



LOG

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North to Alaska on Seafarers' New Kodiak



Seafarers are seeing Alaska on Sea-Land's new D-7s. Pictured above is the *Sea-Land Kodiak* unloading at Kodiak, Alaska. These new ships, four in all, cost about \$60

million each and were built in Sturgeon Bay, Wis. These modern ships replaced four 1944-vintage C4X vessels on the Seattle to Alaska run.

SIU's West Coast Boatmen

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Drop In
On The Great
Lakes Fitout
Pages 11-14



\$50,000 in Scholarships

SIU's Logan Awards Open School Doors Page 4

President's Report

by Frank Drozak

THE measure of our strength as an organization has been our ability to stand together when the pressure is on. This has been our mark throughout the years. When the rest of the labor movement looks for an example of solidarity, they look to the Seafarers.

I am not saying this without reason, but rather to reassure you that in this time of trouble in the maritime industry we are united and strong and growing. Despite the loss of 50 percent of U.S.-flag shipping in the past 10 years, and the drastic reduction in manning, there are full employment opportunities for every member of our Union. All of our benefit plans are in sound financial condition. Our Union is solvent and healthy, and we can stand on our own. We have not let the problems of the industry overwhelm us or intimidate us. We have not had to run and seek the cover of some other organization's umbrella, nor have we pulled the covers over our head hoping that the bad times would just go away.

Instead, with the informed cooperation of our membership, we try new things when the old ways wear out, and we reinforce those programs that work.

In a time when job opportunities for American seamen are shrinking, we have managed to bring job security to our membership. We have done this by actively seeking new job opportunities in both the commercial and military support segments of our industry. We have developed safeguards for our members' pension and welfare rights by providing new employment opportunities in our affiliated Seafarers Maritime Union.

And, in a time of sharpened competition in the maritime industry, our contracted companies are winning new charters in large part because we are providing them with the best-trained crews available anywhere in the maritime world.

To ensure that we continue to have the most motivated, efficient, and highly-trained membership, we are continually

updating our courses and programs at the Seafarers Harry Lundeberg School of Seamanship to meet the developing needs of our industry.

* * *

It is sad that the NMU, which just last year celebrated its 50th anniversary, is gone. I truly regret their disappearance, because they were a great organization.

As we in the SIU move toward our 50th anniversary, there

is a sense of dedication and purpose and unity among our membership that you can feel. And there is a sense of determination among our elected officials that gives confidence in our future.

We are going to continue to grow stronger because I believe that our membership is knowledgeable, and is willing to do his or her part to ensure that our contracted companies remain competitive by continuing to be the best and most reliable seafarers anywhere in the world.

More Jones Act Tankers Could Sail

Judge Tosses Out CDS Payback

For the second time in a little more than a year, the SIU's view on CDS payback was upheld by a federal judge. The judge ruled that Marad's decision to allow huge, subsidized tankers into the Alaskan oil trade was wrong.

That decision could force out three VLCCs (very large crude carriers) and pave the way for several handy-sized tankers now in layup to get back into the oil business.

U.S. District Court Judge Charles R. Richey said in his decision that Marad acted in complete disregard of congressional intent, that it acted in disregard of the 1936 Merchant Marine Act, and he ordered the tankers out of the trade as soon as possible.

"This is a victory for everybody, seamen, the tanker owners and the taxpayer. We are hoping that when these ships are removed, some of our companies can pull their tankers out of layup and create jobs," said SIU President Frank Drozak.

The SIU has been instrumental in the years-long CDS payback fight. Enlisting the aid of congressional supporters as far back as 1983, CDS payback was legislatively blocked several times before Marad tried its end run.

When the current fight came to a head last year, representatives Bob Carr (D-Mich.), Neal Smith (D-Iowa) and Bill Lehman (D-Fla.) played major roles in writing the language the judge cited in the case.

The ruling came in a suit filed by the Independent U.S. Tanker Owners Committee against Marad. Under the

rule of former Transportation Secretary Elizabeth Dole, Marad fought vigorously for new federal rules which would allow tankers built with Construction Differential Subsidy funds into the Jones Act-protected domestic trades. The Jones Act reserves all domestic trade for U.S. ships built without subsidy.

During the debate on Marad's proposal, the maritime industry argued that the effects could be disastrous. Testimony by the SIU and others showed that 800 to 900 jobs could be lost as the VLCCs replaced many smaller ships. Even Marad agreed that some 600 seamen could be put on the beach by its rule.

While Marad claimed the action could save some \$200 million, projections showed the rule actually cost about \$76 million in taxpayers' money. While the tankers did repay their previous subsidy, Title IX and EDA defaults cost the government about \$182 million.

Also the tankers that were displaced from the trade were the size and type that the military could use if needed, handy-sized tankers with coated tanks.

Last year, another federal judge ruled that Marad's first version of CDS payback had to be revised. This was after a suit filed by several maritime groups

(Continued on Page 3.)

Finance Committee Meets



SIU Secretary Joe DiGiorgio (standing) meets with the Union's Quarterly Finance Committee. The committee includes Ruben Padilla, Earl Gray, Nazareth Battle, Pedro Laboy, Raymond Jones, George White and Elizabeth Leech.



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Plant Closing Rules Fuel Reagan's Trade Veto Threat

President Reagan and Congress are standing eyeball to eyeball over the fate of the trade bill.

So far, neither side has blinked.

The confrontation between the Democratic leaders in Congress and the Reagan administration is expected to have important political consequences in this hotly-contested election year.

The House and the Senate have spent three years of hard work and intense haggling to come up with a compromise version of the trade bill. After the joint conferees released a final version of the bill, they were informed that President Reagan intended to employ a veto.

In a radio address, Reagan said that he objected to the bill on just two grounds: a plant-closing provision which would require companies to give workers a 60-day notification in the case of a pending shutdown, and a restriction on the export of refined Alaskan oil products in excess of 70,000 barrels a day.

Reagan said the plant-closing provision would make the United States less, not more, competitive. If it were passed, he alleged, then owners would be reluctant to close obsolete plants.

Shortly after Reagan's address, the House passed the legislation by a veto-proof margin. The Senate, however,

passed the bill by 63-36—just three votes shy of the total needed to override a presidential veto.

In an attempt to win the support of Alaska's two senators, who had voted against the trade bill, the House of Representatives approved a concurrent resolution that would remove the restriction on the export of refined Alaskan oil products.

The move failed, however, when Republicans blocked a similar measure from being enacted in the Senate.

The trade bill will now go to the president in its original form, without the House's concurrent resolution.

Still, the political wrangling over this issue turned the heat up several degrees, because the plant-closing measure is perceived as being a relatively popular one, especially among blue-collar workers who are expected to provide the swing vote in this year's presidential election.

The move by Senate Republicans to block the Alaskan oil measure from the trade bill was an attempt to de-emphasize this issue.

The Democrats in the House planned to continue to highlight it, however. The leadership there had scheduled a new conference with workers who had been laid off without any notice.

Even those normally supportive of President Reagan's actions expressed

unease about the wisdom of vetoing the bill on the plant closing provision alone.

Conservative columnist James J. Kilpatrick said that the threatened veto made the Republican Party look like "the party of wealth and privilege."

The Wall Street Journal, hardly a bastion of liberal sentiment, carried a front page story which noted that "as social reforms go, the plant-closing provision appears fairly minor."

Moreover, said the *Journal*, most other major industrialized nations, including Japan, have similar provisions on the books.

"The plant-closing language is nothing more than a modest effort to make sure that the few companies inclined to do so don't hide plans to close a plant until the last minute, leaving workers and communities in the lurch," wrote the author of the piece.

"It is squarely in the tradition of such social reforms as child labor and minimum wage laws. These act to soften the social consequences of free market decisions and thus permit the market continued public acceptance without the sort of deep government involvement often practiced abroad."

The plant closing provision has been a top priority of organized labor, which for the past several years has sought to get such a law passed.

In addition to the restriction on the export of refined Alaskan oil, which was dropped, the trade bill that came out of conference contained several provisions pertaining to maritime. Among other things, these provisions would:

- ★ Beef up the powers of the Federal Maritime Commissioner to eliminate unfair trade practices in international shipping.
- ★ Allow the export of 50,000 barrels of crude oil a day to Canada (a move strongly opposed by the SIU organization), and
- ★ Extend the Export Administration Act one more year.

In remarks delivered at a recent luncheon of the Propeller Club of Washington, D.C., Federal Maritime Commissioner Francis J. Ivancie said that the bill would help make the American maritime industry more competitive.

It would give the FMC added leverage to deal with unfair shipping practices in the U.S. foreign trades.

A \$1 million fine per voyage on foreign carriers could be imposed. In addition, the agency would have the flexibility to limit either sailings or the type of cargo that foreign carriers would be able to haul.

APL Launches New Ships

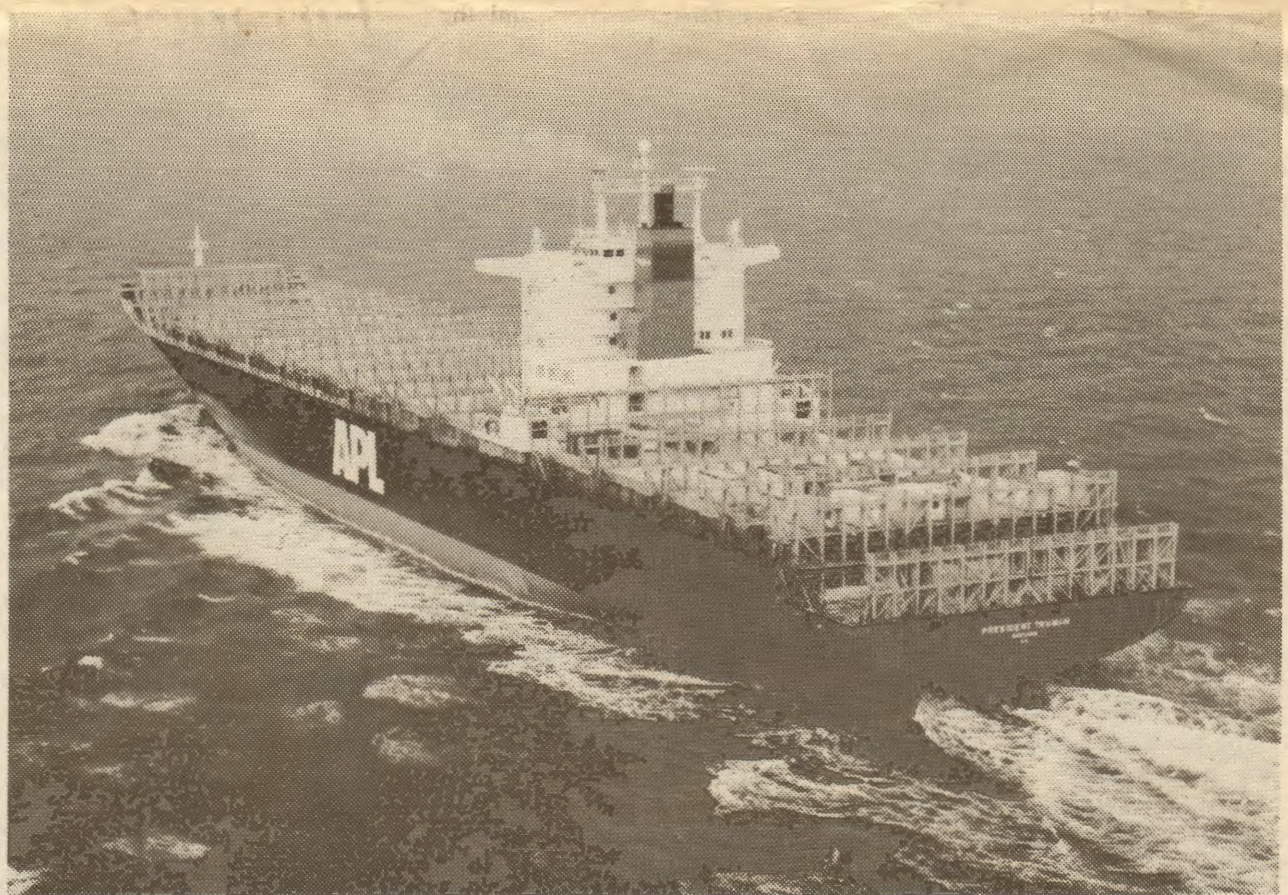
American President Lines launched two of its new C-10 container ships after christening ceremonies in Germany last month.

These new ships can carry up to 4,300 TEUs, have a new efficient "wide-body" hull design and are powered at speeds up to 24 knots by the largest, most powerful diesels built.

SIU stewards will crew the steward departments on all five of the new C-10s. SUP and MFOW members will crew the deck and engine departments.

The 129-foot beam on the ships is too wide for them to use the Panama Canal, and APL plans to use the vessels for trans-Pacific service. The wider beam means containers can be loaded 12 rows across below decks and 16 across above, compared to 10 rows below and 13 above for traditional Panamex ships.

The *President Truman* (pictured at the right) will be the first of the five ships in service, followed by the *President Kennedy* which was dedicated during the same ceremonies.



CDS Payback

(Continued from Page 2.)

against the action.

But in an "attempt to outrace Congress on this issue," Judge Richey said Marad issued new rules allowing the payback while Congress was specifically drafting legislation to prohibit it. When those new rules were issued, the current suit was filed.

"The agency knew that Congress

opposed CDS repayment and that it was in the process of legislating that opposition . . . Marad is required to follow a congressional mandate . . . Rather than heed the command of Congress, the agency chose to outrace Congress by issuing a final rule before Congress could complete the legislative process. The agency's action was nothing more than an attempt to subvert the will of Congress, and thus, cannot stand," Richey wrote.

Marad's action also ran contrary to

the objectives of the 1936 Merchant Marine Act, the judge ruled. The agency claimed that allowing the VLCC's in the trade would result in better efficiency and transportation savings.

"The court notes that 'efficiency and transportation savings' are not among the enumerated objectives of the Merchant Marine Act," the judge ruled.

He noted that Marad admitted its action would result in the layup or scrapping of ships and that seamen

would be put out of work.

"The agency decided that the advantages of the efficiency and transportation savings outweigh the net adverse impact on vessels and seamen in the domestic trade," he said, and termed that action "arbitrary and capricious."

Support SPAD

2 Seafarers, 4 Dependents Win Scholarships

SIU's Charlie Logan Winners Earn \$50,000

Two Seafarers and four dependents won \$50,000 in scholarship awards from the SIU's Charlie Logan Scholarship program.

Robert K. Serratt, 33, an AB from Missoula, Mont. will use his \$5,000, two-year award to finish his language studies at the University of Montana.

Alexandra D. McLean plans to use her two-year scholarship to obtain a degree in psychology. The 39-year-old AB who is currently sailing on the *SS Constitution* said she would like to pursue a career in clinical counseling with an emphasis on drug and alcohol rehabilitation.

The four \$10,000, four-year scholarships were awarded to:

Linda Kay Kelly, of Chesapeake, Va., is the daughter of James R. Kelly who sails as a mate for Curtis Bay Towing.

Jennifer Santos, of Brooklyn, N.Y., is the daughter of Benigno Santos who last sailed as a member of the steward department.

Andrew J. Schmitz of Glenbeulah, Wis., is the son of Great Lakes member Marvin A. Schmitz whose last vessel was the *Indiana Harbor*.

Francis Michael Sheehan of Staten Island, N.Y., is the son of John Sheehan who works as a member of the Sea-Land shoregang.

"It's a good feeling to be able to help these people out," said SIU President Frank Drozak. "If you look at their records, all six of them are exceptional students."



Robert Serratt

Serratt joined the SIU in 1975. He graduated from Noxon High School in Noxon, Mont. in 1972 and spent the next three years as a logger and construction worker. Since joining the Union he has attended SHLSS four times, the last in 1980 in the A-book seniority-upgrading program.

He has combined going to sea with college, attending the University of Montana since 1977 while he has been on the beach.

Serratt credits his first ship, the *CS Long Lines*, with igniting his interest in languages. The ship "went to France, the Azores and England. Also the crew was of many different nationalities, thus spoke many different languages. All those new languages and the people who spoke them intrigued me, so I decided to learn Spanish," he said.

Since becoming fluent in Spanish, Serratt has studied Russian and German. He wants to teach all three languages at the high school level in Montana.

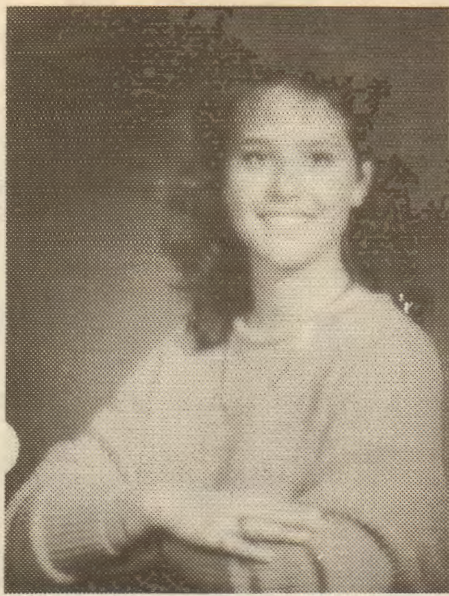
Alexandra (Alexis) McLean joined the SIU in 1982 and her first ships were the *Delta* and *Mississippi Queens*. Since 1983 she has been sailing in the deck department aboard two American Hawaii ships, the *Constitution* and *Independence*. She completed the AB program at SHLSS in 1986.

