

LOG

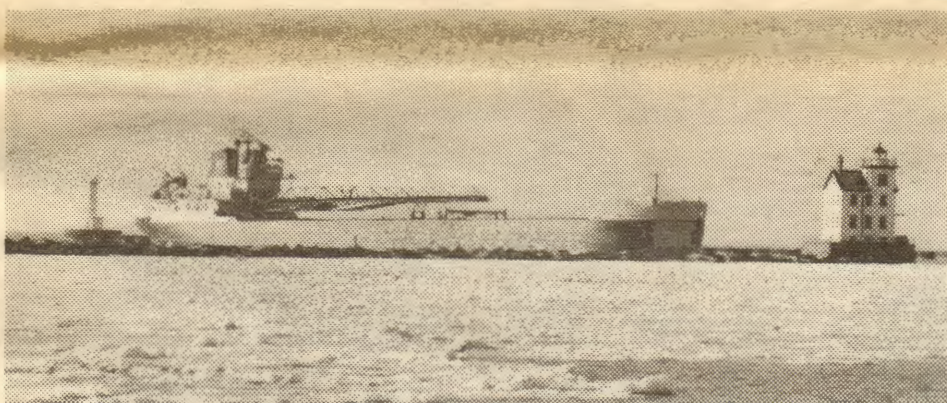
Official Publication of the Seafarers International Union • Atlantic, Gulf, Lakes and Inland Waters District • AFL-CIO Vol. 49, No. 4 April 1987



Six Week Delay
Makes Payoff Even
Sweeter for
Seafarers on the
Stonewall Jackson

See Pages 4 & 5

When the Ice Thaws, It's Time for Great Lakes Fitout

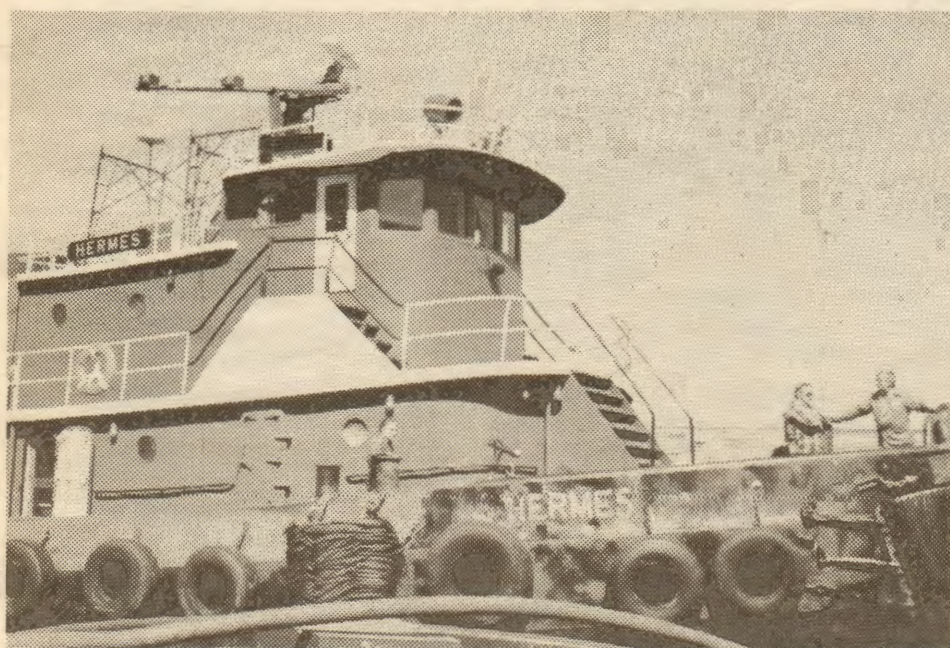


The M/V *Paul Thayer* (Pringle Steamship Co.) slips past the breakwater and the last of the ice field coming into the port of Lorain, Ohio as the shipping season opens on the Great Lakes. (See pages 9-16.)



The sand dredgers are an important part of the building and construction industry around the lower Great Lakes, and Erie Sand & Gravel has been a leader in the dredge industry for many years. Pumpman Jerry Bollinger, who has worked for Erie Sand for 17 years, readies the dredge *J.S. St. John* for another season. The vessel was fitting out in her home port of Erie, Pa.

Baltimore Boatmen



The *Hermes* (Baker-Whiteley) is just one of several tugs operated by SIU members in Baltimore Harbor. See page 6 for more photos.

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President's Report

by Frank Drozak

"THE war has taught us a great lesson! We cannot afford to be without the world's best merchant marine! We must have a great merchant marine as our first line of defense! The need for trained seamen is not temporary—there will be a continuing need for good trained men of the sea."

During the course of the 45 years since Admiral Emory S. Land uttered those words, we have forgotten that "great lesson." The U.S. no longer possesses the world's best merchant marine. We are ranked 16th in the world.

It seems as if we in the maritime industry, both labor and management, have spent years trying to warn administrations of both parties that the merchant marine is essential to national defense, but it is in serious trouble.



its troops and materials anywhere around the world. The U.S. is not.

Because of the disastrous decline of the private U.S.-flag merchant marine, the Department of Defense realized

"... If we don't act, and act now, we can kiss what's left of the U.S. merchant marine goodbye ... If we should ever need ships in time of war, maybe we could charter a few hundred of the Soviets' ..."

I've had better luck talking to brick walls.

The United States is down to 360 deep sea ships. The Soviet Union has a modern 2,500 ship deep sea fleet. In addition, 70 percent of that fleet is scheduled for replacement during their current five-year plan.

The majority of the U.S. fleet is containerized, a great way to move commercial cargo, but almost useless for military shipments. The Soviet fleet is the most militarily useful merchant fleet in the world. Their ships are built with strengthened decks with adequate tie-downs to accommodate military vehicles, provisions for chemical warfare, enhanced communications and crews who are Soviet navy reservists. In addition, most Soviet ships are of the size that would allow them to operate in shallow ports and close inshore in most areas of the world.

Our biggest adversary, the Soviet Union, is very well equipped to move

something needed to be done. It began building up what will eventually be a 148-ship reserve force. You can stockpile ships, but you can't stockpile experienced sailors.

Even conservative estimates show that if those ships were needed, there would be a shortfall of some 6,000 qualified seamen to operate those vessels. Some estimates say that as many as 15,000 billets would go unfilled.

The only place to develop a trained pool of qualified seafarers is the private merchant marine. In this decade alone the number of active seafarers has dropped 40 percent, from 51,000 to 29,100 in 1986. By 1992, when the 148-ship reserve fleet is complete, there will only be 22,000 licensed and unlicensed active seafarers.

For more than 200 years a healthy merchant fleet has been cited as necessary for national defense. We don't have that today.

Access to cargo is the only answer

I know to the problem of how to build and maintain a merchant marine that is adequate to develop commerce in peace time and serve as an arm of the Navy in war. Make cargo available to U.S. ships and the industry will rebuild itself. Cargo begets ships which beget seafarers.

There are many ways to get cargo for U.S.-flag ships. It would be simple (and legal) for the president to declare that a certain percentage (10, 15, 20 percent, or even all) foreign seafarers be carried on U.S. ships. But even though cargo preference is practiced by many countries, including the U.S., we all know that type of cargo preference will not happen.

We could reestablish and refund construction and operating differential subsidies. But under this administration it is highly unlikely to occur. Our two bilateral agreements, with Brazil and Argentina, are good examples that bilaterals do work. But there has been no effort on the part of the administration to enter into such agreements.

There is another way to generate cargo. I firmly believe that it is the responsibility of the entire citizenry of a developed maritime nation to pay for the maintenance of a merchant marine. One way of doing this is a tax incentive to exporters and importers to use U.S.-flag ships. In this way, the cost is spread equally between all taxpayers, both individuals and indus-

try. In fact, such a tax incentive should be substantial enough so that it would even be possible to specify not only U.S.-flagged ships, but U.S.-built ships as well. And I have to tell you that I do not know of another way, short of a massive construction differential subsidy, to do something about our declining shipbuilding industry.

A tax incentive to importers and exporters would provide a unique melding of the benefits of both a cargo preference law and a subsidy without all the drawbacks associated with either.

First, the cost of such a program, unlike a cargo preference law, is spread across the entire tax base, and is offset, at least in part, by increased tax revenue from the expanding maritime employment base. Second, there is no direct subsidy to a specific segment of the industry, a concept which is seemingly distasteful to a country that likes to pride itself on competitiveness and free trade. Finally, the provisions would be contained in our internal revenue tax code, and therefore understood by a wider segment of our society.

If we don't act, and act soon, we can kiss what's left of the U.S. merchant marine goodbye. If we should ever need ships to supply our troops in time of war, maybe we could charter a few hundred of the Soviets'.

A Special 'Thank You'

Last year John Cleveland, SIU cafeteria manager and SHLSS instructor, was killed in an automobile accident. His friends and employees at Union headquarters and the SHLSS raised several thousand dollars to begin a trust fund for his son.

His widow Cheryl wrote the following letter to express her thanks for the help and support she and her son have received since her husband's death.

My Dear Friends,

I have tried a million times to write this letter, but each time my emotions have overwhelmed me. The passing of time has allowed the sorrow at losing John to lessen to the extent that I can now handle it, but the generosity and warmth I received from each and every one of you is so beautiful I still cry when I think about it.

When John died I was left with not

only my grief and sorrow but with problems and debts and a tremendous fear of the future. And you people banded together to solve my problems and ease my fear.

John loved the Lundeborg School and was proud to be a U.I.W. member and proud to work at the Seafarers International headquarters. He would be so proud if he knew what you have done for his wife and child.

I wish that I were a poet. I wish I could find the words to describe what is in my heart. You honored John with your good deeds, you gave a little boy a chance in life, you added sunshine to my heart when that heart was dark with pain, and all I can give you in return is my thanks and my love.

God Bless You,
Cheryl Cleveland



LOG



Charles Svenson
Editor



Mike Hall
Managing Editor

Max Hall
Associate Editor



Deborah Greene
Associate Editor

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Trade and Bilateral Bills Move Out of Committee

Two SIU-backed bills which could help solve some unfair trading practices and boost the U.S.-flag share of imported cargo were approved by the House Merchant Marine and Fisheries Committee.

H.R. 1290 would set up a system to combat unfair foreign trade practices in ocean shipping. If such practices are found, the Federal Maritime Commission (FMC) would begin negotiations with that country to eliminate them. If those talks could not resolve the issue, the FMC could then impose civil penalties or establish policies which "mimic" those of the offending country.

"This bill will spur our government

to move aggressively to combat unfair transportation practices which harm U.S. flag operators. Teddy Roosevelt said, 'Walk softly and carry a big stick.' For too long we have been remembering only the first part of his quote. If we pass H.R. 1290 we'll finally have in our hands that big stick," said Rep. Walter B. Jones (D-N.C.), committee chairman.

Examples of unfair trading practices include: cargo reservation schemes that exclude the United States; integrated supplier-transporter companies that tend to monopolize trade; prohibiting U.S. operators from operating trucking or rail links in foreign countries on

the same basis as is available to foreign operators in the United States; restricting access by U.S. vessels by imposing unreasonable time and dimension standards that are not applied to their own carriers.

The bill, introduced by Jones and with 43 cosponsors, may be included in an omnibus trade bill Congress is expected to draft this session.

The committee also passed legislation which would force the administration to enter into bilateral trade agreements in certain circumstances. H.R. 300 is sponsored by Rep. Mario Biaggi (D-N.Y.).

The bill would require bilateral agreements when a nation accounts

for more than 1 percent of U.S. waterborne trade with less than one-third U.S.-flag carriage of the trade. Under the plan, one third of the cargo would be shipped on American vessels, one third on vessels of the trading partner and one third for other carriers.

"The primary goal is to assure that while other maritime nations unfairly divide up the world maritime business, the United States is not just left with the crumbs," Biaggi said.

There are 26 nations which fall into the categories of the bill, mostly the industrialized nations of Europe and the Far East, plus oil exporting countries.

Seamen's Union Leaders Jailed by Sandinistas

Two of the top leaders of the Nicaraguan Seamen's Union of Bluefields, who were guests of the SIU last year and visited Union headquarters, were arrested in Managua by state security police in February. Their arrest has sparked the AFL-CIO and the SIU to begin a campaign to win their release.

The two men, whose whereabouts are not known any longer but who remain in custody, are union president Dennis Britton and secretary of organization David Williams. No charges have been filed against the pair, and an attorney from the Confederation of Trade Union Unity (CUS) has been prevented from contacting the two.

Their arrest followed a takeover of the formerly independent union by the Sandinista government. The government's action, the CUS said, was a flagrant violation of the new Nicaraguan constitution, that country's labor code and the covenants of the International Labor Organization.

"We may be able to help free these two seamen through our efforts, the efforts of our membership and the help of U.S. union members. I urge Seafarers to take the time and write the Nicaraguan government asking for the release of the two," said SIU President Frank Drozak.

Please write to the following people

protesting the arrests of David Williams and Dennis Britton: President **Daniel Ortega**, Casa Presidencial, Managua, Nicaragua; Cmdte. **Victor Tirado Lopez**, Direccion Nacional del FSLN, Barrio EL Carmen, Managua Nicaragua; Ambassador **Carlos Tunnerman**, Embassy of Nicaragua, 1627 New Hampshire Ave., N.W., Washington, D.C. 20009.

IN ADDITION: Please ask your Congressional representatives and other elected officials to write letters as well, and please send information about this case to your local media.

Note: Please send copies of your correspondence to: AIFLD, 1015 20th St. NW., Washington, D.C. 20036; and to the Inter-American Commission for Human and Trade Union Rights, Apartado 6-7734, El Dorado, Panama.

SAMPLE LETTERS

I am writing to protest the arrest of two Nicaraguan union leaders on February 18. Their names are Dennis Britton and David Williams, from the Seamen's Union. Such actions severely damage your government's claims to pluralism. Your immediate action is needed to secure these men's release. It is my understanding they are in jail in Bluefields. I would appreciate hearing your reply.

Our organization has been informed that two leaders of the Seamen's Union of Bluefields—Dennis Britton and David Williams—were arrested by your government on February 18 in Bluefields. Prior to their arrest, your Sandinista party organizers intervened in their union election to insure its subordination to Sandinista control. Your new constitution, as well as the International Labor Organization, prohibits such violations of trade union rights. We call on your government to take immediate action to free the jailed union leaders and cease its interfer-

ence in independent unions.

On February 18, 1987, two union leaders were arrested in Managua. They are Dennis Britton and David Williams from the Seamen's Union in Bluefields. Isn't it time your government stopped persecuting such people and started respecting trade union rights? You rightfully condemn such actions when they occur in South Africa and Chile. How are your government's actions any different? I would hope you would move immediately to secure the release of Dennis Britton and David Williams.

Cash Transfer Could Mean Cargo

The House Foreign Affairs Committee passed a potentially important amendment to the FY '88 Foreign Aid bill by a vote of 18-10. If enacted into law, it would encourage the purchase of American manufactured goods and agricultural products.

Widely known as the cash-transfer amendment, the provision addresses the manner in which the U.S. government provides aid to certain foreign countries. Under present law, the U.S. State Department gives cash to foreign nations as a kind of foreign aid. At present, there is no requirement that the cash be used to purchase U.S. goods or services.

The amendment, which was introduced by Rep. Robert Torricelli (D-N.J.), would require that the cash be spent in the United States, and that a minimum of 50 percent of the goods

purchased be transported on American-flag vessels.

"This is an important step in developing an overall trade policy," said SIU President Frank Drozak. "Most other countries tie their foreign aid to the purchase of goods made in that country. It just doesn't make sense for the United States to subsidize Argentinian wheat or Liberian-flag vessels. The Japanese don't do it and neither should we."

A similar amendment is pending consideration in the Senate Foreign Affairs Committee.

"Enactment of the cash transfer amendment is a top legislative priority," said SIU Legislative Director Frank Pecquex. "It is a small but vital part of a comprehensive plan to stimulate economic development in the American-flag merchant marine."

MTD's Stephen J. Leslie Dies

MTD Vice President Stephen J. Leslie, the last charter member of the MTD Executive Board, died March 3. He had retired in 1986 as first vice president of the Operating Engineers and as business manager of its Local 25.

He began his working career as a wiper aboard a merchant vessel, the *S. S. Columbia*, in 1934. He became a member of the Operating Engineers when he went to work as an engineer on a water tunnel project in New York in 1939.

Leslie became an IUOE organizer for employees on dredges and floating equipment along the East Coast and on the Great Lakes. He was elected vice president of the MTD in 1979. He also was a member of the executive board of the Maritime Port Council of Greater New York & Vicinity.



Stephen Leslie

Title XI Narrowed In Marad Funding

Both the House and Senate are trying to find ways to overcome administration plans to cut the Marad budget even further in Fiscal 1988.

The administration has proposed elimination of the Title XI loan guarantee program, aid to state maritime academies and all research and development funding. The House Merchant Marine and Fisheries Committee passed its version, H.R. 953, with those items funded but with some changes in the Title XI program. The Senate Merchant Marine Subcommittee began its first round of hearings on the authorization.

Last year President Reagan vetoed the Marad funding because of the loan

program and academy aid. In an attempt to overcome another veto, the House committee eliminated all offshore oil and gas drilling rigs, support vessels and river barges from the program.

Estimates show that up to 80 percent of the loan defaults under the program were from that segment of the maritime industry. The ban on loans for those vessels would last until 1990.

Even with the added funding over the administration's request, the bill is \$11.7 million less than last year's funding. It authorizes \$376.8 million for Marad and \$15.3 million for the Federal Maritime Commission.

What Fast Turnaround?

Stonewall Jackson's Long Trip Finally Pays Off

The *Stonewall Jackson* (Waterman Steamship) was about 24 hours west of Gibraltar on the last leg of its regular Middle Eastern run last December. It had been several months since the crew had seen the States. It would be a lot longer before they finally got home.

Major mechanical problems hit the LASH ship, and it was adrift for nine days before tugs finally took the *Stonewall Jackson* to Lisbon, Portugal for repairs. Those repairs took another six weeks.



