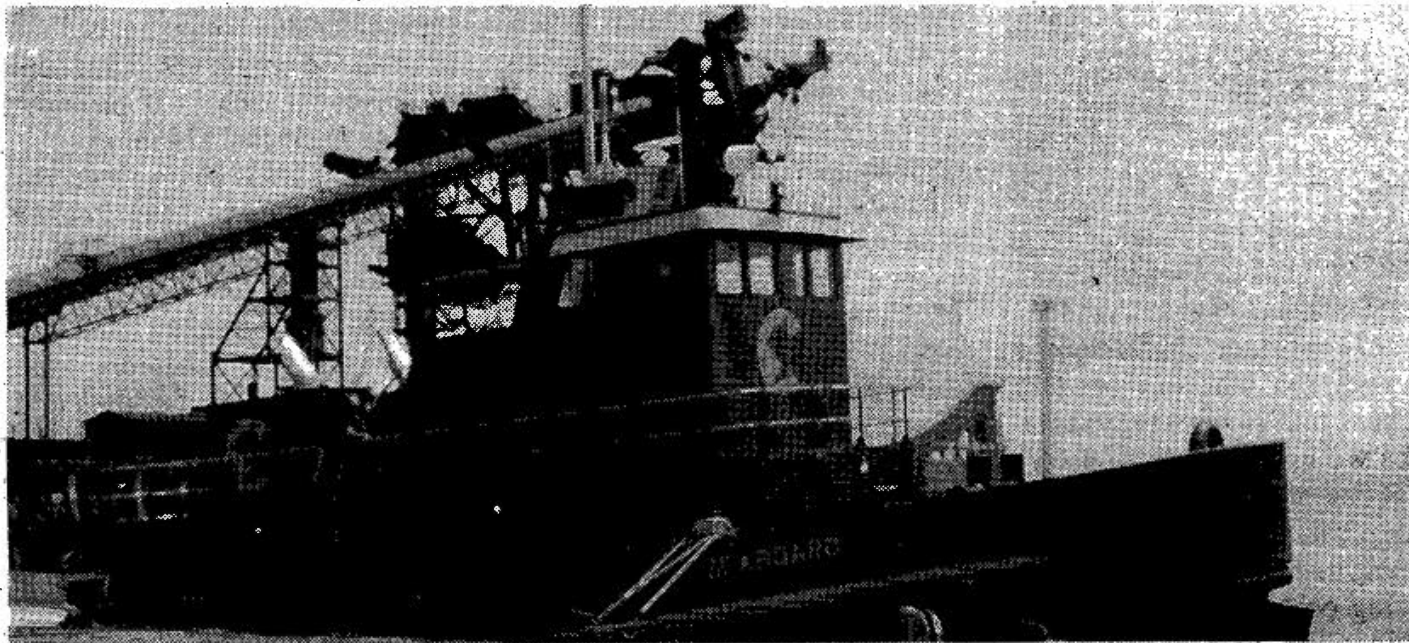


# LOG

Official Publication of the Seafarers International Union • Atlantic, Gulf, Lakes and Inland Waters District • AFL-CIO Vol. 46 No. 10 October 1984



## New C & O RR Tug in Norfolk

The new 5,000 hp twin-screw diesel tug *Seaboard* (C & O RR) went into service this summer, docking colliers at the coal docks in the port of Norfolk. The new tug adds more jobs to the SIU Chesapeake and Ohio Railroad fleet.

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*Obregon is SIU. See Page 4.*

## SIU in Geneva

SIU President Frank Drozak, center, led the U.S. delegation when the Joint Maritime Commission of the International Labor Organization met in Geneva, Switzerland last month. From left are K. Mols Sorensen, chairman of the ILO's seafarer delegation; Ake Selander, deputy secretary-general of the International Transport Workers Federation; Frank Drozak, deputy chairman of the ILO's seafarer delegation; John Simmons, director of the ILO workers branch, and John Svenningson, workers' representative on the ILO governing body. (See Page 3.)



# President's Report

by Frank Drozak

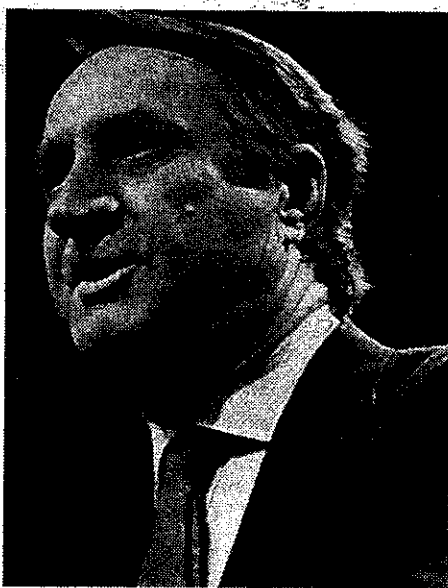
WHEN asked to put his career in perspective, a well-respected American director once said that 80 percent of success is just showing up. Despite its ironic tone, the observation strikes a deep chord. It extends to other areas of American life as well, including the maritime industry.

We at the SIU believe in showing up. Over the past 45 years, we have been able to accumulate a pretty fair record in promoting the interests of our members. Few people who started this Union in 1938 would have dreamed that seamen would be middle class and upper middle class wage earners. Fewer still would have been able to predict that the SIU would be a strong political force in this country, or that it would have the ability to build a training facility like the Seafarers Harry Lundeberg School of Seamanship in Piney Point, Md.

Progress hasn't always been easy, nor has it been consistent. There have been times when it took every ounce of strength to hold onto what we had. The past four years have been such a time. Yet thanks to the support of this membership, we have been able to lay a strong foundation for the future.

While some segments of the maritime industry have given up, we at the SIU have been working on the federal, state and even international level to protect the interests of our membership. We will go anywhere, at any time, if we think there is something to be gained.

Last month I headed the American delegation of maritime unions to the International Labor Organization (ILO) Joint Maritime Commission, which



met in Geneva, Switzerland. It was an important conference. I met with the maritime leaders of other countries to discuss the issues we have in common: the rise of flag-of-convenience fleets; the depression in the worldwide shipping market; manning scales; working conditions; safety regulations; social security; unemployment; training.

These issues that join all of us are more important than the issues that divide us.

On a purely national level, this Union has also maintained a strong presence in Washington. Since the maritime industry is the most heavily regulated industry in this country, it is important that the SIU is represented here in full force.

While the hostility of the Reagan administration had made it difficult for us to get many pro-maritime bills passed through Congress this year, we have been able to prevent the administration from totally ignoring the needs of the industry. And we have planted seeds for future harvest.

Over the past year, we were successful in keeping Congress from cutting back the jurisdiction of the Jones Act, and elim-

inating the PL-480 Program, which has played an increasingly important role in keeping what's left of the American-flag merchant marine afloat. Had the SIU not been in Washington, had our lobbyists not been on the front line fighting for you, then the maritime industry, which already is in a state of near-depression, could have totally collapsed.

This Union is in Washington for these reasons only: to get more jobs for our membership and to protect our members' rights. That has always been the guiding principle of this Union from its inception, and it always will be.

As I write this, this session of Congress is drawing to a close. There is near chaos on the Hill, and the status of many maritime bills has yet to be determined. The important thing, however, is that we are here representing you. I believe that we have a good shot at getting some of those bills passed. A comprehensive report of what happens will be carried in next month's LOG.

We have used our position in Washington to publicize issues that will create jobs: adoption of the United Nations Conference on Trade and Development; a bilateral trade agreement with the Russians on the wheat deal; the adoption of a comprehensive maritime policy; a realistic program to rebuild America's passenger ship fleet; a fairer tax code.

Yet the heart of our political power is not in our lobbyists, nor is it in the support that we give to the campaigns of congressmen and senators who promote our industry. Our strength is in our membership.

Over the past four years, the Reagan administration has cut funding for almost every important maritime program. Every aspect of seamen's lives has

been affected by what Reagan has done.

Whenever a Seafarer or a member of his family gets sick, then he should remember that Reagan eliminated Public Health Hospitals without coming up with some alternative program, and without giving the maritime industry adequate time to absorb the added costs.

Whenever a Seafarer waits on the beach for a job, he should remember that Reagan has done nothing—despite his campaign promises in 1980—to promote private U.S.-flag shipping.

I do not want to dwell on the disappointments of the Reagan administration. Time is short, and there are just too many. I just want to point out that it is important for Seafarers and towboatmen, their families and their friends to fight back in the only way that the present administration will understand: with words, publicity and votes.

That is why this Union started its grassroots program. The program is, I believe, a creative response to a bad situation. Yet in the long run it will pay great dividends, just as the Union's decision to open a Washington office paid off in the form of the Merchant Marine Act of 1970—and just as the Seafarers Harry Lundeberg School of Seamanship is paying off at this very moment in training our members to be competitive in an industry that is being transformed by new technology.

Vote on Nov. 6 for a new beginning—with Mondale and Ferraro on the bridge of the ship.

**NOTE: This will be the last column that I will write until January 1985, after our Union election is over. So, don't forget to vote. It's your right. It's your responsibility.**



## LOG

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# Drozak Heads U.S. Delegation International Maritime Leaders Meet In Geneva

Worldwide problems in the shipping industry, including the growing use of run-away flag carriers, and the wages and working conditions of seamen everywhere, were the topics of general concern when maritime labor and industry representatives from the world's leading maritime nations met in Geneva last month at a meeting of the Joint Maritime Commission.

The agenda of the eight-day session, as established by the ILO itself, comprised the following six items:

1. Social security and employment conditions of seafarers serving in ships flying flags other than those of their own country (including flags of convenience).
2. Medical care onboard ships.
3. Review of the application and scope of the Merchant Shipping (Minimum Standards) Convention, 1976 (No. 147).
4. Wages, Hours of Work and Manning (Sea) Recommendation, 1938 (No. 109): updating of minimum basic wage of able seamen; review and possible revision.
5. Revision of the Placing of Seamen Convention, 1920 (No. 9) (No. 27).
6. Revision of the Repatriation of Seamen Convention, 1926 (No. 23), and of the Repatriation (Ship Masters and Apprentices) Recommendation, 1926 (No. 27).

In addition to these scheduled items, the seafarers' group submitted the following additional resolutions:

1. Carriage of radioactive nuclear cargoes.
2. Legal rights of seafarers.
3. Occupational safety and working conditions onboard maritime mobile offshore units.
4. War risk areas and the safety of life of seafarers.

On most items, agreement between workers and employers was reached and the resulting resolutions will be sent forward to the ILO for consideration at the upcoming ILO Maritime Session next year. However, there were items on which no agreement was reached.

On the subject of social security and employment conditions of seafarers, a compromise agreement was reached only on "social security protection." Throughout the meetings, the shipowners refused to even include the words "ships under flags of convenience," thus no agreement was reached regarding "employment conditions."

The seafarer's resolution on health protection and medical care for seafarers was adopted in all respects except for the inclusion of fishermen. The need for health protection and provision for medical services and facilities in port as well as at sea was recognized as an im-

portant area that will require strong recommendations.

On the subject of updating the minimum basic wage of able seamen, both groups agreed to retain the present amount of U.S. \$276 per month. A resolution was adopted requesting the director-general to determine the feasibility of devising a new formula for reaching a minimum basic wage standard, and also consider the creation of a seafarer/shipowner wage committee to update the minimum wage rate more frequently than in the past.

Both the seafarers and shipowners sections proposed res-

olutions on the subject dealing with fee-charging agencies for the recruitment and placement of seafarers, but they were mutually unacceptable and no action was taken.

On the final item of the scheduled agenda, agreement was reached on the repatriation of seafarers. The seafarers sought and achieved four points regarding (1) repatriation of all seafarers, including masters and persons under training; (2) clearly identifying the person financially responsible for ongoing repatriation; (3) specifying the types of vessels to be covered, and (4) ensuring repatriation and provisions of food and other necessities for abandoned seafarers.

Concerning the carriage of radioactive nuclear cargoes, agreement was reached with the shipowners on a resolution requesting the ILO to call upon the international shipping community, including agencies of the United Nations, to insure that up-to-date information concerning intended voyages of ships carrying such cargoes be made available to all concerned persons and organizations.

This resolution also requests the ILO to ask the International Maritime Organization (IMO) to develop regulations for the safe transportation of radioactive materials including regulations governing ship type, the packaging and stowage of such materials, and to develop a code of practice in this area.

The seafarer's resolution on legal rights of seafarers was modified during discussions. As adopted, it requests the director-general of the ILO to examine the possibility of adopting an international rule which would require a nation detaining a seafarer or a ship to immediately inform the flag nation and the nation of the seafarer, and to deal with the situation without delay under due process of law.

The shipowners were not willing to discuss the substance of occupational safety and working conditions onboard maritime mobile offshore units. However, agreement was reached on the adoption of a resolution requesting the ILO to undertake a study together with the IMO to determine which mobile units should be classified as ships and to take necessary steps to convene a meeting of seafarer, shipowner and government experts on this matter.

The resolution on war risk areas and the safety of life of seafarers adopted by the Joint Maritime Commission is a general condemnation of all acts of violence. The resolution calls on all governments to find peaceful solutions to conflicts

(Continued on Page 4.)

## What Is The ILO?

The International Labor Organization (ILO), created under the Treaty of Versailles in 1919, seeks to advance the cause of social justice and contribute to world peace by promoting the social and economic well-being of workers worldwide through decent living standards, satisfactory conditions of work and pay, and adequate employment opportunities. In 1946 the ILO became an associated agency of the United Nations. Its original membership of 42 nations had grown to 146 by the end of 1981.

The primary activity of the ILO is the creation of international labor standards through the adoption of Conventions and Recommendations. Conventions, after ratification by member nations, are intended to create binding obligations on those countries to put their provisions into effect.

Recommendations provide guidance for national policy, legislation and practices. In all ILO deliberations and decision-making, workers' and employers' representatives have an equal vote with those of governments.

The *Joint Maritime Commission*, which is comprised of 18 seafarer and shipowner members, serves as an advisory body to the ILO in preparation for its maritime sessions. From its beginning in 1919, the ILO has demonstrated the importance of seafarer questions by considering them at special maritime sessions. The next such session is scheduled to be held in 1987.

SIU President Frank Drozak served at the September meeting as the USA seafarer/worker member and was elected deputy chairman of the seafarer's delegation. Raymond McKay, president, MEBA-District 2, was elected at the meeting as a deputy member of the seafarer/worker delegation. Ed Turner, vice president of the Seafarers International Union, and Richard Daschbach, special assistant to President Drozak, participated as advisers to the seafarer's group.

# Congress OK's Navy Contracting Program

House and Senate conferees reached an agreement on H.R. 5167, the Defense Authorizations bill for Fiscal Year 1985. Representatives from the maritime industry had been watching the bill closely because it contained several provisions of great importance to the American-flag merchant marine.

The bill in its final form contained two amendments that the maritime industry had supported: a provision calling for the establishment of a commission to study the role that the merchant marine plays in the defense of the United States; and language making clear that the Navy has the right to contract out vessels to the private sector.

Unfortunately, the compromise bill did not contain two important pro-maritime amendments that had been included in the House version of the bill: the Cunard re-flagging proposals, and an amendment to restrict the payback of Construction Differential Subsidies (CDS).

The SIU had lobbied heavily in favor of both provisions. The Cunard amendment would have allowed two passenger vessels—the Cunard *Princess* and the *Countess*—to be re-flagged under the American registry. If enacted, such an amendment would double the existing U.S.-flag passenger vessel fleet and create more than 1,000 seagoing jobs.

The amendment relating to the CDS subsidy payback would have barred the transfer of CDS vessels to the coastwise trade

unless the Secretary of the Navy first determined that the transfer did not adversely affect national security. The amendment was introduced by Rep. Roy Dyson (D-Md.), a strong friend of the maritime industry.

The failure of the conferees to include these two provisions in the Defense Authorizations bill did not necessarily foreclose their adoption by the House and the Senate. The SIU and its allies in the Senate were looking into ways to attach the amendments to other authorizations bills.

The action on the Defense Authorizations bill came as this year's legislative session drew to a close. Even after the session was supposed to have officially ended, Congress still had not acted on a majority of the authorization bills before it. The Senate was forced to pass a temporary measure to keep the government from totally closing down.

The Maritime Commission that would be created as a result of this legislation would be composed of seven members and would last two years.

The amendment dealing with the right of the Navy to contract out vessels to the private sector was introduced by Sen. Ernest Hollings (D-S.C.) in response to a House amendment offered by Rep. William Nichols (D-Ala.) that would have prevented defense agencies from contracting out work to the private sector. The scope of the Nichols amendment was unclear, and the Hollings amendment went a long way in defining it.

The Hollings amendment was particularly important because most new jobs in the maritime

industry will be created by the Navy contracting out its vessels to the private sector.

## Former Waterman Ship Converted

# SIU to Crew TAKX Ship

The *Pfc. Eugene A. Obregon*, the second of three vessels that have been converted for military charter under the TAKX program, was christened on Sept. 8 in San Diego, Calif. She was preceded by the *Sgt. Matej Kocak*, which was christened in August, and will be followed by the *Maj. Stephen W. Pless*. The work is being performed for Waterman Steamship Corp. and will be operated under charter by the Military Sealift Command.

Vice Adm. William H. Rowden, commander of the Military Sealift Command, spoke at the ceremonies. He said the ships' new roles "represent a major step in the realization of the Navy's two most important sealift-enhancement programs."

With this in mind, the Navy embarked on a program early in 1980 to procure a fleet of vessels suitable for long-term prepositioning of U.S. Marine Corps equipment and supplies at various sites throughout the world. These vessels, known as Maritime Prepositioning Ships (MPS) will give the United States the capability to respond rapidly with credible force to crisis situations.

The former RO/RO vessels

are being jumboized and significantly modified by the Navy for military use. The conversion effort requires each ship to be lengthened 126 feet in order to provide the required cargo capacity. The original deckhouse is being modified to increase personnel accommodations from 41 to 183, and two twin pedestal cranes are being installed on the main deck to handle amphibious landing support craft.

The *Obregon* and the other converted ships will carry a 16-man unlicensed SIU crew and will be prepositioned around the world for quick deployment to any trouble spot. They will provide the capacity to rapidly transport to any desired location 25 percent of the vehicles and initial supply of ammunition, fuel and rations for a marine amphibious brigade.

Special training programs have been developed for crewmembers. Bosuns are being given helicopter landing assist training, and other key personnel will get special firefighting, underway replenishment and small arms marksmanship training.

Pfc. Eugene A. Obregon was posthumously awarded the Medal of Honor for extraordinary heroism on Sept. 26, 1950, at Seoul, Korea, when he used his body to shield a fallen friend from bullets while fighting off an enemy attack during the Korean War.

## ILO Looks at Seamen's Problems Worldwide

(Continued from Page 3.)

threatening the lives of seafarers, which violate international rules concerning freedom of navigation.

At the conclusion of the eight-day session, SIU President Frank Drozak stressed very strongly that "We must continue our active participation in these international meetings." In the areas of establishing minimum international standards, Drozak said, "Our pay scales and conditions of employment are higher

### Why We Are There

Reviewing the items on the JMC's agenda, SIU President Frank Drozak stated: "Social security, employment conditions, flags of convenience, medical care onboard ships and in port, repatriation, hazardous cargo, legal rights of seafarers, safety onboard mobile offshore units, war risk, and training are all bread and butter issues for seafarers in the USA as they are in the rest of the world.

"We must play in this international ballgame with our brothers and sisters in foreign countries. If we fail to show up and take our turn at bat, we can't later complain about the outcome or the rules by which these issues are hammered out."

than the international minimum, and it is in our interest to narrow the cost differences between ourselves and the rest of the world." Raising standards also "improves the overall environment in which we are all operating," Drozak said.

Drozak concluded, "As far as I am concerned, there are a lot of decisions being made around the world that affect our members and their jobs, and I intend to participate as fully and vigorously as possible."



# SIU's Nationwide Drive Intensifies

Ronald Reagan launched his re-election campaign on Labor Day in Los Angeles. This was bitter irony for the hundreds of MTD/SIU grassroots volun-

only to be thwarted at the gate. Security guards tried to remove the demonstrators' signs while Reagan enthusiasts pelted the demonstrators with gravel and

rich friends and hurt low and middle income Americans. Reagan was shielded from any protestors at his campaign rally. Mondale capped his first day of

campaigning against a backdrop of Reagan hecklers who tried every ploy to interrupt and disrupt the former vice president's kick-off crusade.



When Ronald Reagan kicked off his campaign in California, TV reports showed thousands of his supporters cheering. What the reports didn't show was a large group of anti-Reagan people who were kept out of the president's rally. Here is just part of the SIU/UIW group.

teers attending the kick-off of Reagan's campaign.

While Reagan lauded his four-year record, trade unionists from the nearby UIW-contracted Starkist plant and SIU members listened to his empty promises, worried about their employment future. Due to the Reagan administration's unfair "free" trade policies, the American tuna industry has been bombarded by cheap, foreign products creating severe American unemployment and bankrupting American small businesses.

Our unionists valiantly tried to get their message to this "question free zone" president,

sticks.

Every time SIU volunteers have marched on Reagan, they have met resistance at every campaign stop around the country—an infringement of their rights as guaranteed by the United States Constitution.

Reagan cannot face reality and has no answers for today's problems.

In contrast, Walter Mondale opened his campaign in Long Beach, Calif. where he attacked Reagan's economic policies which have failed to put Americans back to work. Mondale stressed Reagan's tax cut programs which have benefited his



In Portland, Ore. SIU members and their families turned out to hear Democratic vice presidential candidate Geraldine Ferraro.



# VOTE



Democrats who fought each other for the party's nomination in the primaries have united in an effort to beat Reagan. Here Walter Mondale speaks to a large crowd in California. Behind him (l. to r.) are Sen. Alan Cranston, Sen. Gary Hart, vice-presidential candidate Geraldine Ferraro and Los Angeles mayor Tom Bradley.

Mondale pulls no punches about his administration's policies and has tackled the budget deficit head on! He has ensured that the channels of communication between the Mondale White House and America's maritime industry will remain open and active. Of tantamount importance is the assurance by Mondale that officials working for the Mondale administration will implement the policies to which he is committed.

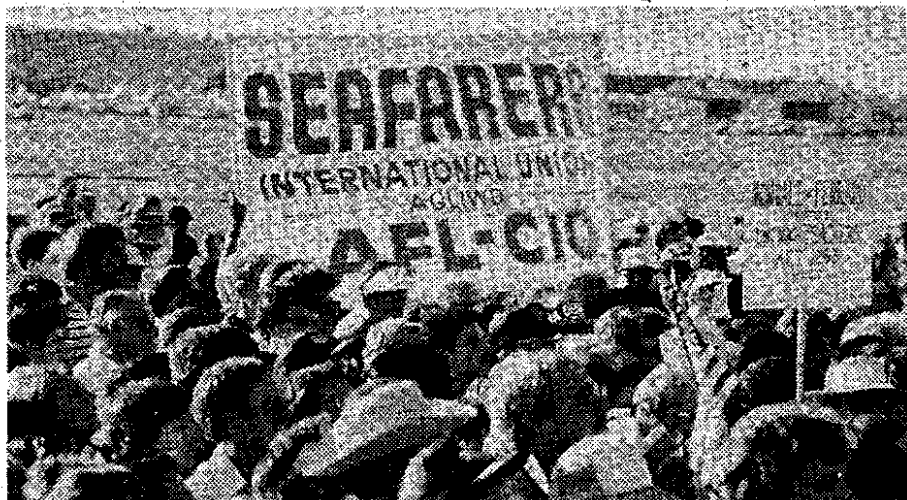
The maritime industry knows only too well the flagrant disregard by present administration appointees of maritime laws already on the books.

## Vote Nov. 6

The question you must answer on Tuesday, Nov. 6 is: Do you want four more years of open administration opposition on any and all maritime industry initiatives? OR do you want an administration fulfilling its promises to solve the maritime industry's problems?

The choice is yours!

The job you save may be your own.



Thousands of working men and women turned out for a Mondale rally at Long Beach Airport to hear the former vice-president during a stop there.



Striking employees of Continental Airlines join SIU Port Agent Mike Worley at the Reagan rally.



Eighty-year-old Nellie Herbert of Long Beach, Calif. has seen a lot of campaigns come and go and isn't fooled by the slick efforts of Ronald Reagan this year. She told SIU Field Rep Scott Hanlon, "Remember Roosevelt he spoke to the people." The two were at Walter Mondale's campaign kick-off rally on Labor Day.





# Inland News

tug/tow  
barge/dredge

**SIU Captains Stand United**

## Curtis Bay Will Negotiate With SIU, Top to Bottom

Curtis Bay, a subsidiary of Moran Towing, will negotiate with the Seafarers International Union over the wages, benefits and working conditions of all of the company's shipdocking workers—including boat captains.

The company thus reversed its position that it would not negotiate with the SIU for its captains after the current contract expired.

The company's decision came before the Sept. 30 deadline, when contracts at the company's Philadelphia, Baltimore and Norfolk operations were set to expire. The Union and the company have moved to obtain an extension so that bargaining could continue.

A new contract has yet to be negotiated. But a major victory has been won, not only for the captains at Curtis Bay, but for

the labor movement in general.

Over the past 10 months, conditions in the tug and barge industry have been disrupted by a ruling handed down by the West Coast Region of the National Labor Relations Board. In January, the regional board out there found against the Masters, Mates and Pilots (MM&P) in a case involving the definition of "supervisory personnel." The decision is usually referred to as the *Foss* case after the name

of the company that tried to break the MM&P.

Under the terms of the National Labor Relations Act, unions cannot bargain on behalf of "supervisory personnel" unless the company gives its permission. The definition of "supervisory personnel" is somewhat vague, but generally refers to workers who perform management-type duties.

What the West Coast Region of the NLRB did in the *Foss*

case was to say that licensed wheelhouse personnel who had been long-time members of a maritime union were now "supervisors" and were not entitled to protection under national labor law. In essence, the court stripped the licensed maritime workers at *Foss* of their basic right to be protected by U.S. labor laws.

At present, the *Foss* ruling is limited to only one region of the  
(Continued on Page 9.)

### ACBL Failed to Use SIU Hiring Hall

## SIU Boatmen Win Back Pay Award

Thirty-three SIU members have won a back pay award from ACBL because the company failed to use the SIU Hiring Hall.

The SIU members listed below are entitled to back pay and

benefits for part or all of the period of Oct. 20, 1979 to Dec. 31, 1979, when ACBL did not use the SIU halls.

This award is a result of a lengthy arbitration won by the SIU. Other legal battles against ACBL are continuing, but most are awaiting final rulings by the National Labor Relations Board.

The SIU members listed below should contact SIU New Orleans Port Agent Pat Pillsworth at 800-325-2532, about their back pay awards.

Randall Johnson	312-52-0655
Anthony Morant	228-86-8979
Doug Hayward	003-54-8717
William Thompson	210-52-8596
Ricky Pearson	402-78-4969
M. Ryan	185-56-8877
A. Dorris	092-56-1397
J. Dent	486-52-8879
Craig Crouthamel	142-64-0826

J. Magana	568-04-2455
Michael Hansen	547-39-8566
A. Valdes	114-50-1424
Robert Hall	400-78-0484
M. Howell	262-25-5046
James Lincoln	033-54-9010
G. Hunter	136-52-8333
M. Bentley	116-52-5292
James Kanable	222-42-0571
Mike Duggan	578-96-9629
M. Robinson	493-62-7531
Vance Landers	521-94-4614
Jerry Long	219-72-2866
Franklin Doughton	212-80-9413
William Barnes	403-62-0270
George Oliver	488-70-7139
Roy Stinson	431-78-8497
P. Stanley	438-34-1858
Charles Bobo	403-78-4659
Terry Doud	556-17-3134
Thomas Lee	427-60-5555
H. Northington	406-92-9348
R. J. Branning	201-42-3894
Jerry Vinson	500-64-7356

### Statements Adopted

by the

### AFL-CIO Executive Council

Denver, Colorado

August 20-21, 1984

### Maritime Employees

A new anti-union tactic, encouraged by the Reagan administration's hostile labor policies, is a program by maritime employers to refuse to bargain with their licensed personnel by AFL-CIO unions.

These employers are seeking to destroy sound and productive bargaining relationships under which they have grown and prospered. Their position is that licensed personnel are supervisors who can and will be fired for engaging in union activity. Indeed, in one case, the employer went to the extreme of using the police to remove union deck officers and engineers from a ship in order to bring on scab replacements.

There has been no change in the National Labor Relations Act that would permit this arrogant attempt to deny licensed personnel their basic democratic rights to a voice in setting their wages and working conditions. Rather, the employers who are refusing to bargain are doing so in the expectation that the change in the National Labor Relations Board brought about by President Reagan's appointments will permit anti-union employers to do what they please.

The maritime unions are committed to preserving the decent wages and working conditions that only collective bargaining can provide.

The AFL-CIO will provide its maritime affiliates all possible aid and support.

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### Court OK's ACBL Takeover by CSX

The CSX Corporation has formally taken control of American Commercial Barge Lines (ACBL).

The takeover had been blocked by the Sixth U.S. Court of Appeals in Cincinnati, Ohio, which had issued a temporary restraining order at the request of the Water Transport Association (WTA), a loose association of barge lines.

The WTA had contended that the takeover posed an immediate and irrevocable threat to the existence of the barge line industry. Yet the Sixth Court ul-

timately dismissed the stay, though an appeal is still pending in the same court.

The temporary restraining order had been obtained by the WTA in response to the developments that occurred last August, after the Interstate Commerce Commission (ICC) had approved the takeover of Texas Gas Resources by CSX.

Texas Gas Resources was the parent organization of ACBL. CSX is the operator of the Chesie and Seaboard Systems Railroads and the Richmond, Fredericksburg & Potomac Railroad.

## Pensioners



**William Paul Bobac**, 62, joined the Union in the port of Baltimore in 1956 sailing as an oiler and deckhand for Baker-Whiteley Towing in 1964.

Brother Bobac attended a Piney Point Inland Conference in 1978. He is a veteran of the U.S. Army Infantry in World War II. Bobac was born in Canton, Ohio and is a resident of Baltimore.



**Charles Joseph Sabatier**, 65, joined the Union in the port of Houston in 1960 working on the Galveston (Texas) wharves from 1961 to

1984. Brother Sabatier is a veteran of the U.S. Marine Corps serving as a Pvt. and rifle sharpshooter in the Pacific Theater during World War II. He was born in Galveston and is a resident of La Marque, Texas.



**George Madison White**, 74, joined the Union in the port of Norfolk in 1966. He sailed as a chief engineer for the Virginia Pilots Assn. from 1965

to 1984 and for the W. Coles Hudgins Co. from 1950 to 1965. Brother White was born in Matthews Cty., Va. and is a resident there.



**Victor Ashcroft Brown**, 75, joined the Union in the port of Houston in 1957 sailing as a FOWT for G&H Towing from

1957 to 1972 and for Gulf Canal Lines. Brother Brown was born in Canada and is a naturalized U.S. citizen. He is a resident of Alvin, Texas.

**Geronimo Espinosa**, 71, joined the Union in the port of Philadelphia in 1961 sailing as a cook. Brother Espinosa sailed for the P.F. Martin Co. and the Independent Towing Co. in 1954 and for the Warner Co. from 1953 to 1954. He was born in the Philippine Is. and is a resident of Clementon, N.J.



**Robert H. Hilliard**, 62, joined the Union in the port of Norfolk in 1971 sailing as a wiper for the NBC Lines from 1964 to 1978. Brother Hilliard was born in Norfolk and is a resident of Virginia Beach, Va.



**Robert Harry Keller**, 60, joined the Union in the port of Baltimore in 1956 sailing as a deckhand for Curtis Bay Towing in 1950. Brother Keller

was a former member of the ILA, Local 1337. He was born in Baltimore and is a resident of Hyndman, Pa.



**William Hollingsworth Miller**, 56, joined the Union in the port of Baltimore in 1957 sailing as a deckhand on the tug *Resolute* (Baker-Whiteley Towing) from 1957 to 1976.

