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SIUNA Views Future With Confidence

See Pages 3-11

LIBRARY



This is one of Sea-Land's former SL-7s. The ships have been converted for use by the Military Sealift Command in their Fast Sealift Ships program. Sea-Land, an SIU-contracted company, won the contract to operate the first four. Each ship will carry a crew of 26 unlicensed seamen.

Sea-Land Wins 4 Fast Ships

Sea-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 program.

The four ships, converted SL-7s, will each carry a crew of 26 unlicensed seamen and will be based in Violet, La. and Jacksonville, Fla. Each of the ships is equipped with 30 and 50 ton cranes, side-loading ramps and

fork lifts, all of which will be operated by the crew.

The ships have been extensively re-fitted in American yards to meet the military requirements of the TAKR program. Contracts for several more of the ships will be awarded later when their re-fitting is complete. The four ships are the *Algol*, *Antares*, *Capella* and *Bellatrix*. The Sea-Land contract with the MSC takes effect June 15.



SIU's New Aurora

New Ship, New Jobs Aurora Joins SIU Fleet Makes First Grain Voyage

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SIU's New Keystone State

New Ship, New Skills, New Jobs Training Starts On SIU's New Keystone State

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Inland Crews Conference—Unity, Job Security Stressed

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President's Report

by Frank Drozak

WHEN the brothers and sisters of the SIUNA came together at the convention this month, and at the historic Inland Conference immediately following the convention, they brought with them many serious concerns.

But the underlying concern was jobs and job security under the anti-labor and disastrous economic policies of Ronald Reagan. If all we did was sit there and tell each other how bad things are and this is what should be done, then get up and go home, we wouldn't really have accomplished much. We didn't do that.

We determined to turn our legitimate concerns into action. We are doing that with our grassroots campaign. That campaign, now in its second month, is working. All across the country the press is picking up on our concerns and issues. Newspapers and television are presenting stories about the decline of our merchant fleet and shipbuilding base. People are becoming aware.

During the primary season, candidates for all levels of office saw the SIU. They can no longer plead ignorance. We have made sure they became aware of the nation's merchant marine and its problems.

Late last month we had presidential candidate Walter Mondale and several Democratic U.S. Senate candidates at SIU headquarters to outline their plans and ideas for our industry.

This month we took our concerns one step further, to the Democratic Platform Committee. That committee is charged with outlining the principles of the Democratic party, of setting the issues, the concerns and the

framework of the party and its candidates. It was during this meeting that we were able to tell the policy makers what we, the SIU, believe should be done to save our industry, our jobs and job security.

Here is part of what we presented to that committee:

"The present administration professes great concern for America's national defense and has embarked upon an enormous military buildup. Congress approved \$264.1 billion for defense in fiscal year 1984 and is considering appropriating \$313.4 billion for defense in the next fiscal year. Yet despite the vast resources currently being spent to improve and strengthen America's national defense capability, little if any is being spent on America's merchant fleet and shipbuilding industry.

Recent studies show that our merchant fleet is less than adequate to undertake such operations.

"The economic implications of the decline of our maritime and shipbuilding industries should not be ignored. We cannot allow the demise of these productive industries because without them we will not have a strong economy.

"The dangerous decline of the U.S. merchant fleet in the face of increasing foreign competition in international shipping and worldwide recession, necessitates the need for a new, comprehensive and well-balanced maritime policy shaped to the needs of all segments of our maritime industry.

The 1984 Convention of the Seafarers International Union of North America, AFL-CIO, recently adopted the following nine points in a resolution sup-

porting a maritime policy for the United States. I urge the Committee to include these same features in a maritime policy statement in the Democratic platform:

- Programs to ensure the maintenance and retention of an adequate, efficient and modern fleet including passenger ships sufficient to satisfy America's economic and national security needs and a pool of well-trained men and women that can be employed on commercial ships or assist the armed services in time of war or national emergency.

- Recognition that in a world where many nations heavily subsidize their national fleets the United States cannot maintain a commercial fleet without a minimum of federal assistance. Although we recognize that present subsidy programs may not be the final answer to the preservation of a U.S.-fleet, until new programs are put in place these federal subsidies should not be eliminated.

- Strong support for the Jones Act (Section 27 of the Merchant Marine Act of 1920) as the fundamental maritime statute which has served as the backbone for the U.S. domestic fleet. All legislative moves to weaken or repeal the Jones Act must be defeated.

- Retention of the present prohibitions against permitting construction differential subsidy-built tankers to enter the domestic trade permanently upon repayment of subsidies.

- Reservation of cargo to U.S.-flag operators. The centerpiece of a truly effective maritime program is a cargo policy that guarantees a portion of U.S. bulk cargoes for carriage in U.S.-flag vessels. Even more important is continued federal enforcement of existing cargo preference laws.

- Prompt negotiation of bi-

lateral shipping and trading agreements. The United States is increasingly at the mercy of both industrial and third world countries which have entered into multilateral cargo sharing agreements restricting access to national-fleet traders.

- A program to strengthen U.S.-flag shipping on the Great Lakes and other inland waterways. America's ports and navigable waterways are critically important to the country. A comprehensive approach must also include specific programs to take the dredge and tugboat fleet out of the federal realm and place them in the hands of the private sector.

- A broadening of efforts to encourage the expansion and growth of the U.S. fishing fleet and fish processing industries. The United States still imports nearly 69 percent of all fish consumed in this country. It is, therefore, imperative that new programs are devised to stem the flow of heavily subsidized foreign fish and canned goods into this country.

- Development of a comprehensive ocean policy, which addresses future innovations in marine technology. Legislation has been enacted requiring the use of U.S.-flag, U.S.-built and U.S.-crewed vessels in new ocean ventures such as ocean mining and ocean thermal energy conversion. These ventures will provide thousands of new job opportunities.

Immediate steps must be taken to develop a truly effective policy which addresses all segments of our critically important maritime industry. Only a strong merchant fleet will guarantee our national and economic security."

Will this mean we will get everything we want? Probably not. But it does mean we have made a start, a pretty damn good one, too.



LOG

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SIUNA Views Future With Determination

Seeks To Restore Job Security To All American Workers

PINEY POINT, MD. . . . The need for a new administration in Washington, D.C. to restore job security to American workers was the predominant theme at the 1984 Triennial Convention of the SIUNA.

Chaired by SIUNA President Frank Drozak, the three-day convention was held, for the first time, here at the Seafarers Harry Lundeberg School of Seamanship.

At the close of the convention—the SIUNA's 20th since its founding in 1938—Drozak was unanimously re-elected to a second term. Also unanimously re-elected—to his fifth term—was SIUNA Secretary-Treasurer Joseph DiGiorgio. Further, 18 International vice presidents were elected by the delegates. (See separate story in this issue of the LOG.)

Oftentimes during the convention, which began on May 28, Drozak criticized the Reagan administration's callous attitude toward workers in general and toward maritime workers in particular. At one point he said, "This administration has forced us in the merchant marine to fight over crumbs. And we've been suckers enough to fall into the trap."

He told the 200 delegates gathered at the school's beautiful, new Training and Recreation Center, that the three years that have passed since the last convention have been "the worst three years that I've witnessed."

Instead of having "a leader in the White House," he said, "we're faced with an anti-social type of person who's against workers."

The National Labor Relations Board is dominated by anti-labor forces, Drozak said in his opening comments, adding that the "Supreme Court has also turned against workers."

Noting that "it's an all-out attack," Drozak said that today's situation is "worse than it was in the '20s and '30s. If something isn't done, if this administration gets back in, I don't think we'll be sitting here three years from now."

In his closing comments on the last day of the convention, however, Drozak ended on an upbeat note. "It's going to be tough," he said. "But I believe that we can help make the difference in the November elections."

Referring to the SIU's ambitious grassroots political campaign, he told the delegates that "we're going to be out there to get the message across."

That message is one that was repeated often during the convention—the need for full employment in the nation—in the maritime industry, the steel industry and the tuna canning industry, to name a few. He reminded the delegates that "an injury to one is an injury to all."

Prior to the convention, at an SIUNA Executive Board meeting on May 26, the authority was given to Drozak to support a candidate for U.S. president, if and when he sees fit.

Throughout the convention, many of the distinguished speakers who addressed the delegates called for a new president in the White House. Among those speakers were: Lane Kirkland, president of the AFL-CIO; Sen. Paul Sarbanes (D-Md.) and Rep. Tom Harkin (D-Iowa). Other prominent speakers included Rep. Walter Jones (D-N.C.), chairman of the Merchant Marine and Fisheries Committee; John Wells, secretary of labor from Kentucky; Rep. Joseph Gaydos (D-Pa.) and Admiral Harold E. Shear, Maritime administrator. (For a full rundown of all the speakers and their comments, see separate stories in this issue of the LOG.)

The SIUNA is made up of 80,000 members in 18 autonomous affiliates located throughout this country, Puerto Rico,

(Continued on Page 5.)



SIUNA President Frank Drozak chaired the International's 1984 Triennial Convention. Later in the Convention he was unanimously re-elected to a second term.

SIUNA Delegates Elect Leadership

Drozak, DiGiorgio, 18 Vice Presidents Are Installed

President Frank Drozak, Secretary-Treasurer Joseph DiGiorgio and 18 vice presidents were elected to three-year terms at the close of the SIUNA's 1984 Triennial Convention.

After being unanimously re-elected, Drozak said, "It's a privilege to serve you for the next three years." He told the

delegates that "my door is always open to you."

DiGiorgio, who was elected to his fifth term as secretary-treasurer, thanked the delegates and the "great staff" that works with him.

The composition of the SIUNA Executive Board is as
(Continued on Page 4.)



On the last day of the Convention, the newly-elected SIUNA Executive Board is sworn in by the Union's general counsel, Howard Schulman. Delegates agreed: it was a forward-looking convention.

SIUNA Officers Installed

(Continued from Page 3.)

follows: President, Frank Drozak; Secretary-Treasurer, Joseph DiGiorgio; Vice Presidents, Walter Smith, Alaska Fishermen's Union; Gilbert Gauthier, Canadian Marine Officers Union; Jack Tarantino, Fishermen's Union of America, Pacific and Caribbean; George Beltz, International Union of Petroleum and Industrial Workers; Henry "Whitey" Disley, Marine Firemen's Union; Paul Dempster, Sailors Union of the Pacific; George McCartney, Steve Edney, Ed Turner, Mike

Sacco, Jack Caffey, John Fay, Mike Orlando, Roy "Buck" Mercer, SIUNA, Atlantic, Gulf, Lakes and Inland Waters District; Roman Gralewicz, SIU of Canada; Keith Terpe, SIU of Puerto Rico, Caribe and Latin America; Don Taconi, Sugar Workers Union No. 1, and Joseph Abata, United Industrial Workers of North America-Midwest.

The members of the SIUNA Executive Board were sworn into office by the International's General Counsel, Howard Schulman.



Part of the SIU of Canada delegation headed by Roman Gralewicz, far left, gives a standing ovation to one of the speakers.

Rep. Walter Jones, N.C.

'You Look to the Future'



Rep. Walter Jones

The chairman of the House Merchant Marine and Fisheries Committee, Rep. Walter Jones (D-N.C.) said that "a strong merchant marine is at the very base of our defense and foreign trade policies."

He added that "our cargo preference laws are, as they have always been, part and parcel of those policies."

Telling the delegates that he

was very pleased with the passage of the 1984 Shipping Act, Jones said that now "our operators can be considered in parity, at least from a regulatory aspect, with our trading partners' carriers."

For the first time also, he said, the law "will provide protection for U.S. carriers who seek entry into foreign-to-foreign trades."

Jones noted that "it has been demonstrated over and over that the carrier who does best is the one who carries not only the goods of his country but the goods of other countries."

The congressman praised the SIUNA and the Lundeberg School saying that "this institution speaks loudly for the future of the United States merchant marine. While others bemoan the present state of the merchant marine as one of decline, or look backward to a past we will never see again, you are preparing for America's future as the great trading nation we will be as we move toward the 21st century."

Sen. Paul Sarbanes, Md.