AB Robert Christensen (left) and Norfolk Patrolman David "Scrap Iron" Jones finish up some paperwork at payoff.

"Lisbon is a good city. Everybody had a chance to see a lot of it. It has a beautiful harbor. It's a typical old European city and we had good weather for December and January," said AB Ivey Cox who was paying off at Norfolk where the ship was anchored for a couple days as Seafarers signed on and off.

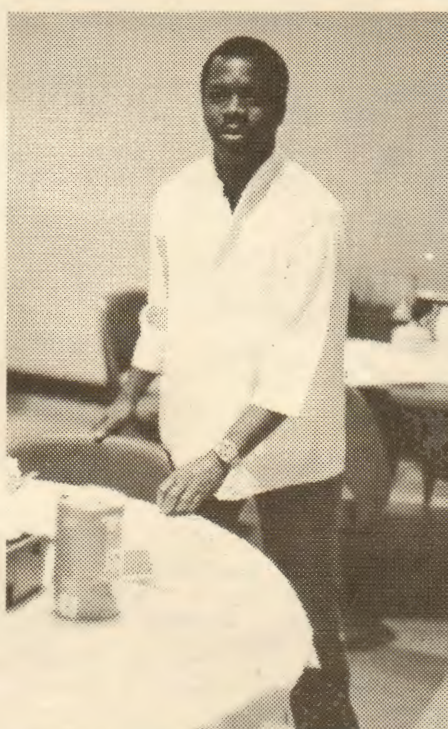
While Cox enjoyed the chance to explore Lisbon, AB Robert Christensen, a Seafarer since 1958, remembered his stay there a bit differently. "Lisbon is too damn expensive," he said.

When Norfolk Patrolman David "Scrap Iron" Jones, with the help of Seafarer Herbert M. Davis, boarded the *Jackson* for the payoff, they found a few minor beefs to take care of, but mostly they found a lot of crewmembers who were happy to see the end of the voyage.

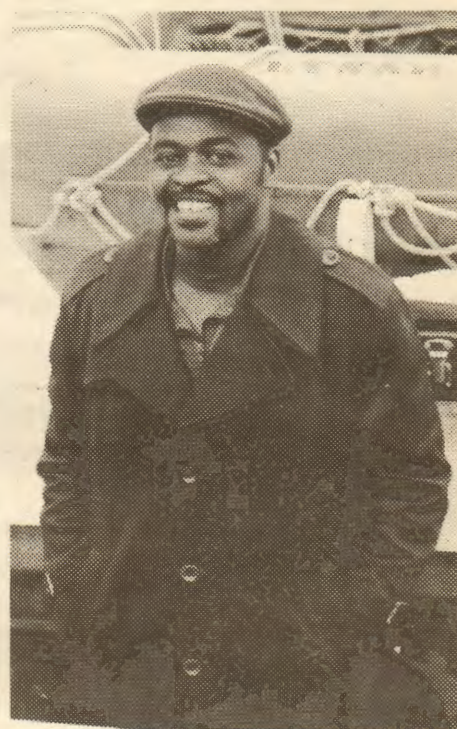
The *Jackson* had picked up a couple of new crewmen in New York, including an energetic and talkative Big Apple native, "Big Mac from Bay Ridge." A steward assistant, "Big Mac's" voice was easy to pick out of a group of mostly Southern Seafarers.

When the *Stonewall Jackson* steamed out of Newport News in the middle of March, it was the start of an almost three month voyage that would take her to Egypt, through the Suez Canal, to Pakistan, India, Singapore, turn around and head back through the Canal and home in June.

No stop is scheduled in Lisbon this trip.



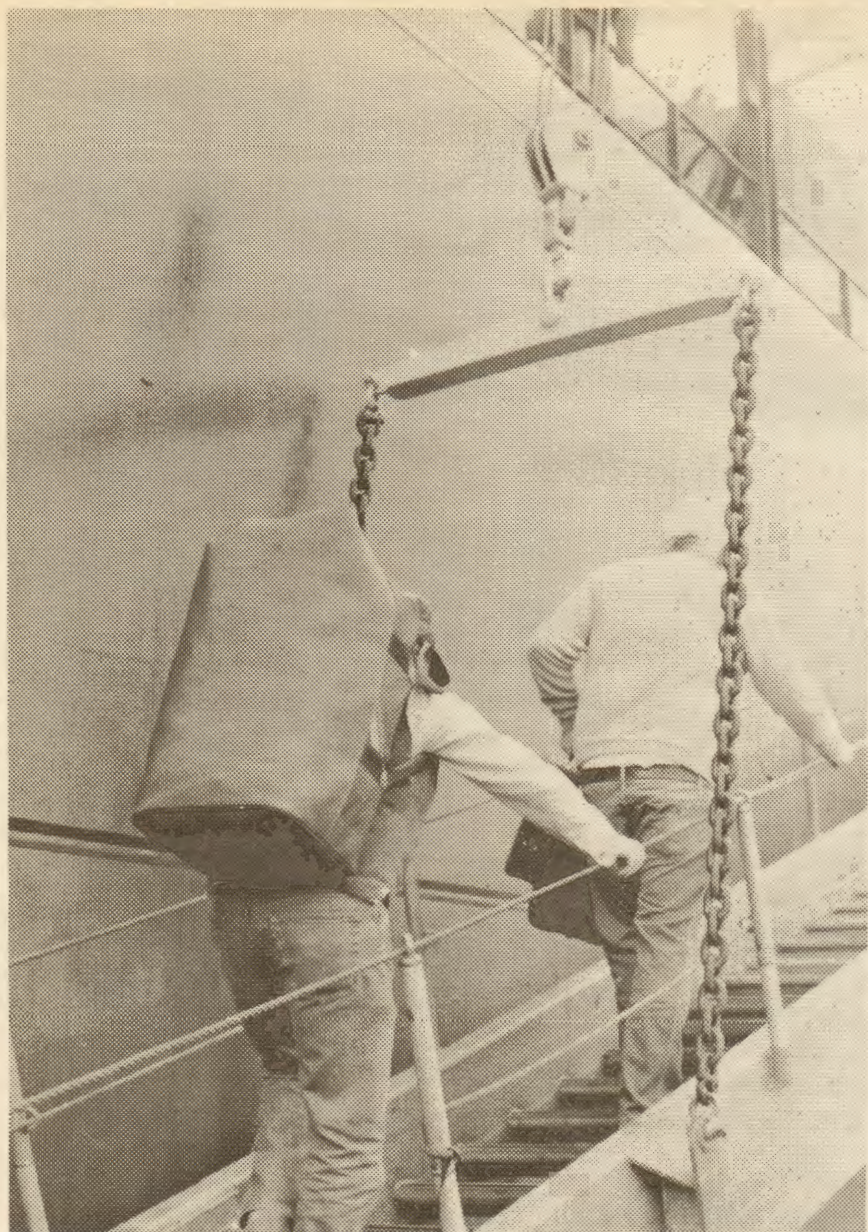
Steward Assistant Nelson Corey Jones sets a table in the officer's mess. After the long trip, Jones was looking forward to the next port, his home—New Orleans.



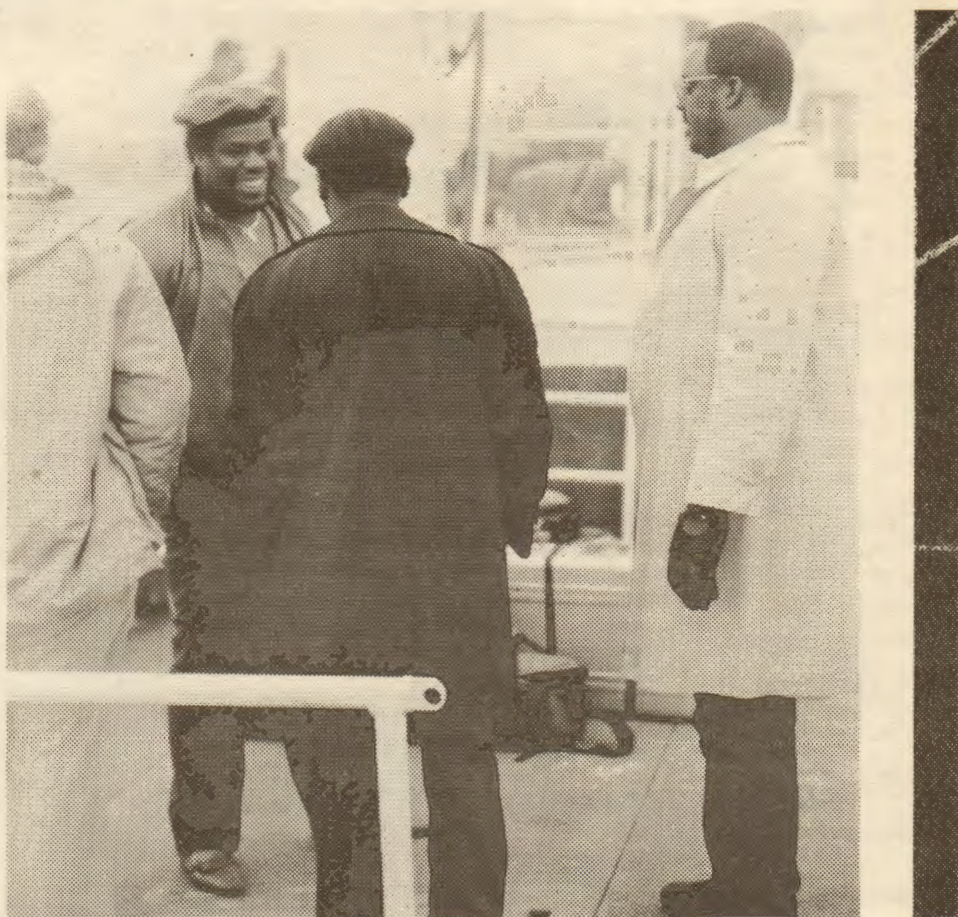
QMED James "Tidewater" Tyson planned to use his free time on the voyage to complete several songs a major song publishing company is interested in.



Launch pilot John Zernes of the SIU-contracted Virginia Launch Service, checks his radar on the short, but very foggy trip to the *Stonewall Jackson*. Zernes has been working pilot boats for seven years in the Tidewater area.



After a short but foggy trip to the *Stonewall Jackson*, crewmembers climb aboard.



Franklin Robenson, chief cook (left), QMED James "Tidewater" Tyson (back to the camera) and Herbert Davis share a laugh on the launch deck.



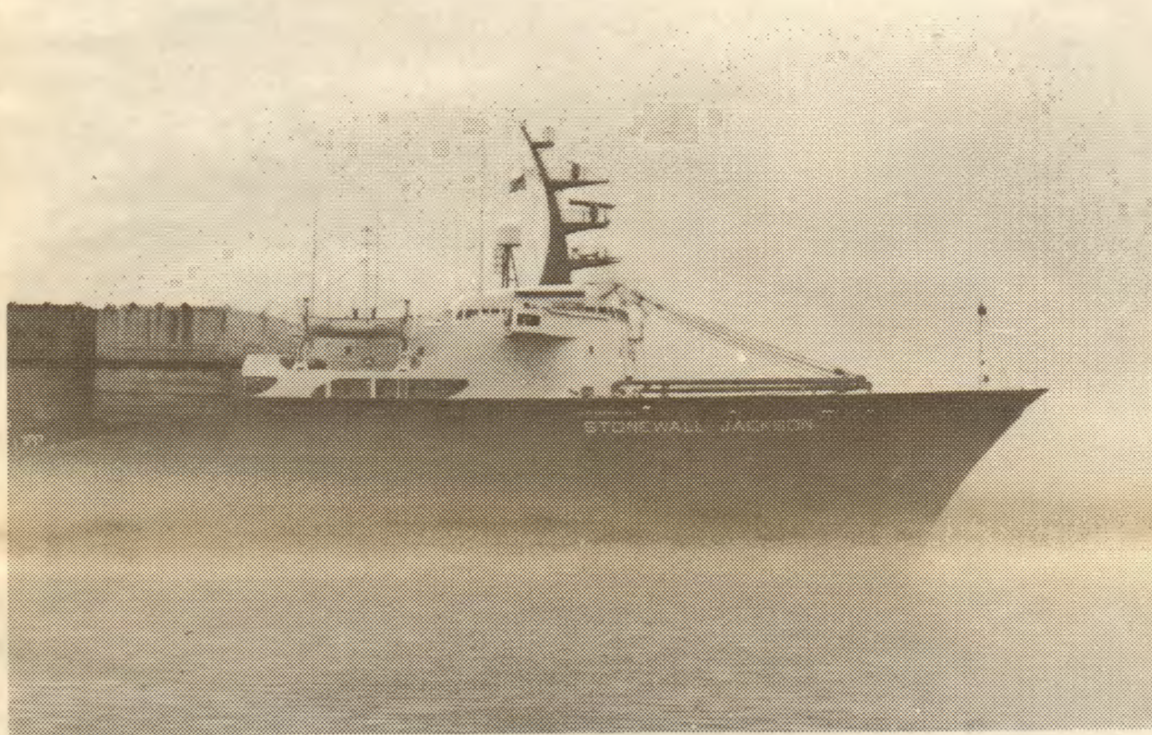
"Big Mac from Bay Ridge," steward assistant and camera hog, slows down long enough to have his picture taken.



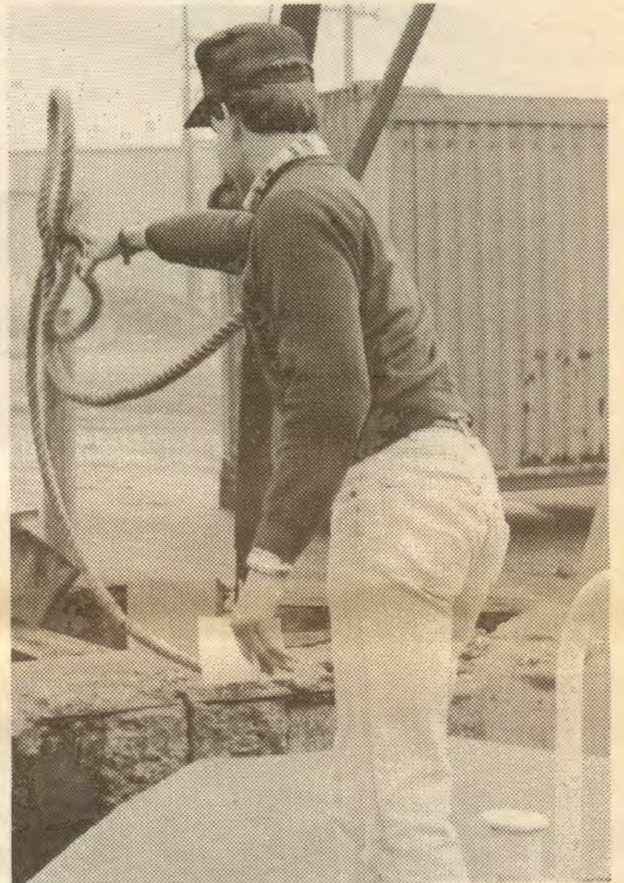
Launch Deckhand Dean Everton in the wheelhouse of the Virginia Launch Service boat. A former Inland Boatman with Dixie Carriers, Everton also worked for Shawn's Launch Service before it went out of business and reformed as the SIU-contracted Virginia Launch Service.



Hoping his trip won't be as eventful as the *Stonewall Jackson's* last run (nine days adrift and six weeks in a Lisbon shipyard), Steward Assistant "Big Mac from Bay Ridge" waves to the crewmembers getting off in Newport News.



After a five minute trip through the Newport News fog, the *Stonewall Jackson* appeared from the mist.



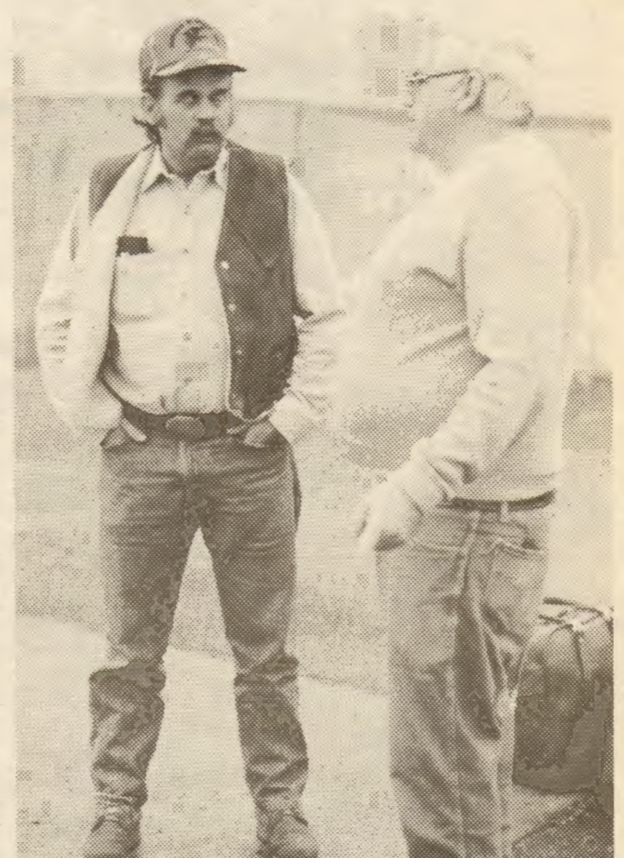
Launch Deckhand Dean Everton casts away the line as he readies for the trip to the *Stonewall Jackson*.



Seafarer Herbert Davis, who assisted on the payoff, and Chief Cook C.C. Williams pose in the galley.



ABs Robert Christensen (left) and Ivey Cox wait for payoff. QMED James Tyson is on the couch.



AB Larry "Stash" Combs and Norfolk Patrolman David "Scrap Iron" Jones discuss the upcoming trip as they wait for the launch to take them to the *Stonewall Jackson*.



Inland News

tug/tow
barge/dredge

SIU's Baltimore Boatmen

Photos by Frank Paladino



The *Kings Point* (Curtis Bay).