Brother Miller was a former member of the ILA. He was born in Baltimore and is a resident there.



**Robert Francis Schwatka**, 56, joined the Union in the port of Baltimore in 1956 sailing as a chief engineer for Baker-Whiteley Towing from

1947 to 1972. Brother Schwatka was a former member of the ILA. He is a native of Baltimore and is a resident there.

**Norman Paul Kasden**, 60, joined the Union in the port of New York in 1959 sailing as a deckhand for the Penn-Central Railroad, Pier H, Jersey City, N.J. and Greenville Piers starting in 1941. Brother Kasden walked the picket line in the 1960 general maritime beef. He was a former member of the Masters, Mates & Pilots Union from 1947 to 1960. Boatman Kasden is a veteran of the U.S. Army in World War II. Born in New York, he is a resident of West New York, N.J.

## In Memoriam

Pensioner **Rene Benoit Pitre Sr.**, 81, succumbed to a liver ailment in the U.S. Veterans Administration Hospital, Biloxi, Miss. on May 13. Brother Pitre joined the Union in the port of New Orleans in 1956 sailing as a chief engineer and electrician aboard the tug *Port Allen* (Crecent Towing) from 1948 to 1956, Dixie Carriers from 1956 to 1960 and for Gulf Canal Lines from 1962 to 1963. He was a veteran of the U.S. Army during World War I. Boatman Pitre was born in Ashton, La. and was a resident of Kiln, Miss. Interment was in Rotten Bayou Cemetery, Bay St. Louis, Miss. Surviving are a son, Dennis and a daughter, Ann Johnston of Gretna, La.

Pensioner **Leroy Gibbins Sawyer**, 67, succumbed to lung disease in the Chesapeake (Va.) General Hospital on June 23. Brother Sawyer joined the Union in the port of Norfolk in 1961 sailing as a deckhand for Norfolk Towing, McAllister Brothers from 1955 to 1961 and for C.G. Willis from 1971 to 1977. He was a former member of the United Mine Workers Union. Boatman Sawyer was born in North Carolina and was a resident of Chesapeake. Burial was in the Warner Cemetery, Shadesville, N.C. Surviving are two sons, Billy and Roger, both of Chesapeake and two daughters, Virginia and Jennie.

Pensioner **John David Speight**, 81, passed away from heart failure in Virginia Beach, Va. on June 25. Brother Speight joined the Union in the port of Baltimore in 1957 sailing as a cook for the NBC Lines in 1947. He began sailing in 1940. He was born in North Carolina and was a resident of Norfolk. Interment was in Roosevelt Cemetery, Chesapeake. Surviving are his widow, Mary and a son, Willie.

Pensioner **Burl Edward Evans**, 70, passed away on Aug. 14. Brother Evans joined the Union in the port of Mobile in 1958 working as a welder for Bay Towing from 1956 to 1960 and for Radcliffe Materials from 1961 to 1974. He was a former member of the Boilermakers Union. Boatman Evans was born in Freeport, Fla. and was a resident there. Surviving are two sons, Wayne and Billy of Freeport.

Pensioner **George Harold Helmond Sr.**, 78, passed away from heart disease at home in Galveston, Texas on Aug. 3. Brother Helmond joined the Union in 1946 in the port of Houston sailing as a chief engineer for G&H Towing from 1931 to 1958. He was born in Galveston and was a resident there. Burial was in the Galveston Park Cemetery, Hitchcock, Texas. Surviving are his widow, Agnes and a son, George Jr.



Pensioner **David D. Ferarri**, 82, passed away on Aug. 20. Brother Ferarri joined the Union in the port of New York in 1963. He was born in New

Jersey and was a resident of Hoboken, N.J. Surviving is his widow, Marie.



Pensioner **James Henry Whitaker Sr.**, 69, succumbed to lung failure in the J.F. Kennedy Medical Center, Edison, N.J. on Aug. 31. Brother

Whitaker joined the Union in the port of New York in 1963 sailing as a deckhand and mate for the Erie Lackawanna Railroad, Hoboken, N.J. from 1945 to 1976. He was born in Jersey City, N.J. and was a resident of Hopatcong, N.J. Burial was in the Cresthaven Cemetery, Clifton, N.J. Surviving are his widow, Ruth; a son, James Jr. of Bayonne, N.J. and three daughters, Beverley, Janet and Patricia.



Pensioner **John Francis Pagano Sr.**, 81, passed away on Aug. 16. Brother Pagano joined the Union in the port of New York in 1963 sailing as a tug deckhand for the Delaware, Lackawana and Western and Erie-Lackawana Railroads from 1942 to 1968. He was a veteran of the U.S. Army Air Corps in World War II. Boatman Pagano was born in New York and was a resident of Hasbrouck Heights, N.J. Surviving are his widow, Mary and two sons, John Jr. and Bill of Bayonne, N.J.



# Curtis Bay Will Negotiate With SIU, Top to Bottom

(Continued from Page 7.)

NLRB—the West Coast—and one group of workers—those licensed seamen who work for Foss. Yet the ruling is indicative of a larger trend: the growing anti-union bias of the NLRB, which has been packed by anti-labor Reagan appointees.

A number of inland and deep sea companies have tried to take advantage of the confusion caused by the Foss decision. Indeed, earlier this year, this same issue was raised by SONAT-Marine, which tried to unilaterally change 20 years of established practice by calling the captains, mates, chief engineers and barge captains in its IOT Fleet "supervisors."

The issue of "supervisory

personnel" at SONAT has not yet been decided.

The company has recently indicated that it plans the same strategy for its Mariner Fleet, where the licensed and unlicensed contract expires Dec. 7.

The SIU has filed charges with the NLRB in the IOT case and plans other action in the coming weeks.

News travels fast on the rivers and in the harbors. The captains at Curtis Bay saw the handwriting on the wall. If SONAT could treat its employees like that, then so could Curtis Bay. The captains decided to hang tough—together.

Curtis Bay is an example of the impact that a united membership can have in persuading

a company to back down on the question of supervisory personnel. Had Curtis Bay been able to divide the workers, this story would probably have a different ending.

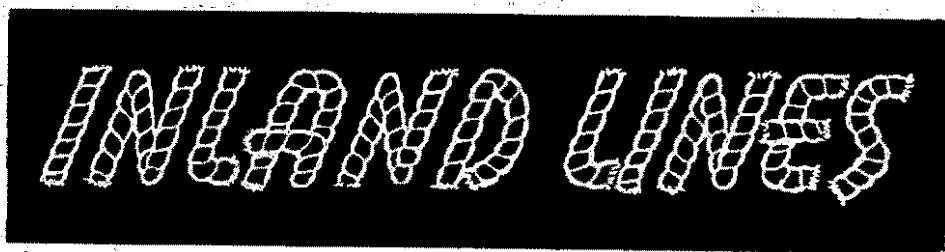
While a contract still needs to be negotiated for both the licensed and unlicensed workers at Curtis Bay, an important step has been taken. All employees at Curtis Bay will benefit from the united stand taken by the captains in the form of a better contract.

When asked to comment on the developments at Curtis Bay, Frank Drozak, president of the SIU, said, "Unity produced strength through a collective stand by the membership. Other members confronted by this threat should take note and also display the same show of unity."

Drozak then commented that the Foss decision, and the subsequent conduct of some inland

and deep sea companies, have weakened the inland maritime industry at a critical time in its history. Just when management and labor should be working together to rebuild the industry, they are distracted by a short-sighted maneuver proposed by some industry advisors, and encouraged by a national administration bent on destroying the labor movement in our nation.

"Management has been taken in by this terribly short-sighted approach to a difficult problem," Drozak said. "As a result, we and the companies have had to take some really talented people away from productive projects, projects that would have contributed to the long-term growth of this industry. There is a bright spot: At least events at Curtis Bay have proven once again that this Union and its membership can't be pushed around, as long as we remain united."



## G & H Towing Boatmen Get Wage Hike

Boatmen at G & H Towing in the port of Houston got a 3 percent wage increase in the first year of their new contract. The old one expired on Sept. 30.

Cost of Living Adjustments (COLA) will be given in the second and third years of the new pact.

Higman Towing Boatmen in this port were granted a COLA increase on Oct. 8.

## Luedtke Engineering Wins \$6-M Lakes Job

Luedtke Engineering was low bidder and has started work in Muskegon, Mich. on a \$6-million project.

"Furloughed" Boatmen on Tampa Tugs, which has six tugs on the Great Lakes, were called back to their boats last month.

## New Pact Okayed at Allied Inland & Coastal Towing

The new contract at Allied Inland and Coastal Towing in the port of Norfolk was ratified last month by the membership rank and file.

Norfolk Rep Mike "M.P." Paladino wants to remind Boatmen that in order to insure that they get their medical and welfare benefits paid fast, they should make sure they put the correct seetime on their applications so as to determine their eligibility for payments.

## STC Little Curtis Co. Boatmen OK Contract

A new contract at STC Little Curtis Co. (Steuart Transportation) in the port of Piney Point, Md. last month was approved by the SIU members.

## McAllister Towing/Outreach Marine

Negotiations at McAllister of Norfolk and Philadelphia are on hold pending the completion of the Curtis Bay Negotiations. Also an NLRB trial is to begin shortly, involving McAllister's runaway company, Outreach Marine.

## Delta Queen Offices to Move

The Delta Queen Steamboat Co. will move its corporate headquarters to the port of New Orleans from Cincinnati, Ohio by February 1985.

The SIU-manned company runs the passenger steamboats Delta Queen and Mississippi

Queen on the Mississippi and Ohio rivers.

The firm plans to build a \$2-million, 30,000-foot facility at the Robin St. Wharf on the Mississippi just past the site of the 1984 Louisiana World's Fair.

## PMA Shipping Scene September 1984

	REGISTERED	SHIPPED
<b>SAN FRANCISCO</b>		
Class "A" .....	34	19
Class "B" .....	10	3
Class "C" .....	1	0
Relief .....	1	3
Grand Total (All Groups) .....	45	25
<b>WILMINGTON</b>		
Class "A" .....	9	4
Class "B" .....	21	0
Class "C" .....	0	0
Grand Total (All Groups) .....	30	4
<b>SEATTLE</b>		
Class "A" .....	9	4
Class "B" .....	12	0
Class "C" .....	2	0
Relief .....	2	0
Grand Total (All Groups) .....	23	4
<b>HONOLULU</b>		
Class "A" .....		
Class "B" .....	Not	Not
Class "C" .....	Available	Available
Grand Total (All Groups) .....		

# SIU Dredgemen Take Over as U.S. Corps Leaves

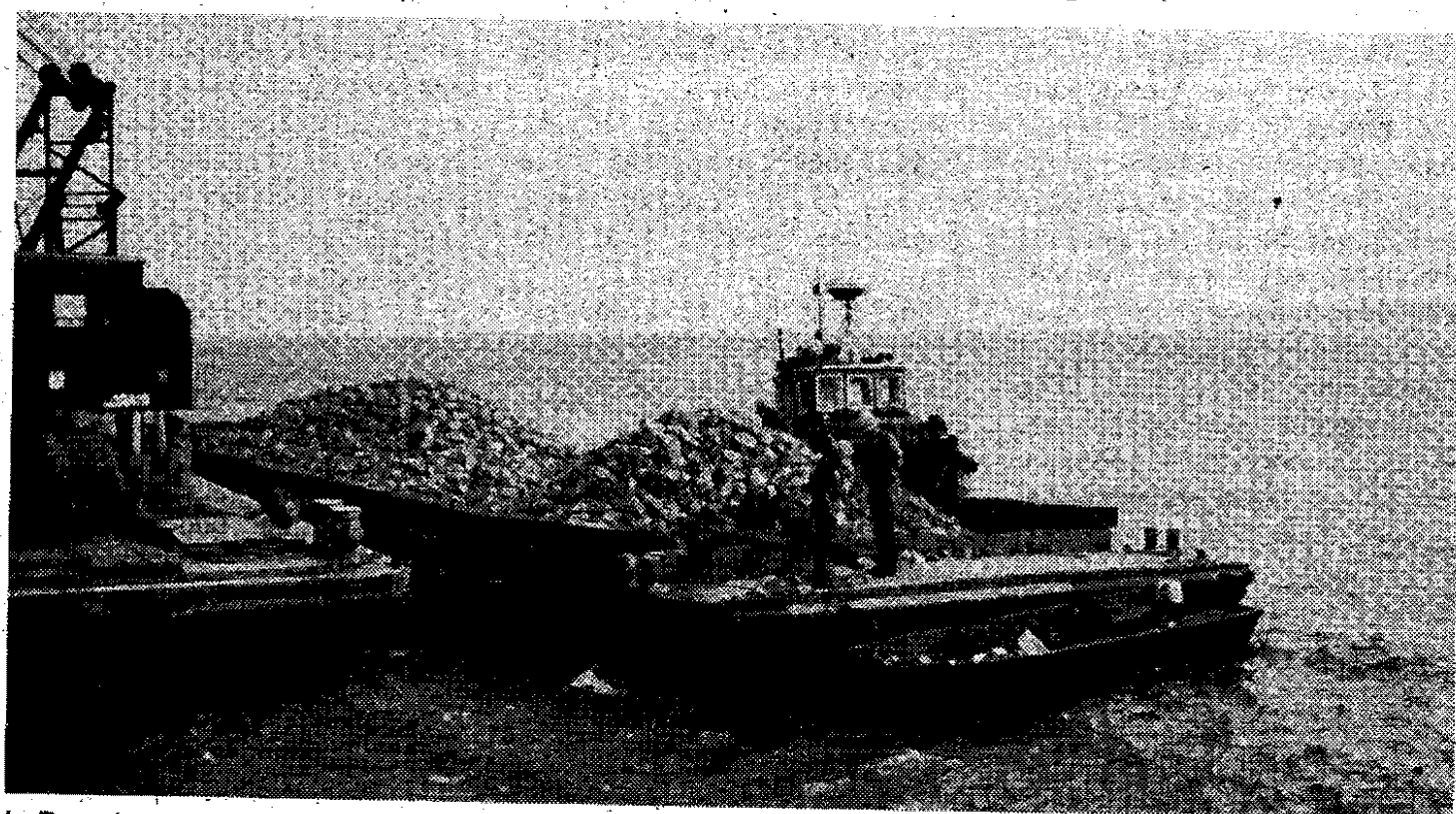
There is something missing on the Great Lakes this year: the U.S. Army Corps of Engineers taking away jobs from private business and SIU dredgemen.

"This is by far the best year in the last six for job opportunities. It's given us at least 150 extra jobs," said Algonac Port Rep. Byron Kelley.

Tack that onto the 10 percent jump in man-days on the steamships, and Algonac has been a busy hall this year.

The fight against the Corps took more than five years, Kelley said, with the SIU, the Transportation Institute and others lobbying hard to prove that private interests could do better and cheaper work. A survey proved that, taking Corps jobs and bidding on them. On top of the better quality and cheaper work, it also saved the taxpayers a bundle of money.

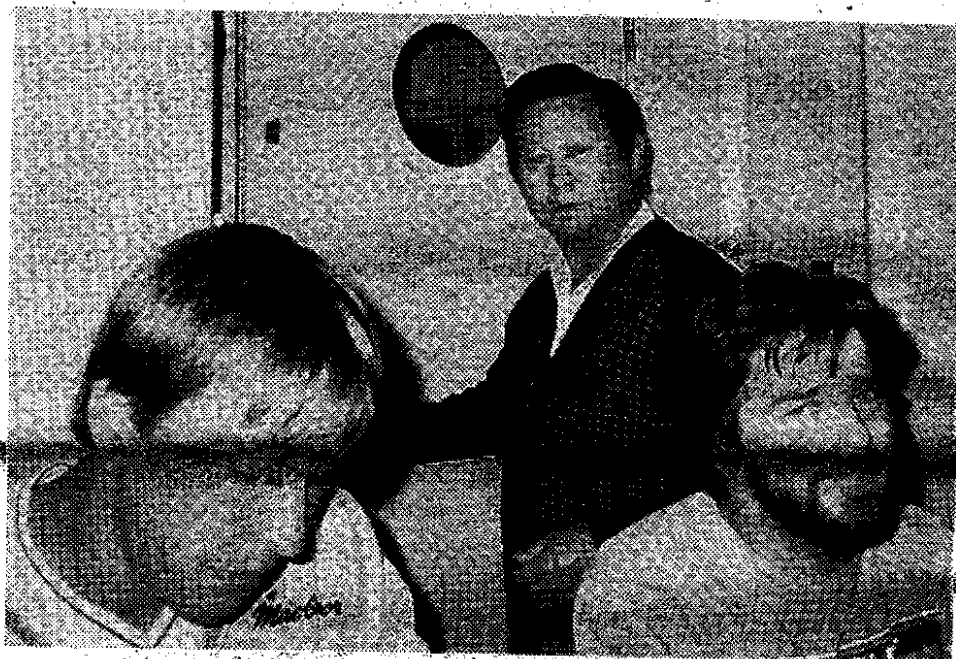
After five years of facts, figures and lobbying, the effect was felt in Washington, D.C. where federal money for the



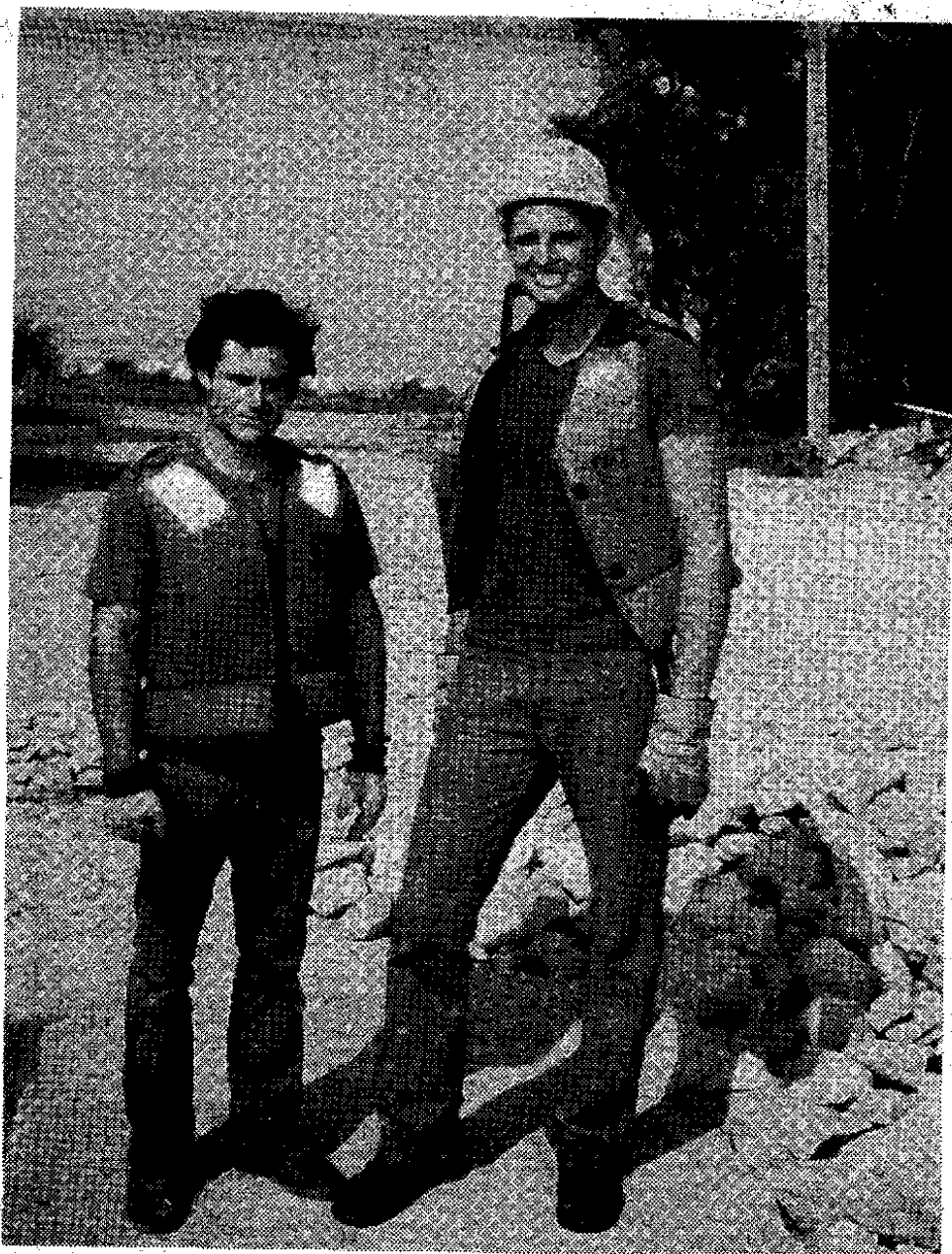
In Barcelona, N.Y., a scow load of stone arrives for a pier repair project the tug *Alan Luedtke* is working on.

Corps' dredging projects in the Lakes area was not appropriated.

Many Lakes projects will end around the first of December as the frigid winter winds whip across the Lakes. But Kelley said some projects in more protected areas could run as late as the first of the year.



A shoreworker gets a chance to chow down on some of the fine food prepared by *Northerly Island* Steward J. Pow (background), while Terry Bader (r.) smiles for the camera.

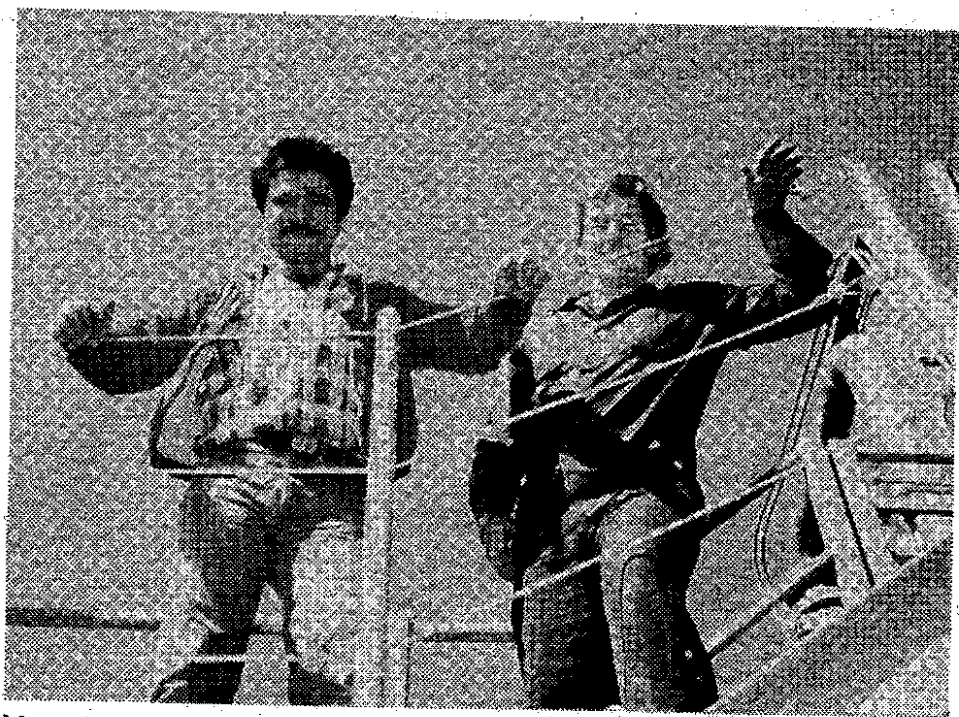


Deckhands Donald Radebaugh and Fred Gunn from the *Alan Luedtke* pause for a minute on the pier repair job.

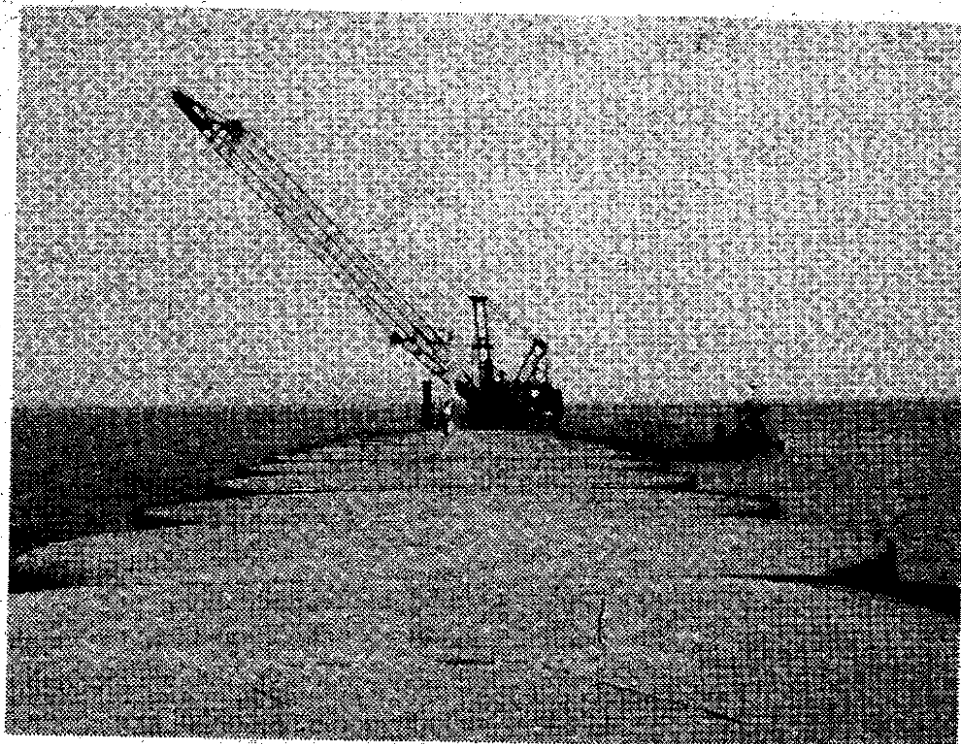


John Cairns and "Pal" Lyons repair a broken scow pocket on the dredge *Handy Andy*.





Mate George Silva (l.) and Deck/maintenanceman T. Vallerchamp look down into the camera from the deck of the *Northerly Island*.



This is the pier the *Alan Luédtker* is helping to repair and extend.



Deckhand B. Liano (l.) and Dragtender Terry Bader replace a connection flange on the *Northerly Island*.

**Register  
Now!!  
Vote In  
November!!  
Be Heard!!**



Deckhand R. Wise checks things out aboard the dredge *Northerly Island* at its Bay City, Mich. job site.



It gets hot on the river, so *Handy Andy* crewmen John Cairns, operator; Pal Lyons, deckhand, and Don McEachern, fireman, take an ice water break at its Fairport, Ohio job site.



# Great Lakes Show Big Job Jump

For the first time in years, trade on the Great Lakes has bloomed, bringing a welcome relief from lean employment opportunities that have recently plagued the Great Lakes maritime industry. The season has shown increases in cargoes and jobs for Lakers, more jobs in fact than there were Seafarers registered for duty at the Algonac SIU hall to fill the demand.

"For the first time in many, many years, I called looking for men," SIU Port Rep. Byron Kelley said. Kelley, who is responsible for meeting man-hour demands for SIU members on the Lakes, said he expects the prosperity in trade to continue at least through fall '84.

End of season records, according to Kelley, showed job requests for SIU Lakers to crew steamships that carry the raw steel-making commodities, iron ore, stone and coal increased 25 percent over spring '83 employment requests.

A 24 percent increase in Great Lakes bulk cargo spring shipments of ore and coal, signaling a resurgence of the steel industry, was at the heart of the surge in maritime employment, he said.

"Any time there's a boost in steel production, we benefit," said Kelley, who tied the busy sailing season more directly to record sales reported by the nation's auto corporations.

During the '70s, 200 million net tons of cargo steamed from Lake ports, a decade when shipping experienced what many now say was the industry's renaissance. In spring '83, 39.6 tons were transported on the Lakes and climbed to 49.2 tons this spring.

Ore was up 21 percent and coal shipments increased 56 percent. Grain remained at 9 million tons.

At the season's beginning, shipping analysts forecast a drop in shipping due to a late winter ice storm that left more than

100 vessels marooned for a two-week period in Lake St. Clair and forced a longer than usual lay-up of other ships awaiting the thaw.

Instead, according to Kelley, shippers made up for the lost time by doubling up on Great Lakes trips.

The bulk of steamships under SIU contract asking for more hands are operated by the American Steamship Co. Officials for the company say they expect the late winter means fall will be unusually warm and will allow for a longer fall shipping season.

In August, at the peak of the spring season, 26 steamships were plying the lakes with an average crew of 22 SIU members. Only Mother Nature knows what lies ahead this fall. But Kelley is willing to bet a mid-western Indian summer and a bountiful grain harvest will mean more jobs for SIU members this fall.

## Judge Upholds Gov't in Cash Transfer; Blended Credit Case Ruling Sought Too

The merchant marine lost one court decision concerning cargo preference and is fighting for a favorable ruling in another preference issue this month.

A United States District Court judge ruled that the government's cash transfer program with Israel is not covered by cargo preference regulations. Late last year the administration unilaterally tried to circumvent the law by declaring the program did not require a 50 per-

cent U.S.-flag share of the nearly \$1 billion cash transfer program.

However, a court battle followed. Cash transfer is a program where instead of using traditional foreign aid to supply low cost or free commodities or grants for specific purchases, the U.S. basically gives Israel a cash grant to use as it sees fit. The court ruled the program does not fall under cargo preference laws. The decision may be appealed.

The other court case involves the \$1 billion blended credit program which combines several types of financing packages in arranging aid for foreign nations. Again the administration said cargo preference regulations did not apply. However, merchant marine supporters argued that because the government has a hand in the financing of the sales, the 1954 Cargo Preference Act applies.

### Legal Aid

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

#### NEW YORK, NEW YORK

Schulman & Abarbanel  
358 Fifth Avenue  
New York, New York 10001  
Tele. # (212) 279-9200

#### BALTIMORE, MD.

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

#### CHICAGO, ILL.

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

#### DETROIT, MICH.

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

#### GLOUCESTER, MASS.

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

#### HOUSTON, TEXAS

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

#### LOS ANGELES, CALIF.

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

#### WILMINGTON, CALIF.

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

#### MOBILE, ALA.

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

#### NEW ORLEANS, LA.

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

#### NORFOLK, VA.

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

#### PHILADELPHIA, PA.

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

#### ST. LOUIS, MO.

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

#### SAN FRANCISCO, CALIF.

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

#### SEATTLE, WASH.

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

#### TAMPA, FLA.

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

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

SEPT. 1-29, 1984

### Dispatchers Report for Great Lakes

Port	*TOTAL REGISTERED All Groups			TOTAL SHIPPED All Groups			**REGISTERED ON BEACH All Groups		
	Class CL	Class L	Class NP	Class CL	Class L	Class NP	Class CL	Class L	Class NP
DECK DEPARTMENT									
Algonac	21	3	1	21	8	0	35	5	4
ENGINE DEPARTMENT									
Algonac	5	2	0	7	6	0	6	1	2
STEWARD DEPARTMENT									
Algonac	3	2	0	6	2	0	13	4	1
ENTRY DEPARTMENT									
Algonac	13	11	3	0	0	0	31	15	13
Totals All Departments	42	18	4	34	15	0	85	25	20

\*\*\*Total Registered means the number of men who actually registered for shipping at the port last month.

\*\*\*Registered on the Beach means the total number of men registered at the port at the end of last month.



