

LOG

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Fair Trade?

"100% of Those Automobiles Are Coming In by Japanese, or by Third-Flag Ships"

Drozak Tells Senate, Bilaterals Mean Jobs

SIU President Frank Drozak took time to answer questions from an audience member at the Senate Foreign Relations Committee hearing on Japanese trade practices. The hearings centered on efforts to restore some sort of trade balance with Japan. See page 4 for details.

See Page 4

Maritime and Farmers Reach Preference Accord

The maritime industry and a number of important agricultural groups endorsed a compromise plan aimed at resolving the bitter dispute over cargo preference.

Under the terms of the proposed agreement, the U.S.-flag share of the cargoes generated under concessional-type programs (such as P.L. 480) will be increased from 50 to 75 percent during the next three years. In return, the cargo preference laws of this country will no longer apply to what the Agriculture Department calls "com-

mercially-oriented" export programs such as blended credit, Payment-in-Kind (PIK) and the new Bonus Incentive Commodity Export Program (BICEP).

The agreement also stipulates that the Department of Transportation will pay for the added transportation costs incurred from increasing the American-flag share of the concessional-type cargoes.

In order that they be protected from possible budget cuts in the future,

maritime interests insisted that U.S. operators be assured a minimum of cargo each year.

The compromise includes what Peter Luciano, executive director of the Transportation Institute, calls a "snap-back" provision, which states that maritime can reassert its claim to "commercially-oriented" export programs if DOT cargo preference funds become unavailable.

"We believe that maritime and agriculture both gain from this compro-

mise," said SIU President Frank Drozak. "Agriculture gets something that it wants. And maritime gets something that it needs if it is to have a chance of remaining viable: a minimum level of cargo."

Harry Neshem, president of the National Association of Wheat Growers (NAWG), said, "We believe the agreement removes the political roadblocks that have prevented a resolution of the cargo preference question in Congress."

(Continued on Page 4.)

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Onboard the Capella



The SIU crewed USNS Capella plays a major role in the nation's defense sealift needs. The Fast Sealift Ship carries heavy military equipment, such as helicopters, tanks, etc. Here AB Keith Bennett wheels his lift truck through one of the ship's large holds. See page 10 for more pictures.

President's Report

by Frank Drozak

Merchant Marine Foes Attack U.S. Fleet with Half-Truths, Lies

If it hadn't been for the sharp eyes of Mary Harrington, another cheap shot at the U.S. maritime industry might have gone unanswered.

Mrs. Harrington, wife of Seafarer Arthur Harrington, read a column in her local paper, *The Boston Herald*, where columnist Donald Lambro all but came out and charged the U.S. maritime industry with starving African famine victims.

"It upset me greatly and I feel it warrants a rebuttal. I don't have the expertise needed to reply," Mrs. Harrington wrote in her letter to me.

I was happy to reply to the distortions of the truth Mr. Lambro used in his piece. It is time that we in the SIU and our friends in the maritime industry make every effort to pass along the truth about the merchant marine. So many misinformed critics continually attack the U.S.-flag fleet with half-baked information supplied by groups with special and selfish inter-



Cargo preference opponents find one example of high rates charged to carry goods and then apply that to the entire fleet. No one mentions the cost-cutting measures undertaken by industry, including this Union.

Estimates show that since 1980 the federal government has shelled out in direct cash payments more than \$30 billion to American farmers, much of that to giant agri-business concerns.

We could use those figures to lambast "greedy farmers" who take the money and don't grow anything. Think of all the starving children throughout the world who could be saved.

But it is not that simple, and as

overseas customers. Nor does cargo preference divert dollars from food aid.

Cargo preference laws bolster a strong merchant marine capable of supporting the military as the nation's fourth arm of defense. That is one area our opponents always seem to forget or ignore. There is a very important defense role for the U.S.-flag fleet.

Sure it may cost more to ship pref-

Herald is to angrily strike back. After all, no one likes to be charged with killing children.

But the problems are complicated and complex and cannot be solved by simple and shallow solutions offered by those like Mr. Lambro. The rational answer is to try and find a common ground in which to work together.

That is exactly what this Union and its friends and allies did in the recent agreement between many large agri-

... To suppose that the elimination of cargo preference would boost exports of humanitarian aid is naive ...

erence cargo on a U.S.-flag ship than on a third world-flag ship, but would the people who attack us for our costs be willing to take third world wages for their work? Any additional cost incurred by the use of American ships is paid for by the U.S. government as an investment in a strong national defense. Eliminating cargo preference would not help farmers, but it could decimate the maritime industry and cripple our national security.

My first reaction after reading an article like the one in *The Boston*

culture associations and maritime groups. The story on the cargo preference compromise, which starts on page 1, shows that two groups which appear to be on opposite sides of a question can sit down and deal reasonably with the problem. That is a much more mature, sophisticated and efficient solution than slinging half-baked charges and distortions about the other side.

Though there are times when I'd like to do a bit of slinging myself, I try to remember that in the end, the truth wins out.

... Cargo preference does not divert dollars from food aid ...

ests. It is hard to counter all of the tirades.

"This year, for instance, the Agriculture Department will shell out an estimated \$155 million in subsidies for the U.S. merchant fleet out of money allocated to the Food for Peace Program," the columnist charged.

What the writer did not understand was that that money did not put a lid on the empty bowls of starving children.

"Members of Congress are well aware of the statutory requirements and fund our aid programs accordingly. To suppose that eliminating cargo preference would boost exports of humanitarian aid is naive," I wrote in reply to the column.

aggravated as we may get sometimes from ill-informed attacks on our livelihood, using the same tactics to strike back is not the answer.

"The problems facing the American farm community are basically the same as those facing the American maritime industry—weak markets, inadequate federal promotional policies and highly subsidized foreign competition in the international marketplace," I wrote to *The Boston Herald*.

The facts are on our side.

Cargo preference does not discourage exports. Its requirements affect neither the price that American farmers receive for their goods nor the price paid for commodities by their

CWA Stands Strong



Long-time friends and allies of the SIU, Communications Workers of America President Morton Bahr (left) and Secretary Treasurer James B. Booe, close their union's 47th annual convention in San Francisco. Bahr pledged to take a tough stand against "givebacks" and two-tiered wage systems in contract talks with seven regional phone companies.



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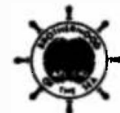
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SIU Streamlines Benefit Application Process



APPLICATION FOR BASIC AND MAJOR MEDICAL BENEFITS- HOSPITAL-SURGICAL-MEDICAL-MEMBER OR DEPENDENT SEAFARERS WELFARE PLAN, 5201 AUTH WAY, CAMP SPRINGS, MARYLAND 20746 SEAFARERS BENEFIT APPLICATION

Form No. P-116
Rev. 8/85



Claim No. ()

Section 1. To be completed by Member or Dependent

1. Member's Name: (Full Given Name—PLEASE PRINT) S.S. No. ☐☐☐☐☐☐☐☐☐☐☐☐☐☐☐☐☐☐☐☐

Address: No. Street City State Zip Code

2. Last or Present Employer Vessel Rating

Date you first worked for SIU/Inland Company Date Employment Terminated

3. ELIGIBILITY: Attach proof of 120 days worked last year and 1 day worked in last six months. (Deep Sea provide discharges and Inland provide pay stubs must be attached for processing.)

COMPANY VESSEL DATE ON DATE OFF

4. Patient's Name Birth Date: Mo. Day Year S.S. No. ☐☐☐☐☐☐☐☐☐☐☐☐☐☐☐☐☐☐☐☐

Address

Relationship to Member

5. Have You Filed Previously for This Claim yes ☐ no ☐

6. Is patient covered by any other Medical Health Insurance yes ☐ no ☐

If yes, advise: Name of Insurance Carrier

7. Is claim for an accident? yes ☐ no ☐

How and where did it happen?

I authorize the release of any medical information necessary to process this claim.

Member or Dependent's Signature

Member or Dependents Signature

Date

Section 2. Physician's statement. (Complete this statement in all cases.)

1. Patient's Name S.S. No. ☐☐☐☐☐☐☐☐☐☐☐☐☐☐☐☐☐☐☐☐

2. Date patient first treated for present disability 19 Home Office

3. Diagnosis (Please furnish essential details)

4. Is disability a result of pregnancy? yes ☐ no ☐

5. In your opinion, is disability caused by the patient's employment yes ☐ no ☐

If so, please explain why

6. Is this person under your professional care at present? yes ☐ no ☐ If not, released 19

7. (a) Give dates of treatment at Hospital

(b) Give dates of treatment at Home or Office

Charge per call \$ Total medical charge \$

Physician's Name (Please Print) Date 19

Address No. Street City State Zip Code

Telephone Number Physician's Signature

Federal I.D. No. Physician's S.S. No.

COMPLETE IF HOSPITAL CONFINED

8. Entered at AM 19, and left at AM 19

9. If hospital charges exceed \$5,000.00 admission and discharge summary is required.

HOSPITAL TOTAL CHARGES \$

PAYMENT CREDITS-PATIENT \$

PAYMENT CREDITS-OTHER CARRIER(S) \$

BALANCE DUE \$

COMPLETE IF SURGERY PERFORMED OR EMERGENCY ROOM TREATMENT

10. Nature of Operation Operation by Dr.

11. Number of sutures if accidental injury

12. Date of Operation 19 Where? Home Office Hospital

Amount of your charge for this operation \$

NOTE: If more than one surgery performed, show charge for each.

13. Remarks

Faster Payment, Better Service To Membership

The Seafarers Welfare Plan is continuing to update and modernize its Claims Department so that medical payments to doctors and hospitals can be handled quickly and efficiently.

Two things are being done. All claims are now being processed by computer so that we can more accurately and quickly process the claims of SIU members and their dependents.

We have streamlined the SEAFARERS BENEFIT APPLICATION form to make it easier for our members to fill out, and quicker to process.

All of this will mean that medical bills will be processed and paid in a much shorter time.

You Must Use the New Form

Effective October 1, 1985, SIU members must use the new SEAFARERS BENEFIT APPLICATION form. The new forms will be available in all SIU halls.

To make it easier, all that you or your dependent need do is fill out the top half of the form. But, make sure you include all information, including PROOF OF ELIGIBILITY.

If you have any question about your claim, contact your SIU Port Representative, or your Area Vice President, or call this Toll-Free Phone Number: 1-800-345-2112.

Two Things You Must Do

- All claims must be submitted within 180 days from the date of discharge from the hospital; and

- You must fill out Section 1 of this claim completely, including proof of eligibility (deep sea—discharges and pay stubs; inland—pay stubs.)

Here are Your SIU Area Vice Presidents

East Coast: Leon Hall, (718) 499-6600.

Gulf Coast: Joe Sacco, 1-800-325-2532.

West Coast: George McCartney: (415) 543-5855.

Inland & Great Lakes: Mike Sacco, (314) 752-6500

Drozak Urges U.S.-Japan Bilateral Agreements

The best way for the United States to combat unfair Japanese trade practices and the country's massive trade deficit with Japan is through bilateral trade agreements, SIU President Frank Drozak told a Senate committee last month.

The hearings, before the Committee on Foreign Relations, included witnesses from many industries which have been hurt by Japanese trade practices which virtually eliminate any kind of foreign competition with that country's home-grown industries. Drozak was part of a maritime panel which included management and labor representatives from the industry.



Drozak listens to a question from one of the committee members.

Sen. Frank Murkowski (R-Alaska) appeared surprised when he was told that the U.S. had only two bilateral agreements (where the trade between two countries is carried by the ships of both with the remaining percentage open to third-flag ships).

Two of the major products traded between the U.S. and Japan are Japanese automobiles, which no U.S.-flag ship carries, and U.S. tobacco which is also transported almost exclusively on Japanese ships. Drozak estimated

that if the U.S. could negotiate a 40 percent share of the automobile market, almost 3,000 ocean-going jobs could be created.

In trade between the two countries, Drozak said Japan "derives a significant



Sen. Frank Murkowski (R-Alaska) checks his notes as Drozak testifies.

share of the economic gains from transporting their exports to the United States and from transporting our exports to them."

Drozak called Japan's claim that every country has a chance to carry Japanese cars on their own ships an "illusion of an open market" because of the way Japanese shipping companies calculate their costs.

Of the three options the U.S. has, Drozak said bilateral agreements are the best. The other options are to accept Japan's piecemeal concessions to open small sectors of their markets or to retaliate through tariffs or other actions.

If an agreement cannot be reached, "legislation mandating U.S. retaliatory action in the absence of any Japanese movement to liberate their markets must be considered," Drozak said.



SIU President Frank Drozak takes time during a break in the hearings to answer some questions and explain the Union's stance to an audience member attending the session.

New England Fishermen Ask Duty on Canadian Fish

More than \$53 million of subsidized Canadian-caught Atlantic fish flooded the U.S. market last year. Because of that giant share, 15 percent of the entire U.S. fish market, the New England fishing industry has asked the government for help.

The North Atlantic Fisheries Task Force, a group that works for fishermen and fish processors, has asked the International Trade Commission to slap a 10 to 20 percent duty on fresh imported Canadian haddock, sole, cod, pollack and flounder.

U.S. fishermen say they cannot fairly compete because the Canadian government provides large subsidies for

its fishermen. The Canadian share of the U.S. Atlantic fish market has increased from 4 percent in 1979 to the current 15 percent. While Canadian fishermen prosper in the American market, U.S. fishermen have lost their boats or been forced to operate at a loss because the imports drive the price of fish to low levels.

No tariffs on fish exist between the two countries and the asked-for duty would not affect Pacific fish or shellfish. The ITC must determine by Sept. 19 if the U.S. fishermen have reasonable grounds for their claims that they have been "materially injured" by the imports.

Maritime, Farm Groups Reach Cargo Preference Compromise

(Continued from Page 1.)

"It will get cargoes moving," said Neshem. "Wheat export sales are now 46 percent below a year ago. It's past time to settle this issue."

"We really don't lose anything from this agreement," said Drozak. "Had we not reached some kind of agreement, we would have spent all of our time in the courts."

While some agricultural concerns did not endorse the agreement, it was endorsed by the National Association of Wheat Growers, National Corn Growers Association, National Cotton Council, National Council of Farmer Cooperatives, National Farmers Organization, National Grain Sorghum Producers Association, National Farmers Union, National Grange and Rice Millers Association.

A promising sign for the outcome of the agreement was the fact that Senate Majority Leader Robert Dole (R-Kan.), a strong supporter of the agricultural industry, took the lead in helping to fashion the agreement.

"We are particularly pleased," said NAWG's Neshem, "that Sen. Robert

Dole took an interest in our problem and sponsored the negotiations that led to today's agreement."

The dispute over cargo preference began to heat up Feb. 21, when U.S. District Court Judge June L. Green handed down a decision on a suit initially brought by the Seafarers International Union and the Transportation Institute to determine if the cargo preference laws applied to the blended credit program.

In deciding on behalf of the maritime industry, the judge noted that "if the court were to accept the argument [that the Agriculture Department] is only required to apply preference when it is 'practicable,' that is when there is no cost differential, there would be no need to enact cargo preference laws."

Or as Luciano put it during one of the Senate hearings on this matter, promotional programs like blended-credit were "enacted to help two industries, not one."

Shortly after the decision, Secretary of Agriculture John Block suspended the blended credit program, under

which 3.5 million tons of wheat and flour worth \$536 million were scheduled to have been shipped overseas.

The suspension caused a furor in the agriculture industry and a rise in anti-maritime feelings.

More than 20 pieces of anti-cargo preference legislation were introduced. Some people, including W. Glenn Tussey, associate director of the American Farm Bureau Federation's Washington office, went so far as to call for a repeal of the Jones Act.

The dispute came at an extremely difficult time for both industries. Shipping is at an all-time low: farm failures, at an all time high.

"Both the U. S. farm and ocean carrier industries face highly subsidized foreign competition," said Drozak, who was one of the first people to call for an amicable resolution of this issue. "They both face restrictive foreign policies, discriminatory practices and non-tariff barriers . . . Both industries are essential to this nation's security and well-being."

The abandonment of the cargo preference laws would do little to turn things around for the agricultural community, noted Drozak on several oc-

casions, but would totally debilitate the American-flag merchant marine.

There were, however, some important side-effects to this battle. The often fractious maritime industry was able to launch a united front on this issue.

The issue also proved to be an important learning experience for those Seafarers who happened to be at Piney Point during this troubled period. As part of their recertification or upgrading curriculum, these members were afforded the opportunity to sit in on some of these congressional hearings.

"The hearing aroused some very strong feelings on my part," said upgrader Edward Wilisch. "I could both see and feel the utter frustration of having to wheel and deal up on the Hill. Nothing good ever happens overnight. It is a long, drawn out battle to gain anything. Should you but for one moment drop your guard, you can and will lose it all."

**Support
SPAD**

1st T-AGOS Mission

Stalwart SIU Crew Wins Praise for First Rate Job

The *USNS Stalwart*, the first new T-AGOS ship crewed by the SIU, recently completed a record voyage with top marks.

"They did an excellent job and performed every task asked of them. This was a very important job that helped the nation's security," said Gary King, vice president of Sea Mobility Inc., the company which won the T-AGOS contract.

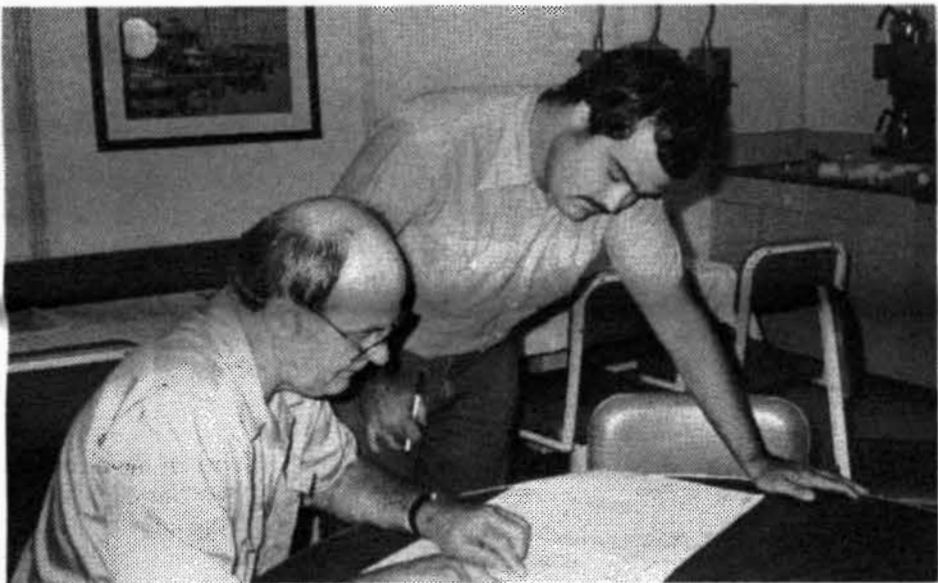
The *Stalwart's* deck and engine departments were singled out for the fine job they performed on the mission. QMED Lowell McKinney and Engine/Utility Herman Best received compliments on the jobs they performed.

King said since the *Stalwart* crewed earlier this year, some improvements in the crew facilities have been made. A massive short-wave radio has been installed in the crew lounge, which enables them to keep in touch with broadcasts around the world. Also a daily news broadcast from the Navy is now available on the ship.

Two of the T-AGOS vessels have been crewed, and King said the next two are scheduled out by the middle of November in Norfolk and early December in Honolulu.