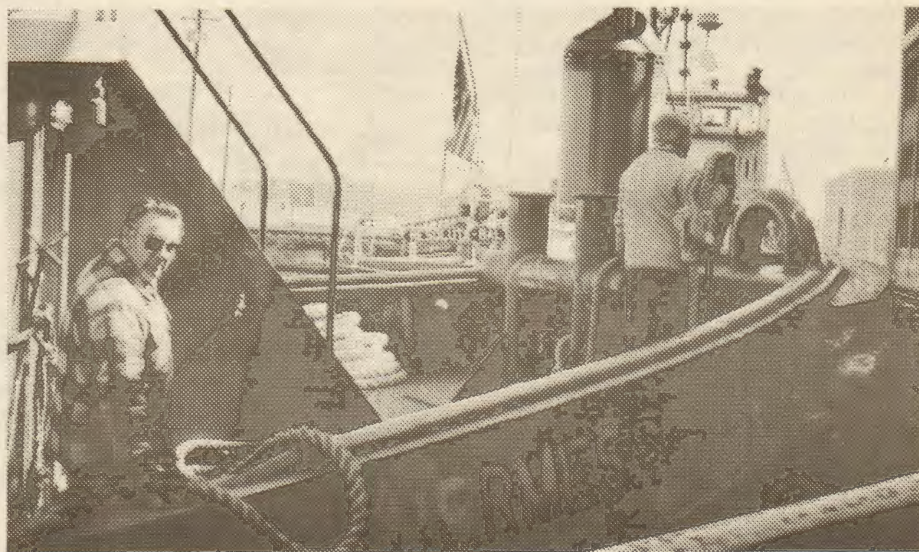
On the *Cape Charles* (Curtis Bay), Deckhand Milton Sheckells takes a break to feed some of the ducks in the harbor.



In Baltimore Harbor, the *Hermes* (Baker-Whiteley Towing) comes alongside the tug *America*. On the deck of the *Hermes* are (l. to r.) Chief Engineer Manuel Alvarez and Deckhands Ronald Neibert and Bob Macalinski.



Onboard the *Cape Charles* (Curtis Bay) are (l. to r.) Chief Engineer Herman Mooney, Deckhands Anthony Roman and Milton Sheckells and Mate V. Clinton Belcher.



Deckhands Ronald Neibert and Bob Macalinski ready to tie up the *Hermes* to her Baltimore dock.

In the Port of Philadelphia . . .



New Pensioners

The following Inland members have retired on pension:

Houston

Benjamin Fitte
Anthony J. Violante

Jacksonville

Harold Moll

Norfolk

Joe T. Daniels
Lawrence G. Fagan
Carlton M. Hodges

ABOVE: Aboard the *Cape May* (Curtis Bay) in Philadelphia, Pa. are (seated l. to r.) Charles Cappello, steward; Kirk Frommer, deckhand, and Jim Flanagan, oiler. Standing is Billy O'Neill, mate.

RIGHT: Mike Albaugh, captain of the *Tug McGraw* (Taylor Marine Towing) in Philadelphia.



In Memoriam

William C. Bryant, 64, died March 27 of a heart attack. Boatman Bryant joined the Union in 1956 and worked for G&H Towing since 1960 as a deckhand. He was buried in Grace Memorial Park in Santa Fe, Texas. Brother Bryant is survived by his widow, Odetta.



Robert J. Miller, 52, died Jan. 25. Brother Miller sailed with Sheridan Transportation. Born in Connecticut, he was cremated at Clearwater Cremation Society in Florida. Seafarer Miller is survived by his widow, Jane.

Pensioner John C. Simpson, 66, died March 8. Brother Simpson joined the Union in 1961. He sailed in the deck department and as a tugboat captain, last sailing with McAllister Brothers. Boatman Simpson went on pension in 1982. He was buried at Rosewood Memorial Park in Virginia Beach, Va. and is survived by his sister, Connie.

Pensioner August J. Wojciechowski, 64, died Feb. 6 in Baltimore, Md. of a heart attack. He joined the Harbor Inland Waterways (a precursor to the IBU) in 1957 and sailed with Sonat Marine until he went on pension in 1980. Boatman Wojciechowski was buried in St. Stanislaus Cemetery. He is survived by his widow, Bertha.

Dispatchers Report for Inland Waters

MARCH 1-31, 1987

	*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									
Port									
Gloucester	0	0	0	0	0	0	0	0	0
New York	0	0	0	0	0	0	0	0	0
Philadelphia	3	0	1	0	0	0	4	0	3
Baltimore	4	0	0	5	0	0	4	0	0
Norfolk	48	10	0	40	7	0	48	19	0
Mobile	0	1	0	0	0	0	3	1	0
New Orleans	0	1	0	0	1	1	0	0	0
Jacksonville	0	3	4	1	1	4	0	2	0
San Francisco	0	0	0	0	0	0	0	0	0
Wilmington	2	3	10	29	20	11	16	14	15
Seattle	0	0	0	0	0	0	0	0	0
Puerto Rico	0	0	0	0	0	0	0	0	0
Houston	3	4	4	2	1	0	6	4	3
Algonac	3	3	0	0	0	0	26	38	0
St. Louis	0	1	9	0	0	10	1	0	6
Piney Point	0	0	0	0	0	0	1	0	1
Totals	63	26	28	77	30	26	169	78	28
ENGINE DEPARTMENT									
Port									
Gloucester	0	0	0	0	0	0	0	0	0
New York	0	0	0	0	0	0	0	0	0
Philadelphia	0	0	0	0	0	0	0	0	0
Baltimore	0	0	0	0	0	0	0	0	0
Norfolk	10	3	0	7	2	0	15	7	0
Mobile	0	0	0	0	0	0	0	0	0
New Orleans	0	0	0	0	1	0	0	1	0
Jacksonville	0	0	0	0	0	0	0	0	0
San Francisco	0	0	0	0	0	0	0	0	0
Wilmington	0	0	1	0	0	0	0	0	3
Seattle	0	0	0	0	0	0	0	0	0
Puerto Rico	0	0	0	0	0	0	0	0	0
Houston	2	3	0	1	2	0	7	3	1
Algonac	3	2	0	0	0	0	22	20	0
St. Louis	0	0	0	0	0	0	0	0	0
Piney Point	0	0	0	0	0	0	0	0	0
Totals	15	8	1	8	5	0	44	31	4
STEWARD DEPARTMENT									
Port									
Gloucester	0	0	0	0	0	0	0	0	0
New York	0	0	0	0	0	0	0	0	0
Philadelphia	0	0	1	0	0	0	0	0	0
Baltimore	0	0	0	0	0	0	0	0	0
Norfolk	8	0	0	7	1	0	7	16	0
Mobile	0	0	0	0	0	0	0	0	0
New Orleans	0	0	0	0	0	0	0	0	0
Jacksonville	0	1	0	0	0	1	0	1	0
San Francisco	0	0	0	0	0	0	0	0	0
Wilmington	0	0	4	0	0	0	0	0	5
Seattle	0	0	0	0	0	0	0	0	0
Puerto Rico	0	0	0	0	0	0	0	0	0
Houston	0	0	0	0	0	0	0	0	0
Algonac	0	0	0	0	0	0	10	6	0
St. Louis	0	0	0	1	0	0	1	0	1
Piney Point	0	0	0	0	0	0	0	0	0
Totals	8	1	5	8	1	1	18	23	6
Totals All Departments	86	35	34	93	36	27	231	132	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.



West Coast
by V.P. George McCartney

THE SIU has been playing an active role in local elections out here. The political strength of Los Angeles Mayor Tom Bradley is being tested in a series of elections for the city council and state assembly. If the candidates he backs do poorly, then he can expect heavy opposition in next year's mayoralty race.

Particularly important is the race for the council seat in the city's 10th District, where Bradley and much of organized labor is backing Homer Broome Jr. Broome's political resume bears a striking similarity to that of Bradley, his political mentor. Like Bradley, Broome was part of the first group of black policemen to desegregate the L.A. force 25 years ago.

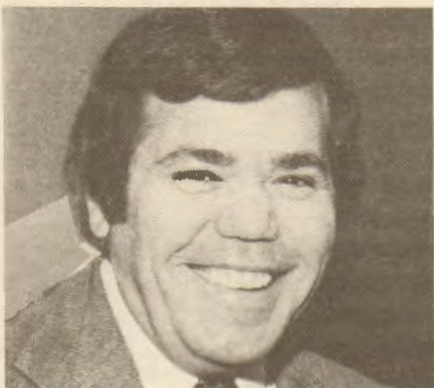
In other local races, the SIU is backing Cecil Green for the 33rd State Senate seat and Lucille Royball Allard for the 53rd District. Again, the SIU is involved in these races because some of these candidates will inevitably go on to higher office. It is an investment in this Union's future.

The Union also has been supporting a heavily publicized strike against CBS Studios by the Writers Guild. This is just one more instance of how the SIU practices grassroots labor solidarity.

A local boycott against Miller Beer proved to be less successful after several unions broke ranks, and Miller filed a \$22 million lawsuit against the Operating Engineers Local 501. Still, the SIU stood solid with the Operating Engineers until they decided to pull the plug on the strike.

In San Francisco, Nancy Pelosi was the top Democratic vote-getter in a special election to succeed the late Sala Burton. Pelosi is practically a shoo-in to win a run-off against her Republican challenger.

One final word about Sala Burton: She was a good friend of maritime and labor. She and her husband Philip did all that they could to promote the American-flag merchant marine. Seamen have lost a good friend.



Gulf Coast
by V.P. Joe Sacco

NEGOTIATIONS have been going on in the Mobile area with Pilot

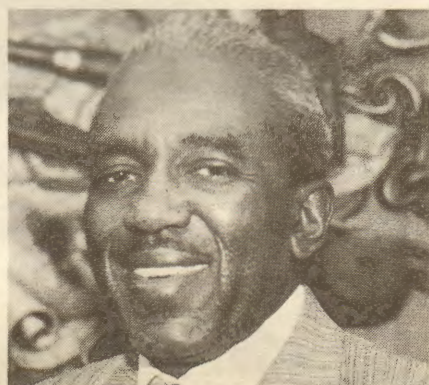
Area Vice Presidents' Report

Service and Radcliffe Materials. We hope to have these wrapped up shortly.

Shipping has been particularly good for the entire region. Leading the way, as usual, has been the military work that we've been able to pick up.

It is important for our members to understand that this military work is the wave of the future. The only new work that is being created in the maritime industry is onboard Navy vessels that have been contracted out to the private sector.

I therefore urge all SIU members to upgrade their skills at Piney Point. And remember: Political action is the key to job security. It gives me great pleasure to report that seamen shipping out of Houston have one of the highest rates of SPAD and MDL contributions.



East Coast
by V.P. Leon Hall

THE Seafood Producers Trial is slowly winding down. We expect the NLRB to make some kind of determination within a month or two.

The problems that have plagued the American fishing industry over the past two years have not abated. Accidents are at near-epidemic levels. The cost of liability insurance is prohibitive.

More important, Canadian fishing products have inundated the American market. The SIU is therefore closely monitoring "free trade" talks between the United States and Canada. Canadian fishermen already possess certain advantages over their American counterparts (close government cooperation, large subsidies). The wholesale opening of the American market to Canadian markets might prove to be the straw that broke the camel's back.

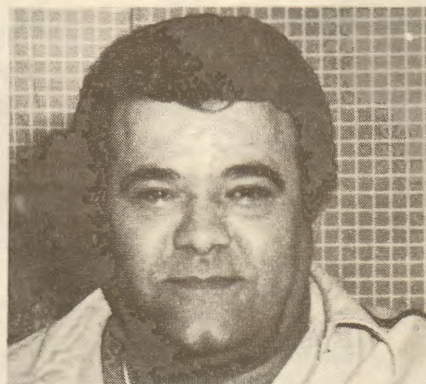
Still, there is some good news. New Bedford remains the largest American fishing port. Gloucester remains in the top 10, despite efforts by local politicians to hand over the waterfront to real estate interests.

Elsewhere on the East Coast, Maryland Governor William Donald Schaefer, who was backed by the SIU in the last election, is completing a highly successful legislative session. Ninety-five percent of the bills he placed on his priority list were enacted into law, including a controversial plan to build two stadiums—one for the Orioles, the other for a prospective NFL team to replace the Colts, who ran off to Indianapolis.

A self-styled perfectionist, Schaefer said that this meant he was "5 percent

bad." By any other standard than that, he is one of the most effective governors in the nation.

Nearby in Norfolk, a contract at Northeast Towing was signed and ratified. Negotiations continue at the S.T.C. Little Curtis Company.



Great Lakes
by V.P. Mike Sacco

NOW that winter is finally over, Great Lakes seamen are able to ship out again. No other region greets spring with greater enthusiasm.

Still, a cloud hangs over the area. The Great Lakes maritime industry finds itself on the wrong end of a ticking time bomb. Free trade talks between the United States and Canada threaten to complicate an already bleak picture.

Mel Pelfry, a spokesman for the Great Lakes Task Force, says that any agreement that opens up domestic shipping to Canadian vessels could spell an end to the American maritime industry on the Great Lakes. As it is, American vessels carry less than 5 percent of all trade between the United States and Canada.

The free trade talks have stalled over disagreements over the question of acid rain. Meanwhile, the Union has worked hard to protect the interests of its members on a local level. We're still in negotiations with a number of companies to secure contracts for our members. These companies include the following: Bigane Vessel Fueling, Dunbar and Sullivan, and Great Lakes Dredge and Dock.

One more thing: the SIU in Cleveland is gearing up to support Senator Howard Metzenbaum's re-election bid next year. Metzenbaum, a strong supporter of the maritime industry and the labor movement, is expecting formidable opposition.



Government Services Division
by V.P. Buck Mercer

THERE are still a number of MSCPAC marine employees who are under the misapprehension that labor organizations were the reason

for contracting-out (Circular A-76) MSC ships to private steamship companies. Nothing could be further from the truth.

The facts are, the Reagan administration is of the opinion that the price of retirement for federal Civil Service employees is too high, not only for employees of the Military Sealift Command but for federal employees in all federal agencies. It is the aim of the administration to eliminate as many federal employees as possible, at the same time, any new or temporary workers will be and are being put under the Social Security Retirement System.

The Civil Service Retirement System will, one day in the near future, become a thing of the past for all federal employees. A new retirement system for all federal employees became effective Jan. 1, 1984 with the passage of Public Law 98-21 which states in part: Federal employees hired after Dec. 31, 1983 will be covered by Social Security. A second law, Public Law 98-168, provided for a transition period from Jan. 1, 1984 to Jan. 1, 1986 for employees hired after Dec. 31, 1983. During this period employees were fully covered under the Civil Service Retirement System (CSRS) and Social Security benefits. This period was extended to Dec. 31, 1986 with the passage of Public Law 99-335 which established the new Federal Employees Retirement System (FERS).

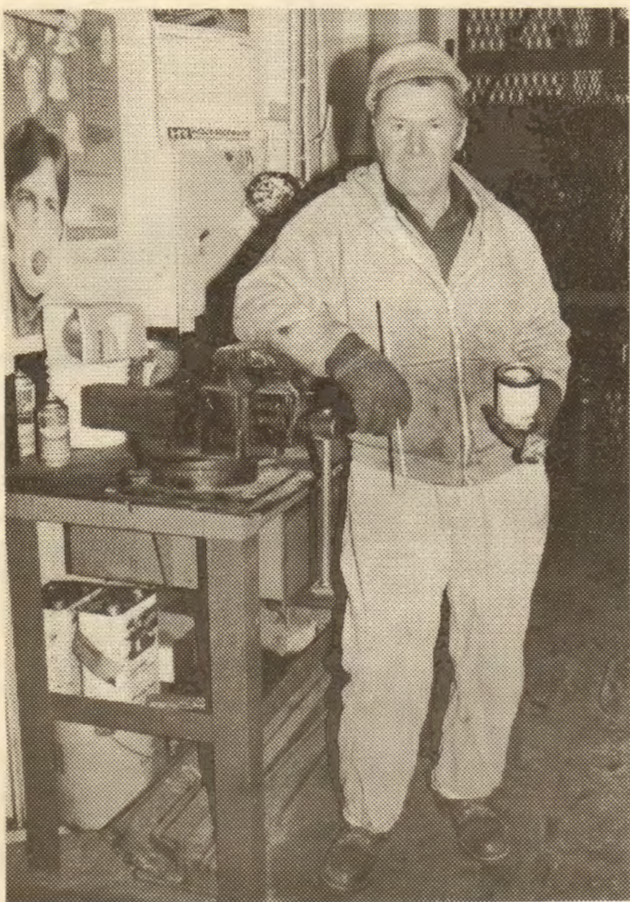
The new Federal Employees Retirement System became effective Jan. 1, 1987 with all new employees hired after Dec. 31, 1983 automatically covered by FERS. Employees currently covered by CSRS can make an *irrevocable* election to transfer to FERS between July 1 and Dec. 31, 1987; however, certain transition rules apply. Before making any change, all employees now under CSRS should study and compare all information concerning this subject, and understand thoroughly what it means. The SIU will forward any and all information to all MSCPAC ships as it is received.

Another subject that should be addressed is that of retroactive money due all unlicensed marine employees in all departments. Retro money on all premium of 2 percent in two increments, from April 1, 1985 to Sept. 30, 1986 and from Oct. 1, 1985 to June 15, 1986. This money has been promised by the end of April 1987.

Retroactive money on base wages of 3½ percent due for the period April 1, 1985 to May 15, 1986 will be paid at a later date.

Welfare Change

The Welfare Plan rules have been amended to provide as follows: If an eligible employee has designated a beneficiary to receive his/her death benefit, such beneficiary will be entitled to receive the full benefit payable under the rules and regulations. If a beneficiary has not been designated, the estate of the deceased employee shall be entitled to receive a \$1000 benefit for funeral expenses.



Conveyorman Ed Fabian in the workshop.



The *M/V Buffalo* (American Steamship) readies for the 1987 season at her dock in Toledo.



The QMEDs take a coffee break. From left are Tim Wallace, Rick Piper and Dave Sparling.



Wiper Richard Glowacki signs articles for another season.



