



LOG

Official Publication of the Seafarers International Union • Atlantic, Gulf, Lakes and Inland Waters District • AFL-CIO Vol. 50, No. 2 February 1988

DOD Claims U.S. Crews Would Hurt National Security

Kuwaiti Tankers Win Waiver from Crewing Law

What at first seemed like a sweet victory for the maritime industry turned into bitter defeat this month when the Department of Defense asked for, and was granted, a waiver exempting the 11 reflagged Kuwaiti tankers from U.S. citizenship crewing requirements.

Maritime unions, Capitol Hill supporters and industry leaders reacted with outrage and threats of legal action.

"We will explore every legal and legislative avenue open to us to reverse this arbitrary administration slap at the intent of Congress," said SIU President Frank Drozak. (See box)

Rep. Walter B. Jones (D-N.C.), chairman of the House Merchant Marine and Fisheries Committee, sug-

gested that legal action be taken against the waiver.

"I am confident that this action by the administration is unlawful. And, if I were a merchant seaman ready to serve aboard a reflagged vessel in the Persian Gulf, I would certainly sue and expect to win. I hope that those who represent merchant seamen who have been deprived of employment by this unlawful action will go to court," Jones said.

In its waiver request, the Defense Department outlined no reasons for the crewing exemptions. It simply cited national security reasons.

Under the terms of recently passed legislation requiring American ships to carry 75 percent unlicensed U.S.

crewmen and 100 percent American officers, waivers may be granted by the Department of Transportation. But when DOD requests such a waiver for "national security" reasons, the waiver must be granted.

"Time and time again, American seamen have been called upon to support our national defense requirements. They served honorably and reliably when called upon.

"To say now that American seamen on U.S. vessels undermine our national security is simply not supported by the record," Drozak said.

The reflagged tankers receive American Navy protection in the Persian Gulf on their runs from Kuwait to mostly European ports. Iran and Iraq have been at war in the region for more than seven years. During that time planes and small boats from both countries have attacked shipping in the Gulf. More than 350 merchant seamen have been killed in those attacks.

When the reflagging request was being debated on Capitol Hill, the representatives of Chesapeake Shipping (the American firm set up by the Kuwaiti's to handle the ships) said they would abide by American law concerning the crewing requirements, even if it meant using American crews.

At that time the administration claimed that the ships would only have to carry an American captain because of a then-existing loophole in U.S. maritime law. The SIU and other maritime groups argued that interpretation was wrong, but to no avail. The tankers were allowed to operate with just the American captain. Later, U.S. radio officers were required onboard.

In the closing days of the last congressional session, an amendment was attached to H.R. 2598, a bill establishing citizenship requirements

for fishing and fish processing vessels. The amendment called for citizen crews on all U.S. vessels. President Reagan signed it into law Jan. 11.

At the time it was considered a victory for the merchant marine. But immediately rumors began that the Defense Department would ask for a national security waiver. It had until Feb. 11 to do so.

While no one in the administration would comment publicly about a possible waiver, indications were it would be requested.

In a letter to Secretary of Defense Frank Carlucci, Drozak strongly urged that no waiver be asked. He argued such a waiver would have adverse impacts on national security.

"The SIU believes such action is inappropriate and does immeasurable harm to the industry's continuing effort to meet the national security role Congress has established for it," he said.

Following are excerpts from the letter:

"Waiver implementation by any government agency would be difficult to defend inasmuch as American merchant seamen have plied the world's sealanes with or without naval escort for 200 years. In war and peace, we have accepted our role as an integral part of American national security and have responded accordingly. One need only check the nation's military history records to determine the value of an American merchant fleet manned by citizen crews. The contributions American seamen have made over the years often go unnoticed, indeed decades may pass before the industry's irreplaceable efforts are recognized formally. Regrettably, it was only last month that the Department of Defense recognized the role American merchant seamen played in World War II,

(Continued on Page 22.)

AFL-CIO Maritime Trades Unions Meet to Set '88 Legislative Goals

BAL HARBOUR, Fla. . . . The administration's decision to waive American manning and citizenship requirements on 11 Kuwaiti tankers was unanimously condemned by the Executive Board of the 8.5 million member Maritime Trades Department of the AFL-CIO which met here Feb. 11-12 to set new legislative priorities.

MTD President Frank Drozak had already gone on record as opposing the Feb. 9th waiver, which was announced by Defense Secretary Frank C. Carlucci. Drozak said that the move would "do immeasurable harm to the maritime industry's continuing effort to meet the national security role that Congress had established" for the American-flag merchant marine. (See story on this page.)

The Executive Board also reviewed its programs for the remainder of the 100th session of Congress, and vowed to make use of its extensive grassroots political action network of port councils to make its voice heard in the upcoming primaries and national election.

The Board members analyzed the success that the MTD had during the past year in getting transportation removed from the provisions of the Canada Free Trade Agreement and in enacting H.R. 2598, the Fishing Vessel Anti-Reflagging Act.

Special mention was made of the recent ruling awarding merchant

seamen who sailed during World War II veterans' status. The MTD had initiated and led an eight-year fight to get the Department of Defense to change its opposition to this long-overdue recognition.

Targetted for action during the remainder of this session of Congress were the following issues: the Omnibus Trade Bill, the development of oil reserves in the Arctic National Wildlife Reserve (ANWR), preserving the integrity of the Jones Act, shipbuilding, occupational safety and health, Social Security, minimum wage, Medicare, and implementation of recommendations contained in the Commission on Merchant Marine and Defense, which were aimed at reviving this country's declining sealift capability.

AFL-CIO Secretary-Treasurer Tom Donahue addressed the meeting and told the Board members that they had to confront an institutional bias in order to get labor's message across to the public. Many people in positions of power in business, government and the media will never be able to comprehend "Solidarity . . . about the feeling it brings to a trade unionist when you see a fulfillment of it."

Members of Congress addressed the meeting, including Sen. Howell Heflin (D-Ala.), Rep. Don Young (R-Alaska), Rep. Joe Moakley (D-Mass.) and Rep. Gerry Sikorski (D-Minn.).

Inside:

WWII Seamen Victorious Page 3

ILO Measure Passes Senate Page 5

NLRB raps McAllister Page 10

SHLSS News Pages 11-14

President's Report

by Frank Drozak

THE maritime industry is coping with some drastic changes.

The NMU has all but closed shop. The number of deepsea vessels flying the American flag continues to decline. Companies are merging their port facilities with their rail and trucking lines.

The pace of change is expected to quicken this year. Unions that fail to adapt can expect to meet the same fate as the NMU, which was forced to merge with District 1-MEBA after U.S. Lines, its largest supplier of jobs, filed for bankruptcy.

* * *

Change can be unsettling. Most of us in the maritime industry have grown used to a set routine. Yet that routine is gone forever, a victim of budget cuts, a worldwide depression in shipping, misguided U.S. trade policies and far-reaching technological advances.

As your president, I have but one goal: to promote and protect your job security. And the best way to do that is to keep you informed of the facts so that you can take the necessary steps to remain employed, keep your benefits and upgrade your skills.

Understandably, there are a lot of people in the maritime industry who don't want things to change. The only difference between them and me is that I am responsible for the well-being of the 80,000 members of our International Union. I don't have the luxury of being a Monday morning quarterback; if I fail to respond to changes in the industry, our members could wind up being stranded on the beach without jobs.

Any time I find myself refusing to look reality in the eye, I think of the 3,000 NMU pensioners who have had their pensions jeopardized by the bankruptcy of U.S. Lines, or of NMU members in the engine department whose jobs may be eliminated so that District 1 members can remain employed.

* * *

There were a lot of disturbing developments last year. But none bothered me more than the sight of union leaders not being honest about conditions in the maritime industry.

To give one example: licensed unions like District 1-MEBA told their mem-

bers that SMU contracts onboard military ships were "sweetheart" deals. They failed, however, to tell their members the following things:

★ SMU contracts are competitive with those in the industry.

★ The lowest wage rates in the industry were on *Top Gallant*, a top-to-bottom vessel of District 1-MEBA.

★ At least one *Top Gallant* contract doesn't have any provisions for wage and pension contributions. They may be included at some later date, but they aren't there now.

★ Both *Top Gallant* and MEBA-District 1 *PASS*, a top-to-bottom organization, were formed to bypass unlicensed unions.

★ Industry experts predicted that most American-flag companies would reflag unless there was some reform of the liner subsidy program.

★ One of the reasons that Congress has failed to enact a liner subsidy program is that it could not justify high licensed costs. (Some licensed officers make as much and more as the Congressman who oversee the subsidy programs.)

★ The licensed officers have a plan to cut costs: eliminate unlicensed jobs, especially in the engine department.

★ The only new work being created in the maritime industry is on military support vessels that have been contracted out to the private sector.

★ The MSC does not want to give up any of this work, and is actively trying to disrupt the industry's efforts to man military vessels.

★ Several times last year, the MSC put vessels out to bid, only to bid on the work itself.

The worst thing about this disinformation is that it makes it impossible for anyone to take inventory of what should be done.

* * *

Here, then, is a quick rundown of what I believe will be the major trends in the upcoming year. We may not like them, but it is imperative that we admit that they exist. Otherwise, we will be unable to mount an effective strategy.

There Will Be Changes In Manning Scales. Many of these changes are already taking place. A number of companies have experimented with all-purpose crews and cross-utilization of departments.

All graduates of the Merchant Marine Academy in Kings Point, N.Y. receive training in deck and engine. The Harry Lundeberg school is the first private maritime training center to set up multi-department training programs, which gives our members a competitive edge in manning.

We have been running a series of articles in the LOG to explain these developments. If you have the chance, take a look at the story in this month's issue. (See page 5.)

* * *

Our Shipping Procedures Will Be Overhauled. You can't run a 1988 Cadillac with a 1938 engine.

Our shipping rules are 50 years old and entirely out of date. As Vice President "Red" Campbell announced at the membership meeting, the SIU is looking to implement some kind of national system of registration—a national hiring hall, so to speak.

* * *

Drastic Changes In Shipping Companies and Maritime Unions.

Who could have ever imagined an American-flag merchant marine without U.S. Lines, or that the NMU would cease to exist as a separate entity? Both both developments have come to pass.

There are many new players in the game. APL and Sea-Land are vying for domination of what is left of the American-flag liner service. Neither of these organizations views maritime as a separate industry, but rather as an interdependent cog in a larger transportation network.

As for maritime unions, look for new unions, and merged unions to be major players in the competition to sign up new military work. Also look for more established entities like the newly merged MEBA 1-NMU and the year-old Seafarers Maritime Union to concentrate their efforts in this field.

* * *

There Will Be Drastic Changes In Technology And Training.

In order to survive, what's left of the American-flag merchant marine will incorporate advanced technology on new ships. This will mean an increased emphasis on training and education.

Schools like our Seafarers Harry Lundeberg School are on the cutting edge of a major educational innovation in this country. But while most exist-

ing educational facilities are geared toward training entrants into new job markets, or for retraining people once their jobs have relocated overseas, SHLSS is unique in that we are trying to save an existing American industry by encouraging technological advances through upgrading programs.

In effect, we are in the vanguard of this nation's maritime trade war with Japan, Western Europe and the newly industrialized countries of the Far East.

* * *

There Will Be Changes In Our National Government.

This represents a great opportunity for the maritime industry. Maritime was on the bottom of this administration's priorities. We now have the chance to elect someone who is more sympathetic to our needs.

In addition, many of our efforts to represent our members have been hampered by the anti-labor policies of the present administration. The 1988 presidential and congressional elections give us a chance to turn things around.

* * *

We Are Not Alone: Maritime is not the only American industry to confront these changes, and seamen are not the only workers to look into new ways of doing things. Workers all across the country—in automobile plants, factories and even in high-tech service industries—are facing the same problems that we are facing.

Members of the United Auto Workers Union have agreed to flexible work rules in exchange for guarantees of increased job security. This represents a drastic change in bargaining priorities.

These changes have occurred because the challenges facing American workers are different. It is no longer possible to use the same old tactics. The post-war era was a golden age for American workers, especially seamen. But it is gone, perhaps forever.

The name of the game today is survival. Anyone who tells you differently is either lying or is stupid. And yet, in all areas of change, there are great possibilities. If we play our cards correctly, members of this Union have a chance to improve their working conditions and job security. But it will take patience, hard work, and above all else, solidarity. Anything short of that just won't work.



LOG

February 1988

Official Publication of the Seafarers International Union of North America, Atlantic, Gulf, Lakes and Inland Waters District, AFL-CIO

Vol. 50, No. 2

Executive Board

Frank Drozak
President

Angus "Red" Campbell
Vice President

Joe DiGiorgio
Secretary

Joe Sacco
Vice President

Mike Sacco
Vice President

Leon Hall
Vice President

George McCartney
Vice President

Roy Mercer
Vice President

Steve Edney
Vice President



Charles Svenson
Editor



Mike Hall
Managing Editor

Max Hall
Associate Editor

Deborah Greene
Associate Editor

Carla Tomaszewski
Contributing Editor



The LOG (ISSN 0160-2047) is published monthly by Seafarers International Union, Atlantic, Gulf, Lakes and Inland Waters District, AFL-CIO, 5201 Auth Way, Camp Springs, Md. 20746, Tel. 899-0675. Second-class postage paid at M.S.C. Prince Georges, Md. 20790-9998 and at additional mailing offices. POSTMASTER: Send address changes to the LOG, 5201 Auth Way, Camp Springs, Md. 20746.

Vets Win Closes WW II For Merchant Mariners

A little less than 43 years ago, American merchant seamen could rest a bit easier. World War II was just over and the deadly threats from enemy submarines, aircraft and mines disappeared.

But none of the 250,000 men who sailed could have guessed that the final chapter of their war history would not be written until January 1988. That was when the Defense Department, under pressure from a federal judge, finally awarded the seamen veterans' status, which had been denied them for four decades (see January 1988 LOG).

Now the only thing that stands between the surviving seamen (roughly estimated between 15,000-70,000) and veterans' benefits are government forms and paperwork.

But the Jan. 21 decision does not mean that the WWII-era seamen will automatically receive a wide range of benefits, a Veterans Administration spokesperson told the LOG. Each benefit is decided on a case-by-case basis.

Before anyone may apply for veterans' benefits, he must receive a discharge from the branch of the service for which he sailed (see accompanying box for details).

All SIU ports have the discharge request forms available and the forms are available from the VA. After a seaman receives his discharge, he may then be eligible for a variety of VA benefits.

The possible benefits range from medical care to pensions to guaranteed home loans to burial, the VA said.

But eligibility for each benefit is not automatic. For example, the VA has what is called a "means test" to determine who qualifies for VA medical care. It takes into account income, assets and ability to pay. Some seamen could qualify for free medical care while others might be required to make some payments for the care, the spokesperson said.

Also, some seamen could qualify for service-connected or non-service-connected disability pensions. But again, each case must be decided on its own merits.

Like other organizations, the VA has no estimate of how many former seamen might qualify. Nor does it have an estimate of how long it may take to determine a person's qualifications for benefits.

For the most part, reaction to the decision has been positive throughout the industry and in the press.

"I'd have to say I was pretty elated, but I sure didn't think it would take so long," said Jim McCue who sailed

on SIU ships as a wiper during the war. He retired in 1969 after becoming a chief engineer with MEBA-2.

Ironically, McCue said, he and several friends began a short campaign in 1946 to persuade the government to grant the seamen veterans' status.

"We wrote to the governors of New York and New Jersey and some senators, but after a few months we sort of gave up," he said.

McCue, who sailed from 1942 until the end of the war, said he was one of the lucky ones. He was never wounded or had a ship shot out from under him. But he sailed in convoys where ships all around were blown from the water. One time on a Murmansk run, he said about 18 ships in his convoy were sunk.

SIU Vice President "Red" Campbell is a World War II merchant sailor. He summed up the feelings of many of those seamen.

"It's too late and too little," Campbell said.

While he was pleased with the eventual outcome of the fight, he said he was "definitely angry" that it took so long.

He was especially critical of some groups, such as the American Legion, who opposed veterans' status for merchant seamen.

"We have guys who are more qualified and saw more action than some of those people who spent the war guarding a coal pile on Staten Island," he said.

"Roughly a quarter of a million Americans served in the merchant marine between Pearl Harbor and V-J Day. Some 5,662 of them died—a higher casualty rate than their counterparts in the Navy. The benefits to which their status entitles the survivors—including use of veterans' hospitals and burial in national cemeteries—are long overdue," an editorial in *The Journal of Commerce* said.

Nationally syndicated columnist James J. Kilpatrick devoted an entire column to the merchant marine.

"The merchant seamen who served so bravely in that conflict finally are to get the recognition that injustice has so long denied them," he wrote.

Marad Administrator John Gaughan said, "We are pleased that, with the granting of veterans status, the merchant marines' wartime credits are officially documented."

"(It) is an extremely and long overdue breakthrough for our heroic seamen . . . It closes a dark chapter in our military history," said Rep. Walter B. Jones, chairman of the House Merchant Marine and Fisheries Committee.

SIU Featured on Public TV

An innovative, 12-part television series entitled "Portraits of American Labor," has been produced for distribution in 1988 to public television and cable TV networks depicting the heritage and contributions of working men

Hosted by Edward Asner, star of "The Lou Grant Show," the "Mary Tyler Moore Show," and "The Bronx

Zoo," this new series provides a relevant and timely view of organized labor in the United States today that will educate, motivate and inspire both the millions of union members in the nation and the general public as well.

The Seafarers International Union of North America is one of the half-hour programs scheduled.

How to Apply

Before any WW II seamen may apply for veterans' benefits, they must first obtain discharge papers by filing form DD-2168. Those forms are available at each SIU port office.

Below is the explanation of the requirements to gain veterans' status and how to gain an Armed Services Discharge Certificate.

