

LOG

Official Publication of the Seafarers International Union • Atlantic, Gulf, Lakes and Inland Waters District • AFL-CIO Vol. 48 No. 3 March 1986

Pressure Splits Owners

300 Fishermen Back to Work, as More Boats Sign

A massive defection of Seafood Producers Association (SPA) members has swollen the number of New Bedford fishing boats sailing with an SIU contract to about 50 as the SIU fishermen's strike enters its third month.

In addition to the signed agreements, about 20 independent fishing boats are near to signing Union contracts, SIU Vice President Mike Sacco said.

"We've had major progress here. We're getting a lot of our people back to work. We've been able to split the Seafood Producers and we've made great strides with the remaining independents," said New Bedford Port Agent Joe Piva.

Dozens of unfair labor practice charges have been filed by the Union against the SPA and some independents. The charges include failure to bargain in good faith, failure to provide information to the Union and other charges.

As the independents sign contracts, SIU fishermen are crowing the boats as they sail, but pickets remain up at sites where the owners have not come to terms with the Union, said Jack Caffey, special assistant to SIU President Frank Drozak.

"We're coming along real well, but this strike will not be over until we get all the boats we have bargaining rights with to sign up," Caffey said.

The latest break in the dispute came in late February after two months of strike pressure on the SPA. Following the failure of the SPA to continue

bargaining past Jan. 24, the SIU began to negotiate with about 80 independent boatowners who are not part of the SPA.

"In the past," Piva said, "the Seafood Producers were usually the first to sign and the rest of the boats would follow. But this time they wouldn't get off the dime and bargain, so we changed tactics."

The independents began to sign contracts which contained many of the points the SPA would not move on in their offers, including:

- ✓ a 55-broken 45 percent split of the catch's proceeds, with the crew picking up the 55 percent for draggers and a 60-40 split for scallopers;

- ✓ continuation of the current 5 percent contribution to the pension and welfare plans (2½ percent to each);

- ✓ the elimination of the captain's absolute right to hire and fire. Under the contracts there must be just cause for dismissal, and the action falls under the Union's grievance and arbitration procedure;

- ✓ requiring the owner to document all expenses—fuel, food and ice;

- ✓ the installation of fuel gauges on all boats and the elimination of the practice of estimating fuel costs;

- ✓ the use of an impartial judge to settle disputes of fish quality.

As more and more independents began to sign, Piva said, many SPA members began questioning the Association's stand.

"They were saying, 'These people

(Continued on Page 28.)



After being strike-bound for nearly two months, the scalloper *Mondego II* begins its first trip with an SIU contract. Striking fishermen on the dock wave goodbye.

MTD Board Sets Course



Maritime Trades Department President Frank Drozak opened the MTD's executive board meeting last month in Bal Harbour, Florida with an outline of a program to pump new energy into the U.S. maritime industry. (See pages 17-24 for a report on the meeting.)

Inside:

Buck Stuck in Fast Ice

Page 3

Build and Charter Stirs Debate

Page 3

Marad Budget Means More Cuts

Pages 4 & 5

Government Services News

Pages 26 & 27

Cafe Is Haven in Fair Haven

Page 29

March Marks Pioneers' Birthdays

Pages 32 & 33

President's Report

by Frank Drozak

(The U.S. Coast Guard is putting together proposals for changes to licensing and documentation requirements for deepsea officers and crewmembers, and for inland and mobile offshore drilling crewmembers. Because of the immediate and long-range effects of these proposed changes, I have written the following letter to the U.S. Coast Guard Safety Council expressing my concerns on behalf of the members of our Union.)

The Seafarers International Union of North America, AFL-CIO, which counts among its members thousands of seamen who work aboard U.S.-flag vessels on the oceans, Great Lakes and inland waters of this country, appreciates the opportunity to comment on the Supplemental Notice of Proposed Rulemaking (SNPRM), CGD 81-059 and CGD 81-059a, Licensing of Maritime Personnel and Licensing of Officers and Operators for Mobile Offshore Drilling Units, respectively.

As noted in our comments of March 5, 1984 responding to the Notice of Proposed Rulemaking (NPRM) on this subject, the SIU concurred with both the need and complexity of streamlining the license structures for ocean and inland service and once again commends the efforts of the officers involved in authoring this aspect of CGD 81-059.

It is our view that the establishment of career growth patterns for merchant seamen will definitely contribute to a more professional attitude among our licensed members and will encourage them to continue their education and training.

In our previous letter, although noting that the Proposed Rules would generally benefit our members, the SIU, nonetheless, voiced several concerns with the proposal and recommended that certain modifications be made to the proposed rulemaking. The SIU is pleased to find that the Coast Guard did incorporate several of these recommendations into the Supplemental Notice of Proposed Rulemaking, CGD 81-059.

However, a number of initial concerns still remain unresolved and, in fact, other problem areas have surfaced with the publishing of the revised proposed rulemaking which we will enumerate further on into these comments.

Simulator Training

First, the SIU reiterates its belief that the combination of both simulator training, utilizing meaningful and realistic programs with specific skill objectives, coupled with Coast Guard approved formal training courses in the classroom is a positive step toward achieving safer working conditions aboard U.S.-flag vessels. We, therefore, support the use of training as a partial substitute for actual seetime.

However, it is our view that substitution of a satisfactorily completed approved training course for up to two-thirds of the required service in the engine or deck department—as recommended in the proposed rulemaking—is imprudent and excessive.

Although simulators and training are suitable teaching tools, they are only an adjunct to "hands-on," at-sea experience, and should not be given the excessive high priority proposed by the rulemaking. Therefore, the SIU recommends that the Coast Guard accept a shoreside training substitution not to exceed a maximum of one-half of the required service on deck or in the engine department and only on a one-to-one basis.

According to the rulemaking, in anticipation of the future domestic implementation of the Tonnage Convention which will result in higher gross tonnages for current measurements, the Coast Guard "will make every attempt to allow the seaman to continue to operate on those vessels presently employed. That may require specific tonnage endorsements on each individual license or it may require conversion to licenses in the new system."

The SIU is concerned over the apparent lack of specific information regarding a grandfathering clause as it applies to present license holders. We urge that the regulations be amended to include guarantees to present license holders that no loss of tonnage or limitations of scope would be imposed on their present license so that the job security of present license holders will not be threatened.

SIU Comments on Changes In Coast Guard Documenting

Further, the SIU restates its opposition to the Coast Guard's intent to permit engineroom service to be creditable for up to six months for deck licenses and vice versa. We do not believe that watchstanding in the engineroom equates with that on the bridge and vice versa. This provision is, therefore, unacceptable.

In reference to the firefighting provision of the Proposed Rules, the SIU urges the Coast Guard to include firefighting training for all personnel onboard U.S.-flag vessels in all sectors of the maritime industry. The Proposed Rules now limit required firefighting training to deck officers on vessels over 200 gross tons in ocean or near coastal service and to engineers on vessels over 1000 horsepower. It appears that no firm commitment is forthcoming to include personnel of vessels less than 200 gross tons even though no vessel is immune from fire hazards. This minimum safety requirement is long overdue.

Health Care

Of equal importance to the SIU is the availability of quality emergency health care aboard all U.S.-flag vessels. The SIU feels that CPR and first-aid training be required for all seamen in all sectors of the maritime environment, including deepsea, shallow draft tug and tow, barge, dredge, passenger vessels, offshore oil and gas, MODU's and fishing fleet employment. Unfortunately, the Proposed Rules do not extend the CPR and First Aid training requirements throughout the industry. Thought should be given to this recommendation as well as requiring refresher training in both firefighting and CPR/First Aid in license regulations for renewal as well as for upgrading endorsements.

The amended Proposed Rules create additional areas of concern for the SIU. Specifically, we draw your attention to the revised Subchapter P—Manning of Vessels, Part 157—Manning Requirements, appended to this rulemaking. Surely an issue of such major importance should be dealt with in a separate rulemaking.

The SIU is aware that the Coast Guard is granted statutory authority to interpret laws and promulgate regulations intended to promote marine safety and to protect navigable waters. Nevertheless, the SIU is concerned with several proposed regulations within Part 157 which in our view are, in some instances, an unjustified expansion of discretionary agency authority while, in others, an evasion of agency responsibility. We, therefore, submit for your consideration into the finalized version of the Proposed Rules the following specific comments:

15.301: Definition of Terms

(f) Longstanding maritime tradition in the private sector has always considered a deck maintenance person as part of the deck crew. The SIU considers eliminating the maintenance person as a member of the deck crew in the proposed rulemaking contrary to this tradition and unacceptable.

15.401: Certificates of Inspection

(b) It is once again unfortunate that the Coast Guard persists in leaving the responsibility for determining the minimum complement of licensed officers and crew necessary for the safe operation of vessels to the Officer in Charge of Marine Inspection in varied ports. If minimal manning levels are left to the interpretation and determination of each individual Coast Guard Officer in Charge of Marine Inspection, the present confusion in the industry will continue to perpetuate.

The SIU considers national and centralized standards not subject to individual OCMI discretion as the logical answer to the current disparate set of manning standards. The SIU urges the Coast Guard to set a standard minimum manning complement for American merchant vessels which will protect not only their safe navigation and maintenance but also the safety of life and property at sea.

(Continued on Page 30.)



Charles Svenson
Editor

Mike Hall
Managing Editor

Max Hall
Associate Editor

Ray Bourdus
Assistant Editor

Lynnette Marshall
Assistant Editor/Photos



Deborah Greene
Associate Editor

March 1986

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

Vol. 48, No. 3

Executive Board

Frank Drozak
President

Joe DiGiorgio
Secretary

Ed Turner
Executive Vice President

Angus "Red" Campbell
Vice President

Mike Sacco
Vice President

Leon Hall
Vice President

Joe Sacco
Vice President

George McCartney
Vice President

Roy A. Mercer
Vice President



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.

Heavy Weather, Fast Ice Make for a Slow Trip

A trip from the top of the world to the bottom is one long voyage, but when you have extremely heavy weather and ice thick enough to trap a large tanker, it's even longer.

The SIU's M/V *Paul Buck* (Ocean Carriers) launched last year, completed the trip with an "enthusiasm, professionalism and a total can-do attitude," according to the commander of Navy Support-Antarctica in a letter of commendation he sent to the crew.

The *Buck* left Alaska Christmas Day and had to endure a severe gale in the Gulf of Alaska. She arrived in New Zealand Jan. 14 to take on bunkers and then proceeded into Antarctica to deliver various petroleum products.

On the way into McMurdo Sound and the way out "some of the worst fast ice conditions ever experienced" in the sound trapped the *Buck*. Ice-breakers had to cut channels for passage each way. The 12,000-mile voyage took about two months to complete, and the *Buck* was dry-docked in Australia for some minor repairs.



The M/V *Paul Buck* slowly makes its way through the thick ice of Antarctica earlier this year. The SIU members of the *Buck's* crew were: QMED/Pumpman James Brock, QMED Kelly Mayo, QMED Richard Parrish, BOSUN Joel Lechel, AB Keith Bennett, AB Ervin Bronstein, AB Willie Dillon, AB James Blitch, AB Mike McEarchen, GUDE Donald Gearhart, GUDE Thomas Sherrier, STD/BKR Marvin Howell, C/COOK Toyo Gonzales, GSU Samuel Johnson and GSU Robert Maschmeier.

Navy, White House Oppose Program

Build and Charter Hearing Searches for Answers

Several House members used a hearing on the build and charter program to vent their anger at the administration's refusal to come up with a plan to reverse the decline of the American-flag merchant marine.

They also predicted that the House will eventually authorize a build and charter program despite opposition from the administration and the Navy.

"When the [build and charter] bill hits the floor," said Rep. Charles E. Bennett (D-Ala.), Seapower and Strategic and Critical Minerals Subcommittee chairman, "it will pass."

"We have an administration," said Rep. William Carney (R-N.Y.), "that has done everything possible to build up the military with the exception of giving it a way of transporting troops and cargoes overseas."

Carney directed his remarks to John A. Gaughan, head of the Maritime Administration (Marad), who outlined the administration's opposition to the \$852 million build and charter program.

If authorized by the House and the Senate, the build and charter program will be the first major vessel construction program since the elimination of Construction Differential Subsidies in 1980. In a slight departure from standard legislative practice, monies for the program already have been approved by the Senate, although the bill itself still has to be approved by both houses of Congress.

Bennett stressed that Congress did not think it "sinful" to help an industry whose foreign competitors receive substantial subsidies.

Bennett urged officials from Marad and the Navy to "work with Con-

gress" to come up with a bill that best combines the needs of the military establishment with those of commercial shippers.

Rep. Roy Dyson (D-Md.) was more specific. He warned that the Navy would have no input in determining the kinds of vessels that would be constructed under this program unless it decided to work with the committee at an early stage in drafting a bill.

Another government witness, Everett Pyatt, assistant secretary of the Navy, told the committee members that "the build and charter method of producing sealift capability is not necessarily more cost effective than our current method."

When asked by Dyson if the method of procurement was the main reason behind the administration's opposition to the bill, Pyatt replied no, that the main reason "was the concept of taking money and building vessels that we didn't request."

Pyatt also noted that he felt that any vessels used for sealift purposes could be crewed by Navy reservists. SIU President Frank Drozak addressed that issue later on in the hearing.

"I was appalled," Drozak said, "when I heard someone say that our sealift needs could be met by Navy reservists. Technology is changing so rapidly that if you are out of the industry for more than six months, then you are not really equipped to handle the latest equipment."

Drozak also testified that you could put facilities in mothballs, but not skills. This nation, he warned, is in danger of losing thousands of skilled mariners.

Referring to what he called "the fine

facilities at Piney Point," Drozak said that it takes three years to train a top-notch AB or QMED, and another half year after that to train a licensed mariner.

Drozak drew a great deal of attention when he said that the Navy and the private-flag merchant marine would have trouble manning all the vessels in the Ready Reserve Fleet.

Noting events in the Philippines and elsewhere in the world, Drozak said that sealift is more important than ever.

Other industry representatives testified at the hearing. One was Lee Rice, head of the Shipbuilders Association, who noted that the Navy's much touted plans for a 600-vessel Navy could not alone ensure a minimum shipbuilding base, especially now when the need to cut the budget deficit makes it unlikely that a goal will ever be met. Unless something else is done, Rice said, he could see the extinction of the shipbuilding industry in another three or four years.

One of the committee members, Rep. Herbert Bateman (R-Va.) concentrated many of his remarks on the sad state of the shipbuilding industry. After listening to Gaughan state the administration's preference for building foreign, Bateman said, "I commend your candor but I find it shocking that we will write off this industry."

Later in the hearing, Drozak said that he believed that a compromise could be worked out between the government and shipbuilding industries which would allow American shipowners to build a certain number of vessels foreign for every vessel constructed in an American shipyard.

"That way everybody's needs will be met," said Drozak. He stressed that he did not personally favor building foreign, but that something needed to be done to overcome the gridlock on this issue.

The administration was not the only one to come in for criticism at the hearing. So did District 1 of the Marine Engineers Beneficial Association for its opposition to reflagging the Cunard passenger vessels.

Mario White, secretary of District 1, said he believed that some of the \$852 million could be used to build passenger vessels because such vessels "are extremely important to the defense of the country." Carney agreed with White that passenger vessels are important. Because of that fact however, Carney said he found it hard to understand District 1's intense opposition to the reflagging of the Cunard vessels.

Early on in the hearing Pyatt estimated that "only eight to 10 vessels would be generated by this legislation." Rep. Norman Sisisky (D-Va.) replied, "it would be at least eight to 10 more vessels than we already have," and that the program would keep three or four shipyards in business that would otherwise have to fold.

When questioned about Pyatt's assessment of the number of vessels that would be generated by this bill, Rice said under the right circumstances as many as 20 vessels could be built. He also felt that the program itself could be a useful stopgap measure while the administration comes up with a more comprehensive policy.

Marad Budget—On a Steady Course to Disaster

A SPECIAL REPORT

by Max Hall

PART ONE

The Reagan administration has submitted its proposed budget for fiscal year 1987, which it contends will meet the spending cuts mandated by the Gramm-Rudman Act.

The budget has assumed an increased importance now that a three-judge panel has declared parts of the Gramm-Rudman Act unconstitutional. The Supreme Court is expected to take up the matter some time later this year.

The Gramm-Rudman Act mandates across-the-board cuts in the federal budget over the next five years if Congress does not meet certain budgetary goals.

Organized labor has opposed Gramm-Rudman on the grounds that it would inflict serious harm on the average taxpayer. "Gramm-Rudman would bring chaos to government and to the American standard of living," said Ray Dennison, head of the AFL-CIO's new credit card program and former head of its legislative department.

"As harsh as Gramm-Rudman was, the president's budget is worse," said SIU President Frank Drozak. The budget calls for sweeping cuts in most social and promotional programs and an eight-and-a-half percent increase in the defense budget, which has grown substantially over the past five years.

The president has adamantly opposed any new taxes to pay for badly needed social and promotional programs.

The few remaining federal maritime programs still in existence are scheduled to be cut or eliminated under the president's proposed budget.

In programs under the direct administration of the Maritime Administration, Reagan is asking for the elimination of three important functions: research and development, aid to state maritime schools, and the Title XI Vessel Mortgage Guarantee Program.

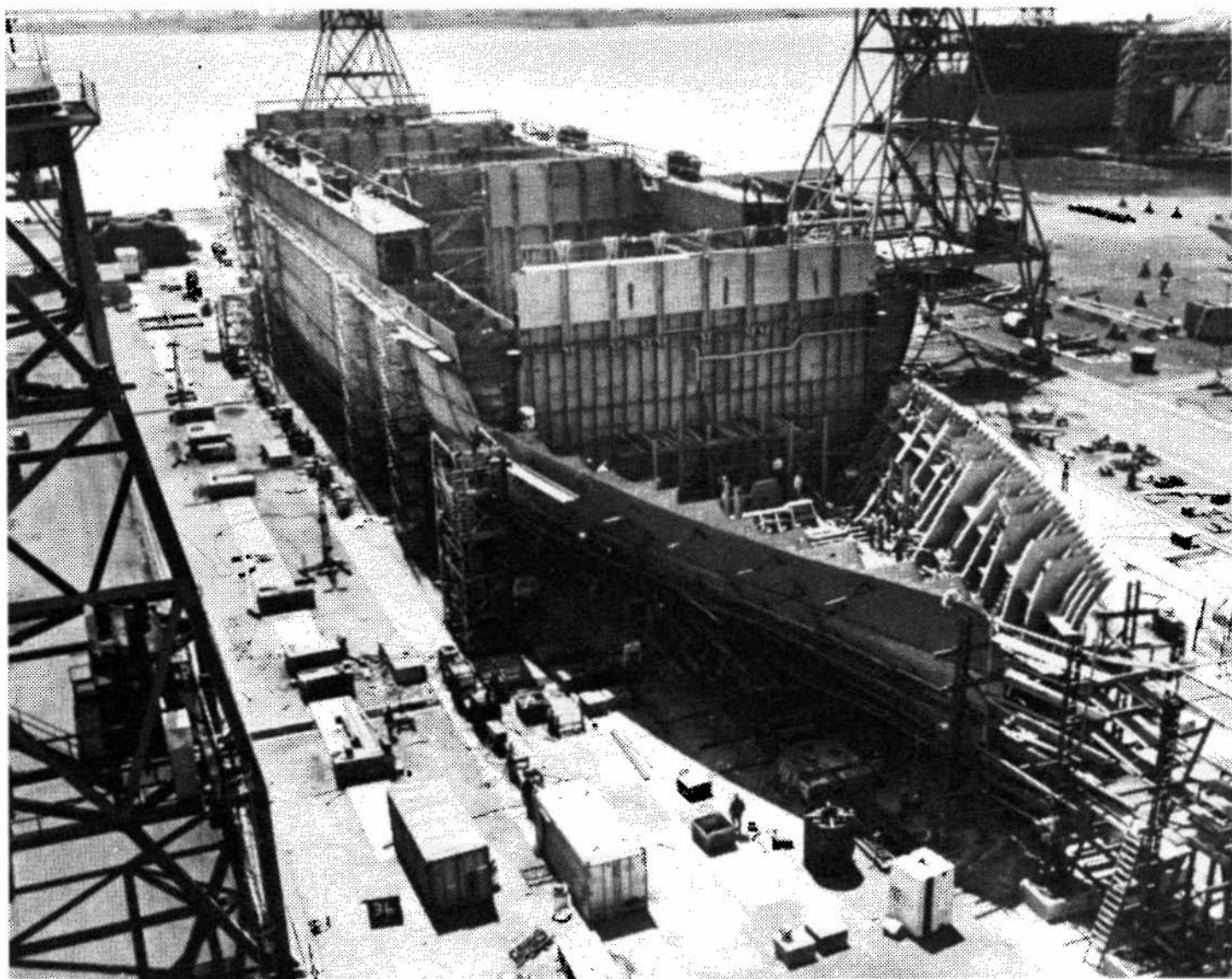
Of the three, elimination of the Title XI program would have the most serious impact on the U.S. merchant marine. Since its inception, the Title XI program has been instrumental in allowing shipowners to gain sufficient financing for new vessel construction.

In hearings held before the House Merchant Marine Subcommittee, funding was restored to state maritime schools, though at levels slightly lower than last year.

Cuts in research and development programs were allowed to stand. If enacted in their present form, these cuts will mean the elimination of all federal aid to maritime research and development within a few years.

Yet, direct cuts in the maritime budget were only part of the story. The most serious threat to the maritime industry came to programs that generate cargo: cargo preference and the Strategic Petroleum Reserve.

The administration has announced its intention of repealing last year's



American ships under construction in American yards may soon be a thing of the past if the government trend toward abandoning the merchant marine continues.

cargo preference compromise, which was included in the 1985 farm bill. Under the terms of that agreement, cargo preference requirements for certain programs (e.g., Blended Credit, BICEP and Payment-in-Kind) were dropped while overall cargo preference levels would be raised from 50 to 75 percent over the next few years.

The administration alleges that the compromise would increase transportation costs. "The figures that the government is talking about are miniscule," said Drozak, "especially considering the fact that the P.L. 480 program is the most important source of cargoes for the American-flag merchant marine."

The agriculture industry is also slated for substantial cuts in the proposed Reagan budget. Last year, Drozak consistently argued that the real problems facing the agricultural industry were not caused by cargo preference, but by the high value of the dollar and closed foreign markets and policies enacted by the Reagan administration.

Drozak's arguments helped bring about a compromise in the bitter dispute. If the president's budget is enacted in its present form, then both industries would have to go back to square one. Blended Credit and other such programs would still be covered under the P.L. 480 program, and the American-flag requirements would be scaled back to 50 percent.

"We are meeting with pro-maritime and pro-agriculture legislators to see what can be done on this issue," said Drozak. "These two industries are

natural allies in fighting some of the more objectionable provisions of the Reagan budget."

One other program that the administration has scheduled for elimination is the Strategic Petroleum Reserve. This move has met with considerable opposition from around the country, best typified by an editorial in *The Washington Post*. The newspaper called the SPR a bargain which safeguarded the strategic interests of this country by maintaining an adequate supply of "readily available" oil.

"Those who think we can stop filling the reserve," said Sen. Bill Bradley (D-N.J.), who has taken the lead on this issue in the Senate, "misunderstand the nature of energy security." Bradley also noted that buying oil for the strategic reserve would help Mexico, which has been hard hit by the drop in oil prices. The Mexican economy is collapsing under the burden of owing nearly \$100 billion in loans to foreign, mainly American, banks.

To seamen thinking about protecting their future job security, there was one interesting provision in the president's budget request.

Even as the administration has withdrawn its support for the private merchant marine, it has continued to press for more funds to build cargo vessels strictly for defense uses. (It has, however, opposed a badly needed build and charter bill. See page 3.)

The new budget earmarks \$228 million for further acquisitions of U.S. and foreign vessels during the coming fiscal year for vessels that can be used in the Ready Reserve Fleet.

PART TWO

This year's battle to secure funding for federal maritime programs is taking place during a period of great economic upheaval. There is also an intense ideological debate going on over the proper role that the federal government should play in regulating and promoting American industries.

The state of the American economy is decidedly mixed. Inflation and unemployment are down. At the same time, the trade deficit is at an all time high, and so is the federal deficit.

BusinessWeek, a conservative magazine that would normally be expected to support the fiscal policies of the present administration, ran a 30-page special report on the decline of America's industrial base and the ominous implications for the future.

"A service-driven economy," said BusinessWeek, "must count on sales to basic industry to survive. Vast support networks—including utilities, distributors, and financial, accounting and consulting firms—will inevitably be hurt if manufacturing continues to atrophy."

The first taste of that is occurring in the insurance industry. Last month, Thomas O. Clark, chairman of the American Institute of Maritime Underwriters (AIMU), talked to a reporter for *The Journal of Commerce* about the need to ensure that American insurance companies have access to foreign markets, which he contends are closed to American insurance companies.

"Countries trapped in industrial decline almost never get a second chance," said BusinessWeek. "But dropping oil prices and a falling dollar are giving the U.S. a fresh opportunity to revitalize its manufacturing sector. The country does not need a comprehensive industrial policy requiring large-scale government intervention in the economy. But U.S. business, labor and government leaders must start to think harder and act more decisively toward one goal: strengthening the long-term competitive stance of U.S. business."

PART THREE

"I admire your candor, but I find it shocking that we are willing to write off this industry."

Those words were spoken by Rep. Herbert Bateman (R-Va.) at a subcommittee hearing on Sealift. He was responding to remarks made by John A. Gaughan, head of the Maritime Administration, who was outlining the administration's opposition to a proposed \$852 million build and charter program.

Bateman was talking about the shipbuilding industry. He might as well have been talking about the maritime industry as a whole, from the shipowners who have to compete against heavily subsidized foreign competitors, to the men and women who man the vessels, to the insurance writers who have been closed out of foreign markets.

BusinessWeek estimates that for every \$1 billion spent on foreign-made autos, the U.S. loses at least \$2.43 billion, not including taxes on the jobs



American maritime leaders have spent countless hours during the six years of the Reagan administration trying to warn the Congress and the American people of the consequences of a withering merchant marine.

generated by the earnings paid to workers. That same figure would probably hold true for ships made in the U.S.

In another section of its report, BusinessWeek talks about an even more important problem: "Even American Know-how Is Headed Abroad."

SIU President Frank Drozak alluded to this problem when he told the committee members that this country is in danger of losing the skills of the men and women who man American-flag vessels.

Drozak noted that it takes three years to train an AB or QMED. In today's rapidly changing technological world, that requires extensive training. "If you are out of the industry for six months or a year," said Drozak, "then you just can't keep up with the new skills required to run a ship."

PART FOUR

Delegates to the MTD Executive Board have fashioned a plan that could serve as a basis for a comprehensive national maritime policy.

The delegates, meeting in Bal Harbour, Fla. Feb. 13-14, urged the adoption of several programs that would spur the development of a viable American-flag merchant marine.

These programs can be summed up in one word: cargo. "Ultimately," said the delegates, "cargo is the key factor for using American-flag vessels and for creating the demand for new ships. Yet we lack a positive national commitment to putting more cargoes on U.S.-built, U.S.-flag vessels."

The decline of the American-flag merchant marine, said the delegates, "has continued through several administrations whose combination of bad planning, absence of planning and neglect have created a deathwatch over the American-flag merchant marine."

"In recent years," said the delegates, "the federal government has eliminated the Construction Differential Subsidy program and has proposed foreign construction for subsidized operators. By cutting ODS and permitting buy-outs, the government has put U.S.-flag shipping in a less competitive stance."

"Our world position has been further undercut by opposition to the Law of the Sea Treaty, resistance to negotiating bilateral agreements with our trading partners, and attacks on our cargo preference laws."

A full report on the MTD Executive Board meeting is carried elsewhere in this paper (see pages 17-24).

SHLSS Cook Upgraders Win Jobless Pay Dispute

Seafarers Robert L. Overton of the port of Honolulu and Kelly D. Scott of the port of Seattle won jobless pay benefits last month when San Francisco administrative law Judge George Trigueros ruled in their favor, it was announced by Leslie Tarantola of the SIU Legal Department who represented them at the appeal.

They had been turned down for jobless pay benefits while they were attending the SHLSS Cook and Baker Upgrading Program in 1985 because they "were not available for work."

They appealed to the California Unemployment Insurance Board testifying that they had transferred their job registrations to the SIU Hiring Hall at the school in Piney Point, Md.

Furthermore, they said, they were registered for work at the Piney Point hall and were available to be dispatched to any jobs which would become available to them through the Union.

SHLSS Port Agent Edd Morris also testified that SIU Seafarers were hired out of the hall on a regular basis from among the school's students.

Judge Trigueros ruled that "Although [they] are full-time students in the Union's Cook and Baker School, they are actively seeking work by virtue of their registration for jobs through their Union. The evidence indicates that jobs are regularly made available to such students as [them] and that students are hired on a regular basis. Under the circumstances of this case it is concluded that [they] are available for work notwithstanding their attendance in school."

In addition it was stressed by the Union that advanced training is essential today for people in this industry. There is a lot of new and modern equipment being used, and seamen need to learn new skills and update older skills if they wish to secure employment.

Soviet Cruise Ship Sinks

One crewman died, but nearly 700 other crewmembers and passengers were rescued when the Soviet liner *Mikhail Lermontov* slammed into rocks off New Zealand's South Island and sank last month.

A fleet of local boats, a cargo ship and a ferry rescued most of the people from the ship after they abandoned the vessel in the area between Tasman Bay and Cook Strait, some 25 miles northwest of Wellington.

The ship sank about five hours after it hit rocks in the fjord-like area. The captain, according to reports, let the ship drift for five hours in an attempt to beach the vessel before it finally sank about four miles off the coast. Both

engines were shut down when the ship slammed into the rocks and water poured into the engine room.

Information for D-Day Mariners

Since our recent article (December 1985 LOG) about the Mulberry Project being a new Defense Department category for the first veterans status given to merchant seamen, we have had inquiries from several members. Some are close to this group, having been in the D-Day invasion operations but not on that particular project. If you have questions pertaining to this or other similar veterans status questions, you can write to the department that processes applications for veterans status: SAF-MIPC, The Pentagon, Washington, D.C. 20330-1000.