Algonac Port Agent Jack Allen with the steward department, from left, Chief Cook Duwayne Schoeneck, Porter Missed Ali and Second Cook Julian Budnick.

Fitout on the Great Lakes Spring 1987



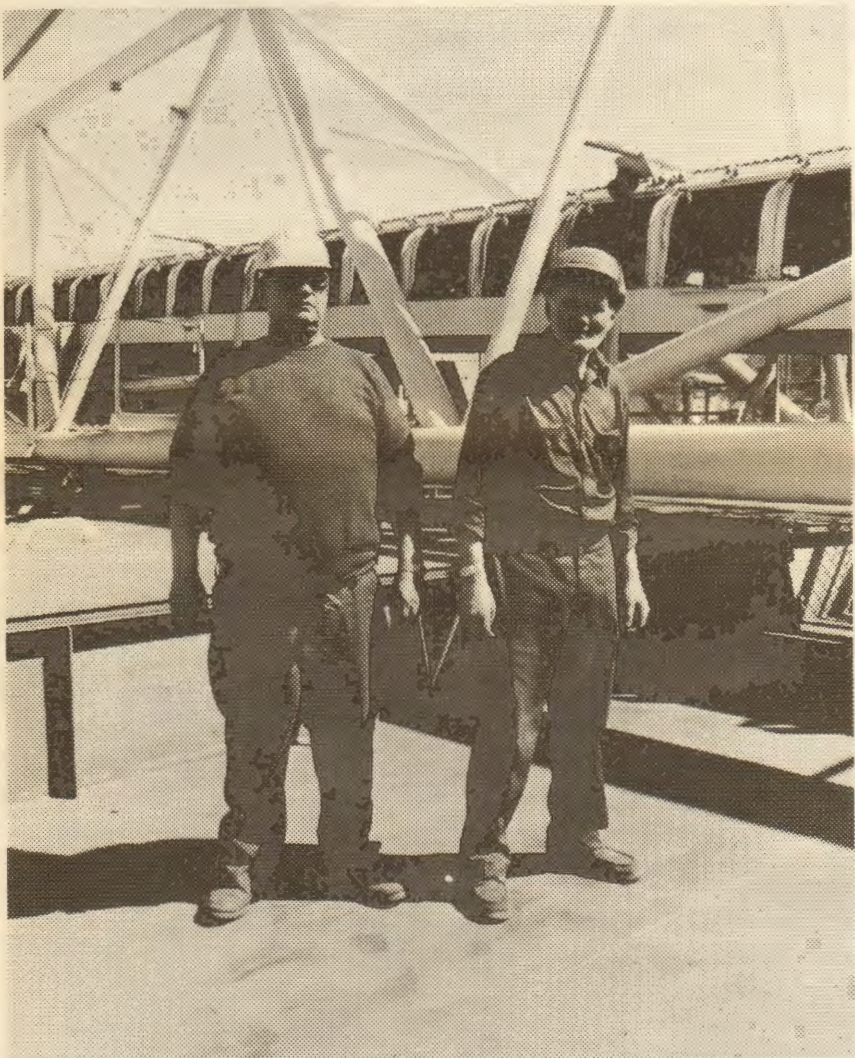
Photos by:
CHUCK SVENSON



Fitout makes for hearty appetites. At the lunch table are, clockwise from left, Deckhand Joe Hance, Watchmen Dave Grigg and Eugene Repko, Wheelsman John Norton, Deckhand Ron Bocek, Bosun Dave Morgan, Wheelsmen John Church and Conrad Norbottin, and Watchman Lee Allen.



The *American Republic* (American Steamship) at port in Cleveland.



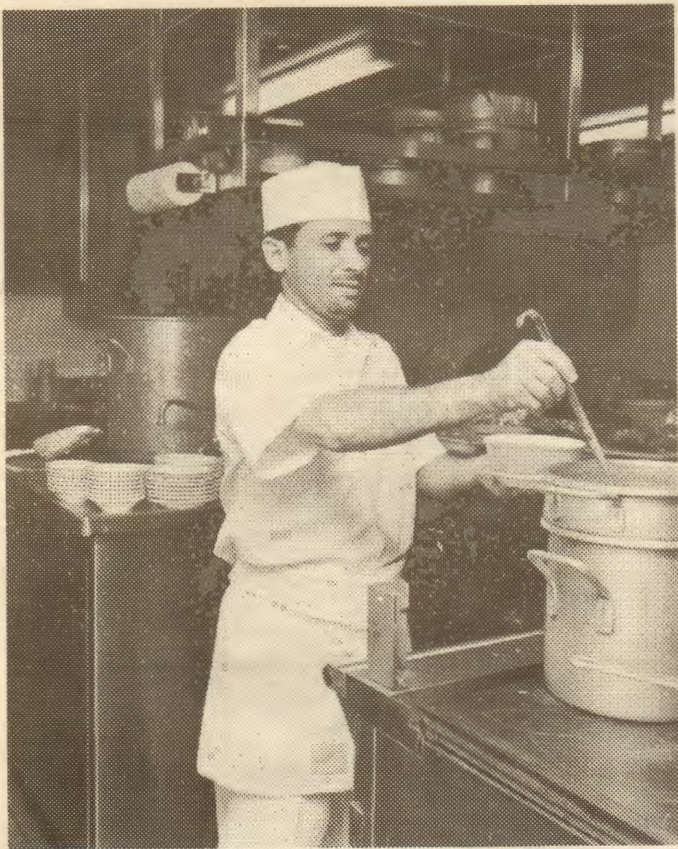
Standing before the massive conveyor boom are Conveyorman Dewey Sak, left, and Gateman Cliff Kracht.



Algonac Port Agent Jack Allen checks books and clinic cards.



Watchman Eugene Repko on deck.



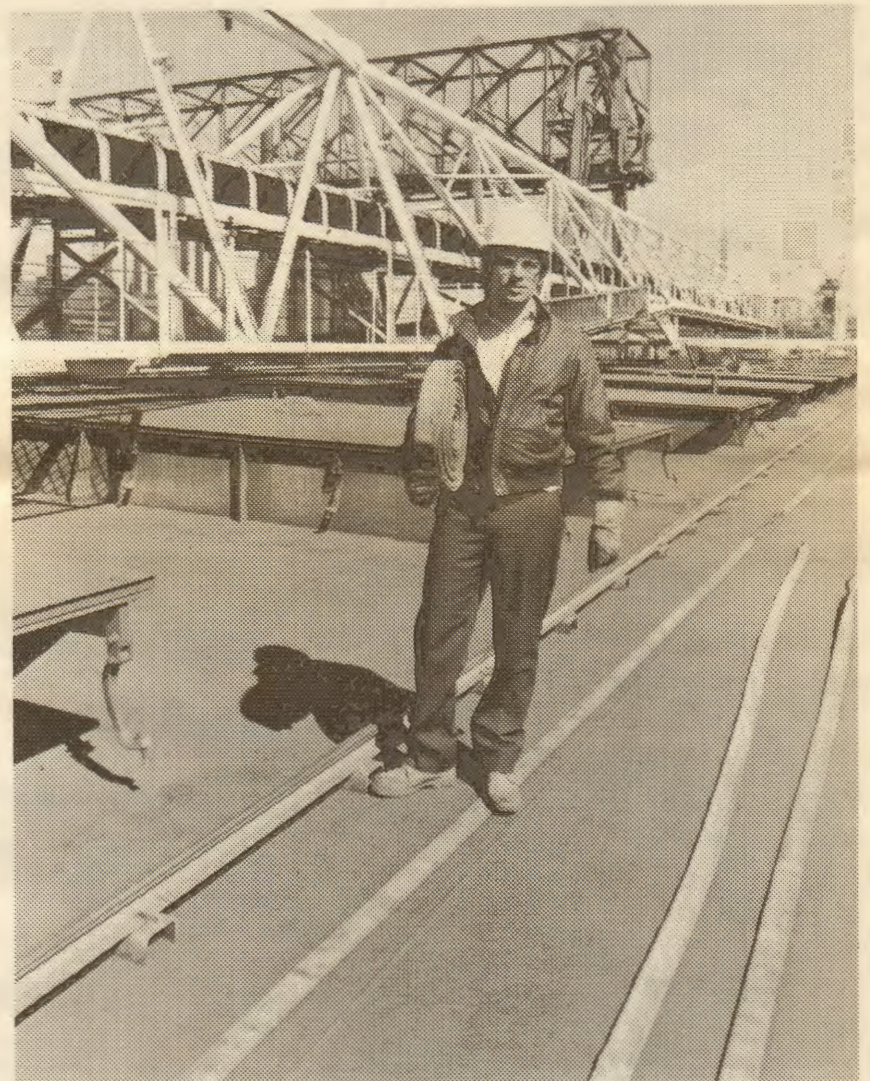
Messman Yehiam Kaid ladles out hot soup for the hungry crew.



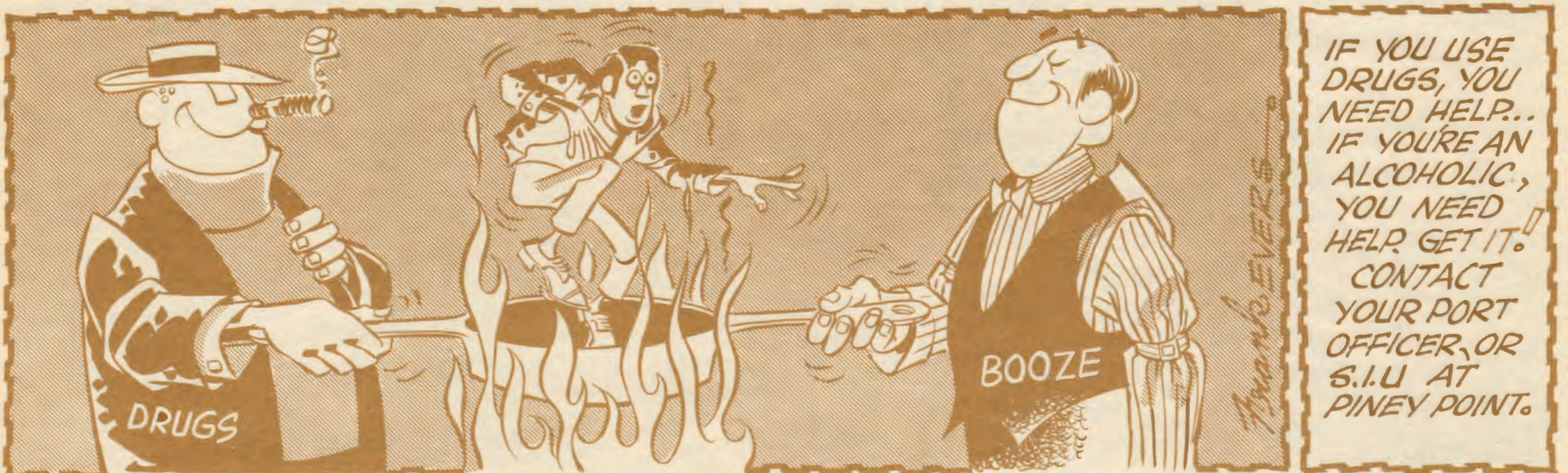
Chief Cook Herb Jacobs, right, and Second Cook Harry Petersen make a good team.



Bosun Dave Morgan supervised fitout activities on deck.



Deckhand Joe Hance makes a safety check on fire hoses.





Watchman Robert Allen, left, and Wheelsman Kenneth Johnson take a break.



Bosun Jim Shupert checks out the hatch lift.



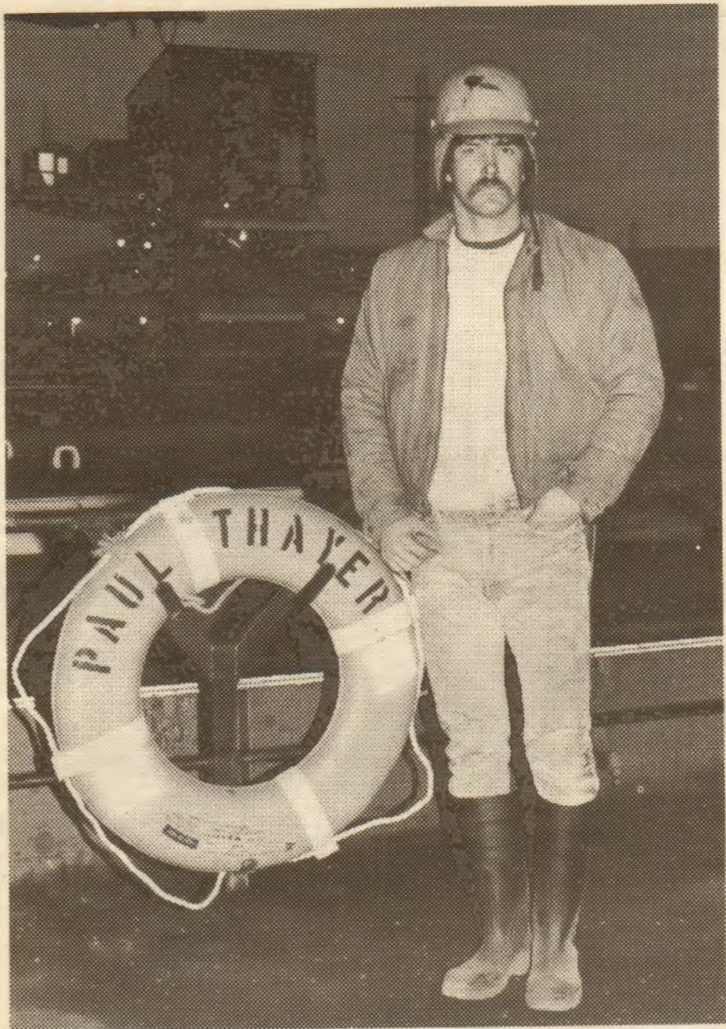
The *Paul Thayer* slips past Lorain Harbor Light on a short trip from Cleveland.



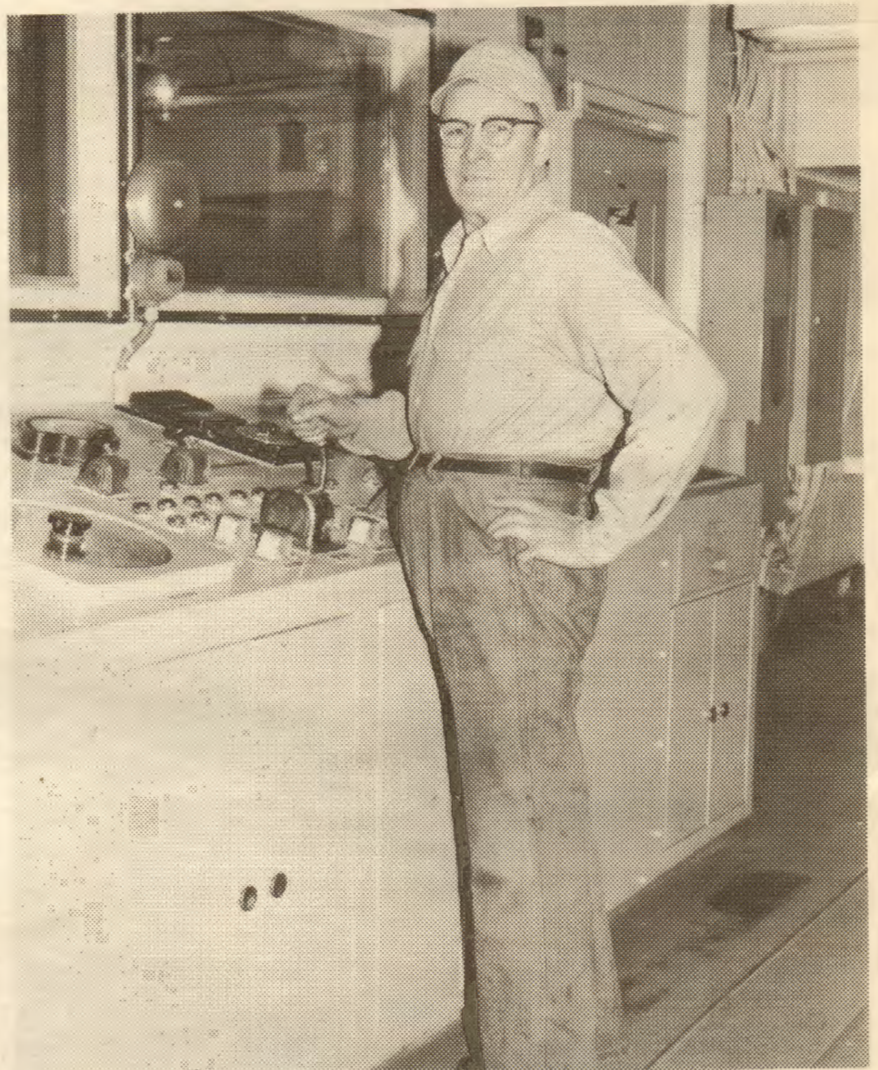
QMED George Nelson takes a coffee break.



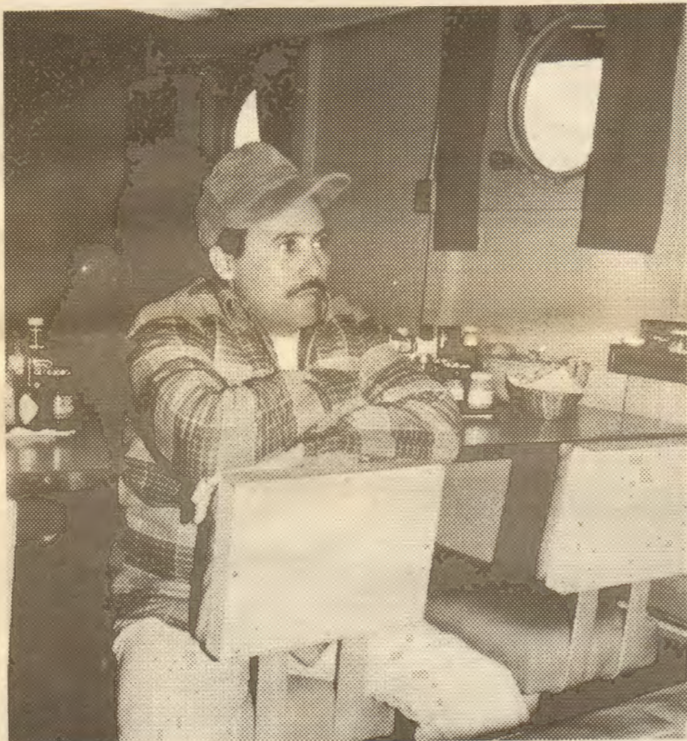
Deckhand Leonard Scott secures the forward line as the *Paul Thayer* ties up.