Marad Administrator John Gaughan said, "It would be of definite assistance in processing their applications if they also send copies of their U.S. Coast Guard Certificates of Discharge or other evidence indicating the ships they served on and dates of service between Dec. 7, 1941 and Aug. 15, 1945."

The Department of Defense suggests,

"Include any supporting documents which support your claim. Supporting material may include, but is not limited to, separation discharge certificates, mission orders, identification cards, contracts or personnel action forms, employment record, education certificates, diplomas, pay vouchers, certificates or awards, casualty information, and any other supporting evidence of membership and character of service performed."

The SIU does not have individual shipping records prior to 1950.

Application Instructions for an Armed Forces Discharge Certificate American Oceangoing Merchant Marine of WWII

On Jan. 19, 1988, the Secretary of the Air Force, Edward C. Aldridge Jr., determined that the service of the "American Merchant Marine in Oceangoing Service during the Period of Armed Conflict, Dec. 7, 1941, to Aug. 15, 1945," shall be considered "active duty" under the provisions of Public Law 95-202 for the purposes of all laws administered by the Veterans Administration. Although technically not part of the United States Merchant Marine, Civil Service crewmembers aboard U.S. Army Transport Service and Naval Transportation Service vessels in oceangoing service or foreign waters are also included as parts of this approved group.

To be eligible for Veterans Administration benefits, each member of the group must meet the following eligibility criteria:

1. Was employed by the War Shipping Administration or Office of Defense Transportation or their agents as a merchant seaman documented by the U.S. Coast Guard or Department of Commerce (Merchant Mariner's Document/Certificate of Service), or as a civil servant employed by the U.S. Army Transport Service (later redesignated U.S. Army Transportation Corps, Water Division) or the Naval Transportation Service; and
2. Served satisfactorily as a crewmember during the period of armed conflict, December 7, 1941, to August 15, 1945, aboard
 - (a) merchant vessels in oceangoing, i.e., foreign, intercoastal, or coastwise service (46 USCA 10301 & 10501) and further to include "near foreign" voyages between the United States and Canada, Mexico, or the West Indies via ocean routes, or
 - (b) public vessels in oceangoing service or foreign waters.

Before an individual can receive any Veterans Administration benefits, the person must first apply for an Armed Forces Discharge Certificate by filling out a DD Form 2168 and sending it to one of the following offices:

Merchant Marine: Commandant (GMVP-1/12)
United States Coast Guard
Washington, DC 20593-0001

Army Transport Service: Commander
U.S. Army Reserve Components
Personnel & Administrative Center
(PAS-EENC)
9700 Page Boulevard
St. Louis, MO 63132-5200

Naval Transportation Svc: Naval Military Personnel Command
(NMPC-3)
Navy Department
Washington, DC 20370-5300

Forms are available from Veterans Administration offices, Merchant Marine veterans organizations, and from the offices listed above.

Defense Report Outlines Steps to Rebuild Fleet

If the United States doesn't start right now to rebuild its merchant fleet, drastic and expensive measures will be needed later.

That's the gist of the recommendations just released by the presidentially-appointed Commission on Merchant Marine and Defense. The commission's role was to determine just how the U.S.-flag merchant marine could meet the nation's sealift and security needs.

The commission's first report outlined the reasons why the merchant fleet, in its current state, would fall short in almost any emergency scenario. The main problems it pointed out were the shrinking number of ships and manpower and the lack of any coherent national maritime policy.

The commission calls for seven steps to rebuild the U.S. fleet to meet defense needs. The recommendations range from the simple—defining a national maritime policy—to the more complex—promotional programs ranging from build and charter to subsidy

reform.

The commission warned that if action is not taken soon, the nation could be faced with the need to impose stringent commercial cargo preference laws and direct construction and operating subsidies.

"At one time or another during the past several years, the SIU has addressed the issues in the commission's second report. This Union is looking forward to working with Congress and the administration to implement these recommendations that could establish a well-rounded maritime program that will guarantee a merchant fleet and shipbuilding base big enough to meet minimal national security needs for years to come," said SIU President Frank Drozak.

Drozak pointed out that the recommendations in the report would be of "minimum cost but maximum benefit." He said he agreed with the commission's prediction that if action isn't taken soon, the cost down the line will be very high.

"Here is a chance to do something now. The condition of the maritime industry is no secret. In addition, defense planners and industry experts have been warning for years that there are just not enough ships and seamen to meet any major needs in a conflict," Drozak said.

He praised the commission for declaring that the best way to meet defense needs is through a healthy and privately-owned merchant marine.

"The sealift component of the national defense effort must be solidly founded in a privately-owned commercial merchant marine, operating profitably in the domestic and foreign commerce of the United States and capable of carrying a substantial share of the United States' imports and exports, and in a shipbuilding industry with adequate ability to construct and repair the ships required for rapid expansion of the nation's sealift capability in time of war or national emergency," the commission said.

"The problems of the maritime in-

dustries are complex and pervasive. The solutions must be multifaceted and their implementation must be sustained consistently over time, must be all-encompassing, and must begin with the imposition of immediate measures. The nation as a whole should bear a major portion of the cost of revitalizing our maritime industries in order to enable those industries to play their required part in maintaining our national security," the commission said.

"Let there be no doubt that this nation can no longer view the United States merchant marine and our maritime industries as 'nice to have'. A failure to revitalize the industries at this juncture may be a grave blow to the nation's security in the future," it said.

Commission Chairman Jeremiah Denton said the recommendations are intended to "make it possible by 1990 to have established favorable trends in the capacity of our merchant marine to meet minimum security needs."

The Recommendations

Following are the recommendations made by the Commission on Defense and the Merchant Marine. These recommendations were taken from the commission's executive summary of their report.

In its first report, *Findings of Fact and Conclusions*, dated Sept. 30, 1987, the commission found "clear and growing danger to the national security in the deteriorating condition of America's maritime industries." Subsequent developments have done nothing to change that conclusion; indeed, reactions to the report have underlined the severity and the urgency of the situation.

In accordance with the mandate given to them in law, in this, their second report, the commissioners provide recommendations based upon the study that led to the first report.

The commissioners make seven principal recommendations for legislative action, action by the executive branch, and action by the private sector:

First, the commissioners recommend that, as the initial step in reversing the downward trend in the United States maritime industries, the president, by executive order, state a national policy. The policy should reaffirm the need of the United States for a strong merchant marine fleet and shipbuilding and ship repair industry, relate that need to national security and defense requirements, and assign responsibilities to the applicable federal agencies to take the requested actions.

In their first report, the commissioners concluded that such a policy statement should include seven points, and they reaffirm that conclusion as part of the recommendation. For immediate effect, the commissioners recommend that the president issue a National Security Decision Directive to direct all federal departments and agencies to take all steps within their current authority and discretion to preserve and begin the rebuilding of the United States-flag merchant marine and its supporting United States shipyard industrial base.

Second, the commissioners recommend that Congress and the administration act decisively and promptly during the second session of the 100th Congress to complete ongoing efforts to develop and enact into law a meaningful Operating Differential Subsidy (ODS) reform package. The package should ensure more flexible and competitive United States-flag carrier service, remain within reasonable budgetary constraints, and function to sustain and expand the contributions of the commercial merchant marine to the strategic sealift capability of the United States. The package should allow authority for limited and controlled worldwide procurement of ships in parallel with implementation of new domestic commercial shipbuilding programs.

Third, the commissioners recommend the immediate development and implementation of a "Procure and Charter" program. The program should be designed to develop preliminary and detail designs for commercially viable yet militarily useful dry and liquid cargo ships suitable both for mobilization requirements and for commercial service, should provide for the construction of prototypes, and should include multi-year construction and procurement of such ships.

The program should, additionally, include changes for laws that currently limit the length of government charters, and should provide for design and prototypes construction of mobilization ships optimized for military utility and speed of construction.

The recommendation includes the possible construction of troop transports to be available as mobilization assets and for maritime training; continuation of improved versions of existing programs of support for domestic commercial ship construction; tariff reforms to assist the United States ship repair industry; and efforts to stimulate and promote the construction of military ships for foreign military sales.

Fourth, the commissioners recommend that the congress and the administration act to create more equitable competitive conditions for the maritime industries by removing impediments to trade, either through negotiations or by the imposition of sanctions against foreign countries that discriminate against the United States, and that the administration incorporate the interests of United States-flag ship operators in trade negotiations.

Further, the departments of Commerce and Transportation, along with other government agencies, should develop and implement programs to encourage United States firms to increase their participation in foreign trade; the Congress and the departments of Commerce, Transportation, and Treasury should develop programs to promote greater use of United States-flag ships by United States firms, including United States owned subsidiaries located overseas; and the executive branch and Congress should strengthen and expand existing cargo reservation programs and legislation to include all government or government-impelled cargo in order to increase cargo availability for United States-flag ship operators and to stimulate merchant ship construction in the United States. The goal of the efforts should be the sustained growth of the percentage of American foreign commerce carried on United States-flag ships, from about 4 percent today to at least 8 percent within 10 years.

Fifth, the commissioners recommend that the administration and Congress support and improve the existing cabotage laws (commonly referred to collectively as the Jones Act) and resist any attempts either to weaken or to eliminate them. Simultaneously, the administration and Congress should develop and implement measures to provide ship operators in the Jones Act trade with incentives to improve the quality and military utility of their ships and should, if the potential benefits are found to exceed the costs, extend the Jones Act to require the use of United States-flag tankers for any voyage beginning and ending within the United States 200 nautical mile Economic Exclusion Zone in order to preserve that essentially domestic trade for United States-flag militarily useful tankers and their United States citizen crews. In addition, the administration and Congress should retain and enforce the current laws that effectively prohibit the export of United States produced oil, and studies should be made of the costs and benefits of extending the Jones Act to the Virgin Islands and of extending the Jones Act to cover commercial activities.

(Continued on Page 7.)

Effective Manning Is the Key to a New Revitalization Of the U.S. Maritime Industry

This is the fourth in a series of commentaries on the changes that have taken place in shipboard manning and new concepts in manning and productivity.

* * *

On Nov. 2-4, 1987, the U.S. Maritime Administration hosted a conference at the Merchant Marine Academy in Kings Point, N.Y. which was attended by executives of nearly every major U.S.-flag shipping company, the Coast Guard and leaders of maritime labor organizations. The purpose: to take a frank and open look at the competitive position of the U.S.-flag maritime industry, particularly as it relates to shipboard manning.

The conference was put together by Cornell University. In its announcement of and invitation to the three-day meeting, MARAD allowed as how both industry and some maritime unions have worked out manning innovations, but suggested that further adjustments are needed if the industry is to be competitive in the world market.

Unfortunately, not all of maritime labor attended the meeting: it would have been helpful to have had their experience and insights expressed. The discussions were candid and open. And while none of those who attended agreed with all of the opinions and recommendations that were offered, it was important that all segments of our industry have an opportunity to discuss and debate their viewpoints.

"Effective Manning"

One general consensus that emerged from the conference, though not unanimous, was that *competitive* manning is a misleading label, and that the true focus of the conference should be on *effective* manning. And it was argued right from the beginning by SIU President Frank Drozak that effective manning does not mean smaller crews, but rather a more flexible and productive use of existing crews.

All of the conference participants were aware of the renewed interest, particularly among the fleets of Norway, Holland and Japan, in general purpose manning and the cross-utilization of unlicensed crewmembers who would be responsible for safe navigation at sea as well as underway maintenance and repair work on deck and in the engineroom. Much of their focus centered on this concept of general purpose crews as one of the ways in which the industry can become more competitive. In their conclusions, however, all of those who attended the conference recognized that labor costs are only one element of the picture.

While they concluded that the implementation of general purpose crewing and the use of riding crews could offer significant economic benefits to the shipowners by eliminating the need for expensive shoreside "bicycle shops," they recognized two other

significant factors:

- The U.S.-flag maritime industry is in a unique position in that it has both commercial and national defense obligations. This means that to look only to reducing crew size to reduce operating costs runs counter to the national defense requirement for an adequate seafaring manpower pool.

- Experience has shown that without enlightened government support in terms of both cargo and subsidy, U.S.-flag operators will never be able to compete against either the flag-of-convenience fleets with their substandard wages and conditions, or against the heavily state-supported fleets of other maritime nations.

Following adjournment, the conference established five on-going committees to further explore the issues raised during the sessions.

Among the five is the Statutory and Regulatory Committee, chaired by SIU President Frank Drozak, Exxon Shipping President Frank Iarossi, and U.S. Coast Guard Rear Admiral John Kime. It will explore ways to reduce existing crossover and three-watch restrictions

Senate Ratifies ILO Conventions

With the backing of the SIU, the Senate, for the first time in 35 years, overwhelmingly ratified two International Labor Organization (ILO) conventions. Convention No. 147 sets up minimum worldwide standards for seafarers, and No. 144 establishes a tripartite consultation system of labor, management and government on matters relating to the ILO.

"By ratifying these two conventions, the U.S. sends a clear signal that it intends to play a central role in the ILO efforts to raise living and working standards worldwide," said Stephen I. Schlossberg, director of the ILO's Washington branch.

SIU President Frank Drozak praised the Senate's action. "The ILO is an important organization and it's gratifying that after so long, the U.S. can throw its support behind these conventions. The SIU and other unions have been active in the ILO for years and now with this, we can say the U.S. government is too."

U.S. maritime law supersedes the minimum seafaring standards set up in No. 147. But enforcement of these standards could have a beneficial effect on U.S. seafarers by raising worldwide safety and pay standards and narrowing the cost gap between seamen from traditional maritime countries and those from the underdeveloped nations.

In a statement prepared for the Senate, Drozak said:

"The SIU welcomes ratification of ILO Convention No. 147 since it constitutes an acceptable, albeit minimal, international standard for employment of seafarers on vessels engaged in maritime transport. The need for an international instrument on the maintenance of minimum standards on vessels cannot be disputed. Worldwide cases of abuse and criminal activity

as they apply to underway vessel maintenance and repair. This committee will hold its first meeting March 1, and Drozak has urged all maritime labor organizations to attend and participate.

The other committees which were set up are: Effective Use of Existing Manning, Multi-Unions, Get Cargo, and the Ship of the Future.

In urging fuller participation in this dialogue, Drozak said: "In my judgment, all of us in maritime labor must take a hard and realistic look at the current state of our ailing industry. In order to compete in an increasingly hostile international world market, the U.S.-flag maritime industry is in need of responsible and effective governmental assistance. However, we also need to look at our own manning practices. One by one, our foreign competitors are moving toward a dual purposes shipboard crew to perform vessel operation and underway maintenance activities. This is what the committee intends to address: the role of flexibility in an effective manning environment."

Drozak stressed that there are no hidden agendas, and that there needs to be full expression of ideas from all sectors of maritime labor. He said: "I do not pretend to have all the answers, nor do I know what the eventual outcome of these meetings will be. I do feel that on issues which affect manning it is my responsibility to assume an active role and to seek the comments and suggestions of the leaders of all unions, licensed and unlicensed."

* * *

This, then, is the trend. Whether we like it or not, changes they are coming. We in the SIU have always faced the hard facts, and made the right decisions. We have been able to do this because our membership is informed and united. Another of our strengths has been that we have always participated in changes within our industry rather than avoid our responsibilities. Pretty much we managed to control our destiny, rather than be the victims of it.

by unscrupulous shipowners who engage seafarers from countries with subsistence economies at very low wage rates and few other social advantages are widespread.

"Cost savings achieved by ignoring standards at sea is a certain formula for human misery, unreliable crews and lost ships. Well-trained professionals will not accept such conditions of employment; that is the reason that most substandard vessels or vessels under fly-by-night registries are often manned by unskilled, poverty stricken nationals of developing countries for whom a job at sea appears to represent a chance for betterment, but which in fact often represents further impoverishment.

"The close relationship between safety at sea and conditions of employment cannot be underestimated. Vessels registered under traditional maritime flags have lower loss rates because of higher training standards and government enforced operating regulations. The stark contrast be-

tween the limited losses among traditional maritime nations with high manning and safety standards and acceptable conditions of employment and the high-loss record of convenience registries with no crew restrictions and little or no safety and training enforcement is perhaps the most compelling reasons for ratification of minimal international standards as found in ILO Convention 147."

ILO Deputy Director General David Taylor, ranking American official in the Geneva-based organization, hailed the Senate's "historically important" action while in the country on official business.

"One cannot stress how crucial it is for the United States to show the rest of the world the importance the nation attaches to international labor standards," Taylor said. "This decisive action by the Senate underscores the U.S. commitment to the ILO and its broad programs for human rights and progress."

Pensioners

The following SIU members have retired on pension:

DEEP SEA
Algonac
Gerard A. Doering
Houston
Marion E. Beeching
Jacksonville
Antonio Llanes
Mobile
Jack A. Olsen
New Orleans
Virgil S. Alford, Jr.
New York
Standmore Bell

Benjamin Freeman
Humberto Ortiz
Peter Sernyk
Seattle
Pedro Cortez
Peter E. Dolan

**SUPPORT
SPAD**

Tax Time Again

The W-2's have been mailed and April 15 may seem a long way away, but it has a habit of sneaking up. There have been some changes in the U.S. tax laws. Here, from the IRS are the important changes, also an explanation of long-trip tax problems Seafarers may have.

Consult your tax booklet from the IRS for step-by-step filing instructions.

Important Tax Law Changes

These changes are a result of the Tax Reform Act of 1986. They apply to tax years beginning after 1986, unless otherwise noted.

Reduced Tax Rates. Most of the rates have been reduced and the rate structure has been simplified; for 1987 there are only five tax rates ranging from 11% to 38.5%.

Increased Exemption Amount. For 1987 the deduction allowed for each exemption is \$1,900 (up from \$1,080).

Increased Standard Deduction. The standard deduction (formerly the zero bracket amount) has increased for most individuals.