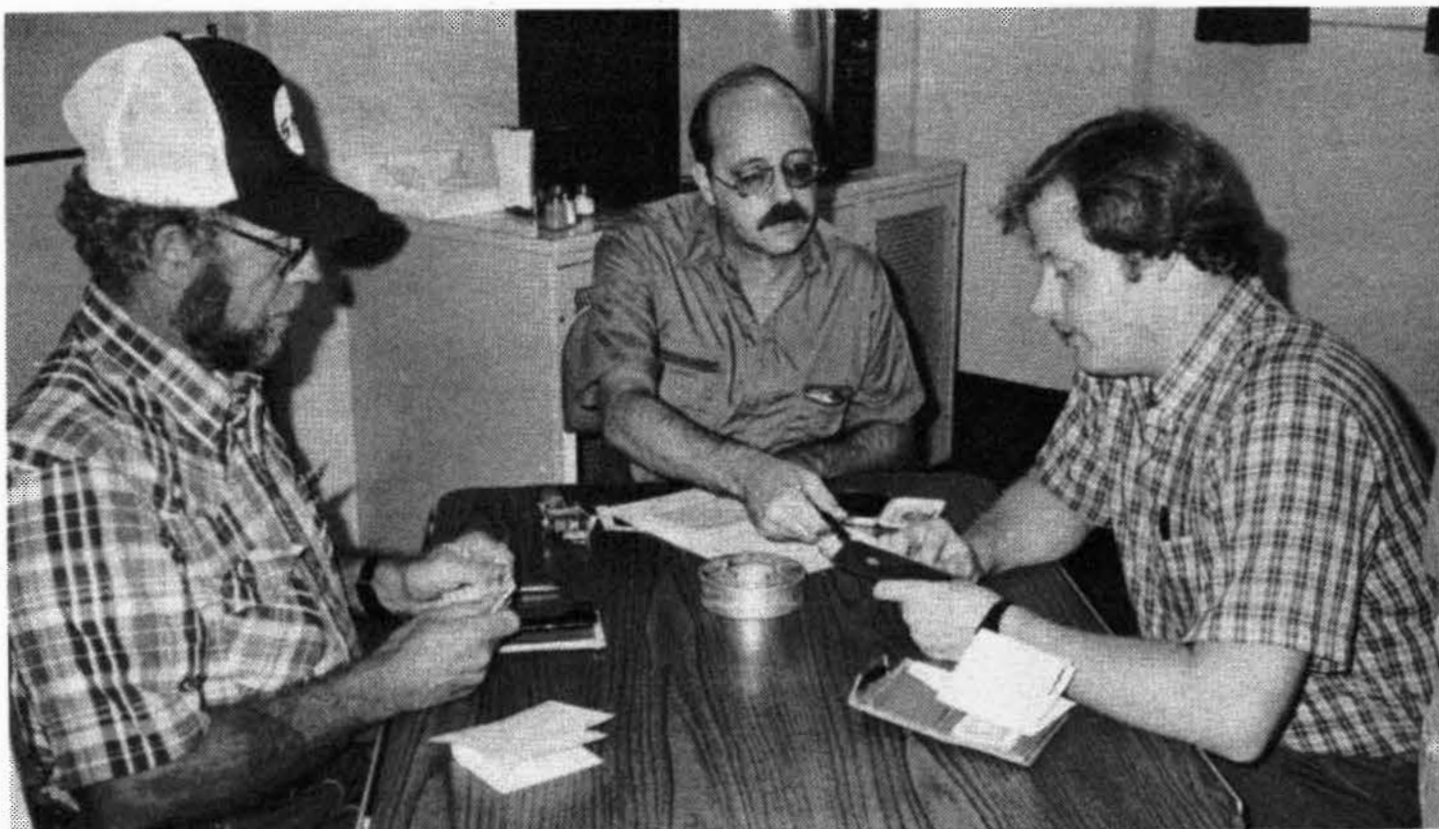
Here is part of the SIU crew onboard the *USNS Stalwart* which recently completed a record-setting SURTASS mission and received high praise for their performances. In the front row (left to right) are OS Bobby Matthews, QMED Lowell McKinney, (back row) AB Melvin Santos, OS Joe Murphy, AB Bob McGuinness and Engine/Utility Herman Best.



Stalwart Capt. John Ekman watches as OS Joe Murphy signs off articles following *Stalwart's* voyage.



AB Mel Santos and Capt. John Ekman.



SIU Norfolk Patrolman Mike Paladino (center) checks with OS Bobby Matthews (left) and Chief Cook Brian Gross during payoff.



New relief Chief Cook Frank Sermonia waits to sign on the *Stalwart* for her next mission.

Bay Area Workhorse

Padre Island Goes North for a Busy Summer

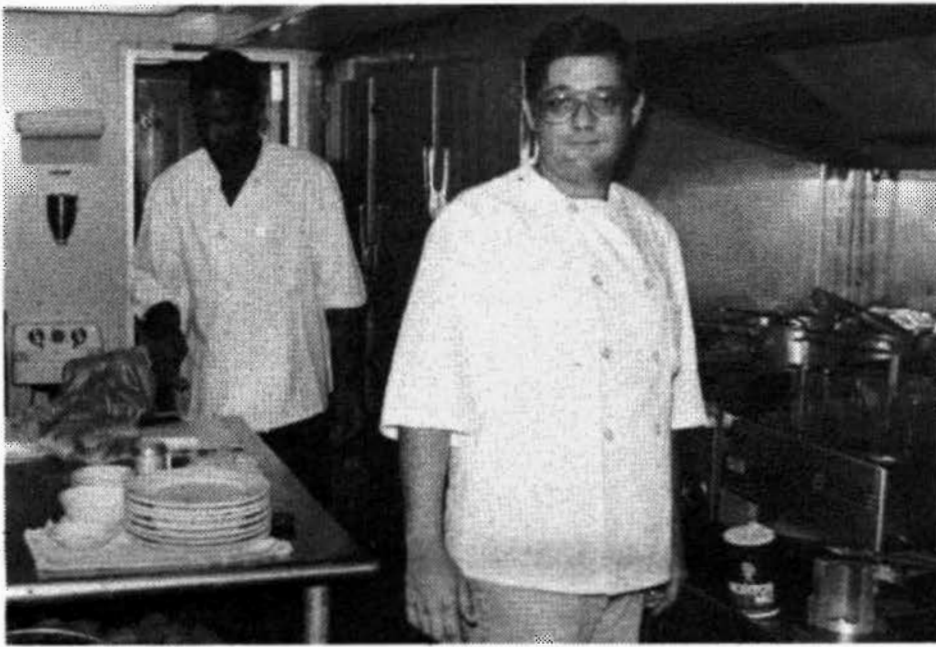
She has a full work schedule maintaining access to San Francisco passenger and container piers and Oakland container loading terminals, Richmond oil operations, the Naval Shipyard at Vallejo, Stockton and Sacramento grain piers, the Concord ammunition depot and cement and gypsum facilities at Redwood City.

It's little wonder then, that in the experienced charge of SIU dredgemen, the *Padre Island* is known as the workhorse of the San Francisco/Oakland Bay area.

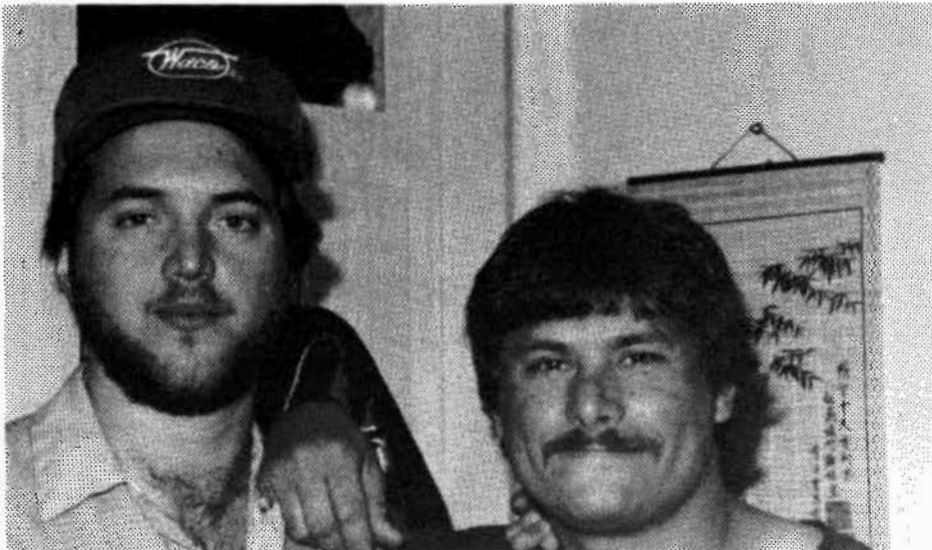
Measuring 287 feet in length and 52 feet at the beam, the *Padre Island* does not even approach the dimensions of modern dry and liq-

uid bulk carrier vessels. But with the capacity to draw 300 short tons of displacement (light), the *Padre Island* has plowed many times her own weight in silt that otherwise would build up to block commodities from Bay ports and sea channels.

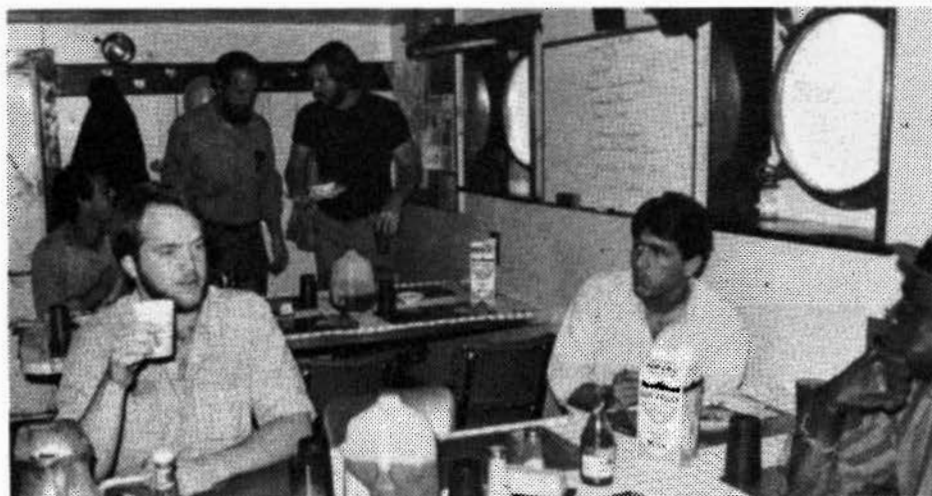
The two-pump, two-engine hopper dredge has made her home base in Oakland since she was first commissioned for work in 1981. This summer the North American Trailing Co.-owned and operated dredge will stray north to the Oregon coast. She has been contracted to remove sand bars that are posing a problem to navigation. By summer's end she will return to sunny California.



Jerome Walker, messman, and John Reid, chief steward/cook, prepare the noon-day fare.



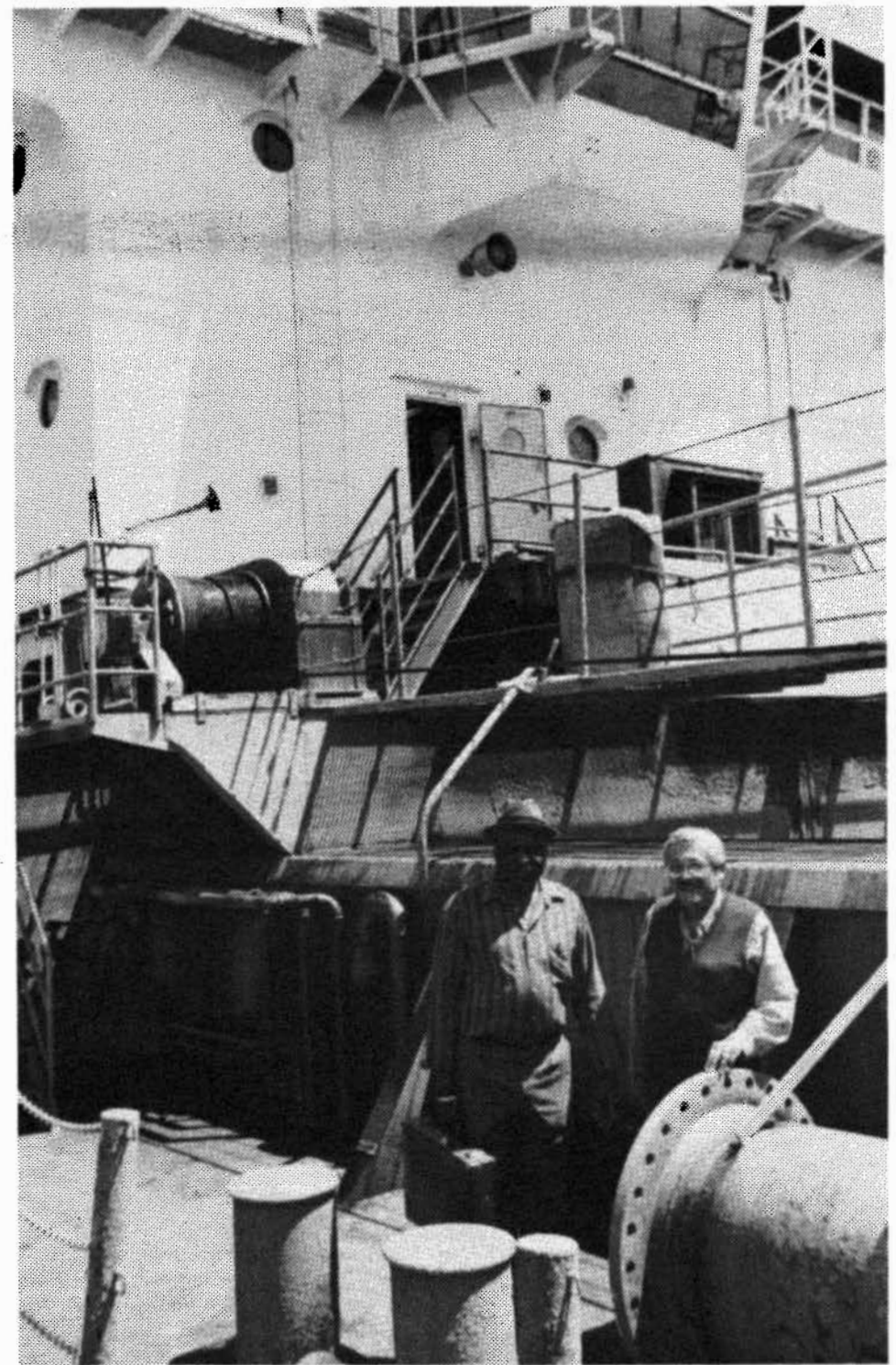
AB John M. Micklos (right) with Dragtender AB Joe Brisson.



Talk of the day's news, as in most homes, centers around the galley table on the *Padre Island*. Shown relaxing before payoff are (left to right, front row) AB Joe Brisson, NATCO Field Office Manager Bob MacKay and SIU Rep Gentry Moore; (back row) Capt. Brad Simick, Chief Engineer Gene Williams and an unidentified crewman.



Just as other crewmembers know their questions will have answers when the SIU representative boards the gangway, Chief Engineer Gene Williams (right) has Patrolman Gentry Moore's undivided attention.



SIU Patrolman Gentry Moore (left) and Representative Gilbert 'Gil' Gasch make a call on the *Padre Island* tied up in San Francisco Bay. In the course of their visit they paid off the *Island*, took care of business and helped to clarify the Union's medical Welfare Plan.



Inland News

tug/tow
barge/dredge

Deckhand's Quick Action Saves Crewmate From Possible Death

It was about 4 a.m. and the tug *Sea Otter* (Crowley) had just docked with its barge in Los Angeles Harbor. With most of the crew in their bunks, Deckhand John Cox was taking in the barge's lines from Tankerman Greg Garcia—first the stern line, then the spring line.

That was when Cox heard two "thumps" and couldn't spot Garcia on the barge. Garcia had somehow slipped from the barge and fallen between the *Sea Otter* and barge RL-25. When Cox scanned the water he spotted his crewmate floating face down, unconscious.

Mate Mike Domangue was the only other crewmember awake. Cox yelled to him that Garcia was overboard. As Domangue rang the boat's general alarm, Cox jumped into the water. He didn't know at the time that Garcia had fractured his skull and shattered his collarbone in the fall from the barge. He swam to Garcia and brought his head out of the water so the tankerman could breathe.

While the two men were in the water between the barge and tug, the boat's crew was on deck helping Cox bring Garcia aboard. Domangue was in the wheelhouse to keep the boat from drifting into the barge and seriously injuring or even killing the two men in the water.

Garcia was breathing when he was brought aboard the tug and placed on the deck. As the crew worked to make sure he was taken care of, Domangue had arranged to take the *Sea Otter* to the L.A. Harbor Fire Boat Station where fire department medics worked on Garcia and then transferred him by ambulance to a nearby hospital.

"If it had not been for Cox being alert and his fast reaction in notifying Domangue that there was a man overboard, and then jumping into the water to get Garcia's head above water, Garcia would most probably have drowned," Wilmington Port Agent Mike Worley said.

"Undoubtedly your immediate response, with little regard for your own personal safety, saved this man's life. The quick action of your shipmates in assisting both of you out of the water and then his immediate transport to medical attention surely saved a serious accident from having possible fatal consequences," Capt. Robert Clinton, Crowley's senior port captain, wrote to Cox.

The crew onboard the *Sea Otter* was Capt. Bruce Cominsky, Mate Mike Domangue, Deckhand John Cox, Engine Utility Hugh Wain, Utilityman Ed Laird and Tankermen Greg Garcia and Gerald Knapp.

Garcia is recovering from his injuries suffered in the July 2 incident.

In the Port of Norfolk



Norfolk Patrolman Mike Paladino discusses some Union business with SIU members from the Virginia Pilots Association. The members are (left to right) Port Engineer Bill Diggs and Engineers Mark Kampfmüller and Bob Hurst.

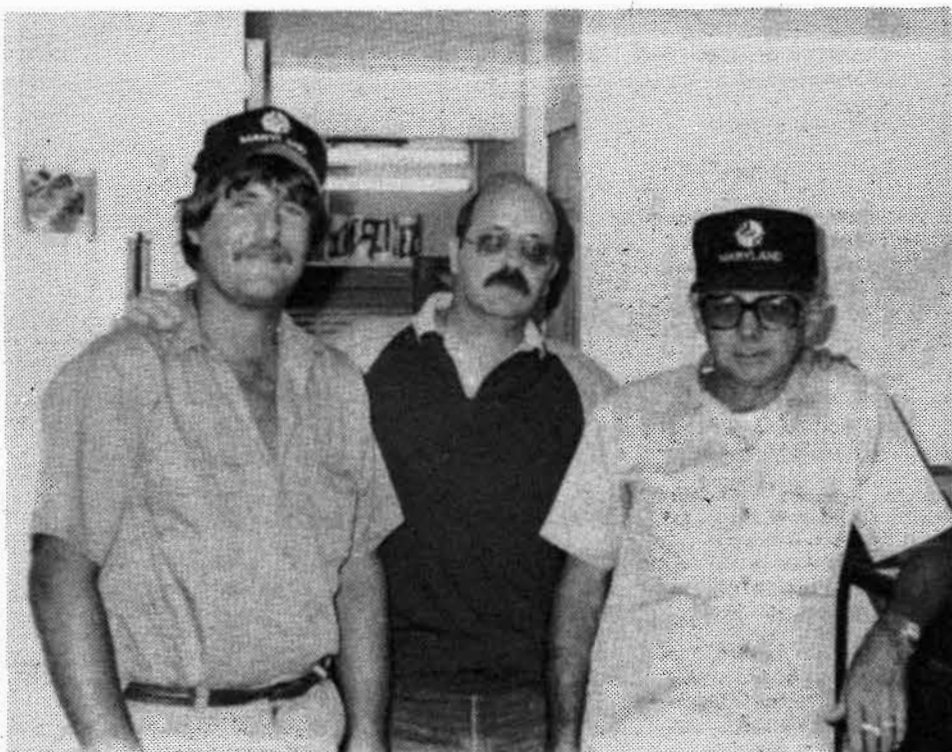


Here is the Virginia Pilots Association boat *Old Dominion*.

Mich. Port Council Raises Money



It wasn't the U.S. Open, but more than 100 golfers took to the links earlier this summer at the Michigan Port Council/MTD annual golf tournament. Above Council President Alex Bodnariuk (left) and Legal Counsel Victor Hanson (who has worked closely with the SIU on the Lakes) shake hands. The golfers raised several thousand dollars for the Port Council PAC activities, Algonac Port Agent Byron Kelley reported.



The SIU also represents members of the Association of Maryland Pilots. Here Association seamen Jackie Barnett (left) and Elliot H. Stevens flank Norfolk patrolman Mike Paladino.

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) 634-2546

MOBILE, ALA.

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

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Suite 700 Atlantic National Bank Bldg.
415 Saint Paul's Boulevard
Norfolk, Va. 23510
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1429 Walnut Street
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Suite 905—Chemical Building
721 Olive Street
St. Louis, Missouri 63101
Tele. # (314) 231-7440

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John Paul Jennings
Henning, Walsh & Ritchie
100 Bush Street, Suite 440
San Francisco, Calif. 94104
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Seattle, Wash. 98119
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2620 West Kennedy Boulevard
Tampa, Florida 33609
Tele. # (813) 879-9842

Long-Time Seafarers . . .



Larry Bernard (left) and Bill Gregel have been sailing with Great Lakes Towing Co. of Detroit, Mich. for more than 25 years each. Pictured here on the tug *Indiana*, the pair takes a break for the camera.