Deckhand Tom Hocking at twilight in Lorain.



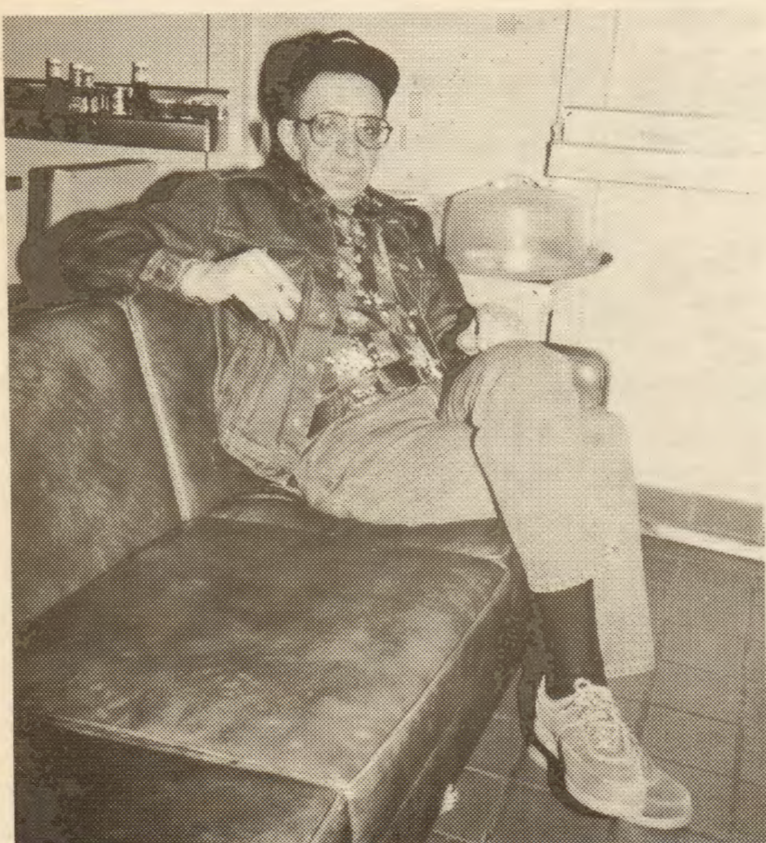
QMED Adam H. Smith is going to retire in November after 41 years on the lakes.



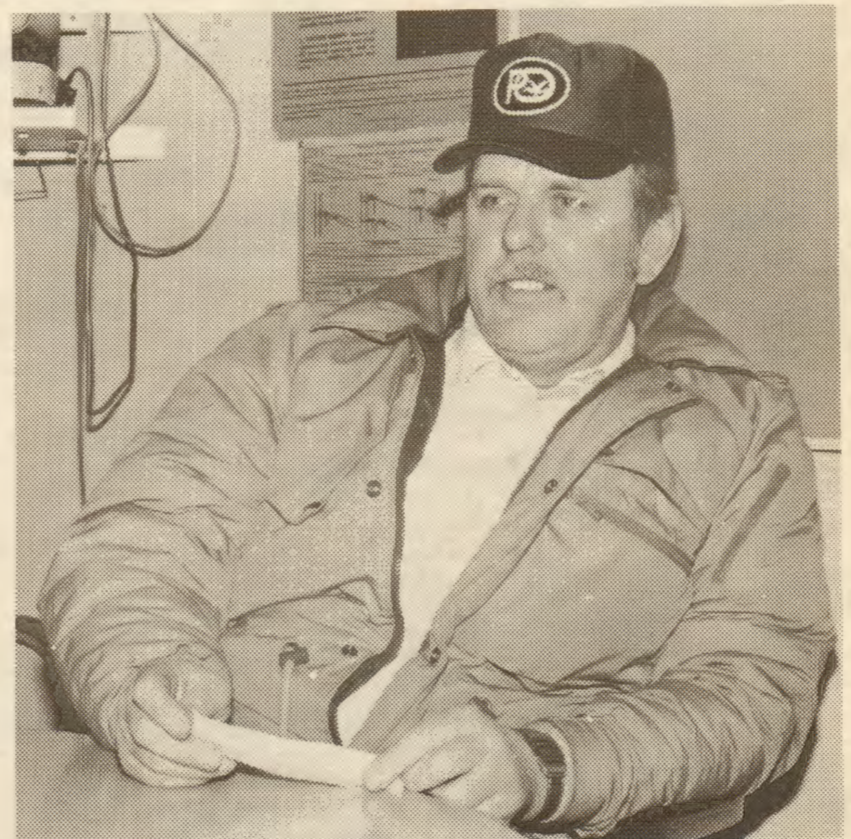
AB Watchman Mohamed Muthana in the messroom.



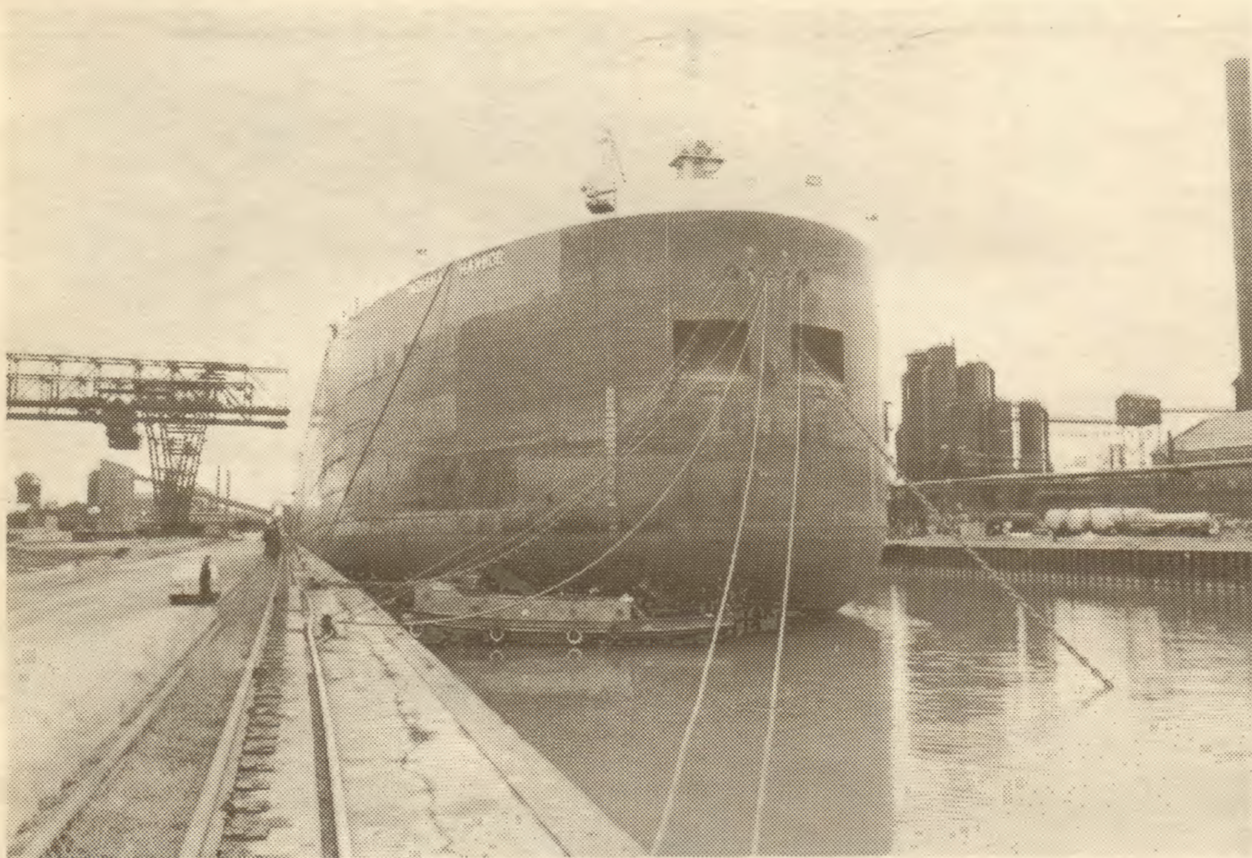
Deckhand Tom Hocking takes the stern line ashore.



Donald Maskell is gateman with many years experience.



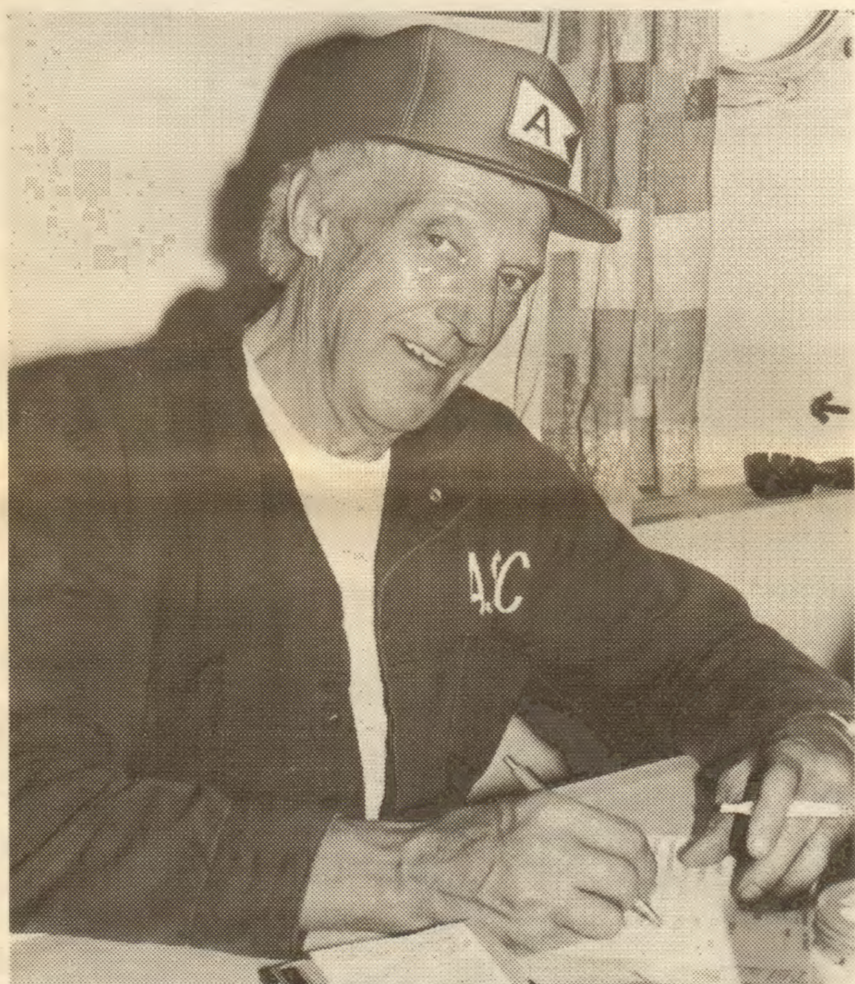
Conveyorman Bill Truax has sailed with Pringle for many years.



The *Indiana Harbor* (American Steamship) at her dock in Lackawanna, N.Y.



Deckhand Rod Smith.



QMED Ed Savickas, engine delegate, signs the SIU Ship's Delegates Report.



Second Cook Kirk Diener and Porter Roger Flaherty in the galley.



Watchman Nels Johnson, left, and QMEDs Fred Vance, center, and Gerard Anderson at lunch.



Deckhand Saleh Saleh with an abandoned U.S. Steel mill in the background.



Gateman Jess MacLeod, left, and Conveyorman Carmen Powell take a break.



American Steamship's new maintenance crew program is under way, and the first of those crews was aboard the *Indiana Harbor*. Deep in the aft tunnel sump area were QMED Work Leader John Litzner, left, and Helpers Drew Sample, center, and Harold Walkey.



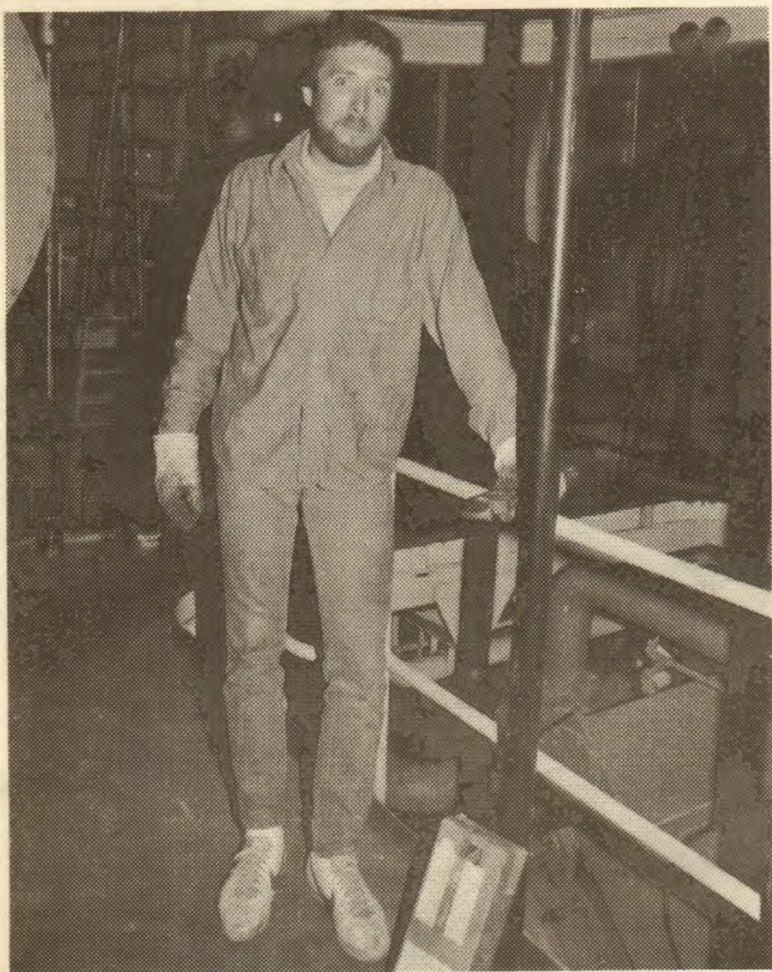
Wheelsman Cliff Cadreau, left, and Chief Cook Harry Stockman have been shipmates for 12 years.



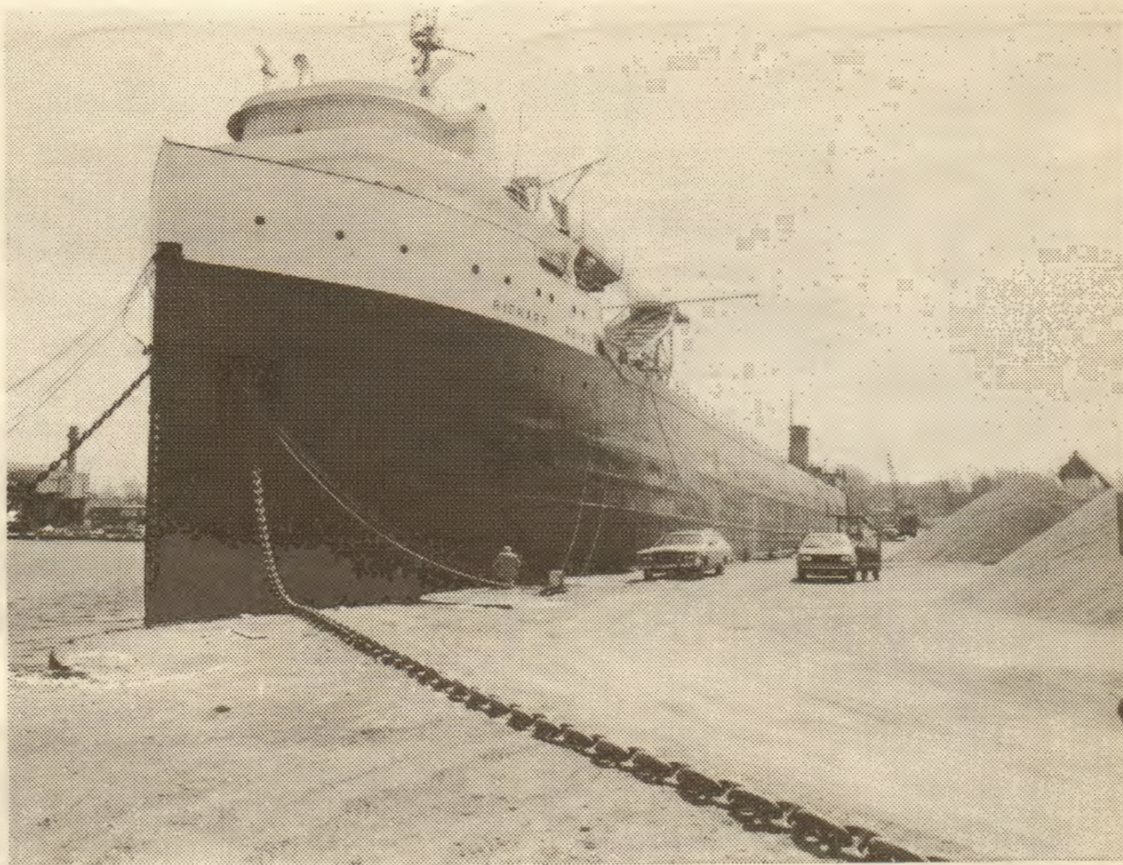
Chief Cook Harry Stockman keeps everybody happy, including the mates, Ted LaLonde, third mate, and Duane Demby, second mate.