'SHLSS: A Superb Facility'

Senator Paul Sarbanes (D-Md.) told the delegates that he is an outspoken supporter of a strong U.S. merchant marine.

He said he based that support on the "belief that we cannot be a world economic power without certain industries." One of them is the maritime industry.

However there are strong economic interests in this country, Sarbanes said, that want to use foreign-flag ships for short term profits.

The senator then talked about the upcoming presidential election and said that he regards it as the most important election to be held in this country in 50 years.

Adding that "we have to get Ronald Reagan out of office," Sarbanes said that if this administration is re-elected, there'll be major attacks on programs such as social security.

He noted that three or four seats on the Supreme Court may come up in the next four years



Sen. Paul Sarbanes

for appointments. "If Reagan gets back in," he said, "you'll see decisions you never thought possible."

Pointing out that the U.S. Labor Movement "has tried to build a more just society," Sarbanes stated that the "strength of this society rests on the individual worker."

The senator talked about his support for Walter Mondale for president and said "we need a president who'll put people to work."

Referring to the Lundeberg School, Sarbanes said, "You have a superb facility right here. The people that come out of here have skills that are unparalleled. All they're asking for is a place to use those skills."

Both the Lundeberg School and SIUNA headquarters are located in Maryland, and Sarbanes said, "I regard the SIU as an essential part of this state."



SIUNA Executive Board meets to review many problems facing affiliates.

Rep. Tom Harkin, Iowa

'They Want to Bust Unions'



Tom Harkin

"We are headed in absolutely the wrong direction in regard to our merchant fleet," noted Rep. Tom Harkin (D-Iowa).

Citing figures on the decline of shipping and shipbuilding jobs, Harkin criticized those in Congress who are so concerned about national security and "yet won't appropriate a reasonable amount of subsidy for the merchant marine."

In a speech containing several funny stories that often brought applause from the audience, Harkin was very critical of the mess that the U.S. economy is in today. He said that a lot of the problem was due to the huge budget deficit.

The congressman called for

Reagan's defeat in the November election, noting that beside the enormous budget deficit, Reagan has brought the country many other ills, such as high unemployment.

Harkin, who will be running for the Senate this year, said that America needs a new industrial policy with a jobs program as a priority.

Stating that penalties should be brought against those who invest their money abroad, Harkin said that he supports the Domestic Content bill.

He ended by telling the delegates that those in this present administration are anti-labor. "They want to bust the unions."

AFL-CIO President Lane Kirkland

'We'll Continue to Fight for A Strong US Merchant Marine'

Highly critical of the Reagan administration and its maritime policy, AFL-CIO President Lane Kirkland told the delegates, "We do not need honey-coated words."

What is needed, he said, is "action to provide the sea-going capacity required to defend America's real national interests."

Kirkland said that the AFL-CIO will continue to fight for a strong merchant marine by pushing for such items as cargo preference laws, the Competitive Shipping and Shipbuilding Act, balanced bilateral agreements and fair international trading policies.

At the beginning of his speech, Kirkland complimented the SIUNA and its president, Frank Drozak, for their hard work on behalf of the AFL-CIO. He said that Drozak "is one of the mainstays of our committees on Economic Policy, Defense and Organizing. We are fortunate to have his counsel and experience."

The AFL-CIO president frequently praised the Seafarers Harry Lundeberg School of Seamanship, noting that "the SHLSS is a model center that every trade union leader should



Lane Kirkland

get a chance to see."

He said that "the young men and women who graduate from this school are fine seamen. The United States could ask for no greater asset in any determined effort to regain a decent share of international trade for American-flag ships and American crews."

However, Kirkland added that "despite years of lobbying by your officers and the AFL-CIO, Congress has not yet been persuaded to undertake that effort. A backward-looking president has failed to provide leadership to develop a viable maritime policy."

Citing several countries that carry a large percentage of their own commerce, Kirkland said that "only the U.S. keeps trying to live by illusory free market principles while every other nation in the world sets out policies and programs that benefit its workers and its national interest."

Kirkland talked about the hardships that the Reagan administration has brought to all of America's workers. He then closed by speaking about the AFL-CIO's strong support of Walter Mondale for president.

Calling Mondale "a tested and trusted friend of working people," Kirkland said, "We have a rare opportunity to make a very big difference in the shape of things to come."

Coming Next Issue:

More Photos From The Convention

SIUNA Views Future With Confidence

(Continued from Page 3.)

the U.S. Virgin Islands and Canada. The International includes seamen, boatmen, shipyard workers, fishermen, cannery workers, oil and chemical workers, sugar workers and many other groups of laborers.

That is why the 51 resolutions passed during the convention reflected a wide variety of interests. Among the many concerns covered in the resolutions were: America's maritime policy; the U.S. fishing industry; port and inland waterways development; the Hobbs Act; shipbuilding; U.S.-Canadian maritime relations; OSHA; industrial policy; Great Lakes maritime industry; sugar price support program, and a tariff on tuna imports. (A list of all the resolutions and summaries of certain key ones appear elsewhere in this LOG.)

Also reflecting the many interests of the SIUNA affiliates

were the committee reports issued during the convention. Among the 15 committees were: Civil Rights; Fishermen's and Fish Cannery Workers' Organization and Grievance; Great Lakes Organization and Grievance; Inland Boatmen's Organization and Grievance; International Affairs; Legislative and Government Agencies; Seamen's Organization and Grievance, and Industrial and Transportation Workers' Organization and Grievance.

Prior to the convention, on May 27 at the Lundeberg School, a Fish and Cannery Conference was held. It was chaired by Steve Edney, national director of the United Industrial Workers, Service, Transportation, Professional and Government of North America.

Representatives from the SIUNA's fishing and cannery unions on both the East and West Coasts attended the con-

ference to discuss the many problems that are plaguing their member. (A full story on this conference, along with photo coverage, is carried in this issue of the LOG.)

The well-run convention owed its success to many people in the SIUNA, in the Maritime Trades Department (MTD) of which the SIUNA is an affiliate, and in the Lundeberg School. Always around to help people with transportation or any other problem they might have were: Frank Mongelli, vice president of the school; Ken Conklin, commandant of the base; Ed Gildersleeve, hotel manager, and Don Nolan, culinary director.

Most of all, thanks go to Jean Ingrao and Howard Schulman and their staffs for their hard work in organizing the convention. Mrs. Ingrao is executive secretary-treasurer of the MTD and Howard Schulman is SIUNA general counsel.

SIUNA Adopts Resolutions to Secure Jobs

FIFTY-ONE resolutions affecting maritime and related industries were passed by the delegates at the SIUNA's 1984 Triennial Convention.

The overriding theme of the resolutions was the rejuvenation of American industries and the American merchant marine.

Reflecting the variety of workers in the SIUNA, the resolutions covered a wide range of topics from the fishing industry to shipbuilding to a sugar price support program.

Below is a list of the 51 resolutions and following that is a summary of some of the key ones:

1. Maritime Policy
2. Grassroots Political Program
3. Energy
4. The Offshore Industry and the Jones Act
5. The U.S. Fishing Industry
6. Taxation of Employee Fringe Benefits
7. Port and Inland Waterways Development and Financing
8. Ocean Mining
9. The National Economy
10. The Competitive Shipping and Shipbuilding Act
11. The Hobbs Act
12. Shipbuilding
13. U.S.-Canadian Maritime Relations
14. Medical Care Entitlement for Merchant Seamen
15. U.S. Navy Tug Fleet
16. Occupational Safety and Health Administration
17. Health Care Cost Containment
18. Government-Impelled Cargo
19. International Role for the Seafarers International Union
20. Continental Airlines
21. Industrial Policy
22. Getting Out the Vote
23. The UNCTAD Code for Liner Conferences and Bilateral Maritime Agreements
24. Bankruptcy Laws
25. U.S.-Flag Passenger Vessel Fleet
26. Deregulation
27. Immigration Reform
28. The Jones Act
29. Support of Boycotts
30. Great Lakes Maritime Industry
31. Contracting Out of U.S. Coast Guard Services to Commercial Operators
32. International Trade
33. U.S. Dredging Industry
34. Dr. Martin Luther King's Birthday
35. Florida Gas Transmission Pipeline
36. Labor Law Protections for Maritime Captains, Mates, Pilots and Engineers
37. In Appreciation for the Encouragement and Support of AFL-CIO President Lane Kirkland
38. In Appreciation of the Support of the AFL-CIO and its Staff
39. Resolution of Thanks to the SIUNA Staff
40. Resolution of Thanks to the Staff of the Seafarers Harry Lundeberg School of Seamanship
41. In Memoriams
42. D-Day Participation
43. Sugar Price Support Programs

44. Single Tariff Rate for Packed Tuna Imports
45. Investigation of Fish Dumping Practices of Foreign Nations
46. Citizenship Requirement on Fishing and Fish Processing Vessels
47. Inspection and Manning Standards on Fish Processing Vessels
48. Possible Merger of ALL SIUNA-Affiliated Fishing and Cannery Unions
49. Canadian/American Fishing Problems
50. Fishermen's Status as Employees
51. Organizing the Unorganized

Maritime Policy

This resolution pointed out that America's position as a great trading nation and leading world power is currently being threatened by the deterioration of the U.S. merchant fleet. Unfortunately, the fleet has declined to such an extent that it is no longer adequate to ensure United States control over her foreign commerce or to provide sufficient support as a naval auxiliary to the U.S. military forces.

The present administration professes great concern for America's national defense and has embarked upon an enormous military build-up. Yet despite the vast resources currently being spent to strengthen America's national defense ca-

pability, little is being done about America's merchant fleet and shipbuilding industry.

Calling for a new, comprehensive and well-balanced maritime policy, the resolution states that such a maritime policy should include the following:

- Programs to ensure the maintenance and retention of an adequate, efficient and modern fleet sufficient to satisfy America's economic and national security needs and a pool of well-trained men and women who can be employed on commercial ships or assist the armed services in time of war or national emergency.

- Recognition that in a world where many nations heavily subsidize their national fleets, the United States cannot maintain a commercial fleet without a minimum of federal assistance.

- Strong support for the Jones Act as the fundamental maritime statute which has served as the backbone for the U.S. domestic fleet.

- Retention of the present prohibitions against permitting CDS-built tankers to enter the domestic trade permanently upon repayment of subsidies.

- Reservation of cargo to U.S.-flag operators. The centerpiece of a truly effective maritime program is a cargo policy that guarantees a portion of U.S. bulk cargoes for carriage in U.S.-flag vessels. Even more important is continued federal enforcement of existing cargo preference laws.

- Prompt negotiation of bilateral shipping and trading agreements.

- Strengthening U.S.-flag shipping on the Great Lakes and other inland waterways. Specific programs to take the dredge and tugboat fleet out of the federal realm and place them in the hands of the private sector should be implemented.

- A broadening of efforts to encourage the expansion and growth of the U.S. fishing fleet and fish processing industries. The United States still imports nearly 69 percent of all fish consumed in this country. New programs must be devised to stem the flow of heavily subsidized foreign fish and canned goods into this country.

- The United States must continue to support programs



The Convention delegates gathered each day in the beautiful auditorium at the Lundeberg School.

(Continued on Page 7.)

SIUNA Adopts Resolutions to Secure Jobs

(Continued from Page 6.)

that guarantee full participation by American industry and labor in the development of new marine industries such as ocean mining and ocean thermal energy conversion.

Grassroots Political Program

The delegates passed a resolution fully committing the energies and resources of the SIUNA and its affiliates to the task of organizing and implementing a grassroots political campaign to educate both the public and political leaders in maritime affairs and the need to support the U.S.-flag merchant fleet.

The National Economy

In this resolution, the delegates noted that unemployment is the most devastating consequence of the Reagan economic policy, one which has adversely affected the personal and economic well-being of millions of Americans.

The delegates therefore stated their opposition to the economic policies of the current administration and called for the redirection of these policies toward 100 percent employment and the revitalization and protection of our nation's industrial base.



SIU Vice President in charge of the Great Lakes and Western Rivers Mike Sacco was among those who nominated Frank Drozak for SIUNA president. Brother Sacco was himself later re-elected as an SIUNA vice president.