Prior to joining the SIU, McLean spent eight years counseling and teaching emotionally disturbed adolescents and young adults at schools in Pennsylvania, California and London, England. She has attended Penn State and Guilford College in Greensboro, N.C.



The Charlie Logan Scholarship Committee is pictured above. They are Dr. Michael Glaser, Dr. Charles D. O'Connell, Father David Albert Boileau, Ph.D., SIU Executive Vice President Mike Sacco, Dr. Trevor Carpenter, Dr. Charles Lyons, Dr. Keith Schlender and Dr. Gayle A. Olson.

"I have a long-standing and deep interest in the field of drug and alcohol rehabilitation. I intend to pursue a degree in clinical counseling; drug and alcohol rehabilitation will be my specialty area. After completing my degree, my hope is to work somewhere like the SIU's own Alcohol Rehabilitation Center or the new SIU drug center in Valley Lee, Md." McLean said.



Linda Kay Kelly

Linda Kay Kelly is a senior at Western Branch High School in Chesapeake, Va. with a 3.975 grade point average. She ranks 10th in a class of 393 students and was named a National Merit Commended Student. She was a member of her school's Odyssey of the Mind team which finished first in world competition, beating more than 30 other teams in 1986.

"Math, being my favorite subject, I plan to pursue this interest with a career in accounting. After obtaining my bachelors degree, I will work toward getting my masters degree and becoming a CPA. I would especially like to work for individuals and small companies, rather than larger businesses," she said.



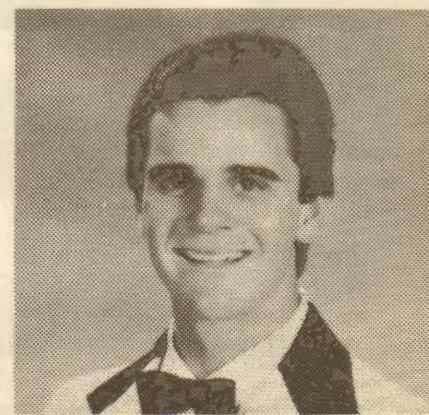
Jennifer Santos

Jennifer Santos is a senior at Bishop



Andrew J. Schmitz

He said he picked Marquette because the university combines a career-oriented program with a strong emphasis on the humanities. He plans to earn a degree in electrical engineering.



Francis Michael Sheehan

Francis Michael Sheehan is a senior at Monsignor Farrell High School in Staten Island. He has been a member of the National Honor Society for two consecutive years. He was also chairman of a Muscular Dystrophy "Super Dance" benefit which raised more than \$58,000.

"In college I will study business, a field in which I feel my leadership abilities will enable me to help many people. I am determined to make a difference in this world and reach out and help people who are not as fortunate as I am. As Montaigne said, 'The value of life lies not in the length of days, but in the use we make of them,'" he said.

Ford High School in Brooklyn. A member of the Honors Program, she has maintained a 96 average in her courses. She is the treasurer of the school's National Honor Society. Last year she was one of 32 New York students who were selected as part of an exchange program to visit the Soviet Union for six weeks.

"After high school my plan is to attend college and pursue a career as a zoo veterinarian. From all the studies I have done during my high school career I have come to realize the importance to preserve the wilderness and all the creatures in it. . . . I want to work toward the conservation of endangered species," she said.

Andrew J. Schmitz is a senior at Elkhart Lake-Glenbeulah High School in Elkhart Lake, Wis. He has been selected as the valedictorian of his graduating class. He will attend Marquette University as part of special honors program in the fall.

Politics in Baltimore



Staunch maritime friend and supporter, Rep. Helen Delich Bentley (R-Md.), is pictured above with SIU Baltimore Port Agent Bob Pomerlane (left) and SIU Rep. Frank Paladino at a recent rally.

profiles

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

Rep. Ben Campbell

COLORADO's third district is a huge, mountainous area, covering the Republican-oriented western half of the state and two predominantly Democratic areas to the east. Ben Night-horse Campbell (D-Colo.) was elected to represent the third district's residents in the U.S. House of Representatives.

Formerly a self-employed jewelry designer, teacher and part-time rancher who raised, trained and showed registered quarter horses and American paint horses, Campbell was born in Auburn, Calif., and received a B.A. degree from the University of California at San Jose. He studied physical education, fine arts and did graduate work in education. He also was a special research student at Meiji University in Tokyo, Japan and served with the U.S. Air Force in Korea with a rank of Airman, 2nd Class.

Rep. Campbell is a man of many and varied talents and achievements. He was inducted into the Council of 44 Chiefs, Northern Cheyenne Tribe, Lame Deer, Mont. He also was an all-American in judo and captained the U.S. Olympic Judo Team in 1964. A member of the President's Council on Physical Fitness, Campbell was the second Indian elected to the Colorado state legislature.

From 1983 to 1986, the congressman was a member of the Colorado legislature, serving on the Agriculture and Natural Affairs Committee and the Business and Labor Committee. He was appointed as advisor to the Colorado Commission on International Trade and the Colorado Commission on the Arts and Humanities.



Rep. Ben Campbell

Given the Outstanding Legislators Award in 1984 by the Colorado Bankers Association, and voted one of the ten best legislators in a 1986 survey by colleagues for *The Denver Post*, Campbell now represents his third district at the national level. As a member of the 100th Congress, he serves on the House Committee on Agriculture, the House Committee on Interior and Insular Affairs, and the House Committee on Small Business.

Last summer, Campbell cosponsored a House resolution to heighten awareness worldwide that the United States has been extremely generous since World War II in providing more than its fair share of defending the democratic bloc nations. He believes the costs of defending the free world should be shared more equitably among our allies and wanted to put Congress on record as favoring negotiations with NATO countries and Japan toward a more fair apportionment of necessary defense costs. "We Americans want to deal with our allies as full and equal partners," Campbell said, "not as patsies."

Rep. Amo Houghton

THE long and narrow 34th district of New York stretches across the bottom of the state—the Southern Tier—all the way from Lake Erie to Elmira. Its hilly rural counties are favorable to the GOP in most situations. Steuben County, probably the best-known in the 34th district, is famous for the Corning Glass Works, founded in 1951. And the northern part of the county produces the state's best known wines, Taylor and Great Western. Congressman Amo Houghton (R-N.Y.), who represents this district, was elected to office in November 1986.

Born in Corning, he was graduated from Harvard College in 1950 after serving in the Marine Corps, and earned a master's degree from Harvard Business School in 1952.

Houghton is a former chairman of the board of Corning Glass Works, which he joined in 1951 as an accountant. In his career at Corning, he served in numerous capacities, and in 1955 was elected a director of the company.

Houghton also was involved in a number of other activities prior to his election to the U.S. House of Representatives. He served on the Grace Commission, founded the Labor-Industry Coalition for International Trade (LICIT), and is a former trustee of the Brookings Institution. He is a member and past president of the Corning Chamber of Commerce. His father,



Rep. Amo Houghton

Amory, served as U.S. Ambassador to France from 1957-1961, and his grandfather, Alanson B. Houston, was elected to Congress in 1918 and served as ambassador to Germany and Great Britain.

As a representative in the 100th Congress, Houghton is a member of the House Budget Committee, a director of the Office of Technology Assessment, and a member of the House Government Operations Committee and its subcommittees on Government Information, Justice and Agriculture, and on Commerce, Consumer and Monetary Affairs.

In addition, he is a member of two task forces on trade and competitiveness, the co-chairman of the High-Tech Competitiveness Task Force, a member of the Republican Labor Council and a member of the Northeast Agricultural Caucus.

Support SPAD

After Years of Service, Well-Deserved Retirements



In San Juan, former Crowley Boatman Francisco Malave Rivera (right) receives his first pension check from Port Agent Angel Hernandez.



Houston Patrolman Joe Perez (right) presents retired Seafarer Steve Crawford his first pension check.



William Parks (right) receives his first SIU pension check from Houston Port Agent Dean Corgiey.



Inland News

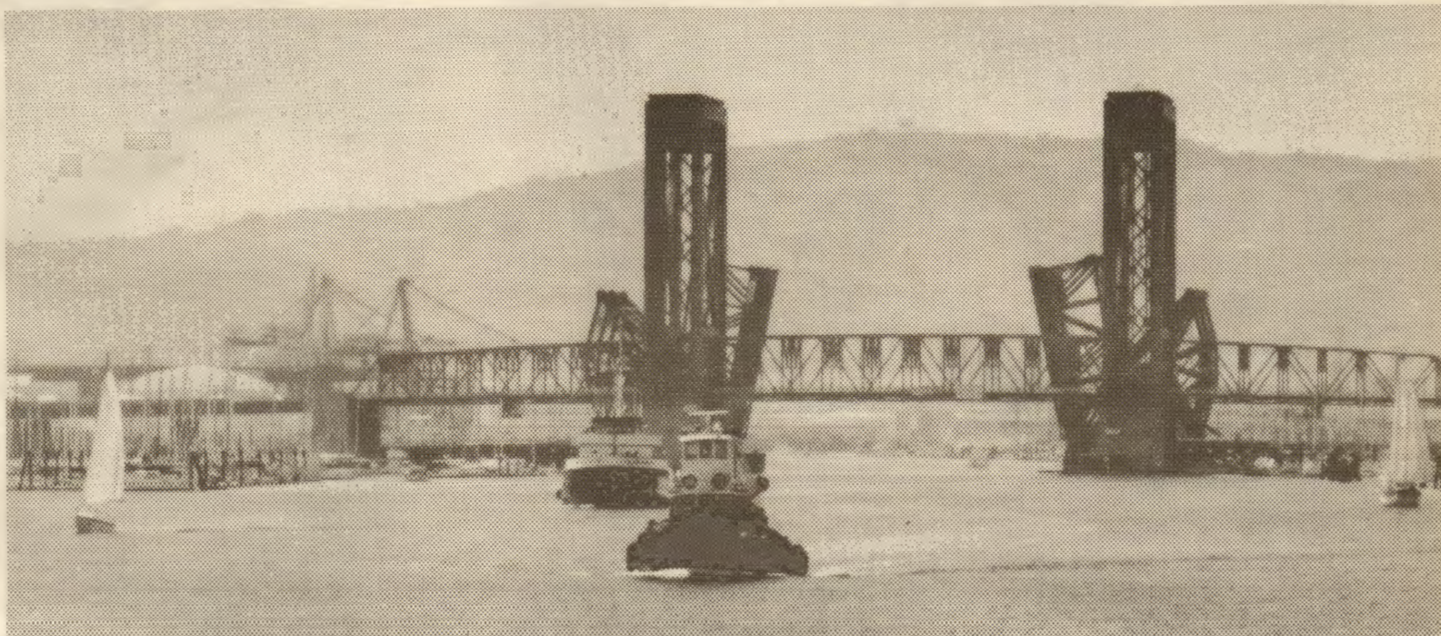
tug/tow
barge/dredge

A Busy Easter Sunday

SIU's L.A. Boatmen Man Crowley's Tugboats



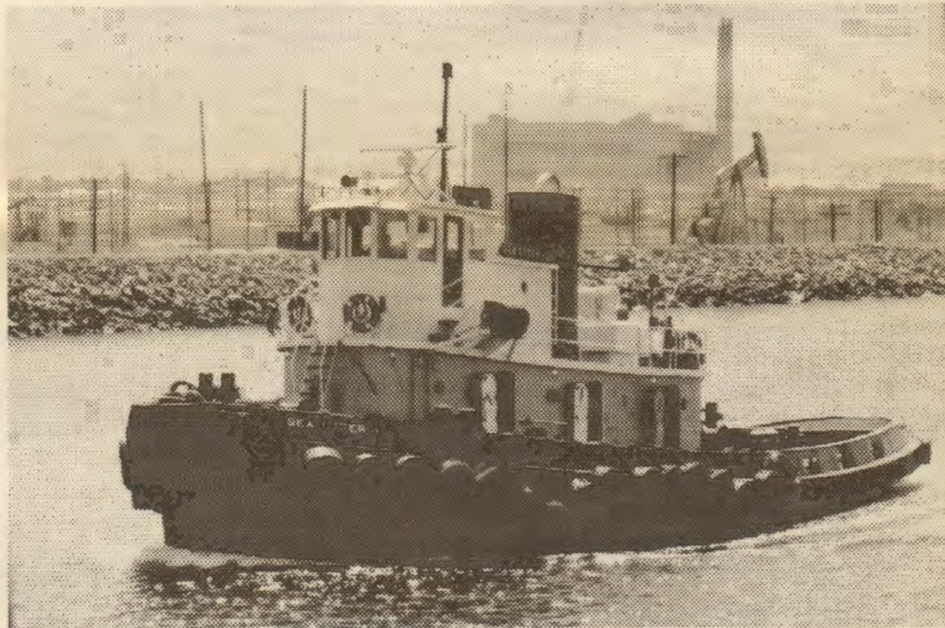
Sea Prince Mate Rick Crowley makes a quick call home on Easter.



The *Sea Otter* leaves the harbor.



Enjoying a little sun on Easter Sunday are SIU members (l. to r.) AB Tankerman (ABT) Marshall Novack, ABT John Barrettle, ABT David Scarpeli, AB Gary Smith, Mate Rick Cavalier and ABT Isador Rancic.



SIU-crewed *Sea Otter*

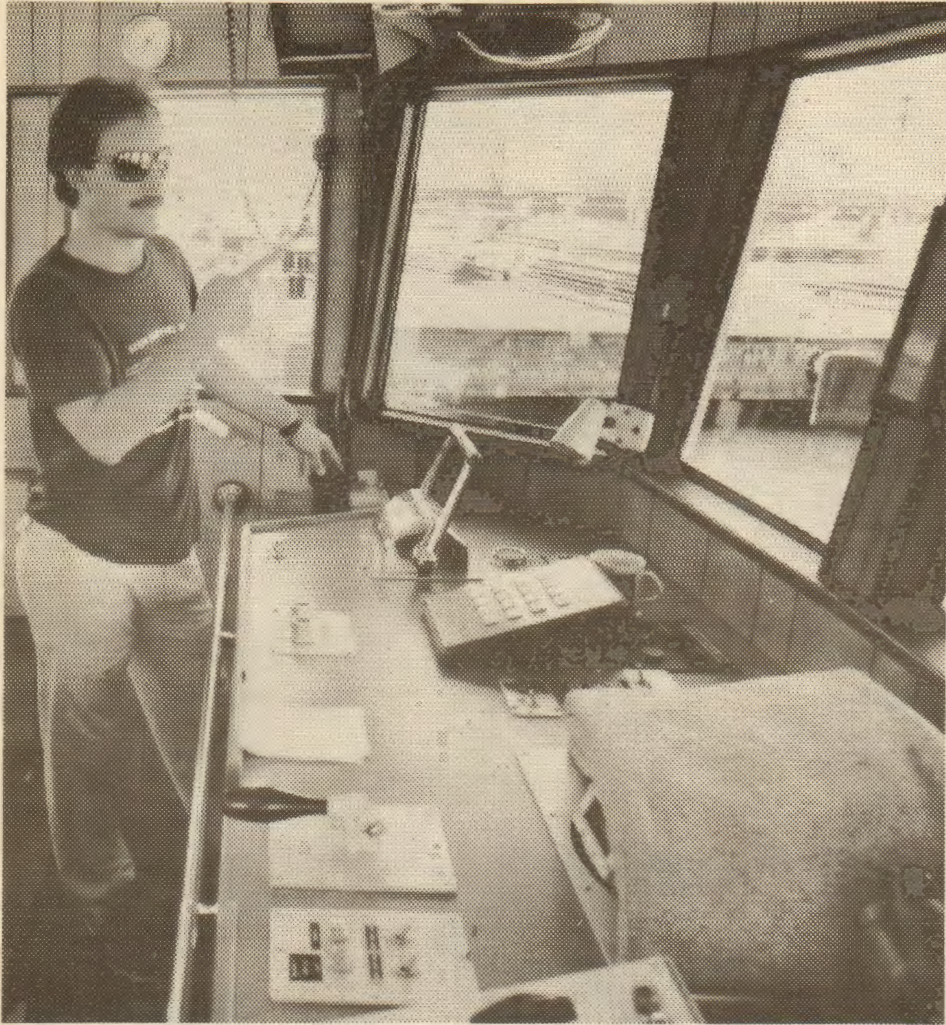
Photos by Dennis Lundy



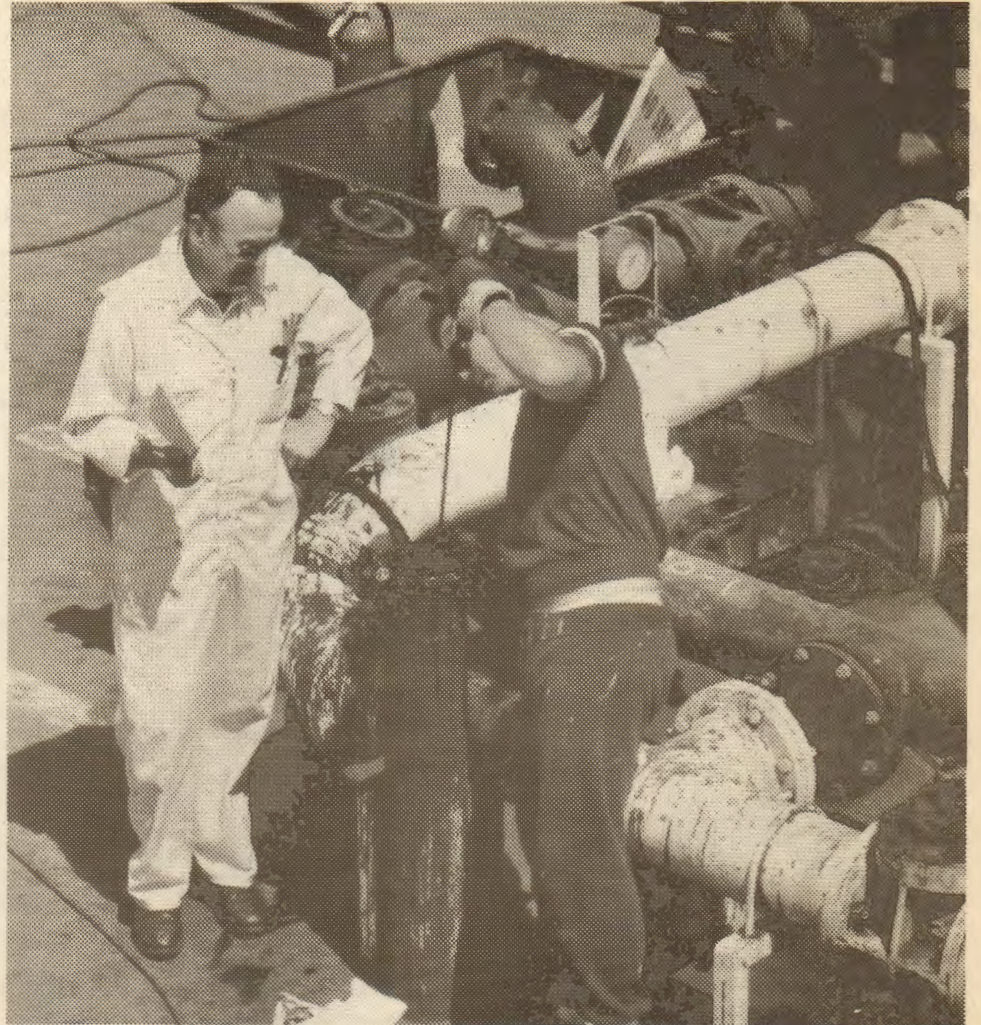
The crew of the Crowley *Sea Prince*: (l. to-r.) Capt. Larry "Levi" Levison, Engineer Mike Glynn, Cook Larry Jameson and AB John Cox.