Greek Captain Jailed in Fraud

The 1980 sinking of the supertanker *Salem* turned out to be the biggest marine fraud in history, and the ship's captain was sentenced to 12 years in a Greek prison for his role in the incident.

The captain was found guilty of scuttling the 200,000 dwt ship off the coast of Senegal and of being part of the illegal sale of the ship's 180,000-ton cargo of crude oil.

The *Salem* was insured for \$24 million and the cargo for \$56 million.

Freighter Capsizes, 7 Die

A small Panamanian freighter capsized in stormy seas off Greece last month. Seven crewmembers drowned and two others were reported missing. The 490-ton *Unity II* was sailing from Spain to Cyprus and Lebanon.

Nominations for Ship Safety

Nominations for two safety awards are being accepted by the American Institute of Merchant Shipping and the Marine Section of the National Safety Council.

The Ship Safety Achievement Awards are given each year to vessels that have performed outstanding feats of rescue or seamanship reflecting high safety standards. The Jones F. Devlin Award goes to any self-propelled U.S.-flag vessel that operates for two consecutive years without a crewmember losing a full turn at watch or because of an occupational injury. For more information, contact either group.

Help A Friend Deal With Alcoholism



Alcoholics 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 is headed.

Helping a fellow Seafarer who has a drinking 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 Alcoholic Rehabilitation Center in Valley Lee, Md.

Once he's there, an alcoholic 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 life.

The road back to sobriety is a long one for an alcoholic. But because of ARC, an alcoholic 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.

Alcoholic Rehabilitation Center

I am interested in attending a six-week program at the Alcoholic 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



Inland News

tug/tow
barge/dredge

NLRB Upholds Judge's Ruling on Union-Busting

WASHINGTON, D.C.—The U.S. National Labor Relations Board (NLRB) upheld Administrative Law Judge Marvin Roth's ruling that Outreach Marine (McAllister Brothers) of the port of Baltimore was formed in 1984 to evade the SIU contract, an unfair labor practice and violation of the law.

The Board ordered Outreach Marine to restore jobs and back pay with interest to 26 former employees.

Outreach Marine said that it plans to appeal the decision to the U.S. 4th Circuit Court of Appeals.

Outreach began operations after presumably buying four tugs from McAllister, discharging most of the former employees and rehiring others at lower wage scales and without the benefits of a union contract. The li-

censed personnel were classified as supervisors, not employees.

The NLRB also affirmed Judge Roth's April 22, 1985 findings that Outreach was McAllister's "successor" and that they were really alter egos—one and the same.

The SIU had charged that McAllister-Outreach unlawfully withdrew recognition of the Union as the collective bargaining agent for their employees, captains, mates, engineers and unlicensed personnel, that it bypassed the SIU by dealing directly with their employees, and that it unilaterally reduced employees' wages, crew sizes and vacation benefits. It also eliminated overtime pay and failed to recall employees according to seniority rules.

Judge Roth also found that the loan

deal (in which McAllister sold its tugboats to Outreach but stayed liable for \$1.9 million to a bank for repayment of \$1.4 million loan Outreach secured by a first preferred fleet mortgage on the boats) was nothing but a paper-shuffling device "guaranteeing one mortgage for another."

The NLRB ordered Outreach to reinstate the following SIU Boatmen to their former or equivalent jobs: Ralph Kirchner, Charles Rogers, Louis Canavino, Jerome Lukowski, Leon Mach Sr., Peter Messina, Alvin Hirsch, Manuel Alvarez, Joseph Zorbach Jr., Joseph Rakowski, Paul Pusloskie, Robert Machlinski, Ronald Neibert and Robert Henninger.

It also ordered Outreach to give jobs to Steven Hardin, Charles Dougherty, Robert Schwatka, James Perry, George

Leaire, William Miller, William Bobac, Karl Dlabich, Raymond Kuta, Steve August, Larry Neibert and Norman Gifford.

Outreach was further ordered by the Board not to discourage membership in the SIU and to live up to the terms of the Union contract. Additional orders included not to refuse to recognize and bargain collectively and in good faith with the SIU as exclusive representative of all licensed and unlicensed employees and to reimburse the SIU for any loss of dues.

On Feb. 24, nine of the Outreach employees regaining their jobs wrote to SIU President Frank Drozak: "Every body of men who is organized to protect jobs and benefits requires strong leadership. During these past months of legal struggles with our former employer, we in Baltimore have experienced the Union support which other labor organizations only talk of.

Florida Pipeline Draws Fire at Hearing

A plan to convert a cross-Florida natural gas pipeline to an oil pipeline received more criticism during a Senate committee hearing late last month. The SIU and several environmental groups have been fighting the planned pipeline for a number of years.

The major concerns of pipeline opponents are environmental. In addition, several SIU contracted tug companies could face cargo losses if the pipeline replaces current barge traffic.

The 26-year-old pipeline runs from the Alabama border to Port Everglades, and about 640 miles of it would be converted to carry oil. But those 640 miles run through Florida lake country, national forests and other major supplies of drinking water for the state, some of which are very close to ground level.

While the Department of Transportation has approved much of the plan, representatives from the General Ac-

counting Office said federal inspections are inadequate.

Other witnesses said more safeguards against oil spills and contamination should be included in the plans.

The Florida Alliance, the group heading the opposition to the pipeline, has been successful in helping local communities pass ordinances against the project and will continue those efforts. The Alliance will search for legal remedies. The SIU is part of the Alliance.

"The recent news from the NLRB panel confirming Judge Roth's decision, broadcast loud and clear to the maritime community what we knew all along: the men were right.

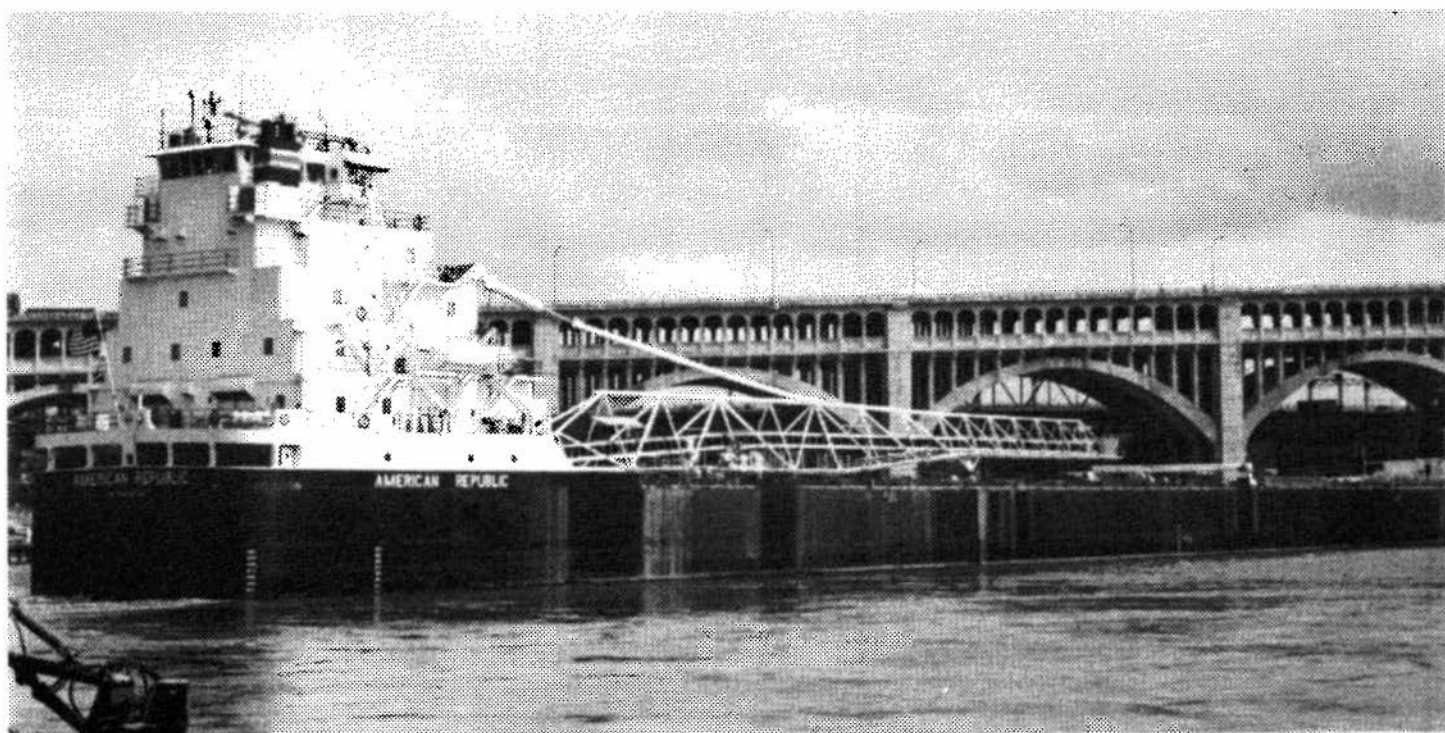
"The original alter ego decision and the panel's confirmation are good omens as we work our way back to the jobs and pay which are rightly ours. Our faith in the SIU over the years is once again rewarded in leadership, support and an excellent 'day in court.' "

MEBA-2 Seeks Contract Extension, SIU Talks Under Way

Great Lakes members of MEBA-2 are voting on a contract extension of their 1983 agreement which is set to expire in July. MEBA Vice President Melvin Pelfry has recommended the contract be ratified in letters to the 1,500 engineers, mates and stewards.

The new contract will stabilize wages, fringe benefits and vacations, plus restore a 34 cent an hour wage cut agreed to in 1983. In addition, a 29 cent Cost of Living Adjustment called for in the current contract will be paid.

The SIU contract for unlicensed Lakers expires July 15, said Algonac Headquarters Rep Byron Kelley. He said the Union is currently in negotiations with the Great Lakes Association of Marine Operators (GLAMO). Some 24 boats and seven companies are represented by GLAMO. Kelley said negotiations with non-GLAMO operators also are under way.



The *American Republic* is one of the Great Lakes vessels manned by the SIU. See upcoming issues of the LOG for news of the annual Great Lakes fit-out.

In Memoriam



Pensioner **Olen Page Brown Sr.**, 68, died of a heart attack on Feb. 17 in Freeport, Bahamas. Brother **Brown** joined the Union in the port of Baltimore in 1957. He sailed as a mate and captain for the Steuart Oil Transportation Co. for 20 years and earlier for the Arundel Corp. on the construction of the Chesapeake Bay Bridge and Harbor Tunnel. He was born in Sharpstown, Md. and was a resident of Arnold, Md. Burial was in the Cedar Hill Cemetery, Brooklyn Park, Md. Surviving are his widow, Willa; four sons, Olen P. Jr. of Jacksonville Beach, Fla., Robert A. Trott of Mineral Wells, Texas, John R. Trott of Pasadena, Md. and Thomas E. Trott of Rivera Beach, Md; four daughters, Barbara Pumphrey of Cape Charles, Va., Susan G. Martin of Pasadena, Betsy L. Shepet and Diane Fletcher, both of Arnold, and a sister, Audrey McDaniel of Hampton, Va.



Albert Lewis Kelley Jr., 53, succumbed to cancer in the Riverside Hospital, Newport News, Va. on Dec. 16, 1985. Brother **Kelley** joined the Union in the port of Norfolk in 1959. He sailed as a deckhand for the Chesapeake and Ohio Railroad from 1981 to 1985. He was born in Newport News and was a resident there. Interment was in the Peninsula Park Cemetery, Newport News. Surviving are his widow, Jean and a daughter, Cynthia Dawn.



Pensioner **Joseph Herman King**, 86, passed away from kidney failure in the Peninsula Hospital, Salisbury, Md. on Jan. 16. Brother **King** joined the Union in the port of Philadelphia in 1961. He sailed as a mate for the Curtis Bay Towing Co. from 1942 to 1951 and the Independent Pier Co. in 1951. He was born in Williamsville, Del. and was a resident of Ocean City, Md. Burial was in the Evergreen Cemetery, Berlin, Md.

Stalwart Returns to Norfolk



One of the first of the SIU's new T-AGOS vessels, M/V *Stalwart*, returned to Norfolk, Va. last month after completing another successful mission. Seafarers have been aboard the *Stalwart* for almost a year. Above, QMED Robert Haller, Bosun Ray Madlock, OS Bobby Matthews and Norfolk Rep Mike Paladino catch up on the LOG and some paperwork.

Dispatchers Report for Inland Waters

FEB. 1-28, 1986

Port	*TOTAL REGISTERED All Groups			TOTAL SHIPPED All Groups			**REGISTERED ON BEACH All Groups		
	Class A	Class B	Class C	Class A	Class B	Class C	Class A	Class B	Class C
DECK DEPARTMENT									
Gloucester	1	0	0	0	0	0	1	0	0
New York	0	0	0	0	0	0	0	0	0
Philadelphia	17	3	24	0	0	4	17	3	20
Baltimore	9	5	0	8	0	0	14	0	0
Norfolk	55	13	0	43	10	0	71	17	0
Mobile	4	0	0	2	0	0	2	0	0
New Orleans	2	6	1	2	2	0	14	8	3
Jacksonville	0	0	17	2	1	9	3	3	28
San Francisco	0	0	0	0	0	0	0	0	0
Wilmington	2	1	0	0	0	0	3	5	10
Seattle	0	0	0	0	0	0	0	0	0
Puerto Rico	0	0	0	0	0	0	0	0	0
Houston	1	1	3	2	1	0	6	4	3
Algonac	0	0	0	0	0	0	45	27	0
St. Louis	0	0	14	0	0	0	5	1	20
Piney Point	1	0	0	1	0	0	0	0	1
Totals	92	29	59	60	14	13	181	68	84
ENGINE DEPARTMENT									
Gloucester	0	0	0	0	0	0	0	0	0
New York	0	0	0	0	0	0	0	0	0
Philadelphia	0	0	1	0	0	0	0	0	1
Baltimore	0	0	0	0	0	0	0	0	0
Norfolk	9	2	0	6	1	0	12	5	0
Mobile	0	0	0	0	0	0	0	0	0
New Orleans	0	0	0	0	0	0	1	4	3
Jacksonville	0	0	1	0	0	0	0	0	1
San Francisco	0	0	0	0	0	0	0	0	0
Wilmington	1	1	0	0	0	0	0	0	4
Seattle	0	0	0	0	0	0	0	0	0
Puerto Rico	0	0	0	0	0	0	0	0	0
Houston	1	1	0	1	0	0	0	0	0
Algonac	0	0	0	0	0	0	40	15	0
St. Louis	0	0	0	0	0	0	0	0	0
Piney Point	0	0	0	0	0	0	1	0	0
Totals	11	4	2	7	1	0	55	24	9
STEWARD DEPARTMENT									
Gloucester	0	0	0	0	0	0	0	0	0
New York	0	0	0	0	0	0	0	0	0
Philadelphia	1	1	2	0	0	2	1	1	0
Baltimore	0	0	0	0	0	0	0	0	0
Norfolk	7	0	0	4	0	0	9	0	0
Mobile	0	0	0	0	0	0	0	0	0
New Orleans	1	1	2	1	0	0	9	42	2
Jacksonville	0	1	8	0	1	1	1	1	7
San Francisco	0	0	0	0	0	0	0	0	0
Wilmington	0	0	1	0	0	0	0	0	1
Seattle	0	0	0	0	0	0	0	0	0
Puerto Rico	0	0	0	0	0	0	0	0	0
Houston	0	0	0	1	0	0	0	0	0
Algonac	0	0	0	0	0	0	10	5	0
St. Louis	0	0	2	0	0	0	1	0	5
Piney Point	0	0	0	0	0	0	0	0	1
Totals	9	3	15	6	1	3	31	49	16
Totals All Departments	112	36	76	73	16	16	267	141	109

*"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.

Legal Aid

In the event that any SIU members have legal problems in the various ports, a list of attorneys whom they can consult is being published. The member need not choose the recommended attorneys and this list is intended only for informational purposes:

NEW YORK, NEW YORK

Schulman & Altman
84 William Street, Suite 1501
New York, New York 10038
Tele. # (212) 422-7900

BALTIMORE, MD.

Kaplan, Heyman, Greenberg, Engelman & Belgrad
Sun Life Building
Charles & Redwood Streets
Baltimore, Md. 21201
Tele. # (301) 539-6967

CHICAGO, ILL.

Katz & Friedman
7 South Dearborn Street
Chicago, Ill. 60603
Tele. # (312) 263-6330

DETROIT, MICH.

Victor G. Hanson
19268 Grand River Avenue
Detroit, Mich. 48822
Tele. # (313) 532-1220

GLOUCESTER, MASS.

Orlando & White
1 Western Avenue
Gloucester, Mass. 01930
Tele. # (617) 283-8100

HOUSTON, TEXAS

Archer, Peterson and Waldner
1801 Main St. (at Jefferson) Suite 510
Houston, Texas 77002
Tele. # (713) 659-4455 &
Tele. # (813) 879-9842

LOS ANGELES, CALIF.

Fogel, Rothschild, Feldman & Ostrov
5900 Wilshire Boulevard, Suite 2600
Los Angeles, Calif. 90036
Tele. # (213) 937-6250

WILMINGTON, CALIF.

Fogel, Rothschild, Feldman & Ostrov
239 South Avalon
Wilmington, Calif. 90744
Tele. # (213) 834-2546

MOBILE, ALA.

Simon & Wood
1010 Van Antwerp Building
Mobile, Ala. 36602
Tele. # (205) 433-4904

NEW ORLEANS, LA.

Gardner, Robein & Healy
2540 Severn Avenue, Suite 400
Metairie, La. 70002
Tele. # (504) 885-9994

NORFOLK, VA.

Peter K. Babalas & Associates, P.C.
Suite 700 Atlantic National Bank Bldg.
415 Saint Paul's Boulevard
Norfolk, Va. 23510
Tele. # (804) 622-3100

PHILADELPHIA, PA.

Kirschner, Walters, Willig, Weinberg & Dempsey Suite 110
1429 Walnut Street
Philadelphia, Pa. 19102
Tele. # (215) 569-8900

ST. LOUIS, MO.

Gruenberg, Sounders & Levine
Suite 905—Chemical Building
721 Olive Street
St. Louis, Missouri 63101
Tele. # (314) 231-7440

SAN FRANCISCO, CALIF.

John Paul Jennings
Henning, Walsh & Ritchie
100 Bush Street, Suite 440
San Francisco, Calif. 94104
Tele. # (415) 981-4400

SEATTLE, WASH.

Davies, Roberts, Reid, Anderson & Wacker
201 Elliott Avenue West, Suite 500
Seattle, Wash. 98119
Tele. # (206) 285-3610

TAMPA, FLA.

Hamilton & Douglas, P. A.
2620 West Kennedy Boulevard
Tampa, Florida 33609
Tele. # (813) 879-9842

New Pensioners



Marion Dorgan, 63, joined the Union in the port of Mobile in 1956 sailing as an AB. Brother Dorgan was born in Alabama and is a resident of Fairhope, Ala.



Melvin Joseph Hebert, 64, joined the Union in Port Arthur, Texas in 1972. He sailed as a captain for Lake Charles Towing from 1966 to 1967, Higman Towing in 1967 and for Slade Towing from 1967 to 1978. Brother Hebert attended the Inland Texas Crew Conference at Piney Point. He was a former member of the United Aluminum Workers Union from 1951 to 1954 and is a veteran of the U.S. Navy during World War II and the Korean War. Born in Gueydan, La., he is a resident of Kaplan, La.



Eugenio Gestido, 65, joined the Union in the port of Baltimore in 1962 sailing as a chief engineer. Brother Gestido was born in Spain and is a resident of Lineboro, Md.



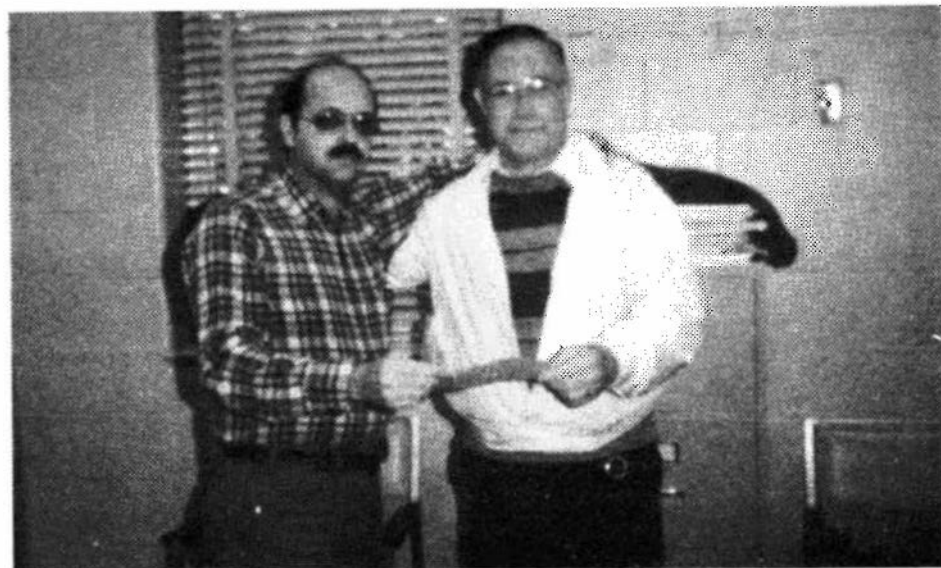
Roy Stevenson Harden, 63, joined the Union in the port of Norfolk in 1966. He sailed as a chief cook deep sea, for Southern Carriers in 1966 and for Mariner Towing from 1972 to 1977. Brother Harden was also manager of the Ranchhouse Restaurant, Norfolk from 1948 to 1965. He is a veteran of the U.S. Navy during World War II. Boatman Harden was born in Bertie, N.C. and is a resident of Chesapeake, Va.



Leland Glendy Larrimore, 65, joined the Union in the port of Baltimore in 1966 sailing as a mate and captain for Harbor Towing in 1964 and for IOT in 1980. Brother Larrimore is a veteran of the U.S. Navy in World War II. He was born in Tilghman, Md. and is a resident of Easton, Md.



William E. Ornduff, 65, joined the Union in the port of St. Louis, Mo. in 1968 sailing as a deckhand. Brother Ornduff was born in Marion, Ill. and is a resident of Collinsville, Ill.



Long-time SIU member Roy Harden (right) receives his first pension check from Norfolk Rep. Mike Paladino. Harden sailed as a cook aboard boats for Mariner Towing.



Riley Cleveland Rodgers, 56, joined the Union in Port Arthur, Texas in 1968. He sailed as a captain and chief engineer for Slade Towing from 1966 to 1976. Brother Rodgers is a veteran of the U.S. Army in the Korean War. He was born in Many, La. and is a resident of Anacoco, La.

Gordon Lawson Thomas, 62, joined the Union in the port of Tampa in 1973. He sailed as an AB and cook for the Sheridan Transportation Co. in 1972, Tug Management in 1977 and Bay Houston Towing in 1980. Brother Thomas was a former member of the NMU and a veteran of the U.S. Navy both during the Korean War and World

War II. Boatman Thomas was born in Palmetto, Fla. and is a resident of Brandon, Fla.

Personals

Greg Browder

Please call Rod Borlase as soon as possible. Call collect (804) 490-2473.

Rubin Collazo

Please get in touch with your son, Santia Bracero Collago at 316 Mt. Prospect Ave., Newark, N.J. 07104 or call (201) 484-4289.

Lawrence Fee

Anyone knowing the whereabouts or having any information concerning Lawrence Fee, please contact his niece, Ms. Frances Fee Horner, 1142 Devereaux Ave., Philadelphia, Pa. 19111.

Donald Hammer

Please contact your brother Leon Hammer at Box 143, Norman, N.C. 28367. It is a matter of importance.

Jeffrey Daniel Parrish

Please contact your mother, Alice Hindmarch at (904) 775-9409.

Mike Piskin

Please get in touch with your brother-in-law, George C. Pulignano, 6514 Keystone St., Philadelphia, Pa. 19135.

Claude Royce Clarence Jones Charles Martin

The above three men worked for Coastal Towing in 1983 and were witness to an accident. They should call Roy Summers collect (713) 280-0699.

Johnny Villafane

Please write to Julio Figueroa at Calle 238HQ24, Urb. Country Club, Rio Piedras, PR 00924.

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. ()
Area Code

Your Full Name

Street

Apt. or Box #

City

State

ZIP

Book Number

☐ SIU ☐ UIW ☐ Pensioner ☐ Other _____

UIW Place of Employment

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

(Signed) _____



Gulf Coast
by V.P. Joe Sacco

THERE has been a huge drop in the number of barges operating on the Mississippi River, which is evidence of the continuing recession in the tug and barge industry.

Meanwhile, the Gulf area ports are trying to cash in on the growing trade with South America. Miami has garnered the biggest share of this trade, but Houston has taken steps to increase the amount of cargo it handles. There is also a bill before the Louisiana legislature to authorize \$1.8 million to modernize facilities in the port of New Orleans, and our local representatives are actively supporting it.

I attended a recent convention of the Texas State AFL-CIO, where I tried to drum up support for our grassroots political program. I will discuss this in detail in next month's column.

We are still waiting word on the outcome of our suit against National Marine. Meanwhile, we have taken steps to make sure that none of our supporters in that fleet is unduly hurt by this beef.

Perhaps the most important local development occurred in Fort Lauderdale, Fla., where the Senate Committee on Labor and Human Resources held a hearing on the health problems that would occur if a proposed Cross-Florida Transgulf Pipeline is allowed to be built.

The major issue discussed at the meeting was the possible contamination of Florida's drinking water. Less publicized, but equally important, would be the devastating blow to the tug and barge industry if that pipeline were allowed to be built.

This, of course, is of paramount concern to our members in the inland industry, many of whom have had their job security threatened by proposed manning cuts, corporate mergers and a growing anti-union bias in the transportation industry.



Government Services Division
by V.P. Buck Mercer

IN order to protect the rights of the permanent MSC civilian mariners, the SIU has intervened in a case brought

Area Vice Presidents' Report

by the National Maritime Union and the Marine Engineers Beneficial Association, Districts 1 and 3.

The case involves 12 MSC oceanographic ships that were awarded to the Lavino Shipping Company of Philadelphia as a result of the OMB Circular A-76 bid.

The case will be heard April 3, 1986. The judge will rule on whether or not temporary MSC marine employees will be allowed the Right of First Refusal privileges under MSC reduction-in-force procedures resulting from the loss by MSC of the 12 ships involved.

The SIU has one thought in mind: to protect the interests of its members. We will be fighting for you.

I hope that none of our members out here suffered any damage from the torrential rains and winds that hit the northern California area.

It was the worst storm in memory. Thirteen people were left dead and 96 injured. Thirteen thousand homes and businesses were destroyed. Fifty thousand people had to spend at least one night in hastily set-up emergency shelters.



Great Lakes
by V.P. Mike Sacco

RECENT studies paint a grim picture for Great Lakes shipping which has been hard hit by the recession in the manufacturing and agricultural industries.

Many economists predict that it will take years before Great Lakes ports can bounce back to the amount of cargo they handled in the mid-1970s. The decline in Great Lakes shipping closely mirrors this country's shrinking industrial base and the present crisis in the agriculture industry.

The cargo preference compromise that was included in the 1985 Farm Aid Bill gave both the maritime and agricultural industries a respite from their bitter struggle, and has enabled both of them to concentrate on other, more important issues. Surprisingly, the administration now wants to rescind that compromise. Such a move would help no one, and would reopen the bitter wounds that were slowly being healed.

The Canadian government is thinking about authorizing money to modernize the St. Lawrence Seaway, which is fine with us because it would stimulate Great Lakes shipping.

Nine Great Lakes members used the winter respite to complete a conveyorman's course at Piney Point, Md.

The Great Lakes fit-out is just around the corner. Now that the weather is improving, things should start picking up around here.

The Great Lakes Dredge and Docks company has already started two projects: a dock construction job in Burns Harbor, which is in Lower Lake Michigan, in Indiana; and dredging on the Cleveland Harbor and Cuyahoga River.



West Coast
by V.P. George McCartney

ANYONE watching the mini-series *Crossings* on television would have seen an interesting footnote in the history of both the SIU and World War II.

Part of the series was filmed onboard the Hotel Queen Mary which was once a luxurious ocean liner.

During World War II, the British government used the *Queen Mary* to augment its sealift capability. It played an important role in helping to defeat the Nazis.

While watching the mini-series, I was reminded about the inadequate state of this country's sealift capability. SIU President Frank Drozak talked about this at a recent hearing on the build and charter program.

That is why this Union's grassroots program is so important: to get our message across to the public at large. One of our field reps, Scott Hanlon, has taken a temporary leave of absence to work in Los Angeles Mayor Tom Bradley's campaign for governor. We view this as a positive development—for Bradley's campaign, for the Union and for the continuing success of our grassroots program.

Hanlon's chores will be taken over by Dennis Lundy, who got his start as a photographer for the *LOG*. More recently, Lundy worked with the state AFL-CIO on a number of important grassroots campaigns. He knows the membership and has a good rapport with them.

Two bills before Congress will have an important effect on West Coast members, so we have been monitoring them very closely.

We are working through the various MTD port councils to express our opposition to the export of Cook Inlet oil. Roughly 20 percent of the jobs generated for the port of Seattle are related to the carriage of Alaskan oil. There isn't very much Cook Inlet oil, but there is an awful lot of Alaskan North Slope oil, and if that were allowed to be exported then things would be very tough for SIU members out

here. A lot of people feel that the push to export Cook Inlet oil is just a test case.

We also are monitoring legislation that would place American-flag requirements on the importation of Japanese autos into the United States. This would create a substantial amount of work for West Coast sailors.



East Coast
by V.P. Leon Hall

THE SIU has made tremendous progress in its fight against the Seafood Producers Association in New Bedford. The battle now goes into the courts where we will put pressure on the association to settle.

As of last count, we signed up about 60 fishing vessels in that town. We've been able to make the public aware of the abuses that have become routine in recent years. And we have let our members know that we will go to any lengths to protect their interests.