Industrial Policy

The Convention delegates resolved that the administration and the Congress begin efforts to devise a national industrial policy which has as its goal the revitalization of our basic industries and the encouragement of new industries through the pursuit of balanced and equitable growth. Also, that such a policy seek a coordinated and coherent set of domestic and international economic policies arrived at through consultation with labor, management and government. Moreover, adequate attention must be given to reestablishing a maritime industry capable of fulfilling its significant role in the economic prosperity and security of the nation.

'We Must Defeat Reagan'

Pamela Harriman made her message clear from the start—"In 1984 we must defeat Ronald Reagan and restore the Democratic majority in the Senate."

Harriman, who is chairman



Two of the Convention escorts are about to accompany speaker Pamela Harriman, chairwoman of the board of directors of "Democrats for the '80s."

D-Day Participation

In this resolution the delegates noted with extreme sorrow the failure of the Reagan administration to invite representatives of the United States merchant marine to participate in the commemoration ceremonies of the 40th anniversary of the D-Day invasion of Hitler's fortress at Normandy, France.

The resolution noted that U.S. seamen were integral participants in this successful endeavor and by their heroic actions and sacrifices contributed most substantially to the invasion's success.

The delegates resolved that the failure of the Reagan administration to recognize and honor the heroic efforts of the United

of the Board of Directors of Democrats for the '80s, called Reagan the "most reactionary president of modern times."

She decried Reagan's endangerment of the U.S. maritime industry and pointed out how much America relied on the merchant marine during World War II.

Noting that the SIUNA has been a major supporter of her organization's work, Harriman listed a number of crucial congressional seats in the upcoming November elections.

Harriman commended the SIU and said she had a "special regard for your leader, Frank Drozak. You could have no one better than Frank Drozak as your spokesman in Washington, D.C."

States merchant seamen constitutes an insensitivity to this class of seamen, their brothers, sisters and predecessors and further demonstrates such administration's abysmal failure to recognize the need to maintain a strong American merchant marine in the interests of our national security.



Attending the Convention from the SIU of Canada is that union's Secretary-Treasurer Roger Jesjardins (r.) and its vice president in Halifax, Nova Scotia, Hedley Harnum.



Attending the SIUNA Convention is one of our Seafarers from Philadelphia, Billy Smith.



Giving a report on investments for the Seafarers Pension Plan is Stuart Richardson (third from left), vice president of the Oppenheimer Capital Corp. There were several Trustees meetings for the Seafarers Plans held at the Lundeberg School including Pension, Welfare, Vacation, SHLSS, and Hiring Hall. Also shown in this photo are, from the left: Al Jensen,

assistant administrator of the Plans; Carolyn Gentile, special counsel to the Plans; Joseph DiGiorgio, secretary to the Board of Trustees and secretary-treasurer of the SIU; Carmine Bracco, chairman of the Board of Trustees and vice president of Hudson Waterways, and Leo Bonser, administrator of the Plans.

Needed: A National Fish Industry Policy

PINEY POINT, MD. . . . The need for a national fishing industry policy was stressed by SIUNA President Frank Drozak who opened the Fishermen and Cannery Workers Conference of the 1984 SIUNA Triennial Convention.

Held on May 27 at the Seafarers Harry Lundeberg School of Seamanship, the conference covered the many serious problems confronting fishermen and cannery workers. Those problems, such as inadequate tariffs and fish dumping practices of foreign nations, have resulted in high unemployment in this country.

Since 1981, in the California tuna industry alone, 6,000 people have lost their jobs, many of them SIUNA members.

Drozak told the conference delegates, who represent fishermen and cannery workers on the East and West Coasts, that a "national program" must be devised for our fisheries and canneries.

He said, "What's the difference if you're catching squid or tuna? Most of the problems you face are the same."

Suggesting that these conferences be held every three months, Drozak also emphasized the need to look into a national welfare and pension plan for the affiliates' members.

Finally, Drozak talked about the importance of political involvement in the face of the anti-union sentiments of the



Chairing the Fishermen and Cannery Workers Conference, held at the Lundeberg School just prior to the SIUNA Convention, is Steve Edney (r.), national director of the United Industrial Workers, Service, Transportation, Professional and Government of North America. Beside him is Jack Tarantino, president of the Fishermen's Union of America, Pacific and Caribbean. Both men are also SIUNA vice presidents.

Reagan administration. Speaking about the Union's grassroots campaign, Drozak said that "if we don't win in November, you can kiss all our plans and hopes goodbye."

Chairing the conference was Steve Edney who is an SIUNA vice president and national director of the United Industrial Workers, Service, Transportation, Professional and Government of North America. That SIUNA-affiliated union represents thousands of tuna cannery workers in California and in Puerto Rico.

Also represented at the conference were: SIU A&G District fishermen (formerly the Atlantic

Fishermen's Union); the Alaska Fishermen's Union; and the Fishermen's Union of America, Pacific and Caribbean.

The resolutions passed at the conference and later passed at the convention reflected the many concerns of the fishing representatives. For instance, there was a resolution passed calling for a "Single Tariff Rate for Packed Tuna Imports" and another for the "Investigation of Fish Dumping Practices of Foreign Nations."

Both of these resolutions deal with the serious and potentially devastating problem facing the U.S. fishing industry—the ever-increasing import of foreign fish products into this country.

The resolutions called upon the president, the Congress and the International Trade Commission to investigate these rising fish product imports. They further called for the imposition of tariffs, duties "and sufficient quotas to prevent our foreign competitors from dominating the market for U.S. fish products."

Specifically, the conference and convention delegates asked for the "enactment of legislation which will increase the 6 percent duty for water-packed tuna to 35 percent, equal to that for oil-packed tuna. . . ."

Another important issue for the conference delegates—one that was discussed at length—is the law that, since 1981, has temporarily exempted fishing vessel owners from paying the federal unemployment compensation tax for their employees.

Legislation is currently pending which would permanently

exempt these vessel owners from paying federal unemployment tax.

The fish and cannery workers conference delegates felt that it is unfair that these men and women are not considered "employees" even though they report directly to their employer or the vessel owner. Given the definition of "self-employed," these workers are forced to pay the employer's share of their taxes.

Therefore, the conference delegates passed a resolution opposing any efforts to define a crewmember as self-employed since "such a label creates serious economic burdens for our fishermen."

In other matters, the delegates discussed the fact that thousands of American workers have no union representation in the U.S. fishing and cannery industry.

They resolved to "unitedly pursue an active organizing campaign immediately," paying "special attention to the needs and concerns of young workers and America's newest workers—immigrants from Vietnam and Korea."

The talk of possible merger among the groups was another topic of discussion by the delegates who passed a resolution "strongly" supporting "the merger of all SIUNA-affiliated fishing and cannery unions into a single labor union in order to better serve the needs of all American fishing, processor, and cannery workers."

Other resolutions passed at the conference concerned "Citizenship Requirements on Fishing and Fish Processing Vessels," "Canadian/American Fishing Problems," and "Inspection and Manning Standards on Fish Processing Vessels."

Also, delegates told their SIUNA brothers and sisters at the conference about some of the problems they are facing in their own areas. For instance, Walter Smith, president of the Alaska Fishermen's Union said that fish processing companies where his members work have been filing for bankruptcy and last year "we lost two plants."

He pointed out that many of his members are "at the mercy of the company for living conditions" since the fish processing firms provide the housing.

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Making a point at the Conference about the problems facing his members is Walter Smith (r.), secretary-treasurer of the Alaska Fishermen's Union.

John Wells, Kentucky Labor Secretary

'More Than Lip Service'

Making a "difference" for workers in his state is the goal of John Wells, Kentucky secretary of labor.

Addressing the delegates on the last day of the Convention, Wells said that issues such as



workmen's compensation and black lung disease are of crucial importance to Kentucky workers.

Wells received a very warm introduction from SIUNA President Frank Drozak who said that the Kentucky labor secre-

tary had helped defeat a right to work law in his state.

In turn, Wells praised the International for its help when he was seeking the position of Kentucky's secretary of labor. He said, "You [the SIU] have proved that you give more than lip service."

Wells then commended the Union's grassroots movement and spoke about the political clout that the SIUNA has developed in Kentucky. "Two years ago," he told the audience, "the SIU wasn't known in Kentucky." But today the Union has "become a force to deal with."

He said he would give his full support to the establishment of a Maritime Trades Department Port Council in his state.

Wells closed by criticizing President Ronald Reagan and received applause from the delegates when he said, "We need to send Reagan back to California."

Ray McKay, MEBA Dist. 2-AMO

'The Only Act in Town'

Telling the delegates that "military ships are the only act in town," was Ray McKay, president of MEBA District 2-AMO.

McKay, who is also the executive vice president of National MEBA, spoke about the deplorable state of today's American-flag fleet.

Referring to the 68 ships that the military is planning to turn over to the private sector, McKay spoke about the stiff competition that will mark their acquisition.

He then told the delegates that the long history that the SIU and his union has of working together will enable "us to



come up with the programs to help us."

The District 2 president closed by saying that a new U.S. president is needed—"someone who can help us get jobs."

Adm. Harold Shear, Marad

'A First-Class Installation'

Very impressed with the SHLSS, Admiral Harold E. Shear, U.S. Maritime Administrator, said that the school was a "first class installation."

Keeping to the theme of cooperation among all parties in the maritime industry, Shear pointed to the Shipping Act of 1984 which he called "landmark legislation." He said "it would not have passed without the push and shove of the coalition of maritime labor, ship operators, shippers, ports, trade associations and government, including key members of the Congress on both sides of the political aisle."

He praised the SIU's study on the feasibility of permanently assigning skilled personnel



aboard specific types of ships. Further, he complimented SIU members on the "very good job" they are doing "handling the sophisticated equipment" on the former MARAD Reserve vessel, *Keystone State*.

Jean Ingrao, Maritime Trades Dept.

'The MTD Is Ever Active'

"Our agenda must be prospective, not retrospective," said Jean Ingrao, executive secretary-treasurer of the Maritime Trades Department of the AFL-CIO.

"The MTD is ever active," she said and maintains contacts with all congressional offices and with high ranking people in the administration.

She added that "scarcely any important social, economic or political issue of concern to maritime or related industries, and those of concern to labor in

general, escapes the attention of the MTD."



Needed: National Fish Policy



Representing the Atlantic Coast fishermen at the Conference is Mike Orlando who is an SIUNA vice president. Brother Orlando, whose base is in Gloucester, Mass., comes from the Atlantic Fishermen's Union which merged several years ago with the Atlantic and Gulf District of the SIU.



Brother Joe Piva works with the Atlantic fishermen out of the port of New Bedford, Mass.

(Continued from Page 8.)

Noting that the "fishing end of it doesn't look good either," Smith made two important points. One was "we have to get Reagan out of office." The other was "we have to pull together."

Jack Tarantino, president of the Fishermen's Union of America, Pacific and Caribbean said that his membership has dropped by 71 percent. Tarantino is also an SIUNA vice president.

Steve Edney, who read statistics on the big increases in imported fish, said that the "key" to their problems is "organizing and sticking together."

SIUNA Vice President Mike Orlando who works out of Gloucester, Mass. and represents the Atlantic Coast fishermen, echoed that sentiment when he said "the West Coast and East Coast should work together."

He and Joe Piva out of the New Bedford, Mass. office, discussed some of the problems facing East Coast fishermen such as boundary disputes with Canada and the need for a labor representative on the Regional Fishery Councils.

'SIU Promotes Training'

John Mason, the dean of vocational education and special projects at the SHLSS, said that "the leadership of the SIU has always been behind us."

He was referring to the



John Mason

Jacqueline Knoetgen, SHLSS Educator

'What Keeps You From School?'

"What keeps you from going back to school?" That question was asked of the delegates by Jackie Knoetgen, dean of academic education at the Lundeberg School.



Jackie Knoetgen

Noting that the reasons holding back SIU members from getting more education have been carefully researched at SHLSS, Knoetgen went on to explain a few of the many courses that are available at the school. Some of the ones she mentioned were: Adult Basic Education; English as a Second Language; the high school equivalency program; correspondence, and dockside.