Age 65 or Over or Blind? The additional personal exemption for individuals who are age 65 or over or blind is no longer allowed. However, if you were 65 or over or blind and you do not itemize your deductions on Schedule A (Form 1040), your standard deduction is generally more than that allowed to other nonitemizers. See **Standard Deduction for Persons Age 65 or Over or Blind** for details.

Social Security Numbers of Dependents. If you claim any person age 5 or over as a dependent, show that person's social security number on your return. If your dependent does not have a number, see the instructions for line 6c.

New Rules for Children and Other Dependents. If you can be claimed as a dependent on another person's return (such as your parents' return), the following rules apply:

- You may have to file a return for 1987 if your gross income is more than \$500. (See **Children and Other Dependents** for details.)
- You cannot take an exemption for yourself.
- Your standard deduction may be limited. (See **Standard Deduction for Children and Other Dependents** for details.)

Increased Earned Income Credit. For 1987 the income limit is \$15,432 and the credit can be as much as \$851. See the instructions for line 56 for more details.

Repealed Tax Benefits. The following benefits are no longer allowed:

- Dividend exclusion.
- Capital gain deduction of 60% for long-term capital gains.

- Partial exclusion of unemployment compensation.
- Deduction for a married couple when both work (**Schedule W** (Form 1040)).
- State and local sales tax deduction.
- Charitable contribution deduction for nonitemizers.
- Income averaging method to figure your tax (**Schedule G** (Form 1040)).
- Partial credit for political contributions.

Maximum Tax on Capital Gains—28%. If you have a net capital gain, your tax may be less if you can use the Alternative Tax Computation on **Schedule D** (Form 1040) to figure your tax. See Part IV of Schedule D to see if you qualify.

Filing Requirements. Generally, the amount of income you can have before you are required to file a return has increased. See **Who Must File** for the new income levels.

Tax on Investment Income of Children Under Age 14. For 1987 children under age 14 who have more than \$1,000 of investment income (such as taxable interest or dividends) will generally pay tax on such income at their parents' tax rate. The children's other income, if any, will be taxed at their own tax rate. See **Form 8615** under the line 37 instructions.

Alternative Minimum Tax. The tax rate has been increased to 21% and several tax preference items have been added or deleted. See the instructions for line 49 for more details.

Travel, Meal and Entertainment Expenses. Generally, only 80% of your qualified meal and entertainment expenses may be deducted. Meals do not qualify unless certain requirements are met. The rules regarding travel as education, luxury water travel, convention expenses and tickets for entertainment have also changed. Get **Publication 463**, **Travel, Entertainment, and Gift Expenses**, for details.

Employee Business Expenses. Generally, your unreimbursed business expenses are allowed only as a miscellaneous itemized deduction on **Schedule A** (Form 1040) and only to the extent they exceed 2% of your adjusted gross income. Get **Publication 463** for details.

Individual Retirement Arrangements (IRAs). Generally, if you were not covered by your employer's retirement plan, you may still deduct up to \$2,000 of your IRA contributions but not more than your earned income. However, if you were covered by a retirement plan at work, your IRA deduction may be reduced or eliminated. Nondeductible contributions may now be made to IRAs. See the instructions for line 24a and 24b for details.

Moving Expenses. Moving expenses are allowed only as an itemized deduction on **Schedule A** (Form 1040).

Medical and Dental Expenses. You may deduct medical and dental expenses that are more than 7.5% of your adjusted gross income.

Self-Employed Health Insurance Costs. If you were self-employed, you may be able to deduct as an adjustment to income up to 25% of the amount paid for health insurance for you, your spouse, and dependents. See the instructions for line 25 for details.

Tax-Exempt Interest Income. If you are required to file a return, any tax-exempt interest income you received or exempt-interest dividends you received from a mutual fund or other regulated investment company must be listed on your return. See the instructions for line 9 for details.

Interest Expense—

- Home mortgage interest on your residence is generally fully deductible. However, interest on a mortgage taken out after August 16, 1986, may not be fully deductible. See the Schedule A instructions for lines 9a and 9b for details.
- For 1987 only 65% of personal interest (such as interest on car loans and credit card balances for personal expenses) is deductible.
- Investment interest (such as interest on a loan used to buy stock) is generally deductible to the extent it does not exceed your net investment income.

For more details, see the Schedule A instructions for lines 9a through 13

Allocation of Interest Expense. Whether your interest expense is subject to the new limits that apply to personal and investment interest depends on how and when the loan proceeds were used. Special rules apply in determining the type of interest paid on loan proceeds deposited in a personal account (such as a checking account). For more details, get **Publication 545**, **Interest Expense**.

Other Changes. The rules regarding the following items have also changed:

- Depreciation and section 179 deduction (get **Publication 534**, **Depreciation**).
- Office in the home (get **Publication 587**, **Business Use of Your Home**).
- Tax treatment of scholarships (get **Publication 520**, **Scholarships and Fellowships**).

Additional Information. If you want more information about these and other tax law changes, get **Publication 553**, **Highlights of 1987 Tax Changes**, or **Publication 920**, **Explanation of the Tax Reform Act of 1986 for Individuals**.

Long-Trip Tax Problems

A major tax beef by seamen is that normally taxes are not withheld on earnings in the year they earned the money, but in the year the payoff took place.

For example, a seaman who signed on for a five-month trip in September 1986, paying off in January 1987, would have all the five months' earnings appear on his 1987 W-2 even though his actual 1987 earnings might be less than those in 1986.

There are ways to minimize the impacts of this situation. For example, while on the ship in 1986, the Seafarer undoubtedly took draws and may have sent allotments home. These can be reported as 1986 income.

Unfortunately, this raises another complication. The seaman who reports these earnings in 1986 will not have a W-2 (withholding statement) covering them. He will have to list all allotments, draws and slops on the tax return and explain why he doesn't have a W-2 for them. Furthermore, since no tax will have been withheld on these

earnings in 1986, he will have to pay the full tax on them with his return, at 11 percent or upwards, depending on his tax bracket. The earnings will show up on his 1987 W-2. The seaman then, on his 1987 return would have to explain that he had reported some of his earnings in 1986 and paid taxes on them. He would get a tax refund accordingly.

In essence, the seaman would pay taxes twice on the same income and get a refund a year later. While this will save the seaman some tax money in the long run, it means he is out-of-pocket on some of his earnings for a full year until he gets the refund.

This procedure would also undoubtedly cause Internal Revenue to examine his returns, since the income reported would not coincide with his W-2 forms.

That raises the question, is this procedure justified? It is justified only if a seaman had very little income in one year and very considerable income the next. Otherwise the tax saving is minor and probably not worth the headache.

Personals

Al Stewart

Please pick up your gear in Las Vegas.

—Mike Klepies

Steven Cornwell

Please get in touch with Samuel and Gloria Moore. Very important. (301) 843-8325.

PRESERVE UNION BENEFITS



KEEP ON BUYING AMERICAN

Cheaper by the Dozen—Sea-Land Buys Econships

Seafarers will crew the world's largest containerships starting next month if Sea-Land's proposal for the 12 former U.S. Lines Econships meets government approval.

Sea-Land bought the 12 giant vessels earlier this month. They had been idle since U.S. Lines declared bankruptcy in 1986. Reports are that the company paid about \$13-14 million per ship. The Korean-built containerships originally cost about \$47 million each.

An unusual aspect of the deal is the chartering agreements Sea-Land en-

tered into with two foreign-flag companies, the British Trans-Freight Lines (TFL) and the Dutch Nedlloyd Lines. In addition to chartering space on each ship, TFL will time-charter three ships and Nedlloyd two. But Sea-Land will own and manage the five time-chartered ships and each will fly the U.S. flag and carry U.S. crews.

The new ships, which will be called Atlantic class vessels, will operate on three routes—between American North Atlantic ports and the United Kingdom and Northern Europe; between the U.S. East Coast and the Mediter-

ranean and between U.S. Gulf and South Atlantic Ports and the Mediterranean.

Sea-Land is expected to transfer its D-9s to the company's Pacific routes and move other ships in its fleet around. There is also indication the older C-4s may be laid up.

SIU President Frank Drozak said Sea-Land's purchase of the ships would not increase the total number of jobs with Sea-Land but could improve job security by strengthening the company's economic position.

The company plans to modify each ship to increase its speed from 16 to 19 knots. One of the criticisms of the ships when U.S. Lines operated them was the slowness of the vessels. Also, the ships will be modified to carry more 20-foot containers and reefer boxes. Built originally to carry 4,200 TEUs, the three carriers have agreed to limit the ships' capacity to 3,400 TEUs.

The Federal Maritime Commission must approve the plans for the chartering agreements, and indications are the commission will do so.

Coast Guard Budget Cuts Could Have Safety Impact

Ship traffic in New York Harbor, Valdez, Alaska and New Orleans is going to become a little trickier in April. That's when the Coast Guard, faced with a \$100 million budget cut, will close its Vessel Traffic Service in those ports.

In addition to those closings, the Coast Guard will be forced to close nine search and rescue stations, cancel all routine search and rescue patrols and curtail its drug interception program by 50 percent. Fourteen marine safety offices will be shut down and eight others will face reductions. More than 1,000 people will lose their jobs by September.

There is a move afoot in Washington

to restore some of the money to the service's budget, but it has met some opposition.

The curtailment of the drug smuggling interceptions has caused a stir. Routine Coast Guard patrols accounted for about 90 percent of the arrests the service made for smuggling. Those arrests accounted for the seizure of more than half all the cocaine seized last year.

The effect on New York Harbor traffic could be large. Currently the Coast Guard monitors about 700 vessel movements a day by radar, radio and television in the busy port. If the Vessel Traffic Service is closed, all merchant ships, tugs and ferries will

(Continued from Page 4.)

conducted within the 200 nautical mile Economic Exclusion Zone.

Sixth, the commissioners recommend that the Department of Defense, in conjunction with the Federal Maritime Commission and the Maritime Administration, change the method for solicitation for procurement of ocean transportation services to a stable rate system based on the established tariff rates use for commercial shippers. The commissioners also recommend that the Department of Defense and the Department of the Navy review all policies, instructions, and take appropriate actions to correct and balance the effects of the implementation of programs to the maximum extent allowed by law.

Seventh, the commissioners recommend that the federal government initiate and spearhead a joint public and private effort to improve business efficiency by elimination of unnecessary rules and regulations, by identification of areas for improvement of efficiency and productivity, by advancing intermodalism, and through development and interchange of ideas. That effort should take the form of the creation of "Task Forces" on American Maritime Efficiency, on American Shipyard Efficiency, and on Intermodal Transportation Policy and Development. The commissioners also recommend the encouragement of cooperative and shared research and development funding efforts between the maritime industries and government, and the establishment of a Department of Transportation sponsored program for industry interaction and industry and government consultation.

In addition, the commissioners believe that efforts must be continued to define and validate the requirements for strategic and economic support sealift, and to specify the resources existing or needed to meet the requirement. To that end, the commissioners have stated several specific areas for examination by the Department of Defense and the Department of Transportation.

Finally, regarding possible future recommendations, the commissioners underscore the alarming deterioration in the maritime industries and emphasize the need for immediate action. If sufficient progress cannot be made by both industry and government, there may be no alternative to more drastic and less efficient measures, including the imposition of cargo reservation measures on commercial cargoes. The commissioners reaffirm their belief that the sealift component of the national defense effort must be solidly founded in a privately owned commercial merchant marine operating profitably in the domestic and foreign commerce of the United States, and in a shipbuilding industry with adequate ability to construct and repair the ships required for rapid expansion of the nation's sealift capability in time of war or national emergency.

WWII Historian Seeks Help

Captain Arthur R. Moore, World War II Merchant Marine historian, is looking for survivors of the following ships in an attempt to find out more details of their loss. He would especially like to find the names of the four or five men lost when the *Cassimir* went down.

MS Oregon, sunk in collision with *USS New Mexico* (17 men lost off *Oregon*) on Dec. 10, 1941.

MS Cassimir, sunk in collision with *Grace Line SS Lara* on Feb. 26, 1942.

SS Dixie Sword, sunk in a gale on Nantucket Shoals on Feb. 12, 1942.

SS Brazos, sunk in collision with *HMS Archer* on Jan. 13, 1942.

SS San Jose, sunk in collision with *SS Santa Elisa* on Jan. 17, 1942.

Capt. Moore can be reached at: Rt. #1, Box 210, Hallowell, Maine 04347.

have to rely on each other to avoid mishaps.

The Coast Guard said that normally about two-thirds of the ships keep in touch with the voluntary tracking service each day. In bad weather almost

all ships use the service.

The Coast Guard also plans to decommission two ice breakers, close the Chicago Air Station and phase out its Curtis Bay Yard near Baltimore, Md.

Burial at Sea

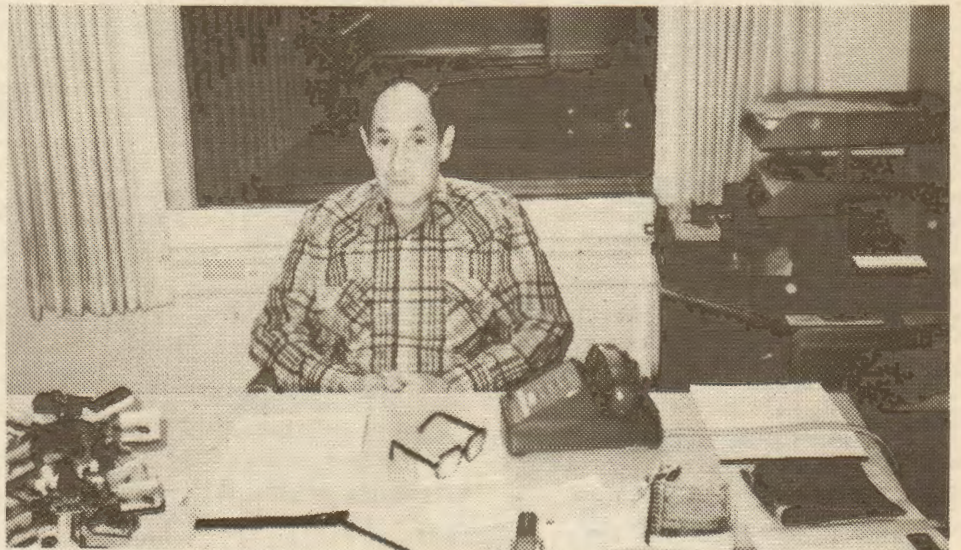
Foote, MC&S Stalwart Dies

The crew of the *SS Galveston* (Sea-Land Service) assembled on the fantail Oct. 1, 1987 to bid farewell to an old shipmate, George Laurence Foote. Foote, 76, died Sept. 6, 1987 in Portland, Ore. Before his retirement, the former Marine Cooks and Stewards Union official was a patrolman in the port of San Francisco and a port agent in Portland. He sailed in the steward department in all capacities—on passenger and cargo liners alike.

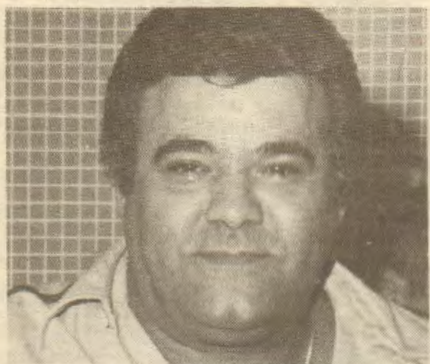
The entry in the *Galveston's* log for

Oct. 1 reads: On this day at 1527 while at latitude 49°-20'N and longitude 126°-52'W, the *SS Galveston* was stopped to lay to rest at sea the remains of an old shipmate, George Laurence Foote, in 74 fathoms of water. The crew was mustered on the fantail for final words of farewell. Three long blasts were sounded on the ship's whistle.

The service at sea was arranged by his son-in-law, Chief Mate C. Tinsley. Foote is survived by his wife, Genevieve K. Foote.



Former Marine Cooks & Stewards patrolman and port agent George Laurence Foote was buried at sea by the crew of the *Sea-Land Galveston*.



Great Lakes
by V.P. Mike Sacco

THE Great Lakes maritime industry has all but come to a standstill with the onset of winter. Many Great Lakes seamen use this time to upgrade; I use it to take inventory.

All in all, it was a good year for maritime up here. The Great Lakes Task Force, led by Mel Pelfry of District 2, was in the forefront in the fight to get transportation excluded from the provisions of the Canada Free Trade Agreement. Had we not been successful, the future of the entire U.S.-flag fleet would have been jeopardized.

Activity on the Lakes was up slightly from last year. In addition, the heads of the port facilities in this region made great progress in marketing the Great Lakes maritime industry.

Few people outside the region understand how central the maritime industry in this region is to this country's economic and security interests. Industry in the Great Lakes has been traditionally recognized as "The Arsenal of Democracy." American ships and American seamen make that arsenal readily transferable overseas.

The economic well-being of the Midwest is tied to its maritime industry, and vice versa. One of the unresolved issues facing the industry is the deterioration of the St. Lawrence Seaway. If the Great Lakes maritime industry is to reach its full potential, then the Seaway must be renovated.

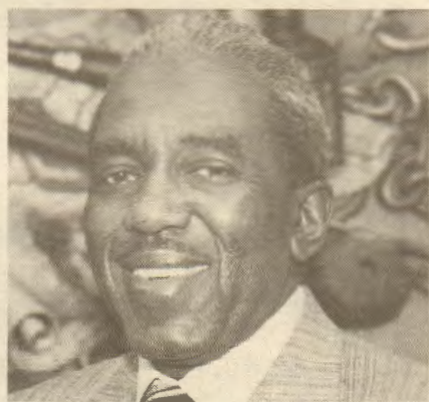
One of the big issues facing shippers in this region is user fees. We continue to oppose the imposition of any additional fees, especially since shippers here have to pay for the upkeep of the St. Lawrence Seaway.