# Seafarers

## HARRY LUNDEBERG SCHOOL OF SEAMANSHIP



Piney Point Maryland

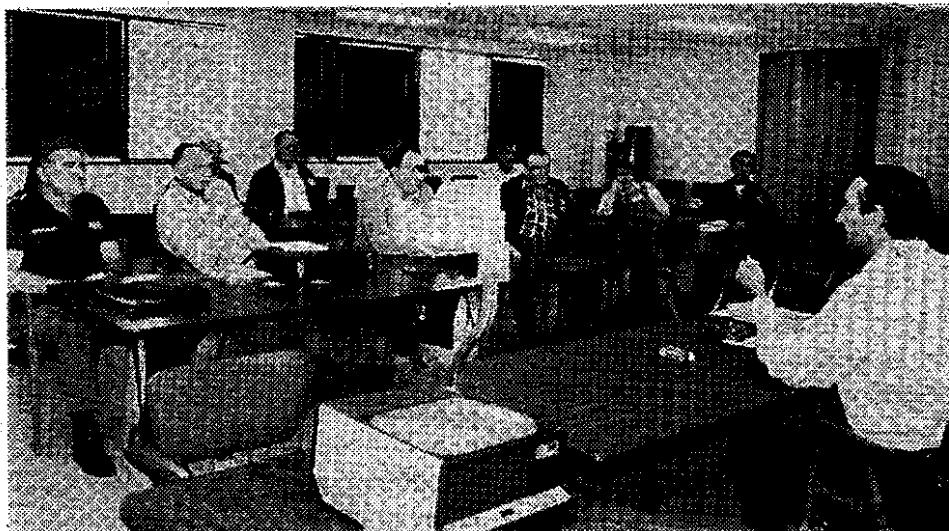
### Union Education

Integral Part of the Curriculum at SHLSS

The SIU and the Seafarers Harry Lundeborg School of Seamanship realize the importance of keeping our membership informed. While attending upgrading courses at SHLSS, all SIU members attend Union Education for one week. The purpose of this program is to provide the membership an opportunity to review the goals and objectives of the Seafarers International Union (Atlantic, Gulf, Lakes and Inland Waters Districts) with elected Union

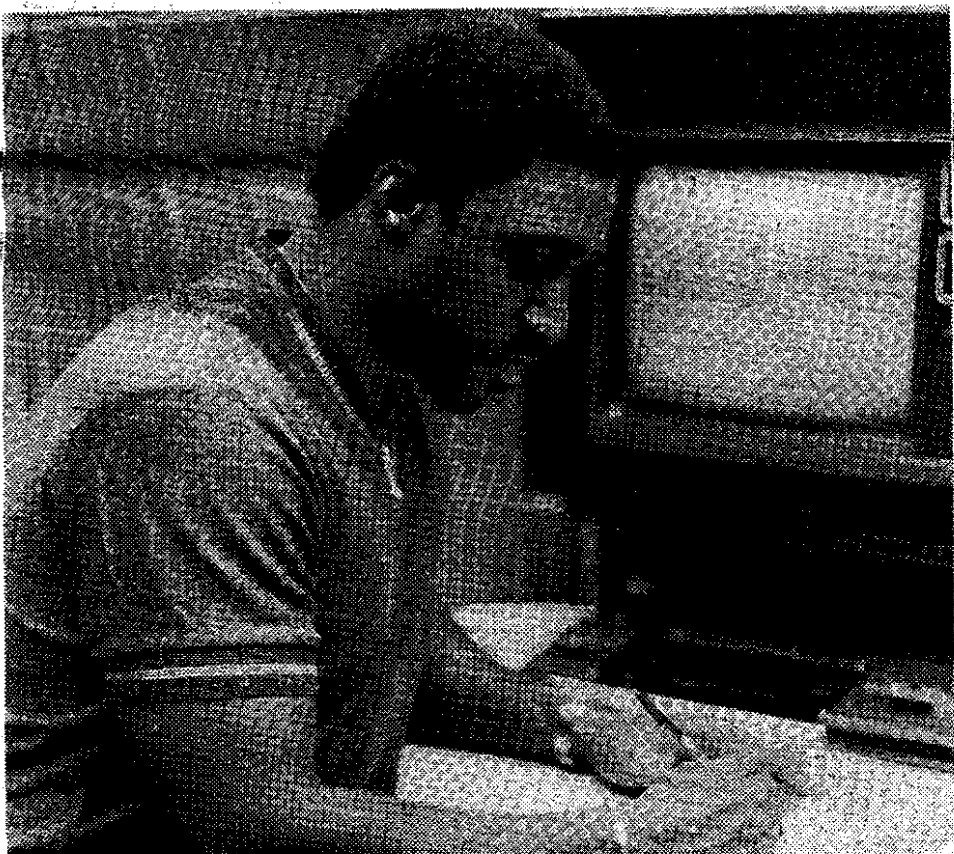
Officials at SIU Headquarters in Camp Springs, Maryland.

The intent of this program is to continue to build a better relationship based on trust, openness, sharing of information and founded upon a firm belief in the democratic process between the SIU members and their leadership. Each member is asked to evaluate this program and through their suggestions the Union Education program is constantly improving.



SIU President Frank Drozak discusses union policies with recertifying Bosuns as a part of their Union Education at SHLSS.

### The Nautical Science Certificate Success at SHLSS



Congratulations go to Richard Robertson who recently received his Nautical Science Certificate.

In keeping with the philosophy of meeting the students' needs at all levels, the Seafarers Harry Lundeborg School of Seamanship offers a variety of educational opportunities. Under a contract between the Seafarers Harry Lundeborg School and Charles County Community College, Lundeborg students have the opportunity to earn a certificate in Nautical Science. Of the 12 students who have enrolled in the program since the first class met in January 1984, ten have

successfully completed the requirements for the Nautical Science Certificate.

The Nautical Science program was created at the request of the SIU and all the courses are taught on the SHLSS campus. The 21 credit-hour program can be completed within six to ten weeks with about half of the students completing the program in less than five weeks, due to previous accredited courses taken at SHLSS.

The courses for the program

were chosen to meet the needs and interests of seafarers. In order to complete the requirements for the Certificate, a student must first possess a strong maritime vocational background. An eligible student selects and completes four of the eight accredited college courses listed below (only one Math and one Geography course may be selected).

- PSY 107 Applied Industrial Psychology
- BAD 122 Personal Financial Management
- BAD 172 Government, Business and Labor

- BIO 150 Pollution Control in Marine Industries
- CDP 121 Introduction to Shipboard Microcomputers
- MTH 108 Introduction to College Math
- MTH 110 College Mathematics
- GRY 105 Earth, Sea and Man
- GRY 106 United States Geography

These courses can be applied as well toward an Associate in Arts Degree from Charles County Community College.

For more information contact the College Programs Office, Seafarers Harry Lundeborg School of Seamanship, Piney Point, Maryland 20674.

### Seafarers License Program

The first step seafarers should take in their quest for a license as Towboat operator, Towboat engineer, Master or Mate Freight and Towing Vessel or original 3rd or 2nd Unlimited mate or Engineer, must be to submit a completed United States Coast Guard (U.S.C.G.) application at their nearest U.S.C.G. office in order to determine their eligibility to sit for the desired license.

Recent articles in the LOG have addressed the problems some students face by reporting to SHLSS without the proper character reference on their U.S.C.G. application form. These signatures must be obtained, by the seafarer, on board ship before he submits his license application.

These signatures can be obtained at anytime and you do not have to wait until you have

the full required seetime before you start your application process.

It is suggested, if you selected to go for a license, that you obtain a U.S.C.G. application form after you have about 2/3 of the required seetime, and get the necessary signatures (Master, Chief Mate/Chief Engineer and one other Mate or Engineer) on the next several boats or ships. When you submit the application to the U.S.C.G., ask for some proof that you are eligible to sit for the examination, and bring this with you to Piney Point.

The license course is tough and there is no time allotted for confusion as to your eligibility to sit. Any effort you make, prior to reporting to Piney Point, to properly apply and produce the seetime requirements will reward you with the maximum time for study.

# Underway Replenishment

## SIU & SHLSS Preparing for the Future

The Seafarers International Union has long been aware of the need for cargo-shipping capacity for the resupply of forces deployed overseas in remote locations, particularly during periods of national emergency. In response to this need, the Navy has included, as a key element of the rapid deployment force concept, a Navy Controlled Fleet operated by a civilian crew. This program consists of eight SL-7 class container ships which are being converted to a cargo configuration specifically designed to facilitate the rapid loading and unloading of military equipment, fuel, personnel, and supplies while the ships are underway. Four of the ships have been converted and are SIU contracted vessels. These are: the *Algol*, the *Capella*, the *Antares* and the *Bellatrix*.

Here at the Seafarers Harry Lundeberg School of Seamanship we are training Seafarers in the techniques of Underway

Replenishment (UNREP). The course is one week long and is a required part of the Bosun, Quartermaster, Third Mate and AB programs.

The first day of the course is spent in the classroom with an introduction to Replenishment at Sea, a description of the ship, UNREP command and control, highline transfer method, fueling at sea method and additional replenishment methods. The following days consist of UNREP practice while tied to the pier, assigning crew to all stations, reassigning crew to man new stations, and actual underway replenishment at sea.

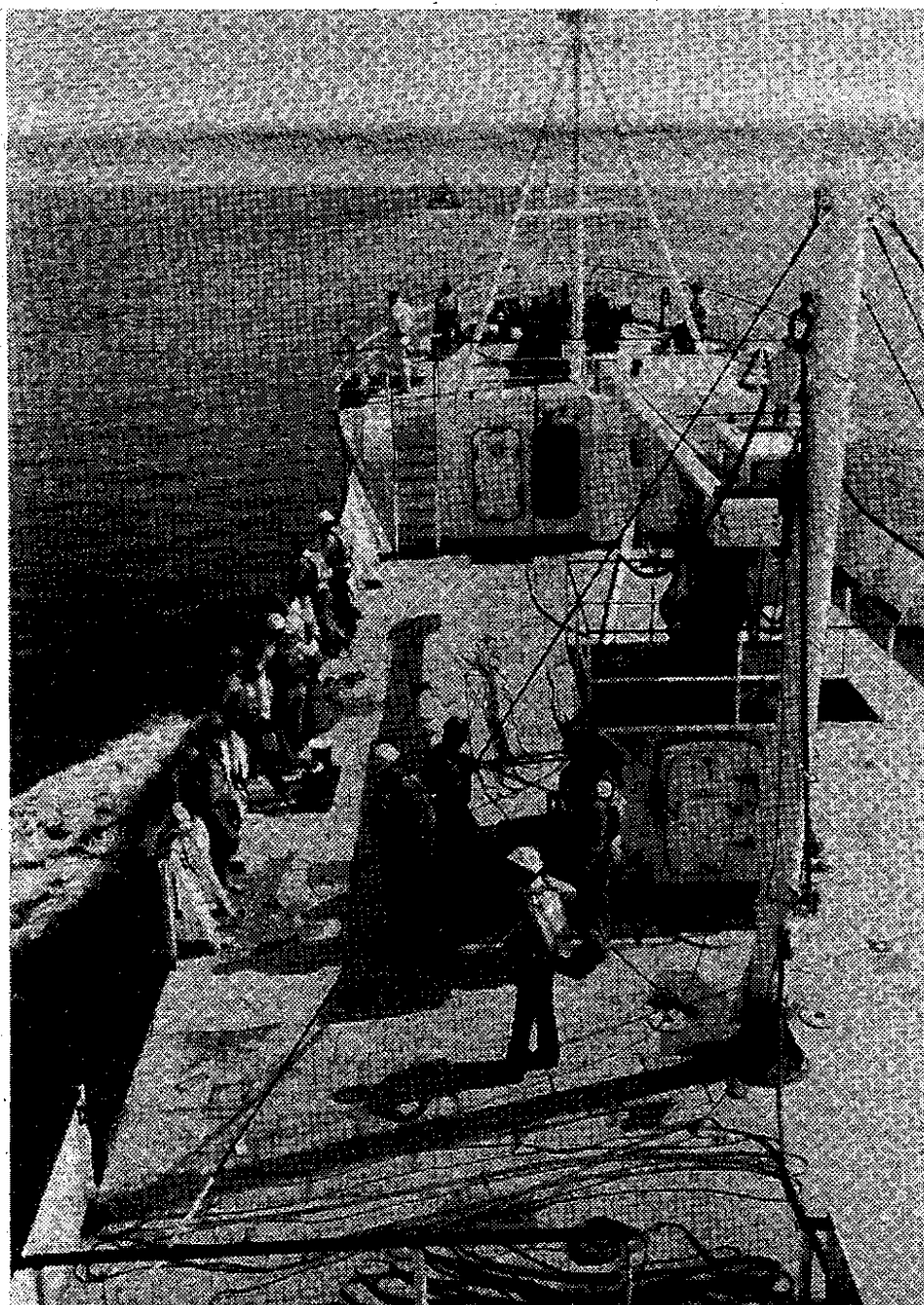
SIU members have just completed participation in an Underway Replenishment exercise which was held in the Pacific Ocean. This Military Sealift Command exercise was designed as a comprehensive test of underway replenishment methods. This test was rated excellent by MSC and the Navy.



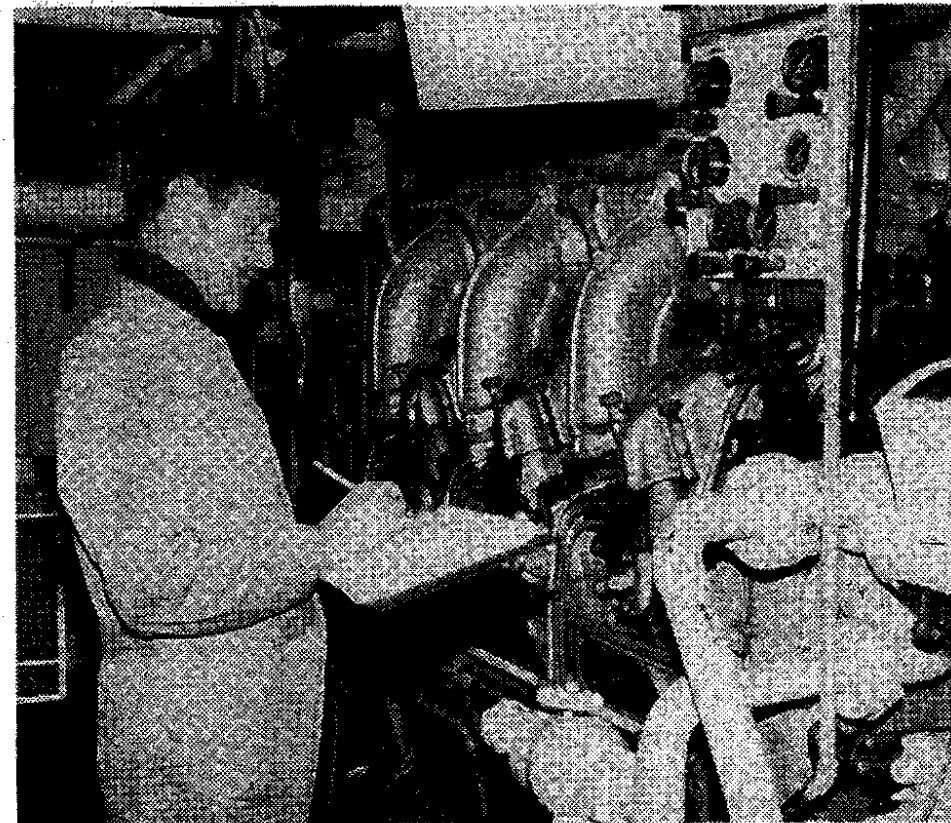
The rendezvous position for the Underway Replenishment is plotted with the wind and sea direction being a prime factor by Bill Moore who is presently enrolled in the Master Mate Freight and Towing course.



A special sea detail for UNREP is set by Quartermaster students Paul Billington, on the wheel, and Robert Enke. Captain Tom Doyle oversees the Bridge operation.

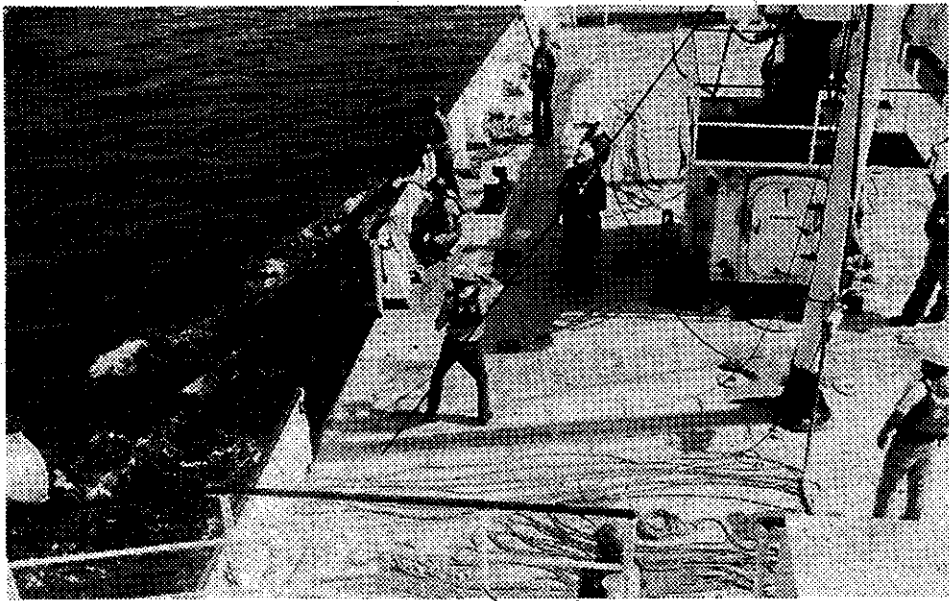


As the Bosun Recertification class prepares the lines, the Earl "Bull" Shepard begins to make its approach on the receiving vessel, which is on a steady course and speed. Once alongside it maintains station on the receiving ship by using small course and speed changes.

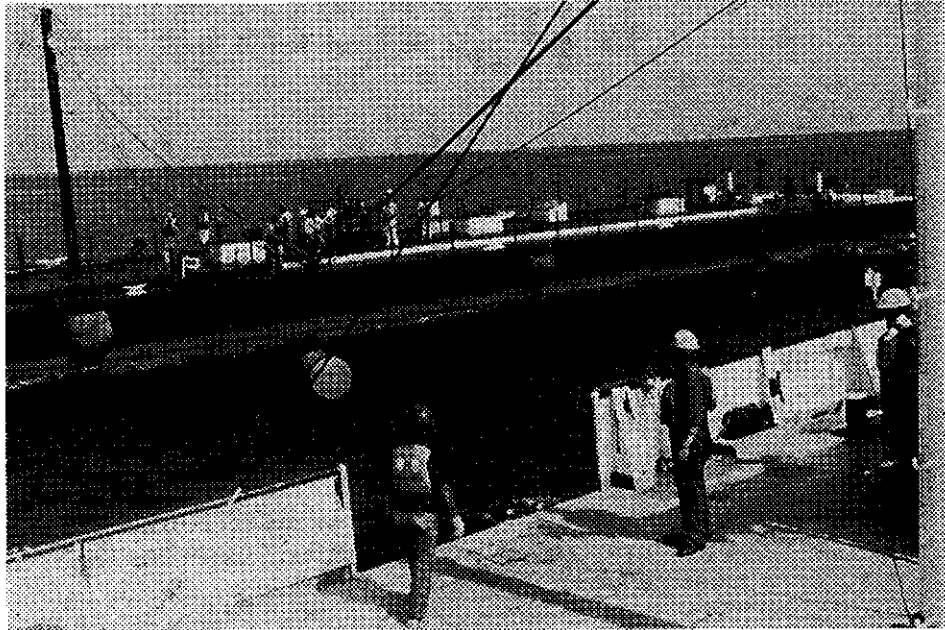


In the engine room, preparations are also being made prior to coming alongside the receiving vessel by Norman Walzer, Engineer.





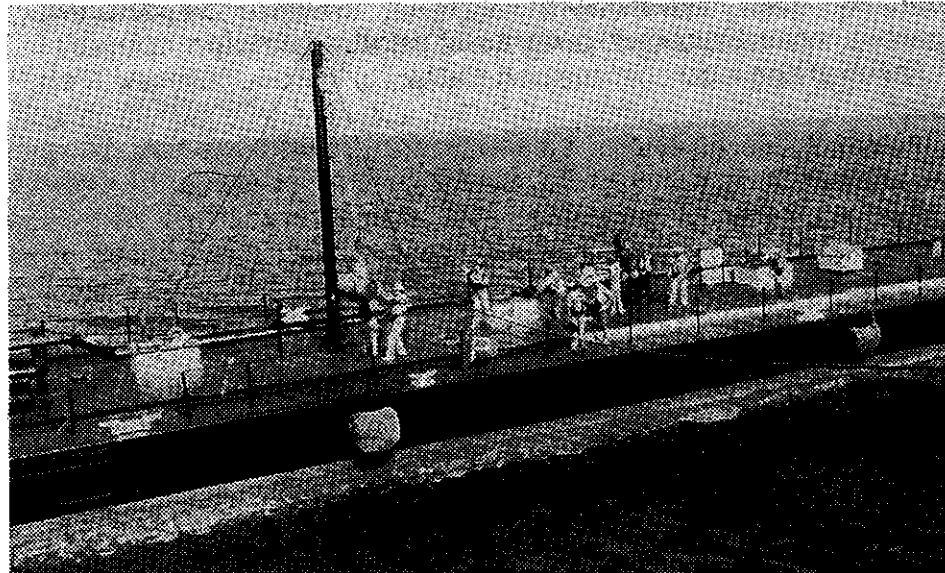
Once alongside the receiving vessel, at a distance between 80 - 150 feet, a weighted light line called a "Bolo" is sent over to the receiving crew. This line is used to receive the messenger line, to which the high line, and the phone and the distance lines are attached.



The 55 gallon drum is hauled aboard the receiving vessel by means of the in-haul line, and is kept about 8 feet above the water during the transfer.



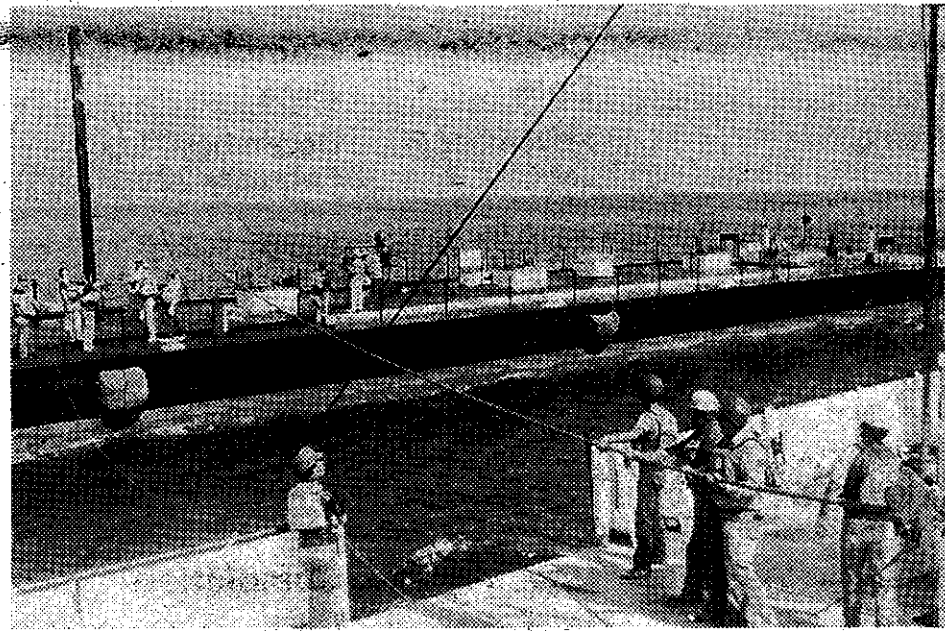
The phone and distance line is passed over to the receiving ship by means of the messenger line. A signalman, with colored paddles, coordinates the sending of the line, with his counterpart on the receiving ship.



After the drum is received, it is disconnected from the chime hooks and is sent back to the delivery ship for an additional load.



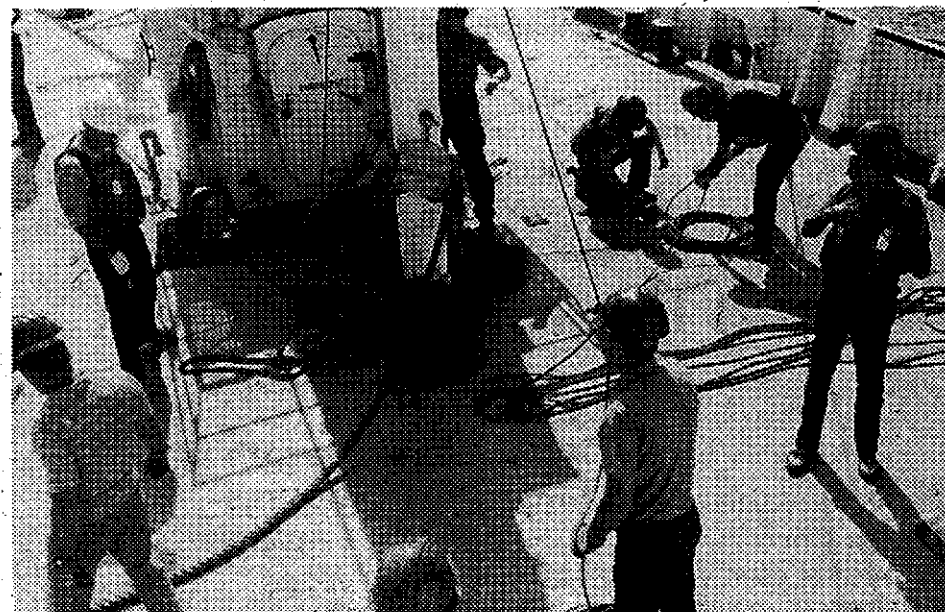
After the distance line is received, it is made fast to the receiving vessel and is used by the delivery ship to maintain the proper separation between vessels.



Upon completing the transfer of all cargo, the rig is then prepared to be sent back to the delivery ship by reversing the process of how it was received aboard.



After the 5 inch manila highline is attached to the kingpost aboard the receiving vessel, a 55 gallon drum is prepared to be sent across.



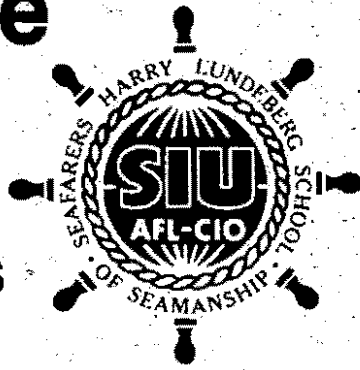
After the gear is received back on board, it is made up and stowed for the next "UNREP".



# Upgrading Course Schedule

November 1984 Through January 1985

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



Following are the updated course schedules for November 1984 through January 1985 at the Seafarers Harry Lundeberg School of Seamanship.

For convenience of the membership, the course schedule is separated into five categories: **engine department** courses; **deck department** courses; **steward department** courses; **recertification programs**; **adult education** courses.

The starting and completion dates for all courses are also listed.

Inland Boatmen and deep sea Seafarers who are preparing to upgrade are advised to enroll in the courses of their choice as **early as possible**. Although every effort will be made to help every member, classes will be limited in size—so sign up early.

Class schedules may be changed to reflect membership demands.

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

The following classes will be held through January 1985 as listed below:

## Engine Upgrading Courses

Course	Check-In Date	Completion Date
Welding	November 2	December 7
Pumproom Maint. & Operation	January 4	February 22
Marine Elect. Maintenance	January 4	March 8
Conveyorman	January 4	February 8
Third Asst. Engineer	January 4	March 15

## Deck Upgrading Courses

Course	Check-In Date	Completion Date
Celestial Navigation/ Master/Mate F.T.	November 9	December 14
Celestial Navigation/ Third Mate	November 9	December 14
Celestial Navigation/ Towboat Operator	November 9	December 14
First-Class Pilot	January 4	March 1
Quartermaster	January 11	March 1

## Steward Upgrading Courses

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

## Recertification Programs

Course	Check-In Date	Completion Date
Steward Recertification	January 25	March 4

## Adult Education Courses

Course	Check-In/ Completion Date	Length of Course
Developmental Studies	October 29	November 2

The following courses will need to be taken either before or after an upgrading course or with firefighting, C.P.R. and First Aid.

(GED) High School Equivalency Program	Open-ended
(ESL) English as a Second Language	Open-ended
(ABE) Adult Basic Education	Open-ended

## Bus Schedule

### Monday Through Friday Only

<u>Depart Lexington Park</u>	<u>Arrive Washington D.C.</u>
6:20 A.M.	8:20 A.M.
<u>Depart Washington, D.C.</u>	<u>Arrive Lexington Park</u>
4:30 A.M. 5:55 P.M.	6:15 A.M. 7:55 P.M.

The Gold Line Bus is the only bus which travels between Washington D.C. and the nearest bus stop in Lexington Park. This bus line travels Monday through Friday only.

It is necessary to take a cab from Lexington Park to the Seafarers Harry Lundeberg School of Seamanship in Piney Point.

The Gold Line Bus Station is located at 12th and New York, Northwest, D.C. Telephone Number in Washington, D.C.: (202) 479-5900

The Gold Line Bus Station is located in Lexington Park at the A&P Grocery. Fare: \$10.30 (One Way)

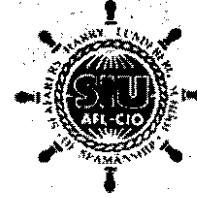
Friendly Cab Company, Lexington Park, Maryland  
Telephone Number: 863-8141  
Fare from Lexington Park to SHLSS is: \$11.00 (1 or 2 occupants) one way.



# Apply Now for an SHLSS Upgrading Course



## Seafarers Harry Lundeborg School of Seamanship Upgrading Application



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

Address \_\_\_\_\_ (Street) \_\_\_\_\_ (Apt. # or Box #)

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

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

Social Security # \_\_\_\_\_ Book # \_\_\_\_\_ Seniority \_\_\_\_\_

Date Book Was Issued \_\_\_\_\_ Port Issued \_\_\_\_\_ Port Presently Registered In \_\_\_\_\_

Endorsement(s) or License(s) Now Held \_\_\_\_\_

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

Trainee Program: From \_\_\_\_\_ to \_\_\_\_\_  
(dates attended)

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

Course(s) Taken \_\_\_\_\_

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

Date Available for Training \_\_\_\_\_

I Am Interested in the Following Course(s) Checked Below or Indicated Here if Not Listed \_\_\_\_\_

### DECK

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

### ENGINE

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

### ALL DEPARTMENTS

- ☐ Welding
- ☐ Lifeboatman

### ADULT EDUCATION DEPARTMENT

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

### STEWARD

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

### COLLEGE PROGRAM

- ☐ Nautical Science Certificate Program
- ☐ Scholarship/Work Program

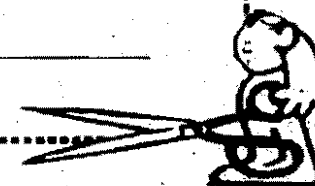
No transportation will be paid unless you present original receipts and successfully complete the course.

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

VESSEL \_\_\_\_\_ RATING HELD \_\_\_\_\_ DATE SHIPPED \_\_\_\_\_ DATE OF DISCHARGE \_\_\_\_\_

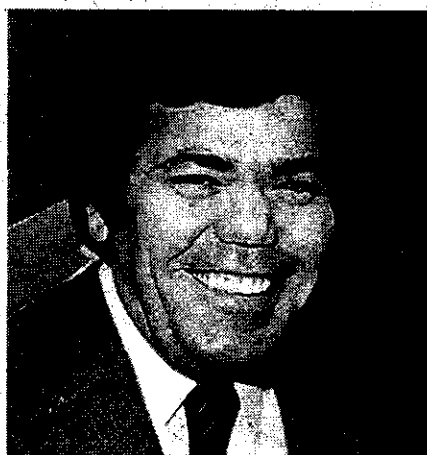
SIGNATURE \_\_\_\_\_ DATE \_\_\_\_\_

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



# Area Vice Presidents' Report

**Gulf Coast, by V.P. Joe Sacco**



**T**O help resolve our differences with Dixie Carriers, we are pursuing a regular dialogue with the company. As the strike goes into its 19th month, we are also continuing our legal fight in court against the company. This Union has a case pending against Dixie in a Texas district court.