Dispatchers Report for Inland Waters

JULY 1-31, 1985

Port	*TOTAL REGISTERED All Groups			TOTAL SHIPPED All Groups			**REGISTERED ON BEACH All Groups		
	Class A	Class B	Class C	Class A	Class B	Class C	Class A	Class B	Class C
DECK DEPARTMENT									
Gloucester	0	0	0	0	0	0	0	0	0
New York	0	0	0	0	0	0	0	0	0
Philadelphia	4	2	4	6	4	6	4	2	18
Baltimore	13	0	0	12	0	0	7	0	0
Norfolk	50	12	0	54	6	0	65	12	0
Mobile	2	1	0	2	1	0	0	0	0
New Orleans	6	2	9	2	0	0	7	8	10
Jacksonville	5	1	25	0	1	7	6	1	49
San Francisco	0	0	0	0	0	0	0	0	0
Wilmington	1	1	26	0	0	4	1	4	1
Seattle	0	0	0	0	0	0	0	0	0
Puerto Rico	0	0	0	0	0	0	0	0	0
Houston	6	9	0	7	7	0	10	7	0
Algonac	33	2	0	21	0	0	30	13	0
St. Louis	1	1	9	0	0	2	9	3	33
Piney Point	0	0	2	0	0	1	1	0	0
Totals	121	31	75	104	19	28	140	58	111
ENGINE DEPARTMENT									
Gloucester	0	0	0	0	0	0	0	0	0
New York	0	0	0	0	0	0	0	0	0
Philadelphia	0	0	2	1	0	0	0	0	2
Baltimore	2	0	0	0	0	0	2	0	0
Norfolk	8	0	0	6	0	0	7	0	0
Mobile	0	0	0	0	0	0	0	0	0
New Orleans	0	2	2	0	3	2	1	2	0
Jacksonville	0	0	1	0	0	0	1	0	7
San Francisco	0	0	0	0	0	0	0	0	0
Wilmington	0	0	4	0	0	1	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	0	0	0	0	0	1	0	0
Algonac	8	5	0	5	0	0	25	0	0
St. Louis	0	0	0	0	0	0	1	0	0
Piney Point	0	0	1	0	0	1	0	0	0
Totals	19	7	10	12	3	4	38	2	13
STEWARD DEPARTMENT									
Gloucester	0	0	0	0	0	0	0	0	0
New York	0	0	0	0	0	0	0	0	0
Philadelphia	0	0	2	0	0	0	3	2	8
Baltimore	0	0	0	0	0	0	0	0	0
Norfolk	7	0	0	5	0	0	6	0	0
Mobile	0	0	0	0	0	0	0	0	0
New Orleans	2	5	3	0	0	0	2	12	3
Jacksonville	0	1	2	0	0	0	0	2	12
San Francisco	0	0	0	0	0	0	0	0	0
Wilmington	0	0	1	0	0	2	0	2	2
Seattle	0	0	0	0	0	0	0	0	0
Puerto Rico	0	0	0	0	0	0	0	0	0
Houston	0	0	0	0	1	0	0	1	0
Algonac	0	0	0	0	0	0	2	0	0
St. Louis	0	1	3	0	0	0	1	2	6
Piney Point	0	0	0	0	0	0	0	0	0
Totals	9	7	11	5	1	2	14	21	31
Totals All Departments	149	45	86	121	23	26	182	73	155

* "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.

Crowley Keeps Communications Open



SIU members and Crowley Tug and Transport (CTT) managers held another of their quarterly meetings to keep communications and operations running smoothly between the Union and the company in Southern California. From the left, CTT Manager Jim Macaulay, Cargo Operations Manager Bob McIntyre, Tankerman Joe Ruebens, SIU Port Agent Mike Worley and Patrolman Ray Singletary discuss the issues.

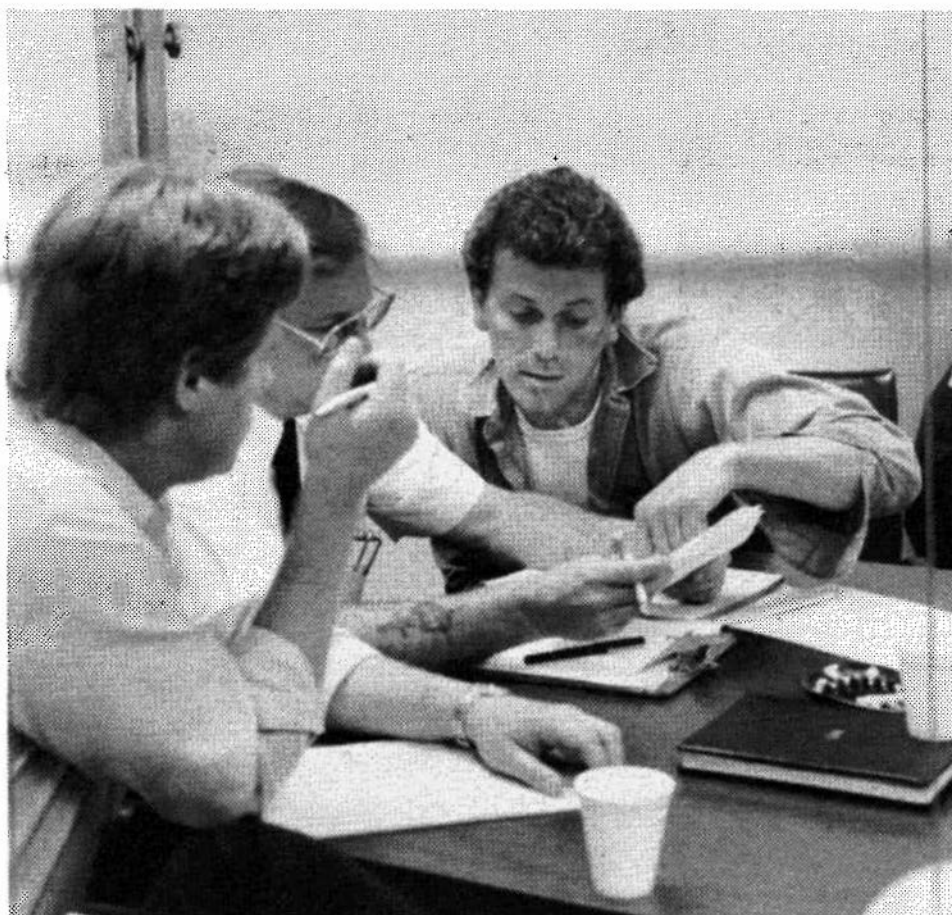


Tankerman Tom Vella explains some of the issues facing SIU members on Crowley boats.

Aboard the Gatco Florida

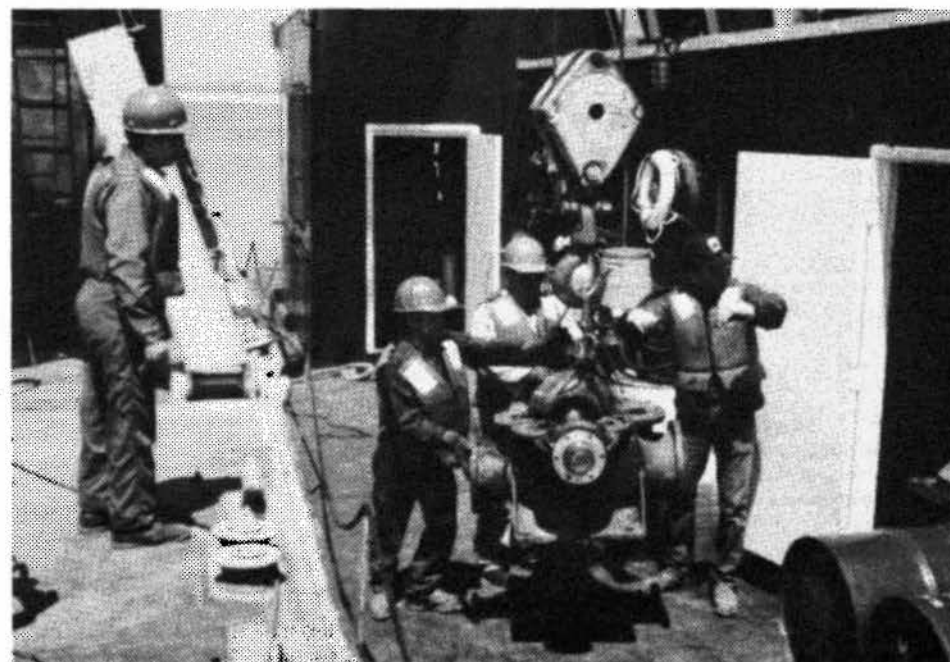


Here's the crew of the *GATCO Florida* (GATCO) before heading to Puerto Rico with a barge load of pipe lumber. They are, from the left: Capt. William Brinkley, Mate Wayne Nicholas, AB Tony Richardson, AB Charles Cliburn, Chief Engineer Edward Getz, First Engineer Edward Schaffhauser and Cook Ray Walters.



Tankerman Joe Rubens (right) goes over a list of concerns with CTT officials Jim Macaulay, and Bob McIntyre.

At Pte. Mouillee, Mich.



SIU crewmen load machinery aboard the hydraulic dredge *P.O.B.* (Dunbar & Sullivan Co.) at Point Mouillee, Mich. From the left, they are: Francis Bellant, Donnie Paulson, Ernie DeMerse and William White.

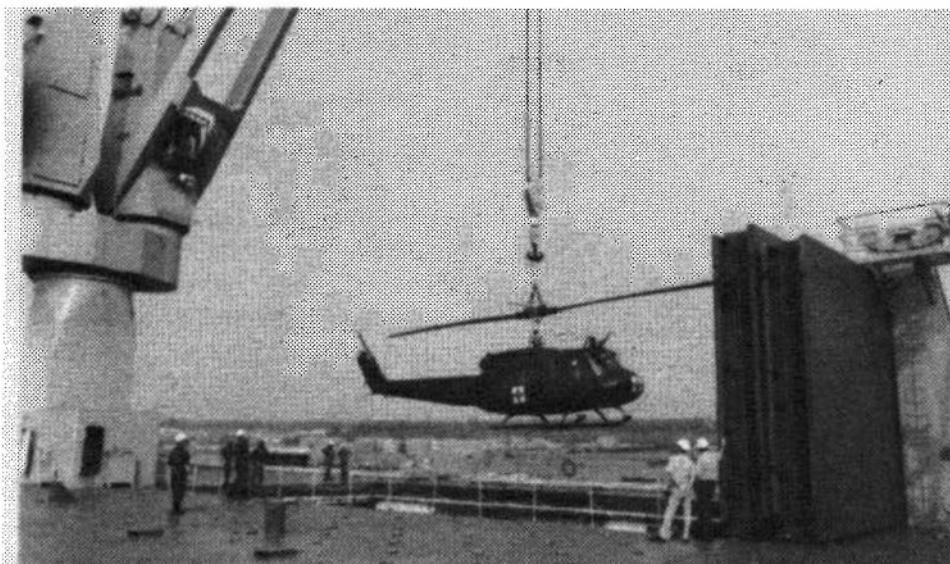
In Memoriam

Pensioner **Cornelius L. Higginbotham**, 79, passed away from a heart attack in St. Mary's Hospital, Port Arthur, Texas on June 15. Brother Higginbotham joined the Union in the port of Port Arthur in 1963. He sailed as a chief engineer for the Pine Oil Co. from 1948 to 1960, Sabine Towing from 1960 to 1969 and for the D.M. Picton Co. from 1969 to 1970. He was a former member of the NMU, Local 340 from 1961 to 1963. Boatman Higginbotham was born in Iota, La. and

was a resident of Port Arthur. Burial was in Greenlawn Park Cemetery, Port Arthur. Surviving are his widow, Earline; a son, the Rev. Neil Higginbotham, and two daughters, Carol Broussard and Crystal Fulda.

James J. Mulholland died on June 26. Brother Mulholland joined the Union in the port of Philadelphia. He was a resident of Philadelphia. Surviving is his widow, Mary.

USNS Capella's SIU Crew Top-Notch Pros



With SIU members at the crane's controls, a medical evacuation helicopter is loaded into one of the *Capella's* holds.



On deck, Bosun Bob Lawson.

The SIU *USNS Capella* is fast becoming an efficient and regular participant in the military's readiness exercises. The *Capella* is stationed in Jacksonville, Fla. and can carry huge loads of military vehicles such as tanks. Here's a look at the *Capella's* crew in action.

The *Capella* is a converted SL-7 and one of the fastest cargo ships available to the military. The TAKR Fast Sealift Ship carries a crew of 26 unlicensed personnel. Currently the SIU crews four of the ships.



While checking out the lifeboats aboard the *Capella*, AB Joel Letchel looks over the survival gear to ensure everything is in order.



The steward department takes a break on the deck of the *Capella* between meals. Pictured (left to right) are Steward Assistants Mike Thornton, Mark D. Ambrossio, Steward James Mann and Steward Assistant Lynn Santa Cruz.



SIU member Paul Cates on the *Capella*.



Seafarer Reginald Green fills out some paperwork in the crew's lounge.



AB Keith Bennett wheels his lift truck through one of the large holds in the *Capella*.



East Coast
by V.P. Leon Hall

Twenty-three percent of all vessels docking in Norfolk are registered under foreign flags. This statistic says a great deal about the present state of the American-flag merchant marine, especially since Norfolk is home port to many military vessels.

Many of the jobs available to members in that port are generated by work contracted out by the Navy. Last month, SIU representatives serviced the *PFC Dwayne Williams*, the *Keystone State* and the *Stalwart*. The *Stalwart* is on stand-by status for its next assignment.

Servicing the membership involves more than just paying off ships. Officials in Norfolk are negotiating two contracts, one with Shawn's Launch, Inc. and another with the Association of Maryland Pilots. In addition, the SIU is taking an interest in a labor dispute at Colonna Shipyard. The shipyard workers there are represented by the UIW, which is an affiliate of the SIU. If the SIU cannot help its own during times of trouble, then how can it expect others to support seamen when they need it? Union solidarity is an important habit to cultivate.

On the subject of labor solidarity, the SIU is helping the UIW organize the workers who man the tour boats that cruise up and down Baltimore harbor. The UIW was formed in 1949 to be the organizing arm of the SIU. By helping the UIW grow, seamen are making the SIU a more powerful organization, especially at the grassroots level.

Of course, any growth on the grassroots level involves planning and organization. Last month I reported that Tommy Farrell, who has helped the SIU with its long-standing dispute with SONAT Marine, was returning to his old position as an AB in SONAT's Green Fleet. Farrell, a dedicated union man, will be replaced by Bob Hall, who brings with him a wealth of experience servicing SONAT vessels in the Gulf area. Philadelphia Port Agent Dave Heindel welcomes the extra hand, especially since shipping in Philadelphia picked up a little last month.

One last thing: there is a crisis in the fishing industry. Our representatives in Gloucester and New Bedford tell me that many owners there are unable to obtain insurance for their fishing vessels. Those who can get insurance are being forced to pay sky-high rates. This has resulted in smaller and smaller crews. Many competent fishermen are being forced to leave the industry. Some drastic action needs to be taken if we are to save the American fishing industry.

Area Vice Presidents' Report



Gulf Coast
by V.P. Joe Sacco

There is an organizing drive going on in Fort Lauderdale where the SIU is trying to sign up workers in the fishing fleet there.

The fishermen there have been hit hard by the same problems facing their counterparts in New Bedford and Gloucester. Many fishing boats have been unable to secure insurance policies, which is driving them out of business. Port Agent George Ripoll has been meeting with local politicians to see if there is anything that the SIU can do to iron this problem out.

The Union in Jacksonville has been active on a grassroots level, trying to garner support for the maritime industry through the local labor movement and with various state and city agencies. Among other things, representatives of the port have attended meetings of the North Florida Labor Council, the Propeller Club, the Port Authority and the Florida Consumer Action Group.

Representatives of the port also have been following local bills to govern the disposal and regulation of toxic waste as well as local plans to implement user fees.

Representatives in all the Gulf ports—Houston, Mobile, New Orleans and Tampa—have been busy servicing equipment. Last month in Tampa alone, SIU representatives had to service 84 pieces of equipment.



Great Lakes and Western Rivers
by V.P. Mike Sacco

Dredging jobs are usually generated by long-term projects. While many of our members have been doing well as a result of projects already in progress, new work has been slow in being bid.

Much of the work available to members here involves the contracting out of federal work by the Corps of Engineers. There is a mutual interest between deep-sea, inland, Great Lakes seamen in persuading the federal government to contract work out to the more efficient private sector.

A Great Lakes landmark is in dry-dock. The tug *McGuire*, which is owned by the Great Lakes Tug and Dredge Company, is now laid up in Cleveland. The tug, which is 55 years old, is typical of the situation on the Great Lakes.

Few tugs are being built to replace the 50 aging vessels that comprise the Great Lakes' fleet. Things don't look too promising in the near future, especially since there is a five-year period between ordering a new tug and crewing it.

The aging of the Great Lakes' fleet calls into question the safety of the seamen up here. Luckily, members have a Union that does more than just give lip service to the concept of safety. An example of what I am talking about is the Union's Safety Program which was implemented to inform SIU members of what they can do if they find themselves in a dangerous situation.

The Maritime Port Council in Algonac recently honored Victor Hanson, who has been the Council's legal counsel since the time of Fred Farnen. Farnen, whose obituary appeared in last month's LOG, worked closely with Hanson in promoting the interests of the Great Lakes maritime industry. Alex Bodnariok, president of the Roofers, presented the award to Hanson.

As for jobs, the Great Lakes Dredge and Dock Company began the dredging of Buffalo Harbor. J.B. Ford outfitted the Fourth Fleet ships for Hudson Portland Cement.



West Coast
by V.P. George McCartney

In San Francisco, American President Lines (APL) is recrewing the *President Truman* after a two-year lay-up. It will take rice to the Philippines. Another APL vessel, the *President Taft*, will crew up later this month.

We are keeping a close watch on developments relating to the cargo preference issue. Seattle is an important center for grain that is shipped overseas. A resolution of this problem will help shipping out here, especially since things have been slow.

Apex Marine's *Brooklyn* was laid up at Swann Island. The owners are looking to pay back their Construction Differential Subsidy.

The *Indominable*, the 7th T-AGOS vessel, was christened in Seattle recently. Navy officers who spoke at the ceremony said that the SIU is doing an excellent job in manning these vessels.

A revolutionary new terminal was opened up in the port of Tacoma. SeaLand unveiled its new stack-train operation, the first of its kind in the

nation. While the facility involves a huge outlay of funds, it is expected to cut transportation costs considerably and may revolutionize the maritime industry in much the same way that containerization did 25 years ago.



Government Services
by V.P. Buck Mercer

In an effort to protect government service employees, the SIU has temporarily halted A-76 proceedings on 12 oceanographic vessels following a court order which prevents further action until a decision is made concerning the Service Contract Act.

Under the terms of the Service Contract Act, the federal government must pay workers prevailing wages in a given industry and region. Were the SCA applied to the 12 oceanographic vessels, then the wages paid to the people who man them would be increased to meet prevailing standards.

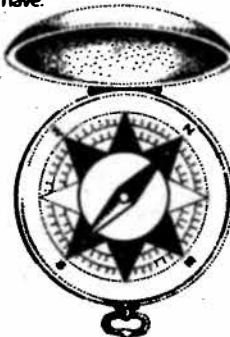
SIU members man three of the 12 vessels, so they have an important stake in the outcome of this issue. In addition, if SCA standards are applied, then the SIU has a chance of picking up all 12 vessels.



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Take Stock in America

Upgraders Visit Capitol Hill



Up from Mobile, Ala., SIU Port Agent Tom Glidewell accompanied Seafarers on a tour of the U.S. Capitol in July. Appearing in the group photo with the Senate wing of the Capitol in the background are Mates and 3rd Mates: Terrance Murphy, Michael Forrester, Glidewell, SIU Legislative Representative Liz D'Amato, Jeffrey McPherson and Walter Henry.

Cookin' on the PFC Baugh



With a stop in Los Angeles, the steward department onboard the PFC William B. Baugh, one of the SIU's newest ships, had a chance to pose for this group photo. From left to right are: Chief Cook Zein Achmad, Third Cook Clifford Blanco, Saloon Messman Gabriel Bonafont, Chief Steward A. Gregoire and GSU Terry Linyear.

Seafarer Earns Engineer's License



It was a happy day for Seafarer David Kopp recently in Long Beach, Calif. Kopp successfully completed the requirements and tests for his third assistant/engineer's license. Holding a brand new engineer's hat is his daughter Michelle, and presenting the license is Coast Guard Lt. Johnson.

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:

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- Tax Tips for Seafarers ☐
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Monthly Membership Meetings

Port	Date	Deep Sea Lakes, Inland Waters
Piney Point	Tuesday, September 3	10:30 a.m.
New York	Tuesday, September 3	10:30 a.m.
Philadelphia	Wednesday, September 4	10:30 a.m.
Baltimore	Thursday, September 5	10:30 a.m.
Norfolk	Thursday, September 5	10:30 a.m.
Jacksonville	Thursday, September 5	10:30 a.m.
Algonac	Friday, September 6	10:30 a.m.
Houston	Monday, September 9	10:30 a.m.
New Orleans	Tuesday, September 10	10:30 a.m.
Mobile	Wednesday, September 11	10:30 a.m.
San Francisco	Thursday, September 12	10:30 a.m.
Wilmington	Monday, September 16	10:30 a.m.
Seattle	Friday, September 20	10:30 a.m.
San Juan	Thursday, September 5	10:30 a.m.
St. Louis	Friday, September 13	10:30 a.m.
Honolulu	Thursday, September 12	10:30 a.m.
Duluth	Wednesday, September 11	10:30 a.m.
Gloucester	Tuesday, September 17	10:30 a.m.
Jersey City	Wednesday, September 18	10:30 a.m.