The dredging industry received a boost in the arm from enactment of the Port Development Act. Yet the shipbuilding industry has continued to deteriorate at an alarming rate. Unfortunately, it does not receive an equitable share of the Department of Defense shipbuilding dollars. Only 3 percent of the Navy's construction budget is spent here.

One of the most satisfying developments of the past year was the ability of American and Canadian seamen to work together on issues of importance. The SIU of Canada played an instrumental role in our success on the Canadian Free Trade issue, and a growing number of their members are using our training facilities in Piney Point to upgrade their skills.

The issues facing seamen today travel across international boundaries; the movement toward flag-of-convenience registries in developed countries makes it imperative that we continue to forge strong ties with our counterparts abroad.

Area Vice Presidents' Report



East Coast
by V.P. Leon Hall

SIUNA Vice-President Jack Caffey has been appointed to the six-man executive board of the New York State Federation of the AFL-CIO. This gives the SIU a strong voice in formulating grassroots policy.

The group is busy preparing for the upcoming presidential election. In addition, it takes a stand on local issues, many of which are important to our members.

Right now the committee is studying the problems facing retired workers in the region. They are looking into such complex issues as housing and health care.

These are important issues to many of our pensioners in the area. No one can walk into the Brooklyn hall without seeing the familiar faces of George Alexander and Joe Powers, retired SIU members who played an important role in many of this Union's early beefs.

Our retired members are quite proud of the decision to grant veterans status to seamen who served in World War II. The fact that the federal government dragged its heels for 43 years does not diminish the honor. Vietnam veterans did not need a memorial to validate their patriotism; correspondingly, with or without recognition from the Department of Defense, merchant seamen who served in World War II would have been heroes.

Still, the honor is welcome and long overdue. Columnist James Kilpatrick said it best when he wrote, "merchant seamen wrote a valiant chapter in the history of warfare at sea . . . most of them will get only a flag and a headstone in a military cemetery . . . (but) at last they are to be counted as veterans."



Government Services
by V.P. Buck Mercer

THE OMB Circular A-76 Program, the process by which private

steamship companies can bid on the right to operate MSC ships, has had a drastic, adverse effect on the Military Sealift Command. So much so that in their determination to stay in the bid war against private operators, MSC has come up with a Management Efficiency Study of Cable Operations Ships that calls for (1) crew reductions, (2) licensed officers doing unlicensed crews work, (3) cafeteria-style feeding, (4) change in working hours and (5) elimination of most overtime, as well as other recommendations that if put into practice would change the entire concept of the working order of the maritime industry.

Throughout their efficiency study, MSC refers to changes that have been accomplished in the commercial industry. However, MSC failed to mention that changes in the commercial maritime industry came about because of new mechanized equipment and through negotiations—and were agreed to by the companies and the unions involved.

The same can be said of shipboard maintenance where their study has knocked out maintenance billets and expects licensed officers to do the work that rightfully belongs to unlicensed personnel.

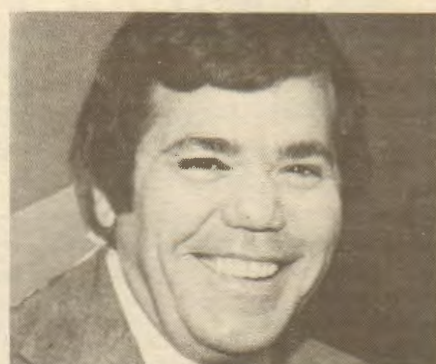
Cafeteria-style mess facilities that have been recommended and put into practice by MSC are in evidence on the *USNS Albert J. Myer*. We have reports that sanitation aboard that ship has been forgotten and that when the vessel left the shipyard, the salad bar was left on the dock. The *USNS Neptune*, which has yet to go to the shipyard for cafeteria modifications, is feeding cafeteria-style with crewmembers trepping through the galley in order to pick up their food.

By using the cafeteria-style concept, MSC figures to reduce steward department personnel as well as eliminate most overtime payments to remaining stewards. Here again, while commercial steamship companies did reduce steward personnel by virtue of cafeteria-style feeding, overtime payments increased considerably.

Their recommendations also included reductions in deck and engine officer personnel as well as the unlicensed crew, while requiring watch personnel, officers and crew to perform work while on watch.

The smart boys who sit in their ivory towers in Washington D.C. and do these efficiency studies and make their recommendations probably have never been in a cable tanker pulling 21-quad cable for a watch. These highly-paid efficiency experts use the old meat-ax approach in their recommendations in an attempt to reduce overhead costs of about 2 million dollars per year, all at the expense of their marine personnel.

If, indeed, all these recommendations were put into practice, just how long does MSC think their manpower pool would remain loyal to MSC? If MSC deserts their marine personnel, it follows that their marine personnel will leave MSC.



Gulf Coast
by V.P. Joe Sacco

THE most striking thing about the 1988 presidential election is that the 13 declared candidates have agreed on only one thing: education.

Every single expert agrees that the United States can remain competitive in international markets only by improving the quality of its educational facilities. I have studied most proposals in this area and have found them lacking.

Almost all the studies deal with traditional educational facilities. Yet the question remains, how do you save beleaguered American industries by improving the quality of education? What is the correlation?

Most existing schools are geared to train students before they enter the marketplace, or to retrain them after an industry relocates overseas. Very few focus their attention on improving the skills of their students so that an American industry can remain competitive.

That is why I believe that schools such as the Harry Lundeberg School represent the next stage in the development of American education. Our mission is unique: to train our workers so that they can enable an American industry to survive.

Progress has been slow but steady. It is hard to believe, but 20 years ago the Harry Lundeberg School was nothing more than a series of empty barracks. The officials of this Union built the school the hard way, with their own hands.

I spent months dredging the channels of the St. George's River so that sophisticated maritime training facilities could be anchored at the school. Each pier was nailed one board at a time; and the same was true of the curriculum.

Today, we have a school which boasts some of the finest maritime facilities in the country. The Army and Navy come to Piney Point to make use of the Haaglud Crane. Our simulator is the most advanced you can train on.

We have some of the finest instructors in the world. An upgrader who takes Refrigeration with Eric Malzkum is receiving an education second to none.

Still, it is the responsibility of every upgrader to make the school work for him. It is up to you to define your goals; to understand conditions in the industry so that you can adequately prepare for them. No one else will do it for you.

In order to protect their job security, seamen today have to be able to operate in both the deck and engine departments. Cross-utilization is a fact of life. So are computers and sophis-

(Continued on Page 19.)

profiles

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

Rep. Joseph E. Brennan



Rep. Joseph Brennan

WITH the exception of one area, all of Maine's most populous and Democratic counties lie in the 1st District—including Portland, Maine's largest city, and Augusta, the state capital.

Representing this district in the 100th Congress is Joseph E. Brennan (D-Maine), born and raised in Portland. Brennan served two years in the U.S. Army and then graduated from Boston College with a degree in economics. He returned to Maine to receive his law degree from the University of Maine Law School in 1963.

Brennan started his political career in 1964, serving three terms in the Maine House of Representatives. He left the legislature in 1970 for two years after winning the election as district attorney for Cumberland County and then returned to the legislature, serving one term in the Maine Senate.

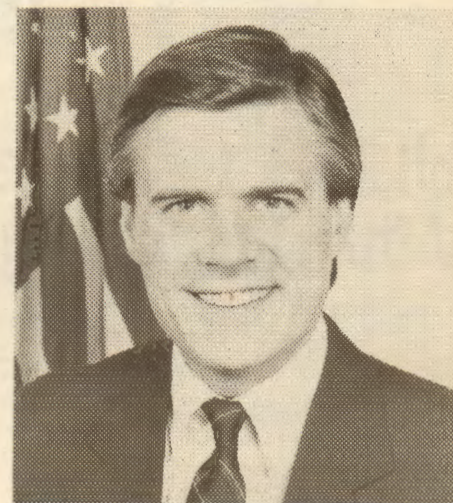
Following two years as the state's attorney general, Brennan was elected governor of Maine, serving two, four-year terms. In his 1982 re-election, Brennan became the first Democrat since the Civil War to win every Maine county in a gubernatorial election.

As governor, Brennan served three terms on the National Governors' Association Executive Committee. He also served as 1982 chairman of the New England Governors' Conference and co-chairman of the New England Governors-Eastern Canadian Premiers. He began his second term by pushing successfully for partial repeal of a tax indexing initiative and in 1984 won passage of an expensive educational package. One issue in the legislature at that time was worker com-

ensation. While there was widespread agreement among state officials that the cost of the program had to be reduced if Maine were to remain an attractive site for business, there was a split among the Democrats on how to proceed—and Gov. Brennan riled organized labor at that time by advocating a series of changes that limited worker benefits.

In his first term as congressman from Maine, Brennan was named deputy Whip for the House Democrats and was appointed to the House Armed Services Committee. He also serves on the Merchant Marine and Fisheries Committee and is one of 83 members of the Congressional Maritime Caucus (established in 1984 by House Merchant Marine and Fisheries Chairman Walter B. Jones, to recruit congressional members and to educate both members and staff about the plight of the U.S. Merchant Marine). Last summer at the Maine Fishermen's Wives Annual Blessing of the Fleet, Brennan said, "A fisherman's work is hard, dangerous, and incredibly important to our economy and our way of life in Maine. I want to listen to your concerns and do what I can to help the fishing industry in my new role as a member of the House Merchant Marine and Fisheries Committee."

Rep. Thomas C. Sawyer



Rep. Thomas Sawyer

THE rubber capital of the world—that's the 14th district of Ohio. For located within the district's confines are the corporate headquarters of the Goodyear, Goodrich, Firestone and General Tire companies, as well as major trucking firms and defense contractors.

And representing the 14th district—one of the most democratic districts in the state—is Thomas C. Sawyer (D-Ohio), a lifelong resident of Akron. Sawyer received a B.A. and M.A. degree from the University of Akron. After graduation, he taught in the public school system and later served as an administrator at a state school for delinquent boys.

In 1976 he ran successfully for the Ohio House of Representatives. As chairman of the House Education Committee, Sawyer provided leadership in Ohio's educational policies and represented the House on the Board of Regents for the governance of higher education. He distinguished himself with a record of achievement in economic development, health and human services, public utility reform, tax reform, statewide budgeting and civil service law.

With a good record behind him, Sawyer was elected mayor of Akron. Under his administration, the city improved budget practices, boosted the delivery of police, water, sewer, health, highway and other municipal services, and was the only major city in Ohio not to ask for a tax hike during his term of office. (In fact, under the Sawyer administration, property taxes in the city of Akron were actually lowered.)

In January 1986, Sawyer announced his candidacy for the 14th congressional district seat being vacated by retiring Congressman John Seiberling. In his first countywide race, Sawyer won the Democratic party's nomination with more than 49 percent of the vote in a tough eight-way primary contest—and then won the general election with 54 percent over a popular two-term county prosecutor.

Upon his election to the U.S. House of Representatives, Sawyer was named to the Committees on Education and Labor, Government Operations, and the Select Committee on Children, Youth and Families. He also was elected a member of the Executive Committee of the powerful Democratic Study Group, the oldest legislative support organization in Congress.

Among the pieces of legislation sponsored or co-sponsored by Rep. Sawyer is H.R. 1958, which he introduced last spring. H.R. 1958, the Critical Skills Improvement Act of 1987, would allocate \$400 million to math and science education in our high schools. It passed the House by a vote of 401 to 1 and was the first major piece of legislation sponsored by a freshman member to be passed by the 100th Congress.

SUMMARY ANNUAL REPORT FOR GREAT LAKES TUG AND DREDGE PENSION FUND

This is a summary of the annual report of the Great Lakes Tug and Dredge Pension Fund EIN 13-1953878 for the year ended Dec. 31, 1986. The annual report has been filed with the Internal Revenue Service, as required under the Employee Retirement Income Security Act of 1974 (ERISA).

BASIC FINANCIAL STATEMENT

Benefits under the plan are provided by the Trust.

Plan expenses were \$567,341. These expenses included \$135,033 in administrative expenses and \$432,308 in benefits paid to participants and beneficiaries. A total of 527 persons were participants in or beneficiaries of the plan at the end of the plan year, although not all of these persons had yet earned the right to receive benefits.

The value of plan assets, after subtracting liabilities of the plan, was \$11,843,247 as of December 31, 1986, compared to \$10,540,242 as of January 1, 1986.

During the plan year the plan experienced an increase in its net assets of \$1,303,005. This increase included unrealized appreciation in the value of plan assets; that is, the difference between the value of plan assets at the end of the year and the price the plan originally paid for those assets. The plan had total income of \$1,748,997, including employer contributions of \$232,138, employer contributions of \$83,055, gains of \$652,082 from the sale of assets, and earnings from investments of \$781,722.

MINIMUM FUNDING STANDARDS

An actuary's statement shows that enough money was contributed to the plan to keep

it funded in accordance with the minimum funding standards of ERISA.

YOUR RIGHTS TO ADDITIONAL INFORMATION

You have the right to receive a copy of the full annual report, or any part thereof, on request. The items listed below are included in that report:

1. An Accountant's reports
2. Assets held for investment
3. Transactions in excess of 3 percent of plan assets
4. Actuarial information regarding the funding of the Plan.

To obtain a copy of the full annual report, or any part thereof, write or call the office of Mr. Leo Bonser, who is the Plan Administrator, 5201 Auth Way, Camp Springs, MD 20746 (301) 899-0675.

The charge to cover copying costs will be \$1.80 for the full annual report, or \$.10 per page for any part thereof.

You also have the right to receive from the plan administrator, on request and at no charge, a statement of the assets and liabilities of the plan and accompanying notes, or a statement of income and expenses of the plan and accompanying notes, or both. If you request a copy of the full annual report from the plan administrator, these two statements and accompanying notes will be included as part of that report. The charge to cover copying costs given above does not include a charge for the copying of these portions of the report because these portions are furnished without charge.

You also have the legally protected right to examine the annual report at the main office of the plan at 5201 Auth Way, Camp Springs, MD 20746 and at the U. S. Department of Labor in Washington, D. C., or to obtain a copy from the U. S. Department of Labor upon payment of copying costs. Requests to the Department should be addressed to: Public Disclosure Room, N4677, Pension and Welfare Benefit Programs, Department of Labor, 200 Constitution Ave., N.W., Washington, D.C. 20216.



Inland News

tug/tow
barge/dredge

NLRB Charges McAllister With Unfair Labor Practice

SIU boatmen who have been on strike against McAllister Brothers Towing operations in three ports are a step closer to winning that fight. The National Labor Relations Board has issued unfair labor practice charges against the company for the way it bargained before a strike began last October.

The NLRB upheld the Union's charges that McAllister, which employed about 150 tug crewmen in Baltimore, Norfolk and Philadelphia, refused to provide the financial information needed by the Union so it could conduct its bargaining with the company.

The company, which operates as McAllister Brothers in Norfolk and Philadelphia and as Baker-Whiteley in Baltimore, claimed during the negotiations that its financial problems were forcing it to demand large concessions from the Union.

Louis D'Amico, NLRB regional director in Baltimore, said the board's investigation into the SIU's charges showed the company had failed to provide the Union with "the information needed to bargain intelligently in light of the position taken by the company."

The complaint issued by the NLRB also said the strike "was caused by and/or prolonged by the unfair labor practices."

"This is a big victory for us," said SIU President Frank Drozak. "The NLRB went through an entire investigation and found enough evidence to issue a complaint."

The next step in the process will be a June 20 trial in front of an administrative law judge. If the judge upholds the complaint, McAllister could be forced to take back all the striking workers and award back pay.

Pensioners

The following Inland members have retired on pension:

Baltimore

Jerome J. Lukowski
Joseph E. Mazurek

Houston

James W. Carroll Jr.

Jacksonville

Robert C. Teabout

New Orleans

Stanley Guidry

Norfolk

Myron T. Lupton
Francis P. O'Connell
Carroll L. Smith
Binford L. Snead

Philadelphia

George W. Wothers

When the strike began, McAllister replaced the SIU crews with scabs in all three ports. Currently the strike against McAllister continues in all three ports.

This is the second time in recent years McAllister has run afoul of the NLRB for unfair labor practices. In 1984, 26 Baker-Whiteley crewmen in Baltimore were fired after the company was sold to Outreach Marine. The SIU charged Outreach was a "sham company" created simply to evade a contract with the Union.

After more than two years and favorable decisions from the NLRB, an administrative law judge and finally a federal appeals court, McAllister was ordered to take back the boatmen and pay the crewmembers for their lost wages, about \$2 million.

The company did take them back to work, but has yet to pay any of the settlement. Now these same boatmen are on strike again.

Full Books For Orgulf Members



SIU VP Mike Sacco (third from left) reads the full book oath to (l. to r.) Frank Schlechter, Daisy Guy, Sacco, Dee Puraze, Terry Talley and Dave Carter. The swearing in took place in New Orleans.