However, the outcome of a National Labor Relations Board (NLRB) case in New Orleans is a perfect example of the anti-union attitudes so prevalent during this

Reagan administration. The SIU did not agree with the decision reached by the NLRB's regional director in New Orleans concerning unfair labor practice charges that we had brought against Dixie Carriers. The Union, therefore, appealed the decision to the NLRB in Washington, D.C. The appeal was denied.

On a positive note, I'm happy to report that a staunch congressional supporter of the SIU, Lindy Boggs (D-La.), won a tough primary race last month. I want to thank the SIU membership for their hard work on the part of Rep. Boggs.

All over the Gulf we're very involved in the political scene. For instance, in Mobile we have set up phone banks in the hall, and our members are calling people and asking them to vote for Walter Mondale. Also, out of Mobile we are throwing our support behind Democrat Frank McRight who is running for Congress for the first time. He is running in the first Congressional District of Alabama.

In Jacksonville, for the first time, we were heavily involved in local politics and our efforts were quite successful. In recent elections there we supported five judges. Three of them won and the other two are scheduled for runoff elections.

Concerning tug and barge contracts in the Gulf, a very good agreement with G&H Towing in Texas has been ratified by the members. Meanwhile, negotiations are continuing with Moran of Texas.

In New Orleans we are preparing for negotiations on a new contract with Delta Queen Steamboat company which owns the passenger ships *Mississippi Queen* and *Delta Queen*. The contract expires on Dec. 30. Also, negotiations are continuing in New Orleans with Gulf Atlantic Transportation Co. That agreement expires at the end of this month.

**East Coast, by V.P. Leon Hall**



**A**LL along the East Coast there is a good deal of activity with our tug and barge contracts.

In Norfolk the Allied Inland and the Allied Coastal contracts were overwhelmingly ratified.

Also in that port, negotiations are starting with the Association of Virginia Pilots, which represents launch operators and shoreside personnel, and with the Association of Maryland Pilots. Both contracts expire on Oct. 31.

In Norfolk negotiations are continuing with Northeast Towing.

In Philadelphia, Baltimore and Norfolk contract negotiations are also continuing with Curtis Bay and McAllister.

Concerning deep sea news, the SIU-contracted *Pride of Texas* (Titan Navigation) was crewed up in Norfolk in the middle of September. The ship had been laid up for three weeks for repairs in the Newport News Ship and Drydock.

Off the coast of Virginia, at Lynnhaven Anchorage, the SIU-contracted *Keystone State* (Interocean Management) continues to go through her round-the-clock exercises using her heavy-lift cranes in "at-sea" conditions. This 10-year old vessel was recently converted by the Navy as the first of 11 heavy-lift crane ships under charter to the Military Sealift Command.

In Baltimore in the middle of September the SIU supplied the security at a rally for Geraldine Ferraro, the Democratic nominee for vice president. This Union is strongly supporting Mondale and Ferraro in the upcoming election on Nov. 6.

**Great Lakes & Western Rivers, by V.P. Mike Sacco**



**W**ITH harvest time upon us, activity on the western rivers is picking up and more work is available for our members.

Also, politically, we've been gearing up for the Missouri governor's race in which we're strongly supporting Democrat Kenneth Rothman.

In mid-September Democratic presidential nominee Walter Mondale came to St. Louis and met with representatives from the various unions, including the SIU,

before speaking at the city's Washington University. This Union is solidly in back of the Mondale-Ferraro ticket, and I strongly urge all our members to get out and vote on Nov. 6.

At the end of September the Missouri State AFL-CIO-held its biennial convention in Kansas City. SIU Representative Mike Dagon attended the convention. He reports that Joan Mondale, wife of Walter Mondale, spoke to the delegates as did AFL-CIO President Lane Kirkland.

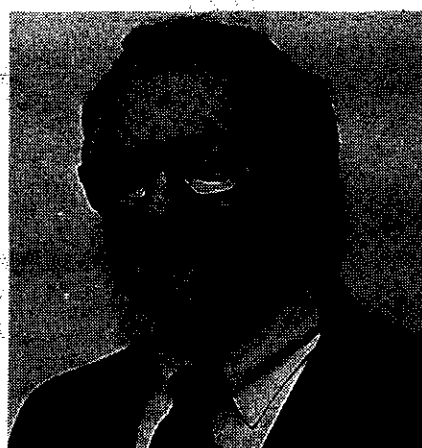
Up on the Great Lakes, deep-draft shipping is slowing down a bit with the cold weather coming in. SIU-contracted American Steamship Co. has brought in the self-unloader *Adam Cornelius* and Kinsman is bringing in the *Merle McCurdy*, a grain ship.

On our Great Lakes tug and barge equipment, employment is holding up well. SIU-contracted Dunbar and Sullivan completed projects in Fairport, Ohio and Conneaut, Ohio and has begun a harbor-deepening job in Eastlake, Ohio. Around the middle of this month, the company is scheduled to begin a large dredging project in Point Mouillee, Mich.

Luedtke Engineering has started a job in Ogdensburg, N.Y. and was also declared low bidder on a \$6 million breakwater repair project in Muskegon, Mich. That work is expected to begin around the middle of October.

Our SIU-contracted dredge *Northerly Island* (NATCO) has completed the initial part of a project in Saginaw Bay, Mich. and has moved to Toledo, Ohio where she is beginning a harbor deepening job. The *Northerly Island* is SIU top to bottom.

**West Coast, by V.P. George McCartney**



**T**here were two dominant themes here on the West Coast last month. One was politics and the other was skilled seamanship.

On the political front, we've been very active up and down the Coast attending rallies for Walter Mondale and Geraldine Ferraro, the Democratic nominees for president and vice-president respectively and the candidates this Union is supporting.

Also in California's Orange County on Labor Day, the SIU

was out in full force at Mile Square Park, the site of the official kick-off of the Reagan re-election campaign. SIU members along with their sisters and brothers in their affiliated union, the United Industrial Workers, numbered 400 at the demonstration. They carried their grassroots political signs as well as signs protesting Reagan's policy on tariff denials.

Later that afternoon we were at the Long Beach Airport to welcome Mondale and Ferraro to Southern California.

All over the West Coast our grassroots volunteers are participating in voter registration drives and get-out-the-vote campaigns. In the Seattle hall volunteers have also made close to 75,000 signs for the Mondale-Ferraro campaign.

\* \* \*

Turning to my second news item this month, I'm proud to announce that two of our Seafarers are going to Geneva, Switzerland to receive a coveted award—the United Nation's Nansen Medal for saving refugees. The Seafarers, both ABs and both out of Seattle, are Jeff Kass and Greg Turay. The award they will receive was first given to Eleanor Roosevelt in 1954 for her work with World War II refugees. (A full story on the award will appear in an upcoming issue of the LOG.)



# Voting Procedures, Sample Ballot, Other Information for 1984 General Election of Officers, 1985-1988 Seafarers International Union Atlantic, Gulf, Lakes & Inland Waters District

**S**ecret ballots, for the election of officers and job holders for the term 1985-1988, will be available to members of the Atlantic, Gulf, Lakes and Inland Waters District of the Seafarers International Union of North America from Nov. 1 through Dec. 31. The ballot will contain the names of all qualified candidates as was determined by the Union's Credentials Committee and membership in accordance with the Union's Constitution.

The election will be conducted by a mail ballot as provided by the Union's Constitution. Secret ballots, together with self-addressed, stamped envelopes for mailing, will be available to full-book members in good standing at union halls.

A full list of cities and street addresses where ballots will be available accompanies this story.

Election procedures are spelled out in detail in Article XIII of the SIU Constitution which is printed in this special supplement of the *Log*.

Seafarers may pick up their ballots and mailing envelopes from 9 a.m. until noon, Monday through Saturdays, except on legal holidays, at any of the designated port-city locations from Nov. 1 through Dec. 31.

Mailing envelopes containing ballots must be postmarked no later than Midnight, December 31, 1984 and must be received by Jan 5, 1985.

Only full-book members in good standing are eligible to vote. Each member must present his book to the port agent or the agent's designated representative when the member secures his ballot, his ballot envelope and a postage-paid, pre-addressed envelope in which to return the ballot envelope containing the ballot. When the member receives his ballot, his book will be stamped with the word "voted" and the date.

The top part of the ballot above the perforated line will be retained by the port agent.

In cases where a member does not produce his book, or where there is a question about his being in good standing or otherwise eligible to vote, the member will receive a mailing envelope of a different color marked with the word "challenge," and his book shall be stamped "Voted Challenge" and the date.

Absentee ballots will be avail-

able to members who believe they will be at sea during the voting period and unable to secure a ballot. Requests for absentee ballots must be made by registered or certified mail postmarked no later than midnight, Nov. 15 and must be delivered no later than Nov. 25, 1984. The requests must be mailed to the Secretary-Treasurer's office at SIU Headquarters in Camp Springs, Md. Seafarers requesting absentee ballots are cautioned to

include with the request the address where they want the ballot to be mailed.

Once he receives his ballot and envelopes, the member's vote becomes completely secret since, after he marks his ballot in secret, he inserts it into the envelope marked "Ballot," seals it and places it into the mailing envelope already addressed to the bank depository, seals the mailing envelope and mails it.

While he must sign his name on the first line of the upper lefthand corner of the mailing envelope, and print his name and book number on the second line, the secrecy of the ballot—which is encased in an unmarked ballot envelope—is complete.

No ballot will be opened for counting until all envelopes containing valid ballots have first been opened, the ballot envelope removed intact, and all ballot envelopes mixed together. In no way will there be any connection between the mailing envelope—containing the member's name—and the ballot envelope or the ballot itself.

Ballots will be counted by a rank-and-file Union Tallying Committee consisting of two members elected from each of the Constitutional Ports. They will be elected in December.

## Notice On Unopposed Candidates

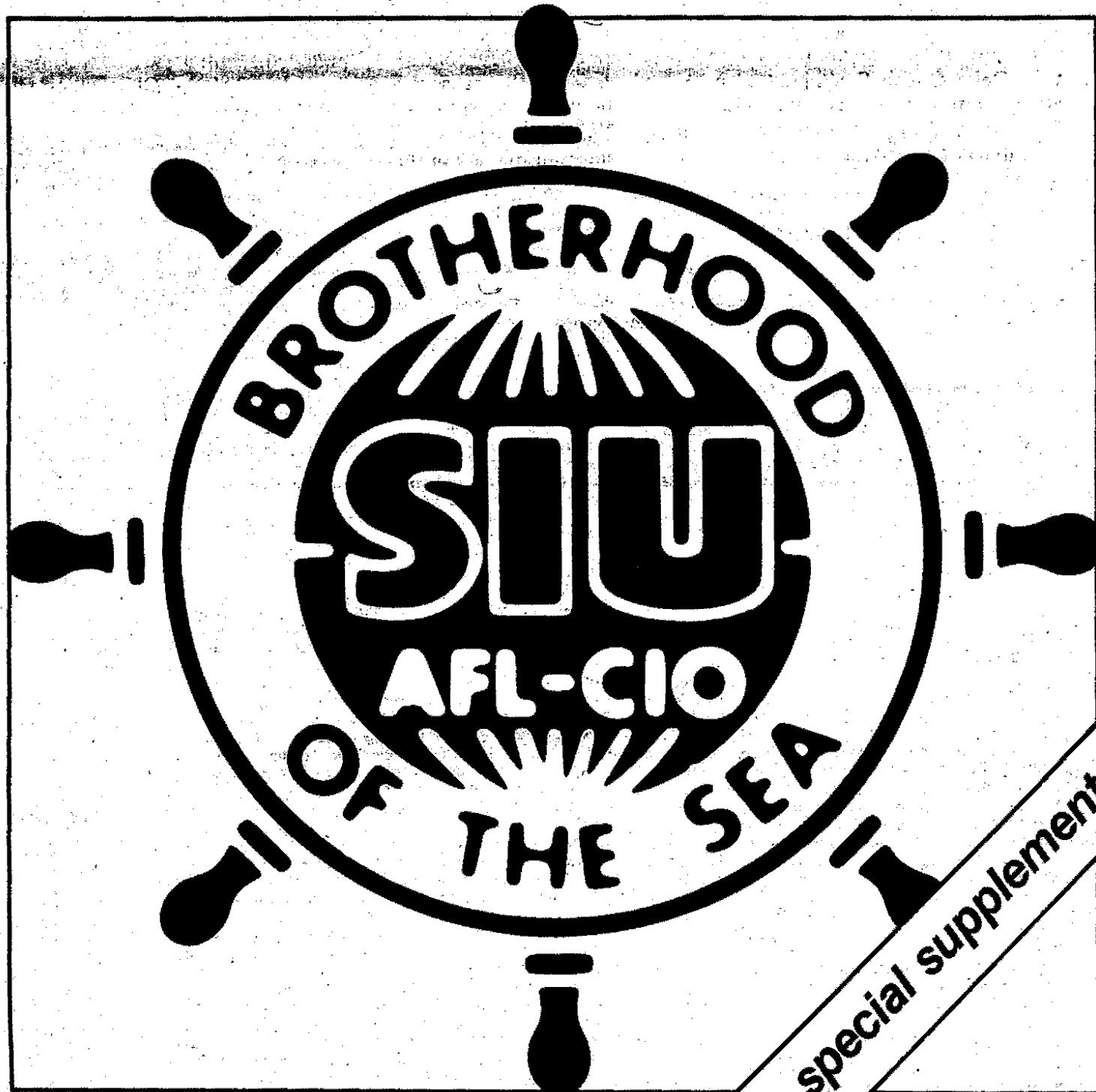
One part of the article of the SIU Constitution which deals with rules for elections concerns the election of candidates who are unopposed for office. The section states that those candidates who are unopposed for any office or job shall be considered elected to that office or job, and that the Tallying Committee shall not have to count the votes for

any such candidate.

The entire section, contained in Article XIII, Section 5(a) of the SIU Constitution, reads as follows:

"A candidate unopposed for any office or job shall be deemed elected to such office or job notwithstanding that his name may appear on the ballot. The Union Tallying Com-

mittee shall not be required to tally completely the results of the voting for such unopposed candidate but shall certify in their report, that such unopposed candidate has been elected to such office or job. The Election Report Meeting shall accept the above certification of the Union Tallying Committee without change."



# ELECTION NOTICE OF 1984 ELECTION

## FOR ELECTION OF 1985-1988 OFFICERS AND CONSTITUTIONAL AMENDMENTS

Election will be conducted by secret mail ballot.

Ballots may be obtained at the following locations from 9:00 A.M. to 12 Noon, Mondays through Saturdays, excluding holidays, during the voting period. The voting period shall commence on November 1st, 1984 and shall continue through December 31st, 1984.

### VOTING LOCATIONS

BALTIMORE	1216 E. Baltimore Street, Baltimore, MD 21202	NEW YORK	675 Fourth Avenue, Brooklyn, NY 11232
CLEVELAND	1290 Old River Road, Cleveland, OH 44113	NORFOLK	115 Third Avenue, Norfolk, VA 23510
DETROIT (ALGONAC)	520 St. Clair River Drive, Algonac, MI 48001	PHILADELPHIA	2604 South Fourth Street, Philadelphia, PA 19148
DULUTH	705 Medical Arts Building, Duluth, MN 55802	PHILIPPINES	2348 Rizal Ave., E. Bajac Bajac, Olongapo City (Subic Bay), R. Philippines C-2201
GLOUCESTER	11 Rogers Street, Gloucester, MA 01930	(SUBIC BAY)	
HONOLULU	707 Alakea Street, Honolulu, HI 96813	PINEY POINT	St. Mary's County, Piney Point, MD 20674
HOUSTON	1221 Pierce Street, Houston, TX 77002	PUERTO RICO	1057 Fernandez Juncos, Stop 16, Santurce, PR 00907
JACKSONVILLE	3315 Liberty Street, Jacksonville, FL 32206	(SANTURCE)	
JERSEY CITY	99 Montgomery Street, Jersey City, NJ 07302	SAN FRANCISCO	350 Fremont Street, San Francisco, CA 94105
MOBILE	1640 Dauphin Island Parkway, Mobile, AL 36605	SEATTLE	2505 First Avenue, Seattle, WA 98121
NEW ORLEANS	630 Jackson Avenue, New Orleans, LA 70130	ST. LOUIS	4581 Gravois Avenue, St. Louis, MO 63116
		WILMINGTON	408 Avalon Boulevard, Wilmington, CA 90744

## SIU Constitution Rules on Election

### Article XIII

#### Elections for Officers, Headquarters Representatives, Port Agents and Patrolmen

##### Section 1. Nominations.

Except as provided in Section 2, (b) of this Article, any full book member may submit his name for nomination for any office, or the job of Headquarters Representative, Port Agent or Patrolman, by delivering or causing to be delivered in person, to the office of the Secretary-Treasurer at headquarters, or sending, a letter addressed to the Credentials Committee, in care of the Secretary-Treasurer, at the address of headquarters. This letter shall be dated and shall contain the following:

- The name of the candidate.
- His home address and mailing address.
- His book number.
- The title of the office or other job for which he is a candidate, including the name of the Port in the event the position sought is that of Agent or Patrolman.
- Proof of citizenship.
- Proof of seetime and/or employment as required for candidates.
- In the event the member is on a vessel, he shall notify the Credentials Committee what vessel he is on. This shall be done also if he ships subsequent to forwarding his credentials.
- Annexing a certificate in the following form, signed and dated by the proposed nominee:

"I hereby certify that I am not now, nor, for the five (5) years last past, have I been either a member of the Communist Party or convicted of, or served any part of a prison term resulting from conviction of robbery, bribery, extortion, embezzlement, grand larceny, burglary, arson, violation of narcotics laws, murder, rape, assault with intent to kill, assault which inflicts grievous bodily injury, or violation of Title II or III of the Landrum-Griffin Act, or conspiracy to commit any such crimes."

Dated .....

*Signature of member*

Book No. ....

Printed forms of the certificate shall be made available to nominees. Where a nominee cannot truthfully execute such a certificate, but is, in fact, legally eligible for an office or job by reason of the restoration of civil rights originally revoked by such conviction or a favorable determination by the Board of Parole of the United States Department of Justice, he shall, in lieu of the foregoing certificate, furnish a complete signed statement of the facts of his case together with true copies of the documents supporting his statement.

Any full book member may nominate any other full book member in which event such full book member so nominated shall comply with the provisions of this Article as they are set forth herein, relating to the submission of credentials. By reason of the above self nomination provision the responsibility if any, for notifying a nominee of his nomination to office, shall be that of the nominator.

All documents required herein must reach headquarters no earlier than July 15 and no later than August 15 of the election year.

The Secretary-Treasurer is charged with safekeeping of these letters and shall turn them over to the Credentials Committee upon the latter's request.

##### Section 2. Credentials Committee.

(a) A Credentials Committee shall be elected at the regular meeting in August of the election year, at the port where

Headquarters is located. It shall consist of six (6) full book members in attendance at the meeting, with two (2) members to be elected from each of the Deck, Engine and Stewards Departments. No officer, Headquarters Representative, Port Agent or Patrolman, or candidate for office or the job of Headquarters Representative, Port Agent or Patrolman, shall be eligible for election to this Committee, except as provided for in Article X, Section 4. In the event any committee member is unable to serve, the Committee shall suspend until the President or Executive Vice-President, or the Secretary-Treasurer, in that order, calls a special meeting at the port where Headquarters is located in order to elect a replacement. The Committee's results shall be by majority vote, with any tie vote being resolved by a majority vote of the membership at a special meeting called for that purpose at that Port.

(b) After its election, the Committee shall immediately go into session. It shall determine whether the person has submitted his application correctly and possesses the necessary qualifications. The Committee shall prepare a report listing each applicant and his book number under the office or job he is seeking. Each applicant shall be marked "qualified" or "disqualified" according to the findings of the Committee. Where an applicant has been marked "disqualified," the reason therefor must be stated in the report. Where a tie vote has been resolved by a special meeting of the membership, that fact shall also be noted, with sufficient detail. The report shall be signed by all of the Committee members, and be completed and submitted to the Ports in time for the next regular meeting after their election. At this meeting, it shall be read and incorporated in the minutes, and then posted on the bulletin board in each port.

On the last day of nominations, one member of the Committee shall stand by in Headquarters to accept delivery of credentials. All credentials must be in headquarters by midnight of closing day.

(c) When an applicant has been disqualified by the committee, he shall be notified immediately by telegram at the addresses listed by him pursuant to Section 1 of this Article. He shall also be sent a letter containing their reasons for such disqualification by air mail, special delivery, registered or certified, to the mailing address designated pursuant to Section 1(b) of this Article. A disqualified applicant shall have the right to take an appeal to the membership from the decision of the Committee. He shall forward copies of such appeal to each port, where the appeal shall be presented and voted upon at a regular meeting no later than the second meeting after the Committee's election. It is the responsibility of the applicant to insure timely delivery of his appeal. In any event, without prejudice to his written appeal, the applicant may appear in person before the Committee within two days after the day on which the telegram is sent, to correct his application or argue for his qualification.

The committee's report shall be prepared early enough to allow the applicant to appear before it within the time set forth in this Constitution and still reach the ports in time for the first regular meeting after its election.

(d) A majority vote of the membership shall, in the case of such appeals, be sufficient to over-rule any disqualification by the Credentials Committee, in which event the one so previously classified shall then be deemed qualified.

(e) The Credentials Committee, in passing upon the qualifications of candidates, shall have the right to conclusively presume that anyone nominated and qualified in previous elections for candidacy for any office, or the job of Headquarters Representative, Port Agent or Patrolman, has met all the requirements of Section 1(a) of Article XII.

##### Section 3. Balloting Procedures.

(a) Balloting in the manner hereafter provided, shall commence on November 1st of the election year and shall continue through December 31st, exclusive of Sundays and (for each individual Port) holidays legally recognized in the City of which the port affected is located. If November 1st or December 31st falls on a holiday legally recognized in a Port in the City in which that port is located, the balloting period in such port shall commence or terminate, as the case may be, on the next succeeding business day. Subject to the foregoing, for the purpose of full book members securing their ballots, the ports shall be open from 9:00 A.M. to 12 Noon, Monday through Saturdays, excluding holidays.

(b) Balloting shall be by mail. The Secretary-Treasurer shall insure the proper and timely preparation of ballots, without partiality as to candidates or ports. The ballots may contain general information and instructive comments not inconsistent with the provisions of this Constitution. All qualified candidates shall be listed thereon alphabetically within each category with book number and job seniority classification status.

The listing of the ports shall first set forth Headquarters and then shall follow, a geographical pattern, commencing with the most northerly port of the Atlantic Coast, following the Atlantic Coast down to the most southerly port on that coast, then, westerly along the Gulf of Mexico and so on, until the list of ports is exhausted. Any port outside the Continental United States shall then be added. There shall be no write-in voting and no provisions for the same shall appear on the ballot. Each ballot shall be so prepared as to have the number thereon placed at the top thereof and shall be so perforated as to enable that portion containing the said number to be easily removed to insure secrecy of the ballot. On this removable portion shall also be placed a short statement indicating the nature of the ballot and the voting date thereof.

(c) The ballots so prepared at the direction of the Secretary-Treasurer shall be the only official ballots. No others may be used. Each ballot shall be numbered as indicated in the preceding paragraphs and shall be numbered consecutively, commencing with number 1. A sufficient amount shall be printed and distributed to each Port. A record of the ballots, both by serial numbers and amount, sent thereto, shall be maintained by the Secretary-Treasurer, who shall also send each Port Agent a verification list indicating the amount and serial numbers of the ballots sent. The Secretary-Treasurer shall also send to each Port Agent a sufficient amount of blank-opaque envelopes containing the word, "Ballot" on the face of the envelope, as well as a sufficient amount of opaque mailing envelopes, first class postage prepaid and printed on the face thereon as the addressee shall be the name and address of the depository for the receipt of such ballots as designated by the President in the manner provided by Article X, Section 1, of this Constitution. In the upper left-hand corner of such mailing envelope, there shall be printed thereon, as a top line, provision for the voter's signature and on another line immediately thereunder, provision for the printing of the voter's name and book number. In addition, the Secretary-Treasurer shall also send a sufficient amount of mailing envelopes identical with the mailing envelopes mentioned above, except that they shall be of different color, and shall contain on the face of such envelope in bold letters, the word, "Challenge." The Secretary-Treasurer shall further furnish a sufficient amount of "Roster Sheets" which shall have printed thereon, at the top thereof, the year of the election, and immediately thereunder, five



(5) vertical columns designated date, ballot number, signature full book member's name, book number, and comments, and such roster sheets shall contain horizontal lines immediately under the captions of each of the above five columns. The Secretary-Treasurer shall also send a sufficient amount of envelopes with the printed name and address of the depository on the face thereof, and in the upper left-hand corner, the name of the port and address, and on the face of such envelope, should be printed the words, "Roster Sheets and Ballot Stubs." Each Port Agent shall maintain separate records of the ballots sent him and shall inspect and count the ballots when received, to insure that the amount sent, as well as the numbers thereon, conform to the amount and numbers listed by the Secretary-Treasurer as having been sent to that Port. The Port Agent shall immediately execute and return to the Secretary-Treasurer a receipt, acknowledging the correctness of the amount and the numbers of the ballots sent, or shall notify the Secretary-Treasurer of any discrepancy. Discrepancies shall be corrected as soon as possible prior to the voting period. In any event, receipts shall be forwarded for all the aforementioned election material actually received. The Secretary-Treasurer shall prepare a file in which shall be kept memoranda and correspondence dealing with the election. This file shall at all times be available to any member asking for inspection of the same at the office of the Secretary-Treasurer and shall be turned over to the Union Tallying Committee.

(d) Balloting shall be secret. Only full book members in good standing may vote. Each full book member may secure his ballot at Port offices, from the Port Agent or his duly designated representative at such port. Each Port Agent shall designate an area at the Port office over which should be posted the legend "Voting Ballots Secured Here." When a full book member appears to vote he shall present his book to the Port Agent or his aforementioned duly designated representative. The Port Agent or his duly designated representative shall insert on the roster sheet under the appropriate column the date, the number of the ballot given to such member and his full book number, and the member shall then sign his name on such roster sheet under the appropriate column. Such member shall have his book stamped with the word, "Voted" and the date, and shall be given a ballot, and simultaneously the perforation on the top of the ballot shall be removed. At the same time the member shall be given the envelope marked "Ballot" together with the pre-paid postage mailing envelope addressed to the depository. The member shall take such ballot and envelopes and in secret thereafter, mark his ballot, fold the same, insert it in the blank envelope marked "Ballot", seal the same, then insert such "Ballot" envelope into the mailing envelope, seal such mailing envelope, sign his name on the upper left-hand corner on the first line of such mailing envelope and on the second line in the upper left-hand corner print his name and book number, after which he shall mail or cause the same to be mailed. In the event a full book member appears to vote and is not in good standing, or does not have his membership book with him or it appears for other valid reasons he is not eligible to vote, the same procedure as provided above shall apply to him, except that on the roster sheet under the column "Comments", notation should be made that the member voted a challenged ballot and the reason for his challenge. Such member's membership book shall be stamped "voted-challenge" and the date, and such member instead of the above-mentioned mailing envelope, shall be given the mailing envelope of a different color marked on the face thereof with the word, "Challenge". At the end of each day, the Port Agent or his duly designated representative shall enclose in the envelope addressed to the depository and marked "Roster Sheets and Ballot Stubs", the roster sheet or sheets executed by the members that day, together with the numbered perforated slips removed from the ballots which had been given to the members, and then mail the same to such depository. To insure that an adequate supply of all balloting material is maintained in all ports at all times, the Port Agent or his duly designated representative, simultaneously with mailing of the roster sheets and ballot stubs to the depository at the end of each day, shall also make a copy of the roster sheet for that day and mail the same to the Secretary-Treasurer at Headquarters. The Port Agent shall be responsible for the proper safeguarding of all election material and shall not release any of it until duly called for and shall insure that no one tampers with the material placed in his custody.

(e) Full book members may request and vote an absentee ballot under the following circumstances; while such member is employed on a Union contracted vessel and which vessel's schedule does not provide for it to be at a port in which a ballot can be secured during the time and period provided for in Section 3(a) of this Article or is in a USPHS Hospital anytime during the first ten (10) days of the month of November of the Election Year. The member shall make a request for an absentee ballot by registered or certified mail or the equivalent mailing device at the location from which such request is made, if such be the case. Such request shall contain a designation as to the address to which such member wishes his absentee ballot returned. The request shall be postmarked no later than 12:00 P.M. on the 15th day of November of the election year, shall be directed to the Secretary-Treasurer at Headquarters and must be delivered no later than the 25th of such November. The Secretary-Treasurer shall determine whether such member is eligible to vote such absentee ballot. The Secretary-Treasurer, if he determines that such member is so eligible, he shall by the 30th of such November, send by registered mail, return receipt requested, to the address so designated by such member, a "Ballot", after removing the perforated numbered stub, together with the hereinbefore mentioned "Ballot" envelope, and mailing envelope addressed to the depository, except that printed on the face of such mailing envelope, shall be the words "Absentee Ballot" and appropriate voting instructions shall accompany such mailing to the member. If the Secretary-Treasurer determines that such member is ineligible to receive such absentee ballot, he shall nevertheless send such member the aforementioned ballot with accompanying material except that the mailing envelope ad-

ressed to the depository shall have printed on the face thereof the words "Challenged Absentee Ballot." The Secretary-Treasurer shall keep records of all of the foregoing, including the reasons for determining such member's ineligibility, which records shall be open for inspection by full book members and upon the convening of the Union Tallying Committee, presented to them. The Secretary-Treasurer shall send to all Ports, the names and book numbers of the members to whom absentee ballots were sent.

(f) All ballots to be counted, must be received by the depository no later than the January 5th immediately subsequent to the election year and must be postmarked no later than 12 midnight December 31st of the election year.

Section 4. (a) At the close of the last day of the period for securing ballots, the Port Agent in each port, in addition to his duties set forth above, shall deliver or mail to Headquarters by registered or certified mail, attention Union Tallying Committee, all unused ballots and shall specifically set forth, by serial number and amount, the unused ballots so forwarded.

(b) The Union Tallying Committee shall consist of 18 full book members. Two shall be elected from each of the 9 ports of New York, Philadelphia, Baltimore, Mobile, New Orleans, Houston, Detroit, San Francisco and St. Louis. The election shall be held at the regular meeting in December of the election year, or if the Executive Board otherwise determines prior thereto, at a special meeting held in the aforesaid ports, on the first business day of the last week of said month. No officer, Headquarters Representative, Port Agent, Patrolman, or candidate for office, or the job of Headquarters Representative, Port Agent or Patrolman, shall be eligible for election to this Committee, except as provided for in Article X, Section 4. In addition to its duties herein set forth, the Union Tallying Committee shall be charged with the tallying of all the ballots and the preparation of a closing report setting forth, in complete detail, the results of the election, including a complete accounting of all ballots and stubs, and reconciliation of the same with the rosters, and receipts of the Port Agents, all with detailed reference to serial numbers and amounts and with each total broken down into port totals. The tallying Committee shall have access to all election records and files for their inspection, examination and verification. The report shall clearly detail all discrepancies discovered and shall contain recommendations for the treatment of these discrepancies. All members of the Committee shall sign the report, without prejudice, however, to the right of any member thereof to submit a dissenting report as to the accuracy of the count and the validity of the ballots, with pertinent details.

In connection with the tally of ballots there shall be no counting of ballots until all mailing envelopes containing valid ballots have first been opened, the ballot envelopes removed intact and then all of such ballot envelopes mixed together, after which such ballot envelopes shall be opened and counted in such multiples as the Committee may deem expedient and manageable. The Committee shall resolve all issues on challenged ballots and then tally those found valid, utilizing the same procedure as provided in the preceding sentence either jointly or separately.

(c) The members of the Union Tallying Committee shall, after their election, proceed to the port in which Headquarters is located, to arrive at that port no later than January 5th of the year immediately after the election year. Each member of the Committee not elected from the port in which Headquarters is located shall be reimbursed for transportation, meals, and lodging expenses occasioned by their traveling to and returning from that Port. Committee members elected from the port in which Headquarters is located, shall be similarly reimbursed, except for transportation. All members of the Committee shall also be paid at the prevailing standby rate of pay from the day subsequent to their election to the day they return, in normal course, to the port from which they were elected.