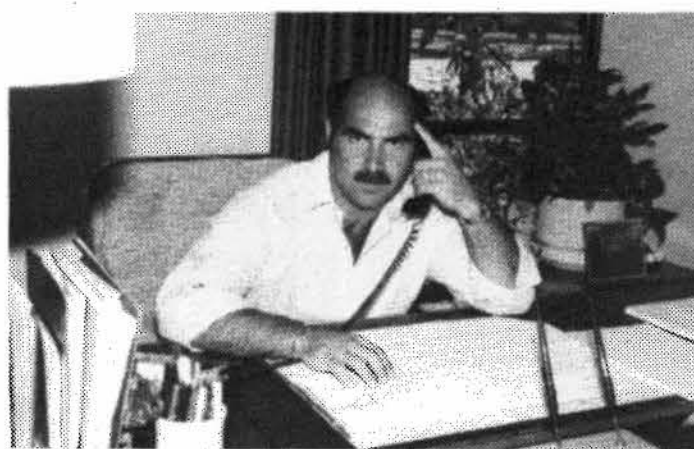
Seafarers

HARRY LUNDEBERG SCHOOL OF SEAMANSHIP

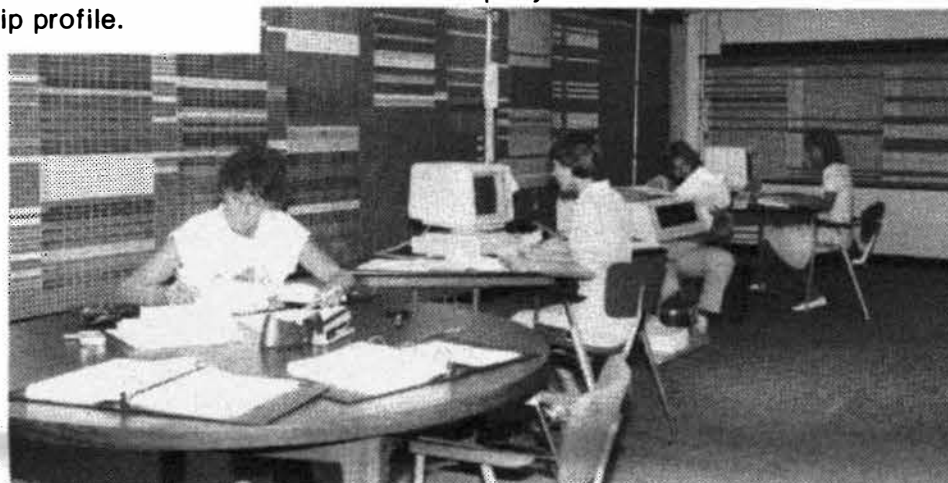
Piney Point Maryland



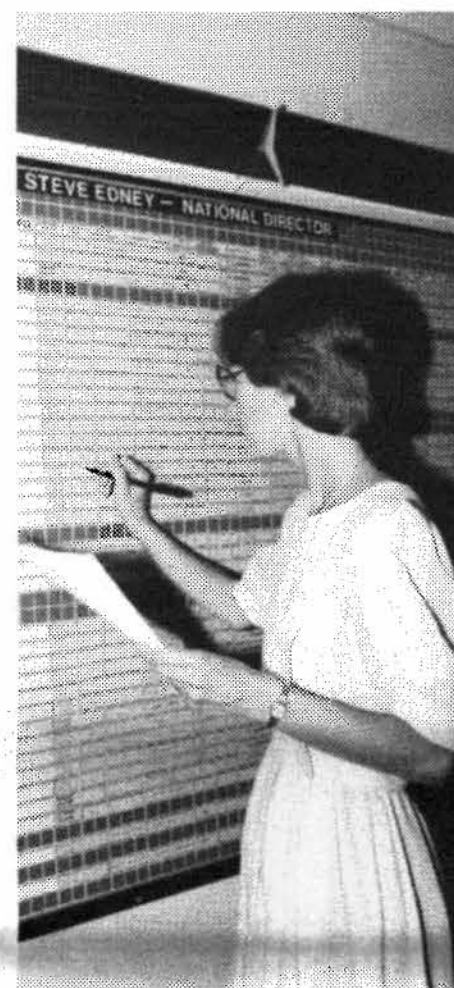
Chris Tennyson pulls up a membership profile.



Manpower Coordinator Bart Rogers discusses a job order with a company.



The Manpower Staff performs various duties. From l. to r. Sylvia Jones, Carol Johnson, Julie Knott and Janet Berg.



Carol Johnson updates the Manpower Boards.

MANPOWER the Nucleus of the Union

Computer technology is changing the face of our world on a daily basis. In order to keep pace with all of these changes, the Seafarers International Union has placed in operation a central dispatching system through the Manpower Office in Piney Point, Maryland.

The Database contains a wealth of information that is constantly being modified and updated. This information is readily available for locating membership information and dispatching job orders to each SIU port.

The Manpower Central Dispatching System is set up to receive job requests by telephone from all of our contracted companies. These orders are written up and transferred to computer screens specially designed by the Seafarers Management Information System (S.M.I.S) at Headquarters in Camp Springs. Information contained on these screens includes the company name, vessel name, the company personnel placing the call, the location of the vessel, reporting dates and times, departure dates and times, any special instructions and the ratings required to man the vessel. The job order is transmitted via the computer to the port nearest where the vessel is located. When the order is received by the port, the

jobs are placed on the Rotary shipping board and job calls are made in accordance with the shipping rules. After each job call, any ratings filled are entered into the computer and will show as shipped. When a member is successfully shipped on the computer, he is automatically added to the crew list for that vessel.

If a job order cannot be completely filled by the port it is transmitted to, the remaining positions are turned back to the Manpower Office and sent to another port. Job calls are made in accordance with the shipping rules and eligible members are shipped to those remaining positions.

The computer system is a self-contained unit processing over a thousand calls (standby, relief and rotary jobs) per month. It provides to the membership a more accurate, efficient and economical method of registering and shipping.

At the end of each month a report is compiled detailing the number of jobs filled for that

month. This report is broken down into the number of Rotary, Relief or Standby jobs and it includes the seniority of each member shipping in each category. This information is included in the monthly membership meeting and gives everyone a clearer idea of how the industry is changing. The functions of the Manpower Office help define the areas where the SIU may require personnel with more specialized training. The military ships and charters SIU companies are now receiving are critical areas in which this specialized training is required.

The Manpower Office in Piney Point also maintains a variety of other information which is beneficial to the smooth operation of day-to-day union activities. Information regarding ship pay-offs, recreds and lay-ups is received by this office and dispatched to the port nearest the location of the ship.

Manpower updates and revises display boards containing information on Deep Sea, Great

Lakes and Inland vessels. The information maintained on these boards includes the company name, vessel name, when and where the vessel was serviced and by whom. The Inland display boards contain the names of the fleet and boat delegates for each piece of Inland equipment. The UIW display boards include information such as local president, type of service a particular shop produces and when a contract will be due for its next negotiation.

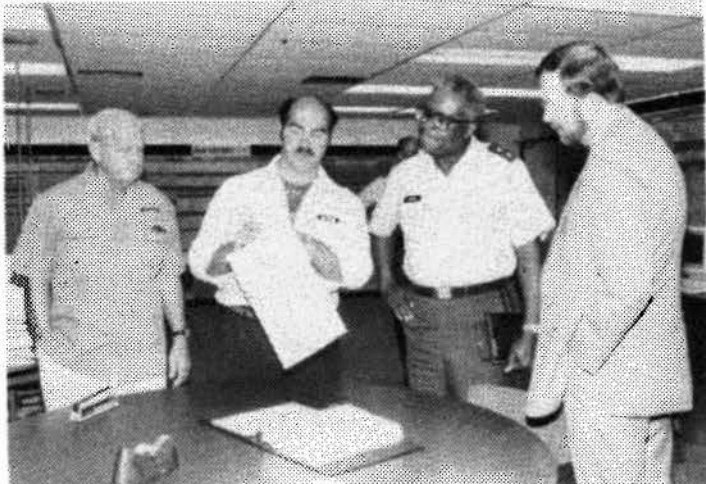
The Manpower Department in Piney Point is a vital and important part of the Seafarers International Union. No other trade union has as much available information, nor is it as centralized as our current system.

By October of this year, the Deep Sea registration, shipping and dispatching portions of the system will be fully operational. In January of 1986 the Inland and Great Lakes Divisions will come on line to give the SIU a better and more complete central operation.

Major General Honor & Staff Tour SHLSS



General Honor and staff land on the new Helo Landing area.



Bart Rogers describes the capabilities of the Manpower Dept. Left to r. SHLSS Commandant Ken Conklin, Bart Rogers, Major General Honor, and Arthur Keltz.



Director of Steward Dept. Laymon Tucker (r.) discusses the SHLSS Steward Program with l. to r. Major General Honor, John Mason, Brigadier Schable and Arthur Keltz.



SHLSS Commandant Ken Conklin, Major General Honor, Brigadier Schable, Director of Vocational Ed. John Mason, and Arthur Keltz discuss some of the school's operations.

Start Planning for the Logan Scholarship Now



If you are considering going to college in the fall of 1986, now is the time to start thinking about the Charlie Logan Scholarship. You may think that it is a little early to start working on your scholarship application packet, but it is not. Some of the information that is required in order to complete your application for the Charlie Logan Scholarship includes:

- a copy of your high school transcripts with certification of graduation or a copy of your high school equivalency (GED) scores
- a copy of your college transcripts if you have attended any college classes
- three letters of reference
- SAT (Scholastic Aptitude Test), or ACT (American College Testing Program), examination scores
- an autobiographical statement

As you can see, it will probably take a little time to get all this information together and in the mail to the scholarship selection committee. You need to contact your high school and college to get them to send transcripts, and you need to talk to past employers, teachers, etc. to ask them to send the scholarship selection committee a letter of reference about you. You need to contact the college to which you are applying to find out which

entrance exam they require and, you need time to schedule yourself to take either the SAT or ACT examinations. One of the big problems that seafarers have with getting their application in by the April 15th deadline is not having enough time to schedule, take and have their SAT or ACT exam scores reported to the scholarship committee. This problem can be avoided with a little advance planning. You need to register to take the exams at least six weeks before the test date you want. You can find out when and where the exams are given by seeing a guidance counselor at any local high school or at some community colleges. Ask for the registration information and fill out the registration to take the exams.

The process of registering for and taking the exams takes at least six weeks. After you have taken the exams, it can take from five to ten weeks to have your scores reported to the scholarship selection committee. The very latest that you should take the exams is around the end of January. This allows ten weeks for your exams to be graded and the scores reported to the scholarship selection committee. If you are going to take the exams in January, you should make sure that you have mailed in your registration for the exams by the middle of November. So you see, it's not too early to start planning for your Charlie Logan Scholarship application.

If you are interested in applying for the scholarship, you can pick up an application booklet in your local union hall or contact Tracy Aumann at the Seafarers Harry Lundeborg School of Seamanship. She will be glad to send you an application or answer any questions about the scholarship program that you may have.

Important Notice

Effective Date: July 19, 1985

Gold Line Bus Service is discontinuing its Washington, D.C. to Lexington Park, Maryland bus route. Therefore, the following travel arrangements are now in effect:

1. Members who have been scheduled for upgrading classes may report on either Friday, the scheduled reporting date, or on the following Monday.
2. After arriving in Washington, the member must catch a taxi and proceed to the SIU Headquarters (5201 Auth Way, Camp Springs, Maryland) no later than 2 p.m.
3. A vehicle will be at headquarters and will take the member to SHLSS.
4. If a member cannot be at Headquarters by 2 p.m. on Friday, then he should arrive in Washington, D. C. on the following Monday, by 2 p.m.
5. There will be no bus service from Headquarters to SHLSS on weekends or holidays!
6. SHLSS will not provide reimbursement for either weekend lodging in Washington or taxi fare from Washington, D. C. to SHLSS.

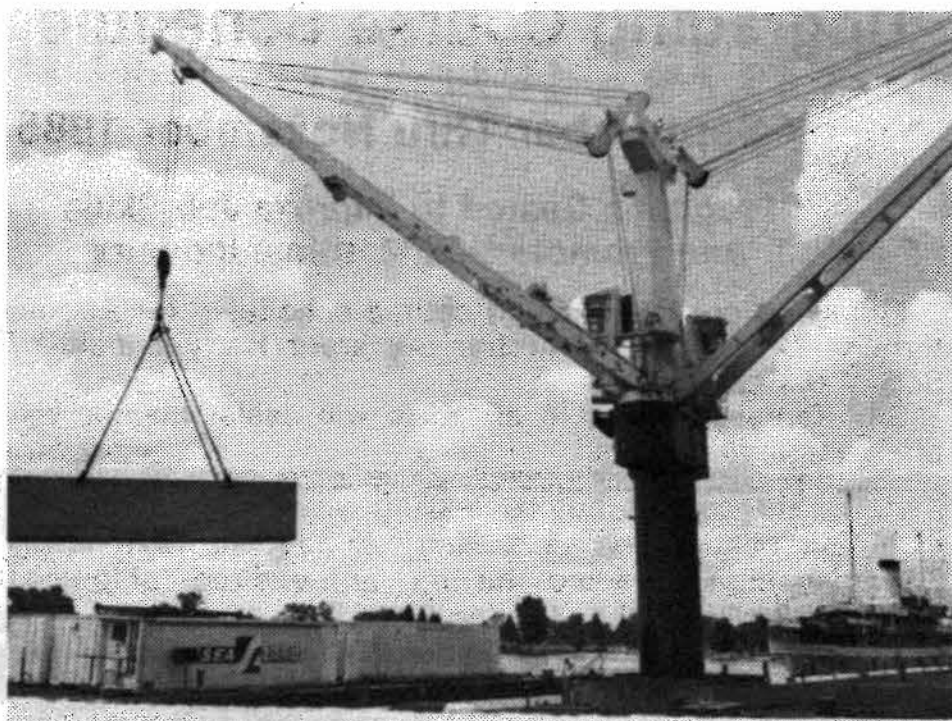
If you have any questions concerning travel procedures, do not hesitate to contact the Admissions Office at the school, (301) 994-0010, extension 344.

SHLSS Crane Certified



The Lundeborg crane was certified by the International Cargo Gear Bureau Incorporated, which is a worldwide crane certifying service.

This represents the first shore-based installation of a shipboard cargo handling crane.



SHLSS Graduates



Radar
From l. to r.: Michael Murdock, Les Savers, Jeffrey McPherson, Michael Masek.



Cruise Ship Training - Lifeboat
Front row l. to r.: Rick Young, Neal Taka, Hector Felix, John Billingham, Michelle White. Second row l. to r.: Ben Cusic (Instructor), Robert Romero, Jesse Bungo, Alphonso Davis, Lawrence Miller, David Hodges.



Welding
Lef to r.: Bill Foley (Instructor), James McDaniel, Joe Simone, Tyler Womack, Joe Pomraning, John Cooke. Not pictured: Robert Halkerston.



Cruise Ship Training - Lifeboat
Front row l. to r.: Vivian Wilebski, Mary Gilmore, Darci Williams, Ben Cusic (Instructor). Second row l. to r.: Aaron Thompson, Robin Ward, Donald Williams, Gordon Nakachi, Jerson Toro, Manuel Fanol, Danny Conti, Donald Sneed.



New Steward Program

- The mission of SHLSS is to provide well-trained personnel for our contracted companies. Periodically, we review our curriculums, analyze members' recommendations and send instructors to sail aboard ship to determine whether or not changes in the industry aboard new ships necessitate development of new programs to fulfill the requirements aboard these ships. After carefully evaluating the many skills needed for the steward department, we have developed and will continue to develop a steward program which we feel will be second to none and provide the necessary skills for each rating.

Effective September 4, 1985 we will be starting Phase I of the updated program. Realizing ratings differ aboard freighters and cruise ships, we have listed in chart-form the courses needed to accommodate all ratings.

Descriptions of each upgrading phase for the steward department will appear in future articles in the LOG.

2. FREIGHTER/TANKER Recertified Steward	SPECIALTY COURSES		CRUISE SHIP
	14 WEEKS		Chef Or Chief Pantryman Or Chief Butcher Or Chief Grade Manager Or Pastry Chef Or Second Baker
Chief Steward	14 WEEKS		Sous Chef And Chief Crew Cook
Chief Cook	14 WEEKS		Second Butcher And Line Cook And Second Cook
Cook and Baker	14 WEEKS 7 WEEKS COOK 7 WEEKS BAKER		Assistant Cook And Baker's Helper And Night Baker

3. ELIGIBILITY:

- 120 days as a steward assistant
- 180 days as a steward assistant for those who have not graduated from SHLSS training program
- Must speak, understand, read and write English
- High School diploma or GED Equivalency, or 2 years to complete GED (If not qualified in these areas refer to LOG for when these GED and English as a Second Language programs are offered at school.)
- Clinic card must be up-to-date
- To upgrade to each level member must have sailed 6 months in previous rating.

4. COOK and BAKER COURSE

Cook and Baker course will consist of 14 Weeks at SHLSS.

7 Weeks of cooking instruction, demonstration and on the job training.

7 Weeks of baking instruction, demonstration and on the job training.

NOTE: After the third week of each course, a three-man-board will review each student as to his/her demonstrated ability to continue in the program.

Upgrading Course Schedule



September Thru November 1985

**Programs Geared to Improve Job Skills
And Promote U.S. Maritime Industry**

Following are the updated course schedules for August through October 1985, at the Seafarers Harry Lundberg School of Seamanship.

SIU Representatives in all ports will assist members in preparing applications.

NOTE: Re-register before leaving your home port for training at the Seafarers Harry Lundberg School of Seamanship to avoid having an expired shipping registration card when leaving SHLSS.

Also bring proof of Seafarers Welfare Plan eligibility with you.

Deck Upgrading Courses

Course	Check-In Date	Completion Date
Celestial Navigation	September 13	October 11
Able Seaman	September 20	October 31
Sealift Operations & Maintenance	September 6 October 18	October 10 November 21
Radar Observer	October 11 November 1	October 24 November 14
Lifeboatman	September 6 September 23 October 21 November 18	September 19 October 1 October 29 November 26
Simulator	November 15 November 29	November 21 December 5

Engine Upgrading Courses

Course	Check-In Date	Completion Date
QMED	September 13	December 5
Refrigeration Systems Maintenance & Operation	September 20	November 7
Hydraulics	September 6	October 10
Fireman Watertender & Oiler	October 11	November 28
Marine Electronics	November 1	December 19
Diesel Engineer - Regular	November 7	December 13

Steward Upgrading Courses

Course	Check-In/Completion Date	Length of Course
Assistant Cook	bi-weekly	varies
Cook and Baker	bi-weekly	varies
Chief Cook	bi-weekly	varies
Chief Steward	monthly	varies
Three Man Steward Dept.	monthly	varies

Recertification Programs

Course	Check-In Date	Completion Date
Bosun Recertification Programs	September 1	October 7
Steward Recertification	October 27	December 02

Adult Education Courses

Course	Check-In Date	Completion Date
(ESL) English as a Second Language	November 15	December 13
(ABE) Adult Basic Education	November 15	December 13
(GED) High School Equivalency Program	November 1	December 13
(DVS) Developmental Studies	September 6 October 25	September 13 November 1



Seafarers Harry Lundberg 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 _____

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 _____

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 _____

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

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

I am interested in the following course(s) checked below:

DECK DEPARTMENT

- ☐ Tankerman ☐ Quartermaster
☐ AB Unlimited ☐ Celestial Navigation
☐ AB Limited ☐ 1st Class Pilot
☐ AB Special
☐ Towboat Operator Inland
☐ Towboat Operator (NMT 200 miles)
☐ Towboat Operator (Over 200 Miles)
☐ Master/Mate Inspected Towing Vessel
☐ Third Mate
☐ Radar Observer Unlimited
☐ Simulator Course

ENGINE DEPARTMENT

- ☐ FOWT ☐ Automation
☐ QMED—Any Rating ☐ Diesel Engine
☐ Marine Electronics
☐ Marine Electrical Maintenance
☐ Pumproom Maintenance & Operation
☐ Refrigeration Systems Maintenance & Operations
☐ Chief Engineer/Assistant Engineer (Uninspected Motor Vessel)
☐ Second/Third Asst. Engineer (Inspected)

STEWARD DEPARTMENT

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

ALL DEPARTMENTS

- ☐ Welding ☐ Lifeboatman
☐ Sealift Operations & Maintenance

ADULT EDUCATION DEPARTMENT

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

COLLEGE PROGRAM

- ☐ Nautical Science Certificate Program
☐ Scholarship/Work Program

☐ Other _____

SIU Members Around the World



Mobile's monthly membership meetings mean members may make meaningful contributions to the good of the SIU. The well-attended Mobile meetings give Seafarers a chance to keep up on the latest Union business through the use of video-taped messages from SIU President Frank Drozak and other officers. Port Agent Tom Gildewell conducts the meetings and is available to answer any questions.