She was happy to announce to the delegates that the Maryland State Board of Higher Education had visited the school and was in the process of evaluating its programs. Knoetgen was hopeful that the SHLSS may soon be able to issue higher

Union's support of the extensive vocational education programs available at the school.

Mason talked about training and education for the future and said that "vocational education is the real heart of the country." He pointed to the sophisticated crane apparatus onboard the newly acquired SIU-contracted ship *Keystone State* to show the need for refining and improving training equipment.

At the Lundeberg School, Mason was proud to announce, a wheelhouse simulator was being constructed to help members upgrade their skills.

In his closing remarks, Mason pointed out that the Russian merchant marine "devotes a lot of time to training."

education degrees in its own name.

'The Need for Political Action'

The need for political action in the face of a declining maritime industry was a theme that ran throughout the SIUNA's 1984 Triennial Convention.

However, on the afternoon of the second day of the Convention, nearly three hours were devoted solely to legislative and political issues and the status of the U.S. maritime industry.

The afternoon's activities included speeches by SIUNA President Frank Drozak, Union Political Director Marianne Rogers, and SIU Legislative Director Frank Pecquex. Three films and a television talk show—all relating to politics or the merchant marine—were also played for the delegates.



Welcoming the delegates and their families to the school and announcing a tour of the facilities is the vice president of the SHLSS, Frank Mongelli.

'A National Trade Policy'

The need for a national trade policy was the main theme of Rep. Joseph Gaydos' speech to the Convention delegates.

The Pennsylvania Democrat who is chairman of the Health and Safety Subcommittee of the Education and Labor Committee said, "We really don't know what we're doing when it comes to international trade."

He was very critical of the fact that the U.S. has not developed its merchant marine. "We have seen our merchant fleet's share of participation in American oceanborne trade decline steadily over the past decade. . . ."

Gaydos is also chairman of the Executive Committee of the Congressional Steel Caucus, and he said that since steel is used to build the ships, "the plight of the steel industry is inextricably bound in with your plight."



Rep. Joseph Gaydos

ries, Pecquex told the delegates, "You can take pride in the fact that the SIU is considered one of the most effective organizations in lobbying Capitol Hill."

Pecquex added, "We lobby for a special interest that can be summed up in two words, job security. The job security that we have is being threatened at every turn."

One of the main goals of the grassroots campaign, said President Drozak, is to educate the American people about the importance of the U.S.-flag merchant marine.

"The public is ignorant about what's happening to the U.S. fleet and the nation's security. You can be the difference," he said.

One of the films shown, "Time for Decision," dealt with the problems of the merchant marine and the need for action now. Another film showed the speech made recently at SIU headquarters in Camp Springs, Md. by Walter Mondale who is seeking the Democratic Party's nomination for president.

Also, the recording of a television talk show in Alabama, "For the Record," was played for the delegates. The show featured President Drozak answering some tough questions on the U.S. merchant fleet from viewers.

Carolyn Gentile, SIUNA Plans Counsel

'These Are Hard Times'

Talking about employee benefit plans, Carolyn Gentile, special counsel to the SIUNA Plans, said "fringe benefits are taking



on an ever increasing importance."

She said that these are "hard times" for employee benefit

plans and, talking about the maritime industry, Gentile particularly pointed to the tremendous increase in costs caused by the closing of the U.S. Public Health Service hospitals.

A number of fringe benefit issues that would be of interest to the delegates were then outlined by Gentile. For instance, she discussed cost containment, coordination of benefits, and the new idea of "wellness" care which is basically a program of preventive medicine. Gentile then went over some new developments under the Employee Retirement Income Security Act of 1974.

Finally, Gentile cautioned the delegates to be knowledgeable about their plans since employers often use fringe benefits to thwart contract negotiations.



Thanking the delegates for his unanimous re-election to a fifth term as SIUNA secretary-treasurer is Joseph DiGiorgio.



SIU Political Director Marianne Rogers talks about the Union's grassroots political campaign at the special afternoon legislative session held during the Convention.

Ed Carlough, Sheet Metal Workers

'It's A Matter of Survival'

"This school, this property is a tremendous tribute to the leadership of the SIU, past and present," said Edward J. Carlough, general president of the Sheet Metal Workers International Association, and Executive Board Member of the AFL-CIO Maritime Trades Department.

He spoke about the oppressive labor policies that have characterized the Reagan administration such as high unemployment and severe cuts in social welfare programs.

Speaking about Reagan's disastrous lack of a maritime policy, Carlough told the delegates that America is the only one of the great trading nations that doesn't carry its own products.

He said that the attitude of the present administration is, "Let's put unions in their place." Noting that a good alternative is needed to Ronald Reagan, Carlough stated that whoever



the Democratic Party's candidate is for president will be the Sheet Metal Workers' candidate.

In his closing remarks Carlough said that "getting Reagan out of office is a matter of survival for the trade union movement."



Giving the report of the Industrial and Transportation Workers' Organization and Grievance Committee is its chairman Joe Sacco who is SIU A&G District vice president in charge of the Gulf Coast.



Paul Dempster, president/secretary-treasurer of the Sailors Union of the Pacific, nominates Joe DiGiorgio for secretary-treasurer of the SIUNA. Later on, Brother Dempster was re-elected as an SIUNA vice president.



Reading the report of the Great Lakes Organization and Grievance Committee is SIU official Jack Bluit from the port of Algonac.



SIUNA Vice President George McCartney, who was chairman of the Resolutions Committee, read the 51 resolutions to the delegates. Brother McCartney is also West Coast vice president of the SIU A&G District.



Reading the final committee report, that of the Inland Boatmen's Organization and Grievance Committee, is SIU Representative from the Great Lakes Byron Kelley.



A group of SIU members from the port of Norfolk came down to Piney Point to attend part of the Convention. Here they gather in the lobby of the SHLSS to have their photo taken with Norfolk SIU Rep "Scrap Iron" Jones (kneeling, second from right), and the Union's Atlantic Coast Vice President Leon Hall (wearing a suit, and standing just behind Brother Jones.)

Members Approve Deep Sea Contract Extension

By a nearly unanimous margin, SIU members at Union halls in all ports approved an extension of the SIU Standard Freightship and Tanker agreements with additional funds to maintain benefit levels. The extension also included many of the provisions recommended by the SIU Crews Conference held in March at Piney Point, Md.

Included in the agreement were additional pension credits for members with at least 3,000 days of eligibility, reduced eligibility requirements for medical and vacation benefits and many other recommendations from the Crews Conference.

The SIU's Negotiating Committee met in Piney Point at the close of the SIUNA Convention on May 30 with representatives from the following deep sea companies:

Sea-Land Service, Inc.
Maritime Overseas Corporation
Ogden Marine, Inc.
Coordinated Caribbean Transport, Inc.
Transoceanic Cableships, Inc.
Puerto Rico Marine Management, Inc.

Energy Transportation Corp.
Ocean Carriers, Inc.
Waterman Steamship Corp.
Delta Steamship Lines, Inc.
Titan Navigation, Inc.
Interocean Management Corp.
Apex Marine Corporation
Hudson Waterways Corp.

The purpose of the meetings were to submit as proposals for the new contract, the recommendations made by the 69 rank-and-file delegates at the Crews Conference held in Piney Point on March 26 through April 6.

After two full days of negotiations, the management negotiating committee agreed to the following:

1. The current agreement is to be extended with either party having the right to re-open the contract upon 15 days notice.
2. Members having at least 3,000 days of seetime will receive 1 1/4 days credit for each day worked after June 15, 1984.
3. Additional funds were negotiated to maintain the current level of benefits, effective June 16, 1984.
4. Eligibility for medical and vacation benefits will be re-

duced to 120 days, effective June 16, 1984.

5. Cardio-trackers will be placed aboard all vessels as soon as procedures are established with the manufacturer.

6. Permanent ratings will work 120 days on and 60 days off. All other Class "A" members will work 180 days on and then leave the vessel. They may register and ship without any waiting period. Effective June 16, 1984.

Class "B" members will work 120 days on, then leave the vessel. If the vessel is not returning to the area of their engagement within 10 days they will be entitled to transportation. Effective June 16, 1984. There are no changes in the transportation provisions for Class "A" members.

Ship's articles may provide an extension of the employment periods specified above.

7. The Union hiring halls will have job calls at 10 a.m., 11 a.m., 1 p.m. and 3 p.m. Monday through Friday. The halls will be opened Saturday from 9 a.m. to noon with a job call at 10 a.m., effective June 16, 1984.

8. The designation "major

ports" will be deleted from the Shipping Rules. Class "B" members can then compete for jobs at all ports before jobs are referred to other ports; effective June 16, 1984.

9. A study be implemented by the Union toward establishing a graduated pay system for new employees in the industry.

10. Former MC&S members shall be granted the same seniority as they currently possess in the SIU-Pacific District. Effective June 16, 1984, subject to P.M.A. approval and compliance with the law.

11. All members of the Ship's Committee shall be elected by a majority vote of the crew.

Special meetings were conducted at all Union halls on June 12, 1984 at 10:30 a.m. for the purpose of ratifying the contract extension and revisions.

Voting on the contract proposals is in progress on all contracted ships as they reach U.S. ports.



Support Spad

NMU Faces Pension Crisis, Asks for Government Help

The NMU, facing a serious crisis because of large unfunded pension liabilities, has asked the Maritime Administration to apply Operating Differential Subsidy surplus funds toward meeting those liabilities.

NMU President Shannon Wall, in a letter to Marad Administrator Adm. Harold Shear, noted four reasons for the mounting pension burdens: lack of cargo and the number of laid up ships which reduces the number of man hours; reduction of manning levels which reduces the number of man days (companies contribute to pension plans based on the number of hours and days worked); the large number of older seamen going on pension, and the unforeseen cost of the closing of the United States Public Health Service hospitals.

While the SIU has faced the

same problems, its Pension Plan remains financially sound.

A main reason for the NMU's problem and its large unfunded liability is the 20-year bust-out program adopted by the NMU in the 1960s. Under that plan any seaman with 20 years service could go on full pension regardless of his age. At that time, the NMU had a large part of its membership working on U.S.-flag passenger ships. But shortly after, the era of passenger ship travel came to an end, and with it many NMU-contracted companies went out of business. Those early bust-outs placed a heavy burden on NMU and its contracted companies. That program has since been abandoned.

The SIU membership wisely decided not to follow suit, and the SIU pension fund is in good shape today.



Seafarers enrolled in the Quartermaster, Marine Electrical Maintenance, T.O.S.P. and 3rd Mate upgrading courses at SHLSS last month were given a tour of the nation's Capitol Posing with SIU legislative lobbyist Liz DeMato are: Joseph Bovenick, James Combs, Thomas Commans, Paul Cornwell, Robin Cotton, Thomas Crocket, Robert Dennis, Thomas Dowdell, Daniel Ficca, Alberto Garcia, James Gavelick, Kerry Gibson, Kenneth Hagar, Bernard Hutcherson, John Jansen, Howard Kling, David Kopp, John Lawrence, William Lewis, Carl Lipkin, Daniel Loupe, Vitaliano Maldonado, Bret Mattei, Muslim Muhammad, William Mullins, John Raptis, Thomas Redes, Arthur Rhymes, Lloyd Shaw, Kenneth Soulant, Don Spencer, Edwin Tirado, Prince Wescott and John Williamson.

Congressman Charles Bennett

CONGRESSMAN Charles Bennett (D-Fla.) is acutely aware of the important national security role played by America's merchant marine in past conflicts. In order to avert future disasters, Bennett is seeking solutions to the declining maritime fleet.

From his vantage point as a member of both the House Armed Services Committee and the House Merchant Marine and Fisheries Committee, Bennett serves as the liaison for the private merchant marine and the other branches of service.

A year ago this month, Bennett introduced H.R. 3289, legislation establishing a Commission on Merchant Marine and Defense. During a recent weekly radio broadcast to the Third Florida District, the Jacksonville congressman explained to his constituents, "The House recently passed my legislation that would provide a nine-member commission to study the problems of defense and the merchant marine. Extensive hearings were held on my bill in both the House Armed Services Committee and the House Merchant Marine and Fisheries Committee. The commission would study the problems of defense and the merchant marine and make recommendations for action that can be approved and put into law. We were once the largest merchant marine in the world; now we are 11th. We once carried 60 percent of all U.S. commodities in U.S. vessels; now we carry less than 6 percent. This could be very dangerous to our national defense because we do not have sufficient bottoms to carry soldiers and materials to a European war which might be waged by someone against our allies and against our own security. I expect the commission to make valuable recommendations that will help reverse this dangerous situation."