The Union Tallying Committee shall elect a chairman from among themselves and, subject to the express terms of this Constitution, adopt its own procedures. All decisions of such Committee and the contents of their report shall be valid if made by a majority vote, provided there be a quorum in attendance, which quorum is hereby fixed at ten. The Committee, but not less than a quorum thereof, shall have the sole right and duty to obtain all mailed ballots and the other mailed election material from the depository and to insure their safe custody during the course of the Committee's proceedings. The proceedings of the Committee except for their organizational meeting and their actual preparation of the closing report and dissents therefrom, if any, shall be open to any member, provided he observes decorum. Any candidate may act as an observer and/or designate another member to act as his observer at the counting of the ballots. In no event shall issuance of the above referred to closing report of the Committee be delayed beyond January 31st immediately subsequent to the close of the election year. In the discharge of its duties, the Committee may call upon and utilize the services of clerical employees of the Union. The Committee shall be discharged upon the completion of the issuance and dispatch of its report as required in this Article. In the event a recheck and recount is ordered pursuant to this Article, the Committee shall be reconstituted, except that if any member thereof is not available, a substitute therefore shall be elected from the appropriate port at a special meeting held for that purpose as soon as possible.

(d) The report of the Committee shall be made up in sufficient copies to comply with the following requirements: two copies shall be mailed by the Committee to each Port Agent and the Secretary-Treasurer no later than January 31st immediately subsequent to the close of the election year. As soon as these copies are received, each Port Agent shall post one copy of the report on the bulletin board, in a conspicuous manner, and notify the Secretary-Treasurer, in writing, as to the date of such posting. This copy shall be kept posted until after the Election Report Meeting, which shall be the March regular membership meeting immediately following the close of the election year. At the Election Report Meeting, the other copy of the report shall be read verbatim.

(e) Any full book member claiming a violation of the

election and balloting procedure or the conduct of the same, shall within 72 hours of the occurrence of the claimed violation, notify the Secretary-Treasurer at Headquarters, in writing, by certified mail, of the same, setting forth his name, book number and the details so that appropriate corrective action if warranted may be taken. The Secretary-Treasurer shall expeditiously investigate the facts concerning the claimed violation, take such action as may be necessary, if any, and make a report and recommendation, if necessary, a copy of which shall be sent to the member and the original shall be filed for the Union Tallying Committee for their appropriate action, report and recommendation, if any. The foregoing shall not be applicable to matters involving the Credentials Committee's action or report, the provisions of Article XIII, Sections 1 and 2 being the pertinent provisions applicable to such matters.

All protests as to any and all aspects of the election and balloting procedures or the conduct of the same, not passed upon by the Union Tallying Committee in its report, excluding therefrom matters involving the Credentials Committee's action or report as provided in the last sentence of the immediately preceding paragraph, but including the procedure and report of the Union Tallying Committee, shall be filed in writing by certified mail with the Secretary-Treasurer at Headquarters, to be received no later than the February 25th immediately subsequent to the close of the election year. It shall be the responsibility of the member to insure that his written protest is received by the Secretary-Treasurer no later than such February 25th. The Secretary-Treasurer shall forward copies of such written protest to all ports in sufficient time to be read at the Election Report Meeting. The written protest shall contain the full book member's name, book number, and all details constituting the protest.

(f) At the Election Report Meeting the report and recommendation of the Union Tallying Committee, including but not limited to discrepancies, protests passed upon by them, as well as protests filed with the Secretary-Treasurer as provided for in Section (e) immediately above, shall be acted upon by the meeting. A majority vote of the membership shall decide what action, if any, in accordance with the Constitution shall be taken thereon, which action, however, shall not include the ordering of a special vote, unless reported discrepancies or protested procedure or conduct found to have occurred and to be violative of the Constitution, affected the results of the vote for any office or job, in which event, the special vote shall be restricted to such office, offices and/or job or jobs, as the case may be. A majority of the membership at the Election Report Meetings may order a recheck and recount when a dissent to the closing report has been issued by three (3) or more members of the Union Tallying Committee. Except for the contingencies provided for in this Section 4(f), the closing report shall be accepted as final. There shall be no further protest or appeal from the action of the majority of the membership at the Election Report Meetings.

(g) Any special vote ordered pursuant to Section 4(f) shall be commenced within ninety (90) days after the first day of the month immediately subsequent to the Election Report Meetings mentioned above. The depository shall be the same as designated for the election from which the special vote is ordered. And the procedures shall be the same as provided for in Section 3, except where specific dates are provided for, the days shall be the dates applicable, which provide for the identical time and days originally provided for in this Section 4. The Election Report Meeting for the aforesaid special vote shall be that meeting immediately subsequent to the report of the Union Tallying Committee separated by one calendar month.

#### Section 5. Elected Officers and Job Holders:

(a) A candidate unopposed for any office or job shall be deemed elected to such office or job notwithstanding that his name may appear on the ballot. The Union Tallying Committee shall not be required to tally completely the results of the voting for such unopposed candidate but shall certify in their report, that such unopposed candidate has been elected to such office or job. The Election Report Meeting shall accept the above certification of the Union Tallying Committee without change.

#### Section 6. Installation into Office and the Job of Headquarters Representative, Port Agent or Patrolman:

(a) The person elected shall be that person having the largest number of votes cast for the particular office or job involved. Where more than one person is to be elected for a particular office or job, the proper number of candidates receiving the successively highest number of votes shall be declared elected. These determinations shall be made only from the results deemed final and accepted as provided in this Article. It shall be the duty of the President to notify each individual elected.

(b) The duly elected officers and other job holders shall take over their respective offices and jobs, and assume the duties thereof, at midnight of the night of the Election Report Meeting, or the next regular meeting, depending upon which meeting the results as to each of the foregoing are deemed final and accepted, as provided in this Article. The term of their predecessors shall continue up to, and expire at that time, notwithstanding anything to the contrary contained in Article XI, Section 1. This shall not apply where the successful candidate cannot assume his office because he is at sea.

In such event, a majority vote of the membership may grant additional time for the assumption of the office or job. In the event of the failure of the newly-elected President to assume office the provisions of Article X, Section 12 shall apply until the expiration of the term. All other cases of failure to assume office shall be dealt with as decided by a majority vote of the membership.

Section 7. The Secretary-Treasurer is specifically charged with the preservation and retention of all election records, including the ballots, as required by law, and is directed and authorized to issue such other and further directives as to the election procedures as are required by law, which directives shall be part of the election procedures of this Union.

No. 0000  
FOR ELECTION OF 1985-1988 OFFICERS AND CONSTITUTIONAL AMENDMENTS  
VOTING PERIOD NOVEMBER 1st, 1984 THROUGH DECEMBER 31st, 1984

# OFFICIAL BALLOT

## For Election of 1985-1988 Officers and Constitutional Amendments

SEAFARERS INTERNATIONAL UNION OF NORTH AMERICA-  
Atlantic, Gulf, Lakes and Inland Waters District

VOTING PERIOD NOVEMBER 1st, 1984 THROUGH DECEMBER 31st, 1984

INSTRUCTIONS TO VOTERS—In order to vote for a candidate, mark a cross (X) in voting square to the left of name. If you vote for more candidates for office than specified herein, your vote for such office will be invalid.

MARK YOUR BALLOT WITH PEN AND INK OR INDELIBLE PENCIL.

PRESIDENT Vote for One	NEW YORK PORT AGENT Vote for One	NEW ORLEANS AGENT Vote for One
1 <input type="checkbox"/> Leo Cronsohn, C-801	15 <input type="checkbox"/> Augustin Tellez, T-764	34 <input type="checkbox"/> Patrick Pillsworth, P-1079
2 <input type="checkbox"/> Frank Drozak, D-22	<b>NEW YORK JOINT PATROLMAN Vote for Eight</b>	<b>NEW ORLEANS JOINT PATROLMAN Vote for Three</b>
3 <input type="checkbox"/> Glenn M. Wells, W-792	16 <input type="checkbox"/> James Battle, B-1234	35 <input type="checkbox"/> Donald C. Anderson, A-5244
<b>EXECUTIVE VICE-PRESIDENT Vote for One</b>	17 <input type="checkbox"/> Frank Gill, G-8002	36 <input type="checkbox"/> Leo Bonser, B-1193
4 <input type="checkbox"/> Ed Turner, T-8001	18 <input type="checkbox"/> Kermet Mangram, M-2394	37 <input type="checkbox"/> Michael Worley, W-752
<b>SECRETARY-TREASURER Vote for One</b>	19 <input type="checkbox"/> James Martin, M-5290	<b>HOUSTON AGENT Vote for One</b>
5 <input type="checkbox"/> Joseph DiGiorgio, D-2	20 <input type="checkbox"/> Frank Mongelli, M-1111	38 <input type="checkbox"/> F.E. "Gene" Taylor, T-180
<b>VICE-PRESIDENT IN CHARGE OF CONTRACTS AND CONTRACT ENFORCEMENT Vote for One</b>	21 <input type="checkbox"/> Juan Patino, P-622	<b>HOUSTON JOINT PATROLMAN Vote for Three</b>
6 <input type="checkbox"/> Angus Campbell, C-217	22 <input type="checkbox"/> Trevor "Robbie" Robertson, R-723	39 <input type="checkbox"/> Dean Cergey, C-6727
<b>VICE-PRESIDENT IN CHARGE OF THE ATLANTIC COAST Vote for One</b>	23 <input type="checkbox"/> Robert Selzer, S-1258	40 <input type="checkbox"/> George Ripoll, R-708
7 <input type="checkbox"/> Leon Hall, Jr., H-125	24 <input type="checkbox"/> Joseph Solis, S-8001	41 <input type="checkbox"/> Ray Singletary, S-2260
<b>VICE-PRESIDENT IN CHARGE OF THE GULF COAST Vote for One</b>	<b>PHILADELPHIA AGENT Vote for One</b>	<b>SAN FRANCISCO AGENT Vote for One</b>
8 <input type="checkbox"/> Joe Sacco, S-1287	25 <input type="checkbox"/> Robert Stevens, S-1627	42 <input type="checkbox"/> Earl "Emil" Lee, Jr., L-8001
<b>VICE-PRESIDENT IN CHARGE OF THE WEST COAST Vote for One</b>	<b>PHILADELPHIA JOINT PATROLMAN Vote for Two</b>	<b>SAN FRANCISCO JOINT PATROLMAN Vote for Two</b>
9 <input type="checkbox"/> George McCartney, M-948	26 <input type="checkbox"/> Robert W. "Joe" Air, A-61	43 <input type="checkbox"/> Kwong Hom, H-8002
<b>VICE-PRESIDENT IN CHARGE OF THE LAKES AND INLAND WATERS Vote for One</b>	27 <input type="checkbox"/> Earl Peth, P-755	44 <input type="checkbox"/> Kenneth Mayer, M-25087
10 <input type="checkbox"/> Mike Sacco, S-1288	<b>BALTIMORE AGENT Vote for One</b>	45 <input type="checkbox"/> Gentry Moore, M-8001
<b>HEADQUARTERS REPRESENTATIVE Vote for Four</b>	28 <input type="checkbox"/> Allen Raymond, R-670	46 <input type="checkbox"/> John Smith, S-4615
11 <input type="checkbox"/> Jack Bluilt, B-15	<b>BALTIMORE JOINT PATROLMAN Vote for Two</b>	<b>DETROIT AGENT Vote for One</b>
12 <input type="checkbox"/> Jack Caffey, C-1010	29 <input type="checkbox"/> James McGee, M-5945	47 <input type="checkbox"/> Jack Allen, A-674
13 <input type="checkbox"/> John Fay, F-363	30 <input type="checkbox"/> Robert Pomerlane, P-437	<b>DETROIT JOINT PATROLMAN Vote for One</b>
14 <input type="checkbox"/> Steve Troy, T-485	<b>MOBILE AGENT Vote for One</b>	48 <input type="checkbox"/> Byron F. Kelley, K-12039
	31 <input type="checkbox"/> Thomas L. Glidewell, G-45	49 <input type="checkbox"/> Dennis Wyllie, W-1141
	<b>MOBILE JOINT PATROLMAN Vote for Two</b>	<b>ST. LOUIS AGENT Vote for One</b>
	32 <input type="checkbox"/> Edward "Red" Morris, R-558	50 <input type="checkbox"/> William Dagon, D-5614
	33 <input type="checkbox"/> George Vukmir, V-269	<b>ST. LOUIS JOINT PATROLMAN Vote for One</b>
		51 <input type="checkbox"/> M. Joseph Sigler, S-2101

### PROPOSITION #1

Are you in favor of amending Article V, Section 1 and its subsections (a) and (b) of the Constitution of the Seafarers International Union of North America-Atlantic, Gulf, Lakes and Inland Waters District, AFL-CIO, in accordance with the resolution mailed to you, to read as follows:

"Article V. Dues and Initiation Fee

Section 1. All members' dues shall consist of:

(a) dues annually in the sum of \$300.00 which shall be paid in equal amounts on a calendar year basis, no later than the first business day of each calendar quarter, and;

(b) a sum equal to five percent (5%) of the gross amount received for vacation benefits for days worked for contracted employers. Dues payable under this subsection (b) shall be payable on the days that the member receives payment for the earned vacation benefits and shall become effective as to members in the manner designated and determined by a majority vote of the membership by secret ballot. When so determined by the membership, members in the employ of the Union, its subdivisions and its affiliated organizations, or in any employment at the Union's direction as provided for in Article XII, Section 1(a) and (c), shall pay in addition to that provided for in paragraph (a) immediately above the sum of \$75.00 quarterly on a calendar year basis, no later than the first business day of each quarter while so employed."

YES

☐

PLACE "X" IN BOX OF YOUR CHOICE

NO

☐

### PROPOSITION #2

Are you in favor of amending the Constitution of the Seafarers International Union of North America-Atlantic, Gulf, Lakes and Inland Waters District, AFL-CIO, in accordance with proposed amendments outlined in the resolution mailed to you which included the establishment of the office of Vice President Government Services; revisions of the title, powers and duties and office of Secretary-Treasurer; change of the time for the holding of monthly meetings at Constitutional ports; increasing discipline for members found to have engaged in certain conduct relating to Union sanctioned picket lines and failure to perform strike duty; creating the new Constitutional port of Piney Point, Maryland; as well as making multiple housekeeping Constitutional changes?

YES

☐

PLACE "X" IN BOX OF YOUR CHOICE

NO

☐



# Complete Text of Ballot Propositions

WHEREAS, this past spring a Crew's Conference comprising 69 rank and file delegates, elected by the membership at all Ports where the Seafarers International Union of North America-Atlantic, Gulf, Lakes and Inland Waters District maintains places of business and representing the Deck, Engine and Stewards Department, met in session for two weeks at Piney Point, Maryland, and WHEREAS, among their discussions and deliberations was the subject of revisions of our Constitution and the need for increased revenues, and WHEREAS, as noted by the Crew's Conference Report, reported in the Union's newspaper, the Seafarers Log April 1984 issue, such recommended changes included the establishment of the office of Vice President Government Services; revisions of the title, powers and duties and office of Secretary-Treasurer; change of the time for the holding of monthly meetings at Constitutional ports; increasing discipline for members found to have engaged in certain conduct relating to Union sanctioned picket lines and the failure to perform strike duty; creating the new Constitutional port of Piney Point, Maryland; increase the amounts of membership dues as well as making multiple housekeeping Constitutional changes; and WHEREAS, the Union's Executive Board unanimously concurs in such recommendations, NOW, THEREFORE, IT IS RESOLVED:

THE FOLLOWING CONSTITUTIONALLY ADOPTED PROPOSITIONS, TO BE VOTED UPON, IF ADOPTED, WOULD AMEND THE CONSTITUTION AS FOLLOWS:

## PROPOSITION #1

Article V, Section 1 and its subsections (a) and (b) shall be amended to read as follows:

"Article V. Dues and Initiation Fee

Section 1. All members' dues shall consist of:

- (a) dues annually in the sum of \$300.00 which shall be paid in equal amounts on a calendar year basis, no later than the first business day of each calendar quarter, and;
- (b) a sum equal to five percent (5%) of the gross amount received for vacation benefits for days worked for contracted employers. Dues payable under this subsection (b) shall be payable on the days that the member receives payment for the earned vacation benefits and shall become effective as to members in the manner designated and determined by a majority vote of the membership by secret ballot. When so determined by the membership, members in the employ of the Union, its subdivisions and its affiliated organizations, or in any employment at the Union's direction as provided for in Article XII, Section 1(a) and (c), shall pay in addition to that provided for in paragraph (a) immediately above the sum of \$75.00 quarterly on a calendar year basis, no later than the first business day of each quarter while so employed."

## PROPOSITION #2

Amend Article VII, Section 2 to read as follows:

"Section 2. The Headquarters of the Union shall be located in New York or at such place as the Executive Board may determine from time to time. The Headquarters officers shall consist of a President, an Executive Vice-President, one Vice-President in Charge of Contracts and Contract Enforcement, a Secretary, one Vice-President in Charge of the Gulf Coast, one Vice-President in Charge of the West Coast, one Vice-President Government Services, and one Vice-President in Charge of Lakes and Inland Waters."

Amend Article VIII, Section 1 to read as follows:

"Section 1. The officers of the Union shall be elected as otherwise provided in this Constitution. These officers shall be the President, an Executive Vice President, one Vice-President in Charge of Contracts and Contract Enforcement, a Secretary, one Vice-President in Charge of the Atlantic Coast, one Vice-President in Charge of the Gulf Coast, one Vice-President in Charge of the West Coast, one Vice-President Government Services, and one Vice-President in Charge of the Lakes and Inland Waters."

Amend Article X, Sections 9 through 14 by renumbering the same as Sections 10 through 15 consecutively.

Amend Article X by adding as a new Section 9, the following:

"Section 9. Vice-President Government Services.

The Vice-President Government Services shall be a member of the Executive Board and shall be entitled to cast one vote in that body. He shall supervise and be responsible for the activities of the Union in the representation of civilian seamen employed by the federal government including but not limited to the negotiation of the collective bargaining agreements, processing grievances and the administration of collective bargaining agreements and shall direct the activities of the Union personnel assigned to him by the President and carry out such other functions as the President may assign to him from time to time."

Article X, Section 12 Executive Board

Amend the first paragraph of this Section to read as follows:

"Section 12. Executive Board.

The Executive Board shall consist of the President, the Executive Vice-President, the Vice-President in Charge of Contracts and Contract Enforcement, the Secretary, the Vice-President in Charge of the Atlantic Coast Area, the Vice-President in Charge of the Gulf Coast Area, the Vice-President in Charge of the West Coast Area, the Vice-President in Charge of the Lakes and Inland Waters, the Vice-President Government Services, and the National Director (or chief executive officer) of each subordinate body or division created or chartered by the Union whenever such subordinate body or division has attained a membership of 3,200 members and has maintained that membership for not less than three (3) months. Such National Director (or chief executive officer) shall be a member of the respective subordinate body or division and must be qualified to hold office under the terms of the Constitution of such division or subordinate body."

Article X, Section 13(a) Delegates, amend to read as follows:

"Section 13. Delegates.

(a) The term "delegates" shall mean those members of the union and its subordinate bodies or divisions who are elected in accordance with the provision of this Constitution, to attend the convention of the Seafarers International Union of North America. The following officers and job holders, upon their election to office or job shall, during the term of their office or job, be delegates to all Conventions of the Seafarers International Union of North America in the following order of priority: President; Executive Vice-President; Vice-President in Charge of Contracts and Contract Enforcement; Secretary; Vice-President in Charge of the Atlantic Coast; Vice-President in Charge of the Gulf Coast; Vice-President in Charge of the West Coast; Vice-President in Charge of Lakes and Inland Waters; Vice-President Government Services; Headquarters Representatives; with priority to those most senior in full book Union membership; Port Agents, with priority to those most senior in full book Union membership; and Port Employees, with priority to those most senior in full book Union membership."

Article X, Section 13(a), first paragraph, the last sentence thereof, shall be amended to read as follows:

"The Ports of New York, Philadelphia, Baltimore, Mobile, New Orleans, Houston, Detroit, San Francisco, St. Louis and Piney Point, may not be closed except by Constitutional amendment."

Article XIII, Section 4(b), the first sentence thereof shall be amended to read as follows:

"(b) The Union Tallying Committee shall consist of 20 full book members. Two shall be selected from each of the 10 ports of New York, Philadelphia, Baltimore, Mobile, New Orleans, Houston, Detroit, San Francisco, St. Louis, and Piney Point."

Article X, Section 4, shall be amended by changing the title to "Secretary" and changing such Section 4 by adding the following immediately prior to the last sentence of the first paragraph of this Section.

"The Secretary with the approval of the President shall employ a person who by profession and/or employment shall qualify to perform the functions and duties of a Comptroller. Such person shall be responsible for the maintenance, safeguard and verification of the Union's financial affairs and records under the supervision and direction of the Secretary. The responsibility for such functions shall be that of the Secretary notwithstanding the delegation to such Comptroller."

The Constitution is amended so that:

Wherever the title or office of "Secretary-Treasurer" appears in the Constitution, such title or office shall be changed to "Secretary."

Article XVI, Sections 4 through 7 should be renumbered consecutively 5, 6, 7, and 8.

A new Section 4 should be added to provide as follows:

"Upon proof of the commission of any of the following offenses, members shall be penalized up to and including suspension from the rights and privileges of membership for one year or a fine of \$300.00 or both:

(a) crossing a picket line sanctioned by the Union.

(b) failure to perform picket duty in strikes."

Old Section 5 renumbered as Section 6, shall be amended to read as follows:

"Section 6. Any member who has committed an offense penalized by no more than a fine of \$300.00 may elect to waive his rights under this Constitution subject to the provision of Article XV, Section 19 and to pay the maximum fine of \$300.00 to the duly authorized representative of the Union."

Article XXIII, Section 1, first paragraph, shall be amended to read as follows:

"Section 1. Regular membership meetings shall be held monthly only in the following Constitutional ports at the following times:"

Article XXIII, Section 1, second and fourth paragraphs respectively, shall be amended to read as follows:

"During the week following the first Sunday of every month a meeting shall be held on Monday—at Piney Point; on Tuesday—at New York; on Wednesday—at Philadelphia; on Thursday—at Baltimore; and on Friday—at Detroit. During the next week, meetings shall be held on Monday—at Houston; on Tuesday—at New Orleans; on Wednesday—at Mobile; on Thursday—at San Francisco and on Friday—at St. Louis. All regular membership meetings shall commence at 10:30 A.M. local time. Where a meeting day falls on a Holiday officially designated as such by the authorities of the state or municipality in which a port is located, the port meeting shall take place on the following business day. Saturday and Sunday shall not be deemed business days.

In the event a quorum is not present at 10:30 A.M. the chairman of the meeting at the pertinent port shall postpone the opening of the meeting but in no event later than 11:00 A.M."

Constitutional Housekeeping Changes

Article III, Section 3(b), shall be amended to read as follows:

"(b) While a member is an in-patient in an accredited hospital."

Article XIII, Section 3(e), first sentence thereof shall be amended to read as follows:

"(e) Full book members may request and vote an absentee ballot under the following circumstances; while such member is employed on a Union contracted vessel and which vessel's schedule does not provide for it to be at a port in which a ballot can be secured during the time and period provided for in Section 3(a) of this Article or is in an accredited hospital anytime during the first ten (10) days of the month of November of the Election Year."

Article X, Section 1(a), last paragraph shall read as follows:

"The report shall be subject to approval or modification by a majority vote of the membership."

Article X, Section 10(e) to read as follows:

"The Port Agent may assign each port Port Employee to such duties as fall within the jurisdiction of the port."

Article X, Section 14(c)(5) to read as follows:

"The Quarterly Financial Committee shall consist of seven (7) full book members in good standing to be elected at Headquarters. No Officer, Headquarters Representative, Port Agent or Port Employee shall be eligible for election to this Committee. Committee members shall be elected at the regular Headquarters meetings designated by the Secretary. In the event such regular meetings cannot be held for lack of a quorum, Headquarters Port Agent shall call a special meeting as early as possible for the election of Committee members to serve on the Quarterly Financial Committee. On the day following these elections and continuing until the Committee has completed its report, each Committee member shall be paid for hours worked at the existing AB Seaman standby rate of pay, but in no event shall they be paid less than eight (8) hours per day. They shall be furnished room and board during the period they are performing their duties."

Article VII, Section 4, which reads as follows, shall be deleted:

"Section 4. Where applicable, every member of the Union shall be registered in one of three departments; namely, deck, engine, and stewards department. The definition of these departments shall be in accordance with custom and usage. This definition may be modified by a majority vote of the membership. No member may transfer from one department to another except by approval as evidenced by a majority vote of the membership."

Wherever the word "Patrolman" appears in the Constitution, it shall be changed to read "Port Employee."

Article XXIV, Section 8 shall be amended to read as follows:

"Section 8. The terms "This Constitution" and "this amended Constitution" shall be deemed to have the same meaning and shall refer to the Constitution as amended which takes the place of the one adopted by the Union in 1939, as amended up through January, 1985."

These amendments, if approved, shall become effective upon the date of certification of the Union Tallying Committee.

## Senator Bill Bradley

**SENATOR** Bill Bradley (D-N.J.) was elected to the United States Senate in 1978. Although the Senate's youngest member at his swearing in ceremony, Senator Bradley is well-respected by his colleagues. He is known as a hard-working senator who is always looking for better solutions to address old problems.

Bradley has prestigious Senate committee assignments: Energy and Natural Resources Committee; Finance Committee; and Special Committee on Aging. In addition, the senator sits on several task forces including the Democratic Economic Advisory Group.

Senator Bradley recognizes the importance of America's maritime industry for continued life and liberty as America knows it. In the Senate, Bradley has championed the continued and maximum fill rate of the Strategic Petroleum Reserve, with particular emphasis to decrease U.S. dependence on insecure foreign oil.

Late last year, Bradley sponsored an amendment to the Interior Appropriations bill for Fiscal Year 1984, providing "sufficient funding to maintain the fill rate of the SPR at 220,000 barrels per day." The president sought a fill rate of 145,000 barrels per day, several thousands of barrels less than the original fill rate of 300,000 barrels per day mandated in the Energy Emergency Preparedness Act in 1982.

Responding to the debate on his amendment during Senate floor proceedings, Bradley explained to his colleagues, "What is going on here? Any senator interested in national security of this country should be aware of what he is voting for in this supplemental appropriations bill and what he is not voting for."

"The SPR is essential for our national security. It is also the only component of our energy security policy. Our national security policy must consider the effect of our military capabilities if world oil supplies are disrupted. Our military depends on



Sen. Bill Bradley

oil to power ships, planes and tanks. Our industrial support base is heavily dependent on oil to provide a logistical backup required to mount an effective military operation."

"The fact that a significant portion of the world's oil supplies is produced and must be transported from unstable parts of the world means that the Defense Department must take at least two special precautions."

"First, the Defense Department must maintain a stockpile of petroleum products and must rely on the SPR for crude oil. Second, the Defense Department must take extra precautions to keep maritime supply lanes open. This administration professes to take the second mission very seriously. Indeed, part of the justification of current military involvement in Central America is based on the importance of Caribbean sea-lanes especially regarding oil supplies."

"The existence of a large oil stockpile would lessen the danger of the grave economic damage that would result from the interruption of oil deliveries from overseas. The Strategic Petroleum Reserve, our first and only line of defense against another oil emergency, is our nation's most important energy program."

*"An island is 'anything detached or isolated'—and there are very few countries which are not detached by sea from their sources of raw materials or their markets. The one major state which has least call to be described as an island is that with the most effective Maritime Policy, the U.S.S.R."*

Captain John E. Moore, Royal Navy (Ret.), Author of the Foreword of JANE'S FIGHTING SHIPS (1984-85 edition)

## Congressman William Carney

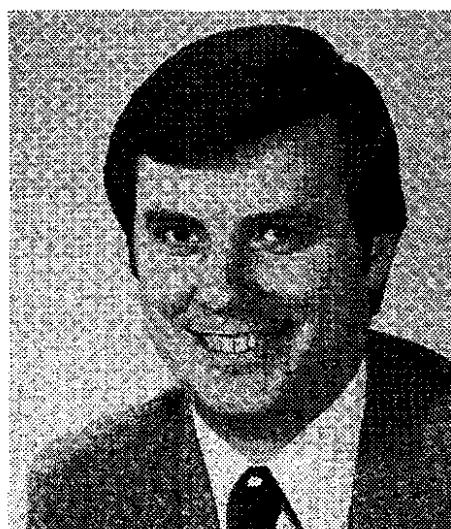
**A** NATIVE of Brooklyn, N.Y., Congressman William Carney (R-N.Y.) is serving his third term in the U.S. House of Representatives, representing New York's First Congressional District—the eastern half of Long Island.

Carney's support of America's maritime industry is unwavering. His position on the House Merchant Marine and Fisheries Committee affords him many opportunities to initiate and endorse measures for rebuilding our fleet. With his expertise in parliamentary procedure, Carney has successfully shepherded maritime initiatives through the intricate legislative maze of Congress.

Carney has the distinction of serving on the Congressional Board of Visitors for the United States Merchant Marine Academy at Kings Point, which Carney says "is one of the duties which I truly enjoy as a representative." In a constituent report, the congressman wrote, "The motto of the U.S. Merchant Marine Academy is 'Acta Non Verba'—'Deeds Not Words.' It is an entirely appropriate slogan for those who serve in our nation's maritime professions."

Writing a weekly column for publication in all the newspapers in his New York District, Carney chose "Rebuilding Our Merchant Marine Fleet" as the subject of his July 29, 1984 column. Through his eloquent and factual analysis, Carney succinctly explained to his constituents and the media the importance of America's maritime heritage and why this industry's decline is such a dramatic threat to America's security.

"It is no coincidence that America's growth as a global power and a dominant force in the Free World's economy par-



Rep. William Carney

alleled the rise of our merchant marine fleet. All of our industrial might, and our ability to compete in the world's marketplaces, might never have developed if the United States had not also generated ways to transport our goods overseas. Through times of war and peace, the U.S. has relied heavily on its merchant ships. But somehow, the fleet has been forgotten.

"Fortunately, many in Washington are beginning to realize how badly our merchant marine industry has deteriorated, and how important it is to turn the tide to rebuild it. As a member of the House Merchant Marine and Fisheries Committee, I have supported several pieces of legislation to reverse the shipping industry's decline."

"This past spring, the House passed the Shipping Act of 1984, a bill to relax restrictions on U.S. ocean liner companies engaged in international commerce. The Merchant Marine Committee is also considering the Competitive Shipping and Shipbuilding Act. I support this measure because it will increase the amount of cargo carried by American-built and operated vessels. In addition, Congress is currently reviewing the National Defense Shipyard Protection Act, which provides incentives for the construction of new ships. These bills are important, but they are just a first step. Rapidly developing technology, stiffening competition and the swiftly changing currents of international trade require our nation to develop a modern maritime strategy. Hundreds of thousands of jobs and the continued strength of our economy will be determined by the course we choose."



# The SIU in Washington

Seafarers International Union of North America, AFL-CIO

October 1984

Legislative, Administrative and Regulatory Happenings

## WASHINGTON REPORT

Washington is a city in motion.

The legislative session is winding down; the election is heating up; and voters, reporters and lobbyists are having a hard time keeping up with all the developments.

By far the most talked about event was the televised debate between Walter Mondale and President Reagan, which was held in Louisville, Ky. It was seen by an estimated 100 million Americans.

Mondale, who had been trailing Reagan by as much as 20 points in some polls, was the clear-cut victor. In one fell swoop, he was able to put his campaign back on the right track.

While President Reagan got bogged down in a sea of statistics, none of which he looked very comfortable citing, Mondale was able to state his case to the American people in clear, precise terms.

For the first time in this campaign, Mondale was able to speak directly to the American people. He was able to underscore his major themes: the deficits, which are now approaching \$200 billion; the inequities in the tax system; the inability of the Reagan administration to come up with a coherent policy on trade and economic development; arms control; the separation of church and state; and most important, leadership.