Capt. Larry Levison and *Sea Robin* Mate Rick Cavalier have a gam on the bridge of the *Sea Prince*.



Mate Rick Cavalier onboard the *Sea Robin*.



On Crowley Barge #24, ABT David Scarpeli (right) checks a tank as a company inspector looks on.



Sea Prince AB John Cox cleans his plate after an Easter Sunday brunch on the tug.

Personals

Maurice Burns

Please get in touch with M.J. Bennett at (504) 288-5688, or Betty at (504) 523-1563.

Alan Campbell

Please contact your daughter, Colleen, or your son, Alan, at (718) 983-8785.

Mitchell Keith Woodard

Please get in touch with your wife in the Philippines as soon as possible.



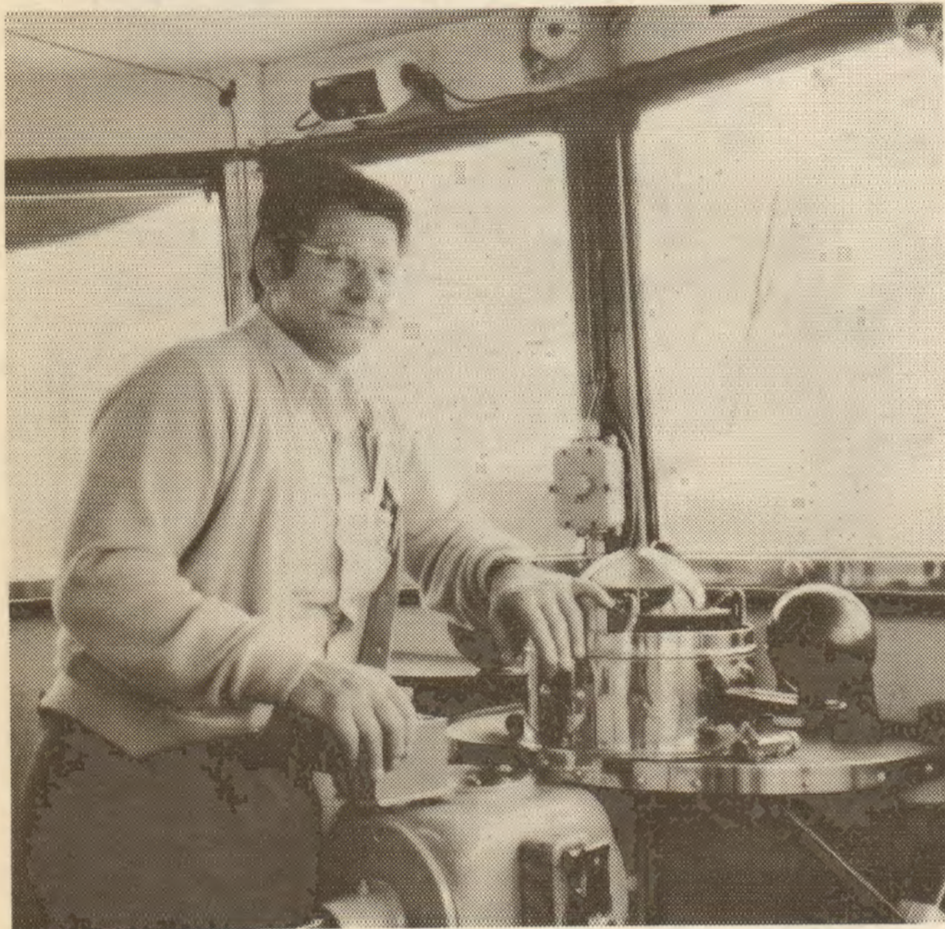
Dispatchers Report for Inland Waters

APRIL 1-30, 1988

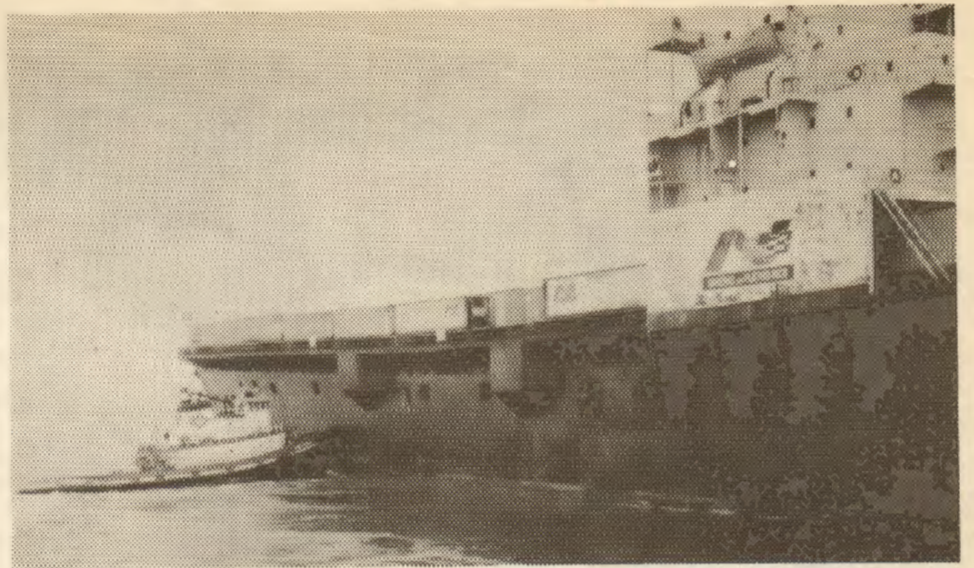
Port	*TOTAL REGISTERED All Groups			TOTAL SHIPPED All Groups			**REGISTERED ON BEACH All Groups		
	Class A	Class B	Class C	Class A	Class B	Class C	Class A	Class B	Class C
DECK DEPARTMENT									
New York	0	0	0	0	0	0	0	0	0
Philadelphia	1	0	3	1	1	0	2	3	5
Baltimore	8	0	0	4	0	0	6	0	0
Norfolk	48	6	0	26	4	0	72	23	0
Mobile	0	0	0	1	0	0	0	0	0
New Orleans	0	0	0	1	0	0	0	0	1
Jacksonville	0	0	10	0	0	1	0	0	9
San Francisco	0	0	0	0	0	0	0	0	0
Wilmington	3	1	19	0	0	0	49	28	0
Seattle	0	0	0	0	0	0	0	0	0
Puerto Rico	0	0	0	0	0	0	0	0	0
Houston	3	1	4	0	0	3	4	0	6
Algonac	27	7	0	12	0	0	66	28	0
St. Louis	0	1	1	0	1	1	1	1	3
Piney Point	0	1	0	0	1	0	0	0	0
Totals	90	17	37	45	7	5	200	83	24
ENGINE DEPARTMENT									
New York	0	0	0	0	0	0	0	0	0
Philadelphia	0	0	0	0	0	0	0	0	0
Baltimore	0	0	0	0	0	0	0	0	0
Norfolk	6	2	0	5	2	0	12	6	0
Mobile	0	0	0	0	0	0	0	0	0
New Orleans	0	1	0	0	0	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	19	5	0
Seattle	0	0	0	0	0	0	0	0	0
Puerto Rico	0	0	0	0	0	0	0	0	0
Houston	0	0	0	0	0	0	0	0	0
Algonac	16	3	0	4	0	0	42	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	22	6	1	9	2	0	73	32	0
STEWARD DEPARTMENT									
New York	0	0	0	0	0	0	0	0	0
Philadelphia	0	0	0	0	0	0	0	0	0
Baltimore	0	0	0	0	0	0	0	0	0
Norfolk	3	1	0	2	0	0	10	4	0
Mobile	0	0	0	0	0	0	0	0	0
New Orleans	0	0	0	0	0	0	0	0	0
Jacksonville	0	0	1	0	0	0	0	0	1
San Francisco	0	0	0	0	0	0	0	0	0
Wilmington	1	0	1	0	1	1	40	9	0
Seattle	0	0	0	0	0	0	0	0	0
Puerto Rico	0	0	0	0	0	0	0	0	0
Houston	0	0	0	1	0	0	0	0	0
Algonac	9	3	0	1	0	0	22	7	0
St. Louis	2	0	0	2	0	0	0	0	0
Piney Point	0	0	0	0	0	0	0	0	0
Totals	15	4	2	6	1	1	72	20	1
Totals All Departments	127	27	40	60	10	6	345	135	25

*"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.

The SIU and Curtis Bay, A Baltimore Tradition



Capt. Alex Borawick is standing by in the wheelhouse of the tug *Kings Point* ready to assist the SIU-crewed *Puerto Rico* (PRM).



The *Cape Henlopen* guides the bow of the *Puerto Rico* into her berth in Baltimore.



Curtis Bay Employees at meeting at the Rec Pier in Fells Point.



Ready to tie up.

Photos by Frank Paladino



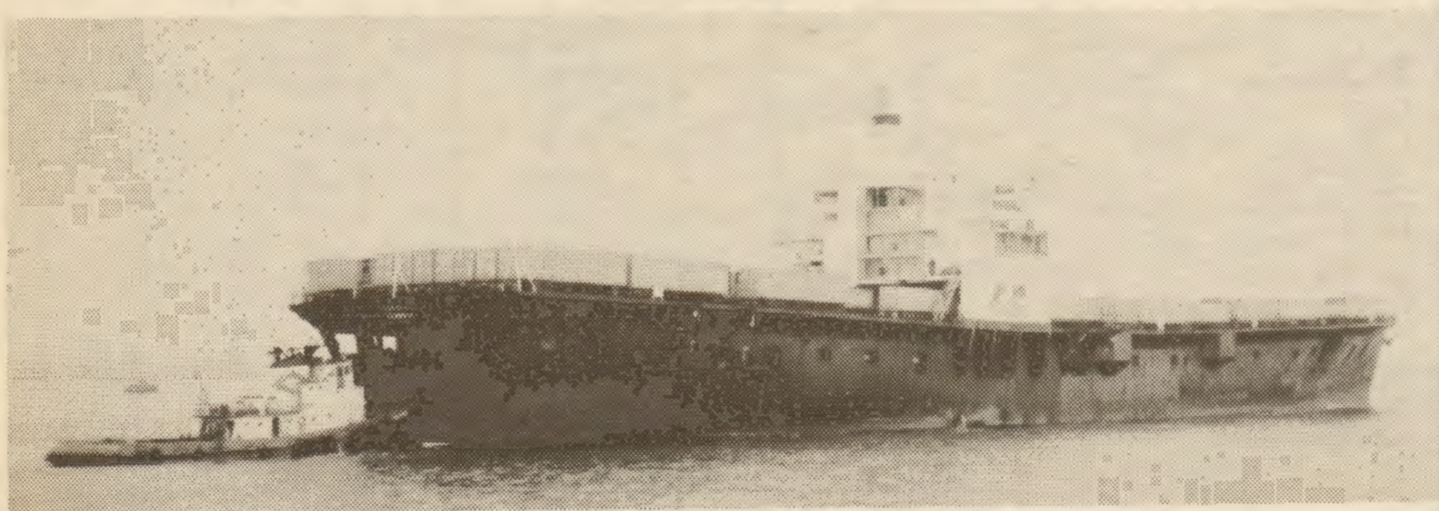
John Zents works as the storekeeper for Curtis Bay.



Deckhand John Wodka and Engineer Terry Toups clown for the camera.



Manuel San Pedro is the shop engineer for Curtis Bay in Baltimore.



The *Cape Romaine* guides the *Puerto Rico*.

Great Lakes

by Exec. V.P. Mike Sacco

EVEN though I am now stationed in Camp Springs, I have been keeping an eye out on developments on the Great Lakes and inland waters.

The Great Lakes Dredging and Dock has been declared the low bidder on the Cleveland River dredging project in Cuyahoga County in Ohio.

Dunbar and Sullivan has grabbed the dredging job in Conneaut, Ohio.

Luedtke Engineering has begun dredging in the Milwaukee harbor.

B & B Dredging has started work on an hydraulics project in Lorrain, Ohio.

There is a long list of dredging projects caused by low water rates, which makes immediate action necessary. This sad state of affairs has been worsened by the neglect that has been shown to our infrastructure.

Quite simply, if the United States doesn't dredge its harbors and channels in the near future and maintain them in better style, then we stand to lose them forever.

These issues, I believe, are part of making America competitive. If we can't transport our goods by rail, truck, or water, how can we remain competitive against Japan and other rapidly developing nations?

Under the Reagan administration, this nation's transportation system has been allowed to deteriorate. Deregulation has had a devastating effect on safety.

Everyone knows about the airline industry. Much has been written about Eastern Airlines and the safety violations there.

This is just the tip of the iceberg, however. Deregulation has had a devastating effect on trucking, and in the tug and barge industry.

Companies are more interested in protecting themselves from unfriendly take-overs than with developing a strategy for the long term.

These are part of the difficult questions that the next administration will have to deal with. By being in the field these many years, by dealing one on one with our members on these important issues and listening to their concerns, I believe that I can make a difference.

East Coast

by V.P. Jack Caffey

THERE has been a great deal of activity on the East Coast this past month.

In New Bedford, we are close to resolving our longstanding differences with the Seafood Producers Association. The association has given us a list of final proposals, which we are going over.

We are negotiating with Maritrans, which many of you may remember as SONAT's Harbor fleet. I'll keep you updated on future developments.

The Atlantic Coast Region now has a new vice president. I've officially taken over for Leon Hall, who retired last month after a long and productive career.

I've known Leon for more than 20 years. He's been like a big brother to me ever since I joined this Union.

I'm not the only one who feels like that. Leon has always made himself available to any member or official of this Union. He is gracious, helpful, a

real decent person.

For years, until his wife Charlotte fell ill, he opened his home to any official or member of this Union who happened to be in New York on New Year's Eve. Any seaman who found himself stranded in a strange port on this most festive of occasions didn't have to feel alone.

Yet this is only one small example of Leon's kindness. My most vivid memory of the New York hall will always be this: seeing Leon sitting in his glass-encased office behind the counter, counseling some youngster or old-timer. Sometimes he didn't even have to say a word—he'd just lean back in his big leather chair and listen, and that would be enough.

Leon was a steward, and proud of it. He worked his way to the top, to chief. As long as I've known him, he's had this love of living, a joie de vivre, as the French would say, that is typical of old-time stewards. I'll never forget seeing Leon and two of his best friends—John Dwyer and Pete Loleas, now both retired—heading out for some restaurant after work. They were like the Three Musketeers.

Loleas was the one who brought him into the Union as an official. Leon had been a member of the SIU since 1939. But it wasn't until Paul Hall, the late president of the SIU, started the food plan in the early '60s that Leon came ashore for good.

Loleas recommended him for the job; Leon met Paul, and the two formed a close relationship.

Both were transplanted Alabamians, Southerners who had made the long trip North to escape the hardships of poverty. And both had chosen the sea as their vehicle to get ahead.

The food plan was a forerunner of Piney Point, a training program for young seamen seeking to make a career in the steward department. Leon so distinguished himself that he was asked to become a patrolman.