Dispatchers Report for Inland Waters

JANUARY 1-31, 1988

Port	*TOTAL REGISTERED All Groups			TOTAL SHIPPED All Groups			**REGISTERED ON BEACH All Groups		
	Class A	Class B	Class C	Class A	Class B	Class C	Class A	Class B	Class C
DECK DEPARTMENT									
New York	0	0	0	0	0	0	0	0	0
Philadelphia	1	1	2	0	0	0	0	0	0
Baltimore	6	0	0	6	0	0	4	0	0
Norfolk	39	15	0	20	3	0	68	42	0
Mobile	0	0	1	0	0	0	0	0	1
New Orleans	0	0	1	0	1	1	0	0	0
Jacksonville	4	2	6	18	4	5	58	21	10
San Francisco	0	0	0	0	0	0	0	0	0
Wilmington	6	4	10	16	35	32	51	8	0
Seattle	0	0	0	0	0	0	0	0	0
Puerto Rico	0	0	0	0	0	0	0	0	0
Houston	3	1	3	2	0	3	6	0	4
Algonac	22	17	0	3	0	0	46	29	0
St. Louis	0	1	2	0	0	0	1	4	4
Piney Point	0	0	0	0	0	0	0	0	1
Totals	81	41	25	65	43	41	234	104	20
ENGINE DEPARTMENT									
New York	0	0	0	0	0	0	0	0	0
Philadelphia	1	0	0	0	0	0	0	0	0
Baltimore	0	0	0	0	0	0	0	0	0
Norfolk	15	4	0	4	1	0	25	15	0
Mobile	0	0	1	0	0	0	0	0	1
New Orleans	0	2	0	0	1	0	0	1	0
Jacksonville	0	0	1	15	0	1	44	16	3
San Francisco	0	0	0	0	0	0	0	0	0
Wilmington	0	0	0	0	0	0	29	9	0
Seattle	0	0	0	0	0	0	0	0	0
Puerto Rico	0	0	0	0	0	0	0	0	0
Houston	1	0	0	0	0	0	3	0	0
Algonac	13	12	0	1	0	0	35	19	0
St. Louis	0	0	0	0	0	0	0	0	1
Piney Point	0	0	0	0	0	0	0	0	0
Totals	30	18	2	20	2	1	136	60	5
STEWARD DEPARTMENT									
New York	0	0	0	0	0	0	0	0	0
Philadelphia	0	0	0	0	0	0	0	0	0
Baltimore	0	0	0	0	0	0	0	0	0
Norfolk	10	2	0	3	0	0	12	8	0
Mobile	0	0	0	0	0	0	0	0	0
New Orleans	0	1	0	0	1	0	0	0	0
Jacksonville	0	1	2	8	9	0	36	10	4
San Francisco	0	0	0	0	0	5	0	0	0
Wilmington	1	1	0	1	0	0	41	12	0
Seattle	0	0	0	0	0	0	0	0	0
Puerto Rico	0	0	0	0	0	0	0	0	0
Houston	0	0	0	0	0	0	0	0	0
Algonac	11	9	0	1	0	0	18	11	0
St. Louis	1	0	0	0	0	0	1	0	0
Piney Point	0	0	0	0	0	0	0	0	0
Totals	23	14	2	13	10	5	108	41	4
Totals All Departments	134	73	29	98	55	47	478	205	29

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

Seafarers

HARRY LUNDEBERG SCHOOL OF SEAMANSHIP



Piney Point Maryland

Pride, Confidence, Hope for the Future:

SMU Member Praises SHLSS Training

Steady progress—that is what characterizes SMU member Carson Jordan's years of hard work as a seaman. Having been introduced to a life of seaman-ship through the SIU as a 1972 trainee here at the SHLSS, Mr. Jordan worked his way up the ladder, first as messman, then seaman, dayman, AB, and finally in 1978 earned his first third-mate's license. Last year, Mr. Jordan became permanent second mate on the motor vessel *Sea Lion* (American Transport Lines). To sharpen his skills required for this new position, he returned to SHLSS at the end of 1987 for a three-day refresher course to earn his Radar Renewal certificate. Mr. Jordan had taken radar at King's Point, N.Y., but stated that it simply could not compare with the SHLSS course. He enthusiastically exclaimed: "Here (at Pi-

ney Point) working with the radar in tandem with the ship simulator, you get a totally realistic portrayal of what it is like handling a ship. This is technology—it's here today and here to stay!"

Currently, his ship is making runs to South America, going as far south as Argentina, transporting refrigerated container cargo. Mr. Jordan says that the more skills and knowledge he can obtain, the more confident he becomes in being able to do his job effectively. He finds himself having to work with the local, Portuguese-speaking longshoremen; consequently he simply cannot tell them how he wants things done—he must show them himself. "We have brand new automated cranes which I must show them how to operate. In supervising these longshoremen in unloading the



SMU member Carson Jordan takes the Radar Renewal class at SHLSS (December 1987).

reefer boxes, I'm the one responsible for the cargo until it hits the dock. Therefore, I make sure that the job is done properly and safely."

This particular work prompted him to return to Piney Point for upgrading at the beginning of 1988 for the Refrigerated Container course. As one can see,

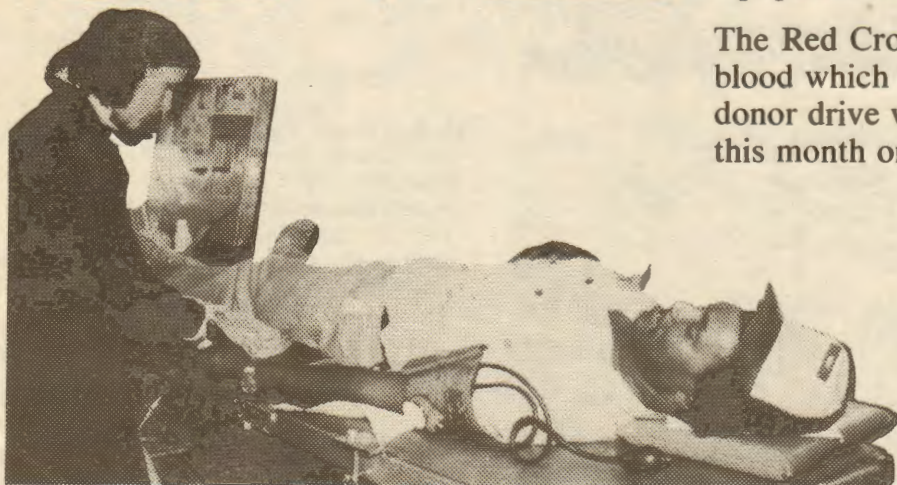
Mr. Jordan is a motivated man who is looking to the future—always upgrading his skills to satisfy the demands of the job at hand. Licensed as a Master in Freight & Towing, 1,000 tons, oceans, Mr. Jordan's goal now is to become a first mate. We are confident he will succeed!

Giving the Gift of Life

GIVE

The SIU can be proud of the SHLSS community of administrators, workers, upgraders, and trainees who have demonstrated their selfless desire to help others by giving blood. Wintertime has traditionally been a time of low-level blood reserves around our nation. Now, there is an especially acute shortage due to the misconception that you can contract AIDS from giving blood. There is no way that can happen, because sterile equipment and disposable needles are used for each individual donor.

The Red Cross bloodmobile visited Piney Point last October and collected 32 units of blood which turned out to be an excellent response rate of 90 percent. Since the blood donor drive was such a success, the Red Cross bloodmobile is returning to the SHLSS this month on February 9.



And so, wherever you live, you know that there most probably will be a critical need for blood. Please contact your local Red Cross to find out which blood types are in critical supply in your area, and then volunteer to "Give the Gift of Life."

◀ Rocky Miles, SHLSS employee, donates blood.

SHLSS Course Graduates



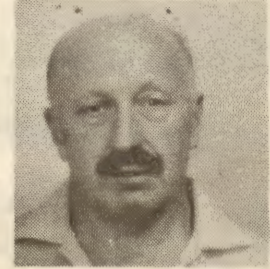
Left to Right: Tommie Lewis, Kirk Dutton, Brean Lindsley, Luis Arevalo. Second row: Calvin W. Mosley, Brook Ruxton, Mira Gnoinska, Scott Loehr, William Trates.

Our Apologies . . .

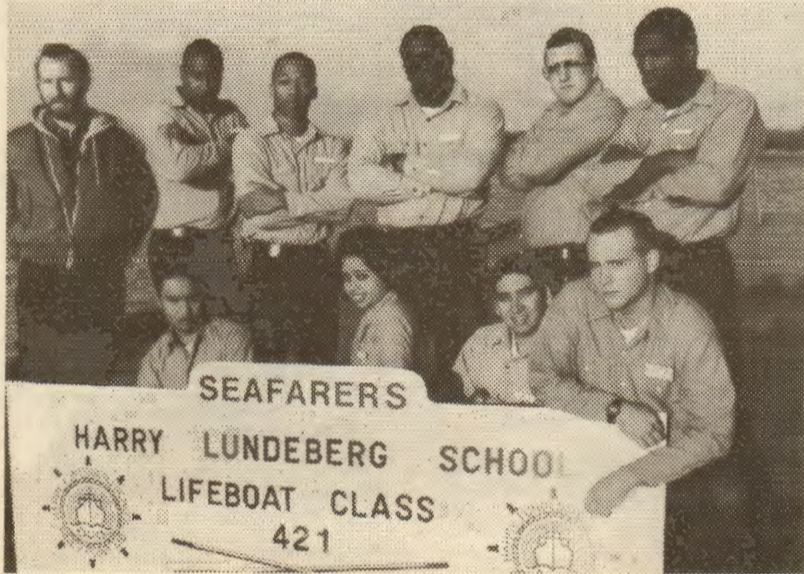
In our last issue of the Seafarers' LOG (Jan. '88), two seamen were inadvertently left out of their class photo (SIU Bosun Recertification 9/29/87) due to a scheduling discrepancy. We apologize to Seaman Robbynsun H. Suy (left) and Seaman Richard Brown (right) for this oversight.



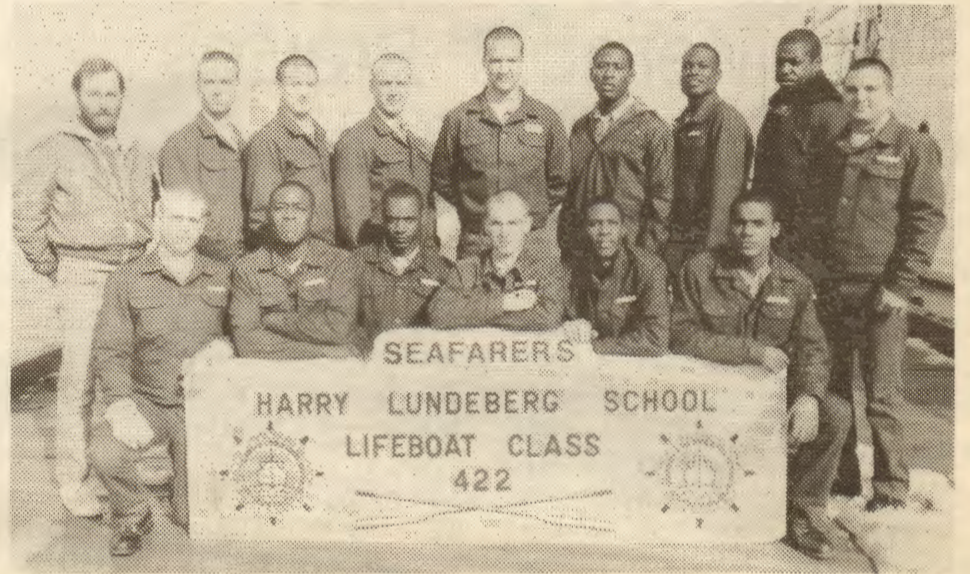
Robbynsun Suy



Richard Brown



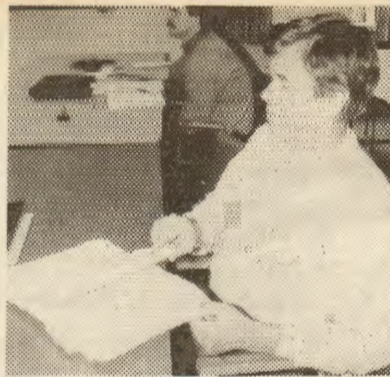
Left to Right: Ricardo Bustamante, Lisa Criate, Johnny Guzman Jr., Jay Fuqua Jr. Second row (L. to R.): Ben Cusic (Instructor), Gerald Kirtsey, Michael Riley, John Johnson, William Stack, James Tolan Jr.



Left to Right: Nikolaus Keydel, Dwayne Kemsey, Earl Castain, Michael Kelley, Darren Walker, Walter Bercy. Second row (L. to R.): Ben Cusic (Instructor), Todd Hileman, John Clifford II, Christopher Derra, Kenneth Lusk, Jerome Williams, Andre Keller, Gary "Doc" Walker, Boyd Waddell.



Left to Right: Raymond Young, Al Fraser, Benjamin Wells, John Gouthro, Jim Shaffer (Instructor), Leonard Fahey.



Ronald Lawrence (in front).



Left to Right: Patrick Helton, Liz Leech, Ben Cusic (Instructor).



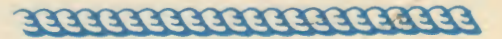
Left to Right: Robert Muzzell, Wayne Rendell, Stan Burton, Carl Hicks, Marcel Laroche. Second row: John A. Shaw, Paul Graham, Alvin Mallett, Charles Walsh, Shawn Leonard, Marven Springer.



Front row Left to Right: Donald Morrish, Paul Wisdom, Steyne Samuel. Second row: Rufus Haddock, Theodore Carey, Conrad Spence, Danny Robinson, Roger Proulx.



Left to Right: Mary Annetta Fitzgerald, Claude Gatien, Bibiane Belleflour, Monique Suprenant. Second row: Benoit Desjardins, Donna Burton, Jane Williams (Instructor), Pierre Cote, Cecile Johnston, Carrie Ann Carey, Irma Mann. Third Row: Victor Ravenau, Nancy Susan Kimber, Henri Jacob, Jacques Poggi.





1988 Upgrading Course Schedule



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

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

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

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

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

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

Deck Upgrading Courses

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

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

Steward Upgrading Courses

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

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

Engine Upgrading Courses

Course	Check-In Date	Completion Date
QMED	April 4	June 23
*Sealift Operations & Maint.	July 5	July 15
Pumproom Maint. & Operations	March 21	April 29
*Sealift Operations & Maint.	May 2	May 13
Variable Speed DC Drives	March 14	April 22
*Sealift Operations & Maint.	April 25	May 6
Welding	March 14	April 8
Sealift Operations & Maint.	April 11	April 22
Welding	April 18	May 13
*Sealift Operations & Maint.	May 16	May 27
Diesel Engine Technology	April 18	May 27
*Sealift Operations & Maint.	May 30	June 10
Electro-Hydraulic Systems	May 9	June 17
*Sealift Operations & Maint.	June 20	July 1
Hydraulics	June 6	July 1
*Sealift Operations & Maint.	July 5	July 15
Third Asst. Engineer & Original Second Asst. Engineer Steam or Motor	Open-ended (Contact Admissions Office for Starting Date)	

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

Recertification Programs

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

Adult Education Courses

Course	Check-In Date	Completion Date
For students who wish to apply for the GED, ESL, or ABE classes in 1988, the courses will be six weeks in length and offered on the following dates:		
High School Equivalency (GED)	May 2 July 5 August 29 October 31	June 13 August 15 October 10 December 12
Adult Basic Education (ABE) & English as a Second Language (ESL)	May 2 July 5 August 29 October 31	June 10 August 13 October 7 December 10

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

Developmental Studies (DVS)	April 11	April 15 (Offered prior to the Third Mate & Original Second Mates Course)
ABE/ESL Lifeboat Preparation Course	June 6	June 24

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

College Programs Scheduled for 1988

Course	Check-In Date	Completion Date
Associates in Arts or Certificate Program	March 21 May 23 August 8 October 17	May 13 July 15 September 30 December 9



Seafarers Harry Lundeberg School of Seamanship Upgrading Application



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

Address _____
(Street)

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

Deep Sea Member Inland Waters Member Lakes Member Pacific

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

Social Security # _____ Book # _____ Seniority _____ Department _____

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

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

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

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

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

Course(s) Taken _____

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

Date Available for Training _____ Primary Language Spoken _____

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

DECK

- AB/Sealift
- Towboat Operator Inland
- Celestial Navigation
- Master Inspected Towing Vessel
- 1st Class Pilot (organized self study)
- Third Mate
- Radar Observer Unlimited

ALL DEPARTMENTS

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

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

ENGINE

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

STEWARD

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

COLLEGE PROGRAM

- Associates In Arts Degree
- Certificate Programs

ADULT EDUCATION DEPARTMENT

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

With this application **COPIES** of your discharges **must** be submitted showing sufficient time to qualify yourself for the course(s) requested.

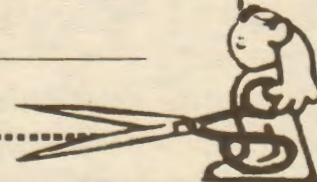
You **must** also submit a **COPY** of the first page of your union book indicating your department and seniority, as well as, a **COPY** of your clinic card. The Admissions Office **WILL NOT** schedule until this is received.

VESSEL	RATING HELD	DATE SHIPPED	DATE OF DISCHARGE

SIGNATURE _____ DATE _____

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

Rev. 2/88



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



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

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

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

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

Addictions Rehabilitation Center

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

Name Book No.

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

Telephone No.

Mail to: **THE CENTER**
Star Route Box 153-A
Valley Lee, Md. 20692

or call, 24 hours-a-day, (301) 994-0010

AS the 1988 school season begins, it's not too early for high school seniors to start thinking about college. For dependents of Seafarers and Boatmen the financial burden of college can be greatly eased if they win an SIU scholarship.

The awards, known as the **Charlie Logan Scholarship Program**, are given each year under the auspices of the Seafarers Welfare Plan. For dependents, four \$10,000 scholarships are offered.

But the Scholarship Program is **not exclusively for dependents**. A \$10,000 award and two \$5,000 scholarships are available to active Seafarers and Boatmen. Also, when there are exceptionally qualified Seafarers and Boatmen, the Board of Trustees of the Welfare Plan may grant a second \$10,000 award to an active member.

The Scholarship Program was begun in 1952 to help members and their children achieve their educational goals. Several years ago it was named after Charlie Logan, a labor consultant and arbitrator who died in 1975. He helped establish the Seafarers Scholarship Program and then worked hard to keep it strong and growing.