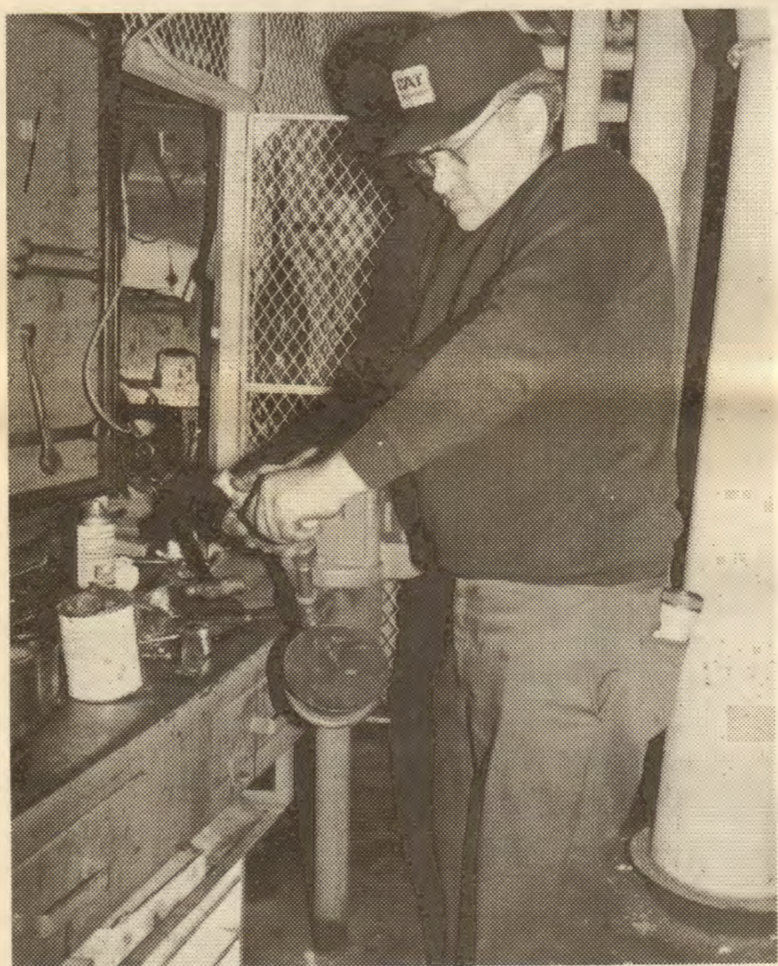
The *Indiana Harbor* sailed March 31 for the upper lakes.



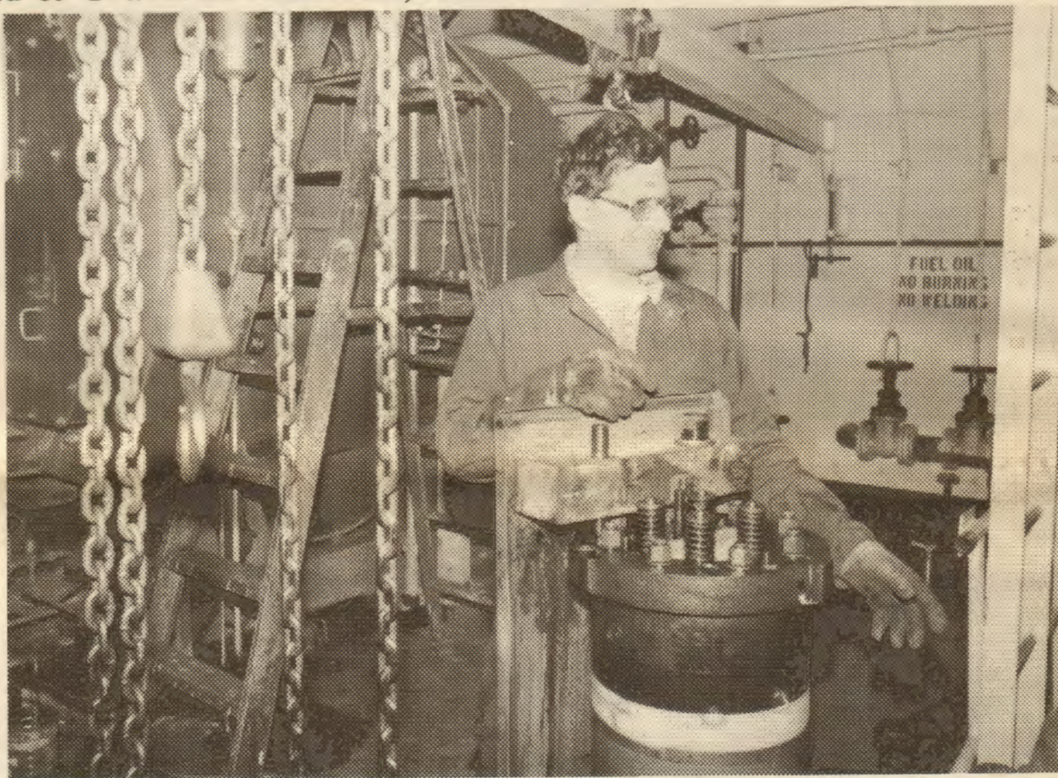
QMED Michael McCabe gets ready to begin fitout work.



The *Richard Reiss* is being readied for another season at the Erie Sand & Gravel dock in Erie, Pa.



QMED Al Ragnoni at the workbench in the engineroom shop.



QMED Larry Kaczrowski cleans and readies components of the big diesel engine.



Wiper Fred Piotrowski is back for another season.



Second Cook Ali Ahmed, right, and Porter Saleh Rashid get things organized on their first day aboard for the new season.



Algonac Port Agent Jack Allen talks with Conveyorman Robert Billman, center, and Assistant Conveyorman Walter Lesczynski, at left.

Seafarer

Government Services Division

Published for the Gov't Services Division, Seafarers International Union Atlantic, Gulf, Lakes, and Inland Waters District, AFL-CIO



Kilauea Steward Wins Honors

by Bob Borden, PAO, MSCPAC

APOLLO Beltran of the *USNS Kilauea* has been selected a winner in the MSCPAC Award of Excellence category for chief stewards. Capt. W.T. Dannheim, COMSCPAC, made the presentation to Beltran in early April while the *Kilauea* crewman was in Oakland. The annual award recognizes sustained superior performance among mariners in seven different job categories.

"I'm pleased to recognize the top performers in the fleet, and Mr. Beltran is certainly one of them," said Capt. Dannheim during brief ceremonies at MSCPAC headquarters. "The *USNS Kilauea* is a tough, hard working ship and the morale out there remains high because of people like Apollo Beltran."

A 20-year submarine veteran of the Navy, Beltran joined MSCPAC in 1981 as a steward-utilityman. He served on nine MSCPAC ships before being assigned to the *Kilauea* in February 1986. Beltran, in addition to distinguishing himself and his department

with quality food and service, introduced "Pizza Night" every Saturday aboard the ammunition ship when she was out at sea and provided popcorn on the mess decks during weekend bingo games. The popular chief steward also helps out on ship parties away from the ship when the vessel is in port.

"I try to understand the morale of a ship and contribute my services to making it better," Beltran explained after receiving his Award of Excellence. "My priority is making sure our mariners have three good meals a day. Then I always try to give them something extra."

"I know the crew is working hard. If I can give them something good, everybody's happy, including me."

Other MSCPAC Award of Excellence winners, each of whom receives a \$2,000 check, include Third Deck Officer Willard W. Bickford; Bosun Hans H. Rook; Assistant Storekeeper Samuel Rosen; Oiler Edward Shirley; Chief Cook Edward C. Green II, and Chief Engineer Per R. Tyrin.



Chief Steward Apollo Beltran (right) receives award from Capt. W.T. Dannheim, COMSCPAC.

Profile: The Kawishiwi's Carpenter

The *USNS Kawishiwi* (T-AO 146) was in Oakland recently for repair and maintenance work after undergoing a three-month Material Readiness Upgrade Program at a Tacoma, Wash. shipyard to extend the life of the veteran MSCPAC ship.

Built by the New York Shipbuilding Corporation at Camden, N.J., where her keel was laid in October 1953, the fleet oiler was launched a year later and commissioned in July 1955. After 24 years of service with a U.S. Navy crew, the *Kawishiwi* was decommissioned in Oakland and turned over to Military Sealift Command, Pacific, in October 1979. The 38,000 ton vessel is one of six Neosho-class oilers and has a cargo capacity of approximately 180,000 barrels of liquid fuel.

SEALIFT went aboard the *Kawishiwi* in April to talk to a sampling of her talented, interesting crew before she headed back to her normal operating area in Southern California.

Without hesitation, A. D. Engleman says MSC has allowed him to have some of the greatest jobs of his life. "If I have a job that to me is a hobby, what else could you ask for?" reasons the carpenter aboard the *Kawishiwi*. "This isn't work. It's a hobby—and I enjoy it, whether it's carpentry or working as an able bodied seaman or a bosun."

"Yessir, these are some of the finest jobs a man could have. You make your living from your hobby. What else could you ask for?"



A.D. Engleman, Ship's Carpenter

For most of his life, Engleman has asked for little and given a lot. Born and raised in Waterloo, Iowa, his curiosity about how things worked led him to a lifelong fascination for puzzles and a vocation in locksmithing.

"A lock is nothing more than a puzzle," says Engleman, a registered, bonded and certified locksmith. After retiring from the Navy in 1968 as a chief bosun's mate with 22 years of military service, he opened up a locksmith company in San Diego. After seven years of midnight calls to open up locked cars and dealing with a sometimes unappreciative public, Engleman called it quits.

"I made lots of money," he recalls, "but I never had any time for myself. Then there were the constant hassles over payment. I didn't need the problems, so I got out of the business."

Engleman and his family left San Diego and moved to Carson City, Nev., where he took a job with the

state prison as sergeant in charge of the culinary division. His work allowed him to interview most of the burglars in prison where he learned a few things from the inmates.

"I thought I was a good safe man until I talked to some of those rascals," he laughed. "They gave me the cream of my safeopening education."

Engelman quit his prison job the day two inmates were killed, then worked briefly for a Carson City newspaper as a proofreader before accepting a position with MSCPAC in 1980. He served aboard the *USNS Myer*, *Taluga* and *Kilauea* until his recent assignment aboard the *Kawishiwi*.

His locksmith skills have come in handy aboard ship. When he was on the *Myer*, military department personnel accidentally locked themselves out of radio central when the safe lock on the door wouldn't turn. "Everybody panicked," confided Engleman. "They thought they'd have to get a torch or cut through the safe. I opened it up for them after I told everybody to turn their back to me for a few seconds. I didn't want to share my secret but it was easy to open."

Engleman set up the complex master key system on the *Kilauea* and did the same thing on the *Myer*. In Oakland recently, he was called upon to open a safe at MSCPAC headquarters. His personnel file is filled with letters of appreciation and commendations for his locksmith work which has saved the government thousands of dollars.

His inventiveness in creating ways to repair locks without destroying them and making tools to open up locked cars without damaging them has won him praise and national awards from the locksmith industry. And yet, he's never patented his inventions because he says he didn't believe there was any reason to do so.

"I've got all the money I need,"

says the lanky carpenter. "If I had millions of dollars, I might be the most evil person on earth 'cause I could think of more ways to ruin my morals than any person I've ever known."

An avid reader who estimates he's read about 10,000 books in his lifetime, Engleman is always trying to learn something new. He has A.A. degrees in mathematics and accounting, and once taught elementary math to Filipino children through the Navy's Handclasp Program. He's a licensed emergency medical technician (EMT) and a licensed EMT instructor.

"I've got to keep my mind busy," he says. "I can't stand being bored."

For those who are easily bored and restless, Engleman advises them not to seek a maritime career. "You've got to be able to stand regimentation and discipline—regimentation that comes from your supervisor and discipline that will have to come from yourself," says the veteran seaman. "Once you've got the problems of regimentation, discipline and boredom solved, the sea's going to be a snap. You're going to think it's the nicest job God ever gave someone on earth."

(Next month this section will profile Aleck Dorsey, third steward aboard the *Kawishiwi*.)

"Here's a NEW TAX LAW tip"

The new tax law requires that all employees file a new Form W-4 before October 1, 1987 . . . but file it now so you can make sure the right amount of tax is being withheld. Your employer or the IRS has the forms and instructions.

TAX TIP
A Public Service of the IRS

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

Dispatchers Report for Great Lakes

MARCH 1-31, 1987

Port	*TOTAL REGISTERED All Groups			TOTAL SHIPPED All Groups			**REGISTERED ON BEACH All Groups		
	Class CL	Class L	Class NP	Class CL	Class L	Class NP	Class CL	Class L	Class NP
DECK DEPARTMENT									
Algonac	20	17	3	27	16	0	30	33	4
ENGINE DEPARTMENT									
Algonac	9	10	0	15	15	0	0	19	0
STEWARD DEPARTMENT									
Algonac	3	1	1	8	4	0	0	9	2
ENTRY DEPARTMENT									
Algonac	21	21	4	0	0	0	0	54	6
Totals All Departments	53	49	8	50	35	0	30	115	12

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

Directory of Ports

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

HEADQUARTERS

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

ALGONAC, Mich.

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

BALTIMORE, Md.

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

CLEVELAND, Ohio

5443 Ridge Rd. 44129
(216) 845-1100

DULUTH, Minn.

705 Medical Arts Building 55802
(218) 722-4110

HONOLULU, Hawaii

636 Cooke St. 96813
(808) 523-5434

HOUSTON, Tex.

1221 Pierce St. 77002
(713) 659-5152

JACKSONVILLE, Fla.

3315 Liberty St. 32206
(904) 353-0987

JERSEY CITY, N.J.

99 Montgomery St. 07302
(201) 435-9424

MOBILE, Ala.

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

NEW BEDFORD, Mass.

50 Union St. 02740
(617) 997-5404

NEW ORLEANS, La.

630 Jackson Ave. 70130
(504) 529-7546

NEW YORK, N.Y.

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

NORFOLK, Va.

115 Third St. 23510
(804) 622-1892

PHILADELPHIA, Pa.

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

PINEY POINT, Md.

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

SAN FRANCISCO, Calif.

350 Fremont St. 94105
(415) 543-5855

SANTURCE, P.R.

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

SEATTLE, Wash.

2505 1 Ave. 98121
(206) 441-1960

ST. LOUIS, Mo.

4581 Gravois Ave. 63116
(314) 752-6500

WILMINGTON, Calif.

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

Dispatchers Report for Deep Sea

MARCH 1-31, 1987

Port	*TOTAL REGISTERED			TOTAL SHIPPED			Trip Reliefs	**REGISTERED ON BEACH		
	All Groups			All Groups				All Groups		
	Class A	Class B	Class C	Class A	Class B	Class C		Class A	Class B	Class C
DECK DEPARTMENT										
New York	50	8	0	45	11	0	11	92	18	1
Philadelphia	6	1	0	1	1	0	0	7	4	1
Baltimore	12	10	0	6	5	0	0	12	9	1
Norfolk	10	7	3	12	9	2	1	20	7	4
Mobile	15	3	2	10	2	2	1	17	4	0
New Orleans	41	5	3	30	4	1	8	84	9	3
Jacksonville	27	10	2	28	7	2	3	46	21	3
San Francisco	25	10	12	17	7	10	4	56	11	11
Wilmington	26	6	4	12	3	1	0	42	6	5
Seattle	32	9	1	24	4	1	3	50	10	1
Puerto Rico	16	4	0	13	2	0	1	32	4	0
Honolulu	7	12	4	6	10	8	4	10	15	4
Houston	46	7	2	34	1	3	7	66	11	1
St. Louis	0	0	0	0	0	0	0	0	0	0
Piney Point	2	5	0	1	4	0	0	3	1	0
Totals	315	97	33	399	70	30	43	537	130	35
ENGINE DEPARTMENT										
New York	37	3	0	24	1	0	8	70	9	2
Philadelphia	3	2	0	3	0	0	0	5	2	1
Baltimore	9	1	0	5	2	0	1	12	1	0
Norfolk	5	5	1	6	4	0	2	10	7	1
Mobile	7	3	0	6	2	0	0	8	4	0
New Orleans	34	5	1	9	5	2	4	63	11	1
Jacksonville	29	2	0	29	2	0	5	38	5	1
San Francisco	34	5	1	14	4	1	3	43	3	2
Wilmington	5	2	2	10	6	0	4	16	2	3
Seattle	23	8	1	17	5	0	3	29	12	2
Puerto Rico	11	1	0	5	0	0	1	23	1	0
Honolulu	4	15	12	6	12	9	2	7	15	9
Houston	26	2	0	18	4	0	1	45	3	0
St. Louis	0	0	0	0	0	0	0	0	0	0
Piney Point	9	3	0	5	2	0	0	5	7	0
Totals	236	57	18	157	49	12	34	374	82	22
STEWARD DEPARTMENT										
New York	17	8	0	12	1	0	5	37	13	1
Philadelphia	2	1	1	1	1	0	1	1	2	1
Baltimore	2	0	0	6	1	0	0	3	2	0
Norfolk	4	1	0	4	1	0	0	8	2	0
Mobile	9	0	0	9	1	0	0	6	0	0
New Orleans	28	0	1	10	1	1	6	47	1	1
Jacksonville	13	3	0	15	6	0	5	20	4	0
San Francisco	47	4	7	30	1	7	7	75	9	6
Wilmington	11	2	2	7	4	0	0	21	3	2
Seattle	24	0	0	18	2	0	8	38	2	0
Puerto Rico	5	0	0	8	2	0	0	9	1	0
Honolulu	7	22	17	2	15	18	55	7	22	29
Houston	14	0	0	12	0	0	2	22	0	0
St. Louis	0	0	0	0	0	0	0	0	0	0
Piney Point	7	17	0	3	13	0	0	4	10	0
Totals	190	218	28	137	49	26	89	298	71	40
ENTRY DEPARTMENT										
New York	23	31	4	12	16	2	0	43	33	9
Philadelphia	2	3	1	1	1	2	0	3	7	5
Baltimore	6	3	1	1	2	1	0	8	4	0
Norfolk	5	14	4	5	5	3	0	11	15	3
Mobile	1	8	1	0	7	0	0	2	10	1
New Orleans	14	18	22	13	10	13	0	29	26	30
Jacksonville	12	10	0	4	13	1	0	11	8	4
San Francisco	37	20	18	14	6	13	0	82	37	20
Wilmington	8	8	9	6	2	0	0	22	18	12
Seattle	26	13	2	27	11	1	0	35	32	3
Puerto Rico	13	1	0	0	0	0	0	12	9	0
Honolulu	7	91	145	6	65	99	0	6	93	223
Houston	9	11	4	11	6	1	0	21	19	5
St. Louis	0	0	0	0	0	0	0	0	0	0
Piney Point	1	9	27	0	4	15	0	1	7	25
Totals	164	240	238	100	148	151	0	286	318	340
Totals All Departments	905	612	317	793	316	219	166	1,495	601	437

***"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 March was up from the month of February. A total of 1,494 jobs were shipped on SIU-contracted deep sea vessels. Of the 1,494 jobs shipped, 793 jobs or about 53 percent were taken by "A" seniority members. The rest were filled by "B" and "C" seniority people. A total of 166 trip relief jobs were shipped. Since the trip relief program began on April 1, 1982, a total of 4,805 jobs have been shipped.

