for any subsequent in-patient hospitalizations during those three years.

Pensioners who are currently eligible for welfare benefits will not be affected by any amendments to the Welfare Plan. Pensioners who qualify for pensioner's welfare benefits after Jan. 1, 1987, will come under the new rules until they become eligible for Medicare. Once eligible for Medicare, the Seafarers Welfare Plan becomes the secondary carrier, and all benefits available to medicare-age pensioners from the Plan will continue in effect.

Another amendment will help to  
(Continued on Page 24.)

## Personals

**Jeffrey McPherson**

Your nephew Jody McPherson would like to hear from you. Please write him at 150 S. Magnolia, #138, Anaheim, Calif. 92804, or call at

(714) 527-2733 (home) or (714) 220-1879 (work).

**V.D. Lee**

Please contact Mark C. Gibbons at R.D. #1 Box 805-A, Oakdale, Pa. 15071, or call (412) 221-8315.

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**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  
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