Bennett is serving his 18th term in the United States Congress. He also has the third highest seniority in the House, and his leadership responsibilities include being chairman of the Florida Delegation and serv-



Rep. Charles Bennett

ing on the House Democratic Steering and Policy Committee.

The congressman has achieved several distinctions during his House career. As a result of his efforts in the areas of government ethics and lobbying reform and authoring the Code Of Ethics For Government Service, his legislation has made "In God We Trust" our national motto. And in all his 33 years in service to his country, Bennett has never missed a single legislative vote on any roll call in the United States House of Representatives. The tally is impressive—a voting record of 14,476 roll calls, including 10,147 recorded votes and 4,329 recorded quorum calls. When asked about this incredible record, which places Bennett as the leader in the history of Congress in casting the most votes, he candidly said, "I think it is very important for a member to be here to cast every possible vote. In fact, it is one of the most important things a congressman can do."

Bennett's concern for the maritime industry is again seen with his cosponsorship of legislation recently approved by the House Merchant Marine and Fisheries Committee authorizing \$250 million in subsidies to protect the U.S. shipbuilding industry. "This is necessary in order to reverse the deteriorating condition of the U.S. shipbuilding industry to preserve our shipyard industrial base so that in the event of war mobilization the country will have adequate facilities for our Navy and merchant marine."

Senator Joseph Biden

SENATOR Joseph Biden Jr. (D-Del.) has served in the U.S. Senate since 1972, and although only 41 years old, the senator is 34th in seniority in the Senate.

He serves on several of the most powerful and important Senate committees whose jurisdiction affects all SIU members and their families. Biden is the ranking Democrat on the Senate Judiciary Committee, second ranking on the Foreign Relations Committee and third ranking on the Budget and Intelligence Committees.

As a result of his membership on the Senate Foreign Relations Committee, the senator recognizes that the "stars and stripes" flying on the masts of American ships sailing into the ports of our allies and Third World countries symbolizes U.S. involvement in worldwide events. Our P.L.-480 Food for Peace Program, with the backing of senators such as Biden, reinforces the commitment of the United States to underdeveloped countries.

The senator realizes that the United States must be energy self-sufficient, and filling the Strategic Petroleum Reserve at a maximum fill rate is an avenue Biden endorses for U.S. oil independence.

In September 1983, Biden addressed the New Jersey Democratic State Convention where he outlined some of the delusions of the Reagan administration.

"At first, when Ronald Reagan talked about the budget, the American people thought he was talking about waste, fraud and abuse—not about denying food supplements to mothers and children suffering from malnutrition.

"At first, when Ronald Reagan spoke about reforming the educational system, the American people thought he was talking about teaching children to read and write—not about



Sen. Joseph Biden

denying worthy students access to a college education.

"At first, when Ronald Reagan talked about economic growth, the American people thought he was talking about more jobs—not about growth in the after-tax income of the wealthiest among us.

"At first, when Ronald Reagan talked about defense, the American people thought he was talking about making America more secure—not about launching a race for nuclear superiority that simply moves us closer to the nuclear holocaust.

"What do you think Ronald Reagan will do about enforcing civil rights when there's no re-election?

"What do you think Ronald Reagan will do to organized labor when there's no re-election?

"Democrats must win, and we can win—only if we stop fighting Reagan at the margins of his policy and challenge the fundamental and false assumptions of his philosophy. Only if we once again assert the primacy of the national interest over the demands of special interests. Only if we stand openly and unbendingly on those moral issues that are at the core of our soul. Only if we are willing to risk defeat for what we believe can we ever hope to win the support of the American people for what we propose."

When an American says that he loves his country, he means not only that he loves the New England hills, the prairies glistening in the sun, the wide and rising plains, the great mountains, and the sea. He means that he loves an inner air, an inner light in which freedom lives and in which a man can draw the breath of self-respect.

Adlai Stevenson,
New York City, August 27, 1952

Maritime Day

Honor the Dead, Fight for the Living

They honored the dead on May 22. And as they do every year, the president and administration spokespersons from the Department of Transportation, Marad, the Military Sealift Command and the Navy sang the praises of the U.S. merchant marine.

Yes, they said the U.S.-flag merchant marine is important.

Yes, they said in every conflict U.S. merchant sailors have taken their ships into the middle of hostile oceans and thousands have died.

Yes, they said the merchant marine is the fourth arm of defense.

Yes, they said the U.S.-flag merchant marine is in very terrible shape today.

Yes, they said something must be done to restore the U.S.-flag merchant marine in peace and in war.

Yes, they said all those things.

Sometimes using very stirring and emotional words.

But on Maritime Day it was what they didn't say that mattered. Since this administration took office almost four years ago, and really with most every other administration in the past years, what they don't do is anything to preserve today's merchant fleet and today's merchant sailors.

It is fine to be remembered one day a year. But until the U.S. merchant fleet gets more than pretty words, until this nation and its leaders recognize the importance of the U.S. merchant fleet and the things that must be done to save it, May 22 may become a day where they not only honor the dead, but the missing too. Because the U.S.-flag could very easily disappear from the high seas.

As John L. Lewis said, we should honor the dead, and fight like hell for the living.



Leon Hall, SIU vice president, during New York Maritime Day services.



Jerry Joseph, vice president of MEBA 2, AMO, was named Maritime Man of the Year by the Port Committee of New York and New Jersey.



Members of several maritime unions took part in the Washington services.



SHLSS Trainee Armando Voluntad was a wreath bearer in the Washington D.C. Maritime Day services.



Jacksonville Port Agent George Ripoll places a wreath during Maritime Day ceremonies there.



George McCartney, SIU vice president, carries a memorial wreath during Maritime Day services in San Francisco.



A contingent of SHLSS trainees served as an honor guard in Washington. Here they're getting ready for the services.

If Senate Agrees, 1,000 Jobs

House OK's Re-flagging Two Passenger Ships

The United States could double its domestic passenger fleet and dramatically increase its troop ship capability if the Senate goes along with House-passed defense authorizations.

By a 237-159 vote, the House approved an amendment to the authorizations which would allow the re-flagging of two foreign-built cruise ships. The ships, if they meet certain specifications, would be allowed to enter the American domestic passenger trade and would be available to the government for use as

troop ships in case of emergency.

If the two ships are re-flagged, it could provide as many as 1,000 jobs for American merchant seamen.

"Our purpose is to increase the maritime fleet. Our purpose is to increase the sealift capacity. It is a disgrace for a nation this size and this important to be found in a condition where we are required to borrow a vessel to evacuate medical students from Grenada, from another country. I would be

ashamed to tell people that," Rep. Mario Biaggi (D-N.Y.), Merchant Marine Subcommittee chairman and author of the amendment, said during the debate.

The debate on the issue was split along the same lines as last year's fight over two Cunard Lines ships. Opponents claimed that re-flagging would harm American shipyards and was not needed. After 26 years in which no American passenger ships were built in this country, projects and outlines for many pas-

senger ships suddenly surfaced during the Cunard debate. None has gotten off the ground since.

In addition, opponents had no answers as to how to increase the nation's troop carrying capacity, despite the examples of Grenada and the British in the Falkland Islands.

Today, dozens and dozens of foreign-flag cruise ships call at U.S. ports in a billion-dollar-a-year business. Only two American passenger ships sail now, both in the Hawaiian Islands.

(Continued on Page 20.)

Training Begins on SIU's Keystone State's Cranes

The first group of Seafarers onboard the SIU's new *Keystone State* had their first practice run with the ship's giant cranes earlier this month. The crew took the ship to anchorage in Norfolk and ran it through its paces.

A Reserve Fleet container-ship was brought alongside, and each four-man crane team unloaded containers from the ship onto a floating causeway set up by the Navy. The causeway is

designed to provide a way from where the ship is anchored near shore to the beaches in underdeveloped areas.

The massive cranes are computer controlled, and each member of the team has to learn the operation, rig-handling and other areas of operation.

For more detailed coverage of the *Keystone State* and the training available to SIU members, see future issues of the LOG.



SIU's Brand New Aurora Crewed Up, Visits Houston

On May 24, the brand new SIU-contracted *Aurora* paid a visit to the port of Houston.

The 63,739 dwt vessel was built in Korea just this year and was crewed up on April 6 from

San Francisco. She is being operated by Westchester Marine.

After leaving Houston, the *Aurora*, which carries an unli-

censed crew of 12, was heading out on her first overseas trip—carrying a load of grain to Israel.



Area Vice Presidents' Report

Gulf Coast, by V.P. Joe Sacco



THROUGH picketing, court cases and the distribution of informational material, we are continuing our fight against Union-busting Dixie Carriers.

The strike by SIU Boatmen against Dixie will be entering its sixteenth month in July. We have two court cases in progress—one in a State District Court in Texas and one with the National Labor Relations Board in New Orleans. We intend to win both cases and to be victorious in this strike. In

so doing, we will be sending a very effective message to all inland companies.

Dixie Carriers' attitude is indicative of the anti-union sentiment so prevalent today. It is because of this sentiment that communication and education among our members is more important than ever before.

That is why I was so pleased with the recently concluded general inland conference for SIU licensed and unlicensed tug and barge members from around the country.

It was my pleasure to chair the first such SIU conference like this. Over 100 delegates, licensed and unlicensed, along with their families attended the one week conference. (For full coverage on the conference, see this issue of the LOG.)

I feel this was an historic conference. Members had a chance to communicate openly about such important issues as job security, the problems of the towing industry, SPAD and the need for political involvement.

On another matter, I'm happy to report that deep sea members in all the Gulf Coast ports have voted unanimously to ratify the one-year extension of the current tanker and freightship agreements. The response aboard ships in the Gulf has also been one of overwhelming approval.

Finally, in the port of Mobile we crewed the fifth in a series of six new integrated tug-barges built by Apex. She's called the *Philadelphia*.

East Coast, by V.P. Leon Hall



I WAS very happy to participate in two well attended and worthwhile conferences for SIU Boatmen at SONAT, whose headquarters are in Philadelphia.

Among the many topics covered at the conferences, which were held at the Seafarers Harry Lundeberg School of Seamanship in Piney Point, Md., were: the Pension, Welfare, and Vacation Plans; the problems facing the inland shipping industry; the importance of political activities, and the up-

coming contract negotiations for SONAT workers. (A story and photos on the first conference can be found in this issue of the LOG.)

From the port of Gloucester comes word that a two-week strike by SIU Atlantic Coast fishermen aboard the menhaden pogie boats has been settled. The men aboard the *Rockaway*, *Ida* and *Joseph* and *Italian Gold* will be receiving \$40 a ton for their catches. The menhaden pogie season, which begins in early June, usually runs through September.

Also, because foreign fish imports are wreaking havoc on the American fishing industry, the SIU's legislative team is working to get the U.S. government to establish stricter quotas and higher duties on foreign imports of fish products.

Specifically, among other things the Union is working to have the president, the Congress, and the International Trade Commission establish quotas on the imports of processed Canadian groundfish.

In the port of Norfolk, a contract was ratified at S.T. Little Curtis.

In Baltimore, where shipping has picked up in the last few weeks, the *Ponce* (Puerto Rico Marine) was crewed up on June 15.

Also, in the port of Philadelphia there has been a recent upsurge in deep sea shipping. Meanwhile, tug and barge work there remains strong.

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



THE shipping season on the Great Lakes is in full swing and 26 SIU-contracted deep draft vessels are currently running.

On June 19, negotiations began with the Great Lakes Association of Marine Operators (GLAMO) on a new contract. The present three-year agreement expires on July 15.