## LEGISLATIVE REPORT

The greatest show on earth is not the Barnum and Bailey circus, it is Congress trying to pass an authorizations bill during an election year.

For two weeks now, the Senate has been unable to come up with a budget resolution. It had to pass a temporary measure to keep the government from closing down.

Unfortunately, the temporary measure came just a little bit too late: many government workers had to go home for a day-and-a-half without pay because there was no money to pay them. In addition, the temporary measure is set to run out today, even though Congress is nowhere near done.

The atmosphere on the Hill is not unlike that of the *Titanic*, or Saigon right before the fall. The leadership just wants to get these authorizations bills passed. Most senators want to go home and campaign for re-election. But a lot is at stake. Lobbyists and individual senators see this as their last chance to protect the interests of their constituents, so they are trying to tack on amendments to many of these authorizations bills.

The lobbyists for the SIU are up on the Hill elbow-to-elbow with everyone else trying to protect the interests of our membership. They are putting in 24-hour days trying to make sure that certain bills get passed, bills which affect the jobs and job security of Seafarers and their families.

A full report on the wrap-up of the legislative session will be included in next month's LOG.

## REAGANOMICS

Howard Baker called it a riverboat gamble. George Bush was less charitable: he dubbed it "Voo-doo economics."

Whatever it is, the American people seem to like it. President Reagan receives his highest ratings from the public in his handling of the economy.

Ironically, however, it is in this area that his record is most vulnerable.

While it is true that the inflation and unemployment rates are both down, the long-term prospects for the economy are not very good. The country is faced with \$200 billion deficits; a chronic and growing trade imbalance; and *real* interest rates that are at their highest levels ever.

The maritime industry, which has always been something of a bellwether for the economy, was one of the first industries to feel the wear and tear of Reaganomics.

Others are sure to follow. It is no accident that Atari, the epitome of the high-tech service companies that Reaganites like to point to as being the kind that will provide jobs for American workers in the future, moved one of its largest plants to Taiwan.

For seamen, Reaganomics is a bitter pill to swallow. The maritime industry has reached a post-war low. There are fewer than 450 active vessels in the American-flag merchant marine. Recent figures by the Commerce Department show that less than 4 percent of all ocean-borne cargo is presently being carried on American-flag vessels.

Like many other American industries, the maritime industry is at a severe disadvantage vis-à-vis its foreign competitors. It is heavily regulated. Foreign companies do not have to pay the same kind of taxes that American maritime companies have to pay, nor do they have to meet the same kind of health and safety standards.

In addition, foreign companies heavily subsidize their merchant fleets and try to carve out protected markets.

Most governments subscribe to the United Nations Code on Trade and Economic Development, which sets aside 80 percent of all cargo for the two nations involved in a trade (split two ways—40-40). The United States is one of the few nations that has refused to ratify the document, on the grounds that it violates the concept of "free trade."

Complicating everything is the high exchange rate for the dollar, which automatically makes American labor and American exports 25 percent higher than their foreign competitors.

## NATIONAL LABOR RELATIONS ACT

Few issues are more important to seamen than the appointments that are now being made to the National Labor Relations Board.

The Board, which for many years was an impartial tribunal where both labor and management could go for a fair hearing, now has an avowed anti-union majority.

Recently, the West Coast Region of the Board decided against the Masters, Mates and Pilots in what is known as the *Foss* case. The Board decided to arbitrarily expand the definition of "supervisory personnel."

The decision applies to only one region. Yet it is an indication of where the NLRB is heading. Maritime unions, and all of organized labor, will now have to work twice as hard just to keep what they have got.

## ISSUES PENDING

As of this writing, the following issues and bills were still unresolved:

**Delta Buy-Out**—The SIU is supporting language contained in the War Risk Insurance bill that would allow Delta, a subsidiary of Crowley, to buy out its existing operating differential subsidy contracts with the federal government. While the SIU generally opposes this approach, it felt that the Delta case was special. "In the absence of a comprehensive maritime program to revitalize our fleet," said SIU President Frank Drozak in a letter to all 100 senators, "it is necessary for Congress and the administration to support Delta's business judgment on how best to stay alive."

**Cunard**—Language that would redocument two Cunard passenger vessels under the American registry was not included in the Department of Defense Authorizations bill. The SIU, which believes very strongly that the redocumentation of those two vessels is in the best interests of the country and the maritime industry, is seeking to attach this issue to some other authorizations bill.

**Alaskan Oil**—The House and the Senate still have not reached a compromise on the Export Administration Act. Both versions of the bill prohibit the export of Alaskan oil, an important issue for American seamen. Exporting Alaskan oil would jeopardize American national security interests as well as the existence of more than 40 tankers and 1,000 sea-going jobs.

**Port Development**—The Senate still had not passed S.1739, the Port Development bill. While the SIU generally supports the concept of port development, it had several problems with this bill that still needed to be worked out.

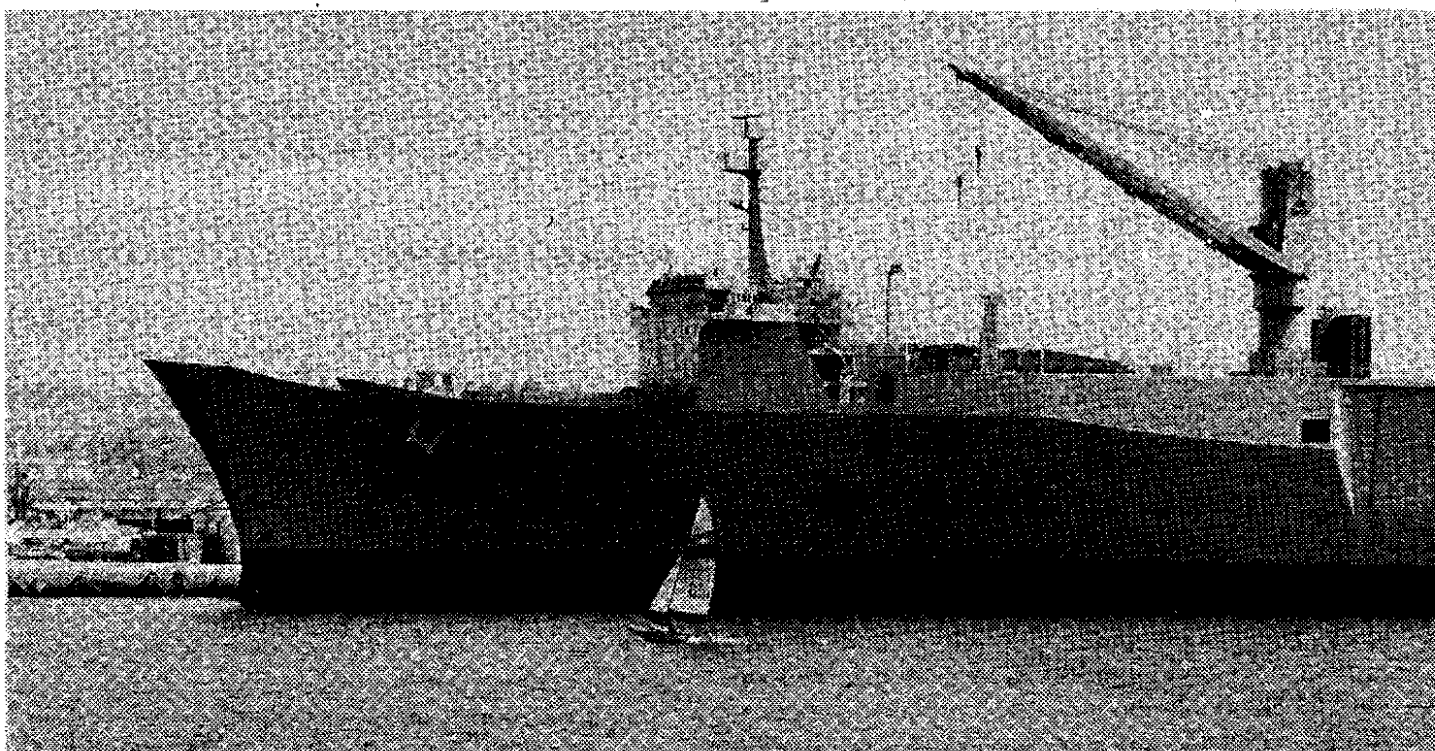
# USNS Bellatrix Crews Up in San Diego

**S**EA-LAND, an SIU-contracted company, was awarded a three-year contract with the Military Sealift Command to operate four of the TAKR Fast Sealift Ships under a new military program.

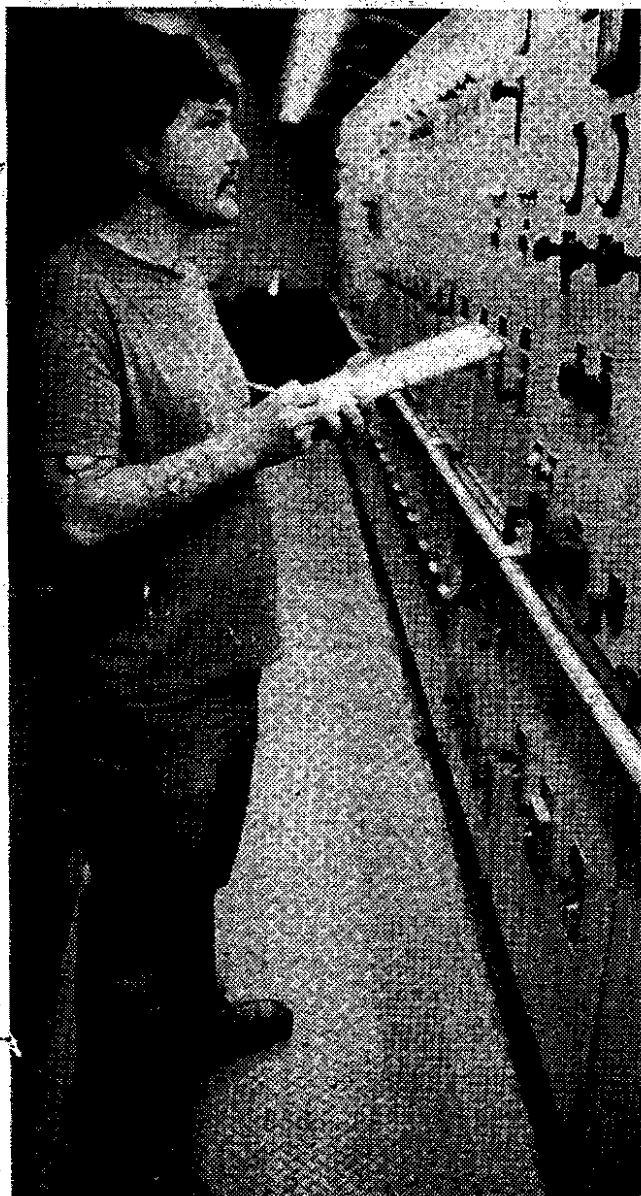
The four ships—the *Algol*, *Antares*, *Capella* and *Bellatrix*—are all former SL-7s which have been extensively re-fitted in American yards to meet the military requirements of the TAKR program. Each of the ships is equipped with 30- and 50-ton heavy-lift cranes, side-loading ramps and forklifts, all of which will be operated by the 26-man unlicensed crew.

Course instruction in cargo handling and crane operation for members serving aboard ships in the TAKR program is being given at the Seafarers Harry Lundeberg School of Seamanship in Piney Point, Md.

The photos on these two pages were taken last month in San Diego when the *Bellatrix* was crewed up. Members were able to spend a few days learning the workings of the vessel before going out for sea trials in the Pacific.



The USNS *Bellatrix* was crewed up in San Diego last month. Note the pair of heavy-lift cranes, part of the extensive refitting of the former SL-7, which were added in order to meet the military requirements of the TAKR program.



Ronnie Bond, OMU, checks some of the gauges.

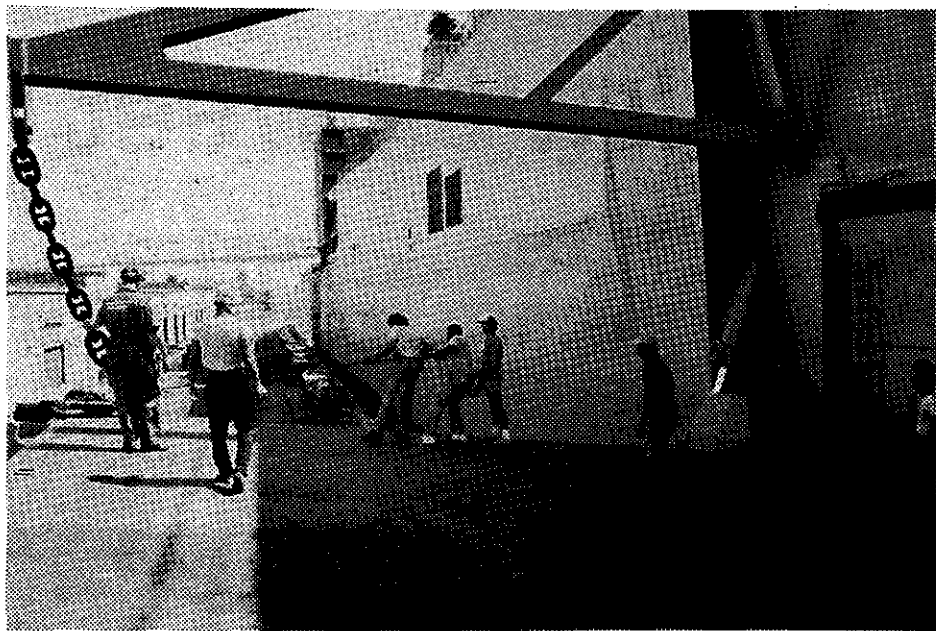


Bosun Duet talks with his deck department members on the cargo ramp.

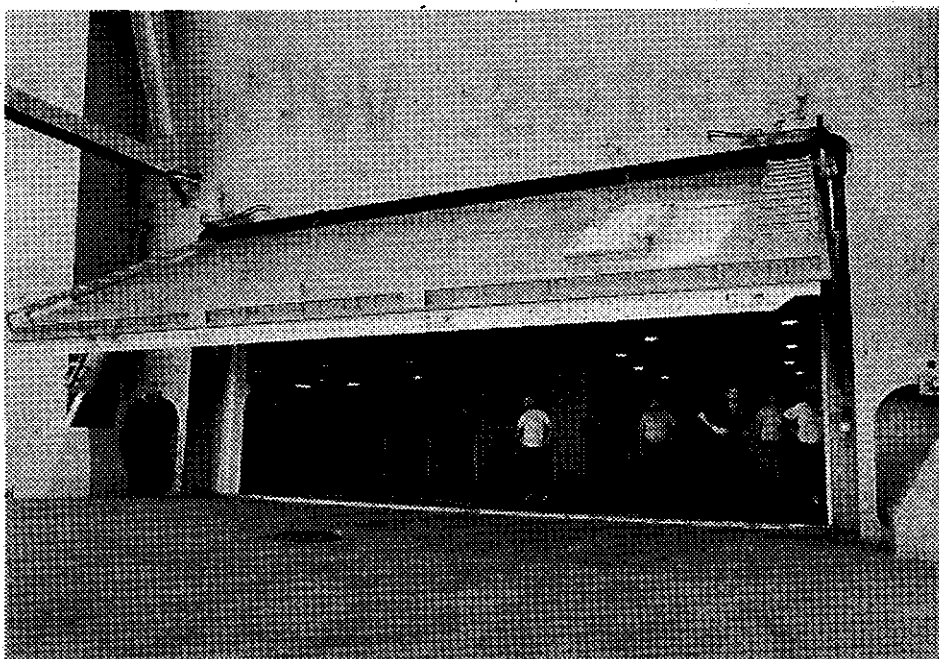


The ship's committee aboard the *Bellatrix* gets a chance to meet with Wilmington SIU Rep. Marshall Novack. Ship's committee members are, from the left: "Duke" Duet, bosun; Joe Barry, electrician; Lillie Houston, OMU; Joe Miller, chief cook; Milton Phelps, steward, and William (Flattop) Koflowitch, QMED.





The deck department works at securing the main cargo runway.



Here's the main cargo door as it opens.

## USNS Bellatrix



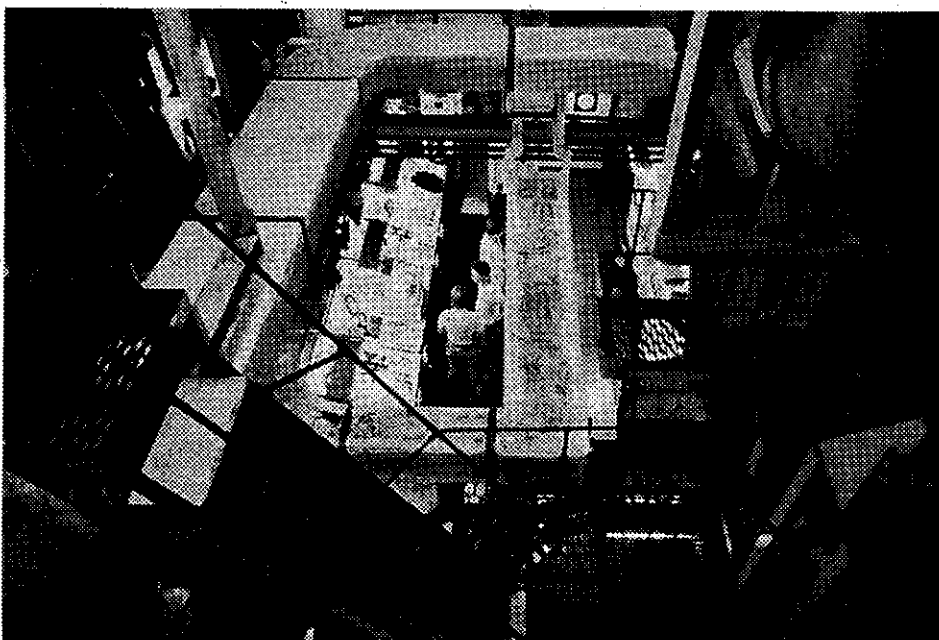
Bosun Duet operates the main cargo door from a portable control panel.



Joe Barry, electrician, checks out some of the instrumentation in the engine room.



"Duke" Duet (right), bosun aboard the *Bellatrix*, chats with Capt. George Perkins (left) and former SIU member, Willie Furr, who is now chief mate.



Here's a view of the engine room from above.

# Diabetes: When Sugar Isn't Sweet

**N**EARLY 600,000 new cases of diabetes are diagnosed each year in the United States. This represents one newly-diagnosed diabetic person per minute. About 11 million Americans, one in every 20, is a diabetic, and the incidence of the dread disease is rising each year.

## What is diabetes?

Diabetes is a lifelong disease that affects the way a person's body digests and uses the food he or she eats. In the normal digestive process, sugars, starches and other foods are changed to a form of sugar called glucose. The bloodstream carries this glucose to the cells of the body where, with the help of insulin (a hormone produced in the pancreas), it is changed into quick energy for immediate use or is stored for future needs. In diabetics, however, this normal process is interrupted.

Diabetes develops when the body does not produce enough insulin, or the insulin produced cannot be used effectively. In diabetes, glucose cannot enter the cells to be used up. It accumulates in the blood until some of the surplus is eliminated by the kidneys.

## Types of diabetes

There are two major types of diabetes: Type I, or insulin-dependent, and Type II, or non-insulin dependent. Type I, formerly called juvenile diabetes, develops in about 15 percent of the cases, most often in children and young adults. It comes on quickly and dramatically due to a severe lack of insulin. People with Type I diabetes must give themselves insulin injections every day of their lives.

Type II, formerly called maturity-onset diabetes, is far more common and develops in about 85 percent of the cases, usually occurring in adults over 40 years of age.

This is the type the SIU clinics detect most often in Seafarers. In this type of diabetes, some insulin is produced by the pancreas, but the body's cells resist the insulin's action and the insulin cannot be used effectively.

### Can You Answer "Yes" to Any of These Questions?

- ☐ Are you overweight?
- ☐ Have you noticed a change (blurring) in vision?
- ☐ Do you have diabetic relatives?
- ☐ Do you get tired easily?
- ☐ Do sores heal slowly?
- ☐ Have you noticed you are very thirsty?
- ☐ Do you urinate often, even getting up at night?

If you are more than 40 years old and answered "yes" to any of the above, see a doctor and get tested for diabetes. Remember, you don't have to have symptoms to have diabetes.

Because onset of Type II diabetes is gradual, the disease often goes undetected for years. But being overweight should give you a warning to go for a physical examination, for Type II diabetes has been linked to obesity and inactivity.

Obesity is, in fact, the main cause of diabetes. Eighty percent of all diabetic patients are overweight at the time of diagnosis, and moderately obese people are five times more likely than slender people to get the disease.

According to the American Diabetes Association, many cases could be prevented if individuals maintained desirable body weight and kept physically fit throughout life, because the chance of getting Type II diabetes doubles with every 20 percent of excess weight you add to your body.

Exactly how obesity causes diabetes is not yet completely known, but recent research has shown us many things. We know, for example, that in people who are very overweight, insulin is less effective and the insulin producers in the pancreas have to work two or three times as hard as in slender people. For a few years—maybe even a few decades—the bodies of obese people can manufacture the extra insulin they require.

But after 10 to 30 years, the cells grow tired from this extra work. Fat people still produce some insulin but not the high levels required by their bodies. And often the cells become completely exhausted, at which point insulin injections become necessary.

## Symptoms

Although anyone may develop diabetes, there are certain groups that are more susceptible. These groups should be specially alerted:

- 1) anyone with a diabetic parent
- 2) those who are overweight
- 3) those who are over 40 years old

Some people have no symptoms at all. In other people, the warning signals come on slowly and may seem too minor to be concerned about. Usually these symptoms include feeling tired, frequent urination, extreme thirst, itchy skin, blurred vision and sores that heal slowly.

Early diabetes will not be found unless specifically looked for, so the best way to find out if you have the disease is to go to the SIU clinic or to your personal physician for a thorough examination.

## Testing

There are several different tests for diabetes. Some basic tests involve urine or blood samples. These screening tests are able to spot people who are likely to develop diabetes, or who are in the early stages of the disease. People whose glucose levels seem high in these initial screening tests may be advised to have further diagnostic tests performed. In these tests, blood samples are analyzed by a laboratory. The physician then uses the results, along with such information as family history and symptoms, to make a diagnosis.

## Prevention

Doctors once believed that diabetes was seldom preventable and rarely curable. Obesity was thought to be only a cause of the disease that was basically hereditary. Recent observations, however, have shown these ideas to be false.

Many now believe that obesity is the most fundamental cause of the Type II diabetes. Recent studies show that the disease can be prevented by controlling how much is eaten and preventing obesity.

The risk of diabetes is closely related to how fat a person is and how long he or she has been fat.

If you are among the diabetics who are too fat, you need only eat less and exercise more. Easier said than done, of course, but it can be done.

The first step in losing weight is to understand clearly that losing weight is not just an issue of looking and feeling better. It is really a life or death issue. Diabetes, with its complications, is the third leading cause of death by disease in the United States.

It is also the leading cause of new blindness in adults aged 45 to 60. About 70 percent of this diabetes-related blindness occurs in people made diabetic by obesity. Diabetes can also lead to heart attacks and strokes, and it directly contributes to high blood pressure.

In addition, about half of the 40,000 amputations yearly for gangrene in this country involve people who are or were too fat. So obesity—and diabetes—can blind, maim and kill.

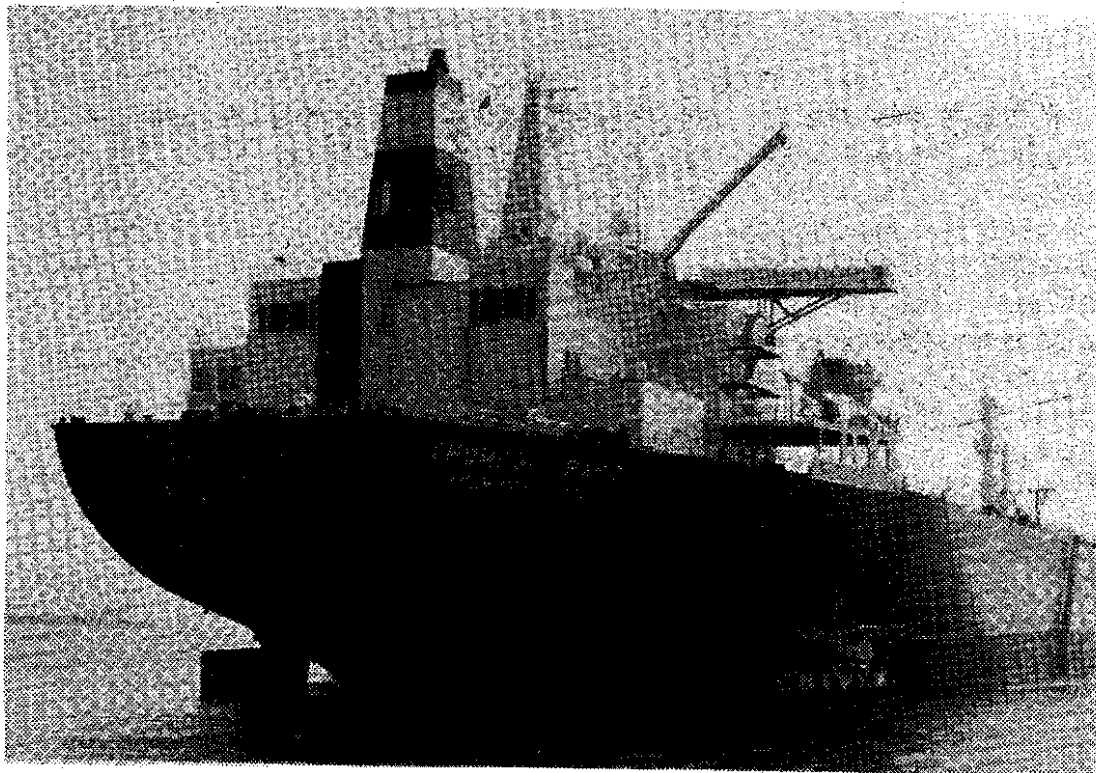
Although there is no known cure for diabetes, the condition can be controlled so that the routine of normal life may not be seriously altered.

The key to controlling diabetes can be found in diet, exercise and, when required, medication.

In fact, about 90 percent of obese diabetics who take tablets to help stabilize their glucose levels would need no medication if they could achieve normal body weight. Moreover, losing weight usually results in

(Continued on Page 29.)





The *Thompson Pass* (Interocean Management) stopped over in Los Angeles late last month.

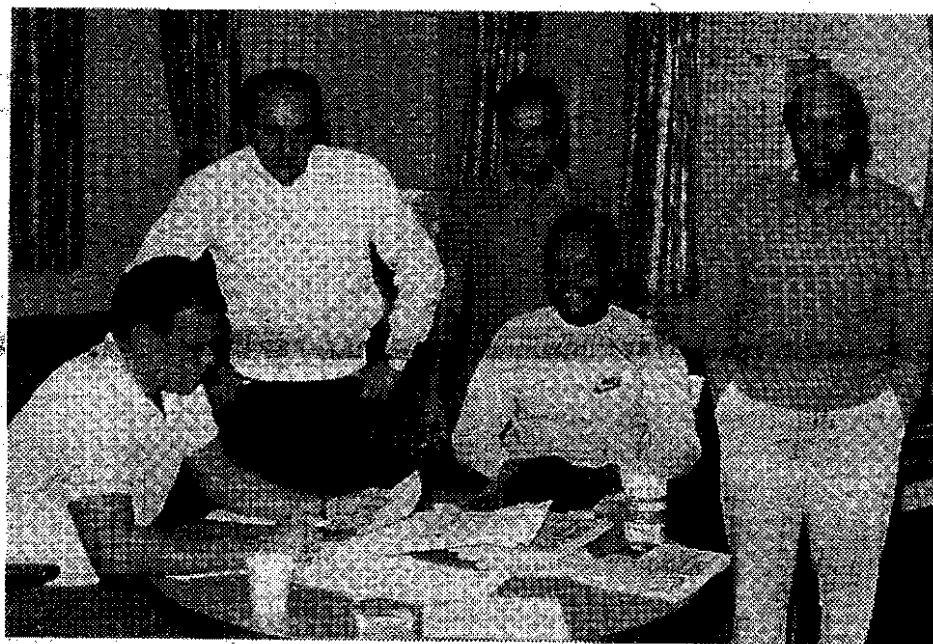


If they look tired, it's because it's 2 a.m., and ABs Gene Wilson and Mark Wooley are still at work aboard the *Star of Texas* (Titan Navigation).

## In and Around the Port of Los Angeles



SIU Rep Marshall Novack meets with the crewmembers aboard the *Star of Texas* (Titan Navigation) at a recent stopover in Los Angeles harbor. Pictured here are, from the left: John Blatchford, QMED/engine delegate; Novack; Inocencio M. Desaville, AB/deck delegate; Henry Mobley, assistant cook; Isaac Fletcher, steward, and Mark Wooley, AB.



The *Ogden Columbia* (Ogden Marine) also came through Los Angeles last month. Here, SIU Rep Marshall Novack, left, talks with crewmembers. They are, from the left: Phillip Tarantino, pumpman; Mohammad D'Halli, GSU; Chester Moss, steward; and Percival Wicks, chief cook.

### Health Talk

## Diabetes: When Sugar Isn't Sweet

(Continued from Page 28.)  
a dramatic reversal of diabetes and prevents many serious complications of the disease.

Exercise is a great help in trying to lose weight, for it uses up calories. Even if weight loss does not result, improved conditioning tends to reduce the load on your overworked pancreas, lowers your blood sugar

level—and improves the diabetic condition.

Insulin injections and tablets may help control diabetes, but they can't reverse or cure it. For the fat diabetic, diet and exercise usually offer far more.

• • •

The function of the SIU clinic is to protect the health of Seafarers and their families by detecting incipient illness or disease in the early stages of development when they may still be treated. Be sure to use this benefit—or see your own personal physician—and get your regular medical checkup. And while you're there—get tested for diabetes.



### World's Largest Floating Gas Station

## U.S. Ships Must Store U.S. Fuel

The world's largest floating gas station will be under a U.S. flag. Earlier this year the Department of Defense sought bids on the storage of some 1.6 million barrels of jet fuel in the Middle East, but said the contract for storing the fuel would be awarded to the lowest bidder regardless of flag.

Through the efforts of several senators and representatives when both houses of Congress passed a supplemental appropriations bill, it included a ban on using foreign-flag ships to store American military fuel.

The proponents of the U.S.-flag requirement said that the Military Cargo Act of 1904

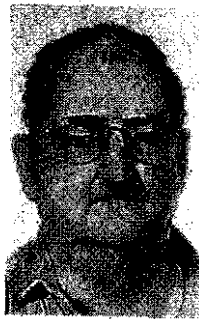
(which says U.S.-ships must move U.S. military cargo) not only applied to the transportation of American military goods, but also the storage of such supplies if it seemed likely the supplies would have to be moved.

In addition to citing the legal aspects of the issue, supporters said the fuel would be more secure on U.S.-flag, U.S.-crewed ships, and if needed in an emergency could be moved rapidly.

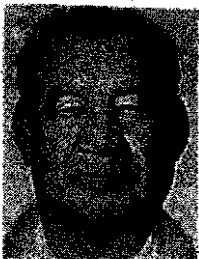
Five U.S. operators have bid on a five-year fuel storage contract, and the contract is expected to be awarded sometime this month.

## Pensioner's Corner

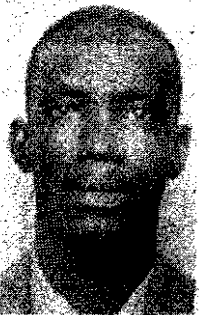
### Deep Sea



**James Ross Abrams, 59**, joined the SIU in the port of Baltimore in 1956 sailing as a chief cook and bartender. Brother Abrams is a veteran of the U.S. Navy during World War II. He was born in Camden, N.J. and is a resident of Lake, Miss.