It's barbeque time on the *Golden Endeavor* (Apex Marine). Getting the fixings organized are Steward James W. Barnett (left) and Chief Cook N. Battle.



Earlier this year, St. Charles Parish, La. school teachers went on strike, and SIU members from the New Orleans area joined the teachers in a show of labor unity. Included in the picture are (left to right): New Orleans Rep Nick Celona, Seafarers Kenenckemta Williams, Wilbur Williams, Otis Brown, Port Agent Pat Pilsworth and SIU member Mike Medcalf.



Here's the PFC *Eugene Obregon's* deck helicopter crew shortly before completing a training mission earlier this year. They are (bottom row left to right): AB B. Higginbotham, AB Larry McEants, (next row) AB George Pierre, AB W. Clement, Bosun Bill Kratsas, AB Ivan Cox, Chief Mate Wiggin and AB Bill Ashman.

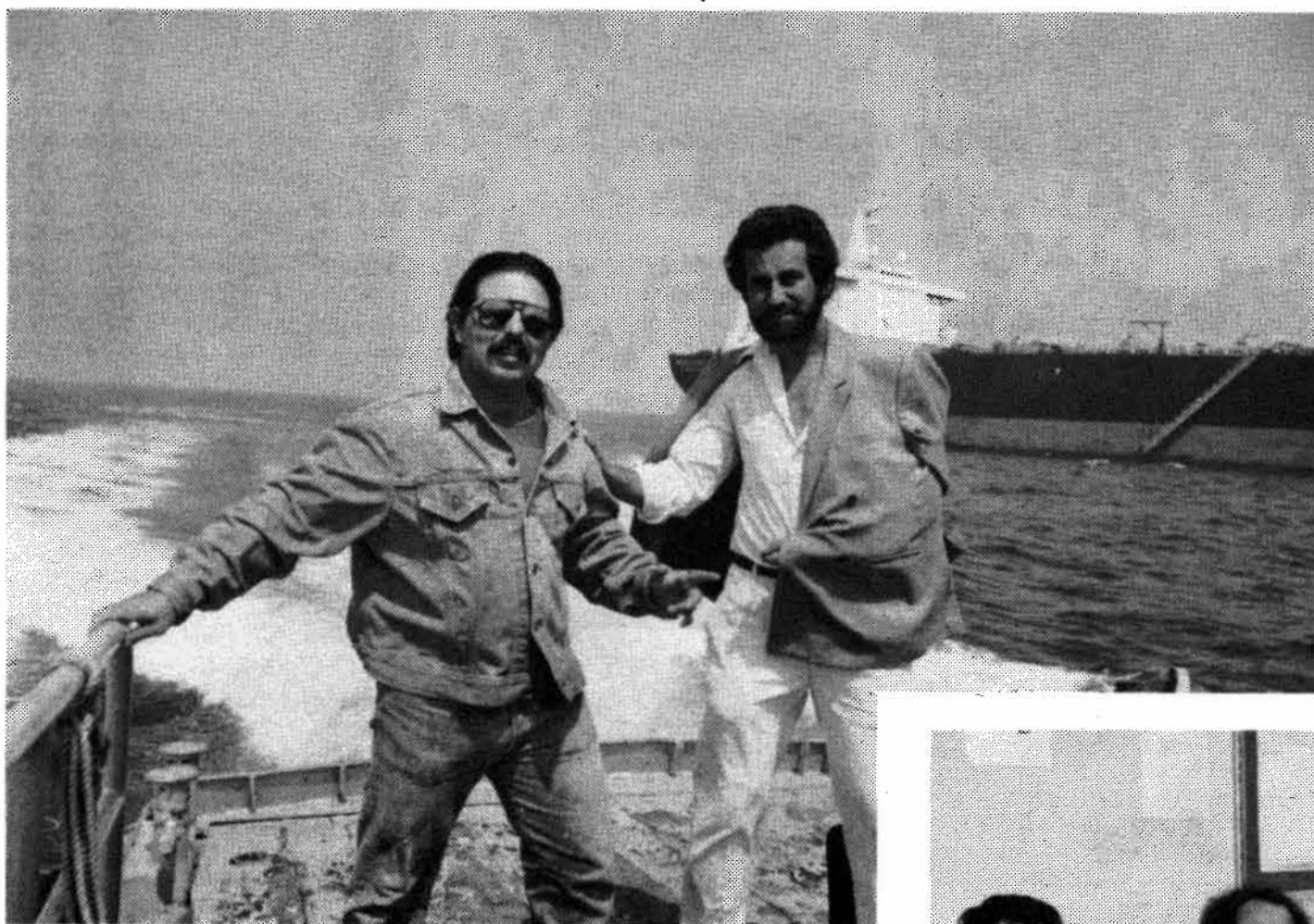


When the *Ogden Yukon* (Ogden Marine) stopped in Jacksonville, Fla., the crew had a chance to pose for a quick snapshot. Included in the picture are: AB Julio Bermudiz, OS James Nettles, OS Wilton Stokes, AB Ed Spooner, AB Christopher Lopicolla, Steward Willie Thispen, AB Paul Carolyn, OMU Jose Morales, Steward Assistant Dorray Sabeson, AB Frank Redicker, QMED John Courtney and OMU Larry Craig.



SIU members around the country stood with their union brothers during the recent United Airlines pilots strike. Seafarers in Hawaii were no exception. Here Seafarers march in solidarity with the pilots during a demonstration in Honolulu. The strike was settled successfully.

Brooks Range Pays Off in L.A.



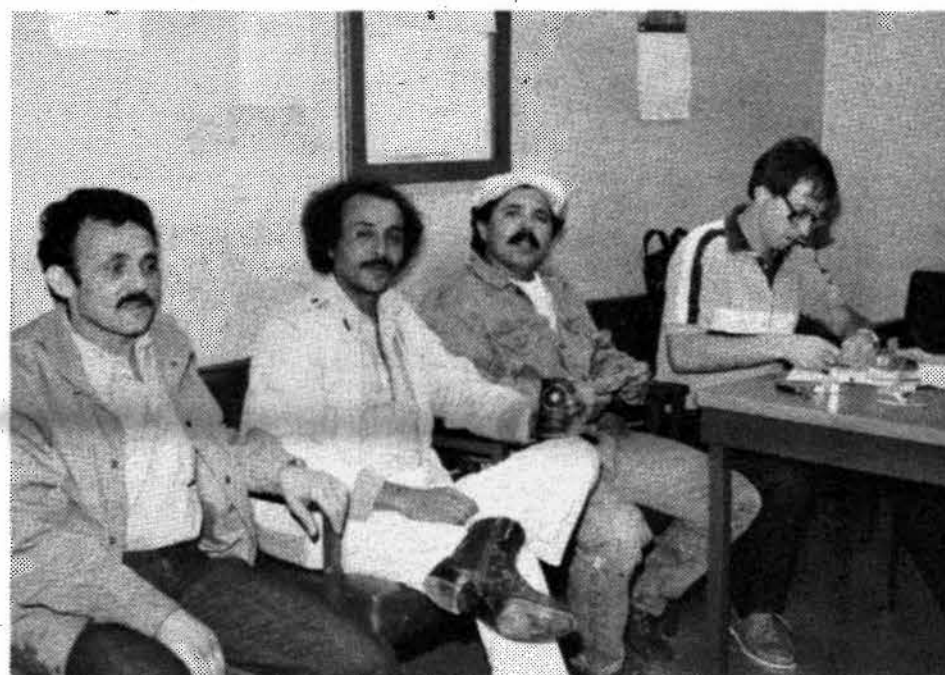
After a long voyage, it's time for a little fun ashore, and *Brooks Range* crewmates AB Mike Cresci (left) and OS A.R. Alwaseem ride the launch to the L.A. Harbor docks.



(Photos by Dennis Lundy)



Here is the *Brooks Range* (Interocean Management) riding high in Los Angeles Harbor.



Waiting to go ashore are (left to right) Wiper Mohamed Shaie, OS A. Hussain and AB Mike Cresci as Port Agent Mike Worley takes care of payoff paperwork.



Here is most of the crew of the *Brooks Range* at a Los Angeles payoff. From left to right are QMED Chris Kirchhofer, Wiper Mohamed Shaie, QMED Steven Byerley, Port Agent Mike Worley, AB T. Anderson, Bosun Bob Edwards, Chief Steward Joe "Potatoes" Pitetta, Chief Cook Ernest Polk, GSU James Harper, AB Thomas Commans, GSU A. Agostine, and QMED James Martin.



The SIU in Washington

Seafarers International Union of North America, AFL-CIO

August 1985

Legislative, Administrative and Regulatory Happenings

Washington Report

July has traditionally been a busy time on Capitol Hill. Senators and representatives try to get as much work done before breaking for the August recess.

This year, attention has centered on three main issues: leadership, international trade and the budget.

In addition, progress was made on resolving a long-simmering dispute between maritime and agri-business over the future status of the cargo preference program, which generates a substantial portion of the work available to American seamen.

Politics and the Economy

President Reagan's bout with colon cancer reminded everyone here that come 1988 there will be a new person holding the reins of power. Accordingly, there has been considerable jockeying among potential presidential candidates as well as a great deal of action by the various power brokers in both parties.

All of this has been occurring just outside the glare of public attention. Yet this shadow dance has had a profound effect on the outcome of the fight over the budget.

The House and Senate conferees reached a compromise on the budget which would cut \$280 billion from the deficits during the next three years. Yet most economic analysts believe that as much as \$100 billion of those projected savings are illusory and that this country still must make some difficult choices if it is ever to get these deficits under control.

The decision by Congress and the administration to postpone these tough choices will make it that much more difficult for this country to compete in a world marketplace already riddled by protective tariffs and generous foreign subsidies. The growing deficits keep the value of the American dollar at artificially high levels, which has made it increasingly difficult for American companies to compete in foreign or even domestic markets.

This year's budget will have an important though indirect effect on the maritime industry. Funding for most maritime programs (USPHS, CDS, etc.) has been eliminated or cut to bare-bone levels during the past four years. Many of the programs that generate cargo for the American-flag merchant marine—SPR, Export-Import Bank—are not maritime programs per se. Some are scheduled for elimination or drastic reductions.

Cargo Preference

A compromise between the maritime industry and important segments of the agricultural community was announced July 26 on the emotional and often hotly contested issue of cargo preference.

Under the terms of the agreement, cargo preference will no longer apply to commercially-oriented export programs such as blended credit, export PIK (payment-in-kind), or the new Bonus Incentive Commodity Export Program (BICEP). In return, the U.S.-flag share of cargoes generated under P.L. 480 and other so-called give-away programs will increase from 50 to 75 percent during the next three years.

The agreement stipulates that the Department of Transportation will pay for added transportation expenses incurred from increasing American-flag share of the P.L. 480 cargo.

To protect maritime interests from possible budget cuts in the future—an important consideration given recent budgetary trends—the agreement guarantees U.S. operators a minimum quantity of cargo each year.

The compromise includes what Peter Luciano, executive director of the Transportation Institute, calls a "snap-back" provision, which states that maritime can reassert its claim to commercially-oriented federal export programs if DOT cargo preference funds become unavailable.

A more detailed account of this issue is carried elsewhere in this LOG.

Trade with Japan

The growing trade deficits with Japan are arousing considerable attention.

The front cover of the July 28 issue of *The New York Times Sunday Magazine* featured an article by Theodore White, the Pulitzer Prize winning historian. He noted that the United States and Japan are for all effects and purposes involved in a trade war.

This, of course, is nothing new to American seamen, who for many years have had to contend with restrictive Japanese trade policies. To give just one example: the U.S. does not have a single vessel in the lucrative carrier trade. Japan carries 100 percent of that cargo.

SIU President Frank Drozak was asked to testify on this issue before the Senate Foreign Relations Subcommittee on East Asian and Pacific Affairs. According to Drozak, the Japanese have had little incentive to change their tactics. They are used to American officials who talk tough but who do little to alleviate the underlying trade inequities.

Drozak said that the United States could make an effective gesture by requiring the Japanese to ship a certain portion of their U.S. export goods on American-flag vessels. This would signal a new American resolve without provoking a trade war because the Japanese are signatories to the United Nations Code on Trade and Development (UNCTAD).

Grassroots

That same issue of *The New York Times Magazine* contained an interesting update on this Union's grassroots programs.

Prominently displayed over half a page was a picture of several SIU members holding signs, including one sign that pointed out the inherent fallacy of the concept of Free Trade.

Thanks to the members who support the Union's grassroots program, our message is getting across.

Tax Reform

Officials from the SIU and the maritime industry have expressed their opposition to the administration's tax reform plan.

The maritime industry has presented a united front before several House committees on the president's proposals to reform the tax code. Drozak summed up the feelings of many when he told the House Merchant Marine Subcommittee that the proposed overhaul would "be harmful to the industry."

Among other things, the tax reform proposals would repeal deductions for convention expenses incurred onboard U.S.-flag passenger vessels, eliminate the investment tax credit and lengthen vessel depreciation schedules. It

would also repeal the Capital Construction Fund, which has played a prominent role in promoting the construction of American-flag vessels.

"Our problems with the tax plan," said Drozak, "go beyond the confines of the maritime industry. We believe that it would place an unfair burden on middle-class wage earners. An example of this is the proposal to tax employee fringe benefits."

Passenger Vessels

Legislation was introduced by Senator Daniel Inouye (D-Hawaii), a long-time proponent of the maritime industry, to permit the re-flagging of U.S.-built, but foreign-registered vessels back into the domestic, coastwise trade.

The bill, S. 1461, would give owners of these vessels a two-year period to re-flag under the American registry. Inouye, who has been an opponent of the re-flagging of foreign-built vessels, indicated that he was frustrated with the continuing absence of growth in the U.S. passenger vessel industry.

"We believe that the bill introduced by Senator Inouye would address an important national concern," said Drozak. "Passenger vessels generate badly needed jobs and tax revenue. In the case of an international emergency, they could add considerably to this nation's diminished sealift capability."

Contracting Out

Provisions included in the House version of the Defense Authorizations Bill prohibiting the contracting out of support functions to the private sector were dropped in the final version of the bill.

"This marks an important victory for the SIU," said Legislative Director Frank Pecquex, who noted that contracting out is a major source of employment for civilian maritime operators.

Delta Queen

A big step was taken in restoring a queen to her rightful throne.

On July 29, the House passed H.R. 2466, which waives certain Coast Guard regulations to permit the continued operation of the Mississippi riverboat *Delta Queen*. The bill is expected to receive quick attention by the Senate when Congress reconvenes after the August recess.



Support SPAD

Seafarers Welfare, Pension Plans Updated to Provide Best Possible Benefits

The trustees of the Seafarers Plans continuously review the rules and regulations as well as the laws governing the Plans. During the past year, the trustees made certain changes to more efficiently utilize the Plans resources and provide the best possible benefits to all participants.

Seafarers Pension Plan

Pension Credit Increased

The trustees decided to increase the pension benefit for seamen whose employers are contributing at the maximum rate. If a seaman has at least 3,000 days of actual contributory seetime (employment aboard a vessel) he/she can receive credit for 1 1/4 days service for each day of actual seetime earned after June 16, 1984. Eligible seamen will now be able to accrue more service, which can be used to satisfy the Plan's eligibility requirements and may increase the benefit payable for a wage-related pension.

Effective June 16, 1984, an Early Normal Wage Related Pension for deep sea employees shall be calculated as follows: All actual contributory employment shall be counted for the purpose of determining the amount of benefit payable. All days will be divided by 365 to determine the percentage to be applied to average earnings.

Pensioner's Death Benefit Eligibility Liberalized

Since Feb. 1, 1984, eligibility for the standard pensioner's death benefit is expanded to include all pensioners who have at least 125 days of covered employment in the year prior to their retirement.

Added Protection for Vested Service

A vested year is any year (Jan. 1 to Dec. 31) in which a covered employee earns 125 days service. If an employee earns less than 62 1/2 days service in any calendar year, he/she incurs a break-in-service. More than 62 1/2 days of service credit, but less than 125 days in a calendar year does not earn vesting service, nor does it result in a break-in-service. Once an employee is vested (10 years with at least 125 days credit) he/she can never lose that time. Employees are currently eligible to receive deferred vested pensions upon reaching normal retirement age, if they have 10 vested years.

For service time after Jan. 1, 1985, an employee who is not yet vested will only lose credit for prior accumulated service if he/she works less than 62 1/2 days in each of five years in a row, and the number of those break-in-service years equals or is greater than the number of vested years already accumulated.

In addition, if an employee is away from covered employment due to pregnancy, child birth, infant care or adoption, up to a maximum of 62 1/2 days, he/she will not incur a break-in-service. If an employee is away from covered employment up to 62 1/2 days while attending upgraders courses at the Harry Lundeberg School of Seamanship, he/she will not incur a break-in-service provided he/she successfully completes the courses. Neither this school time nor child care time will earn additional service credit. However, both can now be used to help avoid breaks-in-service.

Effective Jan. 1, 1985 an employee will be credited with contributory employment time and certain military service time for the purposes of satisfying the eligibility requirements for a Deferred Vested Pension. Disability time cannot be applied towards satisfying the requirements for this type pension.

Spouse's Pension Rights

The Pension Plan currently offers joint and survivor pensions. If an employee has been married for at least one year prior to retirement and is eligible for pension benefits from this Plan, the Plan will automatically pay the pension in the form of a joint and survivor pension. If the employee wishes to choose the full pension benefit instead, which would stop when the employee dies, the employee must sign an election form which will be provided by the Plan. This form will also have to be signed by the employee's spouse, and the spouse's signature will have to be notarized or witnessed by a representative of the Pension Plan.

In addition, if an active employee who had been married at least one year dies, at a time when he/she would have been eligible to receive a pension from this Plan and who satisfied the eligibility requirements for a pension, it will be assumed that the member had applied the day before he/she died. His/her spouse would then begin to receive the survivor's pension. The pensioner's standard death benefit will be paid to his/her designated beneficiary if the employee had at least 125 days of covered employment in the calendar year preceding his/her death.

If a vested employee, who had been married at least one year dies, before he/she reached retirement age, his/her spouse shall be entitled to a survivor's pension of one-half of the actuarially calculated amount. These payments will begin when the employee would have reached the Plan's earliest retirement age.

These rules make sure that your spouse is protected and receives the benefits you worked hard to earn.

Seafarers Welfare Plan

Service Credit for School Time

In order to help Seafarers satisfy the Plan's eligibility requirements, the trustees decided to accept time spent at upgrading courses at the Seafarers Harry Lundeberg School of Seamanship as covered employment, provided the courses have been successfully completed and provided the employee had satisfied the standard welfare eligibility requirements in the year prior to the employee's attendance at SHLSS.

Eligibility Requirements Reduced

In order to maintain eligibility for welfare benefits in 1985, the basic requirement of 125 days of covered employment in the previous calendar year has been reduced to 120 days for seamen whose employers are contributing to the Plan at the maximum rate. The requirement of one day of service in the six-month period preceding your claim still exists.

Coordination of Benefits Defined

The Welfare Plan coordinates its benefits with those of other Plans. The trustees decided that some clarification of the purposes and policies of this provision in the Plan were necessary. All benefits under the Plan, except death benefits and accidental dismemberment benefits, are coordinated with any other group, individual or service plan.

If the other plan providing benefits does not have a coordination of benefits clause, the other benefit provider will act as the primary carrier, and the Seafarers Welfare Plan takes over when you have reached the maximum payable under the other plan. The Welfare Plan will not provide benefits for medical expenses that will be

payable by coverage under no-fault insurance.

In addition, where applicable, the Plan will coordinate its benefits for dependent children with your spouse's coverage through his/her employment by providing primary coverage if your birthday comes before your spouse's and secondary coverage for the dependent children if your spouse's birthday comes earlier in the year than yours.

Special Equipment

Special equipment is currently provided at a rate of 70 percent of the reasonable and customary charges associated with such equipment. If the equipment is required as a result of an onboard injury, the rate is 50 percent of the reasonable and customary charges.

Pensioner's Eligibility

Many pensioners are eligible to continue receiving welfare benefits after they retire.