It is a new age for the labor movement. Many battles between management and labor are being settled in the courts. That is why it is so important for the members of this Union to become involved in our grassroots political effort. After all, judges are appointed by politicians.

We are supporting the AFL-CIO in its effort to come up with new ways of organizing members. The federation is putting the final touches on a program to issue credit cards through local unions. Union membership has declined to its lowest point in years in relationship to the overall working population. Numerically, there are just as many union members as before. But as a percentage of the overall workforce, we've never been lower.

Things are changing for the maritime industry as well. Baltimore is looking to become the first fully computerized port on the East Coast. As President Drozak recently said before a House committee hearing, maritime is a rapidly changing industry. If a member is out of the industry for more than a year, he will find it difficult to keep up with all the changes.

One of the quickest ways to "stay out of the industry" is to get caught with drugs. The president's Task Force on Organized Crime recently issued a report calling for mandatory drug testing for all federal employees, especially those involved in transportation industries. Since more than half of all jobs available to members of this Union will be on vessels that have been contracted out by the military, I urge all members who have a drug problem to make use of the Union's drug rehabilitation center at Piney Point, Md. It's the only way to protect your job security.

Seafarers

HARRY LUNDEBERG SCHOOL OF SEAMANSHIP

Piney Point Maryland



Admissions Department

The Key to SHLSS

The most important duties of the Admissions Office at the Seafarers Harry Lundeborg School of Seamanship are to process applications for admission, register students for class, maintain permanent academic records, and to assist in the school's recruiting efforts. In addition, the Admission Office answers the many letters and telephone calls for information on the programs that the Lundeborg School offers.

Improvements are always being made in order to shorten the time it takes to process an application for admission. By using a state-of-the-art electronic mail system, SIU ports are quickly informed of the application status for members who are registered in that port. The member is also sent notification as the application is being processed. Because of this immediate electronic mail between the SIU ports and the Admissions Office, it is to a member's advantage to submit an application through the port in which he or she is registered. Applications can also be mailed directly from the member's home. For those members who either do not have an application or who live far from a SIU port, one of the Admissions Office staff will be happy to take an

application by telephone. Future plans include a computerized on-line application process to further improve the application process.

The Admissions Office registers students when they report for class. A group registration procedure was developed and is used so that the "check-in" time for each course is reduced. By reducing the registration time, important paperwork is completed more quickly and students are able to begin their studies sooner.

Accurate academic records have always been important to the Lundeborg School. This accuracy is more important than ever with the approval of the Nautical Science Technology and Marine Engineering Technology degrees by the Maryland State Board for Higher Education.

The Admissions Office maintains over 10,000 permanent academic records and prepares the transcripts for students pursuing one of the new college degrees. Transfer credits are also kept in this office.

Assisting in the school's recruiting efforts is an important duty of the Admissions Office. Through electronic mail, articles in the LOG and correspondence, SIU ports and members are notified of class vacancies,

provided course descriptions, and kept abreast of school developments. Members who are interested in applying for upgrading at the Seafarers Harry Lundeborg School of Seamanship are strongly encouraged to submit an application for immediate consideration. The Admissions staff will also be happy to answer a member's telephone call or letter.



Perry Stedman responds to a request for information on the training programs at SHLSS.



Jim Schwab talks to a member interested in attending one of the Lundeborg School's many upgrading classes.



Dayna Lynch, Perry Stedman and Trudy Lacey review and send messages to the ports through the "E" Mail System.



Corbin Piper, Kyle White and Manuel Rodriguez are registered for class by Trudy Lacey and Dayna Lynch.



Mr. and Mrs. Fred Johnson

My First SIU Meeting

By Doris Johnson

I remember my first SIU meeting very clearly because it was a very unexpected occurrence. I had just ridden the elevator down from the 6th floor at SHLSS (where family members reside) for a cup of coffee in the dining room when I met Mr. Ken Conklin, SHLSS Vice President. I noticed that there was a great deal of activity transpiring and I asked Mr. Conklin what was happening. He responded that the monthly SIU meeting was about to commence and that I should attend because I "might learn something." I laughed, and told him I didn't

know that the wives could attend such meetings and assured him that I would indeed attend.

I scurried around and finally gulped down a cup of coffee. By the time I reached the auditorium doors, everyone was already seated with the exception of a lean, tall gentleman in a (what appeared to be) tan cow-hide jacket. He was very kind to me. He asked my name and my husband's name. I told him and that we were here for the upgrading classes. He asked what my husband was upgrading to and I informed him Third Assistant Engineer. "But where is he?" We looked around for "Fred" and I told the gentleman he was wearing a blue Waterman jacket. We located my husband and I bid farewell to the gentleman, sat down with my husband to participate in what was to be a most surprisingly and exciting "first" union meeting.

After the meeting was called to order, I noticed the "kind" gentleman sitting with the other "leaders" on stage. I looked around at the gorgeous SIU deep-blue carpet and other "classy" fixtures in the auditorium.

Various representatives of the union spoke. I remember, especially, "Red" Campbell and Joe DiGiorgio speaking but when the president of

the SIU, Frank Drozak was introduced, I thought that I would surely fall off of my chair. This was the kind, sympathetic gentleman who had assisted me before the meeting.

I learned a great deal at this meeting. Like, I didn't realize just how large the Union is and how long it has been around, what the leaders have to go through in order to obtain the contracts so desperately needed for the members. I was tremendously surprised at the politicking involved not only in the United States but indeed all over the world.

I noted that the members were given an opportunity to stand and discuss their various complaints, if they had any, about the job activity or whatever. I was told of one union member who had raised his hand at such a meeting and he was told to "shut up and sit down. You are out of order. Consequently, he did not have the opportunity to "speak his mind."

Several members asked questions about the MSC (Military Sealift Command) jobs, some complained about jobs they already had. And even though a few may not have been too happy with the answers to their questions, at least they were given the opportunity to voice their thoughts.

I would encourage other wives or husbands of members upgrading at the school to try and find some way to accompany their spouse(s). They do indeed need all of the moral support, love and affection, and question-asking (ha) they can get in order to move forward and obtain the job-security they so desperately need.

Let's just say that I agree whole-heartedly with the kind, sympathetic gentleman I met in the lobby before that "first" meeting when he says in the February 1986 LOG: "A key reason for our success in winning these military sealift and support jobs is that we alone have developed the training programs that enable our members to qualify for the many new jobs they perform on these vessels. Our members are the most skilled and best trained because we have developed the finest training facilities anywhere in the United States and because our membership has taken advantage of these programs." I guess that just about says it all, except Amen!

P.S. I met Mr. Conklin in the lobby again yesterday and he mentioned the fact that another Union meeting will be coming up the beginning of March and that I "might learn something."

Hagglund Crane Maintenance Course at SHLSS

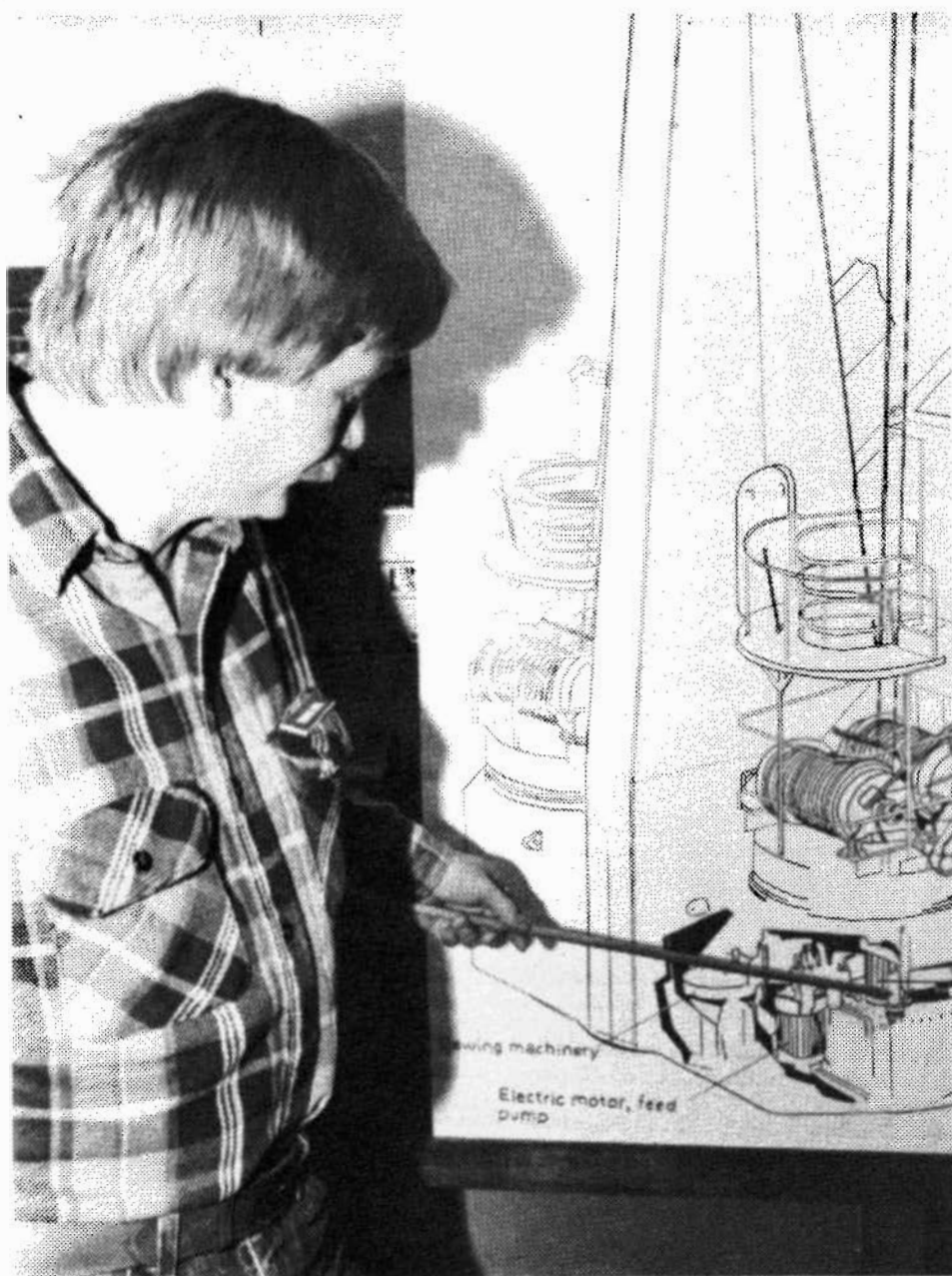
The six week Hagglund Crane Maintenance course consists of both classroom and practical crane training that includes the following: lectures on the fundamentals of hydraulics; basic electro-hydraulic systems; relay logic and sequenced operating schematics. Practical crane training includes: lighting off and servicing the SHLSS Hagglund Crane; performing preventive and corrective maintenance; tracing hydraulic systems and performing brake adjustment and filter replacement on actual

equipment.

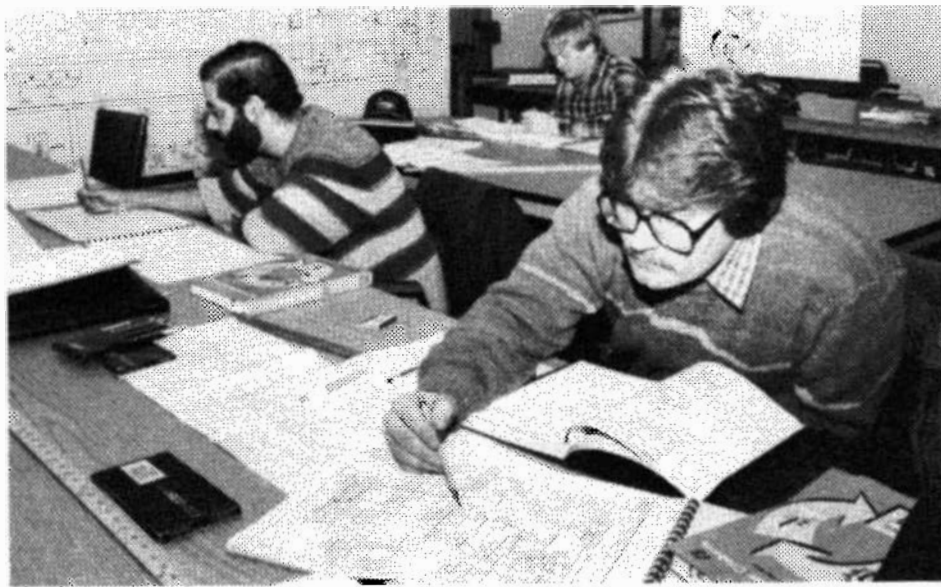
To be eligible all applicants must hold a QMED Any Rating endorsement, or endorsement as Electrician, or equivalent inland experience.

It is recommended that the student have at least an eighth grade reading level.

Due to the small print used on the electrical schematics, good eyesight is important. If you have problems reading small print, you should consider having your eyes checked before reporting to class.



Thomas Ball points out the Hagglund Crane's machinery room arrangement.



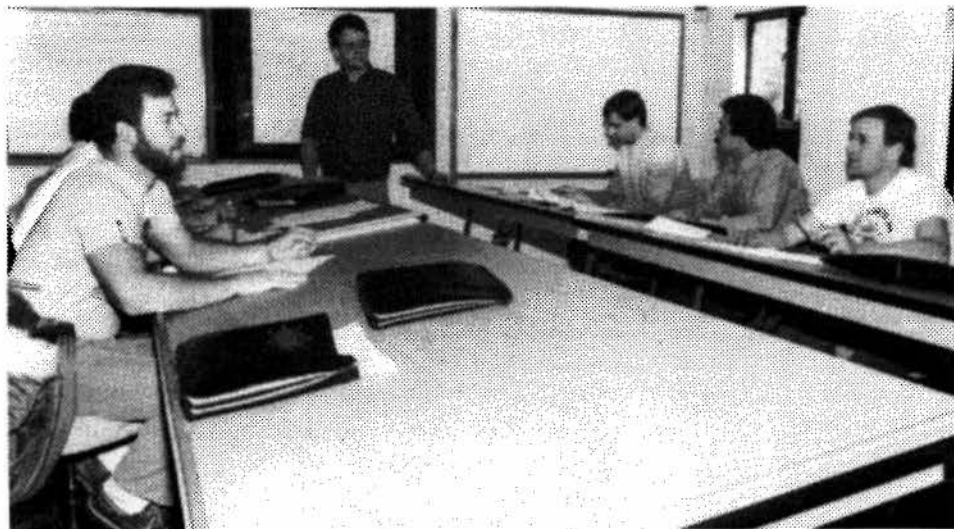
Studying the Hagglund Crane hydraulic circuit are (l. to r.) Manuel Rodriguez, Thomas Ball and Jimmy Skubna.

Radar Observer Course

Meeting the needs of the membership

The U.S. Coast Guard requires that all deck officers serving on vessels of 300 gross tons or more be certified as Radar Observer. Since 1982 the only way to earn this endorsement is to complete an approved course of study. SHLSS is one of only 14 schools nationwide which offer this program. Since its introduction in the summer of 1984, Radar Observer training has become one of the most successful and well received programs at the school. This success is due in a large part to the availability of the SHLSS Shiphandling Simulator as

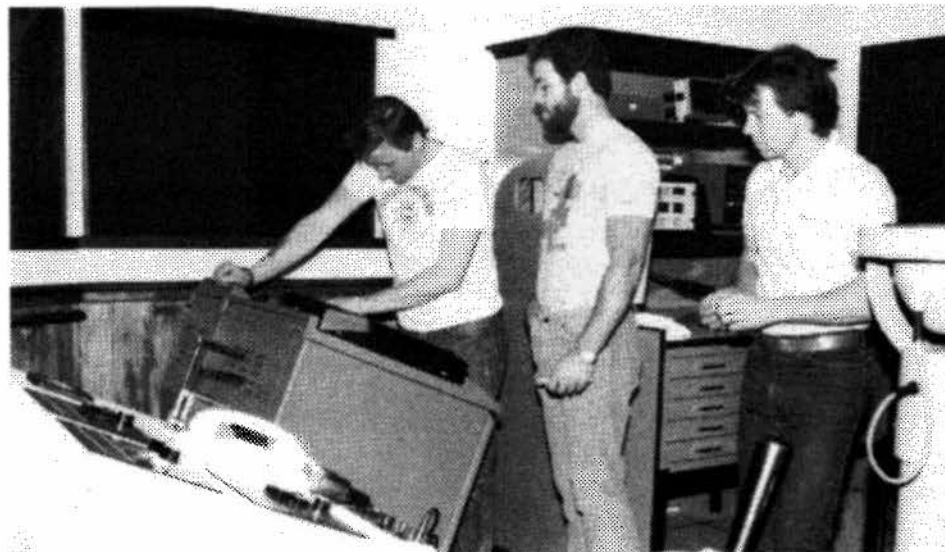
a training aid. This state-of-the-art system provides realistic hands-on radar training utilizing actual marine radar displays. The computer simulated picture can be configured to represent open sea traffic situations for training students in collision avoidance techniques. It can also produce coastline and navigational aids for radar navigation training. In addition to radar plotting, students are instructed in the radar operation, basic preventive maintenance and the use of automated radar plotting aids (ARPA).



Instructor Dale Rausch discusses the solution to a complex radar plotting problem.



Gill Pruitt and Michael Arendt work a radar plotting problem.



L. to r. John Cook, John Cox and Michael Caldwell plot a solution to a radar problem.

Cocaine "The King of Drugs"

Cocaine, also commonly called "coke," "snow," "gold dust," or "lady," is processed from the leaves of the coca plant which grows in the mountains of Peru and Bolivia.

When cocaine was introduced to Europe and the United States in the 1800s it was hailed as the new medicine to cure asthma, colds, opiate addictions, depression, alcoholism and even corns. Its local anesthetic properties were discovered at about the same time and it was widely used in surgery and dentistry. Before long, however, reports of fatal cocaine poisoning, mental disturbances and addiction began to surface. Cocaine was finally legally restricted by the Federal Harrison Narcotics Act of 1914 after 46 states had already passed laws restricting its use. With the introduction of the amphetamines in the 1920s cocaine was largely unheard of for the next 50 years. Its rise in status in the late 1960s coincides with the fall in the use of amphetamines.

Cocaine acts as a direct stimulant on the central nervous system increasing the electrical activity throughout the brain and spinal cord. This produces an alerting response, decreases fatigue, and elevates mood. In toxic doses it will produce anxiety, a psychotic state,

convulsions and death.

When cocaine was reintroduced in the U.S. in the late sixties supplies were very limited and the cost quite high. As a result the drug was primarily used by the rich and famous. The thinking was that if you can afford it — you're worthwhile. However the price has been dropping from \$150 a gram and is now roughly \$50 a gram so more and more people are able to afford the so-called "King of Drugs." Estimates of the size of the present cocaine business is between \$50 and \$80 billion a year.

Most cocaine brought into this country is in the form of cocaine hydrochloride with a purity of 90 to 100 percent. It looks like fine white flakes or rocks and feels powdery when crushed. Before it is sold on the streets it is usually cut several times with talcum powder, sugar, cornstarch and occasionally with amphetamines.

The most common mode of use is by inhaling or "snorting" cocaine into the nostrils. The high lasts about 20 minutes after which another snort is taken.

Cocaine can also be smoked after it is run through a process known as free-basing which "frees" the cocaine base from the hydrochloride. When the base is smoked it is rapidly absorbed by

the lungs and carried to the brain in a few seconds—producing a sudden and intense "rush."

The results of smoking freebase are identical to injecting cocaine hydrochloride intravenously. The pupils dilate, heart rate, blood pressure and respirations all increase. The euphoric high lasts only a few minutes and is followed by an equally intense crash with deep depression, shaking, nausea, irritability, and a feeling of loss. The best "cure" for the crash is to use more cocaine. This sets the person up for a binge that will last until he either runs out of cocaine or money. Thousand dollar a day habits have been reported but the average is closer to \$100 a day.

Research into the effects of cocaine use began only a few years ago and the findings thus far are alarming.

What was thought to be a non-addicting drug has now been shown, with both animal studies and through user reports, to be even more addicting than heroin. Using cocaine became more important than sex, eating, drinking or even surviving. Manic, paranoid and depressive psychoses have been reported. Because of the anesthetic properties of cocaine, large doses have resulted in depression of the central nervous system ending in breathing failure. Deaths in emergency rooms across

the country have been reported from spinal convulsions, heart failure and very high fever.

The methods of using cocaine each provide their own special types of medical problems. Snorting leads to irritation of the nasal membranes and sinuses which can reduce resistance to colds and upper respiratory infections. Over time snorting will break down the nasal mucous membranes and cause chronic sinus congestion, nasal sores and nose bleeds.

Smoking cocaine freebase can result in chronic sore throat, mouth and a swollen tongue as well as respiratory problems.

Injecting cocaine is particularly dangerous. As with any street drug it can be contaminated with bacteria or cut with dangerous chemicals. This can severely damage the heart, arteries, lungs, and even the brain. Using contaminated needles can result in skin abscesses, hepatitis, blood poisoning and endocarditis; all serious life-threatening illnesses.

As with all other types of chemical dependencies there is no "cure" for cocaine addiction but it can be successfully treated. At the Seafarers ARC the emphasis is on changing the person's lifestyle and gaining total freedom from the use of all mind and mood altering substances.

New Work: Applications are available at all SIU Counters



As part of the all ports drive for new work, these members are completing employment request forms. L. to r. Ray Ramirez, Jerry Borucki, SHLSS Vice President Ken Conklin, SHLSS Port Agent Edd Morris, Clancey Hennigan.

Special QMED Course Scheduled

A special QMED—Any Rating course has been scheduled during the period of July 11, 1986 through September 5, 1986, to accommodate those members who have been sailing as Chief Electrician and do not have the QMED—Any Rating endorsement.

Any member who has an FOWT and electrician endorsement on their seaman document and has Chief Electrician discharges may apply for this special QMED—Any Rating Course.

To apply fill out the upgrading Application, indicate QMED—Any Rating (special) and send to the Admissions Office, SHLSS, Piney Point, Maryland 20674.

James Allan Golder Buried in Seafarers Haven at Piney Point

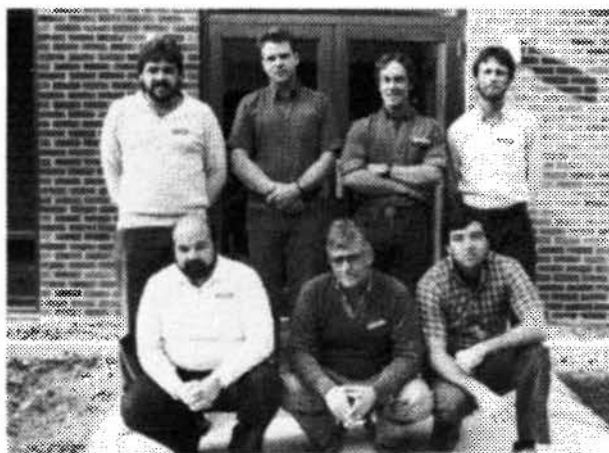


SHLSS COURSE GRADUATES



Refrigeration

First row (l. to r.): Miguel Rivera, David Whittle, Corbin Piper. Second row (l. to r.): Eric Malzkahn (Instructor), Willie Butts, Gary Dow, David Gordius.



Radar

First row (l. to r.): Ronald Roman, N. Dawson, S. Hardin. Second row (l. to r.): David Jankowiak, Dale Rausch (Instructor), Jeffrey Higgins, Curtis Hintze.



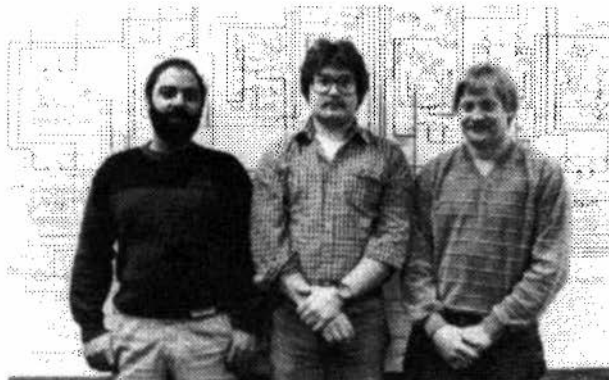
Conveyorman

First row (l. to r.): Bill Foley (Instructor), Tom Lee, Brad Brunette, John Litzner. Second row (l. to r.): Robert Hudak, Sam Johnson, Kerry Blutt, Jan Rhyne.



Delta Queen Training Group

l. to r. Kevin Dunn, Bruce Holland, Alan Johnson, Robert Pou.



Hagglund Crane

l. to r. Manuel Rodriguez, Jimmy Skubna, Thomas Ball.



Sealift Operations & Maints. Officers Training Group

l. to r. Walter Purlo, Stephen Gasecki, Harry Alongi (Instructor), Harold Vanderploeg, Joe Wildgen Jr., William O. Johnson, Bill Hellwege (Instructor).



Sealift Operations & Maintenance

First row (l. to r.): David Epstein, Lee Brady, Brad Gierlich, Joseph Martyn, H.J. Hinnant, Paul Duquette, Joe Marshall (Instructor). Second row (l. to r.): Dave Letterman, Mike Hunt, Carl Parry, Mike Ryan, Timothy Traynor, Timothy McCormack, John Roland. Third row (l. to r.): Harry Alongi (Instructor), Ray McKnight, Michael Arendt, William Finhandler, Kevin Luck, Mike LasDulce. Fourth row (l. to r.): Bill Hellwege (Instructor), Kyle White, Tim Smith, K. Thomas Cannon, Dan Ticer Jr., John Gamache, Todd Mainville.



Cook and Baker

First row (l. to r.): Dorray Saberon, Robert Overton, Kelly Scott, Diane Cladianos, Rebecca Sleeper. Second row (l. to r.): Leland Buchan (Instructor), Leonard Johnson, Larry Vickers, Edward Kirkland, Clancy Hennigan, Gary Havrilla (Instructor).

1986 UPGRADING COURSE SCHEDULE

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

The following is the current course schedule for the 1986 school year at the Seafarers Harry Lundeberg School of Seamanship.

For the membership's convenience, the course schedule is separated into six categories: deck department courses; engine department courses; steward department courses; adult education courses; all department courses and recertification programs.

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

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

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

Engine Upgrading Courses

Course	Check-In Date	Completion Date
QMED - Any Rating	July 11 September 19	September 5 December 11
Automation	May 23	June 19
Marine Electrical Maintenance	August 22	October 30
Marine Electronics (LASH Crane)	October 31	December 12
Hagglund Crane Maintenance	April 25	June 6
Refrigeration Systems Maintenance & Operations	August 15	September 26
Refrigerated Containers Advanced Maintenance	September 26	November 7
Diesel Engineer - Regular	April 25 November 7	June 6 December 19
Diesel Scholarship	April 25	July 4
Welding	June 27 November 7	July 24 December 5
Hydraulics	July 25	August 21
Fireman/Watertender & Oiler	September 12	November 6

All Rating Upgrading Courses

Course	Check-In Date	Completion Date
Sealift Operations and Maintenance	May 2 June 6 July 25 September 5 October 17 November 14	May 30 July 3 August 22 October 3 November 14 December 12

Steward Upgrading Courses

Course	Check-In Date	Completion Date
Chief Cook	June 25 October 1	October 3 Jan. 9, 1987
Cook & Baker	May 7 June 25 August 13 October 1 November 19	August 15 October 3 November 21 Jan. 9, 1987 Feb. 27, 1987
Chief Steward	June 25 October 1	October 3 Jan. 9, 1987

Deck Upgrading Courses

Course	Check-In Date	Completion Date
License Mate (Third Unlimited - Master Mate Freight & Towing)	August 1	October 10
Celestial Navigation	April 11 October 10	May 16 November 14
Towboat Operator Scholarship	May 23	July 18
Lifeboat	May 16 October 10 November 3	May 27 October 24 November 14
Able Seaman	April 4 September 2 October 24	May 30 October 24 December 19
Radar Observer	May 16 July 18 November 14	May 30 July 31 November 28
Simulator	May 2 July 18 November 14	May 16 August 1 November 28
Tankerman	April 21 July 11 December 29	May 2 July 22 January 9
Radar Observer (Renewal)	April 4 June 6 August 8 September 5 November 7 December 5	April 11 June 13 August 15 September 12 November 14 December 12

Recertification Programs

Course	Check-In Date	Completion Date
Steward Recertification	April 28 November 3	June 2 December 8
Bosun Recertification	September 2	October 6

Adult Education Courses

Course	Check-In Date	Completion Date
For students who wish to apply for the GED, ESL, or ABE classes for next year, the courses will be six weeks in length and offered at these times:	May 2 August 1 October 31	June 14 September 13 December 13

Seafarers who are applying for the upgraders Lifeboat classes and who are either ESL or may need some work on basic skills, may take the ESL/ABE Lifeboat course three weeks prior to the scheduled Lifeboat class. These classes will be offered:

June 27 September 19	July 18 October 10
-------------------------	-----------------------

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

Towboat Operator Scholarship	May 16	May 23
Automation	May 16	May 23
Able-Bodied Seaman	July 18	July 25
Hydraulics	July 18	July 25
QMED	September 12	September 19
Able-Bodied Seaman	October 17	October 24

Important Notice

Hotel Bill Payment Policy Changed

Effective January 1, 1986 all upgraders' dependents staying at the Seafarers Training and Recreation Center at Piney Point will be required to pay their bills bi-monthly. This will help to lessen the burden of the cost of your stay.