**Arcadio Alvarado, 67**, joined the SIU in the port of New Orleans in 1968 sailing as a FOWT. Brother Alvarado was born in Honduras, Central America and is a resident of New Orleans.



**Jasper "Gus" Cornelius Anderson, 65**, joined the SIU in the port of New York in 1955 sailing as a chief steward. Brother Anderson was on the Puerto Rico Marine Shore-gang from 1978 to 1983. He hit the bricks in both the 1961 Greater N.Y. Harbor beef and the 1962 Robin Line strike. Seafarer Anderson was born in Panama and is a resident of South Ozone Park, Queens, N.Y.



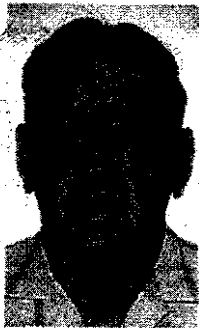
**Albert Ayler, 64**, joined the SIU in 1943 in the port of Philadelphia sailing as a chief steward. Brother Ayler was born in Alabama and is a resident of Whistler, Ala.



**Jack Brock, 64**, joined the SIU in the port of New York in 1957 sailing as a chief electrician, chief pumpman and deck engineer. Brother Brock attended a Piney Point Educational Conference. He is a veteran of the U.S. Air Force during World War II. Seafarer Brock is also a photographer. Born in Round Rock, Texas, he is a resident of New Orleans.



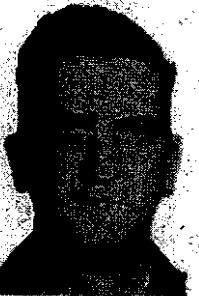
**Walter Gray Butterson Sr., 59**, joined the SIU in 1946 in the port of Norfolk sailing as a recertified bosun. Brother Butterson was graduated from the Union's Recertified Bosuns Program in 1973. He also sailed during the Vietnam War and attended a 1972 Piney Point Educational Conference. Seafarer Butterson was born in Virginia and is a resident of Portsmouth, Va.



**Richard Joseph Chiasson, 60**, joined the SIU in the port of New Orleans in 1955 sailing as a recertified bosun. Brother Chiasson was graduated from the Union's Recertified Bosuns Program in January 1975. He is a veteran of the U.S. Navy in World War II serving as an armed guard. Seafarer Chiasson is also a deep sea diver. A native of Lockport, La., he resides in Gretna, La.



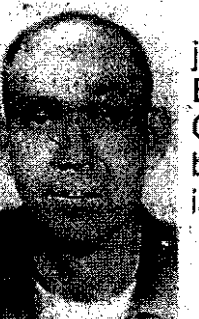
**Tadeusz "Tad" Chilinski Sr., 65**, joined the SIU in 1942 in the port of New York sailing as a recertified bosun. Brother Chilinski was graduated from the Union's Recertified Bosuns Program in September 1975. He was born in Proszren, Poland and is a naturalized U.S. citizen. Seafarer Chilinski is a resident of Ramona, Calif.



**John Herbert Edlund, 57**, joined the SIU in 1948 in the port of Mobile sailing as a FOWT. Brother Edlund was a former member of the NMU. He was born in Mobile and is a resident there.



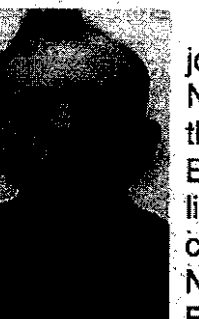
**William Francis Egan, 58**, joined the SIU in 1944 in the port of Mobile sailing as a chief electrician. Brother Egan was born in Mobile and is a resident there.



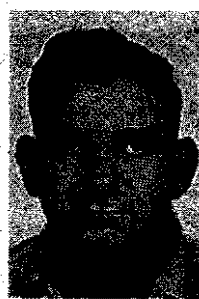
**John William Francis, 63**, joined the SIU in the port of Baltimore in 1957 sailing as a QMED. Brother Francis was born in Linn Creek, Mo. and is a resident of Baltimore.



**Paul Clifford Guillory, 65**, joined the SIU in the port of Houston in 1964 sailing as a FOWT. Brother Guillory is a wounded veteran of the U.S. Army in World War II serving in the Rhine Campaign in Germany. He was born in Mamou, La. and is a resident there.



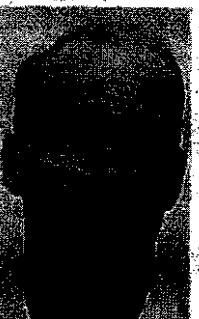
**John Anthony Larity, 69**, joined the SIU in the port of New York in 1962 sailing in the steward department. Brother Larity was on the picket line in the 1965 District Council 37 beef. He was born in New York and is a resident of Brooklyn, N.Y.



**Clarence Robert Lowman, 57**, joined the SIU in the port of Norfolk in 1968 sailing as a QMED. Brother Lowman is a veteran of the U.S. Navy in World War II. He was born in Virginia and is a resident of Portsmouth, Va.



**Basilio Rodriguez Maldonado, 65**, joined the SIU in the port of Baltimore in 1958 sailing as a recertified bosun. Brother Maldonado was graduated from the Union's Recertified Bosuns Program in December 1974. He was a former member of the Taxicab Union, Local 426, AFA. Seafarer Maldonado is a veteran of the U.S. Army in World War II. And he is also an amateur boxer. A native of Ponce, P.R., he is a resident of Rio Piedras, P.R.



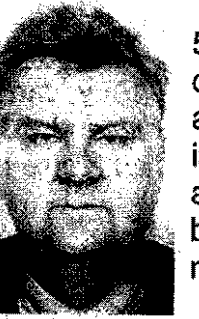
**Orville Roy Meffert, 66**, joined the SIU in the port of San Francisco in 1962 sailing as a recertified bosun. Brother Meffert was graduated from the Union's Recertified Bosuns Program in 1974. He was born in Louisville, Ky. and is a resident of St. Petersburg, Fla.



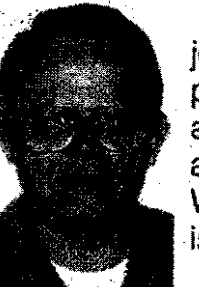
**Fred T. Miller, 66**, joined the SIU in 1941 in the port of Norfolk sailing as an AB. Brother Miller sailed for Sea-Land. He was born in Philadelphia and is a resident of Castle Rock, Wash.



**Joseph Nathan Mouton, 58**, joined the SIU in 1945 in the port of Galveston sailing as an oiler. Brother Mouton is a veteran of the U.S. Navy. He was born in Louisiana and is a resident of La Marque, Texas.



**Joseph John Nawrocki, 57**, joined the SIU in the port of Baltimore in 1959 sailing as a cook. Brother Nawrocki is a veteran of the U.S. Army after World War II. He was born in Pennsylvania and is a resident of Baltimore.



**Anthony Carl Parker, 58**, joined the SIU in 1946 in the port of Savannah, Ga. sailing as a FOWT. Brother Parker also sailed during the Vietnam War. He was born in Ohio and is a resident of Savannah.



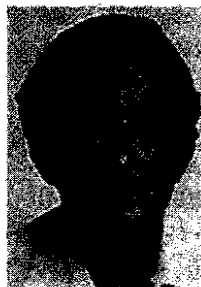


**Angel Pedrosa**, 62, joined the SIU in 1948 in the port of New Orleans sailing as a chief steward. Brother Pedrosa is a veteran of the U.S. Army in World War II. He was born in Puerto Rico and is a resident of Levittown, P.R.



**Sovandus Sessoms**, 65, joined the SIU in the port of Norfolk in 1963 sailing as a cook. Brother Sessoms was born in Suffolk, Va. and is a resident of Norfolk.

## Pensioner's Corner



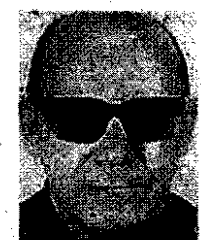
**Lester William Peppett**, 65, joined the SIU in 1942 in the port of Philadelphia sailing as a chief pumpman. Brother Peppett was born in Natick, Mass. and is a resident of Galveston, Texas.



**Richard James Sherman**, 65, joined the SIU in the port of Houston in 1965 sailing as a cook. Brother Sherman is a veteran of the U.S. Army in World War II. He was born in Luverne, Minn. and is a resident of Beaumont, Texas.



**Gilbert T. Wolfe**, 55, joined the SIU in the port of Baltimore in 1955 sailing as an AB for the Steamship Service Corp. from 1966 to 1984. Brother Wolfe began sailing in 1948. He was born in Baltimore and is a resident there.



**Odell Bennett Powell**, 59, joined the SIU in 1943 in the port of New York sailing as a bosun. Brother Powell was born in Blackstone, Va. and is a resident of Brodnax, Va.



**Konstantino N. Venizelos**, 65, joined the SIU in the port of New York in 1957 sailing as an AB quartermaster. Brother Venizelos is a veteran of the Greek Armed Forces. He was born in Greece and still resides there.



**Walter Wright**, 53, joined the SIU in the port of Philadelphia in 1965 sailing as an AB quartermaster. Brother Wright helped to organize the Atlantic Oil Co. in 1952. He took the LNG Course at the Seafarers Harry Lundeberg School of Seamanship in Piney Point, Md. in 1979. Seafarer Wright was born in Gloucester City, N.J. He's a resident of Bellmar, N.J.

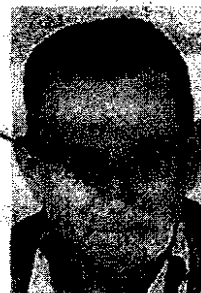


**Martin John Pyk**, 66, joined the SIU in 1948 in the port of New York sailing as a chief pumpman. Brother Pyk was born in Philadelphia and is a resident of Fort Lauderdale, Fla.

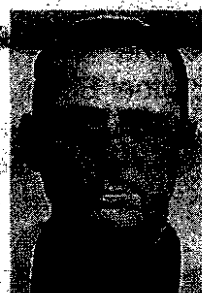


**Frank Walter West**, 74, joined the SIU in 1939 in the port of New Orleans. Brother West received a Union Personal Safety Award in 1961 for riding an accident-free ship, the SS *Del Valle* (Delta Line). He was born in Pennsylvania and is a resident of Jefferson, La.

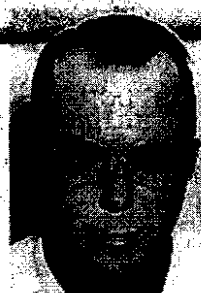
## Great Lakes



**Casimir Joseph Rinius**, 65, joined the SIU in 1944 in the port of Philadelphia sailing as a bosun. Brother Rinius is a veteran of the U.S. Army in World War II. He was born in Philadelphia and is a resident of Santa Rosa, Calif.



**Theodore "Ted" Louis Wiatrowski**, 66, joined the SIU in the port of New York in 1954 sailing as a FOWT. Brother Wiatrowski sailed in the Vietnam War. He is also a refrigerator repairman. Born in Brooklyn, N.Y., he is a resident there.



**Wilbert L. Pinney**, 61, joined the Union in the port of Duluth, Minn. in 1961. Brother Pinney is a resident of Two Harbors, Minn.

## At Sea/Ashore

### SIU's VP Turner, Others Aid 27 Marooned Taiwan Seamen

Leading a "seamen-to-seamen" rescue mission on Aug. 29 in the port of San Francisco were SIU Executive VP Ed Turner, the SUP, MFU, MEBA, MM&PU, APL, Matson Line and the Delancy St. Foundation. All were prepared to help feed 27 marooned, destitute Taiwanese crewmembers aboard the stranded collier, SS *Panamax Nova* (Way Wiser Navigation).

The 17-year-old bulk carrier had been laying dead in the water for more than a month, beyond the three-mile limit in Drake's Bay off Marin County's Pt. Reyes Peninsula, "awaiting instructions" and cash for food, fuel, supplies, pilot and dock fees from the company.

Hearing of their plight on Aug. 28, the Taiwanese Counsel Paul Mao delivered some provisions to the beleaguered seafarers while Brother Turner and MEBA District 1's Frank Lauritsen led the maritime group to raise funds to send 100 cases of fresh fruit and vegetables and food to Pier 9's donated (\$150 an hour) launch *Oakland Pilot* (Western Towing and Barge) for delivery to the *Panamax Nova* crew.

Later, VP Turner pointed out that the delivery was a "seamen-to-seamen movement and maritime industry-to-maritime industry movement."

On July 6, the bulk carrier loaded 50,000 tons of coal in Baton Rouge, La. for the Taiwan Electric Co. of Kaohsiung.

On Aug. 29, as helicoptered-in TV crews filmed the guano-encrusted

decks of the derelict, captained by Capt. Chen Liang Lin, the crew said they hadn't been ashore in six weeks except for two hours liberty in Panama. And they hadn't been paid in eight months! At the end they were eating sun-dried fish caught off the decks. Several required medical treatment.

### Supertankers Brooklyn, Maryland Seek OK for Alaska Run

The supertankers, the 225,000 dwt *Brooklyn* (Anndep SS Corp.) and the 265,000 dwt *Maryland* (Bay Tankers) are seeking the green light from MARAD to enter the Alaskan-Lower 48 trade for six months.

The *Brooklyn* would sail from Valdez, Alaska to Panama, while the *Maryland* would haul directly from Valdez around Cape Horn, South America to the U.S. Gulf or Caribbean.

### Matson Set to Launch New Barge Oct. 19

The new container barge, *Mauna Loa* (Matson Line), to run between Honolulu, Maui, Hawaii and Kauai Is., is scheduled to be launched and christened Oct. 19 in ceremonies at the McDermott Shipyard, New Iberia, La. It will begin service in 1985.

The 350-foot self-unloading vessel will have a capacity of 216 containers and 1,700 tons of bulk molasses.

### MARAD OKs APL Buy of 5 Barges

MARAD has approved APL's buying of five trailer-carrying barges and their lease to 1999 to TMT (Crowley Marine).

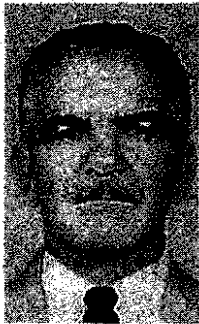
The barges are the *Jacksonville*, *Miami*, *San Juan*, *Fortaleza* and *Ponce*.



## Deep Sea



Pensioner **Jessie R. Bolling**, died on Sept. 12. Brother Bolling retired in 1978. He joined the SIU in the port of Mobile. Seafarer Bolling was a resident of Theodore, Ala. Surviving is his widow, Alice.



Pensioner **Luis Carbone**, 71, passed away on Sept. 3. Brother Carbone joined the SIU in 1947 in the port of San Juan, P.R. sailing as a bosun. He was born in Ponce, P.R. and was a resident of Rio Piedras, P.R. Surviving are his widow, Emma and a daughter, Emma.



Pensioner **William Francis Coggins**, 76, died in the Spartanburg, S.C. General Hospital on Aug. 29. Brother Coggins joined the SIU in 1939 in the port of Mobile sailing as a bosun. He was a veteran of the U.S. Navy after World War I. A native of South Carolina, Coggins was a resident of Spartanburg. Interment was in the Greenlawn Memorial Gardens Cemetery, Spartanburg. Surviving is his widow, Myrtle.



Pensioner **Robert Eugene Croto**, 56, died on Aug. 21. Brother Croto joined the SIU in 1944 in the port of New Orleans. He walked the picket line in the 1946 General Maritime strike and the 1947 Isthmian beef. He was born in Massachusetts and was a resident of East Boston, Mass. Surviving are his mother, Pauline of French Settlement, La., and two brothers, William and Edward of East Boston.

Pensioner **Manuel Da Silva Sr.**, 85, passed away from cancer in a hospital in Salreu, Portugal on June 15. Brother Da Silva joined the SIU in 1947 in the port of New York sailing as a chief steward. He began sailing at the age of 15 in 1913 when he rode the U.S. Army Transport troopships to France. Seafarer Da Silva, who sailed 48 years, also sailed for the Isthmian Line in 1927 as well as during World War II and the Korean War. His last ship was the *SS Steel Rover* in 1961. A native of Portugal, he was a resident of Salreu. Surviving are his widow, Laurentina; a son, Seafarer Manuel A. Da Silva Jr.; a daughter-in-law, Isabel and two grandsons, Helder and Miguel Angelo, all of Jacksonville.



Pensioner **Elmer Ray De Shong**, 82, passed away from heart-lung failure in Slidell, La. on Aug. 15. Brother De Shong joined the SIU in 1939 in the port of Miami, Fla. sailing as a FOWT. He hit the bricks in the ACS beef in the port of New Orleans and attended the 1970 Piney Point Pensioners Crew Conference. Seafarer De Shong was a veteran of the U.S. Army after World War I. Born in Dover, Fla., he was a resident of Mary Esther, Fla. Burial was in the Gulfbreeze (Fla.) Cemetery. Surviving is his widow, Minnie.

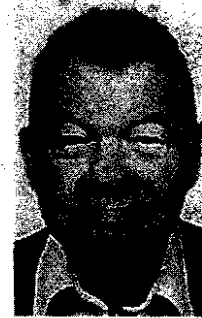


Pensioner **Garth Garland Durham**, 60, died on Sept. 12. Brother Durham joined the SIU in 1942 in the port of Savannah sailing as a bosun. He was born in Pisgah, Ala. and was a resident of Chickasaw, Ala. Surviving is his widow, Laura.

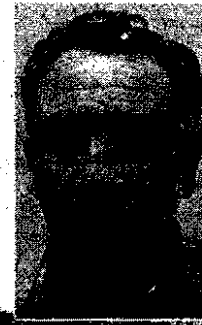


**Charles Francis Fynes Jr.**, 30, died on Aug. 2. Brother Fynes joined the SIU following his graduation from the Seafarers Harry Lunde-

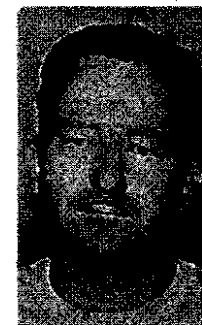
berg School of Seamanship, Entry Trainee Program, Piney Point, Md. in 1975. He sailed as an AB. Seafarer Fynes was born in Philadelphia and was a resident there. Surviving are his parents, Charles and Virginia Fynes Sr. of Philadelphia; three brothers and seven sisters.



Pensioner **Fred Milton Hazard Sr.**, 71, passed away on Sept. 16. Brother Hazard joined the SIU in the port of Mobile in 1952 sailing as a bosun and deck delegate. He was a veteran of the U.S. Navy Seabees in World War II. Seafarer Hazard was born in Mississippi and was a resident of Mobile. Surviving is a son, Fred, Jr. of Mobile.



Pensioner **Antoine Kerageorgiou**, 61, succumbed to cancer in the East Jefferson General Hospital, River Ridge, La. on Aug. 24. Brother Kerageorgiou joined the SIU in the port of New Orleans in 1956 sailing as a recertified bosun. He was graduated from the Union's Recertified Bosuns Program in 1974 and was a veteran of the U.S. Army during World War II. Seafarer Kerageorgiou was also a P.O.W. in Nazi Germany. Born in Marseilles, France, he was a naturalized U.S. citizen and a resident of River Ridge. Burial was in the Toomer Cemetery, Lacombe, La. Surviving are his widow, Monique and three daughters, Denise, Marie Antoinette and Cecelia.



**Milford Holcombe McDonald**, 59, died on Aug. 30. Brother McDonald joined the SIU in 1945 in the port of San Francisco sailing as a refrigeration engineer. He also sailed during World War II. Seafarer McDonald was born in Newton, Miss. and was a resident of Pass Christian, Miss. Surviving are his mother, Ella of Canton, Miss. and his father, Holcombe of Pass Christian.

**Charles Alan Mullen**, 32, died in Jacksonville, Fla. on June 8. Brother Mullen joined the SIU following his graduation from the Seafarers Harry Lundeberg School of Seamanship Entry Trainee Program, Piney Point Md. in 1969. He sailed as a cook. Born in Oakland, Calif., he was a resident of Jacksonville. Burial was at sea. Surviving are his mother, Maxine M. Mullen of Norfolk; a brother, Michael of Virginia Beach, Va., and four sisters, Alice Mullen and Terry Fitzpatrick, both of Norfolk. Judy Cooksey of Virginia Beach and Janet Mullen of St. Louis Mo.



Pensioner **Nicanar Orencio**, 78, died of natural causes in the Brookdale Medical Center, Brooklyn, N.Y. on Sept. 9. Brother Orencio joined the SIU in 1947 in the port of Philadelphia sailing as a chief cook. He sailed 45 years. Seafarer Orencio was born in the Philippines and was a resident of Brooklyn. Interment was in Evergreen Cemetery, Brooklyn. Surviving are his widow, Estrella; a brother, Veccare of Brooklyn and an uncle, Vincente Orencio, also of Brooklyn.



Pensioner **Perry Samuel Payne**, 71, passed away on Sept. 10. Brother Payne joined the SIU in 1942 in the port of New York sailing as a cook. He was a wounded veteran of the U.S. Coast Guard in World War II. Seafarer Payne was born in Mississippi and was a resident of New Orleans. Surviving is his widow, Agnes.

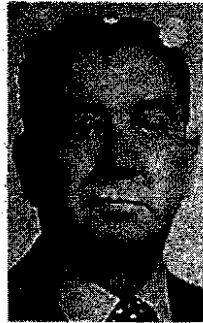


Pensioner **Frank Pieczykolk**, 61, died on July 15. Brother Pieczykolk joined the SIU in the port of New Orleans in 1955 sailing as a cook. He was on the picket line in the 1962 Robin Line beef. And he





was a veteran of the U.S. Air Forces during World War II. Seafarer Pieczykolk was born in Pennsylvania and was a resident of Columbia, Miss. Surviving is his widow, Ruth.

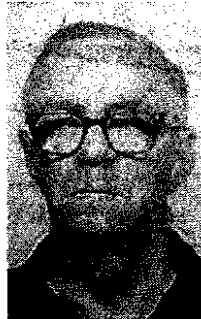


**Pensioner Walter Hammond Sibley, 69,** succumbed to injuries sustained in an auto crash on Sept. 7. Brother Sibley joined the SIU in

1946 in the port of New York sailing as a recertified bosun. He sailed for Sea-Land and during the Vietnam War. Seafarer Sibley got a Certificate of Appreciation from Troop 355, Boy Scouts of America, for "Valued Service to Boyhood—1961–1962." He was born in Alabama and was a resident of San Francisco. Surviving is his brother, Robert of Reform, Ala.



**Robert "Bob" Steven Sowell, 26,** died of injuries incurred in a car crash in Chatton Cty., Ga. on Sept. 9. Brother Sowell joined the SIU following his graduation from the Seafarers Harry Lundeberg School of Seamanship Entry Trainee Program, Piney Point, Md. in 1977. He was an outstanding student there. He sailed as a cook and deckhand for Sea-Land in 1981 and for ACBL in 1978. Seafarer Sowell also worked as a pile-driver for the Boen Dock Builders, Savannah, Ga. and as a striker on a shrimpboat from 1974 to 1976. His hobby was "painting pictures." Born in Augusta, Ga., he was a resident of Savannah. Surviving are his mother, Penny of Savannah and his father, Dr. Raymond H. Sowell.



**Pensioner Thomas Francis Smith, 69,** succumbed to heart disease in the Jacksonville (Fla.) Memorial Hospital on Aug. 25. Brother Smith joined the SIU in the port of Seattle in 1966 sailing as a chief steward. He also sailed during World War II and the Vietnam War. Seafarer Smith was a former member of the Marine Cooks & Stewards Union. In 1977 he was graduated from the Union's Chief Stewards Recertification Program. A native of East Boston, Mass., he was a resident of Jacksonville. Cremation took

place in the Evergreen Cemetery Crematory, Jacksonville.

## Great Lakes

**Leslie William Sigler, 62,** died in New Orleans on March 21. Brother Sigler joined the Union in 1945 in the port of New Orleans sailing as a cook. He was a veteran of the U.S. Marine Corps in World War II. Laker Sigler was born in Hurley, Wis. and was a resident of Ashland, Wis. Surviving are his mother, Mrs. Lester Sigler of Ashland; a brother, Lester, also of Ashland, and an aunt, Mrs. Barton Day of Washburn, Wis.

**Remember to Vote  
Nov. 6**

## 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.

# Vote Nov. 6 As If Your Job and Your Union Depended On It

## Jobs? MONDALE

Reagan track record on jobs:

- Reagan-Republican recession 1981-83 created highest jobless rates in 25 years
- Workers suffered one or more episodes of joblessness in much lower-paying

## 25 for Fritz and Gerry (Two dozen reasons plus one to vote Mondale/Ferraro Nov. 6)

- 1 They're for a future of fairness to all Americans rather than favor to rich Americans.
- 2 They're for full employment policies with teeth in them as the foundation of a strong, growing economy.
- 3 They're for federal policies to encourage job-creation so all have work.
- 4 They're for special jobs programs if a slump seems imminent.
- 5 They're for jobless benefits adequate in amount and duration in the event of unemployment.
- 6 They're for continued special benefits for workers displaced by imports.
- 7 They're for fair trade that benefits as our trading partners.

## Security for the Elderly? MONDALE

Reagan track record on programs for the elderly:

- Initial proposals (rejected by Congress): Cut benefits 40 percent for those retiring at 62; reduce disability benefits 33 percent; slash over-all protection for 65 and over; proposed cuts: \$200 billion.
- 65-month minimum benefit (hits 65-year-old offspring)

## Real 'Family Issues'? MONDALE

President Reagan and his ultra-conservative allies constantly preach about "family issues" as if they have a corner on the market of concern about the family.

What they're really talking about, though, are single issues, and they try to force their beliefs about these single issues on the entire population.

What are the real "family issues?"

- That good jobs be plentiful  
(That's not how it's been under the Reagan Administration. More than 30 million workers were hit by unemployment in the 1981-83 Reagan-Republican recession. Millions who've gone back to work have had to settle for jobs that pay much less than the jobs they lost. They and their families suffer.)
- That our children get the best possible schooling  
(Reagan and the Republicans have cut or tried to cut every important program of aid to public schools—general aid, special programs for handicapped and disadvantaged children, vocational education.)
- That our children may attend college  
(Because of Reagan's...)

## Tax Justice? MONDALE

Taxes will be boosted in 1985 ... and everybody knows it. There's no other way to keep the nation from drowning in Ronald Reagan's sea of red ink ... his all-time high \$200 billion deficits.

Key question: Whose taxes will be raised?

Reagan Track Record on Taxes

- Engineered lopsided across-the-board tax cuts in 1981. Result:
- Cuts threw a bone to average Americans, about \$125 a year.
- Cuts served a side of beef to wealthy Americans ... nearly \$9,000 to those making \$100,000 and up.
- Cuts gave a whole herd to Big Oil and other...

## REAGAN vs. WORKERS

Reagan track record on unions

- Opposes reform of labor laws to protect workers' right to organize, speed up union representation elections, prevent employers from stalling and from discriminating against union activists.
- Only President ever to break a union, PATCO, the air traffic controllers. Threw 11,000 persons out of work. (None of complaints that drove PATCO to strike has been addressed adequately since Reagan broke the union. As a result, present controllers now make exactly same complaints, are moving toward unionization.)

## The Best in Education? MONDALE

Reagan track record on education:

- Slashed aid to public elementary, secondary schools
- Cut real federal aid to education by 25 percent
- Phased out Social Security educational benefits
- Demanded huge cuts (Congress blocked them) in education aid for handicapped children, key programs for disadvantaged youth, vocational education
- Slashed college loan program that...

## The issue is the future ★★

On November 6, Americans will choose between two candidates for President ... and between two programs and two policies. Above all ... we will choose between two visions of the future.

One ... Walter Mondale's ... promises fairness to all Americans. The other ... Ronald Reagan's ... assures continued favor to wealthy Americans.

One ... Walter Mondale's ... represents the values and aspirations of average Americans—family, work, responsibility and compassion. The other ... Ronald Reagan's ... is shaped by the values of the rich and by the ambitions of the corporations.

One ... Walter Mondale's ... stresses adequate aid to Americans in need and restoration of the programs that help them. The other ... Ronald Reagan's ... preordains further retreat from our national responsibility to those who need assistance.

One ... Walter Mondale's ... foretells opportunity for all Americans. The other ... Ronald Reagan's ... forecloses opportunity for far too many Americans.

At stake within this encompassing issue of the future of this nation and its people are many issues of particular concern to working people and their families. The record of Ronald Reagan and the program of Walter Mondale on these issues follow.

### Jobs

MONDALE—Urges full employment policies with teeth in them to encourage job-creation so all may work. To avert another recession like Reagan's, would trigger special job-providing programs that sustain economic growth. Believes full employment is basis of strong economy.

REAGAN—More than 30 million wage-earners suffered one or more episodes of unemployment in Reagan-Republican recession 1981-83, losing \$336.1 billion in earnings. President proposed no jobs programs for those laid off and tried to stymie plans advanced by

trade that benefits our workers and industries as well as countries we trade with.

REAGAN—Talks "free trade" in a world where it doesn't exist. Opposes "content" plan to require certain portion of U.S.-made parts in products sold here, save American jobs. Permits almost unrestricted flood of foreign goods that continue to wipe out millions of U.S. jobs.

### Reviving Basic Industry

MONDALE—Proposes business/labor/government consultation to aid basic industries through hard times largely caused by unfair foreign competition. Would allow loans if absolutely needed to safeguard industries...





SIU Vice President Red Campbell answers questions from a group of recertified bosuns who spent the day at Union headquarters this month. The bosuns are James Lewis, Irving Glass, John Donaldson, Virgil Dowd, Benedict Veiner, Billy Darley, Albert Pickford, Charles Bramble, Kenneth Kramlich, John Davis and Antonio Mercado.

## Dispatchers Report for Deep Sea

Sept. 1-29, 1984

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										
Gloucester	2	2	1	1	0	0	0	6	6	1
New York	59	19	0	46	5	0	0	176	49	0
Philadelphia			NOT AVAILABLE				0	8	4	0
Baltimore	12	9	0	0	1	0	0	24	14	0
Norfolk	19	12	0	12	13	0	1	24	22	0
Mobile	21	1	0	7	0	0	0	40	6	0
New Orleans	36	6	0	42	10	0	9	105	14	0
Jacksonville	30	14	1	31	17	0	0	69	32	5
San Francisco	14	1	2	5	6	0	0	76	12	3
Wilmington	7	2	0	4	4	0	0	46	25	0
Seattle	20	12	0	18	18	0	0	55	15	2
Puerto Rico	6	3	0	12	0	0	1	17	6	0
Honolulu	3	17	0	NOT AVAILABLE			0	3	18	1
Houston	23	13	0	19	5	0	2	98	23	0
Piney Point	0	0	0	0	2	0	0	0	0	0
Totals	252	111	4	197	81	0	13	747	246	12
ENGINE DEPARTMENT										
Gloucester	2	1	0	0	1	0	0	6	4	0
New York	46	17	0	32	1	0	0	144	28	0
Philadelphia			NOT AVAILABLE				0	5	0	0
Baltimore	11	1	0	0	1	0	0	29	4	0
Norfolk	5	2	0	5	4	0	0	18	7	0
Mobile	12	0	0	5	2	0	0	30	6	0
New Orleans	32	1	0	18	7	0	3	91	8	0
Jacksonville	17	7	0	17	4	0	0	54	18	1
San Francisco	10	5	0	10	1	0	0	48	14	3
Wilmington	1	1	0	3	2	0	0	24	13	0
Seattle	11	6	0	21	7	0	3	41	14	1
Puerto Rico	6	1	0	10	1	0	2	13	4	0
Honolulu	0	37	0	NOT AVAILABLE			0	2	10	1
Houston	26	6	0	14	2	0	0	79	14	0
Piney Point	0	0	0	0	3	0	0	0	0	0
Totals	179	85	0	135	36	0	8	584	144	6
STEWARD DEPARTMENT										
Gloucester	1	1	0	1	0	0	0	2	3	0
New York	21	8	0	14	4	0	0	72	30	0
Philadelphia			NOT AVAILABLE				0	3	2	0
Baltimore	3	2	0	0	0	0	0	9	3	0
Norfolk	6	1	0	3	1	0	0	16	4	0
Mobile	12	0	0	4	0	0	0	20	0	0
New Orleans	12	0	0	19	7	0	5	45	3	0
Jacksonville	9	2	0	9	8	0	0	24	6	0
San Francisco	23	1	0	16	3	0	4	41	50	2
Wilmington	9	1	0	7	2	0	0	20	7	0
Seattle	15	5	0	25	12	0	1	27	15	0
Puerto Rico	3	3	0	5	0	0	0	8	5	0
Honolulu	10	116	0	NOT AVAILABLE			0	6	35	48
Houston	9	2	0	10	0	0	0	35	3	0
Piney Point	0	0	0	0	0	0	0	0	0	0
Totals	133	142	0	113	37	0	10	328	166	50
ENTRY DEPARTMENT										
Gloucester	0	3	0					1	6	0
New York	31	48	3					68	164	10
Philadelphia			NOT AVAILABLE					1	12	0
Baltimore	3	10	0					9	21	1
Norfolk	4	13	0					11	39	0
Mobile	2	8	0					6	19	0
New Orleans	19	16	2					43	57	3
Jacksonville	9	12	2					17	31	4
San Francisco	29	10	3					53	113	23
Wilmington	9	13	0					16	56	3
Seattle	13	24	2					10	40	10
Puerto Rico	11	8	0					20	21	2
Honolulu	0	37	33					5	119	122
Houston	9	17	0					22	50	1
Piney Point	0	6	0					0	5	0
Totals	139	225	45	0	0	0	0	282	753	179
Totals All Departments	703	563	49	445	154	0	31	1,941	1,309	247

\*\*\*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.