Seafarers

HARRY LUNDEBERG SCHOOL OF SEAMANSHIP



Piney Point Maryland

SHLSS Introduces a New Course The Lavino Sanitation Course

In its continuing efforts to meet the needs of the industry, the Seafarers Harry Lundeborg School of Seamanship has instituted a new course titled Lavino Sanitation. This course was designed, at the request of the Lavino Shipping Company, to further educate Steward personnel in all phases of shipboard sanitation, shipboard safety, leadership and communications.

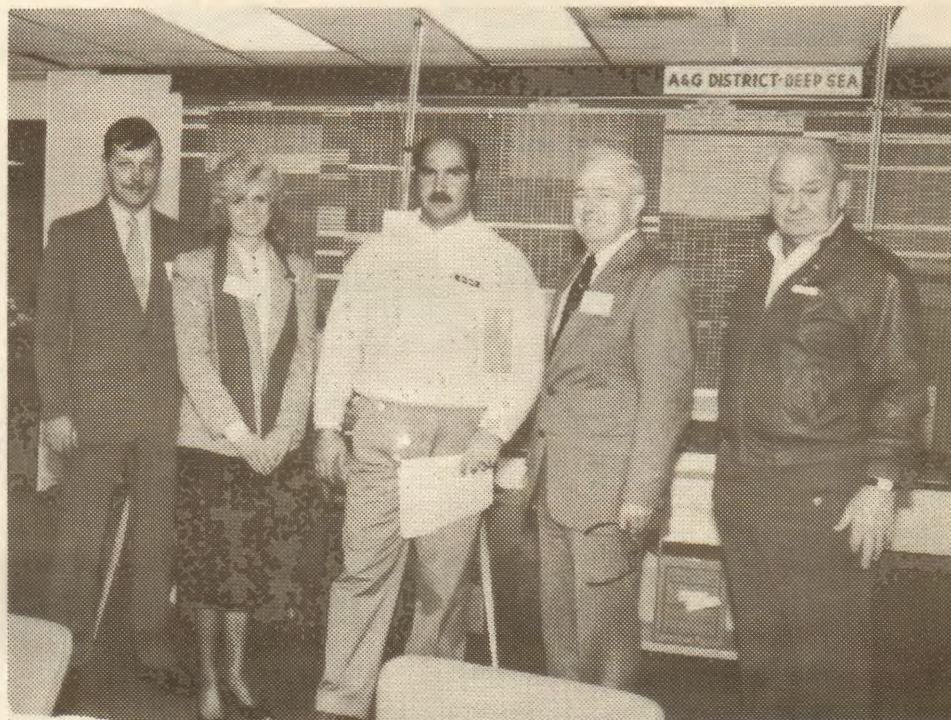
The six-week course concentrates on nutrition, menu planning, table service, how to present food, purchasing and inventory, and storing and

receiving. There is practical application in the areas of supervision, preparation of meals, clean-up activities and state room services supervision. First Aid, CPR and Fire Fighting have been incorporated into the course to cover all areas of safety.

This course is a refresher course for most steward personnel. Students are hand picked through the ports, and graduates are expected to sail on Lavino Ships. Interested Stewards can contact their SIU Port Agent for more information.



The Lavino ship *De Steiguer*, is one of the vessels which Lavino Sanitation Course graduates can expect to sail on.



Touring the SIU Manpower facilities are (l. to r.) Richard Lemon, Marie Longo, Bart Rogers, Admiral Tierney and Ken Conklin.



Admiral Tierney discusses the goals of the Lavino Sanitation Course.

American Institute for Free Labor Development Tour SHLSS

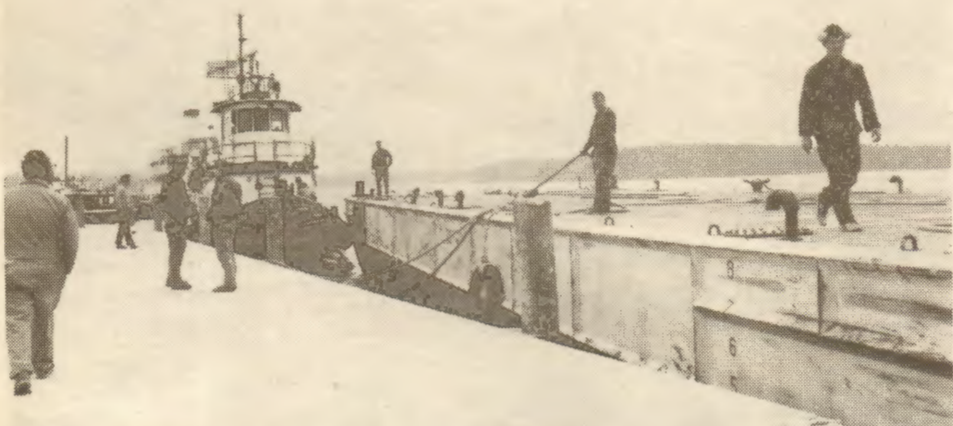


Bill Hellwege explains the capabilities of the manpower system to members of AIFLD.



Members of the American Institute for Free Labor Development pose for a picture after touring the SHLSS facilities.

U.S. Government donates barge to SHLSS



The Army 73rd Transportation Port Group, from Fort Eustis, Virginia, delivers a 75 foot flat barge to SHLSS. This barge was donated by the U.S. Government to be used for Sealift training.

—SHLSS COURSE GRADUATES



Sealift Operations and Maintenance

First row: (l. to r.) Rebecca Pauliot, Pamela Taylor, Carlos Pineda, Crissy Wright, Pete Sanchez, Michael Murphy, M. Bolger. Second row: John Ballentine, Doriana Schmeltz, C. T. Poggioli, Russ Williams, Ray Brown, Cigi Grycko, Mark Trepp, Diana Nason, Robbynson Suy, Third row: Paul Dornes, Werner Becher, John Orr, O. C. Wiley, Jr., Tim Tierney, Othman Bin Chik, Marvin Zimbo, Tony Mohammed, Henry Bouganin, Harry Alongi (Instructor).



Refrigeration Maintenance & Operations

Front row: (l. to r.) Gregorio Madera, John Day. Second row: Eric Malzkuhn (Instructor), John Herlein, Rafael Matos, Bob Bryant, Donald Cox, Michael Hurst, Buddy McBride.



College Program

First row: (l. to r.) Brian Krus, M. Lynch Charles Petersen. Second row: Kenji Hoffman, Richard Robertson, Harry Berggren, Tom Hogan.



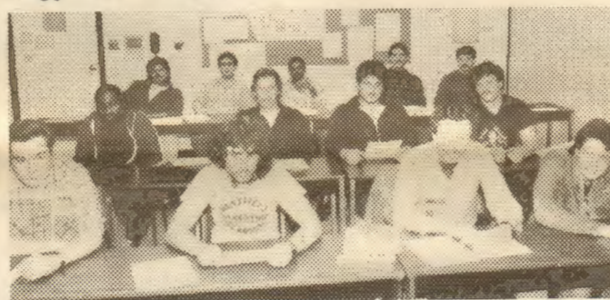
Lifeboat

First row: (l. to r.) Abdul M. Hussein, Eufemiano Magbaleta, Saleh Yafai. Second row: Jackie Davis, Aaron Ruiz, Jeff Johnson, Jim Tanner, A.R. Alwaseem, Jake Karaczynski (Instructor).



Able Seaman

First row: (l. to r.) Green Hoskins, Mitchell Santana, Larry Martin. Second row: John Kolwe, Tim Smith, Tom Dowdell, Jake Karaczynski (Instructor).



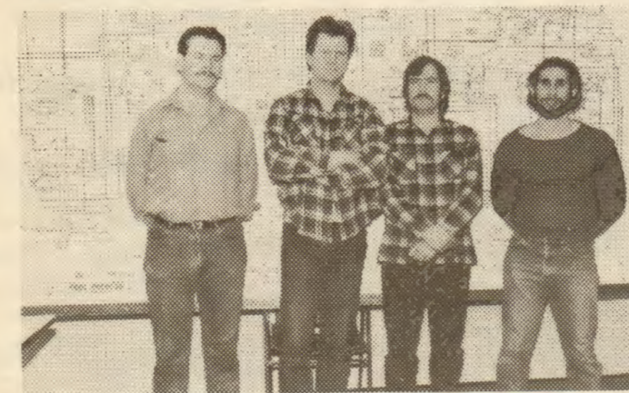
FOWT

First row: (l. to r.) John LaDuke, John Steeber, Jim Johnson, James Bloodworth. Second row: Herman Best, Jim Gamache, Al Verzella, Darrell McDonald. Third row: Michael R. LasDulce, Jim Longo, Earl J. Mallory, John B. Leiter, Bill Foley (Instructor).



Third Assistant Engineer

First row: (l. to r.) Steven Byerley, John Nathan, Barry Kiger, Todd Smith, Rafael Atehorilla. Second row: James Davis, Stephen Treece, Steve Miller, Richie Wilson, David Timmons. Third row: Jim Fonville, Michael Peck, Raymond Brownlee.



Marine Electrical Maintenance

(L. to R.) Walt Davidson, John C. Orr, James McDaniel, Rudolph Salvaggio. Not shown: Chris Beaton, Tony Mohammed, Mike Murphy.



Bosun Recertification

First row: (l. to r.) Carlos A. Pineda, John Ballentine, Jr., Tim Tierney, Mike Bolger, Ray T. Brown. Second row: Glen James, Mark Trepp, Werner Becher, Paul Dornes, O. C. Wiley, Jr., Marvin Zimbro, Henry Bouganin.



Radar

(L. to R.) John Zarroli, Russell Williams, Alide Bijazic, Aldo Bijazic.



Steward Recertification

First row: (l. to r.) Dionisio Muyco, Sek Wong, Oswald Jones, Norman Johnson, Eufemiano Magbaleta, Nick Andrews. Second row: S.C. Edmond, Ray Monette, Bill Seidenstricker, Joseph Speller, Edgardo Vazquez. Not shown: David Pappas.



Refrigerated Containers Advanced Maintenance

(L. to R.) Donald Cox, Ed Smith, Bauren Bryant, Joe Pomraning, Ray Hart, Gregorio Madera, Eric Malzkuhn (Inst.).



Army Training Group

First row: (l. to r.) Larry L. Mays, Marvin Stewart, Michael C. Crooms, Rickey L. Patterson, Wilmer Santiago. Second row: Jim Moore (Instructor), Keith Kornegay, John Ryans, Ross Schliepmake. Third row: Philip Peacock, Carlton J. Thomas, Richard Dickerson (Instructor).

1987 Upgrading Course Schedule

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

May 1987 — December 1987

The following is the current course schedule for May 1987 — December 1987 at the Seafarers Harry Lundeberg School of Seamanship.

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

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

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

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

Course Schedule Notice

* The above courses will be followed by a mandatory four-week Sealift Operations and Maintenance Course. (If you already have a Sealift Operations and Maintenance endorsement you do not have to repeat this course.)

Engine Upgrading Courses

Course	Check-In Date	Completion Date
QMED - Any Rating *Sealift Operations & Maint.	September 21 December 14	December 11 January 8
Automation *Sealift Operations & Maint.	July 13 August 10	August 7 September 4
Automation *Sealift Operations & Maint.	June 27 July 25	July 22 August 19
Fireman/Watertender, Oiler *Sealift Operations & Maint.	June 8 August 3	July 31 August 28
Fireman/Watertender, Oiler *Sealift Operations & Maint.	August 10 October 5	October 2 October 30
Fireman/Watertender, Oiler *Sealift Operations & Maint.	October 12 December 7	December 4 December 31
Hydraulics *Sealift Operations & Maint.	May 11 June 8	June 5 July 3
Marine Electrical Maintenance *Sealift Operations & Maint.	July 13 September 7	September 4 October 2
Variable Speed DC Drive *Sealift Operations & Maint.	September 21 November 2	October 30 November 27
Electro-Hydraulic Systems *Sealift Operations & Maint.	May 18 June 29	June 26 July 24
Electro-Hydraulic Systems *Sealift Operations & Maint.	November 9 December 21	December 18 January 15
Refrigeration Systems Maint. & Ops. *Sealift Operations & Maint.	July 20 August 31	August 28 September 25
Refrigeration Containers — Advanced Maint. *Sealift Operations & Maint.	August 31 October 12	October 9 November 6
Diesel Engineer — Regular *Sealift Operations & Maint.	April 6 May 18	May 15 June 12
Diesel Engineer — Regular *Sealift Operations & Maint.	October 12 November 23	November 20 December 12

Recertification Programs

Course	Check-In Date	Completion Date
Steward Recertification	May 5 June 29 August 31 November 2	June 8 August 3 October 5 December 7
Bosun Recertification	September 21	November 2

Deck Upgrading Courses

Course	Check-In Date	Completion Date
Able Seaman/Sealift Operations & Maintenance	May 18 July 13 August 31 September 28 October 26	July 10 September 4 October 23 November 20 December 18
Sealift Operations & Maintenance	July 13 August 10 September 28 October 26 November 23	August 7 September 4 October 23 November 20 December 18
Lifeboat	May 4	May 15
Third Mate & Original Second Mate	May 4	July 10
Celestial Navigation	July 13 November 2	August 14 December 4
Radar Observer	August 17 December 7	August 28 December 12
Radar Observer (Renewal)	Open ended course, however, must notify SHLSS before entering this course.	
Towboat Operator	September 7	October 30
Deep Sea Deck Shiphandling Simulator	June 15	June 18
Inland Deck Shiphandling Simulator	October 12	October 16

Steward Upgrading Courses

Course	Check-In Date	Completion Date
Assistant Cook *Sealift Operations & Maint.	July 22 September 8	September 4 October 2
Assistant Cook *Sealift Operations & Maint.	September 2 October 19	October 16 November 13
Assistant Cook *Sealift Operations & Maint.	October 14 November 30	November 27 December 24
Assistant Cook *Sealift Operations & Maint.	November 25 January 11	January 8 February 5
Cook and Baker *Sealift Operations & Maint.	July 22 September 21	September 18 October 16
Cook and Baker *Sealift Operations & Maint.	September 2 November 2	October 30 November 27
Cook and Baker *Sealift Operations & Maint.	October 14 December 14	December 11 January 8
Chief Cook *Sealift Operations & Maint.	July 8 September 7	September 4 October 2
Chief Cook *Sealift Operations & Maint.	September 2 November 2	October 30 November 27
Chief Cook *Sealift Operations & Maint.	October 28 December 28	December 25 January 22
Chief Steward *Sealift Operations & Maint.	July 8 September 7	September 4 October 2
Chief Steward *Sealift Operations & Maint.	September 2 November 2	October 30 November 27
Chief Steward *Sealift Operations & Maint.	October 28 December 28	December 25 January 22

Adult Education Courses

Course	Check-In Date	Completion Date
For students who wish to apply for the GED, ESL, or ABE classes for the first six months of this year, the courses will be six weeks in length and offered on the following dates:		
High School Equivalency (GED)	August 3 November 2	September 14 December 14
Adult Basic Education (ABE) & English as a Second Language (ESL)	August 3 November 2	September 11 December 11
The Developmental Studies Class (DVS) will be offered one week prior to some of the upgrading classes. They will be offered as follows:		
FOWT Towboat Operator	August 3 September 7	August 7 September 11

College Programs

Course	Check-In Date	Completion Date
Associates in Arts	June 8 August 17 October 26	July 31 October 19 December 18



Deep Sea



Pensioner **Stanley Bojko**, 67, died Feb. 2. Brother Bojko joined the SIU in 1938. He last sailed in the deck department as a recertified bosun. Seafarer Bojko went on pension in 1976. His ashes were com-

mended to the deep from the *Sea-Land Innovator* off the coast of California.

Pensioner **William B. Ferrell** died March 10 of a heart attack. Seafarer Ferrell joined the SIU in 1953. He sailed in the engine department and later joined MEBA. Brother Ferrell went on pension in 1981. He was buried in Clinton, N.C. Surviving is his son, Jerold and his daughter, Barbara.



Alfred Winston Flatts, 62, died recently. Brother Flatts, who sailed in the steward department, joined the SIU in 1946. He was active in the Falcon Carriers beef and in the General Strike of 1946. Seafarer Flatts is survived by a son, Alfred.

Pensioner **Marvin Gilby**, 74, died March 20 in Seattle, Wash. Brother Gilby joined the SIU in 1968, sailing with Sea-Land Service in the engine department. He went on pension in 1981. Seafarer Gilby is survived by his sister, Althea Ramsever.

Pensioner **Cruz Negron**, 66, died March 6 of a heart attack in Guayana, P.R. Brother Negron joined the SIU in 1944. A member of the deck department, he walked the picket line in the Wall Street beef and went on pension in 1974. Seafarer Negron is survived by his widow, Carmen.