A pensioner is eligible for benefits if he has 125 days employment the year before he/she retires and he/she had at least 5,475 days service, OR if he/she had 125 days employment the year before he retires and is receiving a disability pension.

Maternity Benefit Increased

A change in federal regulations regarding medical treatment due to pregnancy resulted in the following benefit change: Prior maternity coverage for employees at the highest contribution rate allowed a payment of \$500, plus 80 percent under major medical for all hospital and physician's services.

After July 1, 1983, the maternity benefit covers all reasonable and customary charges (semi-private room) for hospital room and

board and for hospital extras, in the same manner as any other illness or injury. Delivery charges for an employee's spouse are paid according to the surgery schedule plus 80 percent of the balance under major medical.

Treatment by a physician rendered to an employee for pregnancy-related services are paid in the same manner as any other illness or injury. Although the outpatient treatment for an employee's spouse is not payable because it must be treated like any other illness, the increased payment for hospital charges results in a higher maternity benefit for employee's spouses.

S & A Benefit

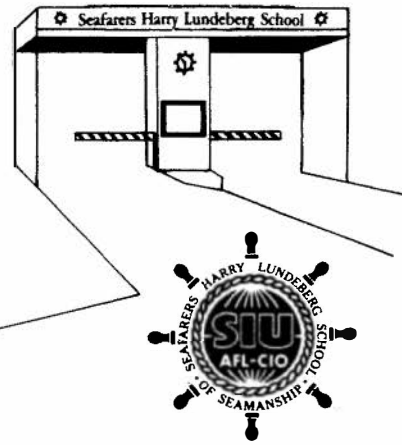
The federal government has deemed the sickness and accident benefit "taxable income." In order to continue providing \$8 per day to the participant, the trustees have accepted the responsibility of paying the employer's and employee's shares of the applicable F.I.C.A. taxes. If you received S & A benefits from the Plan during the past year, you will receive a W-2 stating the amount of this taxable income and the amount of F.I.C.A. taxes paid on your behalf.

Eye Examinations

The provisions of the Optical Benefit have been expanded to include all eligible employees and their dependents, even if they do not need eyeglasses. The benefit will be paid once every two years for eye care. This benefit is intended to pay for an eye examination. It can, however, be applied to the cost of glasses if they are needed. Dependent children can receive the benefit more often if new eyeglasses are needed for pathological reasons.

Seafarers Pension Plan and Seafarers Welfare Plan Summary Plan Description Booklets were previously mailed to you and are available at all ports. To keep your benefit information current, clip this article and keep it with your booklet.

The Future Is Now Are You Ready for It? Take the SHLSS GED Program



The Adult Education Department at the Seafarers Harry Lundeberg School of Seamanship offers a high school equivalency program. Over 1700 seafarers have already received their GED diplomas at SHLSS. No matter when you left school or what your age, this program can help you. The classes are small and designed to meet your specific needs and interests while receiving the basic skills necessary to pass the exam.

With the everchanging needs of the maritime industry, Education is your key to the future. Take your first step by enrolling in the GED program. Contact SHLSS Adult Education Department or fill out the *Upgrading application* in this issue of the *Log*



Poems of the Sea

from the thoughts
and pens of Seafarers

I'm Going to California

by Ray Barnes II, QMED

The Sea

by Andy Marcus M-2453
New York, N.Y.

Out here, where the world is
liquid,
where nothing can stand,
Vast fathoms beneath and above,
empty space, punctuated by brief
periods of land.

Elements seen in their purity,
As primal as the first day of
existence,
Wind, clouds, sun and moon
Arrayed—all as my inheritance.

Open, fragile and pale, I ride
Upon this small speck of steel,
And watch the sea dancing in
Rhythm to its own music
That I cannot hear—but that I
can feel.

Grey and silver, with burning
gold

Days pass, Time reels.
Nights that have no finite end;
The cosmic spectacle (lost by
sun's light) in darkness
revealed.

Through what magic that I am
transformed I do not know,
But endless as this scene
described, fading, gazing into
myself,
I too become liquid with joy—as
currents of sea-soul and my
soul merge
I slip into untended time, to be
lost and forgotten—no longer
real.

Drawn into this ocean of peace I
sink deeper, no longer caring if
I surface,
For I realize in these moments of
reverie my highest thoughts,
This union with all that I seek
Is also my highest purpose.

I'm going to Calif., but I won't
stay long
That's just the way I am, don't
get me wrong.
I'll hear that call, like many
times before,
Then you'll see me walking out
the door.

Life of a sailor is to come and
go,
Hope you understand, I just
don't know.
I heard times before, either the
sea or me,
Guess I'll have to choose just
being free.

Your love won't take me to
Africa or to Spain,
If I started all over on land, I'd
nothing to gain.

Cause all my plans lie in a belly
of a ship,
And I can throw it all away if I
make one slip.

Many a good sailor left the sea
for a home,
Then ones like me just sail and
roam.
I'm looking for a lady who'll love
and wait for me,
A lady who allows to share me
with the sea.

But this certain type of lady is
surely hard to find,
And I'll keep a sailing and
roaming in the meantime.
There's an orange ball I follow,
and it sets on the sea,
And you'll have to understand,
that's all part of me.

A Seaman's Prayer

by James Moore

"May the winds ride high
And the salt spray fly,
Let the weather be so fair;

Guide our Course at night
With the North Star's light;"
This is a seaman's prayer.

"May we have the tide
Flowing by our side,
Let our hull be ever strong;

May our hearts be free
As we sail the sea
Where men, like us, belong.

May our Ladies wait
To hear our Fate
As round the world we roam;

May our trip be short,
May we make our Port
And soon be headed Home."

Thoughts While My Husband Is Away

by Mrs. M. Aguirre

Miss the coffee that you always
brew,
The pool, not the same without
you.

Bread, biscuits, rolls you always
bake,
All the good food you love to
make.

Miss playing rummy, casino and
also gin,
How I'd holler cause you always
win.

Am not afraid when you are
here,
You're such a comfort just being
near.

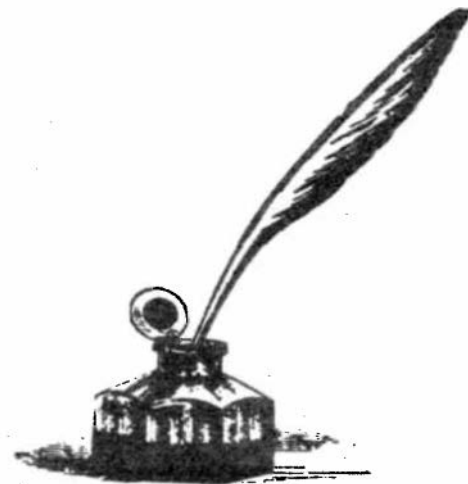
Can't think of anything more to
say,
But love and miss you more each
day.

My Hands

by Henri Percikow

My hands, once straight and
strong
Raised girder upon girder, brick
upon brick
These now awkward trembling
hands
Anchored cables along river,
over mountain
Laid rail and wire that circle the
land.
My hands welded, molded
Seeded and plowed,
Picked cotton and corn,
My hands tore from the earth

Coal, copper, iron and gold.
Faster, faster, my hands were
driven
They were good hands,
Wanted at the market of
hands . . .
Small hands, big hands,
Fine hands, calloused hands,
White hands, Black hands,
All powerful hands,
All hands for sale.
Now my mutilated hands are
refused,
No more market for my hands!!!



Poems of the Sea

KA-BOOM Boatman Big Hit in Bang Business

by Lynnette Marshall

"I'm still in one piece," SIU Boatman Pat O'Brien says into the telephone. It's July and he is midway into his summer leave of absence from G&H Towing and having a blast touring the countryside and small towns as Captain Dynamite.

It was the 4th of July, Rogers, Ark. at a lake with fireworks like neon streamers bursting in a spectacular display behind him. As he always is for his act, O'Brien was bellied down in the 'coffin of death,' a box with white butcher paper stretched tight. Four sticks of dynamite are set to blow it sky high.

There is expectation in the crowd. One can imagine.

Little kids rush the impending stunt. "Kaboom!" they yell and shout. Perhaps the Captain will be even better than caps pounded with a hammer rat-a-tat-tatting on sidewalk pavement, better than the thunderous roar of a cherry bomb.

Unflappable, even with four sticks of dynamite just outside his coffin, two at his head, two at his feet, O'Brien says he is hardly ever afraid. Each contains 90 percent nitroglycerin. His suit is fire resistant but not fire proof.

The countdown begins: 10, 9, 8 . . .

O'Brien releases the remote control detonator.

At once a shockwave goes through the stands. It boxes the ears. Into the air O'Brien is thrown, engulfed by a cloud of dust and dirt. His gold lamé jumpsuit is powder scorched. Shards of butcher paper fly and hang in blue smoke.

The dynamite would topple a brick house. Splinter a wooden bungalow. If it were a cartoon there would be shooting stars.

For seconds O'Brien is unconscious. Children wring their hands. Medics run forward. Then, first an arm stirs. Then a leg. He struggles. Groggily he pulls himself up. Onto his feet he staggers. He presses toward center field. He waves. The crowd breaks wild.

They shout. They cheer. "Dy-no-mite!" They stomp on the bleachers like a thousand head of charging buffalo.

"They say the noise was the loudest they had ever heard in that part of Arkansas," O'Brien says.

★ ★ ★

It has been 32 years since O'Brien began blowing himself up, mostly at county fairgrounds and during half-time and openings of sports events. He performs 60 to 70 times each year for the World Champion Dare Devils of Amusement Enterprises, Houston, Tex.

It was 50 years ago, at age 19, he began thrilling audiences. Taking his motorcycle aboard the merchant vessel *Charlie McCormack* ("I wouldn't sign with anyone that wouldn't let me keep my motorcycle," he once said), he got off in Everett, Wash. as an ordinary seaman with the SUP.

Straight away to a carnival with a



In their spare time or summer vacations most people have rather mundane hobbies, a little golf, stamp collecting, or a good exciting book. SIU Boatman Pat O'Brien blows himself up.

motordome in full swing he was to become Captain Midnight, fearless champion in black, wearing a helmet and goggles. He could perform motorcycle ramp-to-ramp stunts. He steered doggedly through hoops of flame. He broke his back riding on the hood of a car that dove through a wall of fire. And picked himself up and went back to Ford's Tournament of Thrills show. He met Evel Knevil when Evel was in diapers. And not until he was 60 did O'Brien put his motorcycle down.

He has performed with the Circus of Stars. He has performed with Robert Mitchum, Clark Gable, Marlon Brando, Mickey Rooney. He was a Hollywood stuntman with the television series "Highway Patrol" and "That's Incredible" has featured his act four times. He has appeared on "P.M. Magazine" and "Real People," too. And name a state in the country and most likely he has performed there, he says.

In fact, he is so well known that in his home state of Texas the local media rarely interviews him, according to SIU Houston Patrolman Gene Taylor.

★ ★ ★

Now 69, O'Brien is he says "the oldest still active stuntman in the whole United States." He is hard of hearing from the cacophony of explosions. Nevertheless he talks on about his career as though each experience had

happened only yesterday. Or as if he had seen fragments of his life pass many times before his eyes as he dared death.

There was the time in Eldorado, Kan. he recalls, when by accident a child brushed against a stick of dynamite and changed its angle. The blast tore into his side but he walked away from the stunt to perform a 75-foot motorcycle jump, then out to dinner for filet mignon before going to the hospital.

When he blew himself up inside the Omni Hotel in Atlanta, "It looked like it was snowing in there," from the way the coffin was decimated to pieces of paper the size of snowflakes he said.

And when he announces he will ignite an even mightier charge, using six sticks of dynamite or more, anyone can bet that after the show he will be counting his blessings. At a mere four sticks, the explosion produces a 200 pound-per-square inch force. He wears permanent bruises.

★ ★ ★

All of the explosions have taken their toll. His dentures are cracked. His originals were destroyed years ago. Once, his boot was flung off by the force and sent sailing to kingdom come. But, strangely enough his foot was unharmed. Another time, his pants were blown down to his knees live on cable t.v.

As a sailor and naval serviceman in three wars, O'Brien always came out of dangerous duty mostly unscathed, save for a gunshot wound for which he received the Purple Heart.

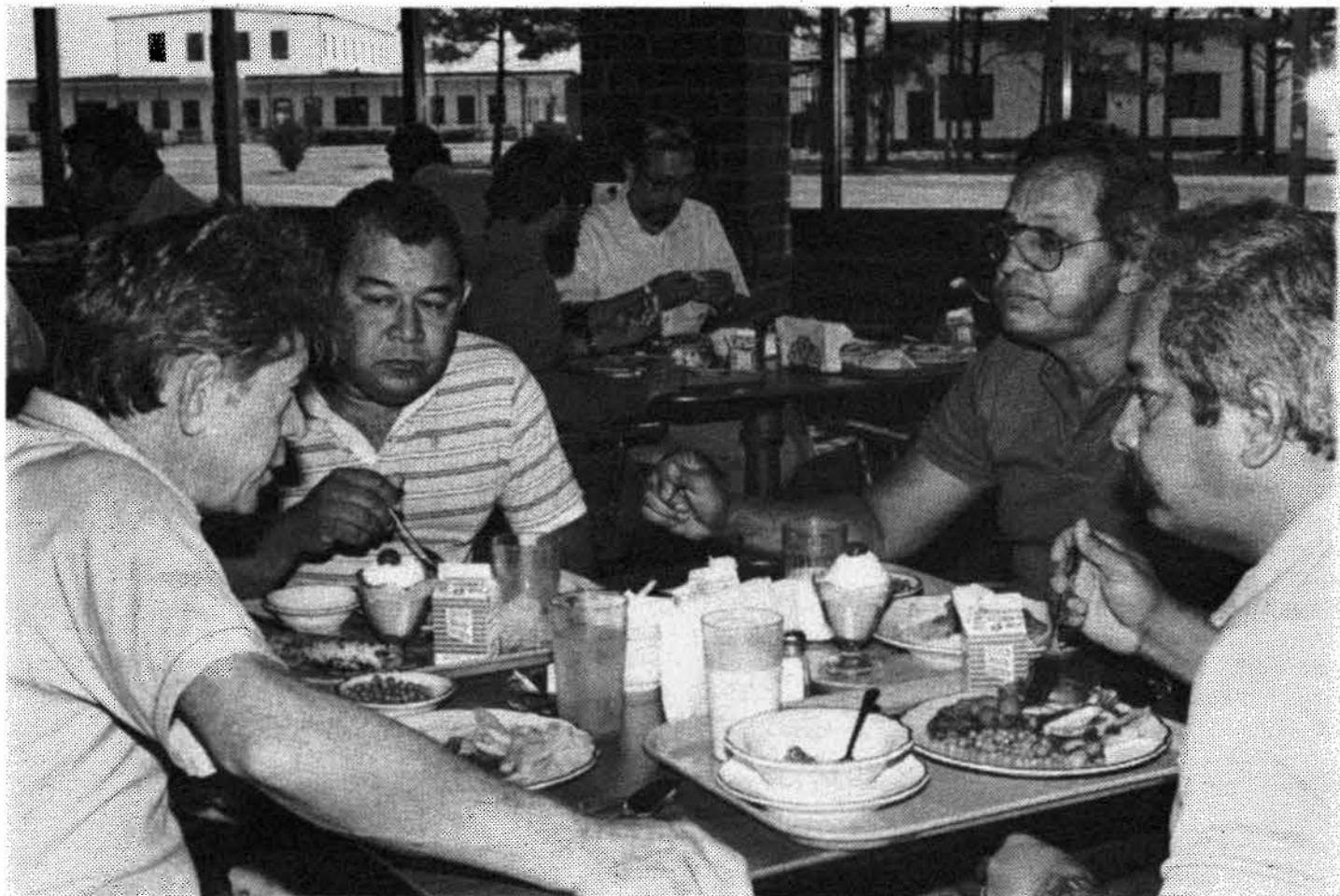
In 1938 he joined the SUP and started sailing with the SIU in 1961. Today he is a chief engineer with a masters rating and sails eight months out of the year, he says.

He served in World War II, Korea and Vietnam. Five merchant vessels he was assigned to were sunk by German U-boats. He worked as a Navy frogman at the beginning of the Second World War and later there was a job as a powderman in California gold mines. He admits to running guns to South American rebels.

If there is one reason why he has been so bold he says it is this: It's not so much the money but the "notoriety" of the stunts he performs. "Really, it's because I like to do something no one else would do," he says.

Out in Little Rock, according to Bill Valentine in charge of the Arkansas Travelers of the Texas League, a minor league baseball team, fans are glad to see him. In Little Rock, says Valentine, "he has a cult following. He comes in once a year," says Valentine, "blows himself up between games of a doubleheader and everyone is happy."

Campbell and Crowley Captains Meet



SIU Vice President Angus "Red" Campbell shares lunch and discussion with three Crowley Puerto Rico tug captains after a recent membership meeting at Piney Point. The three are (left to right) Antonio Colon, Raymond Diaz and Juan Diaz.

President Jackson Carries Passengers to India



The *President Jackson* (APL) carried 12 passengers on a recent 90-day voyage from Seattle to Bombay and Madras, India. Pictured above are, from the left: Dave Awakauni, assistant cook; Glen Evans, chief cook; Julio Roman, 2nd cook/baker, and Lois V. Ware, chief steward.

Going On a Fly-Out? Help Deliver the Mail

If you are joining a vessel—and especially if you are going on a foreign fly-out—you can help your Union and your shipmates by delivering the mail.

When you are ready to leave, see the Dispatcher at the SIU hall and get from him a supply of: Ship's Minutes forms; Crew List forms; Repair Lists, and a few copies of the LOG.

This will be a big help because some ships are without these necessary forms because of delays in postal mailing systems.

Direct Deposit For Pension Checks

SIU pensioners can save themselves a trip to the bank every month through direct-deposit of their Union pension checks. The SIU will send their checks directly to the bank if a pensioner wishes. To arrange this service, they must send the name and address of their bank, and their account number to the SIU Pension Department.

If a pensioner lives in a foreign country the same service is available, but only if the pensioner maintains a bank account with an American bank in the United States.



Support SPAD

Going On Pension?

Plan Ahead!

If you are planning on going out on pension, it is to your advantage to plan ahead. It is best to start a year ahead to get all the forms and paperwork together so that there will be no delay in getting your pension application approved and your checks in the mail to you.

Here is what you are going to need:

- ☐ Copy of your BIRTH CERTIFICATE.
- ☐ Copy of your wife's/husband's BIRTH CERTIFICATE.
- ☐ Copy of your MARRIAGE CERTIFICATE.
- ☐ CERTIFICATE OF DISCHARGES for period PRIOR TO 1951 and AFTER 1981.
- ☐ Passport size PHOTO. (If you have lost any discharges, write to the U.S. Coast Guard, Washington, D.C.)

If you are filing for DISABILITY PENSION, you will also need:

- ☐ Social Security Disability Award.
- ☐ Permanently Not Fit For Duty letter from doctor.

If you are filing for INLAND PENSION, you will also need:

- ☐ Type I Statement of Earnings from Social Security.
- ☐ Company letter stating your years of service in days or hours per year.

Your Union's Pension and Welfare Department is set up to give you prompt service. Your help in giving them the necessary documents for proof of eligibility will ensure that you get your benefits on time.

SIU's M/V Senator Explores South America

STICKY, strength-sapping summers come early to the Florida coast. The heat is just as unbearable for the white ospreys flocking to the Everglades in search of shade and the Floridians (few sensible tourists would visit Miami in the summer) searching for relief in the cool surf.

But from Dodge Island where the Caribbean Coastal Transport vessels are docked in precise rows, every week-and-a-half the M/V *Senator* escapes Miami's tropical heat for the cooler breezes of a Caribbean cruise to Central and South America.

Recently it was voyage 67 for the *Senator*, crewed with 14 Seafarers and Debbie Byers' first trip as chief steward. The work conducted onboard the *Senator* and the important cargo the ship carries certainly don't make the trip a fantasy Caribbean cruise. But the five ports on the regular run are more attractive and romantic than, say, Port Elizabeth, N.J.

From interviews with crewmembers and a bit of research, here's a travelogue of the *Senator*'s ports of call.

LA GUAIRA

Mountains slope to the sea as the *Senator* approaches its first port, La Guaira, Venezuela. At La Guaira and the other four stops, Puerto Cabello and Maracaibo in Venezuela, Colombia's Cartagena and Las Minas, Panama, "There is nothing but big green mountains" coming down to meet the sea, QMED Gustavo Guerrero recalls. In the sunlight, La Guaira's mountains sparkle like the emeralds mined from beneath them.

Luxurious mountain resorts overlook the Caribbean. But like so many South American countries, the majority of the descendants of the highly cultured Inca and Mayan civilizations live in stupefying poverty. Here poverty is just one mountain ridge removed from the wealthy.