From then on it was a steady rise up the ladder. 1964: San Francisco port agent. 1965: New York port agent, headquarters representative, and finally, in 1978, vice president in charge of the Atlantic Coast Region.

During this entire time, the SIU was able to draw upon Leon's considerable knowledge of the steward department. Both Paul Hall and Frank Drozak consulted with him in devising ways to deal with the effects of automation.

Leon's career has spanned nearly the entire history of the SIU. He joined the Union in 1939, one year after it was formed. Along with thousands of other seamen of his generation, he was exposed to the threat of German submarines and a watery death at sea.

He was drafted in 1942, but after the war he returned to sea. He was involved in many of the Union's early beefs: Isthmian, Bull Line, Robin Lines-Moore McCormack.

When he joined the Union in 1939, much of America and the maritime industry was segregated. He joined millions of other Southern blacks in making the long trek North.

Even though he was an Alabamian by birth, he always shipped out of the port of New York. He was a fixture

Area Vice Presidents' Report

at Stone Street and Beaver Street, the Union's first two headquarters buildings.

It was a different world, a different era, when seamen, like other groups of disenfranchised Americans, fought for the chance to have an equal shot at the brass ring. The maritime industry wasn't perfect, and neither was New York, but for a young black man seeking to make something of his life, it was a sure shot better than working shoreside in Mobile.

When Leon started shipping, seamen were on the margins of American life. Wages were low, conditions unsafe.

The union that Leon has been associated with during these past 50 years, first as a member, then as an official, helped change that. By virtue of his position in the SIU, Leon has been part of the sailor's age-old struggle for equal rights.

When I learned that Leon was retiring and that I had been named to take his position, I was filled with mixed emotions. On a personal level, I was sorry to see Leon go. No one can ever take his place.

And yet, while contemplating his career, I was struck by something fundamental. Few people outside the labor movement can understand this, but there will always be a bond between Leon and me. Both of us have been officials of this Union, and that transcends everything.

To become an official in this Union is to go through a rite of passage. It is to dedicate oneself to one thing—to servicing the membership.

Paul Hall, Leon's friend and mentor, imbued this Union with its sense and purpose. He set the tone for the entire organization. To be an official of this Union was a 7-day-a-week, 24-hour-a-day job.

It meant that you had to be willing to make any sacrifice on behalf of your membership. It meant that after working a six-day week, you had to get up at three o'clock on a Sunday morning and pay off a ship.

Leon found this out right away, in the Philadelphia beef against the Teamsters.

Early in the beef, he was asked by Paul to "go down to Philadelphia for a few days to help out." He packed an overnight bag and left that same day.

Five months later, after walking picket lines and sleeping on the floor of the Philadelphia hall, he was able to go back to the comfort of his apartment on the Upper West Side of Manhattan.

After Philadelphia, there were plenty of other beefs, and many more sacrifices.

The thing is, anyone who sticks around the SIU for any length of time winds up making these same sacrifices. That is what binds us all together, what makes being an official of this Union so special.

Like Leon, you make those sacrifices willingly, because you know that people like Harry Lundeborg and Paul Hall made them. You do it because people like John Dwyer risked their lives on behalf of this Union, risked

it so that seamen could have a better life.

Sometimes it gets to be a bit much. There are days when you've had it up to your eyeballs. But then you walk into the Union hall and see some old-timers playing cards, or talk to a kid straight out of Piney Point, and realize that you never wanted anything else.

In his early days in the steward department, Leon was called "Radio" because of his easy-going, friendly style. I know that if I should ever hit a snag in my new position, I can always pick up the phone and tune in "Radio" Hall.

The bonds that exist between us, as friends and as officials, will never be broken. I wish him and his wife Charlotte the best of luck in this new phase of their lives.

Gulf Coast

by V.P. Joe Sacco

BEFORE I begin, I'd like to congratulate my brother Mike on being named Executive Vice President of the SIU. From now on, he'll be directing the Union's field operations and coordinating outport and headquarters activities.

This is an important job, especially in this election year of 1988. Never before has the maritime industry been in such precarious position. We need to make sure that our message gets out, both in Washington and on a grassroots level.

Without a strong Washington presence, there would be no maritime industry. Even as I write this, opponents in Washington are trying to do away with restrictions on the export of Alaskan oil, and to scuttle this nation's cargo preference laws.

At the same time, this Union needs to increase its efforts on a grassroots level if we are to make a difference.

I have made this a priority in the Houston area. Earlier this year, both Jesse Jackson and Richard Gephardt came to the Union hall to address our membership. Both spoke of the need to revitalize this nation's maritime capability.

We have not confined our efforts to presidential politics. Next month, Texas Supreme Court Judge William Kilgarden will speak at our hall. He is well-known throughout the state and the country for having decided the Pennzoil case.

One of our state representatives, Al Luna, has made a few visits to the hall to meet with our members. He has been a strong friend of the SIU and the maritime industry throughout his career.

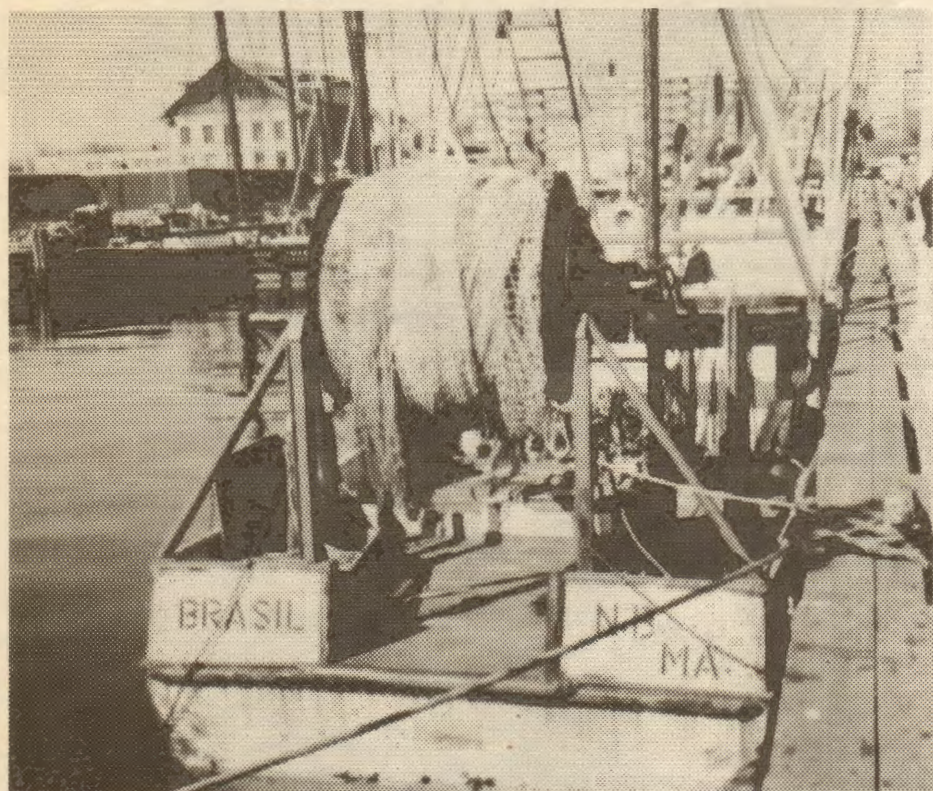
What does grassroots mean? It means being part of a community. Earlier this month, Ron Stone, an anchorman at the local NBC affiliate, came to the SIU hall to help raise money for Muscular Dystrophy.

The days are long gone when the maritime industry was a self-contained world. We have to be aware of developments in other areas.

Take what is happening in Houston, for example. For the past several years, the local economy has been devastated by the low price of oil. Now that prices are slowing creeping back up—they're now at \$18 a barrel—things are a bit better in the tug and barge industry.

(Continued on Page 10.)

Fishing With the SIU



The *F/V Brasil* is one of dozens of SIU-contracted fishing boats operating out of New Bedford, Mass.



Some of the crewmembers (above) of the *F/V Brasil*: (l. to r.) Antonio Gravato, Remigio Pereira, Manuel Carroco (Capt. of the *F/V Faneca*), Aldolfo Simoes and Mario Dias. Below are some of the crewmembers of another SIU fishing boat, the *F/V Beira Litoral*. They are: (l. to r.) Fernando Luz, Dominic Rebelo, Antonio Tesouro and SIU Port Agent Henri Francois.



(Continued from Page 9.)

As always, we are on the lookout for new work. I will be meeting with the Bulk Fleet Marine to see if we can sign up several boats that have been turned back to the private sector.

As I mentioned in the last month's column, Houston is now one of Sea-Land's most important regional hubs. Last month, the *Sea-Land Economy* was in temporary lay-up in Beaumont, Texas.

One final note: I urge all of our members to upgrade their skills. We could use more ABs and electricians down here.

Signing up new work in today's depressed maritime industry is a difficult proposition. But through hard work and determination, we've been able to weather the decline in the maritime industry.

The job security of all our members, however, will be jeopardized if seamen in one or two key ratings fail to sign up for new work.

Just as the officials of this Union have a responsibility to try to sign up new work, our members have a responsibility to upgrade their skills.

West Coast

by V.P. George McCartney

I'M a movie buff from way back when. Whenever I had a few days in port, I found myself running to the nearest cinema.

Few people know it, but one of the best American movies ever made, "On the Waterfront," was based on the life of John Dwyer, who used to be an official of this Union.

"On the Waterfront" is a powerful depiction of corruption on the waterfront, and one man's efforts to combat it. The movie is a skillful blend of fact and fiction.

It deals with a time when corruption on the waterfront had reached such pervasive levels that it endangered the

New York maritime industry and the integrity of the labor movement.

At the time, Dwyer was a longshoreman. He and other dockside workers had to confront a hiring system based on kickbacks and favoritism.

In 1953, the legislatures of New York and New Jersey tried to deal with this situation by creating the Waterfront Commission of New York Harbor to combat organized crime.

Corruption had reached such a level that AFL President George Meany felt compelled to step in. He issued a charter to a new AFL longshoreman's union, the American Federation of Longshoremen. (The name was later changed to the International Brotherhood of Longshoremen.)

A committee of five union leaders was appointed to act as trustees for the new union. They included Paul Hall, then secretary-treasurer of the SIU; Dave Beck, president of the Teamsters; A.J. Hayes, president of the International Association of Machinists, and William Doherty, president of the National Association of Letter Carriers.

Not only did corruption on the waterfront debase the whole concept of trade unionism, but it jeopardized the working conditions of all maritime workers, including seamen.

Paul Hall took the lead in this fight on a local level. He worked closely with Morris Weisberger, the SUP's New York port agent, in trying to break organized crime's lock on the New York waterfront.

The only way to do it would be to organize longshoremen under the banner of the new AFL union. Hall enlisted the aid of John Dwyer, a 38-year-old member of ILA Local 895.

Dwyer and his allies risked their lives fighting for a clean union. Michael Brogan, a vocal supporter of the new union, was found dead floating in the river. Others, like Tom Rubino, were beaten to a pulp.

There were two votes. The first election was held in December 1953, with the new union polling 7,568 to

the ILA's 9,060. But 4,397 votes were challenged.

The second vote was held on May 26, 1954. The IBL came within 300 votes of ousting the old regime.

The IBL never again came that close to winning. In 1958, Paul Hall and Captain William Bradley, the former tugboat chief who had become head of the longshoremen's union, agreed to end the fight.

Even though the IBL was never successful in ousting the ILA, the waterfront was changed for the better. "We didn't win the vote," said Paul Hall, "but we fought for a democratic union and that was worth the fight."

The waterfront beef was part of a larger struggle to ensure that labor unions affiliated with the AFL-CIO meet high ethical standards. Many people rank this as one of George Meany's finest moments, right after the merger he orchestrated between the AFL and the CIO in 1955.

The whole episode has relevance today. When faced with corruption, organized labor faced the situation squarely in the eye.

Compare that attitude with recent developments on Wall Street. Other than wait for the federal government to hand down indictments, the financial community has done literally nothing to ensure a high standard of conduct.

After the beef, Johnny Dwyer joined the SIU. He became one of the Union's best-liked officials.

During this episode, George Meany and Paul Hall formed a close working relationship. The tie that the two men formed probably had something to do with Hall's appointment to the Executive Council in 1962.

And Dwyer? He retired in 1979. His bravery and dedication marked an important footnote in the history of this Union.

Of course, he lived to see himself portrayed on the screen by Marlon Brando. I keep putting in phone calls to Robert Redford, but he has yet to answer any.

Government Services by V.P. Buck Mercer

THE shortage of Able Bodied Seamen has become acute, not only with the Military Sealift Command, but in the commercial maritime industry as well. Already, MSCPAC has experienced problems replacing ABs in their nuclear ships and, with another unrep oiler set to crew in August '88, the search is on for 24 ABs, 5 rig captains (who must also be ABs) and two bosuns.

Things are no better in the commercial industry; ABs are almost impossible to find. In order to alleviate this serious problem, the SIU is requiring all Ordinary Seamen who have the necessary seetime to attend the Seafarers Harry Lundeberg School in Piney Point, Md. to prepare themselves to upgrade their Merchant Mariner Document from Ordinary Seaman to that of Able Bodied Seaman.

The critical AB situation in the maritime industry did not just happen; it was created and is about to be compounded. The Ordinary Seaman billet has been eliminated on many commercial vessels, while at the same time the commercial unions lost ABs through retirement, death and those who have left the industry. And now the MSC is threatening to eliminate Ordinary Seaman billets. This all means that the possibility of creating the Able Bodied Seaman is fast coming to an end.

Again, to all Ordinary Seamen, and particularly to those who have the qualifying seetime, upgrade as soon as possible. By doing so, you help yourselves, your families and the industry.

Union Books: There are a number of members of the SIU Government Services Division who have not yet received Union books. I am requesting each ship's chairman to forward to this office a list of those members, along with Social Security numbers, who do not have their SIU Union book. This office will make every effort to get their Union books to them.

Lakers Go Back to Work—More Jobs in the Future?

Last year SIU Lakes sailors enjoyed their best season since 1981 as coal and taconite shipments experienced a big jump. With the demand for iron ore still high, several SIU-lakers began an early season.

Not that long ago, only a little more than half the Great Lakes' freighters were running. This year, ship operators estimate they will use up to 91 percent of their vessel capacity.

Mike Sacco, SIU executive vice president and Great Lakes VP, said he expects the number of SIU jobs on the Lakes to increase.

"If more ships are sailing, more of our guys are working. It's pretty simple, if the steel industry keeps up its demand for iron ore and the stone and coal movements continue, we will have a good season," Sacco said.

Last year iron ore cargoes rose by more than 20 percent, stone shipments were up 21.8 percent and coal showed a small increase of 4 percent.



Onboard the *Richard J. Reiss*, as it fits out in Erie, Pa., Chief Steward Ed Heil (left) and 2nd Cook Ali Ahmed are ready to perform surgery on a roast.

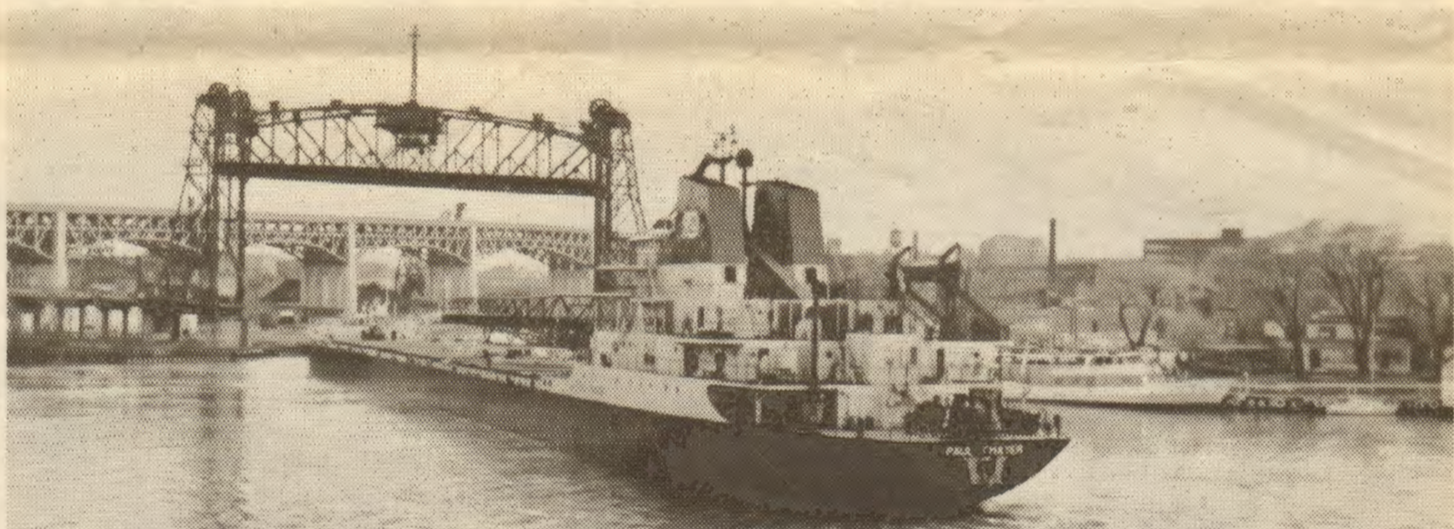


Deckhands Steve Halvaks (left) and Jeff LaLamde are put ashore to help tie up the *Thayer*.