Apply Now for an SHLSS Upgrading Course



Seafarers Harry Lundeborg School of Seamanship Upgrading Application



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

Address _____ (Street)

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

Deep Sea Member ☐ Inland Waters Member ☐ Lakes Member ☐ Pacific ☐

Social Security # _____ Book # _____ Seniority _____ Department _____

Date Book Was Issued _____ Port Issued _____ Port Presently Registered In _____

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 _____
(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

- ☐ Tankerman
- ☐ AB Unlimited
- ☐ AB Limited
- ☐ AB Special
- ☐ Towboat Operator Inland
- ☐ Towboat Operator Not More Than 200 Miles
- ☐ Towboat Operator (Over 200 Miles)
- ☐ Celestial Navigation
- ☐ Master Inspected Towing Vessel
- ☐ Mate Inspected Towing Vessel
- ☐ 1st Class Pilot
- ☐ Third Mate Celestial Navigation
- ☐ Third Mate
- ☐ Radar Observer Unlimited
- ☐ Simulator Course
- ☐ Seallift Operations & Maintenance

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

ENGINE

- ☐ FOWT
- ☐ QMED—Any Rating
- ☐ Marine Electronics
- ☐ Marine Electrical Maintenance
- ☐ Pumproom Maintenance & Operation
- ☐ Automation
- ☐ Refrigeration Systems Maintenance & Operations
- ☐ Diesel Engines
- ☐ Assistant Engineer (Uninspected Motor Vessel)
- ☐ Chief Engineer (Uninspected Motor Vessel)
- ☐ Third Asst. Engineer (Motor Inspected)
- ☐ Refrigerated Containers Advanced Maintenance
- ☐ Marine Electronics (LASH Crane)
- ☐ Hydraulics
- ☐ Hagglund Crane Maintenance

ALL DEPARTMENTS

- ☐ Welding
- ☐ Lifeboatman
- ☐ Seallift Operations & Maintenance

STEWARD

- ☐ Assistant Cook
- ☐ Cook & Baker
- ☐ Chief Cook
- ☐ Steward
- ☐ Towboat Inland Cook

ADULT EDUCATION DEPARTMENT

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

RECORD OF EMPLOYMENT TIME—(Show only amount needed to upgrade in rating noted above or attach letter of service, whichever is applicable.)

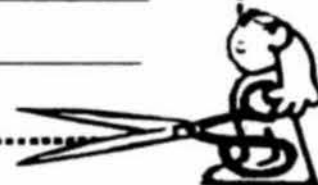
VESSEL _____ RATING HELD _____ DATE SHIPPED _____ DATE OF DISCHARGE _____

SIGNATURE _____ DATE _____

RETURN COMPLETED APPLICATION TO:

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

Rev 12/85



AFL-CIO Maritime Trades Department Resolves To Rebuild Industry, Promote Jobs for Americans

Congressmen, Labor Leaders Seek New Solutions to Old Problems

There was good news and there was bad news to report as some 200 representatives from 43 AFL-CIO national and international unions gathered in Bal Harbour, Fla. last month for a meeting of the Maritime Trades Department.

In his address on the state of the maritime industry at the beginning of the two-day meeting, MTD President Frank Drozak reported an upswing in the numbers of civilian-manned military support vessels, but that these "new" jobs are doing no more than offsetting the losses in the private sector.

Drozak also noted that the Reagan administration has continued to send American jobs overseas in the name of "free trade," and he warned that "the continued erosion of our basic industry base and of our nation's merchant marine is leading the U.S. to the edge of economic disaster, social collapse and a flawed defense capability."

To correct at least a part of these growing problems, the MTD executive board, in a unanimous statement, affirmed its commitment to work for "a strong, militarily useful U.S.-built, operated and crewed merchant fleet, supported by an adequate pool of trained labor, adequate funding and meaningful government support."

Drozak pointed out once again, however, that without cargo the whole program collapses. He said: "Cargo is the key factor in the use of American vessels and in creating the demand for new ships. Yet we lack a positive national commitment to putting more cargoes on U.S.-built, U.S.-manned vessels."

In a number of policy statements, the MTD executive board termed the current state of the industry "deplorable." They blamed this on bad plan-

ning and outright neglect that has continued through several administrations. The maritime labor leaders cited the elimination of construction subsidies, the cutback of the operating subsidy program and opposition to needed cargo preference programs as evidence of the administration's insensitivity to the problems of the nation's maritime industry.

More bad news came from AFL-CIO President Lane Kirkland who said in an address to the MTD board meeting that President Reagan's budget message targets the remaining federal maritime programs for further cuts. He cited administration proposals to end the ship construction loan program and to repeal the hard-won cargo preference compromise that the Congress overwhelmingly endorsed just last year.

The administration's claim that these cuts—and others programmed in health, housing, education and government service—are needed to manage the federal budget deficit does not hold water, Kirkland said. Sounding a warning, Kirkland told the MTD board: "I don't need to tell you what these budget proposals mean to this country in terms of jobs, our economy, of national sealift capability and of energy independence."

"Tip" O'Neill came to the MTD board meeting—as he had done many times in the past 16 or more years—to speak some plain truths to his many friends and supporters. "Tip" is Thomas P. O'Neill, Democrat from Massachusetts, Speaker of the U.S. House of Representatives, and a public official for 50 years.

He talked about the failed policies of the Reagan administration which have produced "five straight years of record budget deficits," a disastrous

(Continued on Page 18.)



AFL-CIO President Lane Kirkland shares a light moment with MTD Board members before laying out the somber facts about the loss of many thousands of American jobs through the "ruinous" trade policies of the Reagan administration. At right is MTD President Frank Drozak.

Jobs and Job Security

MTD Board Acts on Issues Vital to Maritime Workers

While the statement on Maritime Policy (see page 19) was the broad statement of concern of the MTD's recent meeting, the board dealt with a number of specific concerns confronting maritime workers, their unions and their industry.

These are some of the issues that were debated and adopted as statements of MTD policy:

- Endorsed legislation to establish a federal build and charter program to construct militarily useful merchant vessels for charter or lease to commercial operators.

- Backed a measure to require that structures used in the offshore production of oil and gas be built in the United States and that at least half the

materials used be of domestic origin.

- Urged Congress to establish a port-development program that will enable large, deep-draft vessels to call at U.S. ports and thus enhance the competitiveness of American exports such as oil and gas while ensuring fair application of costs.

- Supported measures to assure a fair share of the carriage of Japanese auto imports to the United States aboard U.S.-flag ships.

- Called for legislation to deal with critical problems facing the U.S. deep-sea fishing industry as a result of the increasing importation of foreign fish products, the predatory practices of other fishing nations, and the soaring cost of insurance for American fishing vessels.

- Supported measures to develop a comprehensive port development policy which would ensure a fair allocation of costs including local fees assessed to shippers and relevant port authorities and not levied against ship operators. It urged that all port development projects be performed by U.S.-flag dredges, with strong emphasis on small business "set asides" for the benefit of small dredging contractors.

- Urged the immediate and vigorous pursuit of bilateral and multilateral agreements with our trading partners in order to restore the U.S. to its influence in the world economy.

- Strongly supported the development of a fair trade policy which recognizes that the U.S. is not meant to be the dumping ground for products built to satisfy some other nation's industrial strategy. The MTD warned that if the U.S. does not act quickly, our nation's industrial base, job experience and military strength will be dangerously eroded.



Thomas P. "Tip" O'Neill, Speaker of the U.S. House of Representatives, urges an attentive audience to go back to labor's basic principles of organizing, fighting for bread and butter, concern for health and education, "rewarding your friends and punishing your enemies."

U.S. Needs A Strong Merchant Marine

Rep. Norman F. Lent
Republican, 4th Dist., New York

I want to share some of my thoughts on the state of the American merchant marine and what the Congress can do to provide for a stronger and more viable maritime industry.

As the ranking Republican on the Merchant Marine and Fisheries Committee, I am aware that this industry, which is so important to our nation and to its security (both economic and military), is in serious trouble.

There are many factors that have contributed to the decline of our merchant marine. I believe the greatest task before our committee is to reverse that trend and to develop a national maritime policy. The fact is that other maritime nations do far more than ours to help their maritime industries to compete for cargo. These efforts help their shipbuilding, supply and support industries.

Other nations engaging in bilateral trade with the U.S. insist their ships be protected, while the U.S. plays "Mr. Nice Guy" and lets the Japanese bring in their autos on Japanese ships; lets the foreign oil come in on just about anything that floats flying a foreign flag; and lets the Soviet Union and the Eastern European nations engage in the most blatant predatory rate-setting for cargoes!

How can we begin to reverse this situation that has developed since the end of World War II?

Our Committee on Merchant Marine, mindful of the sad plight of the merchant marine, has before it a number of proposals. We recognize that the federal focus is on the construction of military ships as we move towards President Reagan's and Navy Secretary Lehman's goal of a 600 ship Navy. But while this goal should be supported, it must not be held out as a panacea for our shipyards and the rest of the maritime industry. We face a problem that demands we move forward on several fronts at the same time.

First of all, we must continue to seek adequate cargoes for our merchant vessels. This means we must



Rep. Norman F. Lent

maintain the integrity of our cargo preference programs and pursue other avenues which will result in the availability of cargo. The basic premise behind the cargo preference policy—support for the U.S. merchant marine—is as valid today as it was when it was first conceived in 1936.

As you know, thanks in large measures to the efforts of Frank Drozak and other maritime trades leaders, we had a notable achievement late in 1985 in the enactment of the new federal preference program in the context of the nation's farm exports. The new preference program will continue to support the merchant marine as we expand our Food for Peace and other humanitarian assistance programs to needy nations around the world. Our committee will be watching the implementation of this program because we want to make sure the agencies follow through with the new formula which the administration doesn't support in its new budget. And the Congress will have to correct this.

Another cargo issue that the Congress must scrutinize carefully is the consideration of the export of Alaskan oil. The Congress has stated on several occasions its unwillingness to allow North Slope oil to be exported. I understand there are some who believe we should now start exporting oil from the lower part of the state in the Cook Inlet region. This must be given very serious consideration because it could open the flood gates to total exports—and we don't want any such oil exported in foreign-flag tankers.

We have pending before the committee two other bills that seem to have merit in that they address the question of increasing American cargoes. These bills deal with international bilateral trading arrangements for shipping and the carriage of imported automobiles. One bill is sponsored by Chairman Walter Jones, the other by Subcommittee Chairman Mario Biaggi. Both of these measures must be evaluated as to their ability to assure greater cargo for U.S. vessels.

* * *

One item that should be of interest to you is the legislation dealing with the problem of fishing vessel owners to obtain liability insurance and federal laws covering seamen's benefits and the limitation of liability of vessel owners

in the event of death or injury in the maritime industry. Our committee already has held two hearings on this matter and will consider it further this year.

The combined interests of merchant seamen as well as commercial fishermen dictate that we look at this carefully and not make any hasty judgments on changing the existing legal framework available to injured seamen and their survivors.

One other issue we have been working on involves the administrative decision on granting veterans' benefits to U.S. merchant seamen for World War II service. These are the men President Truman referred to, who carried the troops and war materials to Europe and the Pacific without whom we could not have won World War II. As many of you know, the decision was limited in scope and only granted veterans' status to a very small group of men who helped in one aspect of the D-Day invasion. I joined with several other members of our committee in a letter to the Defense Department asking them to expand their decision. The committee may pursue this further with formal hearings. In my opinion, these merchant seamen who were "needed in war"—have now been "forgotten in peace." We must make sure that proper recognition is given for their service during the war.

* * *

Despite my comments on the problems faced by the maritime industry, I want to close on an optimistic note. The problems are serious, but they are not insurmountable. There is a worldwide market for shipping and our companies should operate in that market.

Furthermore, the federal government should do more to support the maritime industry, and not impede its development. The government must implement existing authorities in a flexible way in order to encourage greater efficiency in the marketplace.

In the final analysis, however, the fate of the U.S. merchant marine lies in the hands of the industry itself. Efforts to improve cost efficiency and to compete more effectively with foreign operators must continue. We must recognize there is a disparity between U.S. and foreign costs of operation and react accordingly.

Above all, bickering among U.S. interests must stop. All sectors of this important industry—ship owners, union leadership, shippers, port representatives, ship builders, and governmental officials—must understand that the days of unlimited federal financial support are over.

I am convinced that this industry will continue to provide our nation with an international presence in trade and a strong national defense through its shipyards, merchant fleet, trained seamen, and port operations. In this effort, I look forward to working with Frank Drozak and the Executive Board of the Maritime Trades Department of the AFL-CIO and its 43 affiliated unions. You have my encouragement and support.

MTD Vows To Rebuild U.S. Industry

(Continued from Page 17.)

free-trade policy which has created the lowest balance of trade in modern history, and a reckless defense spending spree which has resulted in "the biggest peacetime military buildup in history."

It was "Tip" O'Neill's last appearance at the MTD's meeting as an elected official. He is stepping down this year and will not run for reelection. He took this occasion to say some things about the labor movement throughout his long tenure in Congress.

O'Neill reminded the presidents and other officers of the 43 unions attending the MTD meeting that it was the American Labor Movement that built the social programs that have made America the world leader in social reform, public education, health care, job security, standard of living and individual freedoms. He then urged these leaders to continue in this tradition for the good of the working men and women of this nation.

Other members of Congress who addressed the meeting were Representatives David Bonior (D-Mich.), Bob Carr (D-Mich.), Norman Lent (R-N.Y.), and Thomas Manton (D-N.Y.).



MTD Vice President Stephen J. Leslie urged the U.S. to begin the "vigorous pursuit of bilateral and multilateral trade agreements to restore the U.S.'s position in world economy." He said the highest priority should be given to restoring the U.S. as "an economic world leader."



C. E. DeFries, president of the National Marine Engineers Beneficial Association, called for strong measures to protect passengers and crews of U.S. vessels against acts of piracy and terrorism.

MTD Adopts National Maritime Policy



AFL-CIO Research Director Rudy Oswald criticized the federal cuts in health, housing, welfare, education and government services. He said that Reagan's claim that there is no other way to manage the federal budget deficit "simply does not hold water."

The economy and national security of the United States requires a strong, vital merchant marine. Yet the history of this nation has been marked by repeated cycles of maritime neglect spawned by peacetime complacency. The relative freedom from war enjoyed over the last decade has coincided with an accelerated decline in our commercial fleet.

This decline has continued through several administrations whose combination of bad planning, absence of planning and neglect has created a deathwatch over the American merchant marine. In recent years, the federal government has eliminated the Construction Differential Subsidy program and has proposed foreign construction for subsidized operators. By cutting Operating Differential Subsidy

and permitting buy-outs, the government has put U.S.-flag shipping in a less competitive stance.

Our world position has been further undercut by opposition to the Law of the Sea Treaty, resistance to negotiating bilateral agreements with our trading partners, and attacks on our cargo preference laws.

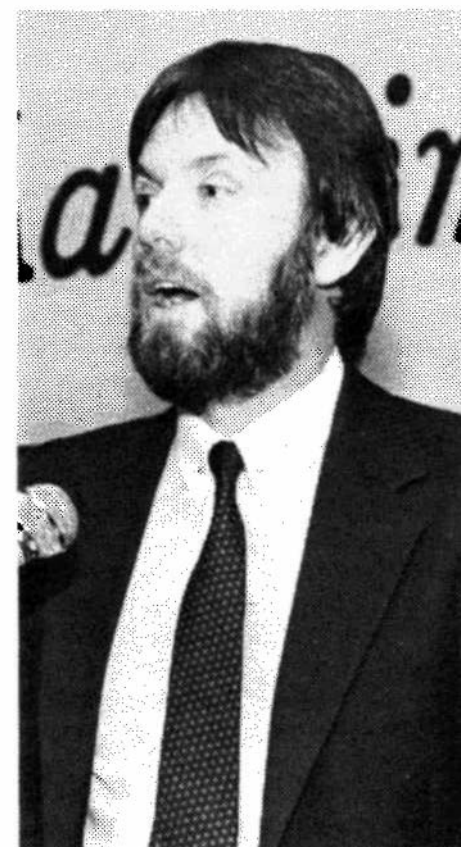
Ultimately, cargo is the key factor for using American vessels and for creating the demand for new ships. Yet we lack a positive national commitment to putting more cargoes on U.S.-built, U.S.-flag vessels. Congress is well aware of the decline of the maritime industry and has been the focus of countless pages of testimony and resolutions. Nonetheless, we do not presently have, nor have we had for many years, a practical,

comprehensive national maritime policy to reverse the downward course of the merchant marine.

The deplorable state of the maritime industry is due in large part to the fact that important promotional programs have been whittled away in previous years. In the absence of government initiative, numerous legislative proposals have been forthcoming from the industry. However, because of the diverse needs of the industry's independent but interrelated sectors, a consensus has not yet been developed for any comprehensive legislation. In the absence of a broadly supported proposal, federal officials and legislators often have been relegated to the role of mediator between conflicting interests instead of working to implement programs which would spur the industry's overall revitalization.

Unless Congress, the administration, management and labor join together to initiate a substantive course of action, all will be witnesses to the demise of the American merchant marine as a commercial entity and an essential component of our national security. Only by working together can these disparate groups reverse the decline in the maritime industry.

The Maritime Trades Department, AFL-CIO, reaffirms its support for a strong, militarily useful U.S.-built, operated and crewed merchant fleet supported by an adequate pool of trained labor, funding and government support. We call to action all parties with a compelling interest in a healthy merchant marine, including government agencies, members of Congress, ship operators, shipbuilders, representatives of associated industries and maritime labor to join together for the purpose of formulating a program and strategy incorporating a comprehensive national maritime policy for the revitalization of the U.S. commercial fleet.



SIU Legislative Director Frank Pecquex reported on the legislative priorities of the Maritime Trades Department, and urged closer participation among all labor organizations in the face of Reagan's policies which are driving American jobs out of the country.

Labor Wins on Tax Reform

Rep. David Bonier
Democrat, 12th Dist., Michigan

Despite some of the labor-bashing that has gone on in Congress, I think labor has done pretty well of late. The labor movement scored a major legislative victory on the Tax Reform Bill last session and now stands poised to score again with major trade legislation in this session.

Labor lobbyists played a major role in getting a remarkable Tax Reform Bill through the Ways and Means Committee and then through the House. The House-passed bill is a truly historic document. It is certainly the most far-reaching revision of the tax code in our lifetime.

Just over a decade ago, Americans thought the federal income tax was the fairest of all taxes. Today it is perceived to be the least fair of all taxes. Over the years, tax loopholes have eroded the tax base until today they number over 107 and are projected to cost one half trillion dollars in 1986!

The corporate share of the tax burden has been allowed to fall from about 27 percent in the 1950s to barely 6 percent today. It is no wonder working men and women have become resentful of the tax system that makes them pay the taxes corporations and wealthy individuals have been able to escape.

But the House-passed Tax Reform Bill will reverse this devastating trend. It will provide genuine tax relief to America's middle class. For those making between \$20,000 and \$50,000 a year, it will mean an 8-10 percent decrease in taxes. Six million of the nation's poor and working poor will be relieved of their tax burden through increases in the personal exemption and standard deduction.

Labor beat back the strong movement to tax fringe benefits. Labor beat back the attempts to eliminate the home mortgage deduction and child care credit.

The House of Representatives has seldom seen the intense lobby effort produced by this Tax Reform Bill. But the labor lobbyists clearly reflected the will of middle-income America. I believe it was their support that tilted the balance in this "clash of the Titans" and now gives us the chance to



Rep. David Bonier

strike boldly at the fundamental inequities of our tax system.

I think working America's voice will again be heard in this session of Congress as we address our mounting trade deficit and the inadequacies of current trade law. Over the last four years, our trade deficit has set one new record after another. In 1985, the trade deficit ran around \$150 billion—more than triple its 1982 level—making us a debtor nation for the first time in history. The tragedy is this deficit has already cost us over two-and-one-half million jobs and costs us more every day.

This deficit especially hurts America's older industries such as autos and steel. But the U.S. trade share has also been declining in seven of the 10 leading high technology industries.

There is definite congressional interest in tackling the trade deficit. In fact, there was a flurry of trade bills introduced toward the end of last session. But no one bill has yet emerged

as a consensus Democratic measure. Looking at the bills already out there and listening to business and labor, I think there are ideas which among other important measures must be included in a trade bill.

The first is encompassed in the Trade Emergency and Export Act introduced by Richard Gephardt and Dan Rostenkowski. The bill calls for the imposition of a surcharge on the imports from countries such as Japan, Korea, Taiwan and Brazil. They would be given one year to begin opening their markets to American goods. If they did not, the president would have the authority to levy a surcharge on their imports. Money raised from the surcharge would be used to reduce the federal deficit.

The second area of relief should include measures to help compensate for the adverse effects on American domestic markets of a practice called "targeting." Foreign countries often target one of their domestic industries for huge government subsidies. Import products that result from these subsidies are sold very cheaply in the U.S. and crowd out our own domestic markets.

Third, I think there must be conditionality. There must be a requirement that companies which receive increased income as a result of trade protection legislation, must reinvest that income into the industry benefiting from the protection.

It seems every other day I read or hear about the death grip American labor unions find themselves in. Allegations are made that the labor movement no longer has any real legislative impact. I do not believe that. I think labor performance on the Tax Reform Bill puts an end to those charges. Labor was united in effort, focused in attention and remarkably successful. I expect a repeat performance on the trade issue and look forward to working with you again.

1986 MTD Board Meeting A Special Report



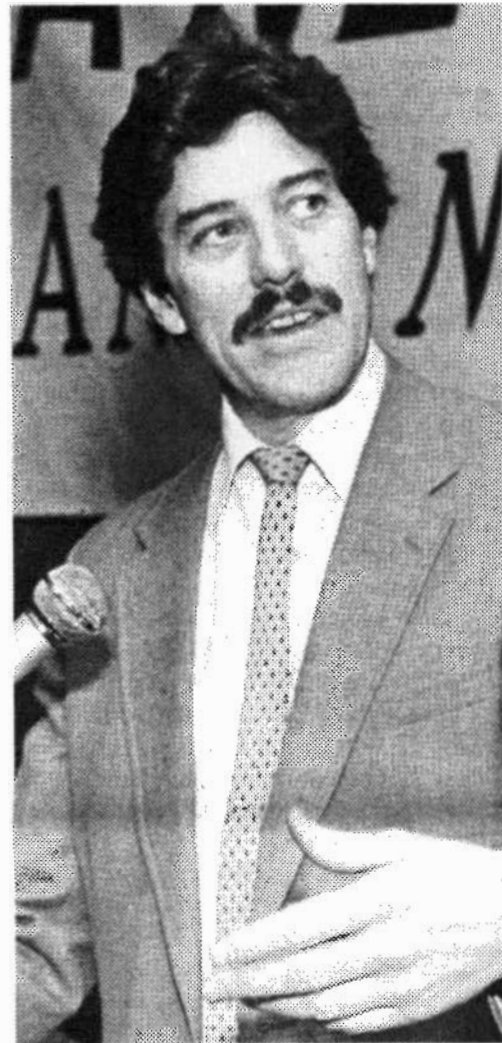
The SIU of Canada was well-represented at the MTD Board meeting. From left are Vice Presidents Richard Thomasson, André Bansept, Hedley Harnum and Secretary-Treasurer Roger Desjardins.



Capt. Robert W. Kestlelout, director of the Strategic Sealift Division of Naval Operations, warned that the merchant marine of today is inadequate to supply sealift support for our Armed Forces.



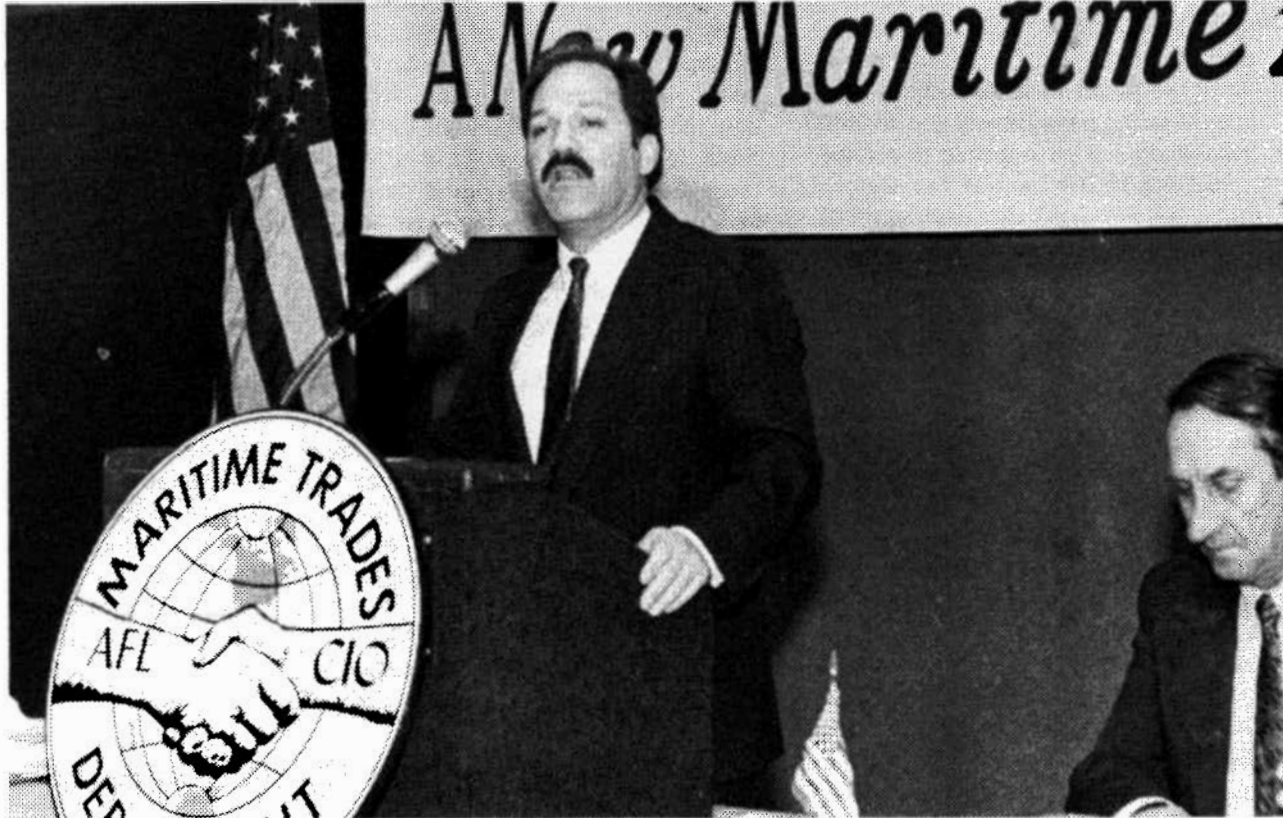
Alan Kistler, director of the AFL-CIO Department of Organization, said that new techniques based on old labor traditions are needed to organize the "new breed of workers" in America.



Rep. Bob Carr (D-Mich.) told the maritime laborers that he "wholeheartedly" supported their effort to revitalize the U.S. merchant marine.

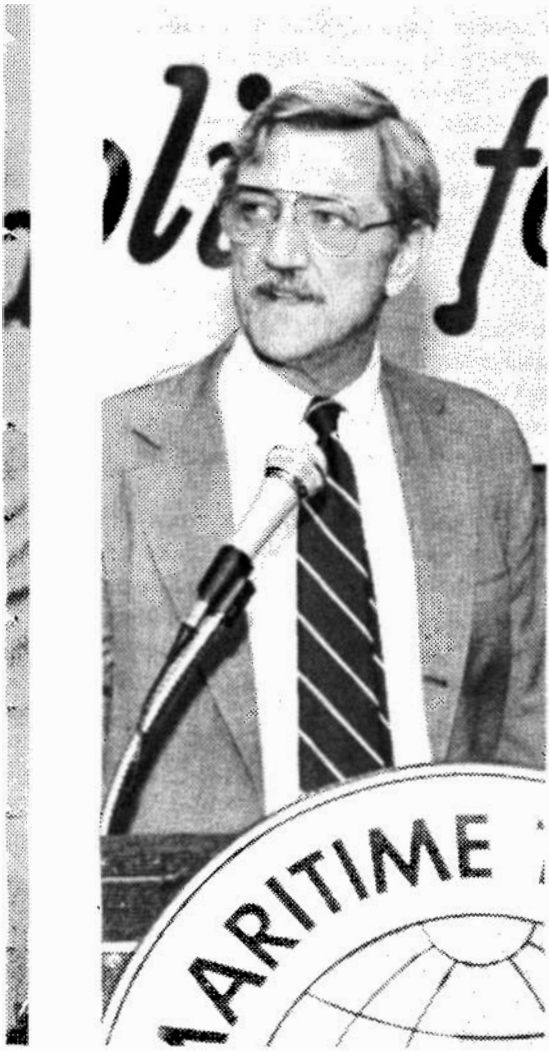


William Baxley, lieutenant governor of Alabama, has been a key political figure in the MTD's grassroots campaign, and has been a distinguished public servant in his home state for more than 20 years.

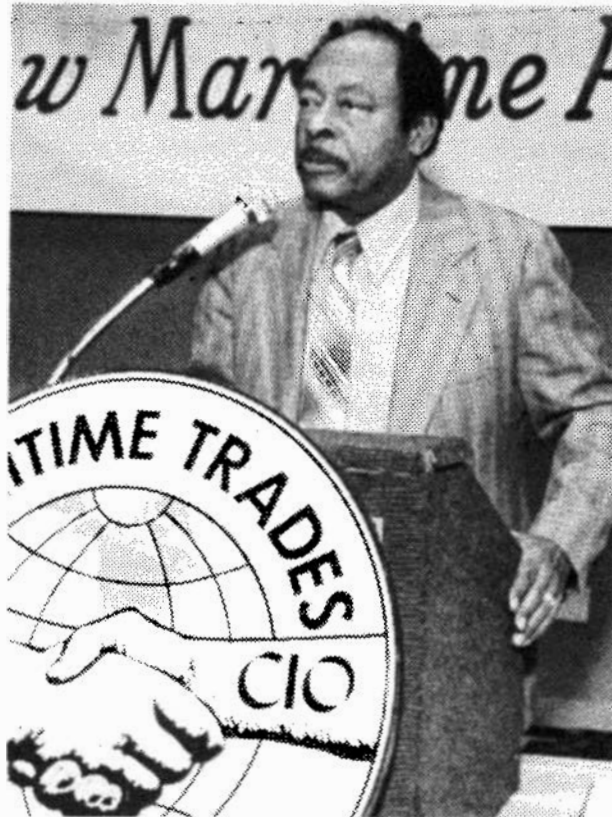


John Wells, secretary of the Kentucky Labor Cabinet, is another distinguished state official who has worked with the labor movement in its political campaign. Wells has addressed labor gatherings around the nation, including last year's SIU Convention in St. Louis, and he has proven himself to be a friend of working men and women.