Cardboard shanties slammed together slant at odd angles. Heavy rains soak and then sag the roofs and sides. It is this kind of startling reality that

Senator crewmembers pass through on their trip from mountain mansions to shacks, which makes many think there may be only two classes of people here—the very rich and the tragically poor.

The stark contrast between rich and poor is broken somewhat in La Guaira's bright and bustling marketplaces and city streets, where the working class make a living.

However long it takes shoreside workers to shuttle the trailers from the *Senator*'s roll-on bays, Seafarers may hail a taxi or bus for several hours or even a day's worth of exploring the scenic beauty as well as the destitution beyond the shipyard gates.

From La Guaira harbor, all roads lead to Caracas, the capital of Venezuela and the city the port was founded to serve. It is one of the largest cities in the world. But unless a maritime traveler has a day to traverse mountain roads for several hours inland, La Guaira itself may be a wise choice diversion from the ship's decks.

By bus, the district that has made the sea port like no other, the gem district is 40 minutes from the sea. It is like a crystal mirage. Block upon block sparkles: emerald, ruby, diamond, sapphire blue in velvet jewelers' windows. Because the gems are mined from Latin America's earth, they are cheaper here than just about anywhere in the world.

CARTAGENA

It is in ancient Cartagena where Gustavo Guerrero has fond remembrances. He has sailed four of the past five years with the *Senator*, and he always takes a traditional mule ride up the narrow path along the craggy mountains. At the end of the ride, Guerrero spends his time at an ancient monastery which peers out over the Colombian city.

Cartagena is a refreshing glimpse of the past in Latin America. Today an infusion of "petro-dollars"—the area is a major oil producer—and a vast gem market have contributed to the modernization of many cities.



AB Jonathan Dye washes down the M/V *Senator* (CCT) in downtown Miami. Caribbean Coastal Transport docks its vessels at Dodge Island, a mound of land that juts out of a center-city body of water and is surrounded by Miami's urban skyline.

But Cartagena doesn't seem to have been spoiled. Many residents still make their living from the land and the sea, displaying their produce in open air markets: coffee beans, bananas, coconuts and the morning's catch. Plantains are a favorite fruit native to the region. A staple, it is like a banana but with a thicker skin, best eaten after soaking in sugar cane juices and flambeed.

Perhaps the favorite souvenir for Seafarers, Guerrero says, is the razor-toothed legendary man-eating pirhana (the fish has been known to nibble on women and children, too, and schools of the fish have been known to strip a cow's flesh in 60 seconds). The Guaharos stuff and mount the fish with the evil mouth spread in a toothy grin.

* * *

MARACAIBO

Vast oil deposits have catapulted Venezuelan sea ports into the modern world. And in Maracaibo those new found petro-dollars are lavishly spent. The high rollers spend their time and money in casinos at the roulette wheels or by the chemin-de-fer shoe. But like Las Vegas, slot machines are popular for the more common gambler or tourist in the resort town of pricey hotels and casinos.

Just a short side trip from the commercial district, a Seafarer will find himself in a different world—Guaharos Indians nimbly weaving centuries old tribal patterns into ponchos, rugs and wall hangings.

There are other sights and industries in this northwest corner of South America. Along the Venezuelan coast, beef cattle graze up to the shoreline. Oil wells and iron ore mines are not far from the nation's ports.

Colombia has a large number of coal mines, and a bit further north the Panama port city of Las Minas is named after the mines in the area. The tall skeletal frames of oil wells dot the coastline.

And if a Seafarer has had his fill of cities, casinos and market places there is one other retreat for the onshore hours: the long white sandy beaches, cool and pristine, secluded and restful, rocked by the Caribbean crosswinds.



Here's more of the *Senator*'s crew (left to right) ABs William Chad, Carl Lowery and John Mullis, QMED Doug McLeod, Bosun Durell McCorvey and AB John Floyd.

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



Deep Sea



Pensioner **Adolph Louis Danne**, 71, died on May 16. Brother Danne joined the SIU in 1939 in the port of Mobile sailing as an AB. He was born in Barnwell, Ala. and was resident of Mobile. Surviving is his widow, Eunice.



Pensioner **James Garnett Juvenal**, 68, passed away on July 6. Brother Juvenal joined the SIU in the port of New York in 1962 sailing as a chief electrician. He helped to organize the *SS Twin Falls Victory* (Suwannee Steamship) that year. Seafarer Juvenal was born in Taft, Texas and was a resident of Houston. Surviving is a niece, Garnett Wagner of Lyte, Texas.



Pensioner **Charles David Locke Jr.**, 64, died on July 10. Brother Locke joined the SIU in the port of Baltimore in 1957 sailing as a chief cook. He was born in West Virginia and was a resident of Houston. Surviving are two sisters, Mae of Martinsburg, W. Va. and Pearl of Norfolk.



Pensioner **Haskell Lyford McLaughlin**, 73, passed away on July 6. Brother McLaughlin joined the SIU in the port of Tampa, Fla. in 1956 sailing as a FOWT. He began sailing in 1951 and attended a Piney Point educational conference. Seafarer McLaughlin was born in Roatan, Bay Is., Honduras and was a resident of Tampa. Surviving are his widow, Jeanette and sons and daughters.

Pensioner **Robert Olson**, 64, died in San Francisco on June 25. Brother Olson joined the SIU-merged Marine Cooks and Stewards Union in the port of San Francisco in 1962 sailing as a bartender. He retired in 1981 and was a graduate of the union's Pacific District Steward's Training School, Santa Rosa, Calif. Seafarer Olson was a veteran of the U.S. Army during the Korean War. Born in Chicago, Ill., he was a resident of San Francisco.



John Manuel Castro Sanchez, 54, died of natural causes in Mt. Sinai Hospital (N.Y.) on May 3. Brother Sanchez joined the SIU in the port of San Juan, P.R. in 1962 sailing as an oiler and AB. He also was a private investigator. Seafarer Sanchez was born in Santurce, P.R. and was a resident of New York City. Interment was in St. Raymond's Cemetery, the Bronx. Surviving are his widow, Julia and his mother, Victoria of New York City.



Pensioner **John W. Pesley Parker, Jr.**, 84, passed away on June 23. Brother Parker joined the SIU in 1941 in the port of Savannah, Ga. sailing as a chief steward. He was a veteran of the U.S. Navy after World War I. Seafarer Parker was born in Savannah and was a resident there. Surviving are his widow, Katherine and a daughter, Patricia Corley, both of Savannah.



William Charles Watson, 56, died on June 14. Brother Watson joined the SIU in the port of New York in 1955 sailing as a bosun. He began sailing in 1948 and worked on the Sea-Land Shoregangs in Oakland, Calif. from 1969 to 1977 and at Port Elizabeth, N.J. in 1978. He was a veteran of the U.S. Army during the Korean War. Born in the Bronx, he was a resident of San Francisco. Surviving are his widow, Heide and his mother, Dorothy of the Bronx.

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

BAY RIDGE (Bay Tankers), June 23—Chairman Clyde Kent; Secretary W. Higgs Sr.; Educational Director/Pumpman Daniel Mitchell. No beefs or disputed OT were reported. Everything has been running pretty smoothly according to the ship's chairman. The only minor problems have to do with the toaster which hasn't worked properly for three trips and needs to be replaced, and the microwave oven which needs to be moved out of the galley and into the pantry. The steward department wishes to thank the "outstanding crew on the Bay Ridge for being so nice to serve and get along with."

BEAVER STATE (Apex Marine), June 15—Chairman Robert T. Wood; Secretary F. Costango; Educational Director/QMED Michael Gilbo; Deck Delegate Harry Smith; Engine Delegate Pete Vasquez; Steward Delegate Francisco Monbisias. Some disputed OT was reported in the deck and engine departments; otherwise everything is running pretty smoothly. There is \$20 in the ship's fund which will be added to the fund collected for Alan Bartley for the use of his video cassette movies and training films. The vessel will arrive at Big Stone, Del. on June 24 and the crew will be paid. The ship will remain at anchorage until the beginning of July when a new crew will come aboard. Members were asked to turn in all extra and soiled linen. A repair list has been passed to each department, and survival suits will be checked before arrival. The crew would like the Union to look into the mail situation. The mail was held up in Egypt, and some members believe the company could do a much better job with the handling of mail. Capt. Flanagan also took a few minutes to express his thanks to all the SIU members for a job well done. A vote of thanks was given to the steward department and another to Alan Bartley for sharing his film collection. The steward added his thanks to Chief Cook Frank Monbisias, S/A Anthony St. Clair and S/A Alan Bartley for "a great job, for their attitudes and performance of 101 percent—they care." Next port: Big Stone, Del.

BORINQUEN (Puerto Rico Marine), June 16—Chairman R. Molina; Secretary Cassie B. Carter Jr.; Educational Director P. Colonna. No beefs or disputed OT reported. There is \$13 in the ship's treasury. The Borinquen will pay off in Norfolk, Va. in the shipyard. Crewmembers will be paid transportation as per Union agreement, and the Union hall will be called to see if a patrolman can come aboard and register the men who will be coming back to the ship rather than have them go into town to the hall. All members leaving the vessel were reminded to strip their bunks, turn in all soiled linen and leave their rooms clean for the next person. When the patrolman comes aboard, the question of lodging will be brought up (which some members feel they are entitled to). It was also suggested that lockers be available for the men who return to the ship so that they can leave their gear onboard. More chairs for the crew's rec room were suggested. Next ports: Elizabeth, N.J. and Norfolk, Va.

INGER (Reynold's Metals), June 16—Chairman Frank Rodriguez; Secretary J. Iverson; Educational Director Robert Sullivan. No beefs or disputed OT. Due to the short-term plans for the SS Inger, a ship's fund seemed unnecessary at this time, but a Hawaii arrival pool may be used to raise some money if needed. The re-

mainder of the last pool was given out in California as a "first line ashore" prize to those who had made their last trip. The bosun, who just joined the vessel, brought members up to date on the new developments: the 2 percent COLA, the new vessels being crewed by the Union for the military, and the fishing fleet news (both the merger or joining of the New Bedford fishermen to the SIU and the plans being made for the fleet that is going to operate from N.Y. harbor). Mention also was made of the classes to be held at the Piney Point training facility in order to prepare the membership for these jobs. All those members with sufficient time to upgrade at Piney Point were urged to do so. Applications are available through the ship's committee or in the LOG. The steward explained the satellite TV concept to the new crewmembers and got a positive response. The proposal is to use satellite TV as a possible fair exchange for crew reductions and for improved conditions at sea which would benefit all crewmembers. This could be employed where possible to reduce dependence on video rentals, a generally disappointing system which promotes boredom by its lack of variety. A vote of thanks was given to the steward department members for their good work and fine food. "We are all working hard to get her back in shape after her final soda ash run." Next port: Hawaii.

INGLEO (Energy Transportation Corp.), July 7—Chairman J.P. Davis; Secretary L. Conlon. Some clarification was requested in the deck department regarding the 12-4 watch. Otherwise, everything is going along well with no major beefs or disputed OT. There is \$99 in the communications fund and a couple hundred dollars in the ship's fund. The Pac-Man machine continues to be a money-maker. The chairman brought up a number of points: (1) Raleigh Minix will visit the ship in July in the port of Himeji, Japan; (2) Safety aboard ship is very important. Notify your department head and bosun if you see anything that might be considered unsafe or hazardous; (3) There are watch-standers on the 02 level, so keep the noise down. The educational director added that he would like to see some better correspondence between the SHLSS staff and the members aboard vessels. Very often, he noted, the LOGs are late and by the time a letter gets from the ship to SHLSS and back, the class is over or the member is someplace else. Christmas cards have been ordered and will be on sale some time before Christmas. With regard to plane tickets, it was brought up that the fly out is no problem but that on the way home there is no direct routing to major cities. The trips are usually very inconvenient with lots of stops and layovers. A problem was also brought up about the clothing situation. Japanese clothes just don't fit. In the future, if clothing is unavailable from the U.S., Indonesia will be tried as a last resort. A vote of thanks was given to the steward department for a job well done.

OMI CHARGER (OMI), June 9—Chairman F.R. Schwartz; Secretary E.W. Lambe; Educational Director Wiley Yarber. A few hours of disputed OT were reported in the engine department; otherwise everything is going well. There is \$429 in the ship's movie fund. The ship's chairman reports that the ship took a load of grain to the Sudan and then loaded gas in Saudi Arabia which she will discharge in Boston. Anyone wanting to know how to operate the cassette and movie recorder should see the

pumpman. A motion was made to change the 120 days seetime for a member to keep his benefits to 90 days seetime. This motion will be forwarded to VP "Red" Campbell at headquarters. The bosun thanked his crew for a good job on clean-up and tank cleaning after the ship unloaded grain. A vote of thanks also went to the steward department for being a good feeder. And Dorry Saberon, steward assistant, was thanked for doing a very good job on her first ship. She will certainly be recommended for any upgrading job she may seek.

PFC EUGENE A. OBREGON (Waterman-MS), June 30—Chairman Bill Kratsas; Secretary Lee de Parlier; Educational Director Ronnie Herian; Deck Delegate William Ashman; Engine Delegate Louis Seymour; Steward Delegate Earl Gray Sr. Some disputed OT was reported in the deck and engine departments and will be referred to headquarters for clarification. The ship will pay off on July 14 in Las Palmas in the Canary Islands. An early supper will be served in order for the crew to catch the launch to the hotel. The flight to Madrid, Spain and then to New York and other ports of engagement will leave the next morning. The chairman noted that all hands did "a heads-up job with the Navy helicopter landings off Rota, Spain. This was a first for an SIU crew. The Obregon conducted 51 operations including full lock and chock and touch and goes. All personnel were Waterman on the flight deck except the choppers and their crews. The Navy sent a 'well done' to the ship." The secretary added that since the addition of Navy MSC ships has become a vital part of our employment and will expand in the future, "it is, as our president emphasized, our obligation to our country and Union to provide the trained mariners to fill the jobs. Our future may well lay in supporting the U.S. Navy as we have in the past. Upgrade your skills. Fill the bill." The educational director noted that there are a lot of MSC schools for the crew to attend. One of the most important courses is helicopter fire-fighting. The 51 helicopter landings on the Obregon convinced the crew of the requirements needed to properly react to a fire on the landing pad. A special film will be shown to all hands at 1 p.m. on the 7th. Several items were brought up for discussion. One was that a better system is needed for picking up transportation tickets. Another was a question as to insurance coverage while in transit. A third suggested that if a crewmember is required to go to school, he or she should not miss their next assigned ship—that schedules be worked out. "This has been a long trip due to the training program and getting used to working with the U.S. Navy (most of whom may have been trained as technicians but have not learned to adapt themselves to sea life, particularly onboard a merchant ship). Sometimes tempers get frayed, but it is a credit to the 'A Team' that we CAN DO—AND DID!!" Congratulations to Brothers William E. Ashman and Larry D. McCants who both became fathers within 10 days of each other. Cigars were passed around and refreshments purchased at the US Seamen's Club in Bremerhaven in celebration of the births of William E. Ashman II and Morgan Jacqueline McCants.

ST. LOUIS (Sea-Land Service), July 7—Chairman Frank Teti; Secretary H. Ortiz; Educational Director LaGasse. The ship is running smoothly with no major beefs or disputed OT. The chairman noted that a cable had been received from SIU President Frank Drozak informing the members of a 2 percent cost of living allowance. They also received a copy of the new wages and overtime rates from the patrolman. Both have been posted for all to read. The secretary reminded everyone of the

importance of upgrading. "Training is the key. Rapid technological advances are shaping the face of the maritime industry. Crews are getting smaller and the new jobs being created require more technical know-how." He also reminded the members of the importance of donating to SPAD in order to help keep the maritime industry stable. A vote of thanks was given to Chief Steward H. Ortiz and his department for a job well done. Report to the Seafarers LOG: "We the crew of the St. Louis are very grateful for all the good news we get from our good newspaper which keeps us informed as to how our officials are working hard for us in Washington and headquarters."

SENATOR (Coordinated Caribbean Transport), July 10—Chairman D.L. McCovey; Secretary D. Byers; Educational Director E. Bain; Deck Delegate J.W. Mullis; Engine Delegate Frank D. Byers; Steward Delegate Robert K. Firth. Everything is going smoothly with no disputed OT. Payoff is expected following arrival in Miami. Notice was received from SIU President Frank Drozak about the 2 percent cost of living increase effective July 1, 1985. A motion was made to have the SIU clinic moved closer to the Union hall—either that or provide transportation to and from the hall. A vote of thanks was given to the steward department and the bosun for jobs well done. Next port: Miami, Fla.

SUGAR ISLAND (Pacific Gulf Marine), June 16—Chairman Niel D. Matthey; Secretary J. Bennett Jr.; Deck Delegate James E. Hirschner; Engine Delegate Joseph Collins; Steward Delegate Edward Singleton. No beefs or disputed OT. The ship's chairman reported to the members that the vessel would discharge her present cargo in the New Orleans area and then would most likely load grain for El Salvador in the same area. Then it will be back to Hawaii for a load of sugar bound for Crockett, Calif. All repairs have been taken care of and everything has been going pretty smoothly. The steward noted that it's been a wonderful, cooperative crew. A vote of thanks was given to the steward department for a "swell job done." Next port: New Orleans, La.

Official ships minutes also were received from the following vessels:

AMERICAN EAGLE	PRIDE OF TEXAS
LNG ARIES	SAN JUAN
BALTIMORE	SEA-LAND CONSUMER
BROOKS RANGE	SEA-LAND DEVELOPER
COVE TRADER	SEA-LAND ECONOMY
LNG GEMINI	SEA-LAND EXPRESS
GOLDEN ENDEAVOR	SEA-LAND LEADER
GOLDEN MONARCH	SEA-LAND PACER
OMI HUDSON	SEA-LAND PIONEER
OMI SACRAMENTO	SEA-LAND PRODUCER
OVERSEAS CHICAGO	SEA-LAND VOYAGER
OVERSEAS MARILYN	STAR OF TEXAS
OVERSEAS NATALIE	LNG TAURUS
PFC WILLIAM A. BAUGH	THOMPSON PASS
PITTSBURGH	ULTRAMAR
PONCE	ULTRASEA

Let's have a picnic!
Let's have a parade!
Let's celebrate Labor Day
and American-made!

Up with the union label!
Stitch, stitch,
hooray!



Pensioner's Corner



Juan B. Leon, 61, joined the SIU in 1942 in the port of Mobile sailing as an AB. Brother Leon hit the bricks in the 1962 Greater N.Y. Harbor beef and the 1965 District Council 37 strike. His last port was New York. Seafarer Leon was born in Puerto Rico and is a resident of Brooklyn.



Walker Wilson, 59, joined the SIU in 1944 in the port of Norfolk, Va. sailing as a chief cook. Brother Wilson's last port was Mobile. He is a veteran of the U.S. Army after the Koren War. Seafarer Wilson was born in Birmingham, Ala. and is a resident of Ocean Springs, Miss.

Deep Sea



William Bilger, 61, joined the SIU in the port of Philadelphia in 1953 sailing as a chief electrician. Brother Bilger's last port was the port of San Francisco. He is a veteran of the U.S. Army in World War II. Seafarer Bilger was born in Philadelphia and is a resident of Hayward, Calif.

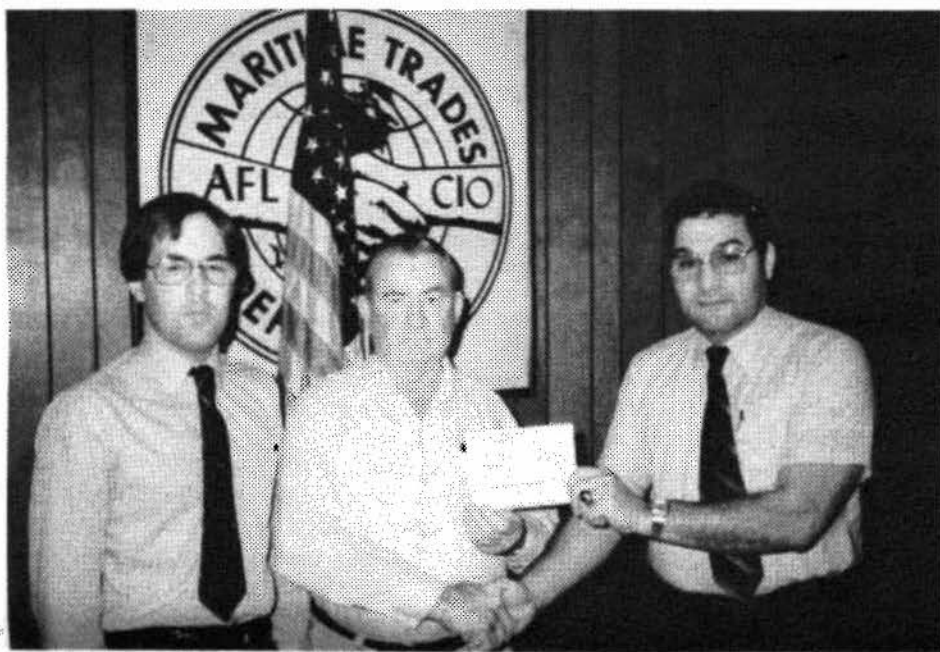


Earl Ronald "Snuffy" Smith, 62, joined the SIU in 1941 in the port of Tampa sailing as a bosun. Brother Smith sailed for 43 years and also sailed for the Calmar Line. He hit the bricks in the 1961 Greater N.Y. Harbor beef. Seafarer Smith was born in Florida and is a resident of Jacksonville.