On the tug and barge side of our Great Lakes equipment, I'm happy to report that an SIU-contracted company won out in competitive bidding on a four-and-a-half year job with the federal government. The company is Tampa Tugs which normally runs six tugs on the Great Lakes. Now though, one of those tugs, the *Kings Challenger*, will be based in Honolulu, Hawaii for the next four-and-a-half years servicing various airfields on Pacific atolls and islands.

The tug, which is SIU top to bottom, will be pushing a barge carrying jet fuel to military air bases. So far, the longest one-way run scheduled for the 170-foot long tug is 6,000 miles.

I want to take some time here to talk about a very important conference that was just held at the Lundeberg School. This conference for SIU licensed and unlicensed tug and barge members from around the country was a milestone for this Union.

After reviewing many aspects of Union policy, including educational and political programs, the more than 100 delegates made some excellent recommendations.

In news concerning our members with SIU-contracted dredging companies on the Lakes, Dunbar and Sullivan began a dredging project in Rochester, N.Y. which should last about two months. After that, the company will be working in Oswego, N.Y. Also, another dredging project was started by the company on the Rouge River in Detroit.

West Coast by V.P. George McCartney



HERE on the West Coast we are going full steam ahead with our grassroots political program.

On May 31 at the Amalgamated Clothing and Textile Workers' Union hall in Los Angeles where presidential hopeful Walter Mondale was speaking, the SIU was also there with a contingent of members carrying signs about the plight of the maritime industry and the destruction of America's industrial base.

Also joining the Seafarers were members of several SIUNA-affiliated unions such as the United Industrial Workers, the Fishermen's Union of America, Pacific and Caribbean, the Marine Firemen's Union and the Sailors Union of the Pacific.

According to SIU Port Agent in Wilmington, Mike Worley, as Mondale "walked by our contingent and saw our signs, he stopped to talk with us." That night, on the TV news, the Seafarers' signs could be clearly seen.

Up in Seattle later this month, Seafarers will be attending another grassroots political rally. This one will be held by the federal building where the U.S. Maritime Administration chief in Seattle has his office. A mock check for \$70 million will be given to him to show the tax loss to the country this year from American companies that operate foreign-flag ships.

Another rally will also be held later this month in Bellevue, Wash. protesting the opening of President Reagan's campaign in that state.

In other news from the West Coast, here in San Francisco we flew a crew out to Korea for a brand new SIU-contracted bulk carrier, *Archon* (Apex). Also, a crew was flown to the Far East for the SIU-contracted *Falcon Lady* (Titan Navigation).

Other good news includes the fact that American President Lines (APL) was awarded the bid to operate two T5 Navy tankers, the *Yukon* and the *Maumee*. The SIU represents the steward department on APL ships.

We Live Longer—Key Is Better Health Care

The good news is in, according to recent government statistics. There has been a marked increase in life expectancy in the last 50 years. Many men and women are now living well into their seventies and beyond.

"Probably the most significant change in the age structure of the U.S. since 1960 has been the tremendous growth in the working age population (18 to 64)," a Census Bureau report stated. Today, in fact, there are more 65-year-olds alive in the United States than ever before, and by the year 2000, more than 5 percent of the population will be 85 years of age or older, an unprecedented situation.

But while medicine can help us live longer, more productive lives, it cannot help us from growing older. And with the aging process comes a number of diseases—cardiac conditions, arteriosclerosis (hardening of the arteries), glaucoma (building up of pressure in the eye), hypertension (high blood pressure), arthritis, diabetes and cancer.

Responding to questionnaires, many people report themselves in good to excellent health. Many others, however, under-report or ignore their own specific health problems, mistakenly believing that such problems can be attributed to "old age" rather than to diseases. This misconception is unfortunate, for while age does not inevitably lead to mental and physical decline, it does affect our bodies and our health. And Seafarers are no exception.

Diseases often show different symptoms in different individuals. For example, a heart attack may occur without chest

pains to one person. To another, it may come with severe shooting pains from the neck down the left arm. To a third, a heart attack is noted as a dull throbbing chest pain. And high blood pressure is one of the sneakiest problems, often showing no obvious symptoms at all.

Many of these health problems and diseases are readily recognized by a careful and thorough physical examination.

With older age, the problems of hypertension and being overweight become quite common. The older we grow, the more easily we gain weight as there is usually a gradual lessening of exercise and other physical activity and a slowdown of the metabolic processes. And with overweight come associated conditions such as hypertension, cardiac diseases, arteriosclerosis and problems of the gall bladder and the digestive tract, to name a few.

To ease or avoid these problems before they become serious, everyone should undergo periodic physical examinations.

For those Seafarers lucky enough to ship out of New York, Baltimore or New Orleans, the SIU clinics in each of these cities is readily available to you. If, for example, you went to one of these clinics for a physical exam and the doctor found evidence of high blood pressure, he would probably provide you with medication, prescribe a low-salt diet and exercise, and then try and follow up your progress with free weekly check-ups. If other problems are detected, such as diabetes or heart conditions, the clinic would refer you to another doctor more specialized in the diseases in-

involved.

For those of you not living near one of the SIU clinics, a periodic physical exam, either by your own personal physician or by a physician recommended by the SIU, is still extremely important. The USPHS hospitals provided this service in the past. Unfortunately, with their closing in 1981, you're pretty much on your own.

A complete physical exam—including blood tests for diabetes and other diseases, EKG, chest X-ray, blood pressure, as well as optical and dental check-ups—cannot be done in a few minutes. It takes time and should

If You Haven't Tried Pot—DON'T

Some 43 million Americans have tried marijuana. For some people, it is an occasional source of amusement. For most, it poses a serious health problem.

Most people are ignorant about marijuana. The widespread use of marijuana is a relatively recent phenomenon. Its long-term effects are unknown. Yet certain facts have been determined.

Like alcohol, marijuana is intoxicating. A marijuana high interferes with memory, learning, speech, reading comprehension, problem solving, and the ability to think. Driving skills are impaired.

Many people think that they can perform their everyday duties under the influence of marijuana. According to a recent study, somewhere between 60-80 percent of all marijuana users said they had driven while high. A smaller, but large, number of respondents also said that they went to work high.

Needless to say, this is dangerous anywhere, but especially on a ship. A seaman needs to be in top shape to perform his duties. It is one thing to sit home with friends and smoke marijuana. It is another thing to try to tie up a ship while stoned.

In defending the use of marijuana, people often note that it is not physically addicting. That is true. But people do get psychologically hooked on the drug. Moreover, people who smoke pot to escape some troubling aspect of their lives often develop serious emotional problems.

be performed when both the patient and doctor are not in a hurry. For it is through the results of these examinations that it is possible to detect all kinds of abnormal conditions at a sufficiently early stage for proper treatment, prevention or cure.

According to SIU clinic records, four of the most common medical problems faced by Seafarers are heart disease, overweight, hypertension and diabetes. In the next four issues of the LOG, we will focus on each one in turn, explaining what the specific disease is, what causes it, and how it can be treated. Next month: heart disease.

In 1978, some 10,000 people were treated in hospital emergency rooms for adverse reactions to marijuana. There are no emergency rooms at sea.

Marijuana cigarettes are unfiltered, and smokers tend to inhale deeply. One study showed that five marijuana cigarettes a week were more damaging to the lungs than six packs of cigarettes smoked over the same period. Marijuana smokers are therefore more prone to crippling and fatal diseases—bronchitis, emphysema and lung cancer.

Evidence exists that long-term use of marijuana affects the ability of the human body to combat disease. Doctors suspect that marijuana users have more immunologically related diseases than non-smokers. Their bodies lose the strength to tolerate even mild diseases.

People who smoke pot every day may experience "pot-burnout." Frequent users of marijuana tend to lose interest in family, friends, work and sex. For seamen, who must cope with severe emotional strains because they are separated from their families for months at a time, that can be emotionally fatal. It can also be fatal to shipmates who must depend on the burnout-victim to work safely beside them.

Seamen have one added problem with marijuana. If convicted of possession, they may lose their seamen's papers—for life.



A Seafarer takes advantage of the New York clinic for his medical examination. Check-ups are an important part of preventive health care for everyone.

SIU Hears Mondale's Maritime Plans—Dems Slam Reagan



Democratic presidential contender Walter Mondale makes a point during his visit to SIU headquarters.



Rep. Paul Simon (D-Ill.) and a U.S. Senate candidate spoke of the need to increase the nation's conventional forces instead of Reagan's sprinting in the nuclear arms race.

Presidential candidate Walter F. Mondale told more than 300 maritime labor and industry leaders, "No industry has done more to make America what it is today."

Mondale, along with several Democratic Senate hopefuls, outlined their views on maritime and the national political scene at a meeting at SIU headquarters in Camp Springs, Md., last month.

"You have helped make America a giant in international trade . . . you have converted America, our island, into one of the most dynamic, powerful economies—in fact the most important economy—in the world.

"When this [Reagan] administration talks about trade, more and more I think their definition of trade is to be visualized by a foreign ship docking at an American port, being unloaded with foreign goods.

"My idea of trade is to go to that port and see American workers loading American products onto American ships," Mondale said.

The themes stressed by Mondale and the other speakers centered around maritime's role in both defense and trade. Rep. Paul Simon (D-Ill.), attempting to unseat GOP Sen. Charles Percy, said one of his main concerns was this administration's massive nuclear buildup at the expense of conventional military forces, all of which depend on the merchant marine for supply and transportation.

He said if the administration continues the nuclear buildup, the nation will be faced "with the horrible, horrible choice of using nuclear weapons or doing nothing at all."

The Reagan administration's inaction on maritime issues and attitudes toward American workers was slammed heavily by each speaker.

"This administration has not helped [the maritime industry] at all," Sen. Daniel Inouye (D-Hawaii) said.

American mail to the NATO countries is not carried on U.S.-flag ships, he said, but instead

the government uses "a communist steamship company."

When it was suggested that the mail be carried on American ships, "believe it or not the administration balked at that because it cost" too much, he said.

"There is not a single military scenario that is not predicated on America's ability to control the sealanes" and supply troops and equipment, Rep. Norman D'Amours (D-N.H.) said. "But we cannot fulfill that mission with the current merchant fleet . . . The American people do not understand that," he said.

Rep. James Oberstar (D-Minn.) lashed out at the administration's so-called "free-trade policy." "We play by the Marquis of Queensbury rules and the others are using black belt karate," he said.

Mondale, after criticizing the Reagan administration for failure to live up to its promises to the maritime industry, did not offer a broad, campaign promise-laden platform. But he did suggest several ideas.

He called for "new partnership" between the government and the maritime industry, which would acknowledge the importance of the maritime industry.

"I will move forward aggressively with a program to make greater use of merchant seamen to help support our Navy," he said.

"I believe in open trade, but I'm not a sucker," Mondale said about trade policy.

He noted that some 36 nations have bilateral shipping agreements which reserve cargo for their own ships. The U.S., under Reagan, has refused to enter into any new bilateral agreement, "even though it has meant American participation in American maritime trade has been reduced," Mondale said.

"We must be willing to negotiate bilateral, maritime agreements," he added.

He also stressed that all channels of communication between maritime labor and industry with the White House must be open and active. He said his administration would strive for that.



SIU Secretary-Treasurer Joe DiGiorgio and Mondale exchange greetings following the former vice president's speech. Mondale called for a greater use of the merchant marine to support the Navy, bilateral trade and new partnership and communication between the government and the merchant marine.



SIU President Frank Drozak congratulates Mondale following the candidate's presentation to more than 300 maritime labor and industry representatives.



SIU National Political Director Marianne Rogers (right) introduces Mondale to some of the headquarters staffers who greeted him; Gay Fowler, legislative department assistant, and Mike Neumann, Transportation Institute government relations representative.



Sen. Daniel Inouye (D-Hawaii) charged the Reagan administration with ignoring the nation's merchant marine and not helping the industry with any type of positive program.



Following his speech, outlining his maritime proposals, Mondale spent about 15 minutes mingling with the guests at SIU headquarters.



Rep. Norman D'Amours (D-N.H.) and a candidate for the U.S. Senate, stressed the need for a strong merchant marine to support the nation's military in emergency situations.



A buffet was prepared for the guests by Chief Chef Romeo Lupinacci (with chef's hat). Mondale took time to pose with him and members of the *SS Constitution* who provided service, including headwaiter John Nolan (right).