Bosun Mike Tounel has been sailing the Lakes since 1976. This year he is on the *Townsend*.

Photos by Mike Hall



The Cuyahoga is a narrow and windy river; it was even trickier for the *Paul Thayer* because of an inoperable bow thruster as the ship made its way to discharge cargo in Cleveland.

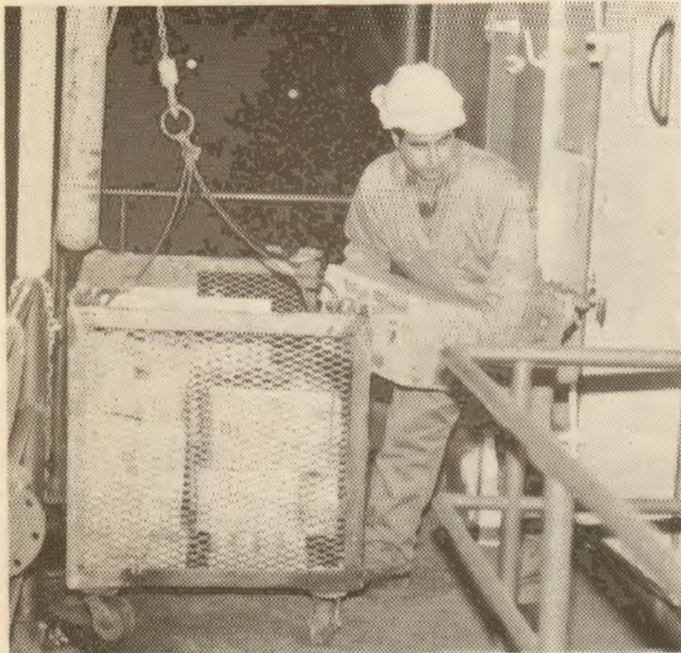


Taking a break on the *Reiss* are Watchman Ken Svedek, Wheelsman Joy Boyer and Watchman Al Maury.



Deckhand Jeff LaLamde on the *Thayer*.

New Season on the Lakes



Deckhand Saleh Saleh unloads supplies on the *Indiana Harbor*.



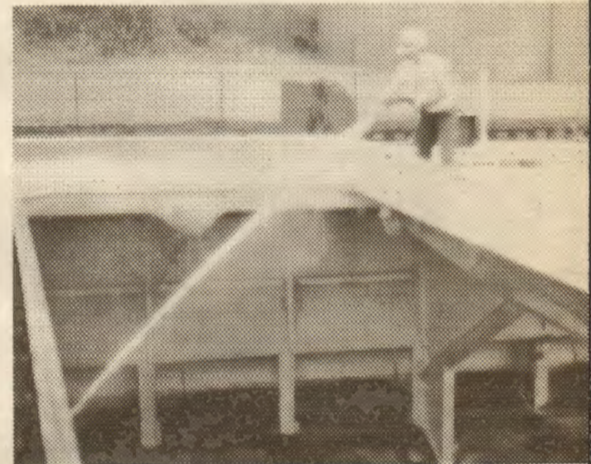
Porter Robert Rabzieski and 2nd Cook Ali Muthar clean up after supper on the *Townsend*.



It's time for a little geography lesson from *Townsend* Oiler Bill Youckey.



Looks like someone called Deckhand Melvin Dirchoff late for dinner on the *Townsend*.



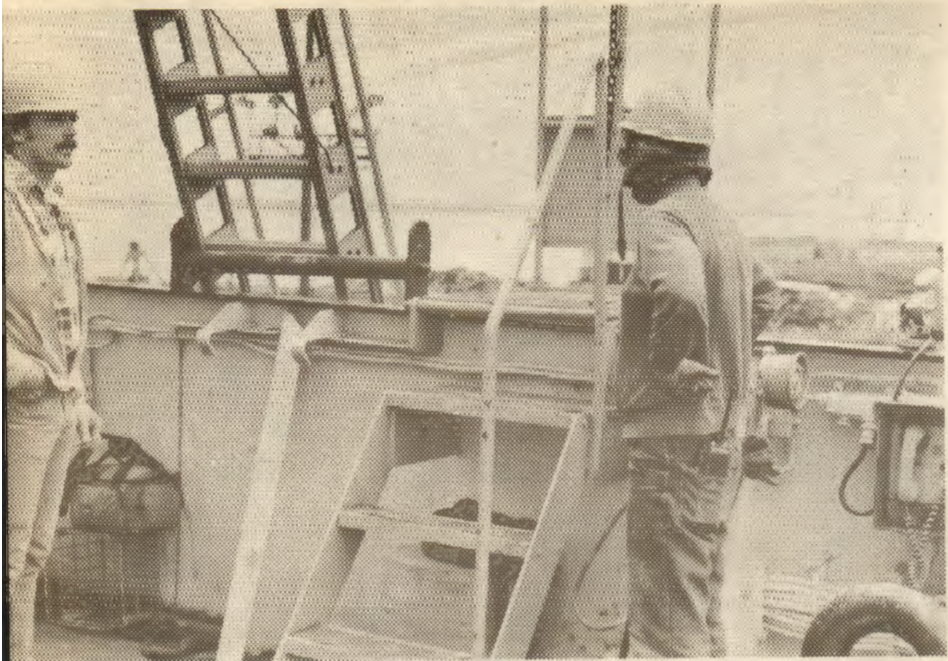
Bosun John Hickey hoses down the holds.



Deckhand Steve Halvaks tosses the leader back ab



After a morning of hard work getting the *Reiss* ready for the season, lunch is a welcome break for the *Reiss'* crew.



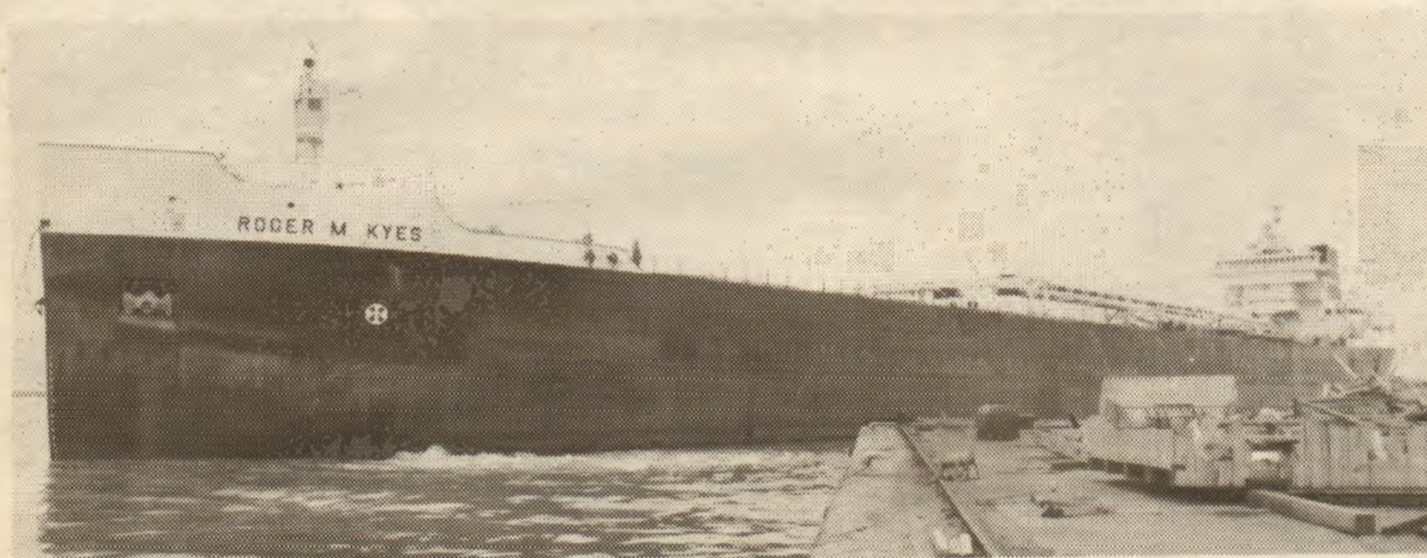
Wheelsman Klaus Brent (left) and Bosun Bob Master on the deck of the *Keyes*.



Deckhand Jim Smith is lowered to the dock in Detroit.



In the engine room is wiper Fred Piotowski on the *Reiss*.



The *Roger M. Keyes* got an early start on the season with a full load. She had to tie up in Detroit to repair a small leak in a fuel tank.



Asst. Conveyerman Walt Lesczynski and Deckhand Baisel Koushnikov on deck of the *Reiss*.



Port Agent Jack Allen (left) and Lakes veteran Wheelsman Curt Southwick complete fitout paperwork on the *Reiss*.



Deckhand Dean Gilbert climbs back aboard the *Keyes* after helping tie her up.

after securing one of the lines.

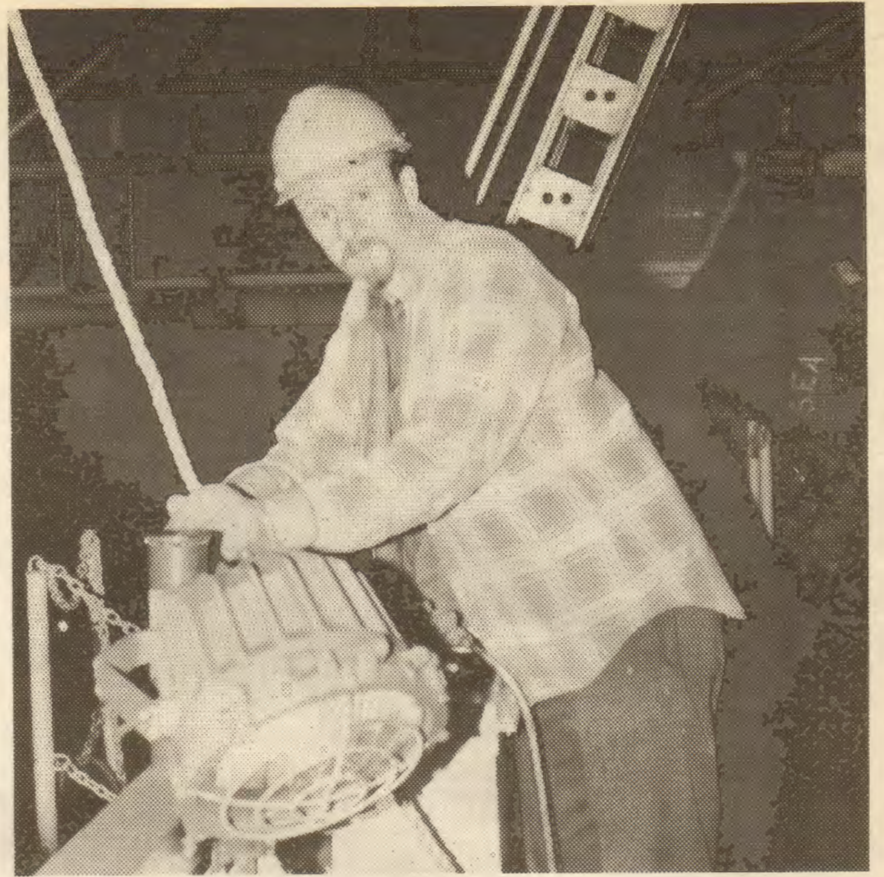
Lakes



The bosun's a fan of the "Boss." Bosun John Hickey on the *Thayer*.



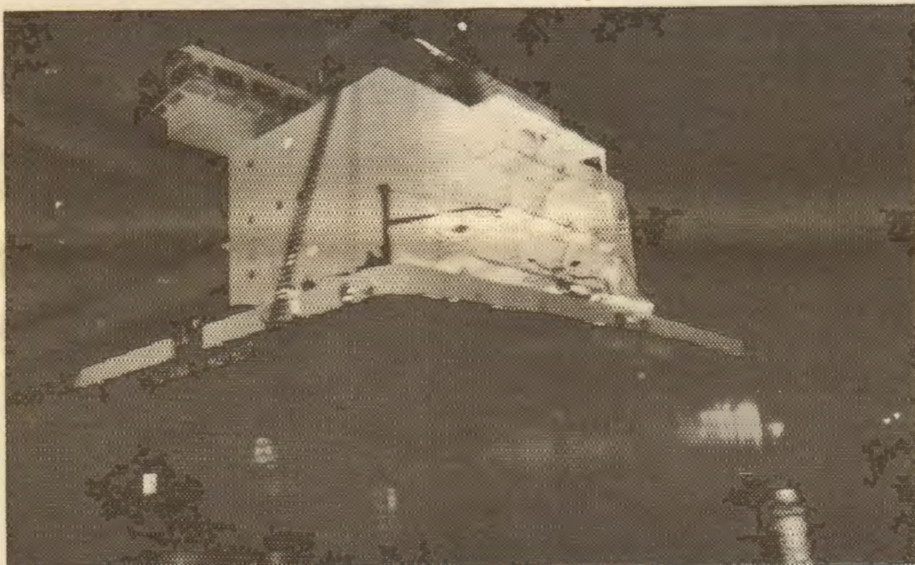
Deckhand James Corbran prepares to work on one of the *Reiss*' lifeboats.



Bosun Larry Smith helps hoist stores on the *Indiana Harbor*.



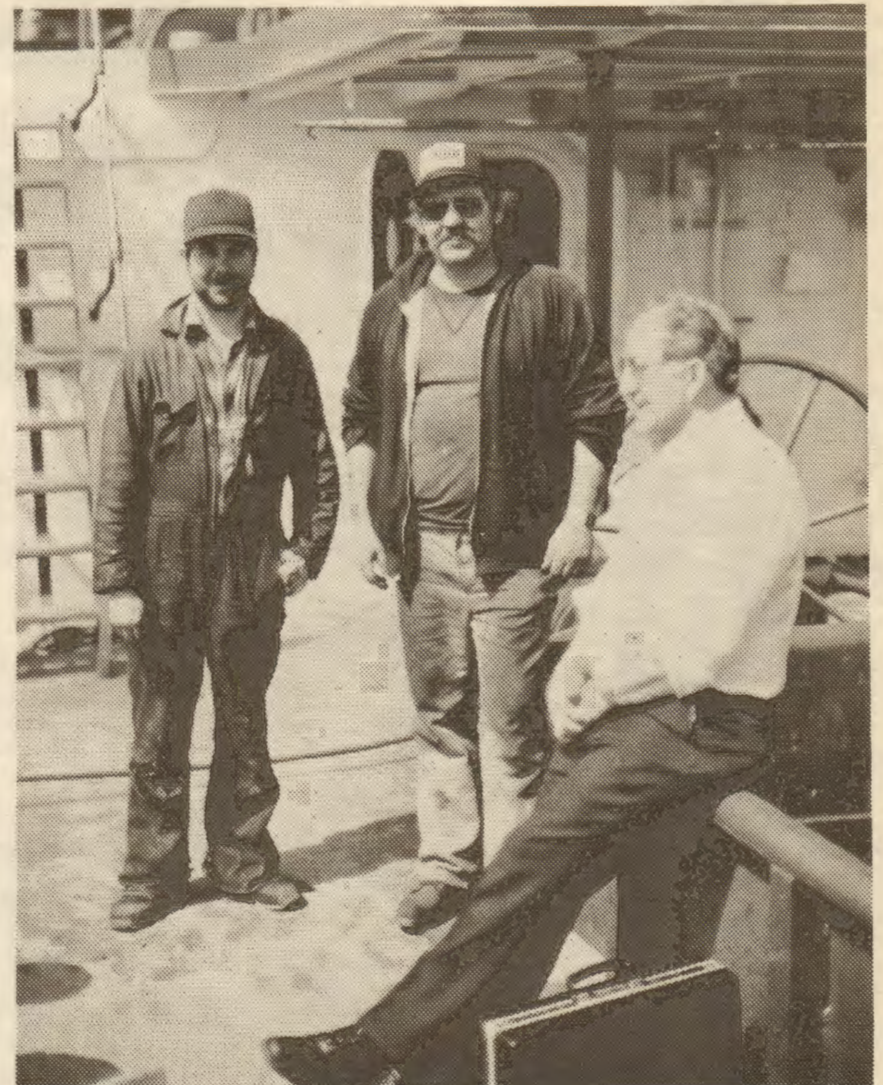
The *J.S. St. John*, a day-trippin' sand sucker, works out of Eire with an SIU crew aboard.



The *Indiana Harbor* pulls into Lorrain, Ohio at night to unload and pick up some stores.



Deckhand Ahmed Shohatee (foreground) and Deckhand Mousa Saleh on the *Reiss*.



Jerry Bollinger (left) and Bill Straub met with Port Agent Jack Allen as they got the dredge *J.S. St. John* ready.

Seafarers

HARRY LUNDEBERG SCHOOL OF SEAMANSHIP



Piney Point Maryland

"To Be [An AB], or Not to Be; That is the Question."

There is a big waiting game going on now. Lots of jobs are out there waiting for qualified Able Seamen, and the Seafarers Harry Lundeborg School of Seamanship is waiting to help prepare all of you OSs to fulfill the task. However, we at the SHLSS can't fulfill our mission without your decision to become an AB. By coming to SHLSS and upgrading your skills to that of Able Seaman, you will guarantee yourself a good job, and a better paying one at that!

Through classroom work and hands-on practical training, our six-week Able Seaman course will prepare you thoroughly for the duties of Able Seaman. In the classroom, subjects covered include deck seamanship, marlinspike seamanship, rules of the road, cargo handling, ship simulator training, safety, emergency procedures and first aid.