Scenes from the MTD Board Meeting



AFL-CIO Legislative Director Ray Dennison outlined the Federation's priorities on Capitol Hill, which include the priorities of the Maritime Trades Department.



Steve Edney, national director of the United Industrial Workers, thanked the MTD board members for their support of the UIW's efforts to organize cannery workers on the West Coast and in Puerto Rico.



George Knaly, international representative for the Brotherhood of Electrical Workers, discusses the important "Buy American" provisions of the resolution dealing with exploration and drilling equipment on the outer continental shelf.



MTD Executive Secretary-Treasurer Jean Ingrao once again organized a flawless two-day board meeting. Here, Jean opens the session with an explanation of the resolutions that will be debated and acted upon during the meetings.



Page Groton, assistant to the president of the Brotherhood of Boilermakers and Iron Shipbuilders, expressed strong views on the importance of a build and charter program to revitalize America's shipyards.



grassroots
oint, Md.,



John Kenneally, general vice president of the Hotel & Restaurant Workers, introduced the key resolution on international trade.



Roman Gralewicz, president of the Seafarers International Union of Canada; confers with MTD General Counsel Howard Schulman during a break in the board meeting.

The U.S. Fishing Industry—Struggling in Hard Times

Hard times continue to befall the fishing industry. All along the waterfronts the refrain is the same—landings are down, costs are up, the market is depressed.

The problems within the fishing industry include unfair foreign competition, dumping of fish and fish products in the U.S. marketplace, unworkable tariff structures and the steady escalating costs of securing Hull and Protection and Indemnity insurance coverage. Individually, these factors tend to influence the highs and lows of the industry; combined, these factors have undermined and undercut the domestic fishing market.

Despite the enactment of major laws to protect U.S. fishermen from unfair competition, the industry continues to be hurt by the unfair and predatory practices of other fishing nations.

On the East Coast, American fishermen are plagued with cheap imports of subsidized fresh fish from neighboring countries. The Canadian government through grants, loans, special tax treatment and other practices is unfairly subsidizing Canadian exports of cod, haddock, pollock, hake, flounder and sole. U.S. imports of Canadian fish totaled \$53.3 million in 1984. This glut of Canadian fish has caused economic hardships to New England fishermen and processors. It has depressed prices and caused the loss of U.S. jobs and earnings. American fishermen have been undersold because of unfair subsidies which give Canadian fishermen the upper competitive edge and allow them to sell their fish in the U.S. at lower prices while still enabling them to make a profit. The time has come for American fishermen to obtain marketplace equity so that their traditional way of life may be preserved.

* * *

Finally, this problem is no longer being ignored by the U.S. government. The Commerce Department recently issued a preliminary ruling that certain imports of fresh fish from Canada are illegally subsidized. The ruling involves imports of fresh whole and fresh fillets of cod, haddock, pollock, hake and flatfish. The Commerce Department's preliminary ruling found that 19 programs administered by the Canadian government and 20 programs administered by the provinces of Nova Scotia, New Brunswick, Prince Edward Island, Newfoundland and Quebec were providing subsidies to the Canadian fishing industry.

As a result, the Commerce Department is imposing an equalizing duty of 6.85 percent of the value of the fish to offset the price advantage that subsidized imports have over domestic products which are not subsidized.

Build and Charter

The United States has long recognized the dual role of the U.S. merchant marine in commercially transporting the commerce of our nation during peacetime and in serving as an essential military auxiliary during war or national emergency. Yet despite the national importance of this historic dual function, U.S. maritime invariably has been neglected in times of peace and been permitted to deteriorate and decline.

As a result of such government indifference, the industry today is on the verge of extinction. Fortunately, however, congressional leaders understand the strategic importance of the U.S. merchant marine and domestic shipyards to our nation, and they are currently promoting legislation which may help to revitalize both industries.

In late 1985, Sen. Ted Stevens (R-Alaska) introduced and held a hearing on legislation to establish a federal build and charter program to construct militarily-useful merchant vessels for charter or lease to commercial operators. The concept is patterned after the successful Mariner Program of the 1950s in which 35 militarily-useful breakbulk vessels were built by the government and sold to U.S. operating companies.

Under the current proposal, a federal revolving fund would be set up to finance the construction in U.S. shipyards of vessels which have a direct military utility. Once constructed, these vessels would be either leased or chartered to U.S. commercial operators for use in the U.S. foreign trades, with the proceeds from the lease or charter transaction being deposited back into the revolving fund to finance the construction of additional vessels.

The primary obstacle to such promotional proposals in the past—available federal funding—has already been overcome. In Dec. 1985, Sen. Stevens succeeded in earmarking \$852 million in unobligated Navy funds for funding a new Mariner program. This legislation was then considered by a House-Senate conference committee where, as a result of MTD affiliate action, the House conferees agreed to endorse this program. Under the provisions of the funding measure, however, none of these funds can be used until proper authorizing legislation for the new Mariner program is enacted by Congress.

The MTD supports the prompt consideration and enactment of legislation in the 99th Congress which will officially establish this new federal build and charter program. Development of this program would aid the entire U.S. maritime industry by:

- providing desperately-needed work for U.S. shipyards;
- adding economically-priced and modern new tonnage to the active U.S. fleet, and
- increasing the number of militarily-useful U.S.-flag vessels active in the commercial trades.

The MTD urges its affiliates to support this legislation and any other measures which would take positive steps to rebuild a strong and healthy U.S. merchant marine.

This situation is not confined exclusively to the East Coast. In Alaska, cannery workers are facing a severe problem due to the acceleration of joint ventures off their coast. In these joint ventures, American fishermen harvest the fish and sell it "over-the-side" to processing vessels of foreign nations.

The U.S. tuna industry has not escaped the damage of unfair competition from foreign fishing nations. These nations, particularly Japan, Taiwan, and the Philippines are penetrating U.S. tuna markets at alarming rates because of the existing low tariff for tuna packed in water.

And Japan continues to refuse to open up its markets to processed American fish products. The time has come for American trade negotiators, as part of an overall effort to seek a balance of trade between our two nations, to request that unfair restrictions to entry of American processed fish products be removed.

* * *

The U.S. fishing industry is a vital component of the American economy and must be protected from the unfair practices of foreign fishing nations. Other fishing nations with substantial fishery resources have established programs and provided government support to render their fleets more competitive, and the U.S. government must follow suit.

Because our current federal programs designed to assist our nation's fishing industry are inadequate to meet current and future needs, Congress should act now to develop initiatives which will encourage and support investment in U.S. fishing and canning operations, and will protect the rights of all U.S. fishermen.

* * *

Commercial fishing is by its very nature a very dangerous business. Statistics indicate that it is one of the most dangerous occupations in the United States, with a death rate seven times the national average of all industries and twice that of mining, the second-most hazardous occupation. Coast Guard figures show that an average of 250 U.S. fishing boats sink and 75 fishermen die off the nation's coasts each year.

Yet in safety matters, the fishing industry remains virtually free from any government inspection and regulation. Rising insurance premiums make the safety problem worse by forcing boats to operate in more marginal conditions.

The Maritime Trades Department wholeheartedly supports enacting legislation that would help resolve the crisis. Such legislation must offer adequate payments for injury and must also set adequate crew and vessel safety standards.

Auto Carrier Trade

Much has been discussed in recent years regarding the huge trade imbalance between the U.S. and Japan. Until recently, virtually the entire focus on this trade relationship has been on merchandise and agricultural trade, and little has been mentioned regarding trade in services. But trade in services is now receiving increased attention, and maritime service trade in particular is being prominently discussed.

Just as in general merchandise trade with Japan, maritime trade in services between the two nations is tilted heavily in favor of the Japanese. This is especially true in the automobile carriage trade, where millions of Japanese cars are imported each year into the United States.

Because it is left up to Japanese auto manufacturers to determine which ships will transport their autos, and because as part of a national maritime policy the Japanese strongly promote the use of their own ships, Japanese vessels overwhelmingly dominate this ocean transport trade. More than 85 percent of the 600 vehicle-carrying vessels operating worldwide are owned, operated or controlled by Japanese interests, and more than two-thirds of this enormous Japanese vehicle fleet is engaged in the U.S.-Japan auto trade.

Primarily, it has been the restrictive shipping policies of the Japanese which have excluded U.S. vessels from the U.S.-Japan car carriage trade. Two-thirds of the vessels engaged in the trade are flag-of-convenience vessels either owned or controlled by Japanese interests; the other one-third of the trade is composed of actual Japanese-flag vessels.

While it would be unreasonable to expect U.S. vessels to compete against low-cost flag-of-convenience vessels, one would expect that U.S.-flag vessels would compete for a share of the trade carried by comparably costing Japanese-flag vessels. Since U.S. vessels have been unable to break into the trade, however, it can only be reasonably deduced that U.S. vessels have been excluded from the trade by restrictive and discriminatory Japanese trade practices.

To rectify this inequity, legislation has been introduced in Congress to facilitate U.S. access to this trade. In the Senate, Sen. Frank Murkowski of Alaska introduced S.Res.223, a resolution which urges the president to negotiate a bilateral agreement with Japan for the U.S.-flag carriage of Japanese automobiles.

In the House, Rep. Walter Jones of North Carolina, chairman of the House Committee on Merchant Marine and Fisheries, sponsored a bill (H.R. 3655) which would establish and expand U.S. auto carriage capabilities by mandating that U.S.-flag vessels carry Japanese autos to the U.S. in numbers equal to those carried by Japanese-flag vessels.

The MTD supports these legislative means of opening up the U.S.-Japan auto trade. The MTD also supports efforts to open the trade through direct negotiations between Japanese auto companies and U.S. maritime interests.

The Injustice and the Tragedy of South Africa

The following address was delivered to the MTD Board meeting by William Lucy, secretary-treasurer of the American Federation of State, County & Municipal Employees, AFL-CIO, and a member of the MTD Board.

Before you act on the matter of South African Apartheid, I want to tell you why the AFL-CIO and the majority of its affiliated unions, including AFSCME, actively oppose American ties to the South African regime.

There are 31 million people in South Africa. The law there divides them into three classes.

There are 4.5 million whites, and nearly all of them live the good life.

There are 4 million Asians and coloreds, that is, anyone who is not 100 percent white. These 4 million have limited social, economic and political rights.

Then there are 22.5 million blacks—73 percent of the population. This overwhelming majority of South Africans have virtually no rights whatsoever. If you're a black South African, you can't vote, can't work in many occupations, can't own land in most of South Africa, can't even live where you want.

Eighty-seven percent of South African land is reserved for whites. The remainder—and it's the most desolate in the country—has been made into a series of black reservations, and some 3.5 million of their inhabitants were moved into them forcibly. On those reservations, just about all business, right down to grocery stores and beer halls, are owned and controlled by the South African government.

If you live on a black reservation and want a permit to peddle fruit in the muddy streets, you're required to get 36 pages of approvals, and spend probably two years of your life doing so.

If you're black and work in a white area, you have to leave your family behind. You may not see your spouse or your children for 11 months at a time.

If you're black and work in a white area, all services and facilities are rigidly segregated: buses, theatres, stores—everything.

If you're black, you're not allowed in a white area without a passbook. The passbook includes your photo, fingerprints, work record, travel permits, the name of your reservation and your family history.

If you're caught without a passbook, you go to prison. South Africa now has the highest per capita prison population in the world, including Soviet Russia. The overwhelming percentage of inmates are black, and most are there because they didn't carry a passbook.

Black South Africans make up 72 percent of the workforce. They get all the tough and menial jobs. Most work for a quarter or less of the wages paid whites in similar occupations.

If you're a black South African child, you face certain other difficulties. Your chances of dying as an infant are five times greater than those for whites, and if you survive infancy, the state will spend 25 times as much educating a white child as it does you.

If you grow up, you can expect to live 57 years compared with 70 years for whites.

South Africa's system of racial separation and exploitation is called Apartheid, and it is based on the same interpretation of the Bible adhered to by the Ku Klux Klan and other American hate groups.

Apartheid includes a spider's web of police-state laws, laws that make any indication of dissent high treason and permit indefinite imprisonment without trial. Workers—white or black—who plan, lead, or even participate in a strike are liable to penalties that include imprisonment and death.

In effect, South Africa is a modern slave state, a massive industrial plantation with powerful similarities to the Germany of the 1930s, and its leadership includes some who were jailed in World War II for helping the Nazis.

And Apartheid could not have come to pass or endure without the active help of American corporations.

A few years ago Fortune magazine, a kind of glossy house organ for corporate America, carried in its pages a story that began:

"The republic of South Africa has always been regarded by foreign investors as a gold mine, one of those rare and refreshing places where profits are great and problems small . . . and labor is cheap."

Because of this rare and refreshing climate, U.S. corporations currently have \$15 billion invested in South Africa, almost a quarter of its gross national product.

Because of this rare and refreshing climate, the U.S. is South Africa's largest trading partner, second largest foreign investor, and the source of a full one-third of its international credit.

American corporations, including 57 of Fortune's top 100—control 57 percent of South Africa's computer market, 45 percent of its oil market, and 33 percent of its auto market.

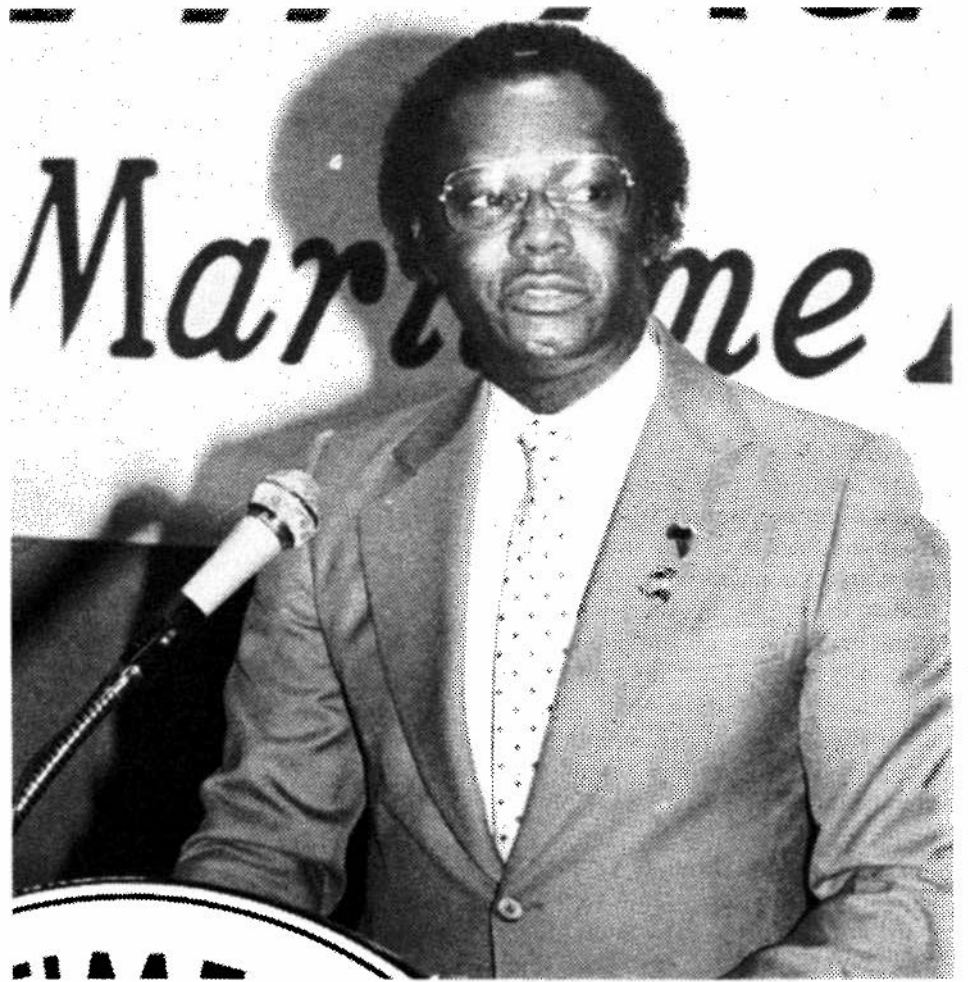
South Africa sells to U.S. corporations agricultural products, uranium, coal and steel—some \$2.5 billion worth in 1984 . . . and I think you'll find that little of it was carried in American bottoms.

The current administration in Washington was warmly hospitable to the South African regime until late last year, when public revulsion forced it to impose weak and largely ineffective sanctions.

Within South Africa the chief opponents of Apartheid have been the main-line churches—Episcopal, Roman Catholic and others—and the black labor unions, which are remarkable in that they exist despite mass firings, mass arrests and brutal police repression.

When a South African labor leader is taken to jail, it has often proved to be a one-way trip, because in South Africa's jails prisoners appear to have developed the ability to beat themselves to death.

AFSCME, the union I represent,



William Lucy

has actively opposed U.S. assistance to Apartheid since 1980. We have urged state and local governments, institutions and pension funds to divest themselves of stocks in U.S. companies operating in South Africa.

We have lobbied on Capitol Hill for a tougher stand against South African fascism. We have helped train South African labor leaders.

And we have done whatever we've been able to do to draw public attention to the evils of Apartheid.

On Jan. 9 of this year, under the leadership of the council and President Lane Kirkland, the AFL-CIO launched a nationwide boycott against the Shell Oil Company and its products. This action was the result of a request from the International Confederation of Free Trade Unions, which was acting on a plea by our brothers and sisters in South African labor unions.

Shell was singled out for several reasons.

South Africa has no domestic oil and depends on imports. Shell and its parent corporation, Royal Dutch/Shell, supply fuel to the South African military and police which enforce Apartheid.

Shell co-owns or operates South Africa's largest refinery, a major offshore pumping station, a major oil pipeline and more than 800 gas stations. In addition, it exports South African coal for sale here in the U.S. and elsewhere, where it competes directly with U.S. coal exports.

In its South African coal mines, Shell has actively sought to bust the Miners' Union with mass firings and other measures. The latest protest—over a worker killed by unsafe conditions—was broken up at gunpoint, with beatings and tear-gas.

Shell and American corporations are doing more than supporting a totalitarian regime in South Africa. They are taking away U.S. jobs.

The \$15 billion that U.S. corporations now have invested in South Africa could have been used to maintain and modernize facilities here in America.

The \$2.5 billion in South African products sold to the U.S.—products produced with what is virtually slave labor—directly cost American jobs on farms and in factories.

Because of slave labor, South Africa undercuts us in countries that normally buy from the U.S., and so still more American workers join the unemployment lines.

Finally, and something we all need to keep in mind, U.S. profits made in South Africa are helping finance the current wave of attacks on American workers and their unions.

Phelps-Dodge, IBM, American Cyanamid, United Technologies, Ingersoll-Rand and scores of others—all are big in South Africa and all are in the front ranks of U.S. strikebreakers and corporate scabs.

The next time any of you are in Chicago, take a look at the new state building there. It was built with South African steel. And between Chicago and Gary you could probably find 25,000 unemployed steelworkers and the dead mills where they used to work.

That, too, is part of Apartheid.

The hopes of a peaceful solution of South Africa's festering sickness are fading fast. In the last year alone, police and the military have indiscriminately killed more than 1,000 black men, women and children.

It is my belief that the free trade unions of a free society cannot—either through morality or self-interest—tolerate the evil of Apartheid.

I earnestly ask that the Maritime Trades Department join with us in active opposition to Apartheid so that we can march together under the bright banner of American labor solidarity.

Alaskan Oil Is Vital to U.S. Maritime Industry

Rep. Thomas J. Manton
Democrat, 9th Dist., N.Y.

I am happy to be here today to say to you that without the early, strong support of the labor movement in the summer of 1984, I would not be a member of Congress.

Labor stood shoulder to shoulder with me during my time of need. I will not forget that. And you can rest assured that I plan to stand shoulder to shoulder with labor in the years ahead.

After I was elected to Congress, I felt it was important that I seek out a committee assignment where I could use my influence to help the people in my congressional district of New York and, at the same time, work with those same unions who played such a vital role in my success at the ballot box. For these reasons, I sought, and was fortunate to receive, the one open Democratic seat on the House Merchant Marine and Fisheries Committee.

The Merchant Marine Committee was a natural choice. New York City is the largest port in the United States. The Port Authority provides thousands of jobs in the New York City area. Many of those workers reside in my district. In addition, the committee has jurisdiction over a number of federal laws which are vitally important to the survival and future vitality of our nation's merchant marine and the maritime unions which form its backbone.

As a new member of the committee, I have spent a great deal of time learning about the problems which our domestic maritime industry faces, both from unfair foreign competition and from an administration which has done everything in its power to retard the revival of an industry which remains vital to our nation's defense.

In April of last year, the Congress reauthorized the Export Administration Act. The vote in favor of the reauthorization was overwhelming. As part of that reauthorization, Congress reaffirmed a commitment made more than a decade ago that Alaskan oil shall not be exported to any foreign country, except with the explicit approval of both houses of Congress. I strongly supported the continuation of this ban because I believe that Alaskan oil is vital to our nation's energy independence.

We currently import more than 2 million barrels of oil every day. Most of this oil comes from volatile and even hostile sources in the Middle East. We cannot afford to allow Alaska, which holds the largest source of untapped domestic reserves, to be a source of energy for other countries. We need that oil at home.

Energy independence would have been reason enough to vote to continue the ban, but there is another, equally important reason why I voted in favor of continuing the ban on exporting Alaskan oil. Alaskan oil means jobs. Alaskan oil is moved to refineries and petrochemical plants in the lower 48 states and therefore falls within the jurisdiction of the Jones Act.



Rep. Thomas J. Manton

During the last two decades, the domestic maritime industry has been savaged by unfair, subsidized foreign competition.

We have seen our shipyards grow idle while other nations constructed newer facilities with their taxpayers' funds, which lowered their operating costs and their labor costs. We have seen our U.S.-flag carriers lose tonnage as industries turned to foreign carriers.

In this environment, the Alaskan oil trade has become the lifeblood for the survival of the domestic merchant marine. Therefore, it was critical that Congress reaffirm the ban on the export of Alaskan crude. It is clear that if Congress ever allowed the major oil companies of the state of Alaska or this administration to sell this oil to any foreign nation, the oil would be moved on foreign-flag tankers, and thousands of U.S. jobs would be lost.

All of us were pleased to see the ban continued. Unfortunately, the Reagan administration failed to get the message. Despite an overwhelming vote of 269-62 in the House that Alaskan oil not be exported, the administration ignored Congress's clear intent. The ink from the president's signature on the Export Administration Act was hardly dry when the White House announced on Oct. 28 that the president intended to administratively approve the sale and export of 6,000 barrels a day of oil produced from Alaska's Cook Inlet.

If Congress said no to the export of Alaskan oil, how could the White House do this? The answer lies in a loophole in the Export Administration Act.

Under that law, all Alaskan oil which flows through the trans-Alaska pipeline is protected under the export ban passed by Congress. Most Alaskan oil—indeed more than 95 percent of all oil produced in Alaska—is moved through the pipeline to Valdez. The exception is Cook Inlet.

Because Cook Inlet is along the southern coast of Alaska, tankers can dock near the field, load the oil and move it to the lower 48 states directly

without making use of the pipeline. Therefore, the administration, which has never supported the domestic maritime industry, decided to exploit this loophole in hopes of getting its foot in the door. The administration thinks that if it can export 6,000 barrels of Cook Inlet oil it can tell the American people that nobody is getting hurt. On the basis of that claim it will then ask the Congress to approve the export of 1.6 million barrels per day of Alaskan North Slope oil.

That is their ultimate goal.

When I heard of the administration's back door attack on the Alaskan oil

export ban, I was outraged. In response to this flagrant attempt to ignore congressional intent, I introduced H.R. 3817. My bill would place Cook Inlet oil under the same export ban as Alaskan North Slope oil. I believe—as does everyone in this room—that we must close this loophole immediately. If the administration succeeds with its plan to move Cook Inlet oil to Japan, it will only whet their appetite for the huge oil fields at Prudhoe Bay.

If they ever allow this vital national resource to be exported, every American would be the loser.

Dredging and Port Development

Adequate levels of funding and federal involvement for the construction, operation and maintenance of U.S. ports and waterways is vital to U.S. commerce and national security. Maritime technological developments in terms of vessel size and configuration, as well as the need to import and export commodities in large quantities requires port channels both wide and deep. The competitiveness of U.S. exports such as coal and grain will be enhanced when large, deep-draft vessels associated with their transportation call at U.S. ports.

The U.S. shipping industry, however, should not be burdened with unfair costs or misplaced collection responsibilities. Vessels which do not require deep-draft channels should not be required to pay for them. The levy of minimal federal, state or local fees deemed necessary to pay for port development should be the responsibility of the shipper and/or the relevant port authority and not vessel operators. To this end, any legislation establishing a comprehensive national port development policy should include a beneficiary test to ensure fair application of the costs including shipper responsibility for any ad valorem fee imposed.

It should also be unequivocal in word and deed, that all port improvement and development projects should be performed by the U.S.-flag dredging fleet, with a strong emphasis on small business set asides for the benefit of small dredging contractors. U.S. Army Corps of Engineers dredging assets should be de-emphasized in favor of the private sector. In addition, no exception to the Jones Act which would allow the use of foreign-flag dredge operators should be permitted.

The Maritime Trades Department, AFL-CIO, urges the U.S. Congress to pass port development legislation which ensures shipper responsibility for the collection of ad valorem fees and a beneficiary test to protect U.S.-flag operators from unwarranted costs.

The Maritime Trades Department, AFL-CIO, further urges Congress to ensure that private sector U.S.-flag dredging contractors complete all work associated with revitalization of America's shipping channels and ports.



SIU Executive Vice President Ed Turner, left, and SIU Secretary Joe DiGiorgio took an active part in the deliberations of the MTD's mid-winter board meeting.

The SIU in Washington

Seafarers International Union of North America, AFL-CIO

March 1986

Legislative, Administrative and Regulatory Happenings

Washington Report

Three stories dominated the headlines in the nation's capital: the continuing battle over the budget, the restoration of democracy in the Philippines, and a plan by the president's Task Force on Organized Crime to make all federal employees subject to random drug testing.

President Reagan submitted a budget to Congress that contained onerous cuts in social, maritime and promotional programs (see story on the Marad Authorizations Bill, page 4). Meanwhile, a three-judge federal district court found the Gramm-Rudman Act unconstitutional.

Tax reform was placed on the back burner. Fifty senators sent a letter to the president stating that they would not deal with tax reform legislation until action was taken on reducing the deficit.

Economic news continued to be mixed. Oil prices declined to their lowest levels in 10 years. The trade deficit worsened, and the unemployment rate unexpectedly shot up four-tenths of 1 percent.

Democracy was restored in the Philippines after a 20-year lapse. The near miraculous turn of events obscured the continuing Communist insurgency in that country and the precarious situation of the American bases.

During extensive television coverage of developments in the Philippines, it was pointed out that the United States had reached an unstated "gentleman's agreement" with the Communist rebels which could be pretty much summed up in this phrase: "You leave the bases alone, and we won't go after you."

SIU President Drozak touched upon this matter at a recent hearing on a proposed build and charter program (see story page 3). If anything were to happen in the Philippines, he said, this country would not have an adequate sealift capability to protect its own strategic interests.

Calling the epidemic use of drugs a threat to this country's national security, the president's Task Force on Organized Crime recommended that all federal employees be subject to random drug testing.

The announcement met with a great deal of opposition, especially from civil libertarian groups, and even from some members of the task force, who said that they had not read the final version of the report.

One member of the task force said that the report was primarily intended to draw attention to this seemingly unsolvable national problem, and that the administration was ultimately going to concentrate its efforts on getting drug testing approved for workers who deal with matters of "public safety," especially air controllers and "other transportation workers."

House Mark-Up

The House Merchant Marine Subcommittee will hold hearings on two bills that could provide important new business opportunities to the U.S. fleet.

The first bill would require that the United States negotiate bilateral shipping agreements with every foreign nation whose trade with the U.S. exceeds 1 percent of the total U.S. trade.

"This," said SIU President Frank Drozak, "would result in bilateral trade agreements

with dozens of nations, and would provide a massive amount of new cargoes to the American fleet."

The second bill deals specifically with the U.S. Japanese auto carrier bill. The bill would require an equal number of Japanese imports be carried on U.S.-flag vessels as are carried on Japanese vessels.

Several Japanese automobile manufacturers recently have announced that they will grant some of the auto carriage business to U.S. vessels. Until this year, not one American vessel was involved in this trade.

"Many people," said Frank Pecquex, director of legislation for the SIU, "feel that this is just an attempt to persuade Congress not to deal with the auto carrier bill."

"To many observers," wrote Chris Dupin in *The Journal of Commerce*, "these [proposed] contracts are a drop in the bucket when compared to the more than two million cars that Japan exports to this country annually."

At present, 44 percent of auto imports from Japan are carried on Japanese vessels. Forty-seven percent are carried on foreign-flag vessels from Liberia, Panama and Singapore, many of which are owned by Japanese corporations.

Apartheid

The labor movement has launched an all-out campaign against Apartheid in South Africa.

Earlier this year, the Executive Council of the AFL-CIO announced a nationwide consumer boycott of the Shell Oil Company because of its treatment of black workers in South Africa.

SIU President Frank Drozak, who is a member of the Executive Council, called Shell's treatment of its workers in South Africa "disgusting" and urged all SIU members to honor the boycott.

The matter was discussed at the recent Executive Board meeting of the Maritime Trades Department, which forms the backbone of the SIU's political grassroots effort.

"The \$2.5 billion in South African products sold to the U.S.—products produced with what is virtually slave labor—directly cost American jobs on farms and in factories," said William Lucy, secretary-treasurer of the American Federation of State, County and Municipal Employees.

"Because of slave labor," said Lucy, "South Africa undercuts us [in trade] with countries that normally buy from the U.S."

Maritime Advisory Board

The Congressional Caucus Advisory Board adopted two resolutions that it plans to submit to the administration.