Mondale and guest share a little joke following the presidential hopeful's speech about maritime.

Drozak Takes Message to Alabama Airwaves

If the response to SIU President Frank Drozak's appearance on Alabama public television is any indication, the SIU/MTD grassroots program is making an impact on the people around this country.

Last month Drozak appeared on a statewide hook-up to talk about the problems the merchant marine is having. The phone lines were busy for the entire 30 minutes. The questions ranged from the basic to more detailed questions from people who said they had been hearing about the merchant marine lately and just couldn't believe the industry was in such bad shape.

Several callers questioned the high cost of American crews. "I understand that an ordinary seaman on an American ship makes as much as some captains on those foreign-flag ships," one person said.

"The American standard of living is different from the Chinese, or Korean or Taiwanese. If we're going to live under the Chinese standard of living and make 50 cents a day, then we could probably compete," Drozak said.

He pointed out that in the past several years, overall crew costs have come down and productivity has gone up, an incredible 400 percent increase in productivity.

"I don't know what you do

for a living, but I bet we could replace you with someone from Taiwan and do the job cheaper. You are comparing apples and oranges. Yes, it costs more for U.S. crews," he added.

Another caller highlighted the lack of understanding about just what the U.S. merchant marine is. He said that one of the problems was the docks, with the costs and alleged corruption along the docks.

"We sail the ships. That's all we do. We do not load the cargo or transport the cargo to the ships," Drozak said.

Another caller said that after reading several articles in the past few months, since the grassroots campaign began, he has become alarmed at the growth of the Soviet fleet and erosion of the U.S. merchant marine.

Fittingly, the last caller of the show didn't have a question. He said that he had heard Drozak and read about the terrible state of the merchant marine. "I think you should get behind him (Drozak) and write your senator. Do something to help get the merchant marine back on its feet," the caller told the audience.

Drozak outlined several areas which could help, including some types of government financial help.

"If it's worth having, then it's worth paying for. If it's not,



Grassroots in San Francisco

then let's just forget it. I think it's worth having and I think most American people do too," he said.

While Drozak was taking to the airwaves, Seafarers and their families across the country were out in force too.

As the presidential primary season drew to an end, the candidates were met by Seafarers at several stops around the country. Television and radio

stations were picking up news items generated by the grassroots movement. And the editorial pages of newspapers included letters and editorials about the fleet.

"Every place I go, I see signs of activity, Seafarers out there hustling, their families too. We are making the American people aware of our nation's merchant marine, and that's what we want to do," Drozak said.

If Senate Agrees, 1,000 Jobs

House Ok's Re-flagging Two Passenger Ships

(Continued from Page 15.)

"There comes a time when the realities of the situation must be considered," Biaggi said.

He also told the House that the amendment does not specify any particular ship, and at least five ships—probably more—can meet the re-flagging requirements. The bill only allows for two re-flaggings.

The night of the House debate, SIU President Frank Drozak sent the following telegram to all House members.

"During floor consideration of the DOD authorization bill, the Seafarers International Union requests your support of an amendment, to be offered by Congressman Mario Biaggi. It would authorize DOD, in the interest of national security, to waive the Merchant Marine Act of 1920 and permit the re-flagging of passenger vessels capable of serving as troop ships. This amendment recognizes the present deficiency in sealift capability and the role the merchant marine plays in trans-

porting troops and supplies during war time. Presently, only two oceangoing passenger ships fly the U.S. flag. Passage of this amendment would strengthen sealift capability by permitting a limited number of vessels with American crews to engage in the domestic passenger vessel trade.

"The Falkland Islands crisis emphasized the significance of passenger vessels in serving as troop and hospital ships. Given the unstable political conditions throughout the world, the U.S. cannot afford to pass up this opportunity to strengthen the nation's defense through enactment of this provision. We urge your support of the Biaggi amendment."

The Senate is expected to consider its version of the Defense Department's authorizations later this month. The re-flagging question could either be included in their action or considered during the conference hearings between both houses to iron out any differences in the legislation.



Grassroots in Houston



Inland News

Special Supplement

Inland Crews Conference Takes Hard Look At Industry Problems

Members, Union Staff Agree: Communication Is Essential

PINEY POINT, MD., June 8—SIU President Frank Drozak firmly pledged a new program to licensed and unlicensed delegates at the June 3-8 Inland Crews Conference here which would "broaden representation and communication" in the more than 100 tug and barge companies employing SIU Boatmen.

More than one hundred boatmen, employed by a wide variety of American tug, barge and dredge companies, gathered in Piney Point, Md. last week to take an intensive look at an industry that is in trouble. "This meeting is the first of its kind in

this industry, and the participation here shows that the members of our organization are concerned," Seafarers International Union President Frank Drozak said at the conclusion of the week-long conference at the Seafarers Harry Lundeberg School of Seamanship—SIU's Training Center.

The well-received plan, set to start July 1, will have elected delegates, unlicensed and licensed, from each company fleet in order to improve communications between SIU members on the boats and the Union's staff and elected officials.

(Continued on Page 22).



Clarence and Nettie Cagle look over the week's schedule before the conference opened on Monday. Clarence ships as a cook with Crowley Marine out of Jacksonville.



N.B.C. Lines was represented at the conference by Paul Pearson, left, and Engineer G.C. "Skip" Davidson.



SIU President Frank Drozak opened this historic Inland Conference with a call for unity. At right is Conference Chairman Joe Sacco.

In the Workshops—Facing the Problems, Finding Solutions



Everyone had a chance to express their views, and everyone listened carefully to what each had to say. It was that kind of conference.



Members of the Unlicensed Workshop spent many hours discussing problems and formulating recommendations to improve communications and protect their job security.

Better Communications Brings Union Closer

(Continued from Page 21.)

Capt. Herbert "Bert" Thompson of Crowley Marine of the port of Wilmington, Calif., who was chairman of the Licensed Boatmen Workshop, set the conference tone when he recommended "that the Union and its membership work together to break down barriers, and to effectively communicate so that both the Union and its membership can work together for the welfare of all."

Also standing out in the Licensed Workshop was Capt. Ralph Gardner of Mariner Towing who called the new program "a first step in the right direction to bring the Union and its membership together." There were others, including Capt. Louis "Lou" Flade of McAllister Brothers of the port of Philadelphia, and Capt. Robert Watkins of Cape Fear Towing, Wil-

ilmington, N.C., who was secretary for the committee.

The Unlicensed Workshop was chaired by Robert Charlet of National Marine with Don Tillman of Crescent Towing in the port of New Orleans as secretary.

In the middle of the conference week, SIU Secretary-Treasurer Joe DiGiorgio gave his report to the members, giving them an insight into the problem of hospital overbilling (20-30 percent) and recommending a change in the present unequal dues system to a more efficient and standardized system of dues, \$300 a year for everyone.

At the conclusion of the conference, both workshops recommended:

(Continued on Page 23.)



Harold McDaniel, who works as engineer for G&H Towing, and Wally Hogan, a mate with G&H, listened carefully during the morning sessions and took an active part in the afternoon workshop discussions.



Licensed Workshop Chairman Burt Thompson, right, makes a point during one of the discussions as Norfolk Port Agent Jim Martin, left, and Inland SIU Representative Byron Kelley listen.



SIU Vice President in Charge of Contracts Red Campbell explained the importance of the SIU Constitution in safeguarding and promoting the rights of the membership.



Robert Charlet, who works with National Marine, was chairman of the Unlicensed Workshop.



This was the scene as the Inland Conference got under way.

Delegates Draft Program For Unity, Job Security

(Continued from Page 22.)

- Increase dues to \$75 a quarter or \$300 a year to be placed on the ballot this fall for a vote, since it is a constitutional change.

- Elect a delegate from each department on all SIU tugs, boats and barges to represent their crews on all matters and hold monthly meetings.

- A VCR video tape recorder should be installed by the companies on all the boats for improved communications through the use of SIU-produced educational and informational programs.

- Amend the Constitution to increase the fine to \$100 (licensed members asked for a \$250 maximum a day) for each offense of a member crossing a sanctioned (Union) picket line or not performing picket line duties or working during strikes.

- Change the monthly membership meeting time in the local

halls to 10:30 a.m.

- Extend the Jones Act to the 200-mile limit of the U.S.

- Help our Union officials to organize the unorganized.

- Oppose the Reagan administration's proposal to adopt a subminimum wage.

- Contribute to SPAD, the Seafarers Political Action Donation, on a voluntary basis.

- Support the training programs of the Seafarers Harry Lundeberg School of Seamanship and the LOG.

- Licensed members should be covered by NLRB protection.

Furthermore, the Licensed Workshop recommended:

- To follow up on all the issues discussed so as to get them done.

- Support the Maritime Defense League which pays for legal help when a member is involved in a strike.

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Piney Point Port Agent Carl Peth, left, talks about the Seafarers Farm with a group of delegates and their wives.



Capt. Don Tobin and his wife Pat examine some of the conference materials as the morning session gets under way. Capt. Tobin works with New York Cross Harbor.



Mobile Port Agent Tommy Glidewell stressed the importance of communications as an essential tool in solving grievances and protecting the job security of the membership.



Dean of Education John Mason said that training and upgrading are the keys to job security, and he urged Inland members to use the school to improve their job skills.



SIU Vice President Joe Sacco, whose long experience in the inland field helped him to set the direction of the conference as its chairman, urged the delegates to "open up and discuss the problems that are troubling you."

SIU History and Future Examined by Delegates

(Continued from Page 23.)

The Unlicensed Workshop also recommended:

- Support the grassroots campaign.
- Ask the U.S. Congress and the membership to stop conglomerates from buying the small inland towboat companies.
- Prepare a feasibility study of the Preferred Provider Hospital System.

The delegates conference was chaired by SIU Gulf Vice President Joe Sacco. SIU Great Lakes and Western Rivers Vice President Mike Sacco, and Port Agent Pat Pillsworth explained the purpose of the conference to the delegates and outlined the goals. Brother Sacco also assisted delegates in the Licensed Workshop.

Great Lakes Inland Representative Byron Kelley led off the conference telling the delegates, "There is nothing more important than servicing the membership."

SIU Vice President in Charge of Contracts Angus "Red"

Campbell next told the delegates on the 40th anniversary of the Allied Invasion (D-Day, June 6, 1944) of Normandy, France in World War II, and how he, onboard a merchant ship, saw deep-sea tugs under heavy fire tow the caissons near to the beaches and later sunk for landing breakwaters.

"Red" then recounted the history of the SIU and the SIU Constitution and how it serves to protect the rights of the membership.

He was followed by New Orleans Port Agent Pat Pillsworth who detailed the structure of the SIU and how it works to promote the interests of the inland membership.

Then LOG Editor Charles Svenson and Mobile Port Agent Tom Glidewell told how the newspaper was focusing on the Inland Waterways every month, stressing the need for communication as the only way to understand and solve our problems.

(Continued on Page 25.)



SHLSS Vice President Frank Mongelli welcomes delegates and their families to the school. At right is SIU Vice President Joe Sacco.