It is during the hands-on training that students learn best by

actually doing: wire and line splicing, block and tackle rigging, knot tying, cargo boom operation, underway and vertical replenishment, and crane and fork truck operations. Day-to-day maintenance on vessels is stressed to include surface preparation and painting, and wire rope cleaning and preservation.

This course is available to SIU members who ship Deep Sea/Great Lakes or Inland. To be eligible for this course, a seafarer must meet the following requirements: all applicants must be 18 years or older and pass a U.S. Coast Guard approved physical examination before entering this course. All applicants must have normal color vision and have at least 20/200 vision in both eyes corrected to 20/40 vision in both eyes. Anyone wishing to qualify for an Able Seaman endorsement must have either a lifeboatman endorsement or complete the two-week lifeboat course offered at the school.



Graduates of the SHLSS are required to present 240 days seetime as an Ordinary Seaman to be eligible for scheduling. All other applicants for endorsement as Able Seaman, Special (12 months), Limited (18 months), or Unlimited (36 months) must show discharges totaling the minimum required seetime—12, 18, and 36 months—as Ordinary Seaman.

Upon completion of this course, the student must pass a U.S. Coast Guard exam to receive an Able Seaman endorsement. And so, let's get together and call an end to this waiting game. Guarantee your future. Answer the question posed in the title of this article by deciding to become an AB and filling out the SHLSS upgrading application form printed right here in the *LOG*, or contact Bart Rogers immediately at 1-800-732-2739.

◀ An AB class watches as two students adjust the stage on the side of the *Sonny Simmons*.

Learning to splice an 8-strand rope. ▶



SHLSS Course Graduates



Able Seaman Video Self Study 3/25/88
Left to right: Keith Blowers, Jake Karaczynski (Instructor).



QMED 4/4/88
First row, left to right: Jessie Robinson, James A. Vieira, Earl Adams, Robert Tuller. Second row: Audley Green, Francisco Rosich, Richard Smallwood, Willie Franks, Patrick Patricca, Robert P. Matter, John Bennifield. Back row: Liz Leech.



Welding 4/6/88
Kneeling, left to right: Abraham Daif, Orson Lincoln, Owen Duffy. Second row: Bill Foley (Instructor), Moharam Husin, Ronald Dailey, Robert Rester, Bob Layko, Mark D. Field, Arthur Omdahl.



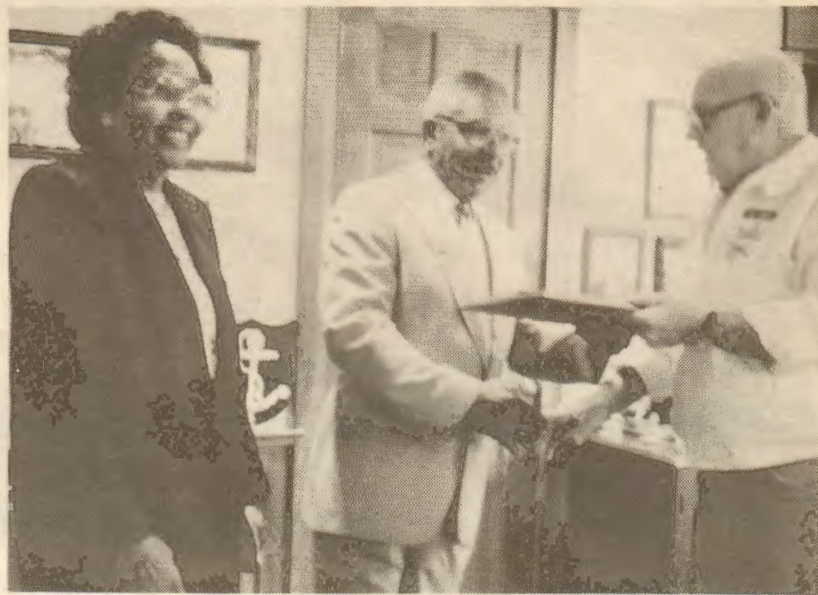
Canadian Chief Cooks 4/4/88
Left to right: Bernie O'Brien, Robin Lois, Leona Haswell, Kenneth Staples.



Canadian Seamanship Training Program 4/12/88
First row, left to right: Calvin Ransome, Dana Eisler, Patrick Lindsay, Raymond Mullin, Linda Penney, Normand Mercier, Gordon Reeves. Second row: Ambrose MacNeil, Steve Collie, Grzegorz Perlinski, Rich Bonneville, Mike Bobrowski, Tommy Marsh, Dan Pelletier, Albert Bannon, Peter Bobrowski, Ben Cusic (Instructor). Back row: Freddy Wenzel, Bob Burnett, Lindsay Rock, Gilles Lyrette, Mark Kratynski, Shaun Dolhanty, Martin Bergeron, Peter Breaker.

Retired

After 11 years of dedicated service at SHLSS, three of which were spent as fork lift instructor for the Sealift Program, Joe Marshall officially retired April 29. He is shown here, together with his wife Rebecca, receiving a plaque of appreciation from SHLSS Vice President Ken Conklin.



Radar Class 4/13/88
First row, left to right: Joe Morrison, Rick Bumstead, Doug Stinchcomb, Alan Bodden, Cheryl Burgess (Computer Operator). Second row: Rob Arthur, Eric Corgey, Bruno Kalmeta, Joseph Brisson, Jose Boevink, David Goyette.



Military Sealift Command, Lifeboat 4/4/88
Kneeling, left to right: Juan P. Goni, Charles Methvin. Second row: James P. Johns, James M. Harper, Edward B. Knutsen, John Britto.



Navy Crane Class 4/4/88
Left to right: John Dodd, Robert Elwood, Leo Marciniak, Kenneth Delp, Michael Horton.



Canadian Mechanical Assistants 4/14/88
First row, left to right: Isidore Charles, Stephen Slack, Elroy Bobbett, Bruno Beaudoin, Robert Molnar. Second row: Eric Malzkuhn (Instructor), Ernest Corbett, John Macklin, Ted Bobrowski, Chris Donovan.



Canadian Electricians 4/4/88
First row, left to right: Horace Duke, Peter Karlikowski, Peter Schuemann. Second row: Ray Reardon, Ross Tibert, Stanley Orawiec, Joseph Tolan.



1988 Upgrading Course Schedule



Programs Geared to Improve Job Skills And Promote U.S. Maritime Industry May—December 1988

The following is the current course schedule for April 1988 — December 1988 at the Seafarers Harry Lundberg 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.

PLEASE NOTE: All members are required to take firefighting when attending SHLSS.

Deck Upgrading Courses

Course	Check-In Date	Completion Date
Able Seaman	June 13	July 22
	July 25	September 2
	September 19	October 28
	October 31	December 9
Radar Observer Unltd.	July 18	July 29
Radar Refresher/Renewal	Open-ended, 3 days (Contact Admissions Office for starting date.)	
Radar Recertification	Open-ended, 1 day (Contact Admissions Office for starting date)	
Lifeboat	May 30	June 10
	June 27	July 8
	July 25	August 5
	August 22	September 2
	September 19	September 30
	October 17	October 28
LNG — Self Study Safety Course	November 14	November 25
	December 12	December 23
	(This course is not offered as a separate course, but may be taken while attending any of the regularly scheduled courses.)	

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

Steward Upgrading Courses

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

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

Engine Upgrading Courses

Course	Check-In Date	Completion Date
QMED - Any Rating Fireman/Watertender & Oiler	September 19	December 9
	May 23	July 1
Marine Electrical Maintenance Refrigeration Systems Maint. & Op. Refrigerated Containers—Advanced Maint.	August 22	September 30
	June 27	August 19
	October 3	November 11
Pumproom Maint. & Operations	August 8	September 2
	August 1	September 9
Variable Speed DC Drives Electro-Hydraulic Systems	September 19	October 28
	September 5	October 14
Automation	November 7	December 16
Welding	November 21	December 16
Hydraulics	November 21	December 16
	May 30	June 24
Third Asst. Engineer/Steam or Motor	October 17	November 11
	Open-ended (Contact Admissions Office for Starting Date)	

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

Recertification Programs

Course	Check-In Date	Completion Date
Steward Recertification	July 5	August 8
Bosuns Recertification	September 26	November 7

Adult Education Courses

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

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

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

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

College Programs Scheduled for 1988

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



Seafarers Harry Lundeberg School of Seamanship Upgrading Application



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

Address _____
(Street)

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

Deep Sea Member Inland Waters Member Lakes Member Pacific

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

Social Security # _____ Book # _____ Seniority _____ Department _____

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

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

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

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

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

Course(s) Taken _____

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

Date Available for Training _____ Primary Language Spoken _____

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

DECK

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

ALL DEPARTMENTS

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

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

ENGINE

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

STEWARD

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

COLLEGE PROGRAM

- Associates in Arts Degree
- Certificate Programs

ADULT EDUCATION DEPARTMENT

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

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

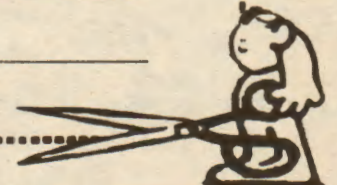
You **must** also submit a **COPY** of the first page of your union book indicating your department and seniority, as well as, a **COPY** of your clinic card. The Admissions Office **WILL NOT** schedule until this is received.

VESSEL	RATING HELD	DATE SHIPPED	DATE OF DISCHARGE

SIGNATURE _____ DATE _____

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

Rev. 2/88



AIDS

Growth Rate of Deadly Disease Means AIDS Impact Will be Felt Into the Next Century

by Elizabeth Reisman, R.N., D.N.Sc.

Editor's Note: Elizabeth Reisman holds a Doctorate of Nursing Science degree. She conducted her doctoral research at the Cancer Institute, part of the National Institutes of Health. Reisman is a member of the St. Mary's County (Md.) AIDS Task Force and has written extensively about AIDS and other health issues for various publications. She has been associated with the SIU since 1978. This is the first of several articles about AIDS.

AIDS is rapidly becoming the number one public health problem in the United States and in the world. The CDC (Centers for Disease Control) predicts that by the year 1991 there will have been approximately 270,000 cases of AIDS in the United States. The WHO (World Health Organization) also predicts that by 1991, 5-10 million people in the United States will have been exposed to the virus and have antibodies for the virus.

As of Feb. 29, 1988, the CDC stated that there were 54,723 known cases of AIDS in the U.S. and an estimated 1-1.5 million people who have been exposed to the virus and who have antibodies to the virus. The number of cases of AIDS doubles about every 13 months. If the spread of the disease continues unchecked at its present pace, AIDS will clearly be the major public health problem of the 21st century. AIDS, therefore, is a major health problem not only for us but for our children and our grandchildren.

Since 1981, when the disease of AIDS was first recognized in the U.S., AIDS has been a disease found mostly in specific geographic areas, along the Atlantic and Pacific coastal areas and major metropolitan areas (such as New York City, San Francisco, Washington, D.C., Miami, and others). Although AIDS continues to be found in major metropolitan areas, AIDS is now spreading into smaller communities.

AIDS is also a worldwide epidemic which touches most if not all countries in the world today. The World Health Organization reports that there are 150,000 cases of AIDS in the world today.

What does this mean? It means, above all else, that we must all learn the facts about AIDS. Learning the facts will help to clear up our misunderstandings about AIDS, to reduce unnecessary fear, to recognize the real dangers which AIDS poses, and to learn how AIDS can be prevented.

AIDS, Acquired Immune Deficiency Syndrome, is caused by an unusual virus which is currently called the human immunodeficiency virus or HIV. In the past, the HIV virus has also been called HTLV-III or LAV. AIDS occurs as a result of infection with the HIV virus and severe destruction of the body's immune system (the defense system which protects and defends the body from disease).

Specifically, the HIV virus attacks the immune system by eating up T cells (white blood cells essential to

fighting diseases) so the HIV virus can make many more viruses. Specific antibodies are produced by the immune system to fight off the HIV virus. These are called HIV antibodies. This process is similar to the one which occurs when your body makes antibodies to fight other viruses, such as measles, mumps and chickenpox. These antibodies normally protect the body from future encounters with these viruses.

Unfortunately, the HIV antibodies are not capable of fighting off the HIV virus or protecting the body from future invasions with the HIV virus. The HIV viruses, therefore, continue to live and multiply while the T cells continue to be destroyed.

This destruction of the immune system leads to the development of major and unusual infections called opportunistic infections and rare cancers which overwhelm the defenseless body. The virus may also affect the brain or



Elizabeth Reisman

nervous system. The recurring illnesses which the persons with AIDS experience eventually lead to death. At this point in time, AIDS is a fatal disease for which there is no cure or vaccine. New treatments are being researched which may offer some promise to help persons with AIDS.

AIDS has an unusually long incubation period, the time between initial infection with the virus and the beginning of symptoms. The incubation period of AIDS is an average of seven years but may be as long as 15-20 years. The incubation period, however, may be less in those whose immune systems are already reduced due to other infections, illnesses (such as in drug addiction), or immaturity (as in newborn babies).

Due to this long incubation period, not all individuals infected with the virus have symptoms of AIDS or even feel sick. In fact, they feel well. At this point in time, we do not know precisely how many people who are infected with the virus will actually get AIDS five, 10, or 20 years down the road. Since AIDS is such a new disease and many questions are still unanswered, these predictions are difficult to make. These predictions estimate that 50 percent or more of those who are infected with the HIV virus or test positive to the HIV antibody may eventually develop AIDS.

Although some individuals infected

with the HIV virus may feel perfectly healthy with no symptoms, some may develop early symptoms often called ARC, AIDS Related Complex. The symptoms of ARC are common to many diseases. In ARC, therefore, the symptoms are not believed to be caused by any other illness and last for several weeks or months. These symptoms may include: extreme fatigue, chronic fever, night sweats, diarrhea, loss of appetite, sudden loss of weight, and swollen lymph nodes (glands) in the neck, under the armpits, or in the groin.

The period of time when one person can transmit or pass the HIV virus to another person begins within days after one is first infected with the virus and continues throughout the course of the illness. Therefore, all people infected with the HIV virus are capable of passing on the virus including those recently infected with the virus, those who test positive to the HIV antibody and feel well, those with ARC, and those with AIDS. This means that today there are probably 1-1.5 million people in the U.S. who may be capable of passing on the HIV virus.

The HIV virus can be passed from one infected person to an uninfected person through an exchange of body fluids, especially blood, semen and vaginal secretions. This exchange of body fluids is known to occur through:

1. sexual contact between heterosexuals (man to woman and woman to man), as well as sexual contact between homosexual or bisexual men;
2. direct infection into an open wound or injection into the blood stream with HIV infected blood or blood products, needles, syringes, or other equipment (most often occurring in IV drug users); or
3. infection of newborns from their infected mothers occurring either during pregnancy, delivery or from breast milk.

Although CDC statistics tell us that AIDS has occurred predominantly in certain high risk groups (homosexual and bisexual men; heterosexual IV drug users; homosexual and bisexual men who use IV drugs; persons with hemophilia and coagulation disorders;

heterosexual sex partners of persons with AIDS or heterosexual sex partners of persons at risk for AIDS; recipients of blood or blood components between 1977 and the spring of 1985), we must understand that these statistics simply tell us where AIDS has been and not necessarily where AIDS is going.

Homosexual and bisexual men, IV drug users, and homosexual and bisexual men who use IV drugs account for nearly 90 percent of the AIDS cases. Heterosexuals account for only about 4 percent of the cases of AIDS today. The ratio of women to men in the U.S. with AIDS is about 1 woman for every 13 men. In Africa the ratio of women to men with AIDS is about 1 to 1.

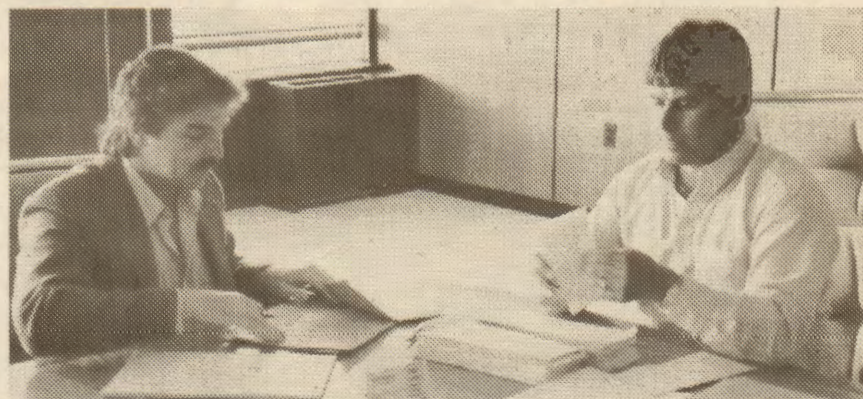
Some experts expect that heterosexuals and adolescents will experience a dramatic rise in the number of AIDS cases in the future. Although there is much debate today about the degree the AIDS virus has infected and will infect the heterosexual population, the reality is that no one knows for sure. Since HIV antibody testing is not mandatory for everyone and research has not been done to determine the prevalence of HIV antibody positive individuals in the general society, we can only make educated guesses.

The risks are real, however, that the next rise in cases may be in heterosexuals through heterosexual sex. We are already seeing this rise of HIV infected individuals in sexually transmitted disease clinics, in sex partners of infected and high risk individuals, and among prostitutes.