John L. Hopkins, 66, joined the Union in the port of Detroit in 1960 sailing as an oiler. Brother Hopkins is a wounded veteran of the U.S. Army during World War II. He also is a member of the Veterans of Foreign Wars (VFW) Post 8402, Jackson, Ohio. Laker Hopkins was born in Alabama and is a resident of Talbott, Tenn.

Great Lakes



Here (left to right) Jacksonville Port Administrator Bill Hodges, SIU retiree Barney Swearingen and Port Agent George Ripoll gather as Swearingen accepts his first pension check.



Jacksonville Port Agent George Ripoll presents pensioner Beauford Stockman with his first SIU retirement check after decades of service with the Union.

Are You Missing Important Mail?

Toll-Free Number for Welfare Questions

A toll-free number is printed on the back of your Clinic/Welfare Coverage Card. This number is for eligibility verification only.

If you need to know the status of your claim, you may call this number: **1-800-345-2122**. Use this number (1-800-345-2122) for:

- Reporting an error in a hospital or doctor's bill;
- Information regarding the status of a claim;
- A question about a letter or explanation of benefits statement you received;
- To report a duplicate payment, or payment for services you did not receive.

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) _____

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

Dispatchers Report for Great Lakes

JULY 1-31, 1985

Port	*TOTAL REGISTERED			TOTAL SHIPPED			**REGISTERED ON BEACH		
	All Groups	Class CL	Class L	All Groups	Class CL	Class L	All Groups	Class CL	Class L
Port									
Algonac	3	23	7	12	54	7	7	12	10
Port									
Algonac	6	14	9	7	25	4	6	6	2
Port									
Algonac	2	5	3	4	10	0	1	1	3
Port									
Algonac	12	19	15	0	0	0	5	16	17
Totals All Departments	23	61	34	23	89	11	19	35	32

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

Directory of Ports

Frank Drozak, President
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

707 Alakea St. 96813
(808) 537-5714

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 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 3-St. 23510
(804) 622-1892

PHILADELPHIA, Pa.

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

PINEY POINT, Md.

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

SAN FRANCISCO, Calif.

350 Fremont St. 94105
(415) 543-5855

SANTURCE, P.R.

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

SEATTLE, Wash.

2505 1 Ave. 98121
(206) 441-1960

ST. LOUIS, Mo.

4581 Gravois Ave. 63116
(314) 752-6500

WILMINGTON, Calif.

408 Avalon Blvd. 90744
(213) 549-4000

Dispatchers Report for Deep Sea

JULY 1-31, 1985

Port	*TOTAL REGISTERED			TOTAL SHIPPED			Trip Reliefs	**REGISTERED ON BEACH		
	All Groups	Class A	Class B	All Groups	Class A	Class B		All Groups	Class A	Class B
Port										
Gloucester	5	5	0	1	2	0	0	7	6	3
New York	79	17	0	44	29	0	0	140	30	0
Philadelphia	4	3	1	5	4	0	0	13	7	0
Baltimore	11	3	0	4	0	0	0	19	10	0
Norfolk	9	8	0	22	12	0	1	27	17	0
Mobile	17	5	0	15	5	0	0	20	5	0
New Orleans	47	7	0	55	10	0	0	92	19	2
Jacksonville	44	13	2	25	24	0	0	80	33	2
San Francisco	42	17	1	26	13	1	3	71	21	2
Wilmington	26	13	0	16	3	0	8	66	37	0
Seattle	37	15	0	33	5	0	6	73	33	0
Puerto Rico	3	3	0	2	0	0	0	26	7	0
Honolulu	4	14	0	1	12	0	20	12	47	0
Houston	41	9	0	18	0	0	1	88	18	1
St. Louis	0	0	0	0	0	0	0	0	1	0
Piney Point	2	2	0	0	1	0	0	4	1	0
Totals	371	134	4	287	120	1	39	738	292	18
Port										
Gloucester	1	2	1	0	0	0	0	3	3	1
New York	47	5	0	19	6	0	0	109	15	0
Philadelphia	9	1	0	3	2	0	0	18	10	0
Baltimore	3	3	0	2	1	0	0	14	3	0
Norfolk	10	4	0	18	11	0	0	14	12	0
Mobile	14	5	0	7	0	0	0	18	9	0
New Orleans	27	6	0	28	4	0	0	63	12	1
Jacksonville	26	2	0	30	9	0	0	50	9	0
San Francisco	31	10	0	9	1	0	3	61	19	1
Wilmington	12	4	0	14	4	0	3	32	13	0
Seattle	22	11	2	15	9	0	1	53	30	2
Puerto Rico	4	1	0	2	0	0	1	22	1	0
Honolulu	7	14	1	4	11	0	11	11	31	3
Houston	28	5	0	14	2	0	2	69	14	0
St. Louis	0	0	0	0	0	0	0	0	0	0
Piney Point	2	1	0	1	1	0	0	4	2	0
Totals	243	74	4	166	61	0	21	541	183	8
Port										
Gloucester	0	0	0	0	0	0	0	0	0	0
New York	33	6	0	34	11	0	0	62	14	0
Philadelphia	3	3	0	1	4	0	0	7	4	0
Baltimore	6	0	0	2	1	0	0	13	4	1
Norfolk	2	4	1	18	16	0	1	4	2	1
Mobile	13	1	0	6	3	0	0	21	0	0
New Orleans	20	0	0	30	6	0	0	41	2	0
Jacksonville	8	3	0	8	7	0	1	18	12	0
San Francisco	51	6	1	24	1	2	1	111	17	1
Wilmington	11	1	0	21	1	0	2	25	3	0
Seattle	23	4	1	32	13	0	0	46	12	2
Puerto Rico	4	0	0	0	0	0	0	18	2	0
Honolulu	1	16	6	4	61	64	86	7	43	11
Houston	22	0	0	14	0	0	1	36	1	0
St. Louis	1	0	0	0	0	0	0	2	0	0
Piney Point	0	1	0	0	0	0	0	1	2	0
Totals	198	45	9	184	124	66	92	412	118	16
Port										
Gloucester	1	2	0					3	3	1
New York	39	60	3					72	118	4
Philadelphia	3	8	0					4	22	0
Baltimore	6	0	0					2	1	0
Norfolk	3	14	0					11	31	0
Mobile	5	10	0					7	20	0
New Orleans	24	23	0					37	46	5
Jacksonville	11	10	2					15	32	2
San Francisco	54	21	1					109	58	5
Wilmington	12	16	0					42	54	0
Seattle	17	31	1					38	83	3
Puerto Rico	0	0	0					20	18	0
Honolulu	13	128	163					23	250	237
Houston	21	10	0					37	43	1
St. Louis	0	0	0					0	0	0
Piney Point	0	1	0					0	3	0
Totals	209	334	170	0	0	0	0	429	782	258
Totals All Departments	1,021	587	187	627	305	67	152	2,111	1,375	292

***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 July was up from the month of June. A total of 1,151 jobs were shipped on SIU-contracted deep sea vessels. Of the 1,151 jobs shipped, 600 jobs or about 54 percent were taken by "A" seniority members. The rest were filled by "B" and "C" seniority people. A total of 152 trip relief jobs were shipped. Since the trip relief program began on April 1, 1982, a total of 1,482 jobs have been shipped.

Support SPAD

Letters To The Editor



'SIU Has Helped Many People . . .'

I want to thank the Seafarers Welfare Plan on behalf of myself and my husband for all that was done for us.

Without the plan, there is no way we could have paid \$15,442.80 in medical costs in 1984.

We are so grateful for having such good insurance, and we are thankful to the SIU for providing us with such a good plan.

I will pray that the Union stays strong. It has helped so many people.

Yours truly,
Mrs. William Parks
Port Arthur, Texas

Summary Annual Report

SIU PD-PMA Supplemental Benefits Fund, Inc.

This is a summary of the annual report for the SIU PD-PMA Supplemental Benefits Fund, Inc., Employer Identification No. 94-1431246, for the year ended July 31, 1984. The annual report has been filed with the Internal Revenue Service, as required under the Employer Retirement Income Security Act of 1974, ERISA.

Basic Financial Statement

Benefits under the Plan are provided by a trust arrangement. Plan expenses were \$9,057,078. These expenses included \$206,539 in administrative expenses and \$8,850,539 in benefits paid to participants and beneficiaries. A total of 2,334 persons were participants in or beneficiaries of the Plan at the end of Plan year, although not all of these persons had yet earned the right to receive benefits.

The value of Plan assets, after subtracting liabilities of the Plan, was \$2,863,486 as of the end of the Plan year compared to \$3,112,076 as of the beginning of the Plan year. During this Plan year, the Plan experienced a decrease in its net assets of \$248,590. The Plan had total income of \$8,808,088 including employer contributions of \$8,147,981, earnings from investments of \$365,431, settlement income from bankruptcy proceedings of \$68,316, and lapsed benefits of \$226,360.

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; and
3. Transactions in excess of three (3) percent of Plan assets.

To obtain a copy of the full annual report or any part thereof, write or call the office of the Plan Administrator, 522 Harrison St., San Francisco, Calif. 94105, telephone (415) 495-6882. The charge to cover copying costs will be \$5.00 for the full annual report, or \$.10 per page for any part thereof.

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

You also have the legally protected right to examine the annual report at the main office of the Plan, 522 Harrison St., San Francisco, Calif. 94105, and at the U.S. Department of Labor in Washington, D.C., or to obtain a copy from the U.S. Department of Labor upon payment of copying costs. Requests to the Department of Labor should be addressed to:

Public Disclosure Room N4677
Pension and Welfare Benefits Program
Department of Labor
200 Constitution Avenue, N.W.
Washington, D.C. 20216

'Changes for the Good . . .'

I'd like to take this opportunity to thank our claims department for their quick response to my claim for dental work I had done. . . .

I would like to commend them for the quickest response on payment of charges that I have ever seen in my dealings with the SIU. It is obvious that there have been some changes, and I am very appreciative and grateful.

Sincerely yours,
Cathryn M. Flanagan
Westminster, Mass.

'Sense of Accomplishment . . .'

This spring I completed my junior year at the Rhode Island School of Design. Although I have another year before graduation, I am beginning to feel a sense of accomplishment.

If a seaman can earn a college degree, then he is probably capable of making some kind of valuable contribution to society when he is on the beach.

I want to acknowledge the tremendous heave ahead that the Charlie Logan Scholarship has given me, both financially and morally.

Yours,
Stephen McGurgan
Providence, R.I.

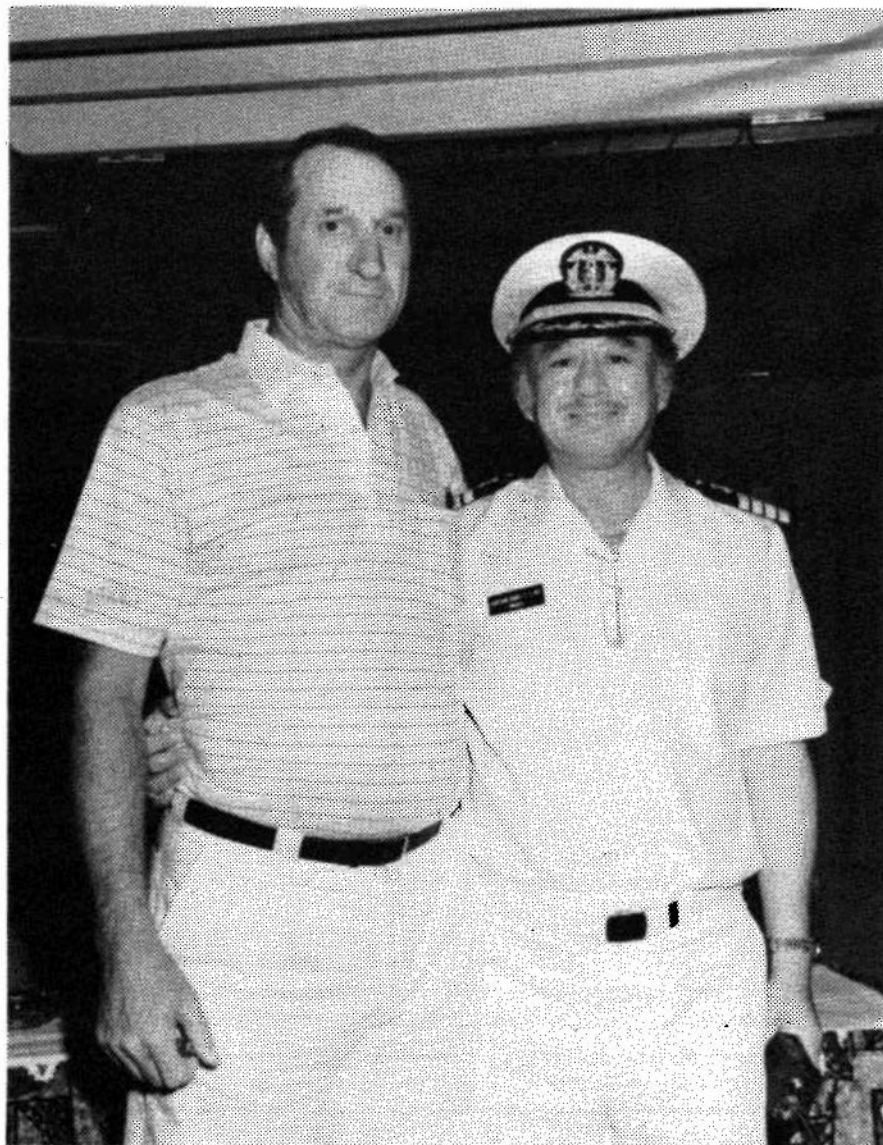
'Thanks for Another Great Year . . .'

I would like to thank you for making possible another great year of college. I have learned much that will help me in my career goals.

This summer I am doing an internship with an interior design firm and am taking a night class. The internship is giving me much experience that will lead me toward my future plans.

Many thanks for the financial assistance for college. It has been very valuable and I encourage all students to apply for the Charlie Logan Scholarship.

Sincerely,
B. Carol Simms
Lewes, Del.



Several hundred Seafarers make their livings aboard the S.S. Constitution and S.S. Independence (American Hawaii Cruises), and SIU President Frank Drozak was recently aboard the ships to speak with the crews and listen to their comments. Here he is posing with Constitution Capt. Harry T. Wu.

U.S., Others Scuttle Fight Against Runaway Flags

In April 1977, the Shipping Committee of the United Nations Conference on Trade and Development (UNCTAD) set out on a task to eliminate flags of convenience fleets from world commerce.

That noble undertaking has continued now for eight years. The most recent UNCTAD meeting on the subject was held at the United Nations headquarters in Geneva, Switzerland from July 9-20, 1985. What most observers believe will be the final conference is scheduled to be held Jan. 20-Feb. 7, 1986.

The original and ultimate aim of the UNCTAD members was to phase out flags of convenience and thereby remove from the high seas vessels that are unsafe, environmentally irresponsible, and exploit seafarer's basic rights. However, along the way, the economic forces of the runaway flag operators "persuaded" a number of countries, including the United States, Great Britain, Norway, the Netherlands, Germany, Japan and Greece to join forces with Panama, Liberia, Bahamas and Vanuatu (the newest runaway haven) to destroy this objective.

During the late 1970s the course this undertaking took was through an intergovernmental working group within

UNCTAD. Its efforts were clearly directed toward "phasing out open registries" or runaway flags as we properly call them.

In 1980 the question of "phasing out" drew heavy fire and the focus shifted to "what conditions should exist for vessels to be accepted on national shipping registries." Under

Commentary

this approach the objective was to prepare and adopt an international agreement to establish a genuine economic link between ships and the flag state and thereby bring to world maritime transport a truer sense of responsibility and greater safety. The deliberations however, have been all downhill since then.

The original elements of economic linkage were: management, manning and equity. State control, owner identification and accountability were other significant aspects of the original drafts. In the three sessions of what is titled as the United Nations Conference on Conditions for Registration of Ships, the runaway flag nations and those supporting them, including the United States, have succeeded in extracting

all of the meaningful provisions from the draft international agreement.

The effort to establish genuine economic links between ships and the state of registry has degenerated to hollow political rhetoric and empty promises. Even more discouraging is the fact that all the enforcement powers have been eliminated.

What the seafarers of the world had hoped were the first steps toward ending the runaway flag system and its exploitation of "coolie seamen" are now the road to the opposite result. The cynical compromises offered by the hardline supporters of runaway flags have essentially made it possible for all registries to be transformed into runaway ship havens rather than the other way round.

Once again, it has been demonstrated that might is right!

The Seafarers International Union has closely followed these proceedings and SIU President Frank Drozak's Assistant for International Affairs, Richard J. Daschbach, has been an adviser to the U.S. delegation. Unfortunately, both Drozak's and Daschbach's have been voices in the wilderness as far as the U.S. government is concerned.

Incredibly, the U.S. delegation also

has an adviser who represents runaway ship operators and who, at the ILO's Maritime Session 1976, was an official adviser to the employer delegate from Liberia!

United States interests in the balance of international payments, domestic employment, federal individual and corporate tax revenues, maritime and environmental safety, military sealift capability, and strategic minerals are all vitally affected by our government's position on flags of convenience. In spite of all these national interests, the position held by the U.S. State Department is full support for the runaway flag operators and their sorry record of evasion of responsibility in the area of wages, working conditions, safety standards and tax dodging.

In the resumed session of January-February 1986, the SIU representative will be pressing for rejection of the present draft text which compounds the exploitation of seafarers and gives runaway flags and their owners a cloak of respectability. We will continue to fight these phony flags and the adoption of the agreement before UNCTAD that is a Trojan horse to be avoided.

Ominous Scenario

This editorial on runaway flags appeared in *The Journal of Commerce*.

American Shipowners who operate their vessels under foreign "flags of convenience" should take note of a situation that is unfolding for some of their counterparts on the other side of the Pacific—as should all other parties to the long-running debate over the practice.

There are roughly as many American-owned ships registered in foreign countries as there are American ships under the U.S. flag.

Americans and other nationals have used open registries for decades. The fees they pay to fly the flag of a nation like Liberia or Panama provide healthy revenue to those countries. And the attractions for shipowners are undeniable; lower costs—including significant savings in being able to use very low-cost crewmen—and less red tape.

But there is heated opposition to the practice. American merchant seamen

and their unions, who worked for years to reach their current salary levels, take bitter issue with American companies crewing American-owned ships with foreigners willing to work for a pittance; they call it the issue of "runaway flags."

There also have been safety considerations. Open-registry nations long have been accused of having low ship safety standards, and mishaps involving open-registry vessels have, in the past, been all too common.

BUT THERE IS yet another issue in the debate, one that is at the heart of much of traditional thinking about American merchant ships: national defense.

American maritime interest, military leaders and presidents have praised the American merchant marine in ringing tones for the vital role it plays in national defense by providing the supply lines between the industrial base

at home and the troops on the front lines.

And U.S.-flag shipping proponents ask a pointed question: can the United States, in time of emergency, depend on American-owned but foreign-registered and foreign-crewed merchant ships to support American forces?

U.S. open-registry advocates reply that such ships are under what they call "effective U.S. control." There would be no problem in an emergency, they say. But the situation now developing for Hong Kong shipowners should raise new debate on that point.

Hong Kong has no ship registry of its own, and some 45 of the British crown colony's shipowners have a total of 400-plus vessels registered in Liberia. As reported in these pages a few days ago, however, a problem has arisen. Over the last three months, at least three of those ships have been refused entry at Arab ports that invoked a boycott of nations that have

diplomatic or trade relations with Israel.

The sanctions have never really been applied to Liberian-flag vessels. But Hong Kong ship-owners are deeply concerned about more such actions. They've asked the Liberian government for help—and some are speaking of switching flags.

What does all this mean for American owners of Liberian-registered ships? Maybe nothing. Maybe these will turn out to have been isolated instances. But maybe they won't. Maybe they'll be the start of a trend—an ominous scenario that raises questions on just how effective U.S. control of the U.S.-owned, foreign-flag merchant fleet might turn out to be.

It may be too soon to see exactly what happens to the Hong Kong business interests and their Liberian-flag ships. But it may not be too soon to take another look at what could happen to American-owned ships that fly the other nations' flags.



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