The first resolution urges the administration to activate the Bennett Commission. The second one requests that the administration "quantify the needs of the U.S.-flag merchant marine."

The Bennett Commission was created under the terms of Public Law 98-525, which was passed in 1984. The commission was supposed to "study and report on the defense aspects of the U.S. merchant marine."

The commission has not yet been formed, in part because the president has not, in the

words of the caucus, "completed the nomination of members to the commission."

Cook Inlet

SIU President Frank Drozak submitted comments to the Commerce Department outlining his opposition to the export of Cook Inlet oil.

"The interests of the United States," said Drozak, "would best be served by not allowing any oil to be diverted to Japan or Korea."

The amount of oil involved in the Cook Inlet dispute is relatively small. Yet President Drozak and others feel that this is just a test case to permit the transfer of Alaskan North Slope oil abroad.

Drozak's view were seconded by Thomas J. Lengyel, president of the American Institute of Merchant Shipping. Even if all the Cook Inlet oil were exported, he said, it would hardly make a dent in the trade deficit.

Surprisingly, the oil industry has been split on this issue. AMOCO, CONOCO and Atlantic Richfield submitted statements in support of Cook Inlet exports, while UNOCOL and Exxon opposed the concept.

UNOCOL said it could not see the advantage of the U.S. trying to compete as a seller of crude oil "in a world market already plagued by oversupply and rapidly falling prices."

Cook Inlet oil is not covered under the Export Administration Act, which bans the export of Alaskan North Slope oil.

Last year, the EAA ban was extended for another five years. It is estimated that as many as 40 SIU tankers would be affected if the ban were rescinded.

Cash Transfer

The U.S. Court of Appeals has affirmed a lower court's decision to dismiss a complaint that sought application of the 1954 Cargo Preference Act to the cash grant and cash transfer programs for Israel established under the 1961 Foreign Assistance Act.

Coast Guard

Coast Guard Commandant Admiral James R. Gracey told Congress that "all hell could break loose" if across-the-board cuts under the Gramm-Rudman-Hollings deficit reduction measure occur for both fiscal years 1986 and 1987.

In an appearance before the House Coast Guard and Navigation Subcommittee, Gracey said that the Coast Guard has a "tentative plan" to cope with the reductions for fiscal year 1986. He refused to supply any specifics, however, on how and where the cutbacks will be applied.

The Gramm-Rudman Act was declared unconstitutional earlier this year by a three-judge federal district court. The matter is expected to come before the Supreme Court shortly. Until that time, Congress will have to meet the reduction schedule mandated under the act.

Support
SPAD



Questions and Answers About the MSC and Sealift

What is the basic strategy of the United States?

The basic strategy of the United States is to deter war through a strong forward defense. Implicit in the forward defense concept is the notion that an armed conflict would occur some distance from our shores. This strategy depends heavily on strategic mobility to provide capability for the projection of power and is intended to convince potential enemies that we could react strongly and swiftly to aggression anywhere in the world.

What is Sealift?

Sealift is the bedrock of our national strategy. Successful deployment and military combat power are dependent upon transportation—primarily on sealift, since more than 90 percent of all the equipment and supplies needed to sustain a war effort must be carried on ship. This basic fact has been demonstrated repeatedly over the last 45 years—from the worldwide U.S. convoy and supply operations that were essential to the Allied victory in World War II to the 8,000-mile sealift that ensured British success in the 1982 Falkland Islands campaign. Sealift must, therefore, be considered a strategic resource; without adequate sealift, our forward strategy is incomplete.

What is the primary mission of the MSC?

The primary mission of the MSC is to provide sealift for strategic mobility in support of national security objectives. This mission, known as Strategic Sealift, demands the capacity to deploy and sustain military forces whenever and wherever needed, as rapidly and as long as operational requirements dictate.

How does the MSC fulfill its mission?

The MSC fulfills its mission through the employment of Strategic Sealift forces from two principal sources: U.S. government-owned ships and the U.S. merchant marine.

Where does the MSC fit into the overall defense strategy of this country?

In early 1984, the Secretary of the Navy and the Chief of Naval Operations formally recognized Strategic Sealift as one of the Navy's three major functions, joining sea control and power projection. In conjunction with this action, administrative and operational changes have been instituted within the Navy; it is the aim of these changes to ensure that sealift programs will be considered on a balanced basis with competing Navy programs. According to material handed out by the MSC, they "fully integrate all of MSC's resources into the operational structure of the Navy's major fleets."

What are the MSC's major responsibilities?

The MSC's primary responsibilities encompass the four major functions carried out by the civilian-manned ships controlled by the MSC. They are Strategic Sealift, Naval Fleet Auxiliary Force (NFAF) operations, Special Mission Support, and Department of Defense (DOD) shipping operations.

How does the MSC secure its Strategic Sealift functions?

Strategic Sealift requires the afloat preposition and sea movement of material, POL (petroleum, oil and lubricants), and personnel in response to Department of Defense strategic mo-



Buck Mercer, right, SIU vice president in charge of government services, meets with Leon Hall, SIU vice president for the East Coast. The two were attending the MTD Convention in Bal Harbour, Fla. where they helped draw up an agenda for a national maritime policy.

SIU Calls for More Sealift

Testifying at a hearing on the new build and charter program, SIU President Frank Drozak asked Congress and the administration to come up with a plan to enhance this country's sealift capability.

Calling this country's present commitment to sealift inadequate, Drozak noted that the U.S. can ill-afford to overlook this important component of military security.

Drozak drew attention to the pres-

ent situation in the Philippines and the continuing Communist insurgency there. "If anything happens in the Philippines, you can bet that we'll need a way to transport troops and cargoes overseas. Our present sealift capability just isn't enough," he said.

This country's declining sealift capability was touched upon by several members present, including Rep. William Carney (R-N.Y.), who noted that the military's buildup had not taken sufficient note of sealift.

bility and logistic support requirements. These are performed by common-user dry cargo ships, point-to-point tankers, and passenger ships when assigned; Ready Reserve Force (RRF) ships; Fast Sealift Support (FSS) ships; ships of the Near Term Prepositioning Force (NTPF); and Maritime Prepositioning Ships (MPS).

What does the NFAF do?

Direct support of fleet units at sea worldwide allows Navy combatant ships to remain on station for long periods. It is performed by ships of MSC's Naval Fleet Auxiliary Force as part of the Navy's total Mobile Logistic Support Force (MLSF).

What about Special Mission Support?

Special needs of DOD sponsors for support of such efforts as research, cable laying and repair, missile tracking, and surveillance are performed by MSC's Special Mission Support ships.

What about the MSC's peacetime operations?

MSC peacetime operations include moving DOD cargo, providing direct

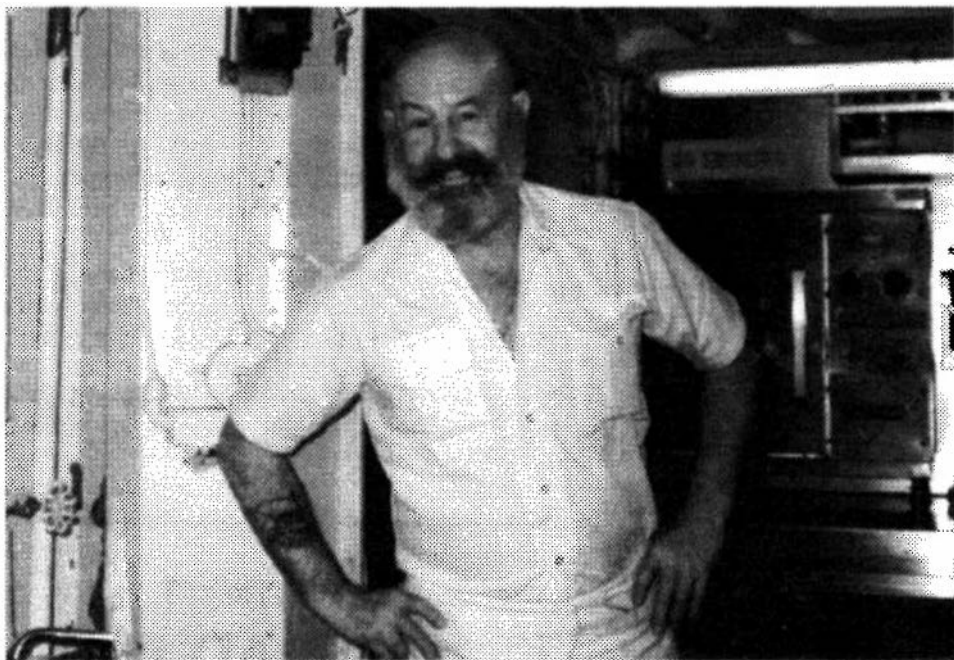
support to the Navy combatant fleet or special mission support, maintaining afloat prepositioning forces on station, and participating in strategic mobility exercises.

Of what special significance are the MSC operations in peacetime?

They contribute directly to maintaining readiness for MSC's primary mission and facilitating a smooth transition into wartime operations.

What happens in time of war?

The Strategic Sealift segment will expand significantly, using ships assigned by Marad. In addition, the NFAF will be augmented by approximately 30 to 40 merchant ships, which should provide direct fleet logistical support either to afloat MSLF units or to forward supply bases. Special Mission Support ships may cease operations, and have their crews reassigned to perform other Strategic Sealift missions. Some oceanographic survey ships may be adapted to perform wartime missions.



DeSteguer Steward/Baker Thomas B. Dryden is the guy who keeps the crew happy with his tasty bakery goods.

Serious Water Problems Aboard the USNS Kawishiwi

About 60 members of the unlicensed crew of *USNS Kawishiwi* gathered in the messhall of the ship on Wednesday, Jan. 29 in San Diego, Calif., to discuss a serious freshwater problem that had previously developed and had continued over a period of four months.

Ships Chairman Donald Levi had made several telephone calls to the SIU office in San Francisco requesting the assistance of a business agent as the freshwater problem was becoming more pronounced.

SIU Representative Raleigh Minix was dispatched to the ship and received permission from the master to hold a shipboard Union meeting of unlicensed crewmembers so that they could air their dissatisfaction.

The problem began as the ship was completing a yard period at the Versatile Pacific Shipyard in Vancouver, B.C., Canada. The yard was to sandblast and apply two coats of solution to the potable freshwater tanks. The final coat was applied three or four days prior to the ship's departure, not allowing the necessary five to seven days curing time required for the coating system to set. Prior to completion



The *Kawishiwi* experienced water supply problems which demanded prompt attention.

of adequate curing time, the tanks were filled by Versatile, and the ship was towed to anchorage on Sept. 28, 1985.

Kawishiwi departed Vancouver anchorage for Manchester, Wash. and San Diego, Calif. Meanwhile, water

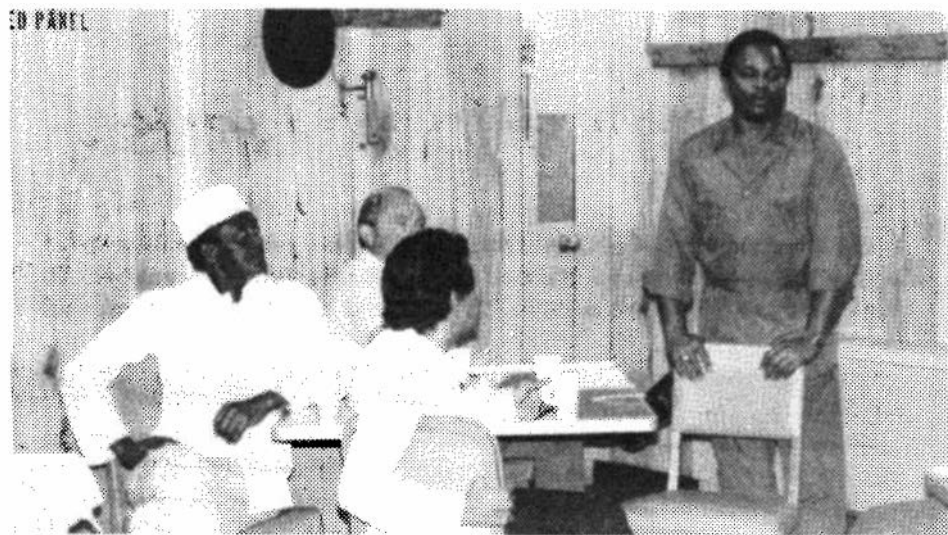
from the potable water tanks developed a taste and odor of solvent similar to that of kerosene. The master switched from potable water tanks to cargo freshwater tanks shortly after departing Manchester.

The ship remained on water from

the cargo water tanks of water from shoreside in San Diego until the ship's potable freshwater tanks were cleaned and superchlorinated. On Oct. 29, the ship switched to potable water tanks, but the smell and taste continued to prevail. Understandably, the crew was concerned with potential health problems, and not only from drinking the water. It was reported that several crewmembers broke out with skin lesions from bathing, while others experienced a burning/stinging sensation in their eyes.

Notwithstanding the fact that the source of fresh water was switched from the potable water tanks to cargo water tanks and to San Diego shoreside water numerous times, the problem continued to persist over a four-month period. Samples were taken of the water at least five times, and the crew was told that water from the potable water tanks was fit for consumption.

A motion was made and seconded for the SIU to look into the possibility of a class action suit against the Military Sealift Command for negligence due to the pollution of the freshwater tanks. The motion carried unanimously.



SIU member Donald Levi, standing, helped draw attention to the water problems.

Reminder: Reporting For Duty

In order to keep a clean record, a civilian mariner has to report for duty.

When mariners go from their ships to annual, shore, sick or emergency leave, they should contact their placement officer at their earliest convenience, either by telephone or letter. They should do this even if the ship sends a message advising the command as to who has left the ship and under what circumstances they have left.

According to MSC documents, it is important that the placement officer be contacted when leave extensions are desired. Mariners often find themselves facing disciplinary action simply because they failed to contact their placement officer at the expiration of their leave period. Placement officers should be aware of the current address and telephone number of each of the people for whom they are responsible. "This alone would help to keep the mariner out of trouble," said an MSC official.

At the expiration of any kind of leave—whether it be annual, shore or sick—it is incumbent upon the individual to report for duty or request an

extension. The exceptions are sick and emergency leave—and in these instances you will get your leave slips in if you expect to be paid on time. The biggest problem seems to be the fact that after a period of approved leave, mariners fail to report, thereby causing themselves to face AWOL disciplinary action.

The annual physical examination and firefighting/damage control training are absolutely necessary and are the two things for which seamen will be removed from their ships and returned to their homeport to receive. "It is foolhardy," said one MSC official, "to accept a six-month assignment knowing that in two months you are due for a physical exam or firefighting/damage control training." The watch word is "COMMUNICATION" with your placement officers.

Mariners also should be reminded that when reporting for duty they should have their seamen's document, passport, fit-for-duty slip and proof of any training they might have received as a result of schooling. This is important because it could enhance your position on the promotion list.

Major Reorganization of Military Approved

Overriding strong objections from the Pentagon, the Senate Armed Services Committee unanimously approved a major military reorganization.

Committee leaders said the bill would encourage the different branches of the military to cooperate more and compete less. It would strengthen the chairman of the Joints Chief of Staff, create a vice chairman, and give more authority to combat commanders in the field.

The committee also voted 19 to 0 to eliminate 17,694 jobs, trimming headquarters and administrative bureaucracies by about 10 percent. The bill would create an undersecretary of de-

fense to oversee acquisitions.

The unanimous vote makes it very likely that some kind of major reorganization of the military command will be approved this year, according to *The Washington Post*.

Senator Sam Nunn (D-Ga.), the committee's ranking minority member, said the "sweeping and historic legislation" would ensure a more efficient military structure. Senator Barry Goldwater (R-Ariz.) called the bill "the most significant piece of defense legislation in the nation's history."

Navy Secretary John F. Lehman Jr. opposed certain provisions in the bill on the grounds that "they would make a hash of our defense structure."

Around the MSC

Boarded the USNS CHAUVENET. No complaints on the ship. Crewmembers stated they made good money but were glad to be out of Singapore. Engine department stated there was a lot of work that did get completed. Also, pumps were put aboard that did not work or do the job. Members in the engine room expressed disappointment with the yard work. But they also stated the main unit was well maintained.

Ship chairman Robert Southern was not onboard. I met with engine department delegate Charles Kirchner and steward department delegate Leon Billups.

One man, Arthur Robertson, stated that Oakland sent a message to take him from steward department and put him into the engine department. Then a few days later, they sent another message that they were sending a wiper to replace him. Mr. Robertson would like this checked into.

Boarded the M/V ROVER. Gary Hoover is the ship's chairman. I found no beefs on the ship. The pumpman, Robert M. Wilson, was put out because the captain will not pay QMED pumpman scale. The captain only wants to pay chief pumpman scale. A message from Red Campbell to Ocean Carriers states the problem in plain English. But Captain Nolon wants the company to advise him, not Mr. Campbell. I asked Mr. Nolon just to read the message and check the mariner's documents, but he still refused. So let's get a little help on this and let Captain Nolon in on the secret, OK?

I checked the water onboard and found it OK. Crew did state the water has sweetened up.

Bosun Hoover is getting off and is being replaced by Mr. Tillman.

Melvin Henline

300 Fishermen Back to Work as More Boats Sign

(Continued from Page 1.)

[independents] can live with the contract, why not sign and get this thing over with?" And the pressure began to build," he said.

During the course of three days, SPA members met amongst themselves and finally forced the issue. In late February the Association freed its draggers to sign with the SIU, if the owners wanted to. Most SPA draggers have since signed contracts.

Caffey estimated that the successful signings have put some 300 SIU fishermen back to work. In addition, about eight scallop boats have signed Union contracts and have begun fishing, he said.

Sacco, who has been assisting in the negotiations for more than a month, said many of the remaining independents have been invited to negotiate with the SIU in an attempt to resolve the dispute.

About 18 of the independents did not respond to an earlier request to negotiate, and the Union has slapped them with unfair labor practice charges for failure to bargain, said Union attorney Jim Altman.

Most boats which sail from New Bedford have been signed, Piva said, but pickets remain in the adjoining Fair Haven area.

"As the boats sign we pull down the pickets. Of course with more and more of our guys going back to work, the help and the manpower the Union has sent from New York has been a

great boost," he said.

Since the strike began Dec. 27, Seafarers from the New York area have been in New Bedford to assist the fishermen with picketing, logistics and supplies.

"With the help we've gotten from Jack [Caffey] and Mike [Sacco] and all the guys, it's made our job just a bit easier and shows our people that they've got a real Union behind them," Piva said.

While the strike action continues, plans are being made for the future of the SIU fishing fleet. Organizing efforts for the remaining boats in the fleet (about 150 non-union boats) will begin, Piva said when he was at SIU headquarters earlier this month.

The Union hopes to be able to bring some of the owners to the Seafarers Harry Lundeberg School of Seamanship in an effort to map out a possible training program for fishermen. The SHLSS currently has two fishing boats in its fleet. The SIU also is in the process of planning a far-reaching fishing legislation program which would address the many problems of the industry, including high insurance rates, safety and other areas.

"It's been a long time, but we're doing pretty good up here," Caffey said. "The contracts for the independents are good agreements from both sides. We gave a few points in the split, but we got a lot of the items the membership wanted in the other important areas. We'll get 'em."



Brian Farland (left) and his six-year-old son Brian check with Seafarer Scott Getman about picket duty and various assistance programs for striking fishermen.

No Gain for Crossing Union's Picket Lines

The large majority of SIU fishermen has held fast during the long strike in New Bedford. But some buckled under the pressure and went back to work on boats without contracts. They're only hurting themselves, said Port Agent Joe Piva.

"We've already had some guys come back and say, 'Looks like I've screwed up.' They're right too," Piva said.

Reports from some of these people indicate that they are sailing without any health, welfare or pension coverage, that in some cases the crews are getting only a 50-50 split of the catch and there is no time limit at all as to how long their boats can stay out.

"Things might look good when they've got a check in their hand, but what are they going to do if they get hurt, or the kids get sick? That money won't go very far," Piva said.

While some fishermen have expressed sympathy for some Union members who crossed the picket lines, most agree that some sort of penalty will be needed when all the SIU boats are signed to contracts.

"That's going to be up to the membership, the hundreds of guys who stood strong. They'll decide. There's been talk of fines or other discipline. We'll figure that out when the time comes," Piva said.



Kevin Mederios and his son Kevin stopped by the Union hall to see what progress has been made in the strike. During the New Bedford school system's winter holiday, many of the children of striking fishermen visited the Union hall.



Striking fishermen show solidarity at one of the largest demonstrations during the strike. Several hundred strikers threw up this picket line at the site of the disputed fish auction.

Strikers Find Solace and Soup at the Ferry Cafe

The Ferry Cafe has everything most other small neighborhood bars have, a pool table, juke box, a few video games and a closeness among its regulars.

But the Ferry Cafe has one thing no other establishment in Fair Haven or New Bedford can claim—Vivian Francis—and she has a heart as big as a fishing boat, according to striking SIU fishermen.



Mrs. Francis outside her cafe.

It's cold, bone-chilling cold, this time of year in New England. It's not the best of seasons to walk a picket line. "I'd look out that window and I couldn't stand it," Mrs. Francis said.

So she opened up her cafe. Not only that, but she began to make good, hot soup and provide coffee for the striking fishermen. "They'd come in and suck up the heat, get a bellyful of soup. Sometimes I'd pour them a glass of beer. I know their pockets are empty," she said.

The Ferry Cafe became a gathering spot for striking fishermen and Seafarers in town to help the strikers. The warmth, the soup and the companionship provided some relief from the long hours in the cold. Mrs. Francis said some days the money in her cash register didn't cover the costs of the supplies for the soup and coffee.

"I'm just being human," she said. "These people are my customers, my friends, in good and bad times. You've got to give something back to people. I have a lot of kids and would like to think that someone's helping them when they need it," she said.

Alfred Benoit, Mrs. Francis' son-in-law, is an SIU fisherman. Her son, Steven A. Francis, sailed as a second engineer for MEBA-2 for several years until he was murdered last year.

She has a long history of helping people in need. Several years ago she opened her house to kids in trouble with the law, kids with drug problems, kids nobody else could help.

"They never burnt me. People told me, 'They're going to rip you off. You're going to have trouble.' But I didn't. I think if you treat people right, they'll treat you right too. To me, these are still kids," she said surveying the two dozen fishermen and Seafarers in her bar.

Because of her help, striking fishermen got together last month and presented Mrs. Francis with a ship's wheel. The plaque read:

"To Mrs. Vivian Francis,
From All Union Fishermen.
Your help and support during our long strike has been an inspiration to all of us. We thank you from the bottom of our hearts."

When the New Bedford dispute is

settled, Mrs. Francis knows there will be some time needed for healing. Like all strikes, this one has divided people, and that division has to be healed.

"I believe in what they're striking for. I know a lot of the guys have some hard feelings. But I won't allow it in this bar. They're all my customers and they will have to get along in here," she said.

Mrs. Francis has a way about her, people will get along in the Ferry Cafe.



The wheel presented to Mrs. Francis.

Bosun Upgrading Committee



The Seafarers Bosuns Recertification Selection Committee met at SIU headquarters in Camp Springs, Md. in January to select 12 bosuns for the next recertification program. From left, hard at work, are Seafarers John Japper, Dolph Holm and C.D. Florous.

Bill Could Improve Worker Safety

Landmark worker safety legislation has been introduced in the Senate that would assure workers would be notified about hazardous substances in the workplace. Sen. Howard Metzenbaum (D-Ohio) and Sen. Robert Stafford (R-Vt.) are lobbying for support of the bill, S. 2050.

If passed, the legislation could save the lives of thousands of workers who die each year from exposure to harmful substances. The bill also gives incentives to businesses that provide healthy work environments. According to AFL-CIO reports, the bill is fastly gaining support on Capitol Hill.

"A Careless Word . . ."

The 3rd edition of this remarkable record of merchant ships and seamen lost in World War II is now available. Captain Arthur R. Moore has added names of ships and men and POWs, and there are additional photographs making this a valuable research book for all who sailed during World War II.

Don't Miss Your Chance to Improve Your Skills How?

SHLSS has self-study materials in many areas. Upon your request, SHLSS will send them to you to study in your spare time.

You can use these skills:

- ★ on your job.
- ★ to improve your skills for upgrading.
- ★ to further your education.

Please send me the area(s) checked below:

MATH

- Fractions ☐
- Decimals ☐
- Percents ☐
- Algebra ☐
- Geometry ☐
- Trigonometry ☐
- (Plane) ☐
- (Spherical) ☐

ENGLISH: Writing Skills

- Grammar Books ☐
- Writing Business Letters ☐

SOCIAL STUDIES

- Geography ☐
- U.S. History ☐
- Economics ☐
- Political Science ☐

STUDY SKILLS

- Listening Skills ☐
- How To Improve Your Memory ☐
- How To Use Textbooks ☐
- Study Habits ☐
- Test Anxiety ☐
- Test Taking Tactics ☐
- Stress Management ☐
- Notetaking Know-How ☐

COMMUNICATION SKILLS

- Tax Tips for Seafarers ☐
- Basic Metrics ☐



Name _____

Street _____

City _____ State _____ Zip _____

Book No. _____ Social Security No. _____

Department Sailing In _____

Cut out this coupon and mail to:

Adult Education Department
Seafarers Harry Lundeberg School of Seamanship
Piney Point, Maryland 20674

Send it today!

Summary Annual Report For Seafarers Vacation Plan

This is a summary of the annual report of Seafarers Vacation Plan, I.D. No. 13-5602047 for Jan. 1, 1983 to Dec. 31, 1983. 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

The value of Plan assets after subtracting liabilities of the Plan, was \$802,709 as of Jan. 1, 1983 compared to \$588,922 as of Dec. 31, 1983. During the Plan year the Plan experienced a decrease in its net assets of \$213,787. This included unrealized appreciation and depreciation in the value of Plan assets; that is, the difference between the value of the assets at the end of the year as compared to the value of the assets at the beginning of the year, or the cost of assets acquired during the year. During the Plan year, the Plan had total income of \$36,941,424 including employer contributions of \$36,078,608, and earnings from investments of \$862,816.

Plan expenses were \$37,155,211 and are comprised of three classes of expenses: (1) Vacation benefit expenses of \$33,915,682, (2) Administrative expenses of \$3,069,162 and (3) Other expenses of \$170,367. The Vacation benefit expenses included benefits of \$31,753,530, payroll taxes on vacation benefits of \$2,162,152. Administrative expenses were comprised of salaries, fees, and commissions, provisions for reserving those contributions that are doubtful of collection and other general administrative expenses.

Summary Annual Report For Seafarers Welfare Plan

This is a summary of the Annual Report of Seafarers Welfare Plan, I.D. #13-5557534 for Jan. 1, 1983 to Dec. 31, 1983. 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

The value of Plan assets, after subtracting liabilities of the Plan, was (\$18,020,088) as of Dec. 31, 1983 compared to (\$12,110,625) as of Dec. 31, 1982. During the Plan year, the Plan experienced a decrease in its net assets of \$5,909,463.

This decrease included unrealized appreciation and depreciation in the value of Plan assets; that is, the difference between the value of the Plan's assets at the end of the year as compared to the value of the assets at the beginning of the year or the cost of assets acquired during the year.

During the Plan year, the Plan had total income of \$24,304,735 including employer contributions of \$23,896,298 and earnings from investments of \$401,411.

Plan expenses were \$30,214,198 and are comprised of three classes of expenses (1) Welfare Benefit expenses of \$25,427,794, (2) Administrative expenses of \$3,295,834, and (3) Other expenses of \$1,490,570 (i.e., professional fees, travel, Trustee meetings, etc.).

Summary Annual Report For Seafarers Pension Plan

This is a summary of the annual report of Seafarers Pension Plan I.D. #13-6100329 for Jan. 1, 1983 to Dec. 31, 1983. 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

The value of Plan assets, after subtracting liabilities of the Plan, was \$245,369,073 as of Jan. 1, 1983 compared to \$265,296,340 as of Dec. 31, 1983. During the Plan year, the Plan experienced an increase in its net assets of \$19,927,267. This included unrealized appreciation and depreciation in the value of Plan assets; that is, the difference between the value of the Plan assets at the end of the year and the value of the assets at the beginning of the year or the costs of assets acquired during the year. During the year, the Plan had total income of \$36,713,857, including employer contributions of \$14,224,291, and earnings from investments of \$22,489,566.

Plan expenses were \$16,786,590 and are comprised of two types: (1) Benefit Expenses of \$15,066,846 and (2) Administrative Expenses of \$1,719,744. The \$16,786,590 Pension Benefit payments were made directly to participants or their beneficiaries. Administrative expenses were comprised of salaries, fees, and commissions, fiduciary insurance premiums and general administrative expenses.

Summary Annual Report for MCS-AFL-PMA Supplementary Pension Trust Fund

This is a summary of the annual report for MCS-AFL-PMA Supplementary Pension Trust Fund, 51-6097856, for the year ended June 30, 1983. 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

The value of Plan assets, after subtracting liabilities of the Plan, was \$7,935,750 as of June 30, 1983, compared to \$6,194,531 as of July 1, 1982. During the Plan year, the Plan experienced an increase in its net assets of \$1,741,219. This increase included unrealized appreciation or depreciation in the value of Plan assets; that is, the difference between the value of the Plan's assets at the end of the year and the value of the Plan assets at the beginning of the year, or the cost of assets acquired during the year. The Plan had total income of \$2,553,826, including employer contributions of \$769,849 and earnings from investments of \$1,783,977.

Plan expenses were \$812,607. These expenses included \$680,851 in benefits paid to participants and beneficiaries; \$91,320 in administrative expenses, and \$40,436 for fees, insurance premiums and other such expenses.

Summary Annual Report for GLT&D Pension Plan

This is a summary of the Annual report of Great Lakes Tug & Dredge Pension Plan, I.D. Number 13-1953878, for Jan. 1, 1983 to Dec. 31, 1983. 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

The value of Plan assets, after subtracting liabilities of the Plan, was \$7,256,230 as of Jan. 1, 1983, compared to \$7,963,725 as of Dec. 31, 1983. During the year the Plan experienced an increase in its net asset of \$707,495.