AIDS must not be viewed as a disease of one particular group of our population, but a disease of all groups. We know that getting AIDS is not a matter of who you are or where you live, but what you do (what activities you do which increase your chances of getting infected with the HIV virus).

Anyone who has concerns regarding AIDS is encouraged to contact the following resources for assistance: State and Local Health Departments across the U.S.; US Public Health Service AIDS Hotline—800-342-AIDS; National Sexually Transmitted Diseases Hotline, American Social Health Association—800-227-8922.

New NATCO Contract



Terry Bader (left), licensed delegate, and John Miklos, unlicensed delegate, count the ballots for the recently negotiated North American Trailing Co. (NATCO) contract. The pair formed the NATCO Tallying Committee and counted the votes at SIU headquarters.

Deaths



Carmine Caropreso



Joseph T. Flynn



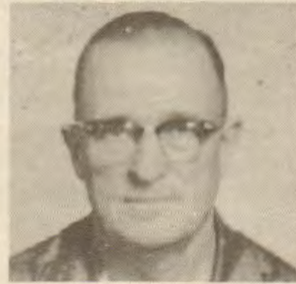
Wong Lee



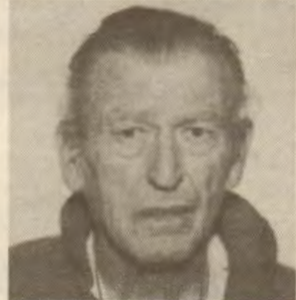
James Mullally



Alphonse Monahan



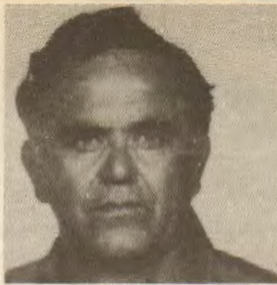
John Mims



John Shields



Precilo Silva



William Smith



John Somers

Mohasain Ahmed
Antonio Arroyo
Malcolm Barton
Lonnie Baughan
Homer Bonnell
John Burns
Sherrill Campen
Tom Chee
William Cooper
Patric Donovan
Odilion DuBois
Victor Egel
Marcus Evans
Bertha Flygare
Rodney Fontenot
Wilfred Garcia
Sai Chong Goo
Ronald Gray

Thomas Green
Walter Gregory
Earl Griffin
Willie Hardeman
Orlando Hernandez
Eugene Howard
Fred LaPlant
Victor Lewycky
Alfredo Lopez
John McCann
Abdel Maameur
Gustavo Martinez
Richard Moore
James Murray
Ernest Mladinich
Joseph Pagola
James Payton
Michael Pesenak
Kensley Reistad
Sigmund Rothschild
Spurgeon Simpson
Albert Stampley
Charles Stewart



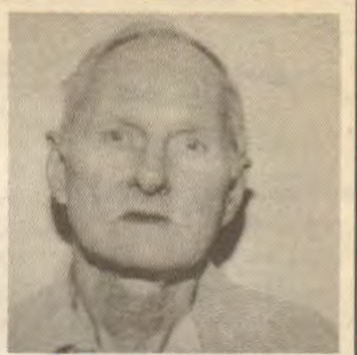
Joseph R. Hales



Thomas J. Henry



Jene Legg



Dewey J. Sack

Jay V. Beavers
William Brack
Cullen B. Colbert
Mose E. Coleman
Lawrence J. Crane
Ceasar A. Crespo
Joe J. Justus
Donald McEachern
Wilton H. McNiel
Donald L. Mullins
Colon Rose
Adam H. Smith
Roberto Torrado
Harold J. Warner
Inland

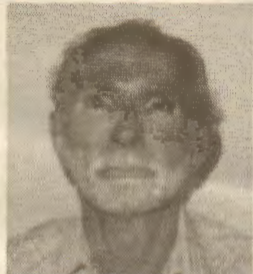
Floyd E. Hudgins, Jr.
Victor G. Lozinak
Johnnie B. Mathews
Anthony F. Maxwell
William Mitchell
Joseph Muscato
Beverly M. Owen
Lawrence Paul
Norman J. Porkruiwka
Francisco Rivera
John E. Reed

Pensioners

Deep Sea



Maxie L. Curtis



Charles R. Johnson

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

LNG ARIES (Energy Transportation Corp.), March 20—Chairman Robert Schwarz, Secretary Doyle E. Cornelius, Educational Director Richard Robertson, Deck Delegate Eugene Boussan, Engine Delegate Brenda Murray-Dye, Steward Delegate Michael J. Ruggiero. No beefs or disputed OT reported. There is \$264.11 in the ship's fund which has been turned over to the captain to be locked up in his safe. The vessel is scheduled to be dry-docked, but no information has been given out. The chairman said he will inform the crew as soon as he hears anything. He stressed the importance of the SPAD contribution and also reminded crewmembers

Charger is en route from Corpus Christi, Texas to New York to discharge and proceed to layup for repair of the generator. This will take place either in Jacksonville or Mobile. One particular item of note: "We must give a vote of thanks to the 4 to 8 watch deck department who responded quickly to an emergency alarm and performed the rescue extremely efficiently. The skillful and rapid rescue of the 4 to 8 oiler Mike Woods in combination with first aid was key to saving Mike Woods' life. Mike Woods has been a good shipmate on the *OMI Charger*. We have received information that more than four pounds of metal was removed from his body and that



The proud crew of the tanker M/V Courier (Ocean Carrier) in the harbor of Kuwait. The Courier is the only American tanker with a full American crew passing through the Persian Gulf to Kuwait. (Missing from the photo is Chief Steward Rudolf Spingar.)

that this is a presidential election year, "so be sure to register and cast your vote." The secretary asked that all hands clean out their rooms and return linen and towels to the linen locker. A vote of thanks was given to the steward department for a job well done. Next ports: Osaka, Japan; Bon-tang, Indonesia; Nagoya, Japan.

ITB BALTIMORE (Apex Marine), March 29—Chairman Scott Hudson, Secretary Rudy De Boissiere, Educational Director Spiros Perdiku, Deck Delegate Alan Barnett, Engine Delegate Thomas Corbell, Steward Delegate Kenneth A. Hagan. No disputed OT reported. A two-week safety course at sea was held aboard the *ITB Baltimore* by a representative from Marine Safety Services Corp. in London, England. This course put crewmembers through a safety test including firefighting, CPR methods, rescues from the hold with a new rescue harness, air breathing apparatus, lifeboat rescue, etc. The "SIU crew scored 100 percent in the safety tests." The educational director noted that "everywhere we look, the new ships are with us. But do we all know how to operate them? Some of us don't. I urge all of you to go to Piney Point. New ships mean more money. Don't be left out. Give to SPAD and be a winner." The fact that this is an election year was also brought up. "It's up to us to fight for the ships we deserve and the programs that we really need. It is the duty of every seaman to protect our ships, our jobs, our lives." A special vote of thanks was given to Scott Hudson and the deck gang for an excellent job—and also to Chief Steward Rudy De Boissiere and Chief Cook Kenneth Hagan "for the best food in the world." Thanks were also given to the engine department. "They are the best." One minute of silence was observed in memory of our departed brothers and sisters. Next Port: Staten Island, N.Y.

OMI CHARGER (OMI Corp.), April 3—Chairman F.R. Schwarz, Secretary N. Johnson, Deck Delegate Bill Burke, Engine Delegate Van Joyner. No disputed OT was reported, but the steward department requested clarification of the steward assistant's performance of daily sanitary on deck and in the unlicensed engineers' foc'sle. There is \$30 in the movie fund. The *OMI*

his liver and kidney were seriously damaged. We're all pulling for you, Mike." Next port: New York.

LNG GEMINI (Energy Transportation Corp.), April 10—Chairman A.L. "Pete" Waters, Secretary Dana Paradise, Educational Director A. Thaxton. No beefs or disputed OT reported. There is \$52 in the ship's fund. Arrivals pools have been started to build the fund, and all members are encouraged to participate. Things are going well aboard the *Gemini*, according to the chairman, who also asked all hands to chip in and help keep the ship clean and in shape. He stressed the importance of contributing to SPAD. "It helps!" The secretary noted that the ship sailed short last trip. He thanked S/A Catherine Kohs who was upgraded to chief cook for the trip and did an excellent job. He also thanked S/As Andrea Conklin and Mark Kalmus for handling the extra workload. "A job well done by all." Next port: Nagoya, Japan.

RICHARD G. MATTHIESEN (Ocean Ships, Inc.), March 26—Chairman Jerry L. Bass, Secretary Joe Nelson, Educational Director Al Sczypiorski, Deck Delegate Johnnie Edwards, Engine Delegate John Anderson. Some disputed OT was reported in the steward department. There is \$200 in the ship's fund. The bi-annual Coast Guard inspection was held in Singapore Feb. 13-17—with no problems. After the inspection, the ship proceeded to the Gulf of Oman for Consol-Ops (underway replenishment) with Navy warships. "Crewmembers aboard the *Richard G. Matthiesen* have been at sea for 45 days during Consol-Ops with Navy warships in the Arabian Sea (Gulf of Oman). Every crewmember has shown professionalism and a good attitude, and has been complimented for a job well done by the U.S. Navy." The bosun emphasized the importance of upgrading. A suggestion was made for the slop chest to carry U.S. stamps. Next port: Bahrain.

SEA-LAND ENTERPRISE (Sea-Land Service), April 3—Chairman E. Caryl, Secretary Norman Johnson, Deck Delegate Kenneth Moore. No beefs or disputed OT reported. There is \$580 in the ship's fund. With this money, the crew hopes to buy a

ping-pong table and a few other items for the crew lounge. The chairman notified all members that a payoff would take place in the port of Oakland, and to be sure to check in with the boarding patrolman before leaving the ship. He also stated that with the present state of the maritime industry, it's more important than ever for all eligible members to take advantage of the sealift course at Piney Point. This course is a necessity in order to work the military ships. And who knows—with the world situation today, there could be a national crisis and the SIU could be called on to man more military vessels. The secretary noted that "all is running smoothly on the *Starship Enterprise*" since Sea-Land took it over from the bankrupt U.S. Lines. "The NMU did not plan ahead and reduce the crews on these ships, and they paid the supreme price. But with our excellent SIU leadership, we have jobs, jobs, jobs. And we only have Frank Drozak and his team to thank for that." The educational director also stressed the importance of upgrading at Piney Point, not only to increase your earning power, but also for a job and job security. "Thanks to SPAD, we have these job opportunities for the SIU membership." A motion was made and seconded to ban all smoking in the crew rec room and mess halls. This has been done in all federal, state and city hospitals to help decrease health risks. Another request was to get ice boxes put in all rooms. Other suggestions: more pastry at coffee time, new washing machine for the unlicensed crew, keys for the rec room, new TV antenna, fresh fruit in season. The bosun will be going on vacation this trip and will be missed by all. "He is a good sailor and a good Union brother." Next port: Oakland, Calif.

SEA-LAND PRODUCER (Sea-Land Service), April 3—Chairman G.E. Annis, Secretary C.C. Hollings III, Educational Director P. Thomas. Everything is running smoothly, with no beefs or disputed OT reported. The ship will pay off in New Orleans. Word has it from the captain that the *Sea-Land Producer* is going on the Caribbean Sea run for a few trips and then will lay-up. Fresh vegetables will be put aboard in Port Everglades and 28-day stores will be loaded in New Orleans. The educational director urged all eligible members to attend upgrading classes at Piney Point "if you want to move up in this game." A vote of thanks was given to the steward department for a job well done. Next port: Port Everglades, Fla.

SUGAR ISLANDER (Pacific Gulf Marine), March 20—Chairman William Hamp-



Cook-out time aboard the Courier: (l. to r.) are Chief Cook Jerome Jordan, GSU Arthur Lopez, Chief Steward Rudolf Spingat. In the background is Bosun E. Dabney.

son, Secretary J. Bennett, Educational Director C. Hall. Some disputed OT was reported in the engine department which will try to be settled aboard ship, if possible. The ship is expected to pay off in Crockett, Calif. Members were asked to take note that the fresh water placed aboard the ship in Karachi is to be drunk at their own discretion. It was further suggested that ships traveling in the Mideast carry a reserve supply of mineral water... just in case! The secretary said, "We have one fine crew; no problems. Everyone, including the officers, enjoy the cookouts. I have one of the best steward departments I've had the pleasure of sailing with." Next port: Singapore.

Official ships minutes also were received from the following vessels:

ADONIS	RANGER
LNG AQUARIUS	SEA-LAND ADVENTURER
ASPEN	SEA-LAND DEVELOPER
AURORA	SEA-LAND EXPLORER
CHARLES SPIELMANN	SEA-LAND FREEDOM
CHARLESTON	SEA-LAND INDEPENDENCE
COURIER	SEA-LAND LEADER
FALCON PRINCESS	SEA-LAND PACER
1ST LT. A. BONNYMAN	SEA-LAND PACIFIC
GREAT LAND	SEA-LAND PATRIOT
GUS DARNELL	SEA-LAND PIONEER
INDEPENDENCE	SEA-LAND TRADER
OAKLAND	STONEWALL JACKSON
OVERSEAS BOSTON	LNG TAURUS
OVERSEAS HARRIETTE	THOMPSON PASS
OVERSEAS JUNEAU	ULTRASEA
OVERSEAS MARILYN	LNG VIRGO
PONCE	WESTWARD VENTURE

Monthly Membership Meetings

Port	Date	Deep Sea Lakes, Inland Waters
Piney Point	Monday, June 6	10:30 a.m.
New York	Tuesday, June 7	10:30 a.m.
Philadelphia	Wednesday, June 8	10:30 a.m.
Baltimore	Thursday, June 9	10:30 a.m.
Norfolk	Thursday, June 9	10:30 a.m.
Jacksonville	Thursday, June 9	10:30 a.m.
Algonac	Friday, June 10	10:30 a.m.
Houston	Monday, June 13	10:30 a.m.
New Orleans	Tuesday, June 14	10:30 a.m.
Mobile	Wednesday, June 15	10:30 a.m.
San Francisco	Thursday, June 16	10:30 a.m.
Wilmington	Monday, June 20	10:30 a.m.
Seattle	Friday, June 24	10:30 a.m.
San Juan	Thursday, June 9	10:30 a.m.
St. Louis	Friday, June 17	10:30 a.m.
Honolulu	Friday, June 17	10:30 a.m.
Duluth	Wednesday, June 15	10:30 a.m.
Jersey City	Wednesday, June 22	10:30 a.m.
New Bedford	Tuesday, June 21	10:30 a.m.

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

Dispatchers Report for Great Lakes

APRIL 1-30, 1988

Port	*TOTAL REGISTERED All Groups			TOTAL SHIPPED All Groups			**REGISTERED ON BEACH All Groups		
	Class CL	Class L	Class NP	Class CL	Class L	Class NP	Class CL	Class L	Class NP
DECK DEPARTMENT									
Algonac.....	0	20	2	0	25	1	0	21	4
ENGINE DEPARTMENT									
Algonac.....	0	9	3	0	16	1	0	15	2
STEWARD DEPARTMENT									
Algonac.....	0	2	2	0	3	1	0	9	3
ENTRY DEPARTMENT									
Algonac.....	0	15	8	0	0	0	0	25	17
Totals All Departments.....	0	46	15	0	44	3	0	70	26

**"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*
Mike Sacco, *Executive Vice President*
Angus "Red" Campbell, *Vice President*
Joe Sacco, *Vice President*
George McCartney, *Vice President*
Roy A. Mercer, *Vice President*
Steve Edney, *Vice President*
Jack Caffey, *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