(Note: Not all shipping figures were available at press time. The following summary is based on the figures at hand.) Shipping in the month of September was down from the month of August. A total of 630 jobs were shipped on SIU-contracted deep sea vessels. Of the 630 jobs shipped, 445 jobs or about 70 percent were taken by "A" seniority members. The rest were filled by "B" and "C" seniority people. A total of 31 trip relief jobs were shipped. Since the trip relief program began on April 1, 1982, a total of 765 relief jobs have been shipped.

## Directory of Ports

Frank Drozak, President  
 Ed Turner, Exec. Vice President  
 Joe DiGiorgio, Secretary-Treasurer  
 Leon Hall, Vice President  
 Angus "Red" Campbell, Vice President  
 Mike Sacco, Vice President  
 Joe Sacco, Vice President  
 George McCartney, Vice President

### HEADQUARTERS

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

### ALGONAC, Mich.

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

### BALTIMORE, Md.

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

### CLEVELAND, Ohio

1290 Old River Rd. 44113  
 (216) 621-5450

### DULUTH, Minn.

705 Medical Arts Building 55802  
 (218) 722-4110

### GLOUCESTER, Mass.

11 Rogers St. 01930  
 (617) 283-1167

### HONOLULU, Hawaii

707 Alakea St. 96813  
 (808) 537-5714

### HOUSTON, Tex.

1221 Pierce St. 77002  
 (713) 659-5152

### JACKSONVILLE, Fla.

3315 Liberty St. 32206  
 (904) 353-0987

### JERSEY CITY, N.J.

99 Montgomery St. 07302  
 (201) 435-9424

### MOBILE, Ala.

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

### NEW ORLEANS, La.

630 Jackson Ave. 70130  
 (504) 529-7546

Toll Free: 1-800-325-2532

### NEW YORK, N.Y.

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

### NORFOLK, Va.

115 3 St. 23510  
 (804) 622-1892

### PHILADELPHIA, Pa.

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

### PINEY POINT, Md.

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

### SAN FRANCISCO, Calif.

350 Fremont St. 94105  
 (415) 543-5855

### SANTURCE, P.R.

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

### SEATTLE, Wash.

2505 1 Ave. 98121  
 (206) 623-4334

### ST. LOUIS, Mo.

4581 Gravois Ave. 63116  
 (314) 752-6500

### WILMINGTON, Calif.

408 Avalon Blvd. 90744  
 (213) 549-4000

**Support  
SPAD**

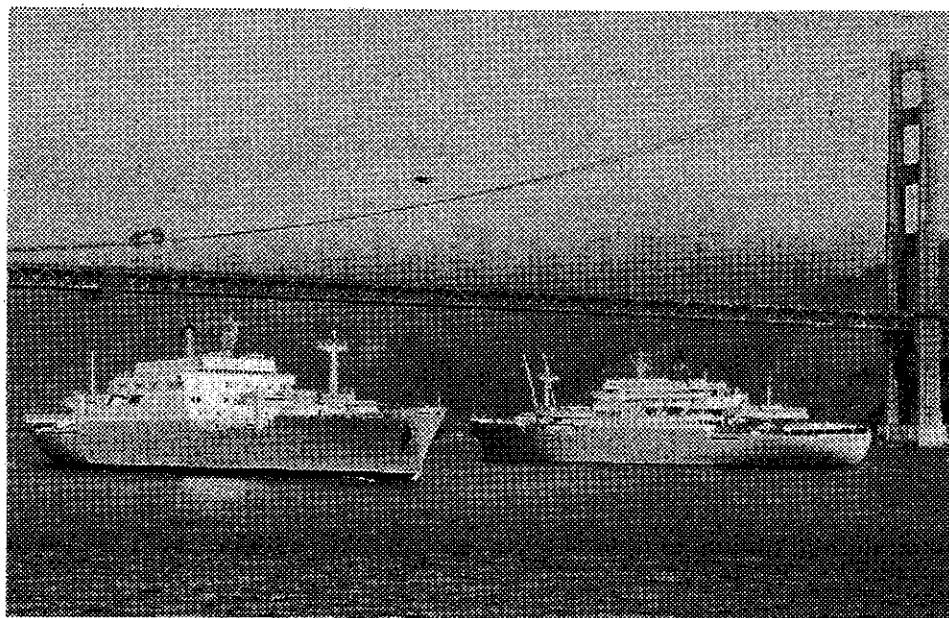
# Digest of Ships Meetings

**COMANCHE** (American Bulk Carriers), August 19—Chairman Abdulla A. Mohsin; Secretary W.H. Deskins; Steward Delegate Donald Spangler. The engine department reported some disputed OT. A telegram was sent to Red Campbell to let him know the status of a couple of crewmembers—one who did not return to the ship in France and one who quit. The bosun said that the captain had given him a list of those members who were due payments for meals and lodging. Attention was made of the fact that Aug. 20 was Paul Hall's birthday and that the good life we now enjoy was brought about because of his untiring dedication to the SIU. "We older men who knew him should pass on to the others our great admiration for him and the principles he stood for. . . . We could never have reached the standard of living we now enjoy today without him." A vote of thanks was given to the steward department for a job well done.

**COVE NAVIGATOR** (Cove Shipping), August 19—Chairman N.D. Matthey; Secretary David E. Edwards; Educational Director James H. Babson; Engine Delegate Melvin J. Gallier. No disputed OT reported. The *Cove Navigator* will pay off in Jacksonville. The captain will get cigarettes, gum and peanuts for the slop chest. These will be available in limited amounts. If anyone wants a special brand, they should see the captain and he will do the ordering. The educational director reminded each and every member to register, then vote. There have been a number of voter registration drives at the Union halls . . . "so let's all vote on Nov. 6, 1984 to help get the Republicans out of office" and elect a Democrat to help secure jobs for those in the maritime industry. Each department delegate has a repair list. All items in need of repair or replacement should be noted on this list. An extra ice machine is needed. The present one is not producing enough ice for the meal hour. Heading out to Cuba, Aruba and England.

**COVE TRADER** (Cove Shipping), September 2—Chairman Claude A. Bankston Jr.; Secretary G. Marzett; Educational Director H. Meredith; Deck Delegate Jack D. Kennedy. Some disputed OT was reported in the deck department. The ship will arrive in Bayway, N.J. around Sept. 7 for payoff. Crewmembers were reminded not to leave until the boarding patrolman has met with them. The bosun reminded members about the opportunities available at Piney Point to upgrade their skills, and he also stressed the importance of donating to SPAD. A motion was made to see the captain about changing the movies this trip. Other items that need attention include repair of the washing machine and stove and new chairs for the crew mess. The ones there now are in pretty bad shape. A vote of thanks was extended to the steward department for a job well done. "When the ship left the shipyard on Aug. 10, we broke

down for several days. With the engine gone, we would have had a bad time if it hadn't been for the chief cook and assistant cook. They went out on deck and cooked. So let's give a vote of thanks . . . to Samuel Loftin, chief cook, and Ernest Dooms, assistant cook." Next port: Bayway, N.J.



**GROTON** (Apex Marine Corp.), Sept. 9—Chairman Christos Florous; Secretary Marvin Deloatch; Educational Director D. Christion; Deck Delegate Thomas M. Bluit; Steward Delegate Ronald E. Dawsey. No disputed OT. The chairman reported that the ship will pay off on Sept. 10 in Stapleton, N.Y. He advised members to take advantage of the many upgrading courses offered at Piney Point, noting that special skills are becoming more essential as ships' crews become smaller due to automation. The secretary stressed the importance of cooperation on the part of all crewmembers. He also gave the crew a vote of thanks for their cooperation in keeping the vessel clean, and restated the importance of contributing to SPAD to protect the maritime industry. The educational director suggested that all members practice safety at all times. He also recommended that everyone read the LOG thoroughly since it is a ready source of information and keeps members up-to-date on what's happening in the Union and in the maritime industry. A vote of thanks was given to Steward Marvin Deloatch and Chief Cook Ronald Dawsey for the very good food and service. "This ship is a good feeder. There's always plenty of good food." Next port: Stapleton, N.Y.

**LNG LEO** (Energy Transportation Corp.), August 12—Chairman Charles Boyle; Secretary Henry Jones Jr.; Educational Director W. Kimbrough; Deck Delegate John Graham; Steward Delegate Roger Griswold. One disputed meal penalty hour was reported in the deck department. There is \$165 in the ship's fund and \$97.65 in the communication's fund. A letter was sent to headquarters for clarification regarding this. The chairman thanked the crew for a job well done over the last month. He then reminded members of the importance of donating to SPAD and

of upgrading at Piney Point. The movie library now has over 100 movies with more to come. Both the arrival pools and the Pac-Man machine are doing well as money-makers. Raleigh Minix, the SIU's rep in the Far East is expected to meet the *LNG Leo* in Japan with current contract information. Chief Steward Henry Jones Jr. will get off at that time for a much needed rest. Crewmembers were once again reminded to take care and not buy items from shoreside salesmen. "Protect yourself and your brothers in the SIU." A vote of thanks was given to the

steward department for the fine food and service this voyage. Next port: Osaka, Japan.

**OGDEN WILLAMETTE** (Ogden Marine), September 3—Chairman Marvin McDuffie; Secretary James Campfield III; Educational Director R.H. Breeden; Deck Delegate P.R. "Blackie" Wagner; Engine Delegate George Pierre; Steward Delegate Lonnie S. Dukes; Treasurer Calvin J. Troxclair. No beefs or disputed OT reported. There is currently no ship's fund, but it was suggested that if each member contributed \$1 at payoff, that would be a good start. The chairman advised everyone to read the LOG thoroughly. It is the members' best means of keeping current on Union activities. A vote of thanks was given to the steward department for a job well done this voyage. One minute of silence was observed in memory of our departed brothers and sisters. Next port: Panama.

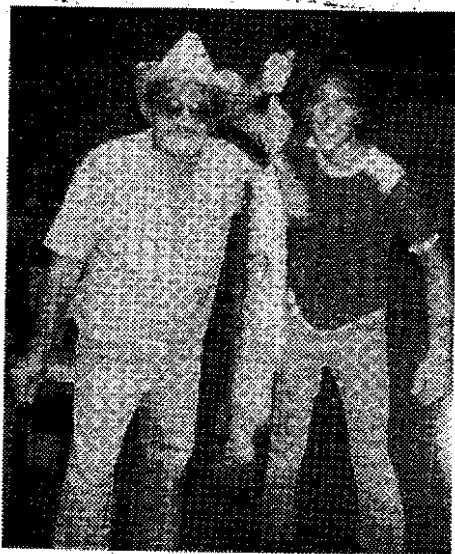
**OVERSEAS CHICAGO** (Maritime Overseas), August 27—Chairman J.R. Thompson; Secretary Clyde Kreiss; Deck Delegate Donald Brooks; Engine Delegate Stan Sporna; Steward Delegate Jorge Bernandez. No disputed OT. There is \$230 in the ship's fund. The *Overseas Chicago* will pay off in the next port, Alliance, La. Everything is running smoothly so far. A discussion was held on the importance of contributing to SPAD at payoff. The educational director also urged those members with the necessary qualifications to attend upgrading courses at Piney Point. There was some talk about the 30-day relief jobs, but it was agreed that this should be referred to the patrolman at payoff. All hands were requested to help keep the messhall and lounge areas clean. A vote of thanks was given to the steward department for a job well done. Next port: Alliance, La.

**OVERSEAS DYNACHEM** (Maritime Overseas), August 26—Chairman Horace B. Rains; Secretary Donnie W. Collins; Educational Director J.W. Spell; Deck Delegate E.R. Beverly; Engine Delegate J.W. Badgett; Steward Delegate Morris Maultsby. No beefs or disputed OT reported. There is \$85 in the ship's fund. Arrival pools will be run on north- and southbound voyages in order to raise enough money to join a movie club in the Beaumont/Houston area. The ship's fund will buy blank tapes and then members can record the movies from the club. The chairman said that no beefs were turned over to him from the previous chairman, C.C. Smith. Payoff is expected to take place on or about Aug. 27 in the Houston area. At that time the patrolman will be asked to clarify certain transportation issues and discuss the SIU's medical benefits for family members. A vote of thanks was given to the steward department for a job well done. Next ports: Port Neches, Beaumont and Houston, Texas.

**OVERSEAS JUNEAU** (Maritime Overseas), August 19—Chairman John B. Lundborg; Secretary Virge Dixon; Education Director Ross; Deck Delegate Stephen L. Peck; Engine Delegate Edward Brooks; Steward Delegate Jim Weed. No disputed OT. The chairman reports that the ship is functioning well, with topside and crew working together. A discussion was held pertaining to the importance of maritime unions getting together with the shipping companies to find out what it will take to stay in business, rather than have each side make unrealistic demands on one another. A vote of confidence was given to President Drozak, Vice President "Red" Campbell and other Union officials for acquiring the S-L 7s and the *Falcon* tankers. This means more ships and jobs for the SIU. The crew lounge is in need of new chairs and new curtains. This will be taken up with the company. A vote of thanks was given to the crew for helping to keep the messroom clean and to the steward department for their fine work during the voyage. Next port: Valdez, Alaska.

**ROVER** (Ocean Carriers), August 26—Chairman Cliff Leahy; Secretary Frank Cordero; Engine Delegate Glen Hutton. There was some disputed OT in the steward department. This department has been short a steward for one month, and the captain has not approved OT for the steward. And without payment of OT, the captain insists that the assistant cook clean out six refrigerators in the galley and in the pantry. A motion was made that all unlicensed personnel be offered at least eight hours OT on weekends and holidays. This will be taken up with the boarding patrolman. There is \$21 in the ship's fund. The bosun talked about the Alaska oil bill and the cargo preference bill, in particular, and about the general poor state of the maritime industry. A vote of thanks was given to Chief Cook Frank Cordero and his department for doing such a great job, especially under the pressures of sailing short a man. Next port will be somewhere in Japan.





Charles Corrent, steward/baker on the *Stonewall Jackson*, shows off with his son John and the 36 pound catfish his son caught in Bogalusa, La. Corrent says that any member is welcome to visit him for some good fishing.

**SANTA ROSA** (Delta Lines), August 19—Chairman A.E. Weaver; Secretary W. Lovett. A few hours of OT were disputed in the deck department. The ship is expected to arrive in New Jersey around 1800 hours on Aug. 21 and will pay off that night. The company then wants to try and sail Thursday morning. The chairman reminded the crew of the importance of donating to SPAD at payoff, and the secretary urged all brothers and sisters to take advantage of the facilities at Piney Point and upgrade themselves as soon as they can. A locksmith will be aboard the *Santa Rosa* in port to fix all locks. A vote of thanks was given to the steward department for a fine job. One minute of silence was observed in memory of our departed brothers and sisters. Next port will be in New Jersey.

**SEA-LAND DEFENDER** (Sea-Land Service), August 19—Chairman J. San Filippo; Secretary R. Principle; Educational Director D. Peters. Some disputed OT was reported in the engine department. There is \$54 in the ship's fund. The chairman said that it has been a very good trip so far. Only one minor beef was brought up and it concerned the shortage of towels. It was agreed that the food aboard ship has improved 100 percent. A vote of thanks was given to the crew messman for doing such a good job.

**SEA-LAND ECONOMY** (Sea-Land Service), July 29—Chairman Aden Ezell; Secretary Kathy A. Devane; Educational Director J.M. Fisher; Deck Delegate James B. Boyd; Engine Delegate Jorge A. Calix; Steward Delegate Robert Sutherland; Treasurer Sam Brown. No disputed OT. There is \$46 in the movie fund. The chairman reminded members to put in for a draw when the draw list is posted. Otherwise there is no way to get one. A vote of thanks was given to the steward department for a job well done. Also, congratulations were given to Arnold Rehm who boarded the *Sea-Land Economy* on May 15 in the port of New Orleans, La. This is his last ("but not least") voyage before retiring in August. "Best of luck, Arnold, from the crew onboard the *Sea-Land Econ-*

*omy.*" One minute of silence was stood in memory of our departed brothers and sisters. Next port is Houston, Texas; then on to New Orleans for payoff.

**STONEWALL JACKSON** (Waterman Corp.), August 19—Chairman Carl Lineberry; Secretary Charles Corrent; Educational Director C.E. Hemby; Deck Delegate M. Muhammad; Engine Delegate Thomas Taylor. No disputed OT. There is \$1010 in the movie fund which was collected through the bosun's arrival pools. Termination of voyage #37 will occur at payoff in Newport News or Norfolk, Va. The bosun thanked the crew for their cooperation throughout the voyage. The secretary said that it has been a good trip and he has enjoyed sailing with all the members. He gave special recognition to Brother Thomas H. Bonner who gave his standby time to cleaning the pantry every day. If anyone is aware of any unsafe conditions aboard ship, they should make them known to their department delegate. The educational director thanked those members who offered their personal movies for viewing by the ship's members. A telex was received from headquarters pertaining to the new shipping rules and coastwise relief. It was posted for all to read. A vote of thanks was given to the steward department for a fine job. Next port: Newport News or Norfolk, Va.

**WORTH** (Apex Marine), August 5—Chairman Bernard Saberon Sr.; Secretary Sam Davis; Educational Director W.S. Liesegang; Deck Delegate Winston Shanks; Engine Delegate Joseph P. McGee. Some disputed OT was reported in the steward department. This ship will discharge in South Sabine Point and proceed to San Diego. A telex was sent to Gene Taylor in Houston, requesting information on the new contract requirements pertaining to "A" books sailing for six months—and whether this time is calculated from the new contract date of June 16. One crewmember, AB W.R. Davis, had to leave the ship because of illness in the Suez Canal. The new bosun and AB arrived on the Port Said side of the Canal. The educational director reminded members about Piney Point and its facilities. He also mentioned the alcohol rehabilitation center they have down in Valley Lee, Md. and suggested that anyone with an alcoholic problem make plans to go there. A vote of thanks was given to the steward department for a job well done. Next port: Port Arthur, Texas.

**SEA-LAND PRODUCER** (Sea-Land Service), August 18—Chairman Margarito Degollado; Secretary Milton Phelps; Educational Director J. Walsh; Deck Delegate Harvey Mills; Engine Delegate Thomas Koubek; Steward Delegate Robert Adams. Some disputed OT was reported in the engine department, otherwise everything is running smoothly. In his report, the chairman noted that everyone is aware of the unfortunate death of AB Michael Armando. He died in a hospital in Southampton, England. The autopsy, as reported to the captain, revealed that Brother Armando died of a heart

## Digest of Ships Meetings

attack. A collection was taken up. The money will be donated to Armando's widow, Gertrude, along with a card of sympathy signed by the entire crew. Brother Armando became ill on the morning of August 12. "His condition became grave, whereupon the captain called for assistance. A helicopter was dispatched to the ship and removed the stricken AB and transported him to the Southampton hospital. The men who attended to Armando should be commended for their actions during the emergency. With their knowledge of CPR and first aid, they managed to keep him alive until help arrived. The men who handled the dispatching of the patient are also to be commended. All in all, those involved acted in a professional and compassionate manner. Those of us who could but witness this action certainly feel proud of all of you." Next ports: Port Everglades, Fla. and Houston, Texas.

**SUGAR ISLANDER** (Pacific Gulf Marine), August 25—Chairman R. Pinkham; Secretary C. Hollings; Educational Director J. Dickinson. No disputed OT. The ship will pay off on Aug. 26 in Galveston if they are able to get an SIU patrolman aboard. The *Sugar Islander* is now back on her regular run, going from Hawaii to the Gulf loaded with sugar. The next voyage, however, will take her to El Salvador with a load of grain, then back to Hawaii for more sugar. Everyone was reminded to vote in the upcoming election—and to vote for the man who will help the maritime industry. President Reagan is not that man. The bosun also stressed the importance of contributing to SPAD and of upgrading at Piney Point. The steward department was given a vote of thanks for the fine job they did during the past voyage. Next port: Galveston, Texas.

Official ships minutes were also received from the following vessels:

AMCO TRADER  
LNG AQUARIUS  
USNS ALGOL  
AURORA  
COVE LIBERTY  
DELTA NORTE  
OGDEN CHAMPION  
OGDEN SACRAMENTO  
OGDEN WABASH  
OVERSEAS ALASKA  
OVERSEAS NATALIE  
OVERSEAS WASHINGTON  
PANAMA  
PRIDE OF TEXAS  
PUERTO RICO  
ROSE CITY  
SEA-LAND CONSUMER  
SEA-LAND EXPRESS  
SEA-LAND FREEDOM  
SEA-LAND INDEPENDENCE  
SEA-LAND MARINER  
SEA-LAND PACER  
SEA-LAND PATRIOT  
SEA-LAND PIONEER  
SEA-LAND VENTURE  
SENATOR  
TRANSCOLORADO  
WALTER RICE



The following memo was sent to all crewmembers aboard the SS Jade Phoenix from the captain.

I would like to congratulate each crewmember for their professional seamanship, efficiency and willingness during the performance of their duties in assisting fellow seaman and Brother Alton Hickman, QMED, after his recent injury at sea.

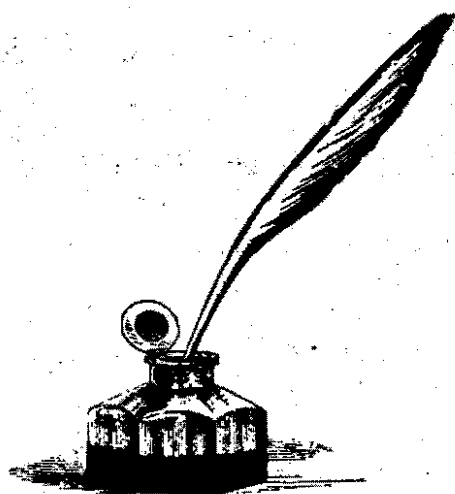
Capt. A. Papadopoulos  
Master, SS Jade Phoenix



## Monthly Membership Meetings

Port	Date	Deep Sea Lakes, Inland Waters
New York	Monday, November 5	2:30 p.m.
Philadelphia	Tuesday, November 6	2:30 p.m.
Baltimore	Wednesday, November 7	2:30 p.m.
Norfolk	Thursday, November 8	9:30 a.m.
Jacksonville	Thursday, November 8	2:00 p.m.
Algonac	Friday, November 9	2:30 p.m.
Houston	Monday, November 12	2:30 p.m.
New Orleans	Tuesday, November 13	2:30 p.m.
Mobile	Wednesday, November 14	2:30 p.m.
San Francisco	Thursday, November 15	2:30 p.m.
Wilmington	Monday, November 19	2:30 p.m.
Seattle	Friday, November 23	2:30 p.m.
Piney Point	Friday, November 9	3:00 p.m.
San Juan	Thursday, November 8	2:30 p.m.
St. Louis	Friday, November 16	2:30 p.m.
Honolulu	Thursday, November 8	2:30 p.m.
Duluth	Wednesday, November 14	2:30 p.m.
Gloucester	Tuesday, November 20	2:30 p.m.
Jersey City	Wednesday, November 21	2:30 p.m.

# Letters To The Editor



## 'To Help Our Industry Survive . . .'

As a merchant mariner, a naval reservist, I take great pride in being an American sailor aboard a U.S.-flag vessel. Ever since joining the SIU, I have exclusively sailed for Energy Transportation Corporation on the liquified natural gas carriers in the Far East.

I have devoted a career life to the sea, working my way up the ladder through the 'hawse pipe,' from ordinary seaman to quartermaster in the deck department. My most recent achievement was acquiring a U.S. Coast Guard license for third mate.

Unfortunately, I have not been given an opportunity to sail on my license. This is a direct result of our dwindling merchant fleet, scarcity in jobs available to the seaman, and lack of government concern which has caused serious problems for all of us.

We Seafarers, in order to keep our merchant vessels afloat, must take notice of the important issues that affect maritime. It means putting forth every effort possible to support our Union's political activities, writing to your congressmen, senators, donations help, and even casting your vote come Election Day. All will assist in the survival of our industry.

Nowadays, our hopes for a better tomorrow can only be accomplished by each and every Seafarer participating in this matter.

**Brian Morran M-2503**  
**LNG-Taurus**

## 'Advice from a New Pensioner . . .'

With deep regrets I bid farewell to you. Under Paul Hall's leadership, I watched the Union grow from the smallest to what you know now.

I will remember the good times and forget the bad—the future of the Union is now in your hands. I wish you all the best.

**Your brother,**  
**Marlow (Cherokee) Barton B-786**  
**New Orleans, La.**

*(Brother Barton first sailed for the Union in February 1947 from the port of New Orleans, La. He sailed as AB, deck maintenance and bosun for 37 years, taking early retirement due to ill health.)*

## 'A Note of Thanks. . .'

This is just a note of thanks for all the help you [the SIU Welfare Plan] have given us . . . through our time of need—Ralph's open heart surgery and the two operations on my back in 1983.

Words can't express what all of you have done in our time of need. We just wanted you to know how very much we appreciate all of you and the understanding shown to both of us.

**Sincerely,**  
**Ralph Jr. and Ruth N. Smith**

## 'Quick Response Is Appreciated. . .'

I would like to take this time to thank the SIU and the Welfare Plan for taking care of my and my wife's hospital bills over the last two years, which was in excess of \$60,000.

This time last year I was still in the hospital after three major operations. I was in very bad shape. I had some wonderful doctors and nurses who really gave me good care. I am back to work now, doing lots better.

Two years ago my wife was in the hospital for two major operations. She is doing well now.

We both would like to thank you for the quick action you took to pay our bills. The hospitals and doctors were very pleased with the prompt payment of their bills.

If it wasn't for the SIU and the Welfare Plan, we would be in bad shape.

**Thank you very much,**  
**Mr. and Mrs. Elmer Goff**  
**Chesapeake, Va.**

## 'Thanks for the concern . . .'

I would like to thank all of my Brothers on the *S.S. President Jefferson* for their condolences and their contributions on the death of my beloved wife Shirley who died Sept. 7. My thanks to my Brothers in the SUP deck department, MPOW engine department and the SIU steward department. Thanks also to the Brothers at the Seafarers hall in New Orleans.

**Brother Willie Holmes Sr.**

## Personals

**Tony LoCicero**

Your daughter, Betty LoCicero, wants to hear from you. Call (212) 758-9700, ext. 5155 (daytime) or at home (718) 335-0163 (after 8 p.m.) or write to her at 86-19 Elmhurst Ave., Apt. 4-E, Elmhurst, N.Y. 11373.

**Jerry Murphy**

Please call Joe Murray at (409) 740-2504.

**Hugh O'Boyle**

Bob Masters asks that you send him your address so he can write to you. His address is: Rural Rt. 2, Box 2758, Manistique, Mich. 49854.

**Alisandro Osorio**

Your daughter, Sonia Osorio, would like you to call her. The telephone number is: (718) 525-3388.



**NO ONE  
LIKES TO  
WORK  
WITH  
A  
ZOMBIE!  
USING  
DRUGS  
WILL  
END  
YOUR  
CAREER!**



On November 6 when you walk into the voting booth, take a minute and think about the two men who want to be president of the United States. Push the television commercials, the polls and the campaign hoopla out of your mind. Think about all the qualities—the responsibility, the honesty, the stamina and the intellectual capacities—that go into leadership.

This is 1984, and the nation faces some very complex and difficult problems. The year 2000 is around the corner. If it were the simple times Ronald Reagan and his supporters dream of, and apparently believe we are still in, then the simple-minded solutions and slogans of Reagan and friends might carry some weight. But a president has to do more than be able to read a cue card.

Harry Truman said, "The buck stops here." One of the qualities of a good leader is the ability to accept responsibility. If something goes right, certainly take the credit. But if something goes wrong, don't point a finger at somebody else. Take the heat.

After four years in office, Reagan has yet to accept the blame for anything that has gone wrong. The deficit is Congress's fault. The highest unemployment rate since the depression was the fault of past administrations. The deaths of more than 300 Americans in Lebanon were the fault of his predecessors. Imports, the decline of heavy industry, environmental problems, you name it and Reagan will find a scapegoat.

A leader does not make excuses. Walter Mondale has acknowledged mistakes he has made, both as vice-president and as a senator. He knows the American people do not want to listen to a litany of excuses.

Sometimes being honest, being truthful, means you have to tell people things they might not want to hear. But that is the mark of a leader. Ronald Reagan has promised he won't raise taxes. That is a promise that is hard to believe in face of the nation's \$200 billion deficit. That debt is caused by Reagan's unequal tax and his increase in government spending. But he says, "It's not my fault."

On the other hand, Walter Mondale is facing the issue head-

## A Matter of Leadership



on, even at a time when he needs every vote he can round up. How do you get rid of a deficit? Raise taxes and cut spending. Walter Mondale said he will raise taxes and cut spending. That may not be the most popular answer, but it is the honest answer.

Reagan said he will not raise taxes. Why then is his Treasury Department studying several ways, including a national sales tax, as a way to raise taxes for a report that is due out after the election? Does he believe the American people won't be able to tell the difference between "revenue enhancement" and taxes? They are the same thing. These are not the actions of a leader.

A leader is not afraid to go to the press and to the people. A leader is accountable to the people; he owes answers to the people and to the press. Walter Mondale does that. He talks, he

answers questions. He doesn't hide behind the White House fence. Ronald Reagan's handlers are building a cocoon of videotape and cue cards around him.

It's becoming a national scandal—his rallies are packed with hand-picked crowds. No anti-Reagan signs are allowed. His advisors won't let him talk to reporters because almost every time he does he makes a "misstatement." In other words, he says things that are not true. This is not the mark of a leader.

The presidency is a tough and demanding job that calls for

tough, demanding and candid leadership.

Walter Mondale spent four years in the administration. He has spent a physically demanding year on the road for his campaign, and he has the energy and the stamina to put in the time required of the most demanding job in the world.

As president, Ronald Reagan makes a good talk-show host—friendly and photogenic.

As president, Walter Mondale will make a good leader—responsible, honest, knowledgeable and energetic.

Vote for Walter Mondale and Geraldine Ferraro.

## Preparing for the Debates

### Vote Nov. 6

### As if Your Job

### And Your Union Depended on It

IT'S  
A SMALL PRICE  
TO PAY FOR  
JOB  
SECURITY!

S  
P  
A  
D



Frank EVERS S.I.U.