Pensioner **Joaquin Nolasco**, 69, died Feb. 1. Brother Nolasco joined the SIU in 1956. He sailed in the deck department and went on pension in 1982. Seafarer Nolasco was buried in El Alto Talara in Peru. He is survived by his brother, Felix.

Pensioner's Corner

The following SIU members have retired on pension:

DEEP SEA

Algonac
Stanley A. Stigen
Baltimore
Robert Stewart
Honolulu
Jack J. Schaeffer
Houston
Eugene J. Blanchard
Harry Granger
Andrew F. Kamedra
Jacksonville
Alfred Case
Jerome Chapkewitz
Edwin M. Felker
Jack Nelson Jr.
Mobile
Jimmie A. Moody
New Orleans
Nicholas L. Pizzuto
Bobbie B. Spears
Stanley Zeagler

New York

William Karpiak
Ramon Perez
Norfolk
Rodney D. Borlase
Morris C. Hill
Philadelphia
Thomas J. Henry
San Francisco
Mung How
James A. Shortell
Wilmington
Lester Schragar

GREAT LAKES

Cleveland
Joanne Kane
New York
Earl F. Burdick

GLOUCESTER FISHERMAN

Gloucester
Judith Senos



Personals

Mark Holley

Please get in touch with Maemae at 333 N. Columbus Ave., Freeport, N.Y. 11520; (daytime tel: 516/227-0697).

Eddie Puchalski

Anyone knowing of Eddie Puchalski's whereabouts, please let him know his mother is ill. He should contact his sister Stella at 5115 Oak Circle, Moriches, N.Y. 11955. Tel. (516) 878-6023.

Ronald Vernon Schaeffer

Your dad would like you to contact him at 512 N. 21st St., Escanaba, Mich. 49829.

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

AURORA (Apex Marine), March 8—Chairman Cesar A. Gutierrez, Secretary James R. Parker, Engine Delegate C. Hampson, Steward Delegate Frederick E. Otto. Some disputed OT was reported in the deck department. There is \$285 in the ship's treasury. Brother Gutierrez spoke with the captain about the VCR on C deck not working. The captain said he would order a new one from the company. The crew decided that way would take too long and so decided to take up a collection and buy one themselves. Brothers Wilbur Adams and Jerry Bankston were elected to purchase the new machine in Baltimore—for the exclusive use of the deck, engine and steward departments. The secretary reports this to be a "top notch crew, from top to bottom."

BORINQUEN (Puerto Rico Marine), February 15—Chairman Donald Wagner, Secretary C.B. Carter Jr. Some disputed OT was reported in the deck and engine departments. These matters of delayed sailing, disputed holiday OT, port time and linen allowances will be taken up with the boarding patrolman. There is \$13 in the ship's fund. A letter from Brother "Red" Campbell was received pertaining to unemployment insurance from Puerto Rico. It was read and posted on the bulletin board. The chairman reminded all hands to take advantage of the upgrading courses available at Piney Point and to continue to support SPAD during these lean times. A vote of thanks was given to the steward department for a job well done. Next port: Elizabeth, N.J.

LNG CAPRICORN (ETC), February 15—Chairman Malcolm B. Woods, Secretary J.L. Gibbons, Educational Director/Engine Delegate Ole J. Mortensen, Deck Delegate Pete J. Reed, Steward Delegate William F. Christmas. No beefs or disputed OT reported. There is \$275.38 in the ship's fund. A discussion was held on safety aboard ship, and the bosun reminded all members that "safety is everyone's business." A letter was received from Vice President "Red" Campbell reminding members to conduct themselves properly as an American seaman aboard ship and ashore. The secretary noted that everything is running smoothly. One steward department member had to get off due to medical reasons. A round of applause was given to the crew on their sportsmanship, and for the fact that they are a winning team in their softball games played in Bontang. Mr. George Reilly, from ETC, paid the ship a visit while in the port of Osaka, Japan. A vote of thanks was given to the crew for a fine job—well done! Next port: Arun, Indonesia.

FALCON PRINCESS (Seahawk Management), March 1—Chairman Thomas Walker, Secretary Cesar A. Guerra, Educational Director R. Tims. No disputed OT or beefs reported. The bosun reminded all hands that, as per the contract, no one is to be paid until their room is clean and all

dirty linen has been returned. Due to the lay-up of the *Princess* following payoff, all ship's movies will be turned over to the captain. A particular vote of thanks was given to the steward department for all their fine work. One minute of silence was observed in memory of our departed brothers and sisters. Next port: Port Arthur, Texas.

1st LT. JACK LUMMUS (AMSEA), March 3—Chairman Luke Meadows, Secretary Kim Dormody, Educational Director/Engine Delegate Ron Shaw, Deck Delegate Paul Evans, Steward Delegate Steve Parker. While there were no major beefs or disputed OT, the steward department did note that they were having trouble scheduling upgrading at Piney Point to coincide with vacation time. The four month on/two month off rotation doesn't leave enough time to upgrade, and seamen can lose their permanent job rotation due to scheduling. A question was brought up: If a flight out is unavailable on the date of payoff, is the crew entitled to one day's pay and lodging other than onboard ship? A motion was made to request telex numbers for Union representation, manpower and upgrading. A request was also made for the latest rulings concerning requirements to receive an A book on the different ships (MSC, TAGOS, etc.). Votes of thanks were given out: to the steward department for the great barbecues; to the Navy staff for the movie scheduling, and to the ship's fishermen for the fresh mahi-mahi, wahoo and yellow-fin tuna. Next port: Guam.

MOKU PAHU (Pacific Gulf Marine), February 26—Chairman Ray Todd, Secretary R. Spencer, Educational Director D.A. Norris. No beefs or disputed OT. Brother Todd reported that the ship is running smoothly and things look good. The *Moku Pahu* will pay off in Galveston, Texas this trip. He reminded all crewmembers getting off to leave their rooms clean and turn in their soiled linen. He also stressed the importance of contributing to SPAD. Brother Spencer reminded all qualified members to upgrade their skills at the SHLSS in Piney Point, and Brother Norris urged that members practice safety onboard ship at all times.

OMI MISSOURI (OMI), March 1—Chairman Fred C. Cooper, Secretary Lawrence A. Banks. No disputed OT or beefs reported. The chairman reports that everything is running smoothly. The *OMI Missouri* is expected to arrive in Mobile, Ala. on Feb. 3 with payoff the same day. Several suggestions were made. First, bigger sheets are needed for the bunks. The steward will check with the port steward about the possibility of getting fitted sheets. There is also a need for cloth hooks in the forecabin. A vote of thanks was given to the chief engineer for a job well done with the barbecues.

OVERSEAS OHIO (Maritime Overseas Corp.), March 13—Chairman Pete Garza, Secretary E. Vieira. The steward department had their compensation disputed for work performed in the feeding and caring for five extra men. The ship will

pay off as soon as possible on March 15. The captain paid all those members who had money coming to them in lieu of time off. All hands wanting a relief should be able to get one with proper advance notification. There will be 15 new movies aboard ship every month. The educational director urged all trainees to try and upgrade their skills while putting in their six months training. A number of suggestions were made. The first was to have the sofa in the crew lounge repaired. It was also requested that the patrolman clarify as to who pays transportation and doctors bills when a man is on articles and obtains a masters certificate while in a U.S. port. There is also the need for some sort of launch service while in Panama. And a ruling needs to be worked out so that the 8-12 quartermaster can take a short coffee break in the morning. It was felt that the radio operator is spending too much time

and get help! Contact your port agent or SIU drug and alcohol program at Piney Point. That treatment doesn't cost you anything!" It appears that there are bed bugs and roaches all over the ship. The master was informed and will wire for an exterminator upon arrival in port. The ship's crewmembers thanked the captain for his cooperation. A vote of thanks was given to the steward department for a job well done.

USNS WILKES (Lavino), February 22—Chairman Sy Yaras, Secretary J. McGill, Engine Delegate Aaron E. Thompson. No beefs or disputed OT. The bosun thanked all hands for their help during the shipyard period. He also reminded the members that our jobs with Lavino are very important and should be taken seriously. Communications were received regarding negotiations between the SIU and Lavino. Copies



The game was called a tie (12-12) after 10 innings between the LNG Leo team and the Arun, Indonesia team. The team photo includes: Ray Bayler, Tim Olvaney, Jack Davis, Dave Reilly, Z. Achmad, Pete Pinkerton, Tom Harding, Dave Terry, John Hoskins, Andrea Conklin, Steve and Lisa.

doing work that the AB is getting paid to do. It seems that he is on deck chipping and painting. While docking and undocking, he is handling the lines. Ane while the ship is maneuvering, he is on the wheel.

ST. LOUIS (Sea-Land), February 20—Chairman David Newman, Secretary Humberto Ortiz. No beefs or disputed OT. The chairman reported that a new engine delegate is needed for the next trip. Mr. Martinez, who was acting as delegate, is getting off. No one in the engine department wanted to take over, so the chairman will take over until a new delegate is nominated. The secretary said that Seafarers who become addicted to drugs or alcohol are lucky in one sense: they can make use of the Seafarers Addictions Rehabilitation Center in Valley Lee, Md. "Drugs are for dunces," he said. "You can stop

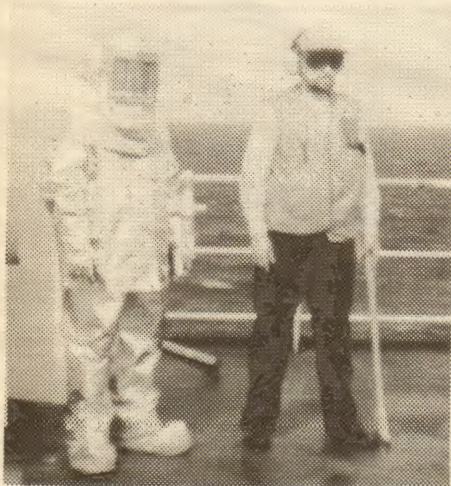
were made available for all interested members. A question was brought up as to who pays for firefighting classes and why members weren't sent from Portland to attend. Next port: San Diego, Calif.

Official ships minutes also were received from the following vessels:

ALTAIR	SEA-LAND ADVENTURER
BALTIMORE	SEA-LAND CONSUMER
CONSTITUTION	SEA-LAND ECONOMY
GROTON	SEA-LAND FREEDOM
MOBILE	SEA-LAND LEADER
OAKLAND	SEA-LAND MARINER
OMI CHARGER	SEA-LAND PIONEER
OMI WABASH	SEA-LAND PRODUCER
OVERSEAS NATALIE	SEA-LAND VOYAGER
PANAMA	SENATOR
PATRIOT	SPIRIT OF TEXAS
PONCE	STONEWALL JACKSON
SAN JUAN	THOMPSON PASS
SAN PEDRO	

Monthly Membership Meetings

Port	Date	Deep Sea Lakes, Inland Waters
Piney Point	Monday, May 4	10:30 a.m.
New York	Tuesday, May 5	10:30 a.m.
Philadelphia	Wednesday, May 6	10:30 a.m.
Baltimore	Thursday, May 7	10:30 a.m.
Norfolk	Thursday, May 7	10:30 a.m.
Jacksonville	Thursday, May 7	10:30 a.m.
Algonac	Friday, May 8	10:30 a.m.
Houston	Monday, May 11	10:30 a.m.
New Orleans	Tuesday, May 12	10:30 a.m.
Mobile	Wednesday, May 13	10:30 a.m.
San Francisco	Thursday, May 14	10:30 a.m.
Wilmington	Monday, May 18	10:30 a.m.
Seattle	Friday, May 22	10:30 a.m.
San Juan	Thursday, May 7	10:30 a.m.
St. Louis	Friday, May 15	10:30 a.m.
Honolulu	Thursday, May 14	10:30 a.m.
Duluth	Wednesday, May 13	10:30 a.m.
Jersey City	Wednesday, May 20	10:30 a.m.
New Bedford	Tuesday, May 19	10:30 a.m.



The flight deck fire team aboard the 1st Lt. Jack Lummus during helicopter operations off Guam are AB Mike Tracey, left, and AB Mike Bullen.



AB Mike Bullen, left, and SA Adam E. Martinez troll for turbot off the stern of the 1st Lt. Jack Lummus.

The SIU in Washington

Seafarers International Union of North America, AFL-CIO

April 1987

Legislative, Administrative and Regulatory Happenings

Washington Report

The past two months have been anything but quiet.

The Congress and the Reagan administration squared off over the \$87 billion Highway Transportation Act. Despite an all-out effort by the White House, the Senate overrode the president's veto by one vote.

Some political commentators were looking at the controversy as a prelude for an even more bitter fight over the trade issue. That possibility certainly exists. The new session is just three months away and already a number of trade bills spanning the entire ideological spectrum from protectionist to free trade have been introduced.

Presidential Bid

1988 is getting closer all the time. Several more presidential hopefuls have announced that they are going to run.

On the Republican side, General Alexander Haig threw his helmet into the ring (as he himself said). Rep. Jack Kemp (R-N.Y.), one of the more zealous "free traders" in the House, or anywhere else for that matter, announced his candidacy as well. He has made the creation of a tariff-free North American trading zone one of his top priorities.

As for the Democrats, the list appears to be growing and shrinking at the same time. New York Governor Mario Cuomo, one of the party's leading voices, took himself out of the 1988 race. On the other hand, Rep. Richard Gephardt (D-Mo.), who has pushed heavily for enactment of legislation that would promote a fairer trading system, threw his hat into the ring. In February, Gephardt was one of three Democratic hopefuls to address the Executive Council Meeting of the Maritime Trades Department of the AFL-CIO.

Drozak Testifies

SIU President Frank Drozak testified before the House Merchant Marine Subcommittee last month on the subject of trade. In a 19 page-statement, he outlined numerous examples of trade barriers and discriminatory practices that American-flag operators must contend with.

Fair Maritime Trade

Rep. Walter B. Jones (D-N.C.), chairman of the House Merchant Marine and Fisheries Committee, introduced H.R. 1290, the Ocean Transportation Practices Act of 1987. The legislation provides for sanctions and retaliatory actions against any foreign nation found to be treating American vessels in an unfair or discriminatory manner. The bill has been favorably reported out of committee.

Jones also introduced the Equitable Automobile Transportation Act of 1987. "The bill," he said in an extension of his remarks in the Congressional Record, "is intended to balance our maritime automobile transportation capabilities with those of Japan and South Korea by requiring those countries to transport an equal number of vehicles on U.S. vehicle carriers as on their own."

"The bill," said Jones, "does not mandate that the U.S.-flag vessels carry a given per-

centage of autos imported into the United States. It merely states that where the auto exporting country's vessels are benefitting from the substantial business generated by the United States car buyers, then U.S. vessels should share in the trade."

Trade War

Trade tensions between the United States and Japan rose considerably last month after the United States slapped a 100 percent tariff on \$300 million worth of Japanese electronics products. The move was undertaken in response to Japan's failure to live up to a trade agreement forbidding the dumping of microchips onto the American market.

Despite a precipitous fall in the value of the dollar, the trade deficit continued to mount.

U.S.-Canadian Trade

Trade tensions were not just confined to Japan. Talks to bring about lowered tariffs between the United States and Canada were mired in frustration, suspicion and bad feelings.

Much of the bad feeling was brought about by differences over the controversial issue of acid rain. Canada was pressing the United States to take more far-reaching steps in cleaning up the environment.

Still, the development had American operators on the Great Lakes breathing a sigh of relief, if only for a moment. They have expressed fear about a proposed opening of American and Canadian domestic shipping trades to free operation by vessels of both countries.

Such a step, which *The Journal of Commerce* reports "is being discussed," could decimate the U.S. domestic fleet.

Further Decline

The American-flag maritime industry was having enough problems without implementation of a free shipping zone between Canada and the United States. According to statistics released last month, the U.S.-flag merchant marine declined by another 42 vessels last year.

The decline of the American-flag merchant marine was coming at a time of great turbulence for seamen. According to *The Journal of Commerce*, U.S. Lines, this country's largest shipping company, stood little chance of pulling itself out of bankruptcy.

The lines between deep sea shipping and other forms of transportation were becoming blurred by rapid technological advances. Industry experts were predicting that within 10 years, all surviving American-flag companies would have extensive intermodal operations.

Cargo Preference

As has happened in every Congress over the past 10 years, legislation has been introduced that would severely restrict this nation's existing cargo preference laws. Sen. John Danforth (R-Mo.) introduced a bill that would repeal cargo preference requirements for Department of Agriculture Concessional Export Programs.

Aside from the military work that has been farmed out to the private sector, most cargo available to U.S.-flag deep sea vessels are generated by two sources—Alaskan oil and cargo preference statutes.

Title XI

In an effort to persuade the administration to tone down its opposition to the Title XI Loan Guaranty Program, the House Merchant Marine and Fisheries Committee voted to temporarily exclude offshore oil drilling rigs, support vessels and river barges from the government's construction loan guaranty program.

According to the Maritime Administration, which manages the program, nearly 80 percent of all loan defaults have involved vessels and drilling rigs used by the depressed oil industry.

Veterans' Status

Rep. Mario Biaggi (D-N.Y.) introduced a bill that seeks to redress a long-standing wrong done to American seamen, most of whom have been denied veterans' status for the time they served in World War II.

The bill, H.R. 1235, "The Merchant Seamen's Benefit Act," would, in Biaggi's words, "provide the recognition that those old-timers deserve in their own right—a recognition that is not available under existing laws." Such a move, said Biaggi, is 40 years overdue.

CDS Payback

Shipping and labor interests have joined forces to try to overturn the Department of Transportation's program for payback of Construction Differential Subsidies, according to *The Journal of Commerce*.

"This is an issue that never seems to go away," said SIU Frank Pecquex, director of legislation for the SIU. "As a result of this, 12 tankers engaged in carrying Alaskan oil have been laid up."

The SIU is supporting an amendment to the FY '87 Supplemental Funding bill which prohibits shipping companies from re-entering the domestic trade in return for paying back CDS payments.

"People are always criticizing the merchant marine for not being unified," said Donald Yearwood, president of the American Trading and Transportation Company. "This time everyone—the shipping companies, labor, the shipyards—is on the same side."