Seafarer Requirements

Seafarers and Boatmen who are applying for scholarships must:

- Be a graduate of high school or its equivalent.
- Have credit for two years (730 days) of employment with an employer who is obligated to make contributions to the Seafarers Welfare Plan on the employee's behalf prior to the date of application.
- Have one day of employment on a vessel in the six-month period immediately preceding the date of application.
- Have 120 days of employment on a vessel in the previous calendar year.

Pensioners are not eligible to receive scholarship awards.

Dependent Requirements

Dependents of Seafarers and Boatmen who apply for a scholarship must be unmarried, under 19 years of age, and receive sole support from the employee and/or his or her spouse. Unmarried children who are eligible for benefits under Plan #1 Major

Don't Wait! Apply Now For



1988 SIU College Scholarships Deadline - April 15

Medical are eligible to apply for a dependent's scholarship up to the age of 25.

Each applicant for a dependent's scholarship must:

- Be unmarried at the time application is made.
- Be under 19 or 25 years of age (whichever is applicable).
- Be eligible for dependent benefits under the Seafarers Welfare Plan.
- Be a graduate of high school or its equivalent.

The applicant's parent must:

- Have credit for three years (1,095 days) of employment with an employer who is obligated to make contributions to the Seafarers Welfare Plan on the employee's behalf prior to the date of application.
- Have one day of employment in the six-month period immediately preceding the date of application.
- Have 120 days of employment in the previous calendar year.

The last two items above covering worktime requirements of the applicant's parents do not apply to applicants who are the children of pensioners or eligible deceased employees.

Must Take SAT or ACT

For both active members and the dependents of eligible members, the scholarship grants are awarded on the basis of high school grades and the scores of either College Entrance Examination Boards (SAT) OR American College Tests (ACT).

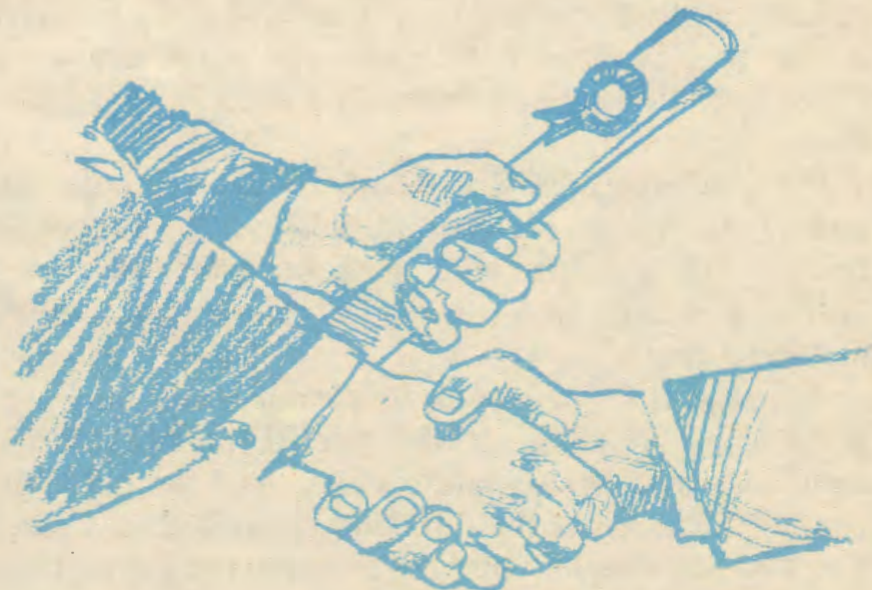
The SAT or ACT exam must be taken no later than February 1988 to ensure that the results reach the Scholarship Selection Committee in time to be evaluated. For upcoming SAT test dates and applications, contact the College Entrance Examination Board at either: Box 592,

Princeton, N.J. 08540 or Box 1025 Berkeley, Calif. 94701, whichever is closest to your mailing address.

For upcoming ACT test dates and applications contact: ACT Registration Union, P.O. Box 414, Iowa City, Iowa 52243.

Scholarship program applications are available to active members or their dependents at any SIU hall or through the Seafarers Welfare Plan, 5201 Auth Way, Camp Springs, Md. 20746.

Scholarship winners will be announced in May 1988. The deadline for submission of applications is April 15, 1988.



Digest of Ships Meetings

COVE TRADER (Cove Shipping), January 8—Chairman Mark Davis, Secretary Norman Johnson, Educational Director F.J. Acord. No disputed OT. The ship will pay off on Jan. 11 in Philadelphia. The chairman reminded crewmembers to support SPAD in order to help the Union get more jobs. The secretary noted that the *Cove Trader* sailed from Valdez, Alaska to Los Angeles short one steward. There was also some problem regarding fresh stores. The educational director urged qualified members to take advantage of the sealift training at Piney Point to expand their job potential—as well as the other upgrading courses available at the school. A motion was made to eliminate the permanent job status for stewards, bosuns and pumpmen—and make them rotary shipping only. A new washer and dryer are still needed after three months. And several men need new mattresses. Other complaints are that the VCR (a hand-me down from the engineers) is in poor condition; a microwave oven is needed in the messroom, new chairs in the crew lounge, a slicing machine in the galley, and the steward needs a typewriter. Next port: Marcus Hook, Pa.

GROTON (Apex Marine), December 20—Chairman Neil Matthey, Secretary Marvin Deloatch, Educational Director S. Simpson, Deck Delegate Edwin Ortega, Steward Delegate Felix Camacho. No disputed OT. The chairman reported that the ship will pay off in Stapleton, N.Y. He urged all crewmembers to contribute to SPAD in order to help the Union fight for a stronger merchant marine. The secretary reminded members to take advantage of the courses available at Piney Point and upgrade for a better paying job. He noted that college courses are also part of the school's curriculum, and there are some very good instructors who take a sincere interest in each member. A motion was made concerning permanent job status for emergency relief. If a permanent person on-board a ship must return home due to sickness or death in the family and it is before his vacation is due, he should be allowed to take extra time off without losing his job. It was felt that this rule would create more jobs for members. It will be referred to the Negotiating Committee for the next contract. A vote of thanks was given to Steward Marvin Deloatch and Chief Cook Felix Camacho for a very good Thanksgiving dinner. The steward department, in turn, thanked the entire crew for their cooperation. Next port: Stapleton, N.Y.

OMI CHARGER (OMI), December 13—Chairman Frank Schwarz, Secretary T. Smith, Educational Director W.L. Yarber, Deck Delegate Mark S. Downey, Engine Delegate William L. Smith, Steward Delegate Junious Harris. No beefs or disputed OT. There is no money in the ship's treasury, but enough money was collected for cassette tapes for the VCR. Oil was loaded in Skikda, Algeria for Boston. The chairman thanked all those crewmembers who helped clean the tanks in preparation for taking on the oil. One problem on voyage 167 was the lack of mail—none was delivered in Tunisia, Gibraltar or Algeria. A problem also has arisen in that the crew can't send a telegram without a credit card. Next port: Boston, Mass.

OVERSEAS NATALIE (Maritime Overseas), January 3—Chairman Ray Todd, Secretary P. Ray, Educational Director H. Meredith, Steward Delegate Eddie Jackson. Some disputed OT was reported in the deck department, and requests for clarification were made in the engine and steward departments. The ship will pay off Jan. 8 in Corpus Christi, Texas. A patrolman was requested to deal with the beefs. One big problem has to do with the taking on of stores. The ship is getting 15-day stores for 30-day trips—and has been way short on food, linen and detergent.

ROVER (Ocean Carriers), January 10—Chairman Robert Wilson, Secretary E. Harris, Educational Director T. Woerner, Deck Delegate Bill Lewis, Engine Delegate George Darney, Steward Delegate James Nolan. Some disputed OT was reported in the deck department, and a number of beefs were aired from the steward and engine delegates. The engine department has been short one QMED for more than two months. The company hired two men from Singapore for a three-month period to fill in—and the crew is concerned as to why they can't have American seamen on this ship. The steward department ex-



The *Ponce's* four-man steward department at work: Virgilio Rivera, steward assistant; Jorje Josem, crew messman; Refael Evans, chief cook, and Norman Duhe, steward.

pressed frustration at the sloppiness and lack of cooperation from the rest of the crew in bringing back their dirty dishes to the pantry and helping keep the rec room and messhall clean. One question was brought up: If you are on a ship and do not have a chance to pay your Union dues, does this affect your application to go to Piney Point for upgrading? Members also wanted to know if they would get a bonus for going into the Persian Gulf? Next ports: Diego Garcia, Singapore, Subic Bay.

SAM HOUSTON (Waterman), January 16—Chairman H. Leake, Secretary J. Moody, Educational Director P. Walker. No disputed OT or beefs reported. There is about \$70 in the ship's fund to be used for recording movies for the video machine. The ship will pay off upon arrival in Newport News, Va. Jan. 18. The chairman said that it was a good trip. He reminded members of the need to support SPAD. He also stressed the importance for eligible SIU members to upgrade in their line of work so that more qualified seafarers will be available for better jobs within the Union. He also asked that support be given to those politicians who intend to support the maritime unions. A new washer and dryer are needed aboard ship. If anyone needs a new mattress, they should inform the steward as soon as possible. A vote of thanks was given to the steward department for a job well done—especially the holiday meals.

SEA-LAND EXPLORER (Sea-Land Service), January 3—Chairman L.C. Cope, Secretary W. Hawkins, Educational Director T. Kroneck, Deck Delegate Robert Smith, Engine Delegate Frank White, Steward Delegate George Whiting. Disputed OT was reported in the deck and engine departments. A collection for the ship's fund will be taken up at payoff. The ship's chairman will be on hand to collect all donations. The chairman explained to the new crewmembers what SPAD is all about—where the donations go and why it is important to contribute. The information was well received because a few members

weren't really clear on the importance of SPAD. It was also a time to become acquainted with the new agreement. The ship's secretary said he was happy to report that since the conversion to a 12-man SIU department on the *Sea-Land Explorer*, there have been no major beefs, and each trip has been a smooth one. A motion was made to abolish all gangway watches. The chairman explained the possibility of the vessel going to the shipyard in May and that members should prepare themselves for such an eventuality. The steward department was given a vote of thanks for a job well done.

SEA-LAND INNOVATOR (Sea-Land Service), January 3—Chairman V. Ardowski, Secretary R.C. Agbulos, Educational Director Rev. L. Allen, Deck Delegate John Houlihan, Engine Delegate A.R. Lang, Steward Delegate N. Rodriguez. No beefs

STAR OF TEXAS (Seahawk Management), January 17—Chairman B. Cronan, Secretary J. Fletcher. No beefs or disputed OT reported. The chairman noted that it was a good trip with an excellent crew and that some necessary work was completed. He advised all eligible members to take advantage of the upgrading classes at Piney Point and also to take part in SPAD and the Union's political activities. The secretary instructed the crew to read the LOG to keep up with what's going on in the maritime industry. On Dec. 21, the *Star of Texas'* chief cook died at sea. Condolences were sent to his daughter. Thanks were given to the steward/banker and his assistant for a wonderful holiday meal. And a commendation was given to Brother Mike Mulharan for his efforts to "help our radio officer" in Rotterdam. A minute of silence was observed in memory of "our departed brother, Tom Brown." Next port: Philadelphia, Pa.

STONEWALL JACKSON (Waterman), December 6—Chairman C.T. Lineberry, Secretary Courtney Rooks, Educational Director C.E. Hemby. No beefs or disputed OT. This was a good trip, according to the chairman. The movie fund is finally in the black—with \$125. All those who are getting off were reminded to return linen to the steward and to give their keys to the bosun or steward. The educational director noted the availability of a new movie on firefighting and CPR. He also suggested that members might want to chip in and donate a couple of dollars to buy a heavy-duty broiler for the pantry since the present toaster is on its last legs. One minute of silence was observed in memory of our departed brothers and sisters. Next port: Newport News, Va.

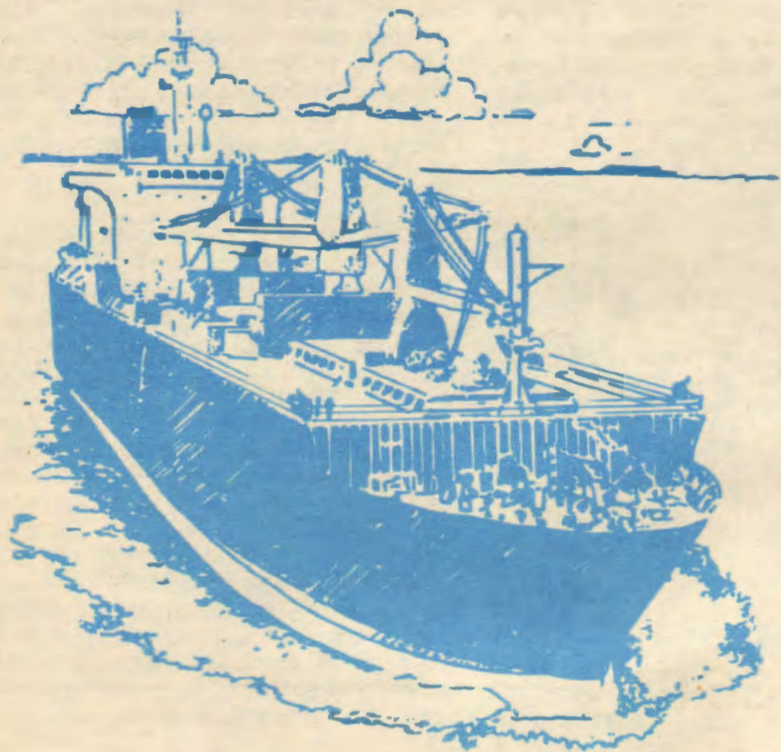
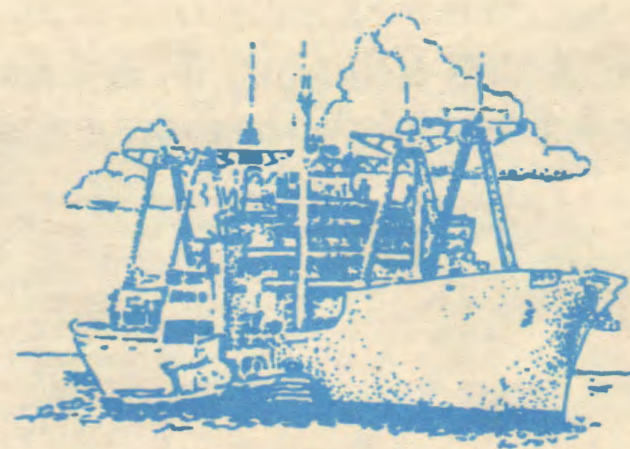
Official ship's minutes also were received from the following vessels:

AMERICAN CORMORANT	SEA-LAND ADVENTURER
ARCHON	SEA-LAND CONSUMER
BALTIMORE	SEA-LAND DEVELOPER
BAY RIDGE	SEA-LAND ECONOMY
COVE LEADER	SEA-LAND ENDURANCE
FALCON PRINCESS	SEA-LAND EXPRESS
1ST LT. BALDOMERO LOPEZ	SEA-LAND FREEDOM
MOKU PAHU	SEA-LAND INDEPENDENCE
MARINER	SEA-LAND LARK
OMI COLUMBIA	SEA-LAND LEADER
OMI HUDSON	SEA-LAND LEGION
OMI MISSOURI	SEA-LAND LIBERATOR
OVERSEAS ALASKA	SEA-LAND LIBERTY
OVERSEAS ARCTIC	SEA-LAND PIONEER
OVERSEAS OHIO	SEA-LAND VENTURE
OVERSEAS VIVIAN	SGT. MATEJ KOCAK
PANAMA	THOMPSON PASS
PONCE	ULTRAMAR
PRIDE OF TEXAS	USNS TRIUMPH

Monthly Membership Meetings

Port	Date	Deep Sea Lakes, Inland Waters
Piney Point	Monday, March 7	10:30 a.m.
New York	Tuesday, March 8	10:30 a.m.
Philadelphia	Wednesday, March 9	10:30 a.m.
Baltimore	Thursday, March 10	10:30 a.m.
Norfolk	Thursday, March 10	10:30 a.m.
Jacksonville	Thursday, March 10	10:30 a.m.
Algona	Friday, March 11	10:30 a.m.
Houston	Monday, March 14	10:30 a.m.
New Orleans	Tuesday, March 15	10:30 a.m.
Mobile	Wednesday, March 16	10:30 a.m.
San Francisco	Thursday, March 17	10:30 a.m.
Wilmington	Monday, March 21	10:30 a.m.
Seattle	Friday, March 25	10:30 a.m.
San Juan	Thursday, March 10	10:30 a.m.
St. Louis	Friday, March 18	10:30 a.m.
Honolulu	Thursday, March 17	10:30 a.m.
Duluth	Wednesday, March 16	10:30 a.m.
Jersey City	Wednesday, March 23	10:30 a.m.
New Bedford	Tuesday, March 22	10:30 a.m.

Safeguard Your Shipping Rights



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

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

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

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

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

KNOW YOUR RIGHTS

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

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

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

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

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

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

KNOW YOUR RIGHTS



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

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

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

KNOW YOUR RIGHTS

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

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

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

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

Vice Presidents

(Continued from Page 8.)

ticated technology. There is a new maritime industry out there, and we have to adapt.



West Coast

by V.P. George McCartney

THE first memorial Paul Hall lecture will be given Feb. 18-19 on the Queen Mary Hotel in Long Beach, Calif. The topic of the two-day seminar will be the Shipping Act of 1984 and the fate of the American liner industry.

Hosted by the Paul Hall USC Sea Grant Program of the University of Southern California, the seminar will bring together some of the most important names in maritime.