APRIL 1-30, 1988

Port	*TOTAL REGISTERED All Groups			TOTAL SHIPPED All Groups			Trip Reliefs	**REGISTERED ON BEACH All Groups		
	Class A	Class B	Class C	Class A	Class B	Class C		Class A	Class B	Class C
DECK DEPARTMENT										
New York.....	41	9	5	38	7	4	4	74	15	2
Philadelphia.....	4	5	2	2	4	2	0	6	3	0
Baltimore.....	8	8	0	10	4	0	1	10	7	0
Norfolk.....	14	7	5	7	7	4	6	15	4	3
Mobile.....	12	5	4	13	3	4	0	16	4	7
New Orleans.....	41	4	5	30	5	6	5	63	8	4
Jacksonville.....	40	8	3	34	8	1	6	56	13	3
San Francisco.....	38	9	13	23	7	17	8	54	8	7
Wilmington.....	15	5	5	18	5	5	7	23	8	1
Seattle.....	29	6	1	25	4	4	8	58	8	2
Puerto Rico.....	18	0	0	13	2	0	2	22	2	0
Honolulu.....	4	15	5	5	12	6	10	8	12	3
Houston.....	33	11	4	25	9	4	5	50	3	4
St. Louis.....	0	1	1	0	1	0	0	0	0	1
Piney Point.....	7	5	3	3	4	4	2	6	4	0
Totals.....	304	98	56	246	82	61	64	461	99	37
ENGINE DEPARTMENT										
New York.....	22	2	1	15	5	0	2	48	5	2
Philadelphia.....	4	2	0	3	2	1	0	2	1	1
Baltimore.....	5	3	0	3	1	0	0	8	3	1
Norfolk.....	10	5	2	8	7	2	2	12	1	0
Mobile.....	6	4	0	5	2	0	0	11	4	0
New Orleans.....	29	8	5	9	1	5	2	50	15	4
Jacksonville.....	18	3	2	17	1	2	2	24	6	3
San Francisco.....	25	12	10	16	5	6	4	38	13	9
Wilmington.....	7	3	1	11	2	2	4	15	5	1
Seattle.....	21	8	6	18	4	2	7	25	6	3
Puerto Rico.....	6	0	0	5	0	0	1	14	1	0
Honolulu.....	5	7	6	9	11	9	4	1	9	2
Houston.....	32	1	1	16	2	0	4	40	2	2
St. Louis.....	1	0	0	0	0	0	0	1	0	0
Piney Point.....	3	2	0	2	3	0	0	4	5	0
Totals.....	194	60	34	137	46	30	32	294	76	28
STEWARD DEPARTMENT										
New York.....	18	5	0	13	3	0	3	27	8	0
Philadelphia.....	1	0	0	1	0	0	0	1	0	1
Baltimore.....	0	1	0	4	2	0	1	3	2	0
Norfolk.....	4	0	1	4	0	0	3	5	2	1
Mobile.....	8	1	1	6	1	0	1	4	1	1
New Orleans.....	20	2	2	9	2	0	4	30	4	3
Jacksonville.....	13	7	1	10	3	0	0	19	7	2
San Francisco.....	42	11	5	27	7	1	8	86	12	8
Wilmington.....	8	2	3	1	2	1	2	22	3	3
Seattle.....	13	6	1	19	5	2	4	23	10	2
Puerto Rico.....	2	0	0	3	0	0	0	6	0	0
Honolulu.....	5	22	17	11	21	24	96	9	34	16
Houston.....	21	0	1	11	0	1	3	23	2	1
St. Louis.....	1	0	0	0	0	0	0	1	0	0
Piney Point.....	0	8	1	2	4	0	0	0	9	1
Totals.....	156	65	33	111	50	29	125	259	94	39
ENTRY DEPARTMENT										
New York.....	21	8	5	13	3	6	0	35	29	5
Philadelphia.....	3	4	1	4	1	1	0	1	7	1
Baltimore.....	1	2	0	6	4	0	0	1	4	0
Norfolk.....	3	14	5	3	11	2	0	6	10	9
Mobile.....	2	5	1	3	3	2	0	3	6	1
New Orleans.....	12	10	7	13	4	3	0	27	14	28
Jacksonville.....	4	8	3	7	2	0	0	5	16	7
San Francisco.....	32	12	23	13	2	15	0	61	23	33
Wilmington.....	8	11	6	4	9	4	0	20	13	12
Seattle.....	27	10	2	15	11	1	0	35	18	4
Puerto Rico.....	3	6	0	5	4	0	0	14	12	0
Honolulu.....	4	61	141	4	84	175	0	5	74	175
Houston.....	14	7	2	5	4	2	0	19	11	7
St. Louis.....	0	0	0	0	0	0	0	0	0	0
Piney Point.....	0	7	8	0	5	4	0	1	6	6
Totals.....	134	155	204	95	147	215	0	233	243	288
Totals All Departments.....	788	378	327	589	325	335	221	1,247	512	392

**"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 April was down from the month of March. A total of 1,470 jobs were shipped on SIU-contracted deep sea vessels. Of the 1,470 jobs shipped, 589 jobs or about 40 percent were taken by "A" seniority members. The rest were filled by "B" and "C" seniority people. A total of 221 trip relief jobs were shipped. Since the trip relief program began on April 1, 1982, a total of 7,473 jobs have been shipped.

PRESIDENT'S PRE-BALLOTING REPORT

May 2, 1988

Pursuant to Article X, Section 1(e) of our Constitution, I am submitting at this regular May membership meeting of this election year, my Pre-Balotting Report.

The balloting for our General Election of officers for the term 1989-1993 will commence on November 1 and continue through December 31, 1988. The election will be conducted under the provisions of our Constitution, as amended and effective January 15, 1985, and such other voting procedures as our Secretary may direct.

I have, in consultation with our Executive Board and Port Representatives, made a careful appraisal of the needs of this Union, its membership and its currently existing constitutional ports. We have carefully considered the changes that have taken place in the maritime industry over the last few years, with a view toward meeting the ever changing demands.

It is my recommendation, in accordance with our Constitution, that the following offices be placed on the ballot in the 1988 General Election of Officers for the term 1989 through 1992.

HEADQUARTERS

- 1 President
- 1 Executive Vice President
- 1 Secretary
- 1 Vice President in Charge of Contracts and Contract Enforcement
- 1 Vice President in Charge of the Atlantic Coast
- 1 Vice President in Charge of the Gulf Coast
- 1 Vice President in Charge of the Lakes and Inland Waters
- 1 Vice President in Charge of the West Coast
- 1 Vice President Government Services
- 5 Headquarters Representatives

PINEY POINT

1 Port Agent
1 Port Employee

NEW YORK

1 Port Agent
2 Port Employees

PHILADELPHIA

1 Port Agent
1 Port Employee

BALTIMORE

1 Port Agent
1 Port Employee

MOBILE

1 Port Agent
1 Port Employee

NEW ORLEANS

1 Port Agent
1 Port Employee

HOUSTON

1 Port Agent
1 Port Employee

SAN FRANCISCO

1 Port Agent
2 Port Employees

DETROIT-ALGONAC

1 Port Agent
1 Port Employee

ST. LOUIS

1 Port Agent
1 Port Employee

In accordance with the above-mentioned Article X, Section 1(e) of our Constitution, I am required to recommend a bank, a bonded warehouse, regular office thereof, or any similar depository, to which the ballots are to be mailed, no later than the first regular meeting in October of this year. I will make such recommendation to the membership before such deadline.

As provided for in Article XIII, Section 1, nominations open on July 15, 1988 and close on August 15, 1988.

I wish to further advise the membership that various proposed constitutional amendments which shall be submitted to the membership and subject to membership action thereon, as

constitutionally provided, will appear on the ballot at the same time balloting takes place for the election of officers later this year.

The proposed constitutional amendments would give the Union's Executive Board, the body with the greatest expertise and daily knowledge of the needs of this industry and this Union, the authority to determine the number and location of constitutional ports required at any given time to serve the needs of this membership. The Headquarters port office would include Piney Point and Camp Springs and the Constitution would be amended accordingly. In addition to the constitutional ports, port offices could be opened and closed based on the Union's needs, under the direction and authority of the President with staffing to be determined by the Executive Board.

Also to appear on the ballot at the same time, subject to membership action as constitutionally provided, are proposed constitutional amendments to delete the elected position of port employees. Six (6) assistant regional vice-president positions could then be created and they would work under the direction of the Area Vice Presidents to service the membership in his/her assigned territory. Therefore, if the amendments are approved, the assistant vice-presidents would be chosen by the Executive Board for their first term of office. On the current ballot there would be nine (9) elected officers who would serve on the Executive Board and twenty-seven (27) additional elected positions. In addition, constitutional amendments will be proposed to change the name of three elected positions to conform the duties of these offices with the titles. The changes would be as follows:

The position of Secretary would be changed to be titled Secretary-Treasurer.

The position of Vice President Government Services would be changed to be titled Vice President of Government Services and Fishing Industries.

The position of Vice President in Charge of Lakes and Inland Waters would be changed to be titled Vice President in Charge of Southern Re-

gion, Great Lakes and Inland Waterways.

Lastly, an amendment will be proposed, again subject to membership action, to change the Union's auditing procedures from a quarterly review to an annual review. The annual financial committee audit could then be held in conjunction with the year end audit performed by the Union's independent certified public accountants.

All of the proposed amendments, if approved and voted on affirmatively by the membership, subject to the Constitution, would become effective six (6) months after their passage to enable the union to efficiently effectuate the necessary changes. If the position of port employee is abolished by Constitutional Amendment then the individuals elected to serve in those positions would serve only until such time as the amendments become effective. If the position of Assistant Regional Vice-President is created by Constitutional Amendment, then the Executive Board, if approved by membership action, would be granted the authority to appoint individuals presently on the ballot to fill the newly created positions until the next general election. If any of the elected Headquarters Representatives are chosen to fill an Assistant Vice President position, the Headquarters Representative position so vacated would be abolished. Notwithstanding any changes in positions, all officers who are elected by virtue of this election will, if they so desire, be provided with employment with the Union for the duration of this term. In addition, if any constitutional or other ports or offices are closed or relocated by the Executive Board pursuant to the passage of the proposed Constitutional Amendment, the President would have the authority to reassign any and all elected or appointed officers.

The foregoing constitutes your President's Pre-Balotting Report and subject to my further recommendation as to the depository to be made hereafter, I recommend its adoption.

Fraternally submitted,

Frank Drozak

Washington Report

(Continued from Page 24.)

Fish Liability and Safety

The House Merchant Marine and Fisheries Committee is trying to nudge two well-heeled special interests to overcome their longstanding differences.

For several years now, development of this nation's fishing industry has been hindered by a liability insurance crisis. Yet differences between trial lawyers and boatowners have made it impossible for Congress to do anything to alleviate the situation.

Earlier this month, the committee approved a stopgap workers' compensation plan for seamen who incur temporary injuries while working onboard fishing vessels. The draft approved by the committee would give seamen who suffer injuries on the job the right to

sue only if the injuries are permanent or if the employer does not comply with the compensation provisions of the statute. Otherwise, they would be compensated at the rate of \$30 a day, or two-thirds of their wage or share had they stayed employed during the voyage.

"The clock is running out," said Committee Chairman Walter B. Jones.

Minimum Wage

Raising the minimum wage to \$5.05 an hour and requiring employers to provide minimum health benefits for workers would save taxpayers millions of dollars in public subsidies, according to John Sweeney, president of the Service Employers Industrial Union.

Sweeney made his assertion at a news conference, where he was joined by Rep. Augustus Hawkins (D-Calif.),

chairman of the House Education and Labor Committee, and Rep. Henry Waxman (D-Calif.), chief sponsor of the minimum health benefits bill in the House.

A similar bill has been introduced by Sen. Edward Kennedy (D-Mass.) in the Senate, where it has been reported to the floor.

According to Sweeney, 11.5 million workers in the nation make less than \$3.72 an hour. An additional 24 million have no health insurance.

As a result, many of these people are forced to forgo health care or else use publicly funded emergency rooms and community clinics.

Organized labor has made enactment of a new minimum wage one of its legislative priorities, despite threats from President Reagan that he would veto such a bill.

Earlier this year, the House Education and Labor Committee, which

Hawkins heads, voted to raise the minimum wage to \$5.05 an hour in several steps over the next four years.

The bill, H.R. 1834, is awaiting floor action. The present minimum wage, \$3.35 an hour, took effect in 1981.

American Coal

An amendment which would promote the use of American coal has been attached to the House version of the Department of Defense Authorization Act for Fiscal Year 1989.

The bill, which was offered by Rep. Paul E. Kanjorski (D-Pa.), would halt the conversion of American bases in West Germany from coal energy to liquid natural gas pending a four year study.

According to Kanjorski, relying upon natural gas would endanger American security, since most of it would come from the Siberian pipeline.

The SIU in Washington

Seafarers International Union of North America, AFL-CIO

May 1988

Legislative, Administrative and Regulatory Happenings

Washington Report

After racking up successive wins in the Wisconsin, New York, Pennsylvania, Ohio and Indiana primaries, Michael S. Dukakis has taken a big step forward in nailing down his party's nomination for president. He's now 600 delegates shy of the total needed to put him over the top.

He hasn't won yet, but speculation is starting to shift towards his choice of running mates. Cautious as ever, he isn't letting on who he has in mind. But armchair political strategists—a legion in Washington—are having a field day formulating their own dream tickets.

Dukakis has truly earned his new nickname, "The Marathon Man," for having survived this year's grueling and unpredictable race for the Democratic nomination. Still, he has to clear a few more hurdles before he can claim his prize.

Jesse Jackson, who nearly rewrote American political history earlier this year, has vowed to continue campaigning at least until the California primary on June 6. No doubt he will continue to articulate the issues he has raised so successfully—the growing drug epidemic, plant closings, the export of American jobs overseas by American corporations.

Meanwhile, on the Republican side, it's all over but the shouting. Vice President George Bush has demonstrated his political manhood once and for all by capturing his party's nomination in record time.

Polls indicate that it will be a tight race in November, with ethnic and blue-collar workers providing the swing vote. Given the widespread perception that neither Dukakis nor Bush will sail into the White House on the strength of their charismatic personalities, 1988 may well prove to be one election where issues really count.

Persian Gulf

The Persian Gulf War continues to drag on with no end in sight.

Events in the region last month threatened to spin out of control when the United States and Iran went eyeball to eyeball over mines that Iran allegedly laid in the Strait of Hormuz. The United States blew up an Iranian oil rig in retaliation.

The Iranians backed down, but only after the United States had destroyed half that country's naval forces in a matter of hours.

The administration went to great pains to consult Congress before the attack. As a result, there was widespread praise for the way the administration handled the affair.

Shortly after the incident, the administration unilaterally redefined the American mission in that region to include all attacks to neutral shipping done in the presence of American warships. *The Washington Post* had this to say on that development:

"It takes some getting used to that American-owned ships that fled to a foreign flag to avoid American maritime union wages can now slip in under the wing of the U.S. Navy."

Kuwaiti Reflagging

A federal court judge has ruled the administration has the right to waive manning requirements on the 11 reflagged Kuwaiti tankers.

Judge George H. Revercomb said that the 1950 law which the administration cited as grounds to waive the U.S. crewing standards on the ships is valid. He said the recently-signed Anti-Reflagging Act did not repeal the 1950 Act which says navigation and vessel inspection laws may be waived if requested on national security grounds. Revercomb said manning standards are included in that authority.

Five maritime unions, the NMEBA, NMU, MM&P, SUP and MFOU had filed the suit asking for an injunction against the waiver. The SIU did not join that suit, preferring instead to concentrate on legislative means to repeal the law.

CDS Payback

Criticizing the administration for acting arbitrarily and for usurping the legislative powers of Congress, U.S. District Court Judge Charles R. Richey ordered four ships removed from the domestic trade.

The case arose after the SIU appealed a decision by the Maritime Administration to allow the owners of vessels engaged in the foreign trades to enter the domestic commerce of this country as long as they repaid the subsidies they had received from the federal government.

The SIU contended that this action would cause dislocations in the domestic trades, most notably in the depressed Alaskan oil routes. Moreover, the SIU said it was up to Congress to make such a decision.

Richey agreed. "Rather than await the legislative outcome when it knew Congress was seriously and actively addressing the issue," he wrote, "Marad decided it would determine merchant marine policy rather than follow Congress' direction."

Richey also said that the court couldn't condone new ships entering the trade when several vessels were already laid up for lack of work.

The government must now decide what to do with the \$150 million it received from the owners of four tankers who had decided to enter the trade.

The four tankers include the *Brooklyn*, *Bay Ridge*, *Arco Independence* and *Arco Spirit*.

For more information, please turn to page 2.

Trade Bill

The administration and the Democratic leaders of the House and Senate have squared off over the fate of the Omnibus Trade Bill.

President Reagan threatened to veto the bill if it contained two provisions: a 60-day notification requirement for plant closings, and a prohibition on the export of refined Alaskan oil in excess of 70,000 barrels a day.

The legislation had passed the House by a veto-proof margin. The Senate, however, passed the legislation by a 63-34 margin, three votes shy of what would be needed to override a presidential veto.

In order to drum up the necessary three votes, Democratic leaders in the House dropped the prohibition on the export of refined Alaskan oil. It was not clear if they would be successful in gaining the support of the two Alaskan senators who voted against the bill.

Political experts were saying that Congress and the administration were involved in political hardball. By dropping the Alaskan oil provision, Democrats in the House were daring the president to veto the legislation on just the plant closing provision.

Congress and the administration have wrangled over the trade issue for the past three years.

According to newspaper reports, there is widespread support around the country for the plant closing provision. The issue, many analysts believe, will come back to haunt the Republicans in November.

Arctic National Wildlife Reserve

While American warships were patrolling the Persian Gulf to keep the sealanes open, Congress was debating whether to open up the Arctic National Wildlife Reserve (ANWR) exploration.

A House committee killed three amendments that would have impeded the exploration of ANWR oil. While that came as good news to supporters of exploration, there was growing concern that time was running out for Congress to deal with the issue in this session of Congress.

"There are so many hurdles, so that the smart money says time is just too short for all of them to be overcome," said Janet Hathaway, an attorney for the Natural Resources Defense Council.

Rep. Don Young (R-Alaska), a strong supporter of ANWR development, said that holding back exploration "is not rational."

Supporters of development stress the high environmental standards that were met in developing Prudhoe Bay oil. The fact that no ecological damage has been reported in all these years, said House Merchant Marine Committee Chairman Walter B. Jones (D-N.C.), is proof "that wildlife and oil can co-exist."

The Prudhoe Bay field, which yields about 25 percent of this country's domestic oil production, will begin to run out over the next 15 years.

Even if Congress were to approve ANWR exploration, "it would be eight years minimum before the first drop of oil reached an American refinery," said Young.

Panama Canal

Despite political unrest in Panama, the number of vessels being registered there has risen over the last year. Meanwhile, ship registries in most other nations declined.

Panama continues to have the largest total gross tonnage of vessels under its flag. This is because it allows shipowners generous tax breaks, as well as loopholes to hire foreign crewmembers.

Earlier this year, *The Washington Post* reported that the Panamanian government was selling seamen's papers to non-Panamanians. The issue did not attract widespread attention because of all the other news coming out of that country, including a possible connection between General Noriega, Fidel Castro and the drug cartel.

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