This included unrealized appreciation and depreciation in the value of Plan assets; that is the difference between the value of the Plan's assets as of the end of the year as compared to the value of the assets at the beginning of the year, or the cost of assets acquired during the year.

During the Plan year, the Plan had total income of \$1,127,674 including employer contributions of \$273,042 and earnings from investments of \$854,632.

Plan expenses were \$420,179 and are comprised of two types: (1) Pension benefit expenses of \$295,416 paid directly to participants or their beneficiaries; and (2) Administrative expenses of \$124,763 which are comprised of salaries, fees, and commissions, fiduciary insurance premiums and general administrative expenses.

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 report.
2. Assets held for investment.

To obtain a copy of the full annual report, or any part thereof, write or call the office of Mr. Al Jensen, 5201 Auth Way, Camp Springs, Md. 20746. The charge to cover copying costs will be \$1.00 for the full annual report, or \$0.10 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 right to examine the annual report at the main office of the Plan, 5102 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. Request to the Department should be addressed to Public Disclosure Room N4677, Pension and Welfare Benefit Programs, U.S. Department of Labor, 200 Constitution Ave., N.W., Washington, D.C. 20216.

President's Report

(Continued from Page 2.)

15.705: Watches

The SIU strongly opposes the Coast Guard's interpretation of this provision of law (46 U.S.C. 8104). We believe that the literal language of the statute should dictate the interpretation and meaning of the statute. In this case, the Coast Guard has liberally interpreted the watchstanding law. The SIU takes exception to the Coast Guard's interpretation of 46 U.S.C. 8104 that the establishment of "adequate watches is the responsibility of the vessel's master." Congress has delegated the responsibility to the Coast Guard to promote safety of life and property at sea. It is the Coast Guard's responsibility to set deck and engine watch determinations. This responsibility should not be imposed on the master of a vessel.

In reviewing this provision further, it becomes apparent that the Coast Guard intends to drop the three-watch system requirement for uninspected towing vessels between 100 and 1600 gross tons on all voyages over 600 miles whether ocean or near coastal. The SIU is adamantly opposed to this proposal. Operators of these vessels should be required to conform to the three-watch system on voyages of 600 miles or more. Again, the Coast Guard should *literally* interpret 46 U.S.C. 8104(g). We continue to believe that the Coast Guard's interpretation of the statute which concludes that uninspected tugboats

(Continued on Page 31.)

(Continued from Page 30.)

are subject to a two-watch rather than a three-watch system was the result of flawed reasoning and an unfortunate disregard for safety.

Our primary reason for supporting the three-watch system is, and always has been, safety. We continue to believe that the two-watch system creates unacceptable hazards due to fatigue, which jeopardizes the safety of the crew and the vessel itself.

15.720: Use of Non-U.S. Licensed and/or Documented Personnel Overseas

The SIU recommends that when time permits, competent personnel with Coast Guard validation should be sent from the United States overseas to fill vacancies. Employment of non-U.S. documented personnel should only be a measure of last resort.

15.730: Language Requirements

We agree with the Coast Guard that crews on U.S.-flag vessels must be able to understand any order spoken by the officers. Misinterpretation of an order can certainly cause injury or lead to a malfunction of the vessel. To that end, it would be prudent for the Coast Guard to devise a simple language examination that would attest to a crewmember's ability of holding and understanding a reasonable conversation.

15.855: Lookouts

The SIU would object to a helmsman assigned to the wheel to also be a lookout.

15.860: Cabin Watchmen and Fire Patrolmen

The SIU recommends that the Coast Guard determine in advance the number of watchmen needed to guard against and give alarm in case of fire or other dangers on passenger vessels. A "suitable number" as decided by the captain or person in charge is too vague. Manning determinations are the responsibility of the Coast Guard.

15.865: Maintenance Persons

Considering the necessity of maintaining vessels, their equipment, and machinery while vessels are underway at sea, the SIU concurs with the concept of establishing this new rating. Vessels which are actually floating industrial plants should be staffed with sufficient manpower to ensure their maintenance and continued smooth operation. The consequences of serious malfunctions due to deterioration of the physical plant carry potentially life-threatening consequences.

Therefore, the SIU concurs with the concept of establishing a new rating, the maintenance person. However, this rating should not in any way replace the watchstanding duties of the AB.

Further, the SIU recommends that this rating be above that of the entry level. In addition to maintenance duties, these individuals should be utilized for docking and undocking procedures and again should in no way be utilized to replace the AB in watchstanding duties. In addition, we support a distinction being made between deck and engine maintenance persons.

The SIU further recommends that before the Coast Guard issues a final rule, its provision on the new rating incorporate a more comprehensive description of this individual, stipulating specific qualifications, duties and responsibilities, training requirements, etc. to assure properly trained personnel to perform expected duties. At the present time, the provision lacks these prerequisites.

Offshore Drilling Units

The SIU has reviewed with interest CGD 81-059a dealing with the Licensing of Officers and Operators for Mobile Offshore Drilling Units and the manning of these vessels.

Generally, the SIU strongly disagrees with the Coast Guard's contention on which the proposed regulation is based that there exist "unique conditions in the offshore drilling industry" which necessitate "licenses adapted to the unique operations associated with mobile offshore drilling units."

The SIU reiterates its adamant position that mobile rigs, which are by definition "vessels," operate in a hazardous industry and environment and should be regulated and treated as traditional U.S.-flag oceangoing merchant vessels and their crews. Requiring merchant marine documents for personnel in the offshore drilling unit, as called for in the proposed regulation, is indeed a step in the right direction.

Further, it is the position of the SIU that the marine watchstanding crew of a mobile offshore drilling unit should meet the same standards and criteria and have the same training as crews aboard traditional U.S.-flag vessels. The fact that a drilling rig is stationary for periods of time in no way removes this obligation particularly as these skills would be required to get a crew safely off in an emergency. The lack of seamanship skills and training can be directly linked to loss of life in these cases.

The SIU urges the Coast Guard to issue licenses and certificates of endorsement based on standards and requirements that are identical to and parallel those required in Coast Guard Certificates of Inspection covering the operation of oceangoing U.S.-flag vessels, as these vessels are vessels in every sense of the word.

in this complex undertaking. The SIU requests your favorable attention to modifying the proposed regulation to reflect our concerns. Furthermore, if the need should arise, we would like to reserve the opportunity to submit additional thoughts on this important issue if the comment period is extended.

Very truly yours,

Frank Drozak
President

House Restores Academies' Funds

Last month, the axe of Gramm-Rudman came within a hairsbreadth of felling federal aid for six maritime academies and ending 100 years of federally financed educational programs for the nation's future reserve of maritime officers.

The House Merchant Marine Subcommittee, however, reversed the line item in the Maritime Administration's (Marad) fiscal '87 budget. Left standing, the Marad budget would have all but eliminated federal aid for the following maritime institutions: the California Maritime Academy, Maine Maritime Academy, Massachusetts Maritime Academy, State University of New York Maritime College, Texas Maritime College, Texas A&M University, Great Lakes Maritime Academy and Northwestern Michigan College.

The Seafarers Harry Lundeberg School of Seamanship, which does not receive federal aid, would not have been affected, according to SHLSS Vice President Ken Conklin.

In considering the proposed cuts, Mario Biaggi (D-N.Y.), who is also chairman of the House Merchant Marine Subcommittee, said the loss of aid that was to provide stipends to students and lump sum aid to each of the six institutions was a "major policy change that would have been unacceptable."

As an alternative to the proposed \$11 million in cuts that would have left just \$1 million remaining for cadet training, the subcommittee was able to allot \$9 million in federal aid in open rejection of the administration's budget policies.

WHEN YOU BUY YOUR EASTER BONNET—



BE SURE THE UNION LABEL'S ON IT

UNION LABEL AND SERVICE TRADES DEPARTMENT, AFL-CIO

Furuseth, Lundeberg Birthdays and Seamen's Act Mark Historic Month in Seafaring Labor Movement

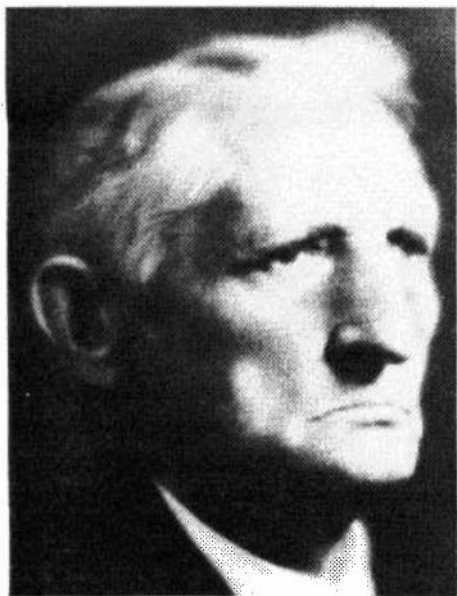
by Dorothy Re

March is a memorable month for Seafarers. Andrew Furuseth was born March 12, 1854. Harry Lundeberg was born March 25, 1901, and the Seamen's Act was signed by President Woodrow Wilson March 4, 1915.

The history of the seamen's movement is one of the more colorful in all of labor history, and these two men were giants in that history. Andrew Furuseth brought the sailors of sailing ships out of slavery and medieval conditions and was responsible for the earliest legislation for seamen's rights. Harry Lundeberg followed Furuseth's lead and brought seafarers through the strikes and bitter conflicts of the '30s toward a stronger coalition of all related unions of the maritime industry into the '50s.

ANDREW FURUSETH

Liberator of the American sailor and untiring worker for better conditions for seamen the world over, Andrew Furuseth (1854-1938) continues to receive honors and accolades. In 1983 he was inducted into the National Maritime Hall of Fame at Kings Point, N.Y. He has been called "The Lincoln of the Sea."



Andrew Furuseth

From his humble beginnings in Norway, Furuseth rose to prominence in Washington circles and led the way toward dealing with problems that faced seamen and their unions by taking them straight to Congress.

Andrew Furuseth was born in Furuseth, Norway. Children were named for the town in which they were born in those days. He came from a poor farming family with several children and, as was also the custom then, he was sent to another farmer to be raised. This man saw his potential and sent him to school. He studied very hard and learned to speak several languages. He became a translator and at 19 decided to go to sea.

Since he spoke English as well as German, Dutch, French and Norwegian, he shipped out on ships of many flags. Furuseth was appalled by the conditions aboard ships and the treatment of sailors. When he was sailing



Harry Lundeberg (top center) talks to white-capped SUP members around 1940 after a waterfront confrontation.

up the West Coast he jumped ship in Oregon but was chased and treed by bloodhounds. When he landed in San Francisco he was able to leave the ship. After that he decided to stay close to shore and work for better conditions for sailors. It was the beginning of a long fight that ended only with his death.

He sailed occasionally and was on a fishing vessel when the Coast Seamen's Union was formed in 1884. He joined it shortly after that, in 1885, and was a leading force in this early union which became the Sailor's Union of the Pacific. He also worked toward the formation of the National Seamen's Union, and when it changed its name to the International Seamen's Union, he became its first president.

The ISU was later threatened by factions within and the NMU, and toward the end of his life the SUP was expelled from the ISU. This was more than Furuseth could stand, and although he was not implicated in these dealings, he was greatly affected. He had presided over the Convention of 1934 and was brokenhearted by the results: The shock was too much and he died shortly after.

Furuseth was responsible for the passage of the Maguire Act of 1896, the first legislation to free sailors from bondage, and the White Act of 1898. Now sailors could leave their ships in the U.S.A. and in foreign ports without being imprisoned. Flogging was also forbidden, but Furuseth felt that these early bills were not enough.

In 1909 Furuseth approached Sen. Robert LaFollette about the plight of seamen. LaFollette's first reaction was that Lincoln had freed the slaves, but Furuseth soon convinced him that this was not so and that seamen were still enslaved. Soon they were working together and formulated the Seamen's Act, presenting it to Congress in 1912. It passed the House and Senate, but President Taft, pressured by foreign

governments, vetoed it. It was not until 1915 that the Seamen's Act became law through the perseverance of these two men, LaFollette and Furuseth.

When the Seamen's Act was finally signed into law by President Wilson on March 4, 1915, LaFollette told Furuseth and the SUP, "March 4th is your Emancipation Day." And he said that they were, at last, "free men under the Constitution of your country." He described Furuseth's work as "... this heroic struggle for human liberty."

Furuseth used *The Coast Seamen's Journal* to take his message to the sailors and to the public. In it were featured articles on specific instances of cruelty and death to seamen. These stories were printed as long as the paper was in existence. In 1895, the "Red Report," a pamphlet telling of these atrocities, was published through Furuseth's efforts. He made certain that this pamphlet was on the desks of all the congressmen involved in the passing of the Maguire Act. In those days the red stood for the blood shed by seamen over the years and had nothing to do with Communism; that came later.

The Seamen's Act of 1915 came 35 years after Furuseth made his decision to do something about the inhuman conditions that sailors lived under. Throughout his life, even after he became the head of the union, Furuseth never had elaborate accommodations. He lived as closely as possible to the simple life of a sailor and only accepted a salary equal to that of a sailor's pay. One room and a few amenities were all he allowed himself.

These qualities, plus his tireless work for seamen's rights, prompted people to call him a saint. He was called "The Patron Saint of Seamen," and "Saint Andrew of Sailors." However, Hyman Weintraub, who wrote his definitive biography of Furuseth in 1959,

says that he did not uncover a saint, but that, "It became more important to use Andrew Furuseth as a symbol for thousands of labor leaders who led their people out of bondage, than to prove that labor had its share of saints." What Weintraub found as he explored this character was "a very worldly person who made enemies, mistakes and history."

Furuseth had a way with words. When threatened with imprisonment, when the SUP violated a court injunction, he said his oft quoted lines:

"You can put me in jail but you cannot give me narrower quarters than as a seaman I have always had. You cannot give me coarser food than I have always eaten. You cannot make me lonelier than I have always been."

He became an orator and wrote tirelessly for *The Coast Seamen's Journal*. He also wrote flyers, tracts and petitions presented to Congress, anything that was needed to further the cause. One of the prize possessions of the Archives at the Paul Hall Memorial Library at SHLSS at Piney Point, Md., is a collection of handwritten minutes of the early meetings of the Coast Seamen's Union of the late 1880s. These were written by Furuseth in the style typical of those times with flourishes and swirls.

Furuseth died in Washington, D.C. where he had worked so hard and so long a time for the benefit of seamen. He was given a rare honor accorded to no other labor leader. He lay in state in the auditorium of the Labor Department at the request of Frances Perkins, then Secretary of Labor under President Franklin D. Roosevelt. Andy, as he was affectionately called by many of his colleagues, was a crusader in the style of Don Quixote. He rode into battle against great odds with his banner held high and his lance (his pen) held higher. As he wrote to educate Congress, so he wrote for the seamen. One of his most brilliant pamphlets is entitled "Work is Worship," and another of his quotable quotes is, "Skilled men are better than the best machinery."

Probably the best judgments of men are made by those who knew them. Such a man was Silas B. Axtell, who became a lawyer for the SUP and worked with Furuseth for many years. He ended an article, written for the *American Federationist* in 1948, with the following. "I knew Andy Furuseth. I have read Christ and Lincoln. To compare them all makes life continuous to me. Andy revered them and I revere them all as sons of God. In time we will all, seamen and landsmen alike, remember their birthdays, December 25, February 12 and March 12."

HARRY LUNDEBERG

When Harry Lundeberg died 29 years ago, every newspaper in San Francisco had his obituary on the front

(Continued on Page 33.)

Seafarers Welfare Report

Everyone is very much aware of how medical costs are rising. Your Union is continually reviewing the needs of participants of the Seafarers Plans and the expenses involved in providing for these needs. The less waste there is, the more money we will have to provide more benefits.

During the last several years, a number of new programs were put into effect to safeguard your fund. One of these programs is the medical audit program.

Very large hospital and surgery bills are reviewed by our medical audit staff. This review has resulted in reducing medical charges and has saved the Plan a great deal of money.

It isn't possible to audit every hospital bill that is submitted to the Plan, so we amended the Plan to include a provision which will reward our members who look over their hospital bills before submitting them as a claim to the Seafarers Welfare Plan. If you find unjustified charges—charges you feel are too high, or charges for services you did not receive—and succeed in getting that bill reduced, you will receive a "bonus check" for 25 percent of the amount that was deducted from the hospital bill. The SIU Welfare Department can provide you with the details about this benefit.

* * *

During the SIU Crews Conferences in June 1984, a suggestion was made to investigate the possibilities of using "Preferred Provider Organizations" in an effort to get better medical services for our membership.

We are very happy to report that our PPO in Seattle is doing exceptionally well. Members are choosing the Virginia Mason Clinic for their physicals as well as routine health care for themselves and their dependents.

Participants who have received treatment at the Seattle PPO have reported that they are getting excellent care. Our members are now getting treated with the respect they deserve when you consider the expenditures that are made for health care. Members are also able to take advantage of the clinic's learning center to learn how to manage the disease of diabetes and other illnesses.

Negotiations are ongoing to open up PPO facilities in other areas of the nation where we have a concentration of members. An article in the November 1985 LOG explained the PPO program and how it works.

* * *

A few reminders. If you have a question regarding a claim, you can call the SIU Welfare Department toll free. That number is 1-800-345-2112.

The telephone number to call if you didn't receive your W-2 is 301-899-0675, extension 210. If you didn't get your W-2, it's because the address we have on file is incorrect. Clip out the address form on page 44 of the February LOG and send it in so we can update your records.

Have a Problem with Alcohol or Drugs? Six Reasons to Get Help

Here are six reasons to make use of the Seafarers Alcohol and Drug Abuse Center.

1. **Your Health**—Chronic alcohol and drug abuse can lead to memory loss, brain damage, liver disease, even death. Many times the abuser is not even aware of the extent of the damage until it is too late.

2. **Your Family**—According to statistics released by the New York City Department of Drug and Alcohol Abuse, 63 percent of all alcoholics were brought up in families where one or both of the parents had serious problems with alcohol. By coming to grips with your problems with drug and alcohol, you will be setting a positive example for your children.

3. **Your Shipmates**—Working onboard ship can be dangerous. The only way to prevent accidents is to be alert. You are no good to yourself or your shipmates if you show up at work drunk or stoned.

4. **Your Job Security**—At present, one-third of all jobs available to SIU members are onboard military vessels, many of which require drug testing. Within five years, one-half of all jobs available to SIU members will be onboard these vessels. Any member who fools around with drugs and is caught is jeopardizing his own job security.

5. **Your Union**—The SIU is one of the few maritime unions to create new job openings for its members during these difficult times. Over the past two years, the SIU has created several hundred new job openings for its members. Our Union was only able to do this because maritime people equate the SIU name with quality. By showing up drunk or by testing positive for drugs, a member is tarnishing the SIU name and threatening the job security of his fellow workers.

6. **Your Self-Respect**—There is no sin in having problems with drugs or alcohol. Millions of Americans abuse both. However, if you are aware of your problem and do nothing to correct it, then that is another matter. As a member of the Seafarers Union you have the tools to regain your sobriety or to become drug-free. If you think that you'd like to make use of the Union's facilities at Valley Lee, Md., talk to your Union Representative.

Historic Month

(Continued from Page 32.)

page. Lundeberg was a front-page man most of his career as leader of the seafarers on the West Coast. The Sailor's Union of the Pacific. He was only 56 when he had a fatal heart attack on Jan. 28, 1957.

Lundeberg was born March 25, 1901 in Oslo, Norway. He was a Norwegian American as was Andrew Furuseth. Both men were of the Viking heritage of the sea. As his father and three brothers had done, Lundeberg became a sailor at an early age when he sailed on the lofty three-masted schooners. During WWI he sailed on English nitro ships which were torpedoed out from under him on several occasions.

He first became Seattle port agent where he led a bloody battle and turned a strike into a power play for maritime labor. He then became secretary-treasurer, the highest office at that time, succeeding Andrew Furuseth. That was in 1936. He served as president of the SUP and the SIUNA until his death.

Lundeberg was the leader who pulled the SUP up by its bootstraps when it was floundering within the ISU, and he organized the SIUNA to keep related unions close together. He followed Furuseth's lead and took the legislative fight to Washington.

It was Harry Lundeberg who began the tradition of the white cap or "Lundeberg's stetson" as it was called. In the middle of the turmoil of the West Coast strikes, 1936-38, he needed to know how many men he had in the sea of faces in front of him. The famous

picture shows him making one of his waterfront speeches. It is a part of the Maritime Exhibit at the National Museum of American History of the Smithsonian Institution in Washington, D.C.

Lundeberg was a fierce foe of Joe Curran, the early leader of the National Maritime Union. The NMU was part of the old CIO while the SUP belonged to the AFL, as did the SIU. The battles between the groups were marked by bitter charges of communist influence, company domination and lack of democracy. In those days the communist issue, real or imagined, was a major factor in the fights between the unions.

"We kicked out those 80 commies right away, but the rats kept sniping at us all the time. Those were the days when commies were first class citizens and we were scum," Lundeberg said.

Lundeberg said one time he was "proud" of the broken jaw he received in a confrontation "with the commies."

In addition to Curran, Lundeberg and West Coast longshoreman leader Harry Bridges had years of a running battle. But the SUP leader won an ironic personal victory when he married Bridges' secretary.

In the 1950s Harry Lundeberg turned down the job of U.S. Secretary of Labor during the first Eisenhower administration. His only wish was to remain in the maritime labor movement. George Killian, president of the American Presidential Lines, said of him, "Whenever Harry Lundeberg

gave his word he kept it to the letter Through many a collective bargaining crisis, I never needed a written document to support a commitment by Mr. Lundeberg on behalf of his sailors."

Lundeberg was also a champion of the heritage of the sea. In 1980, Karl Kortum, the curator of the National Maritime Museum in San Francisco, wrote an article in *Sea History* and credited Harry Lundeberg with saving the Cape Horn square-rigger, *Balclutha*, not once but three times. He had sailed on the *Oakland* and knew the value of such a ship. The *Balclutha* is preserved at the museum in San Francisco and still sails under the Golden Gate Bridge.

A tribute to Lundeberg three years after his death reads very much as one might today. "Secretary Morris Weisberger told the regular meeting that the work done by Lundeberg has served the Union well for the difficult days we face. Decreasing employment, caused by runaway-flag ships and foreign competition, require the Union to maintain a sharp watch on the industry The SUP secretary pointed out only a few of the important issues facing this Union are the new state and federal laws, hiring hall issues, development of medical clinics and need for closer cooperation with affiliated unions on both coasts"

Lundeberg was the victor in everything he undertook. It is a fitting tribute that the school of seamanship at Piney Point was named for him. His white

caps are still the symbol of the SIU. His place in the history of maritime unions and in the history of the United States is undisputed. He will live on in the hearts and minds of men of the sea and the brave men who fought for and continue to fight for better conditions for seafarers.

THE SEAMEN'S ACT OF 1915

One of the more important aspects of this act was that it opened the U.S. courts to sailors without any payment of fees, and "Congress directed the president to abrogate all treaties with foreign nations." This statement comes from the writings of Silas B. Axtell, a lawyer and co-worker of Furuseth.

The Seamen's Act did away with pre-payment of wages or "crimping." This practice was widespread prior to 1915. There were notorious villains, boardinghouse operators, who took money from sailors or "shanghaied" them aboard ships.

The Seamen's Act further guaranteed sailors the right to leave ships at any port and to collect half of their wages. It further prevented floggings, insured that sailors had fresh food, and water, clean accommodations and generally raised the status of sailors from subhuman to respectable.

While some of these problems continued to be the concern of maritime unions during the years that followed, it was the Seamen's Act that brought the terrible conditions that existed to the attention of the Congress of the United States.



Deep Sea

Pensioner **Clifford Benjamin "C.B." Allen**, 62, died of kidney failure in Baltimore City, Md. on March 20, 1985. Brother Clifford joined the SIU-merged Marine Cooks and Stewards Union in the port of San Francisco in 1955 sailing as a chief cook. He first sailed on the West Coast in 1946. Seafarer Allen was a veteran of the U.S. Armed Forces. Born in Richmond, Va., he was a resident of Baltimore. Burial was in the Maryland National Cemetery, Laurel. Surviving are his widow, Florencia and a daughter, Belvie.



Eddie James Brown Sr., 61, died on Feb. 9. Brother Brown joined the SIU in the port of Jacksonville in 1971 sailing as an oiler. He was born in Florida and was a resident of Jacksonville. Surviving are his widow, Nadine and his mother, Mamie of Jacksonville.



Pensioner **Louis Orlando "Buck" Estrada**, 74, passed away from cancer at home in Tickfaw, La. on Dec. 20, 1985. Brother Estrada joined the SIU in the port of New Orleans in 1954 sailing in both the steward and deck departments. He hit the bricks in the 1965 Chicago (Ill.) Taxi beef and attended a Piney Point educational conference workshop. Seafarer Estrada was a veteran of the U.S. Marine Corps during World War II. A native of Guatemala, he was a naturalized U.S. citizen. Burial was in the Garden of Memories Cemetery, Metairie, La.

Marcel Frayle Jr., 49, died on Feb. 7. Brother Frayle joined the SIU in the port of New Orleans in 1960 sailing

as an AB. He was a resident of Chalmette, La. Surviving are his widow, Edith and his mother, Pamela of New Orleans.



Pensioner **James Camillus Flanagan Jr.**, 75, passed away from a heart attack in the Allenbrook Nursing Home, Baytown, Texas on Jan. 17. Brother Flanagan joined the SIU in 1946 in the port of New York sailing as an AB. He walked the picket line in the 1946 General Maritime beef. Seafarer Flanagan was a veteran of the U.S. Army during World War II. Born in New York City, he was a resident of Baytown. Interment was in the San Jacinto Park Cemetery, Harris, Texas. Surviving is his brother, Alexander of New York.



Pensioner **Richard "Rick" Paul Gralicki**, 63, died of a liver ailment at home in San Francisco on Jan. 20. Brother Gralicki joined the SIU in 1946 in the port of New York sailing as a cook and AB. He was on the picket lines in the 1946 General Maritime beef and the 1947 Isthmian strike. Seafarer Gralicki was born in Massachusetts. Cremation took place in the Pleasant Hill Cemetery Crematory, Sebastapol, Conn., and his ashes were scattered at sea. Surviving are his mother, Katherine of Worcester, Mass. and two sisters, Diana Tashjian of West Hartford, Conn. and Alicia Wolosz, also of Worcester.

Charles Edward McDonald, 57, died on Jan. 17. Brother McDonald joined the SIU in the port of Boston, Mass. in 1971 sailing as an AB and wiper. He was a veteran of the U.S. Air Forces during the Korean War. Sea-

farer McDonald was born in Massachusetts and was a resident of Wayland, Mass. Surviving is his sister, Leah Follis of Wayland.



Pensioner **Johnnie Rufus Holladay**, 65, succumbed to heart failure in the Providence Hospital, Mobile on Dec. 24, 1985. Brother Holladay joined the SIU in 1948 in the port of Mobile sailing as a cook. He was a veteran of the U.S. Coast Guard in World War II. Seafarer Holladay was born in Greenville, Ala. and was a resident of Mobile. Burial was in the Pine Crest Cemetery, Mobile. Surviving are his widow, Eula and his mother, Frances of Summerdale, Ala.



Pensioner **Harry Ellsworth Miller**, died on Feb. 12. Brother Miller joined the SIU-merged Marine Cooks and Stewards Union in the port of San Francisco. He retired on pension in 1982. Seafarer Miller was a resident of Daly City, Calif. Surviving is his sister, Edna Ownes of Stone Harbor, N.J.



Pensioner **Esteban Rivera Morales**, 70, passed away from natural causes in the L.I. College Hospital, Brooklyn, N.Y. on July 7, 1985. Brother Morales joined the SIU in 1946 in the port of New York sailing as a recertified bosun. He graduated from the Union's Recertified Bosuns Program in 1975. Seafarer Morales hit the bricks in the 1961 Greater N.Y. Harbor strike and the 1962 Robin Line beef. Bosun Morales also "helped to organize ships." Born in Puerto Rico,

he was a resident of Brooklyn. Interment was in the Pinelawn (N.Y.) Park Cemetery. Surviving are his widow, Melido and a son, Juan.



Jaime Joseph Santiago Rios, 36, died on Dec. 20, 1985. Brother Rios joined the SIU following his graduation in 1968 from the Harry Lundeberg School of Seamanship Entry Trainee Program, Piney Point, Md. sailing as an AB. He was born in the Bronx, N.Y. and was a resident there. Surviving are his mother, Margarita of the Bronx and his father, Santiago of New York City.



Pensioner **Joseph Bernard Simmons**, 81, passed away on Dec. 27, 1985. Brother Simmons joined the SIU in the port of New York in 1953. He was born in Alabama. Surviving are two sisters, Ruth Pericola and Gladys, both of Poncola, Fla.



Webster Garfield Williams, 61 died on Dec. 11, 1985. Brother Williams joined the SIU in the port of Boston, Mass. in 1955 sailing as a recertified chief steward. He graduated from the Union's Recertified Chief Stewards Program in 1981. Seafarer Williams also sailed during the Vietnam and Korean Wars. Born in Chelsea, Mass., he was a resident of Mobile. Surviving are his widow, Helen, two brothers, Clarence and Norman, and two sisters, Helen Prescott and Ruth Wastikowski.