Paul Hall was to this Union what Harry Lundeberg was to the Sailors Union of the Pacific and what Joe Curran was to the National Maritime Union. He was one of the towering figures of the modern seamen's movement. He was my friend and my mentor—a complex man who had many interests and a seemingly infinite capacity for growth.

The SIU today is a product of his vision and strength. Until his death in 1980 of a cancerous brain tumor, his name was synonymous with the SIU. His childhood was filled with illness and crushing poverty. He lived to see the Union he helped establish become one of the bedrocks of the maritime industry.

He will be remembered for many things, but chief among them are the following: the Merchant Marine Act of 1970, the Cargo Preference Act of 1954, the establishment of the Seafarers Harry Lundeberg School of Seamanship, organizing drives such as Isthmian and Cities Service which put this Union on the map.

At the age of 14, Paul Hall was forced to leave home and seek employment. He boxed men twice his age for a quarter a fight. He hoboed. He lugged groceries from sun-up to sun-down. He sent every extra penny he earned home so that his mother and younger brother could eat.

His first big break came when he decided to ship out. He often told friends that he owed everything to the maritime industry for giving him the chance to make something of himself. As bad as conditions were in the maritime industry 50 years ago, they were infinitely better than the ones Paul Hall had to cope with as a fatherless transient roaming a South plagued by economic collapse.

He had a Southerner's sense of the extended family. When he joined the merchant marine, seamen became part of his bloodline. Even after he became maritime's leading spokesman, every

old-timer was his brother and every trainee his son.

When Paul Hall joined the merchant marine, it was in a state of turmoil. The International Seamen's Union had just broken up; Joe Curran had just established the National Maritime Union.

Like Harry Lundeberg, who founded the SIU, he had profound philosophical differences with Joe Curran. After World War II, Hall took the A&G District that Lundeberg had founded and transformed it into the leading maritime union in the country.

While poverty cut short his formal education, it did not cut short his lifelong quest for knowledge. During World War II, he sailed as an oiler, even though he had received a second engineer's rating. Years later, when he would take time to talk to a trainee or upgrader, he would discuss the war years and his second engineer's rating: "I sat for my second engineer's license because I wanted to prove to myself that I was as good as any s.o.b. on-board ship. I never had any intention of sailing as a licensed engineer. I liked being down in the foc's'l too much to leave it. For me, a poor Alabama boy with only eight grades of educa-

tion, getting that endorsement was just something I had to do. It was a test of my will."

During the war, thanks to his good friend Bill McKay, he was appointed to his first important union position—dispatcher in Baltimore. Within six short years, he organized Isthmian and Cities Service, the two largest unorganized shipping companies in the maritime industry. By 1950, he had transformed the SIU into a leading voice in maritime.

Magazines as different in style as *Fortune* and *Reader's Digest* ran articles on him, describing him as a "six foot blondish Viking who stands out physically, morally and intellectually."

Most of the early publicity about him centered around his efforts to curtail the power of organized crime on the waterfront, efforts which made him a favorite target of would-be assassins. Despite the threats against his life, he pressed on, for he felt that the corruption on the waterfront robbed seamen of their dignity.

The '50s were productive years. His main enemies, in no particular order, were the NMU, organized crime, the shipowners and Congress. By most

people's accounts, he fought all to a draw or better.

By 1957, the SIU had materially raised the standard of living of seamen. During that year, the Pete Larsen clinic opened in the port of Brooklyn; seamen saw their first private rooms onboard containerships. The welfare plan was in full swing, and a pension plan was not far away.

In 1957, Hall was chosen to succeed Harry Lundeberg as the president of the Seafarers International Union of North America. By the early '60s, he was chosen to the executive council of the AFL-CIO and had established the Union as a potent force in Washington.

He helped the SIU weather the incredible transformation in technology during the 1960s. His main accomplishment during that time was the establishment of the Seafarers Harry Lundeberg School in 1967.

The capstone to his career was passage of the Merchant Marine Act of 1970, which earned him the nickname "the father of the modern American-flag merchant marine." Despite its limitations, this was the single most important piece of maritime legislation to be enacted in the post-war era.

Deaths

The SIU has been notified of the deaths of the following deepsea members:

Enrique S. Alvarez
Clarence J. Baker
John P. Carrigan
George L. Esteve
Thomas Joel
Nathan Goldfinger

Ferdinand Greeff
Wladislaw Grohulski
Juan Gomez
Carl Harcrow Jr.
Lawrence L. Haun
Luis Hernandez
Charles J. Hickox
Robert Keith James
Euie E. Kinman
Joseph Lambert Sr.

Roy Lee McCannon
Thomas Mojica
Herman Rogge
Joseph Righetti
William Schnitzel
Ramon R. Sierra
Franciszek Szwestka
Adolph F. Vante
Phillip Wolf

Are You Missing Important Mail?

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

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

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

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

HOME ADDRESS		PLEASE PRINT		Date: _____
_____		_____		Social Security No. _____
_____		_____		Phone No. () _____
Your Full Name		Area Code		
_____	_____	_____	_____	_____
Street	Apt. or Box #	City	State	ZIP
_____	_____	_____	_____	_____
Book Number	<input type="checkbox"/> SIU	<input type="checkbox"/> UIW	<input type="checkbox"/> Pensioner	Other _____
UIW Place of Employment _____				
This will be my permanent address for all official Union mailings. This address should remain in the Union file unless otherwise changed by me personally.				
(Signed) _____				

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

Dispatchers Report for Great Lakes

JAN. 1-31, 1988

Port	*TOTAL REGISTERED All Groups			TOTAL SHIPPED All Groups			**REGISTERED ON BEACH All Groups		
	Class CL	Class L	Class NP	Class CL	Class L	Class NP	Class CL	Class L	Class NP
DECK DEPARTMENT									
Algonac	0	18	9	0	4	4	0	25	1
ENGINE DEPARTMENT									
Algonac	0	19	0	0	6	0	0	13	0
STEWARD DEPARTMENT									
Algonac	0	5	1	0	1	0	0	6	2
ENTRY DEPARTMENT									
Algonac	0	30	1	0	0	0	0	24	3
Totals All Departments	0	72	3	0	11	4	0	68	6

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

Directory of Ports

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

HEADQUARTERS

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

ALGONAC, Mich.

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

BALTIMORE, Md.

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

CLEVELAND, Ohio

5443 Ridge Rd. 44129
(216) 845-1100

DULUTH, Minn.

705 Medical Arts Building 55802
(218) 722-4110

HONOLULU, Hawaii

636 Cooke St. 96813
(808) 523-5434

HOUSTON, Tex.

1221 Pierce St. 77002
(713) 659-5152

JACKSONVILLE, Fla.

3315 Liberty St. 32206
(904) 353-0987

JERSEY CITY, N.J.

99 Montgomery St. 07302
(201) 435-9424

MOBILE, Ala.

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

NEW BEDFORD, Mass.

50 Union St. 02740
(617) 997-5404

NEW ORLEANS, La.

630 Jackson Ave. 70130
(504) 529-7546

NEW YORK, N.Y.

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

NORFOLK, Va.

115 Third St. 23510
(804) 622-1892

PHILADELPHIA, Pa.

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

PINEY POINT, Md.

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

SAN FRANCISCO, Calif.

350 Fremont St. 94105
(415) 543-5855

SANTURCE, P.R.

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

SEATTLE, Wash.

2505 1 Ave. 98121
(206) 441-1960

ST. LOUIS, Mo.

4581 Gravois Ave. 63116
(314) 752-6500

WILMINGTON, Calif.

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

Dispatchers Report for Deep Sea

JANUARY 1-31, 1988

Port	*TOTAL REGISTERED All Groups			TOTAL SHIPPED All Groups			Trip Reliefs	**REGISTERED ON BEACH All Groups		
	Class A	Class B	Class C	Class A	Class B	Class C		Class A	Class B	Class C
DECK DEPARTMENT										
New York	47	11	5	40	10	7	10	92	18	2
Philadelphia	5	1	1	4	2	0	0	2	3	1
Baltimore	8	5	0	12	7	0	4	8	4	0
Norfolk	15	10	3	14	5	3	4	25	10	3
Mobile	10	4	4	9	2	2	0	14	5	2
New Orleans	25	6	4	11	3	6	2	71	7	3
Jacksonville	30	9	4	16	4	4	3	56	16	4
San Francisco	29	10	10	25	11	8	5	62	11	12
Wilmington	14	8	6	17	8	0	4	30	6	13
Seattle	43	6	3	36	5	0	7	65	6	6
Puerto Rico	16	1	0	16	0	0	3	31	3	0
Honolulu	8	10	6	6	13	4	11	7	10	3
Houston	33	4	1	25	9	2	4	67	5	0
St. Louis	0	0	0	0	0	0	0	0	0	0
Piney Point	0	6	0	5	6	0	2	1	5	0
Totals	288	91	49	236	85	36	59	531	109	49
ENGINE DEPARTMENT										
New York	25	8	2	16	7	1	2	60	8	2
Philadelphia	2	0	0	2	1	0	0	2	0	0
Baltimore	6	1	0	3	2	0	0	10	2	0
Norfolk	6	6	0	6	6	2	4	9	6	0
Mobile	5	2	0	5	3	0	1	7	3	0
New Orleans	38	6	3	20	4	4	7	55	10	2
Jacksonville	17	4	2	16	0	1	2	44	14	2
San Francisco	21	4	6	17	4	5	3	34	9	7
Wilmington	14	6	2	13	1	0	2	18	8	2
Seattle	24	8	4	20	4	4	4	36	6	0
Puerto Rico	6	1	0	10	0	0	1	10	2	0
Honolulu	4	9	10	2	10	7	4	7	9	6
Houston	21	3	2	16	1	3	4	39	2	0
St. Louis	0	0	0	0	0	0	0	0	0	0
Piney Point	1	5	0	0	0	0	0	1	5	1
Totals	190	63	31	146	43	27	34	332	84	22
STEWARD DEPARTMENT										
New York	17	6	2	14	4	2	5	32	8	0
Philadelphia	2	0	0	2	0	0	0	2	0	0
Baltimore	1	1	0	3	1	0	1	5	1	0
Norfolk	7	0	0	4	0	0	0	9	1	2
Mobile	5	0	1	4	1	1	2	5	1	0
New Orleans	19	1	2	6	1	1	5	34	0	2
Jacksonville	8	3	0	5	4	1	5	25	7	1
San Francisco	44	6	5	27	8	4	7	77	8	7
Wilmington	14	2	0	8	1	0	5	17	3	2
Seattle	28	2	0	26	2	0	4	36	5	0
Puerto Rico	2	0	0	0	0	0	0	7	0	1
Honolulu	7	30	15	7	31	20	41	9	23	18
Houston	16	1	1	12	0	1	4	23	2	2
St. Louis	0	0	0	0	0	0	0	0	0	0
Piney Point	1	14	3	1	7	0	0	0	8	3
Totals	171	66	29	119	60	30	79	281	67	38
ENTRY DEPARTMENT										
New York	19	16	7	11	6	1	0	49	34	13
Philadelphia	2	3	2	1	0	2	0	5	7	1
Baltimore	2	5	1	4	7	0	0	1	5	1
Norfolk	3	7	3	7	8	2	0	6	13	6
Mobile	1	8	4	1	4	5	0	2	11	6
New Orleans	20	17	20	12	13	10	0	34	27	34
Jacksonville	7	4	5	4	5	5	0	16	13	8
San Francisco	23	19	24	11	9	11	0	63	25	33
Wilmington	10	17	2	9	8	1	0	16	17	11
Seattle	24	7	4	22	11	1	0	45	23	10
Puerto Rico	12	2	0	3	4	0	0	21	7	3
Honolulu	8	72	154	4	85	158	0	8	84	133
Houston	13	7	4	9	6	2	0	19	13	5
St. Louis	0	0	0	0	0	0	0	0	0	0
Piney Point	0	4	1	0	4	2	0	0	4	1
Totals	144	188	231	98	170	200	0	285	283	265
Totals All Departments	793	408	338	599	358	293	172	1,429	543	374

***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 January was down from the month of December. A total of 1,422 jobs were shipped on SIU-contracted deep sea vessels. Of the 1,422 jobs shipped, 599 jobs or about 42 percent were taken by "A" seniority members. The rest were filled by "B" and "C" seniority people. A total of 172 trip relief jobs were shipped. Since the trip relief program began on April 1, 1982, a total of 6,799 jobs have been shipped.

SPAD

CHECK-OFF
IT'S A SMALL
PRICE TO PAY



**IT'S
POLITICAL
POWER**

Reflagged Kuwaiti Tankers Win U.S. Crewing Waiver

(Continued from Page 1.)

and determined that they are entitled to veterans benefits for their shipboard service during this global conflict.

"It is hard to believe that the Defense Department would now deem employment of foreign seamen as more necessary to the nation's overall standing in difficult international situations. While I am certain that this would not be actually stated in any contemplated waiver request, it is the only inference that can be drawn from the request for a waiver.

"Legitimate concerns must also be raised about the maintenance of a trained manpower pool necessary to meet the nation's continuing need for strategic sealift. Recent studies, including a 1986 Navy manpower study, point to the increasing critical shortage of American merchant mariners. Generally, these studies also have concluded that a robust U.S.-flag commercial fleet and maritime employment base are necessary to ensure adequate sealift capability in times of war.

"Consideration of a waiver of the citizen manning requirements for the 11 tankers reflagged under U.S. registry last year undermines efforts to provide sufficient shipboard job opportunities. Manpower issues should not be alien to our nation's defense planners who continually struggle to develop methods of attracting young Americans to serve in the nation's armed services. Maritime labor, too, expends considerable energy in accomplishing the same basic goal for the private sector merchant fleet. Our purposes in this regard are directly intertwined: maintenance of adequate sealift capability. Implementation of this goal will become difficult if a waiver is granted.

"American seamen will view this action in the short term as a loss of immediate job opportunities. Over the long pull, it provides another indication that the government—despite its many studies which decry the shortage of available American seamen—is taking no concrete steps to support a vital domestic industry. The result of such government action is predictable: the prophecy of acute manpower shortages becomes self fulfilled."

The Union received no response to its letter prior to the waiver.

In addition, the SIU was alerted to the government's intentions by the action of the ship management company in charge of hiring crews for the tankers.

More than 250 Seafarers contacted Gleneagle Ship Management in Houston, Texas, asking for employment applications for the reflagged ships. They received a simple one paragraph reply from the firm's crew manager.

"We have received your letter inquiring about employment on the reflagged Kuwaiti tankers. It has not been determined how the vessels will be manned, and at this time we are not accepting applications for employment on the vessels, nor are we engaged in manning discussions with your Union."

The letters were dated after the law was signed, but before the waiver was granted.

"Maybe Gleneagle knows something we don't know," Drozak said at the time. "Maybe they know the waiver request will be granted and they don't need American seafarers. You'd think that if they were going to have fill several hundred billets soon, they would want a pool of trained seamen to choose from."

Gleneagle apparently did know something because the waiver was granted and there was no need to hire any American merchant seamen.

What baffled most observers was the reasons cited for the waiver—national security. No one could explain how America's national security could be harmed if U.S. crews sailed aboard those ships.

"Manning the reflagged vessels with American crews strengthens our national security now and in the long term," said Rep. Mario Biaggi (D-N.Y.).

He cited a recent report by the Commission on Merchant Marine and Defense which pointed to an alarming and dangerous decline in the number of trained seafarers available to meet national security needs. If any emergency would occur requiring U.S. sealift, there simply are not enough trained merchant seamen to sail the ships. That number is continuing to decline.

"This is the perfect opportunity to strengthen our beleaguered American merchant marine and our national se-

curity at no cost to the American taxpayer," he said.

Jones joined in the condemnation of the waiver on national security grounds.

"There is no rationale for requesting or granting this waiver, a fact made obvious by the lack of supporting documentation accompanying the request," he said.

"How can national security be jeopardized by requiring U.S. crews on ships carrying oil from Kuwait to Europe? National security would best be served by requiring even greater numbers of Americans to man the instruments of our national defense," he added.

Hill Must Act on Last Year's Issues

What follows is a legislative update of some important issues that transpired last year and must still be acted on by Congress.

CANADA FREE TRADE: A united maritime industry was able to get the Reagan administration to remove transportation from the Canadian Free Trade Treaty. As originally worded, the provision had the potential to open up portions of both the American and Canadian shipping industries to Third World shipping, especially if transportation had been included in the upcoming trade talks in Geneva, Switzerland. "Had the industry been included in the treaty," said SIU V.P. Mike Sacco earlier this year, "then it would have lost something more important than any one program: it would have lost hope for the future."

Still, the industry isn't totally out of the woods on this issue. James Henry, president of the Transportation Institute, noted that the energy chapter of the legislation still allows the export of 50,000 barrels per day of Alaskan North Slope Oil to Canada. The provision, said Henry, would set a "dangerous precedent" that threatens U.S. energy independence.

TRADE: Despite predictions that unfair trade would be the number one priority of the 100th Congress, the Omnibus Trade Bill was left to die on the vine. Congressional leaders said that the October stock market crash had diminished chances that the bill would be enacted into law without undergoing major changes.

Both the Senate and House versions of the bill contained pro-maritime provisions which would beef up the retaliatory powers of the Federal Maritime Commission. Even though Congress and the administration failed to deal with this issue, it would not go away as the monthly trade deficits continue to hit record levels.

LINER SUBSIDY REFORM: Many figures in the maritime industry were saying that reform of the existing liner subsidy program was central to the industry's survival. Yet even

though the program had started to elapse, no consensus could be reached on how a new program should be constructed.

The administration finally came up with its own version of the bill, which was generally opposed by most of the industry as being "too little, too late." There was sharp disagreement, however, in the industry on what approach should be taken in lieu of the government's actions.

Toward the end of the year, Rep. Walter B. Jones (D-N.C.) came up with another bill to reform the liner subsidy program, H.R. 3808, which was co-sponsored by Rep. Mario Biaggi (D-N.Y.), Bob Davis (R-Mich.) and Norm Lent (R-N.Y.).

ARCTIC NATIONAL WILDLIFE OIL: Serious attention began to be given in Congress about the exploration of oil in the Arctic National Wildlife Region. Many experts believe that this area contains one of the most promising sources of untapped energy.

Opposition to development was expressed by some environmental groups. Yet industry figures pointed to this country's experiences with Alaskan North Slope oil as being proof that it was possible to develop this country's energy resources without violating environmental standards.

This has the potential to be a make-or-break issue for the maritime industry. Alaskan North Slope Oil is scheduled to decline rapidly during the next decade, which could lay up many existing tankers in that business. And even if Congress does enact legislation on this issue, it would take a decade before new oil started to be shipped to the Lower 48.

OPEN REGISTRIES: One of the most disturbing trends in the international shipping community last year was the debasement of long-standing national registries. Such traditional maritime powers as Norway established de facto open registries under their national registries.

The Federation of American Controlled Shippers, a lobbying front

for the American owners of vessels documented under open-flag registries, tried to get Congress to extend naval protection to all shipping in the Persian Gulf and provide War Risk Insurance to vessels registered in such countries as the Bahamas.

DEFENSE COMMISSION: The first half of the long-awaited presidential Defense Commission on Shipping was released. The commission argued strongly that the decline of the American-flag merchant marine posed a threat to the security of the United States. The second half of the report, which contains recommendations for a national maritime program, is expected to be released in the near future.

STRATEGIC PETROLEUM RESERVE: Funding for the SPR was reduced to \$438 million in the final version of the year's continuing budget resolution, which meant that the daily fill rate would be set at about 50,000 barrels per day. Industry experts argued that this was too low to protect national security interests or to help maritime.

SEWAGE SLUDGE: Action on the House's version of the sewage sludge bill was delayed until next year when attempts to attach H.R. 82 to a continuing budget authorization bill failed. Shortly before the year ended, Sen. John Breaux (D-La.) introduced a Senate version of the bill.

Well-Deserved Retirement



Ollie "Buzzy" Purday (left), a longtime member who shipped out of the ports of Baltimore and Norfolk, receives his pension check from SIU Patrolman Mike Paladino.

Editorial Reflagging—A Waiver of the Truth

LET'S face it. Somebody is not telling the truth. Is it the U.S. government? Or is it the Kuwaiti owners of the 11 reflagged tankers who receive millions of dollars a day in U.S. Navy protection, but don't have to employ American crews?

When the question of the reflagging first surfaced, it was assumed those ships would carry American crews. After all, American flags and American crews go together. We thought it was the law.

Last summer when the debate over the crewing of the tankers was raging, the lawyer for Chesapeake Shipping Company—the nominal owners, the real owners are of course the Kuwaiti's—said his bosses would crew those ships with whomever the law required.

"The company intends to, and will, comply with American law in all respects. If the law were to require and the regulations to require American citizen crews, the company is prepared to employ American citizen crews."

In addition, attorney Mark P. Schlefer told the House Merchant Marine

Subcommittee that the company did not ask any government agency for any special commitments regarding crewing requirements.

But lo and behold, the administration said because those ships would not call on American ports the citizenship crewing requirements did not apply. That interpretation was based on a section of maritime law which allowed the use of foreign crewmen when Americans were not available. That section was written in the days of sail and early steam when it was impossible to bring a seaman from the States to replace or relieve a crewmember overseas.

Now, the Secretary of Defense claims that the use of American crews, as required under a recently passed law designed specifically for the reflagged tankers, would somehow harm American national security.

In his letter requesting a waiver of the crewing requirements, Secretary of Defense Frank Carlucci said, "The reflagging is in the national defense interest and continues to be necessary to facilitate U.S. naval protection of these

reflagged tankers.

"... Unless waived, these requirements (citizen crews) would significantly change one of the conditions existing at the time of reflagging. This result would tend to undermine the reflagging arrangement, which continues to be in the national defense interest."

Going back to Mr. Schlefer's remarks, it appears that the ships' owners were willing to employ whomever the law required. The law now requires Americans. He also said the company did not ask for any special consideration, which appears to mean that the deal did not hinge on who crewed the ships. After all, it was American military might these people were seeking.

But looking at Carlucci's very vague and brief reasons for the waiver, it reads that if American crews were required to sail those ships, then the Kuwaiti's would back out of the deal. At least on the public record, crewing regulations are not part of the deal.

It's hard to imagine the Kuwaiti's would give up several million dollars a

day in U.S. Navy protection because of the small increase in cost for American crewmen on those ships. It would still be a small price to pay for renting the U.S. Navy.

Of course we can only base our conclusions on what is in the public record. And that record indicates someone is not telling the truth.

If there was some sort of backroom deal cut between the administration and the Kuwaiti government, why doesn't somebody just fess up to it. After all, it seems as if everybody is getting what they want.

Kuwait has the U.S. Navy in the Gulf for the cost of filing fees and the pay of two officers. The administration now has a legitimate right to show the flag and rattle its sabers in front of Iran, and to offset the presence of the Soviet Navy in the Gulf.

The only folks who didn't get what they want are the merchant seamen who could use the work. And the American public which has the right to the truth.

Letter To The Editor

'An Open Letter to My Brothers Of the SIU ...'

Seventy-two years ago I went aboard my first ship (1916). Many years have rolled by since I experienced the thrill of that day. Forty-two years I sailed on the Great Lakes, taking time out for a hitch in the U.S. Army and again in World War Two as a radio engineer at the Ford Bomber Plant at Willow Run, Mich. I retired in 1966 with what may be close to a record, 28 years on the last ship I signed on.

Many of you are unfamiliar with "those good days" of six hours on and six hours off. I would like to give you some idea of a sailor's life back in those days. It was a time when once a week we were given a roller towel of some coarse material. You took a bath with it one day, and the next day you dried your face with it! It was a time when the "Old Man" or the mate took a personal dislike of you and told you to get your money and get off at the next port. The surest way of getting fired was to mention the word "vacation," much less "vacation with pay"! The galley refrigerator had its padlock, and the cook had the key. When the cook went to bed, the key went with him. There was no night cook, the night lunch was set out on the galley table. On hot summer nights when the midnight crew came on, the sliced meat (if there was any left) was dry and curled up like a leaf on a fall lawn. The butter had turned to liquid and had drowned a few night bugs. One could have filled a fountain pen with what was left in the coffee urn and written a letter home with it. In making port, Ordinary Seamen

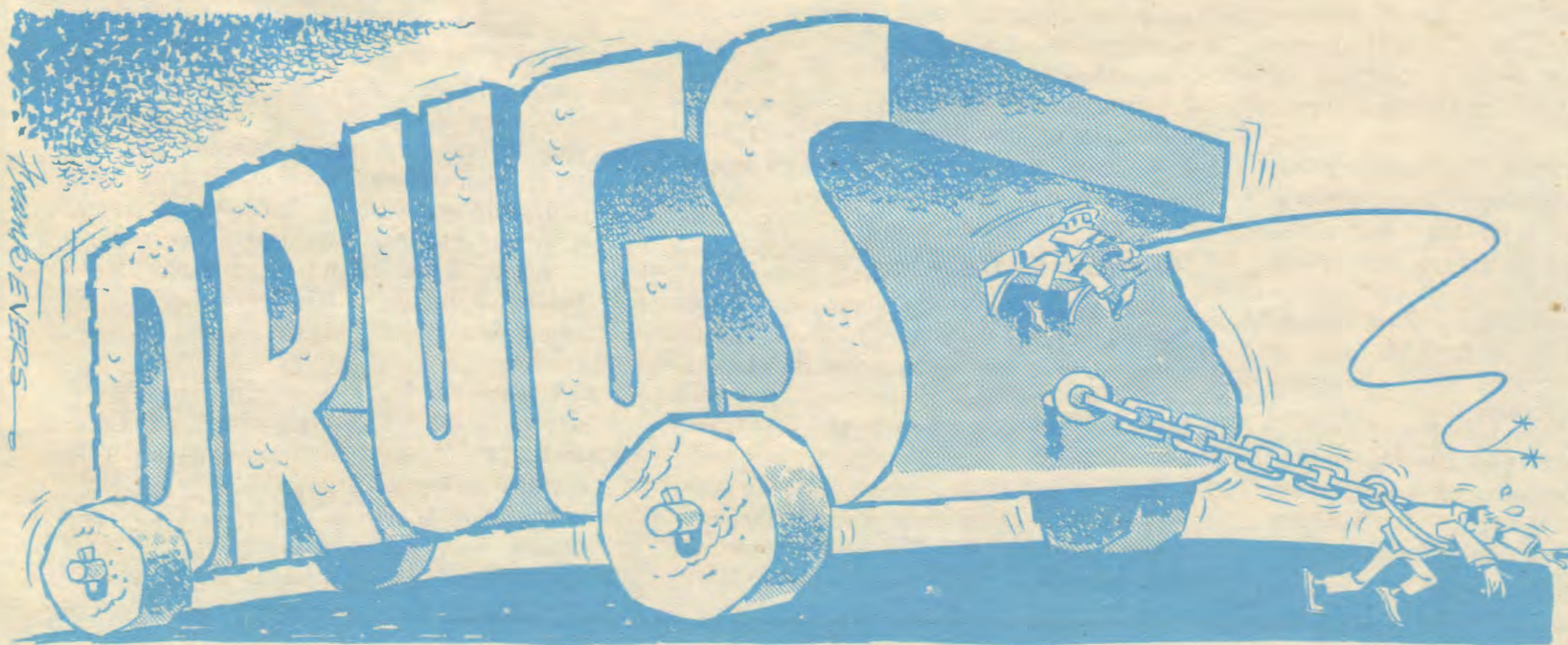
were called with no thought of overtime pay. "Overtime" was a nasty word; only to be thought of behind locked doors.

I could go on and add other things which you probably would not believe. Suffice it to say, these were the conditions aboard the ship I was on, when in 1950 an SIU agent came aboard. The story he told sounded like a fairy tale. There were 20 unlicensed men in the crew. Have you ever tried to get 20 men to agree wholeheartedly on one thing? Some would lose their job if they joined the Union. Others would be paying dues just to hold their job. That's human nature. After many pros and cons, the Union was voted in. And with it the "fairy tales" spoken of by the SIU agent became a reality!

A refrigerator was built into the galley wall and was open 24 hours a day. On the galley wall also was installed a T.V. Now we had clean linen whenever we needed it. Over time, we got vacations with pay, recourse to "beefs" that turn up, and rights that sailors long dreamed of. What a change in conditions the SIU had made.

But that was only part of it. For 22 years now I have received my SIU pension every month. I was never in a hospital until two years after I retired. Then everything seemed to fall apart. Two strokes, three heart attacks, and four times surgery for prostate gland. It incurred a tremendous expense, but the Union has stood loyally by me. Without their help I could have never made it. Any of you Brothers who feel you are paying dues just to hold your job could never be more wrong! Value your membership for everything it is. The SIU is one Union that is behind you all the way.

Sincerely yours,
John C. Hiller.
Petoskey, Mich.



YOU CAN'T
WIN USING
DRUGS!
UNSHACKLE
YOURSELF
TODAY!
KICK THE
HABIT!
CONTACT
YOUR UNION
AT PINEY
POINT OR
YOUR PORT
AGENT!

The SIU in Washington

Seafarers International Union of North America, AFL-CIO

February 1988

Legislative, Administrative and Regulatory Happenings

Washington Report

Rep. Richard Gephardt (D-Mo.), television evangelist Pat Robertson and Sen. Robert Dole (R-Kan.) were the big winners in Iowa's long awaited caucuses. In addition to winnowing the field of presidential contenders down to a more manageable size, the results said a great deal about the mind of the American electorate.

Gephardt's victory was a testimony to the importance that the American electorate places on the trade issue, especially in areas like Iowa, which have been hard hit by unfair foreign competition.

Dole based his campaign on two themes: leadership and the resolution of the budget deficit. The fact that he came from nearby Kansas gave his campaign a boost in this midwestern state.

Robertson's victory offered the most meaningful lesson to labor groups. More than any other candidate, he demonstrated the importance of grassroots activity in the election process. Republicans will have to take note of his concerns if they are to forge a winning coalition.

Merchant Marine Benefits

Forty-three years after the end of World War II, American seamen finally have been given the recognition they deserve for the role they played in helping to preserve democracy in the world.

The Defense Department granted surviving seamen the same rights and privileges that have been awarded to veterans and 14 other groups.

"Most seamen have long passed the age where they can enjoy many of the benefits that other veterans enjoyed," said SIU President Frank Drozak. "For many of our members, it was a matter of principle.

"The Maritime Trades Department started the ball rolling on this issue many years ago. We coordinated our efforts with the AFL-CIO and other seamen's organizations."

The ruling applies to seamen who served in active, ocean-going service from Dec. 7, 1941, to Aug. 15, 1945. For more details on this issue, turn to page 3 of this month's LOG or see your port agent.

Defense Commission

Unless this country moves quickly to revive this nation's merchant marine, it will be forced to incur substantially higher costs down the line, said the Commission on Merchant Marine and Defense.

The deterioration of the U.S.-flag fleet posed a "clear and growing danger" to the national security of this country, said the report, which was unveiled by Jeremiah Denton, commission chairman.

The commission outlined a seven-point program which it said should form the basis of any national maritime policy. Among the points stressed were the following:

- * Development of sealift resources the U.S. needs to meet national defense requirements.
- * Enactment of measures to ensure adequate ships, seamen and sufficient shipbuilding and repair capabilities.

* A "balance" between the active commercial fleet and inactive reserve forces.

* Preparation to "go it alone," if necessary, to meet strategic requirements.

* Maintenance of the shipbuilding mobilization base.

* Formulation of new initiatives and federal programs to augment this nation's sealift and shipbuilding capabilities.

* Restricting the reserve force only to ships that have military capabilities not required of the commercial sector.

For more information, turn to page 4.

ILO Convention

The maritime industry reacted with considerable favor to the Senate's decision to ratify an International Labor Organization (ILO) convention setting minimum safety and working standards for merchant mariners.

Hailing the 84-0 vote in the Senate, SIU President Frank Drozak noted that "this is a long-overdue step which will give the international maritime community some badly needed tools to protect the rights of seamen worldwide."

The Senate's ratification of the treaty expands the ability of unions in signatory countries to take steps to protect the health and safety of seamen on vessels calling in their ports.

In testimony delivered last year, Drozak cited cases where Philippine seamen were rendered virtual slaves onboard flag-of-convenience vessels after they had signed blank contracts which failed to provide for even their minimal necessities.

Article 4 of the convention gives trade unions in signatory countries the right to look into grievances filed by FOC seamen when there is evidence that a ship does not conform to minimum working and safety conditions.

A more detailed report is carried on page 5.

Coast Guard

Drastic budget cuts in the Coast Guard's budget request could pose a serious threat to the safety of many merchant vessels and hamper this country's war on drugs, said Admiral Paul A. Yost Jr., the Coast Guard commandant.

According to reports carried in *The Journal of Commerce*, the cuts in the Coast Guard's budget "will force merchant ships, tugs and ferries moving about New York harbor to rely on each other to avoid mishaps"—a dubious proposition.

In addition, a large portion of this country's search and seizures in the Caribbean will have to be halted because there no longer will be enough federal money to pay for them.

Kuwaiti Reflagging

Rumors have been circulating throughout Washington that the administration is considering waiving the American citizenship requirements contained in the recently enacted H.R. 2598 as they relate to the 11 Kuwaiti tankers.

Responding to these rumors, SIU President Frank Drozak called upon the government to commit to using American seamen onboard these vessels.

Gleneagle Ship Management Company, agent for the Chesapeake Shipping Company (the "American" owner of the vessels), notified the SIU that it had not yet decided how to man the vessels.

"One would think that if they were going to have to fill some 500 billets soon," said Drozak, "they would want a pool of trained seamen to choose from."

Several hundred SIU members have expressed interest in manning these slots, if they become open to American citizens.

"If the government doesn't want to use American seamen onboard these vessels," said Drozak, "then it should re-evaluate its commitment in the Persian Gulf. The government should take appropriate action and reject any requests for the employment of foreign nationals aboard U.S.-flag vessels."

For more information on this story, please turn to page 1.

Oy Canada

The Canadian government is considering ways to establish a second shipping registry to promote that country's deepsea shipping industry, according to reports carried in *The Journal of Commerce*.

Several different plans are being floated about, many of which are similar to recent actions taken by the Danish parliament.

The recent news reports on this issue put into stark perspective how important it was for this country to exclude transportation from the Canada Free Trade Agreement which was signed last year between American President Ronald Reagan and Canadian Prime Minister Brian Mulroney.

The move to establish second registries has swept the maritime nations of Europe. Norway started the trend last year, and France and Sweden are looking into similar plans.

Liner Subsidy Reform

The shipping industry can make a comeback this year, said Sally H. Smith, specialist in ocean carrier stocks, but only if there is some resolution to the reform of the liner subsidy program.

While the administration and certain segments of the industry remain split on the best way to reform the program, the shipbuilding industry came up with a plan that might help resolve at least part of the disputed issues.

According to reports carried in *The Journal of Commerce*, John Stocker, president of the Shipbuilders of America, is thinking about "separating the U.S.-flag liner fleet—and maybe also the bulk carriers—into two parts. The plan, theoretically, would assure the shipyards some commercial work and would free owners and operators to decide under which system it would be to their advantage to operate."

Stocker is the first prominent shipbuilder to publicly explore the possibility that at least some American-flag vessels could be built foreign.

But he was speaking only for himself and not the whole council. In addition, other segments of the industry and government remain divided over other issues.

Operating differential subsidies, which have enabled many American-flag companies to remain competitive, have begun to expire.