**DON'T
BE
DOPEY...**

**ONE
BUST
AND YOU'RE
ON THE
BEACH
FOR
LIFE!**

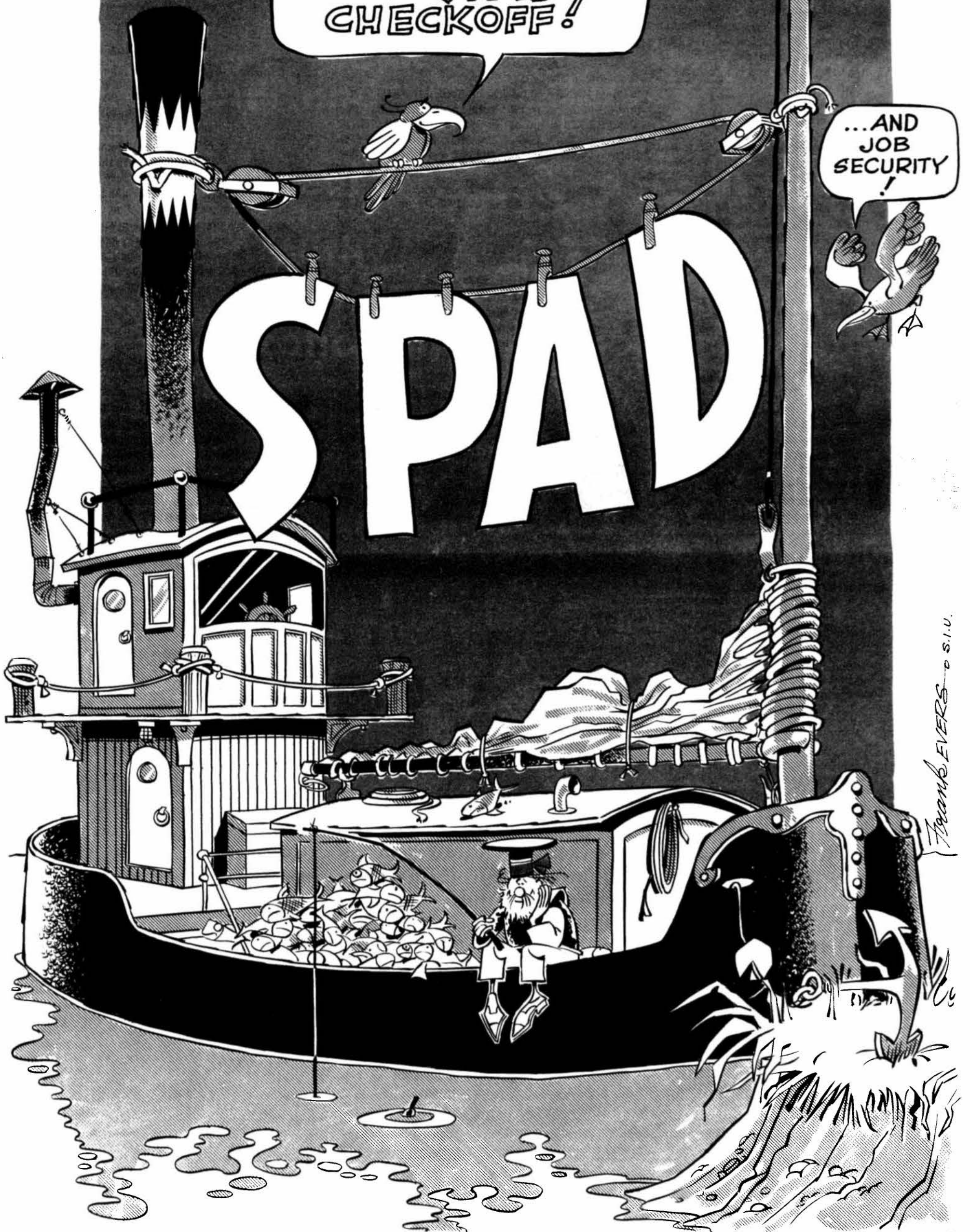
Frank EVERS

SIGN UP TODAY
FOR \$PAD
CHECKOFF!

...AND
JOB
SECURITY!

\$PAD

Frank EVERS - S.I.U.



Deep Sea



Enrique V. Connor, 65, joined the SIU in the port of New York in 1962 sailing as a cook. Brother Connor last sailed out of the port of San Francisco. He was born in the Philippines and is a resident of San Francisco.



Giuseppe Galliano Jr., 63, joined the SIU in 1948 in the port of New York. He sailed as a waiter, AB dredge and QMED, last out of the port of New Orleans. Brother Galliano worked on the New Orleans Delta Line shoregang in 1978. He hit the bricks in the 1946 General Maritime beef. Seafarer Galliano also has secretarial skills and is a veteran of the U.S. Navy during World War II. Born in Passaic, N.J., he is a resident of New Orleans.



George Gordon Glennon, 63, joined the SIU in 1948 in the port of New York sailing as an AB, last out of the port of New Orleans. Brother Glennon walked the picket lines in both the 1946 General maritime beef and the 1947 Isthmian strike. He was one of the crew of the first merchant marine oil tanker to discharge cargo in Tokyo Bay,



Billie Jenkins, 59, joined the SIU in the port of New York in 1951 sailing as a FOWT-oiler last out of the port of Seattle. Brother Jenkins attended a Piney Point crews educational conference. He was born in Ashland, Ky. and is a resident of Seattle.



David Richard Kendrick, 48, joined the SIU in the port of Baltimore in 1961 sailing as a QMED. Brother Kendrick last sailed out of the port of Seattle. He is a veteran of the U.S. Navy after the Korean War. Born in Chillicotte, Ohio, he is a resident of Seattle.



Casimir J. Krowicki, 66, joined the SIU in 1946 in the port of Galveston, Texas sailing as an AB, last out of the port of Seattle. Brother Krowicki was on the picket lines in the 1946 General maritime strike and the 1947 Isthmian beef. He also worked as a sprinkler fitter. Seafarer Krowicki is a veteran of the U.S. Army during World War II. A native of Pennsylvania, he resides in Grayland, Wash.



Joseph Kumor, 60, joined the SIU in 1945 in the port of New York sailing as a cook. Brother Kumor hit the bricks in the 1946 General maritime, 1947 Isthmian and the 1948 Wall St. beefs. He is a veteran of the U.S. Army after the Korean War. Kumor was born in Philadelphia and is a resident there.



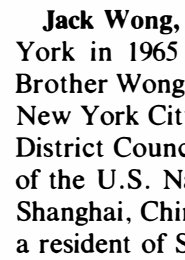
Shirley Hope "Nick" Nicholson, 65, joined the SIU in the port of Norfolk in 1951 sailing as an AB. Brother Nicholson was a former member of the United Auto Workers Union. He was born in Portsmouth, Va. and is a resident Norfolk.



Oliver Valle Ortiz, 61, joined the SIU in the port of New York in 1951 sailing as an AB. Brother Ortiz last shipped out of the port of San-turce, P.R. He was also a telephone operator and is a veteran of the U.S. Army in World War II. Seafarer Ortiz was born in Puerto Rico and is a resident of Mayaguez, P.R.



Walter Robert Stewart, 58, joined the SIU in the port of San Francisco in 1962 sailing as a GSU. Brother Stewart was born in New York and is a resident of Paradise, Calif.



Jack Wong, 65, joined the SIU in the port of New York in 1965 sailing as a FOWT and chief cook. Brother Wong also worked in the Indian Restaurant, New York City in 1963. He hit the bricks in the 1965 District Council 37 beef. Seafarer Wong is a veteran of the U.S. Navy during World War II. A native of Shanghai, China, he is a naturalized U.S. citizen and a resident of San Francisco.

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.

Digest of Ships Meetings

ALEX BONNYMAN (Maersk Line), January 5—Chairman J.A. Denton; Secretary R. Bright; Educational Director J. McGee. No disputed OT. There is \$100 in the ship's fund which will go toward the purchase of a videocassette machine for the bridge so that crewmembers can watch TV in their rooms. Everything is running smoothly aboard the *Bonnyman*, which is scheduled to arrive in Diego Garcia on Jan. 9. "For a new ship, everything has gone well and the whole crew is working well together." Since the vessel has just come into service, the educational director noted that a ship's library and recreation facilities are just beginning to be built up. Several suggestions were made. One was to have better information regarding repatriation flights from Diego Garcia. Another was to have the government contractors get their own video player in their lounge so that the unlicensed crew can have free use of the one in the crew rec room. A vote of thanks was given to the third engineer for putting up a basketball net. It certainly will be useful during the long sea passages as well as in Diego Garcia. Thanks also went to the steward department for a "really excellent Christmas spread."

USNS ALGOL — T-AKR 287 (Sea-Land Service), January 1—Chairman J. Olsen; Secretary E.R. Hoitt; Educational Director J. Speer; Deck Delegate Norman F. Hancock; Engine Delegate Melvin F. Brumfield; Steward Delegate Larry E. Crowe. No beefs or disputed OT reported. The chairman asked all crewmembers to check their survival suits to make sure there are no rips or other damage. He also reminded them that anyone who gets a "not fit for duty" while in Antwerp or Bremerhaven will not be allowed to go ashore until he can return to work. The secretary reported that Rear Admiral Piotti, commander MSC, and Commodore Morin, commander MSC Europe, will be aboard the *Algo* on Jan. 13 and will stay for lunch. He therefore noted that the Sunday meal would be moved to Monday (so as "to leave them with a great impression of an SIU ship"). A "big vote of thanks" went to the steward department for preparing a great Christmas dinner and for "a job well done on all the meals served." Following Antwerp, Belgium, the ship will call on Jacksonville, Fla.; Morehead City, N.C.; "some place in Norway"; and Bremerhaven, Germany. Then it will go back to Beaumont, Texas and Violet, La.

AMERICAN CORMORANT (Pacific Gulf Marine), January 12—Chairman John McLaurin; Secretary Nancy Heyden; Educational Director Moore. No disputed OT. A ship's fund has been started; \$125 has been collected so far. The minutes of the previous meeting were read and it was noted that all rooms now have refrigerators. Crewmembers were reminded to be careful with the videotapes and to return them to the library when through. Members expressed some concern about actions on the part of the captain trying to find out what's being said at Union meetings. The chairman went to see the captain about the problem. The crew wishes to thank the steward department for all the fun barbeques out at the pool, for the other fine meals and "for making the ship a homey atmosphere during the holiday season."

LNG ARIES (Energy Transportation Corp.), February 2—Chairman Robert D. Schwarz; Secretary J.L. Gibbons; Educational Director Paul A. Olson; Deck Delegate Victor M. Beata; Engine Delegate Mark A. Freeman; Steward Delegate James Robinson. No beefs or disputed OT reported. There is \$256 in the ship's fund which will be turned over to the captain once the ship goes into the yard and most of the crew are transferred to other vessels. Reminders were given to "think safety." Those working on deck should wear hard hats at all times. The steward asked that members turn in all excess linen and that

they clean out their quarters before leaving the *Aries*. "Think about the next person to use your room." All were disappointed to hear of the telex received aboard ship that Martin Luther King's birthday would not be recognized as a Union holiday. A vote of thanks was given to all departments for a job well done and to the watch for keeping the galley clean at night. Next port: Himeji, Japan.

AURORA (Apex Steamship Co.), January 19—Chairman Cesar A. Gutierrez; Secretary E. Vieira; Educational Director Charles I. Hampson. No beefs or disputed OT. There is \$120 in the ship's fund with another \$60 due if the arrival pool sells. All is going well. The chairman mentioned that the captain had expressed his pleasure with the crew and the fact that there have been no problems. The Jan. 20 holiday (Martin Luther King Jr.'s birthday) will not be included in the payoff but will be taken up with the boarding patrolman at that time. He also reminded members that their 1 percent cost of living allowance went into effect Jan. 1. The chairman made a motion to allow a man in group 1 or 1-S, when getting off at a port at the completion of 120 days, to go on to his own homeport to register. In many cases a member must go well over 100 miles out of the way if he has to go to the Union hall representing the port of payoff. A vote of thanks was given to the steward department for a job well done. Next port: New Orleans, La.

COVE TRADER (Cove Shipping), January 2—Chairman G.E. Annis; Secretary W. Braggs; Educational Director Meridith; Deck Delegate Jose Nava; Engine Delegate Joseph D. Saxon; Steward Delegate Paul Charly Jr. Some disputed OT was reported in the deck department. The OT for Columbus Day went to headquarters for a ruling; the same most likely will happen for Martin Luther King Jr.'s birthday. The movie fund collected \$180. The master received a telex from the company regarding a day off for every 30 days worked; however, the member must stay on for the next voyage. The annual inspection is due this trip. All members were reminded that they will be required to be aboard ship when the Coast Guard has its drill. Members who are on for relief this trip must get off as per contract, even if the original member does not return to the ship. Also as per contract, there is no transportation allowed for relief trips or for those crewmembers who do not elect to stay for the full 180 days. Several motions and suggestions were made. One was for the next contract to include full transportation paid from the airport to the ship. Another was that men taking a relief trip be given round trip transportation. A vote of thanks was given to the steward department for a fine Christmas dinner. Next ports: Corpus Christi, Texas and Kenia, Alaska.

LNG LEO (Energy Transportation Corp.), February 9—Chairman Malcolm B. Woods; Secretary H. Jones Jr.; Educational Director Indang Abidin. No beefs or disputed OT. There is \$321.09 in the ship's fund at the present time. Blank VCR tapes were bought in Osaka. Arrival pools are selling well and the Pac-Man machine is also making money for the ship's fund. A telex was received from headquarters stating that Martin Luther King Jr.'s birthday would not be a Union holiday. Crewmembers would like clarification on this since Sec. 12, sub-paragraph (c) states: "In the event other days were observed as national holidays, they shall be included in this agreement." The bosun spoke to the members about upgrading at Piney Point for their own job security. He also suggested they read the President's Report in the LOG where he talks about the trend in shipping to the military. The educational director has contacted other LNG vessels to try to arrange a means of trading videotapes. A new box of tapes will be put aboard in Osaka next trip. Members were once again

cautioned about the dangers of drugs and of the drug peddlers in Arun, Indonesia. Everyone was asked to respect their shipmates by keeping the noise down when crewmembers are off watch and by not playing tapes and radios loudly. A vote of thanks was given to the steward department for a job well done. Next port: Osaka, Japan; Arun, Indonesia; Nagoya, Japan.

MOKU PAHU (Pacific Gulf Marine), January 23—Chairman Ray Todd; Secretary R. Spencer; Educational Director David A. Norris. No beefs or disputed OT were reported. The chairman said that everything was running smoothly and that the vessel would pay off this trip. He also reminded all hands that a donation to SPAD means a stronger SIU. Members were asked to leave their rooms clean when getting off the ship and were cautioned as to the importance of practicing safety at all times. A vote of thanks was given to the steward department for the cookouts. The steward department, in turn, gave a vote of thanks to the crew for helping keep the messroom clean. Next port: Galveston, Texas.

OMI CHARGER (OMI), February 2—Chairman F. Schwarz; Secretary J. Bennett; Educational Director W. Yarber; Engine Delegate Paul Johnson; Steward Delegate Raymond L. Jones. Some disputed OT was reported in the deck department. It was moved that the chief pumpman be elected ship's treasurer. At present, however, there is no ship's fund. The chairman reported that the ship crewed up in Jacksonville on Jan. 14. It has no charter, but is going trip by trip. The duties of the DEU are not clear, and it was suggested that a letter from the Union be sent to the *Charger* clarifying his duties. A motion was made to put full crews back aboard the ship in order to stop the hiring of scab labor by the company. The Contract Committee will be asked to look into the hiring of outside personnel when these jobs can be performed by Union members.

PUERTO RICO (Puerto Rico Marine), February 9—Chairman W.L. Osborne; Secretary J. Colls; Educational Director E. Richman; Deck Delegate T.J. Vain; Engine Delegate D. Murphy; Steward Delegate Ovidio Crespo. No disputed OT. Crewmembers were advised to read the LOG to keep abreast of Union activities, especially the recent strike of SIU fishermen in New Bedford. The bosun asked everyone to be careful in all ports while cargo is being loaded and unloaded. A third mate was killed recently in the cargo hold. One minute of silence was observed in his name and in memory of all our departed brothers and sisters. A vote of thanks was given to

the chief electrician for installing a new garbage disposal in the galley. The crew also gave a vote of thanks to the new messman, Miguel Acevedo, for his good service and for keeping everything clean. More thanks went to the crew for keeping the pantry and crew messroom clean at night and to the steward department for a job well done. Next ports: Charleston, S.C.; Jacksonville, Fla.; San Juan, P.R.

SEA-LAND ECONOMY (Sea-Land Service), February 2—Chairman J. Higgins; Secretary H. Scypes; Educational Director G. Sanders; Deck Delegate Patrick O'Neal; Engine Delegate Carroll P. Boudreaux Jr.; Steward Delegate Henry B. Edwards. All three departments reported some disputed OT. There is \$68 in the movie fund. The chairman said that he will talk to the boarding patrolman regarding Martin Luther King Jr.'s birthday and about the COLA raise which was not received at the last payoff in New Orleans. He also advised crewmembers to check on their Social Security every two or three years to make sure all the figures are correct. Sometimes, he noted, a company will go bankrupt and fail to send in their Social Security funds. All those qualified for a mates or engineers license were urged to attend upgrading courses at Piney Point. "Even if you don't use them now, we don't know what the future will hold for us. At least you'll be ready for the future." A special vote of thanks was given to the BR in the steward department from the crew and officers for sharing his movies with them during the last trip. And a vote of thanks also went to the steward department for some "fine feeding." One minute of silence was held in memory of our departed brothers and sisters. Next port: New Orleans, La.

Official ships minutes also were received from the following vessels:

AMERICAN EAGLE	PATRIOT
ATLANTIC	PAUL BUCK
BORINQUE	PFC WILLIAM B BAUGH
CAGUAS	ROBERT E. LEF
LNG CAPRICORN	C.S. SALERNUM
CONSTITUTION	SEA-LAND ADVENTURER
CONTENDER	SEA-LAND CONSUMER
FALCON CHAMPION	SEA-LAND DEFENDER
GOLDEN MONARCH	SEA-LAND EXPRESS
GREAT LAND	SEA-LAND FREEDOM
INDEPENDENCE	SEA-LAND LEADER
LNG LIBRA	SEA-LAND PACER
LONG BEACH	SEA-LAND PIONEER
LURLINE	SEA-LAND PRODUCER
MAUI	SEA-LAND VOYAGER
OMI SACRAMENTO	SENATOR
OMO WABASH	USNS STALWART
OMI YUKON	STONEWALL JACKSON
OVERSEAS ARCTIC	STUYVESANT
OVERSEAS BOSTON	TRIUMPH
PANAMA	LNG VIRGO

Monthly Membership Meetings

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

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

FEB. 1-28, 1986

Dispatchers Report for Great Lakes

Port	*TOTAL REGISTERED All Groups			TOTAL SHIPPED All Groups			**REGISTERED ON BEACH All Groups		
	Class CL	Class L	Class NP	Class CL	Class L	Class NP	Class CL	Class L	Class NP
DECK DEPARTMENT									
Algonac	3	9	2	0	0	0	8	29	6
ENGINE DEPARTMENT									
Algonac	2	3	1	0	0	0	6	19	6
STEWARD DEPARTMENT									
Algonac	1	2	0	0	0	0	3	6	1
ENTRY DEPARTMENT									
Algonac	7	14	1	0	0	0	18	52	8
Totals All Departments	13	28	4	0	0	0	35	106	21

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

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

Dispatchers Report for Deep Sea

FEB. 1-28, 1986

Port	*TOTAL REGISTERED			TOTAL SHIPPED			Trip Reliefs	**REGISTERED ON BEACH		
	All Groups Class A	Class B	Class C	All Groups Class A	Class B	Class C		All Groups Class A	Class B	Class C
DECK DEPARTMENT										
Gloucester	4	4	1	1	3	1	0	8	7	0
New York	43	8	0	34	7	0	5	107	18	0
Philadelphia	2	2	0	4	1	0	2	8	10	0
Baltimore	4	4	0	6	3	0	2	15	7	0
Norfolk	11	11	1	14	12	1	1	18	10	0
Mobile	11	2	0	4	2	0	0	17	7	0
New Orleans	43	5	1	24	2	0	13	99	12	2
Jacksonville	24	9	2	12	8	0	4	72	21	3
San Francisco	28	7	0	26	11	0	2	60	14	1
Wilmington	23	6	0	14	2	0	3	42	11	0
Seattle	39	5	0	25	5	0	1	62	9	1
Puerto Rico	9	4	0	8	0	0	2	28	10	0
Honolulu	12	11	1	5	12	0	12	10	27	3
Houston	29	6	0	28	2	0	6	72	9	0
St. Louis	0	0	0	0	0	0	0	0	0	0
Piney Point	2	1	1	0	1	0	0	2	1	1
Totals	284	85	7	205	71	2	53	620	173	11
ENGINE DEPARTMENT										
Gloucester	1	2	0	0	1	0	0	2	2	0
New York	39	3	0	22	2	0	8	84	12	0
Philadelphia	5	1	0	0	0	0	1	10	5	0
Baltimore	6	1	0	4	0	0	1	11	1	0
Norfolk	8	3	0	11	6	0	1	9	6	0
Mobile	7	4	0	2	1	0	2	10	6	0
New Orleans	26	3	1	14	0	0	7	71	9	1
Jacksonville	21	6	0	7	1	0	1	41	12	0
San Francisco	14	5	1	14	1	1	4	13	3	2
Wilmington	8	3	1	3	2	0	2	10	12	1
Seattle	22	5	0	18	5	0	5	46	8	0
Puerto Rico	7	1	0	7	1	0	1	10	13	0
Honolulu	8	18	7	5	14	5	10	9	22	10
Houston	25	4	0	14	3	0	1	46	7	0
St. Louis	0	0	0	0	0	0	0	0	0	0
Piney Point	1	2	0	1	0	0	0	2	5	0
Totals	198	61	10	115	38	6	44	419	133	14
STEWARD DEPARTMENT										
Gloucester	0	0	0	0	0	0	0	0	2	0
New York	17	0	0	17	2	0	6	41	2	0
Philadelphia	0	1	0	0	0	0	0	2	2	0
Baltimore	2	0	0	1	0	0	0	7	1	0
Norfolk	10	1	1	8	2	1	1	10	4	0
Mobile	3	1	0	1	0	0	4	9	1	0
New Orleans	14	2	1	10	1	0	7	41	3	1
Jacksonville	11	3	0	8	3	0	4	21	6	0
San Francisco	32	4	0	19	0	0	6	77	12	1
Wilmington	6	4	0	7	1	0	3	20	5	0
Seattle	15	7	0	14	2	0	3	38	10	0
Puerto Rico	6	0	0	1	1	0	4	11	4	0
Honolulu	1	17	35	3	22	28	52	5	23	34
Houston	13	0	0	9	0	0	2	27	0	0
St. Louis	0	0	0	0	0	0	0	0	0	0
Piney Point	0	3	0	0	0	0	0	0	4	0
Totals	130	43	37	98	34	29	92	309	79	36
ENTRY DEPARTMENT										
Gloucester	0	4	0	0	0	0	0	4	6	0
New York	20	28	2	15	16	0	0	53	79	7
Philadelphia	1	0	0	0	1	0	0	5	13	0
Baltimore	3	5	0	1	4	0	0	7	4	0
Norfolk	10	9	0	5	13	0	0	13	11	0
Mobile	2	7	1	0	3	0	0	5	12	1
New Orleans	16	10	8	13	5	0	0	41	26	9
Jacksonville	8	7	1	3	8	0	0	20	20	3
San Francisco	40	13	1	18	7	0	0	87	42	3
Wilmington	7	8	0	8	1	0	0	36	28	0
Seattle	23	36	3	18	23	0	0	35	38	6
Puerto Rico	4	4	1	3	2	0	0	16	19	2
Honolulu	4	102	191	4	83	127	0	11	139	237
Houston	7	8	1	5	5	0	0	20	15	1
St. Louis	0	0	0	0	0	0	0	0	0	0
Piney Point	1	0	0	0	0	0	0	2	2	0
Totals	146	241	209	93	171	127	0	352	454	269
Totals All Departments										
	758	430	263	511	314	164	189	1,700	839	330

***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 February was down from the month of January. A total of 1,178 jobs were shipped on SIU-contracted deep sea vessels. Of the 1,178 jobs shipped, 511 jobs or about 43 percent were taken by "A" seniority members. The rest were filled by "B" and "C" seniority people. A total of 189 trip relief jobs were shipped. Since the trip relief program began on April 1, 1982, a total of 2,474 jobs have been shipped.

Directory of Ports

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

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

1290 Old River Rd. 44113
(216) 621-5450

DULUTH, Minn.

705 Medical Arts Building 55802
(218) 722-4110

GLOUCESTER, Mass.

11 Rogers St. 01930
(617) 283-1167

HONOLULU, Hawaii

636 Cooke St. 96813
(808) 523-5434

HOUSTON, Tex.

1221 Pierce St. 77002
(713) 659-5152

JACKSONVILLE, Fla.

3315 Liberty St. 32206
(904) 353-0987

JERSEY CITY, N.J.

99 Montgomery St. 07302
(201) 435-9424

MOBILE, Ala.

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

NEW BEDFORD, Mass.

50 Union St. 02740
(617) 997-5404

NEW ORLEANS, La.

630 Jackson Ave. 70130
(504) 529-7546

Toll Free: 1-800-325-2532

NEW YORK, N.Y.

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

NORFOLK, Va.

115 Third St. 23510
(804) 622-1892

PHILADELPHIA, Pa.

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

PINEY POINT, Md.

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

SAN FRANCISCO, Calif.

350 Fremont St. 94105
(415) 543-5855

SANTURCE, P.R.

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

SEATTLE, Wash.

2505 1 Ave. 98121
(206) 441-1960

ST. LOUIS, Mo.

4581 Gravois Ave. 63116
(314) 752-6500

SUBIC BAY, Rep. of Philippines

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

WILMINGTON, Calif.

408 Avalon Blvd. 90744
(213) 549-4000

Strike

Not a Win Yet, but a Good Start

Labor victories seem to be few and far between these days. The Hormel meatpacking strike is a tangled mess. The more than one-year-long strike against A. T. Massey Coal Co. by the United Mine Workers remains in limbo. The strike by United Food and Commercial Workers against Marvel Poultry is in its third year.

The SIU's fishermen's strike in New Bedford is hard up against that trend. We haven't achieved a 100 percent victory, but the Union and its members have won more than early observers thought possible.

Less than a year ago, the SIU did

not represent one fishing boat in New Bedford. A long difficult process of organizing and NLRB certification that took most of 1985 was the first step. It was a step initiated by New Bedford fishermen. They were dissatisfied with their representation at the time, Local 59 of the Teamsters. Local 59 and certainly the boatowners did not want to see the SIU win that fight, but we did.

The unfair bargaining practices and pressure from boatowners, including the powerful Seafood Producers Association, showed that even after the SIU had gained bargaining rights, the

powers in New Bedford wanted to force the Union out.

They haven't. They won't.

The strength and unity of most fishermen and the large amount of support from the SIU has shown we mean business and we intend to stay.

Also, the contracts the Union negotiated with the various independent fishing boatowners show that we are reasonable people who understand the problems the fishing industry faces. If these contracts are so outlandish, why would so many owners sign them?

The owners have held most of the cards in New Bedford for a long time,

Editorial

but it seems as if they're trying to do something everybody's mother warned them not to do, draw to an inside straight. Those cards aren't in the deck anymore.

We're down to the hard core in the New Bedford strike, a group of people, who for reasons known only to them, want no part of a fair and equitable contract.

Through negotiations, pressure or the courts, those people will be brought into the fold. Until we gain all the boats the Union has rights to, we can't say we've won a total victory. But Union fishermen in New Bedford have won more than anyone thought possible—and they CAN be proud of that.

How to Make Money While Getting Healthy

1. After you are discharged from a hospital, review your hospital bill . . . carefully.
2. Think back on your confinement and the nature of your illness. Are there any charges included on your bill that you feel are unjustified?
3. Keep in mind this quick rule of thumb. Was the service ever performed? Did it seem necessary?
4. If something seems wrong with your bill, contact the Seafarers Welfare Plan's Medical Auditor in writing as soon as possible.
5. Provide the following information: the name of the patient, his or her social security number, the name and address of the hospital, dates of treatment, procedure or treatment involved and the itemized charges.
6. Give a brief explanation of why you are questioning the charges.
7. Address the letter as follows: Seafarers Welfare Plan, 5201 Auth Way, Camp Springs, Md. 20746, Attention: Medical Audit, Joanna Caldwell.
8. If the Plan succeeds in getting the hospital bill reduced because of information you have provided, it will pay you a bonus of 25% of the amount saved.
9. The next time you file a claim, think about this program, and how the Union is doing everything it can to ensure that you receive the best possible treatment at the most reasonable cost.
10. If this program is to work properly, then don't abuse it by providing tips that aren't going to lead anywhere. At the same time, don't be afraid to question charges that you feel are truly unjustified.
11. If you have any questions, call the Plan's Claims Department at the following number: (301) 899-0675 or toll-free 1-800-345-2112.

Letters To The Editor



'Heartfelt Thanks to Claims . . .'

Words cannot express the gratitude in my heart for the checks you have sent me just when I needed it most. My wife has to go to the dental surgeon, and I must raise \$1,100 for her next visit. So let me thank you all for your kind consideration again and again.

I realize I have been a burden all the past years. How long it will continue only the good Lord knows.

As ever,
Henry R. Krinke
Hemet, Calif.

New Pensioners

We would like to congratulate the following SIU members on their retirements last month. See future issues of the LOG for more information on these new pensioners.

Algonac	Gerald Scott	New Orleans	Donald Pase
Baltimore	Clifton Blake	Norfolk	Giuseppe Galliano
	Frederick Borentz		Otto Pedersen
	Peter Ferrais		Marvin Gilden
	Steve Magyar		Roland Muir
Houston	Morgan Harris		Shirley Nicholson
	Archie Lee	Philadelphia	John Bergeria
	John McClelland	Puerto Rico	Oliver Ortiz
	Arthur Schuy	San Francisco	Enrique Connor
			Salvatore Barbara
Jacksonville	A survivor's pension to Ernest Waters' widow		Harry Smith
			Walter Stewart
			Jack Worig
		Seattle	Robert Hyer
			Billie Jenkins
			David Kendrick
			Casimir Krowicki
Mobile	Marion Dorgan		
New Jersey	Oren Bohon	Wilmington	Rafael Rios



As the 1986 school season begins, it's not too early for high school seniors to start thinking about September 1986, and 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 125 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

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.

Don't Wait! Apply Now For



1986 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 125 days of employment in the previous calendar year.

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 1986 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 1986. The deadline for submission of applications is April 15, 1986.