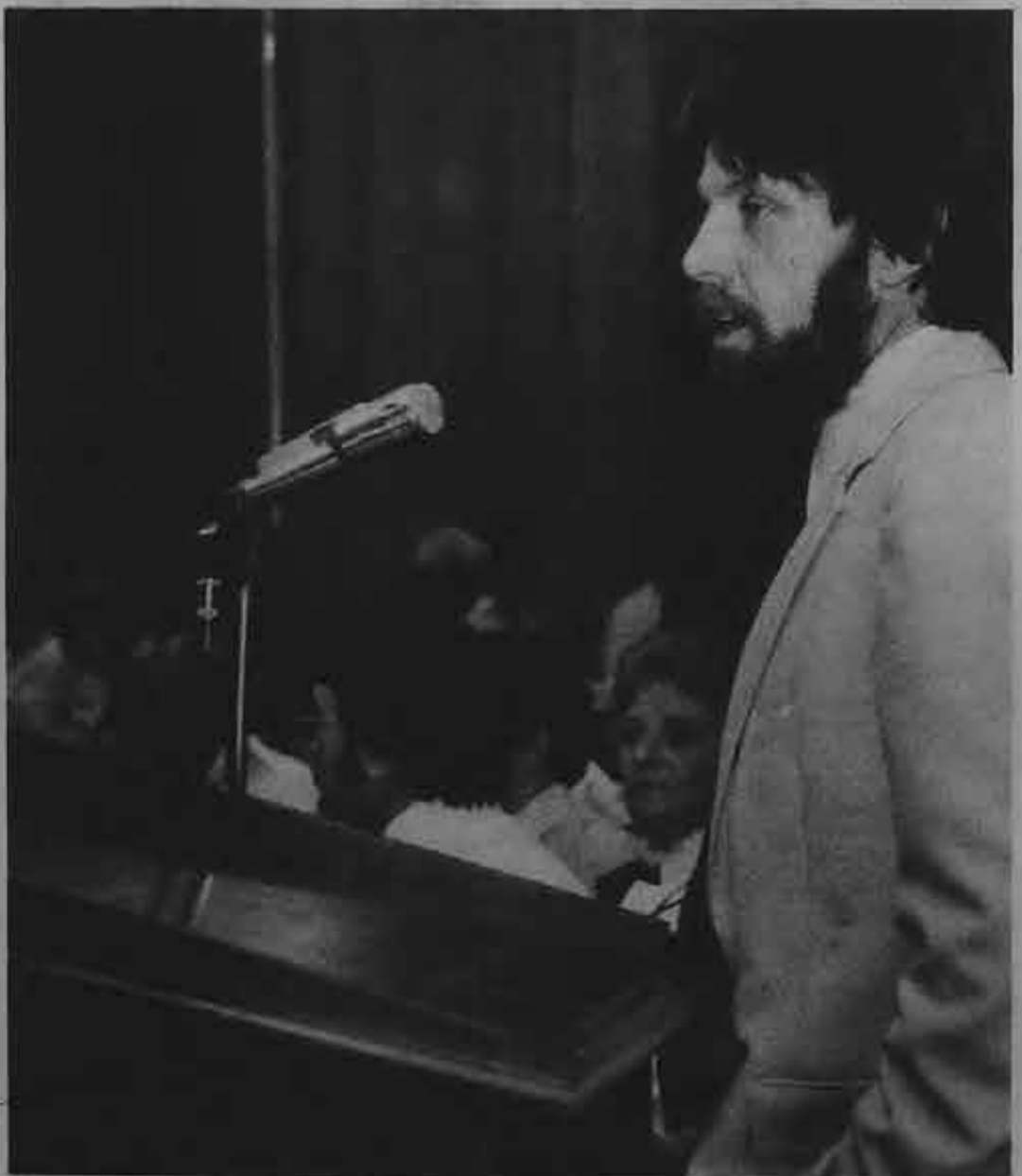
During their tour of Washington, Inland Conference delegates and their wives visited the AFL-CIO headquarters and the offices of the Maritime Trades Department. Here, Mike Rosanio, a staff member at MTD, explains how the SIU's affiliation with MTD and the AFL-CIO beefs up the bargaining and political muscle of their union.



New Orleans Port Agent Pat Pillsworth talked about the structure of the SIU and its affiliations with the Maritime Trades Department. Listening are SIU Vice President Joe Sacco and Mobile Port Agent Tommy Glidewell.



Enjoying a barbeque supper at poolside are Charles and Libby Leeuwenburg, Harold and Peggy McDaniel, and Emmanuel Elladis.



SIU Legislative Director Frank Pecquex talked to the delegates about politics in the nation's capital during a lunch at the House Rayburn building.



For John Williamson who works with the Maryland Pilots Assn. out of Norfolk, the conference was a family affair. With him were his wife Lee and son John III, age 5 months.



Leo Bonser, administrator of the SIU Pension & Welfare Plan, told the delegates what the Union is doing to keep down the costs of administering the Plans so that benefits to members and their families will be secure.



St. Louis Port Agent Mike Dagen explained the procedures for handling grievances and arbitration matters.



SIU Representative Marshall Novak, from Wilmington, listens as Tom Casey, from Orgulf Transportation, asks a question at one of the morning sessions.

Delegates Learn the Ins and Outs Of Capitol's Political Scene

(Continued from Page 24.)

St. Louis Port Agent Mike Dagan ended the second day of the conference by telling the delegates how to handle beefs on the boats.

The next day, SIU Health and Pension Plans Administrator Leo Bonser and Plans Special Counsel Carolyn Gentile gave them the latest rundown on the programs.

SHLSS Vocational Education Director John Mason reviewed the many training programs available to Inland members.

After that, on the next to the last day of the conference, SIU Legislative Director and MTD National Field Coordinator Frank Pecquex and SIU National Political Director Marianne Rogers told the delegates that "the real fight for job security is on Capitol Hill in

Washington, D.C."

The last day of the conference, Transportation Institute's (TI) Executive Director Peter Luciano gave the delegates an up-to-date account of the many economic issues facing the inland industry today.

Later, TI's Director of Inland Waterways Tom Allegretti and TI's Domestic Department's Bob Fogle and Mike Neumann went into the U.S. Navy's tug fleet, the Florida Gas Transmission Pipeline, pilotage aboard tugboats, Port and Inland Waterways Development Programs, User Fees, Interaction with the Coast Guard, Alaskan Oil, Title XI Ship Financing Program, Oil Spill Liability and Compensation, CSX Acquisition of ACBL, coal topping off, Alaska Third Proviso, Repeal of the Jones Act, the domestic dredge fleet, and preference for American dredging contractors.



The kids had a good time, too. Just ask Michelle Flade (l.), Kim Watkins, center, and Yvonne Wroten.



Participation in the Licensed Workshop sessions was lively, and a great deal of misunderstandings were cleared up—on all sides.

Inland Crews Conference — Security and Unity



Charles and Gertrude Funck listen to one of the morning session speakers. Funck works for National Marine.



Ray Thorpe from the SIU Data Center, explains the Union's computer program to the Inland delegates.



Jackie Knoetgen, SHLSS Dean of Academic Education, encouraged delegates to take advantage of the many educational opportunities open to them at the school.



Tom Allegretti, Transportation Institute director of inland waterways, explains some of the regulations and legislation which could have possible effects on the inland industry and jobs.



Gordon Thomas is an Able Seaman with Tug Management, and both he and his wife Josephine listened carefully during the morning meetings.



Mary Lynn Rogers, a counselor at the Seafarers Alcoholic Rehabilitation Center, explains the program to the delegates and their wives during a tour of the SHLSS facilities.



Capt. Burt Thompson, of Crowley Marine in Wilmington, Calif. addresses the conference, with SIU vice president Mike Sacco in background.

Pilot Duties Still Under Study

The question of allowing tug/barge masters, mates or operators to act as pilots of their vessels in the coastwise trades remains under study by the Coast Guard.

Until the late 1970s it was common practice in most ports to have those crewmembers pilot their vessels. However, a group of pilots from Port Everglades, Fla. challenged the practice and eventually won a

lawsuit which forced the Coast Guard into a strict interpretation of its rules and required the use of independent pilots in all ports.

After that court case, the Coast Guard issued a set of proposed regulations which, in effect, would restore the pilot duties to the crewmembers. The SIU has submitted testimony and comments in support of the changes.

The matter is still under consideration.

SONAT Conference Sets New Goals



SIU President Frank Drozak opened the SONAT Conference with a call for unity against the common foe: the Reagan administration, and the conglomerates.



Jerry DeCola, who works as a cook for I.O.T., had some pretty strong opinions during the workshop session, and he expressed them. All of the SONAT delegates had ample opportunity to express their own thoughts and opinions.



Capt. William Hynson sails with I.O.T., and he took this SONAT Conference seriously, as did all of the delegates. Here he listens to a discussion with close attention. At right is SIU Piney Point Port Agent Carl Peth.



Greg Luce, tankerman for Mariner Towing, makes a point during one of the workshop meetings.



Bruce Godfrey, second from left, checks the status of his welfare benefit claims with SIU Claims Processor Paula Hamilton, at right. Brother Godfrey sails as AB with I.O.T. With him is his wife, and at left is SIU Inland Representative Frank Paladino.



AB Tommy Farrell and Captain Jack Hearn were elected by their brother delegates to head up the workshops—and they did a fine job.

Job security and unity were the foundation themes for the first in a series of Crews Conferences, for SONAT employees which took place May 13-18 at the Seafarers Harry Lundberg School of Seamanship in Piney Point, Md.

Two more conferences are scheduled. One begins June 10, and another will begin June 24.

SIU President Frank Drozak opened the five-day session and set the tone. "We are facing some serious problems," he said, "but I am confident that if we are open with each other and communicate with each other we can solve these problems."

During the conference, the delegates talked in detail about their contract, their upcoming negotiations, their health, welfare and pension programs, their training opportunities at SHLSS—and their concerns.

Morning sessions were devoted to information talks by SIU officials and representatives from the Plans, SHLSS and various SIU departments.

These included the Union's legislative and political departments and the computer section which is designed to improve processing of members' claims.

The afternoon session provided delegates an opportunity to ask the Union officials and representatives questions, and to discuss and make recommendations for the upcoming negotiations with SONAT.

Many of the delegates brought their wives, and some brought their children—and all of them had an enjoyable and informative five days. Tours were arranged for the wives, and they had a special meeting with a top representative of the SIU Pension and Welfare Plans so that they could learn more about their benefits as dependents.

In wrapping up the conference, Drozak said that the bottom line is this: "We are willing to work with management as we always have been, but we are not going to give back those rights that we have fought so hard to establish."



SIU Secretary-Treasurer Joe DiGiorgio answers questions for delegates attending one of the workshops during the first SONAT Conference.



AB John Allman and Captain Tom Braddy, both with the I.O.T., took an active part in discussions during the workshop sessions.



Larry Hensley, barge captain for I.O.T., and his family enjoy lunch in the cafeteria after the morning session.

New SIU Contract: 4 Tugs, 32 SIU Jobs Back in Detroit

After a two-year absence, Great Lakes Towing Co. has resumed shipdocking operations on the Detroit River following ratification of contract agreements with SIU Great Lakes Boatmen on April 1.

As a result of the new contract, four newly reconditioned tugs, the *Nebraska*, *Wyoming*, *Indiana* and the *Wisconsin* have been assigned to the port of Detroit, renewing employment

opportunities that were lost to SIU boatmen when the company withdrew from the port in 1982 citing financial difficulties.

The four tugs bring to 46 the number of active Great Lakes Towing vessels in the region and 32 the number of jobs on the four tugs. The Detroit tugs are enlisted primarily to dock and undock foreign and domestic liners conducting trade on the

Lakes and perform icebreaking and inter-port towing.

The rescue of ships stranded in ice last April from one of the worst winter thaws on Lake St. Clair, a connecting artery linking fresh water shipping to the St. Lawrence Seaway was one of the inaugural projects undertaken by the Detroit tugs. Although tugs normally provide emergency relief, especially in the thick of winter ice jams, the

SIU crews working the St. Clair were home in time for dinner.

"There was an old saying that somebody had to die or retire before there were openings on the tugs," said Algonac SIU Patrolman Byron Kelley. The Detroit jobs, called 'lunch box runs,' are in-port jobs affording eight-hour shifts and the chance to return home when the work day is ended.

What's Happening in Washington:

Unfair User Fees Still in Port Bill

While the Senate Finance Committee made some changes in the port development and user fee bill under consideration, the biggest concern to the SIU, unfair user fees, was not addressed.

The bill, S-1739, does not set specific user fees for improved and deepened harbors, inland waterways and channels, but does allow for levying such fees. It allows the federal government to foot the bill for 70 percent of a port's development up to 45 feet, and the local entity must make up the rest with user fees. For projects deeper than 45 feet, the local authorities would have to provide 100 percent financing, though federal loan guarantees would be available.

During the most recent hearings, the Finance Committee set a system where Congress would have to approve the user fees established by the ports.

The SIU believes that operators and ships which do not directly benefit from the improvements should not be forced to foot the bill. For example, if a port is dredged to a depth greater than 45 feet, current ships with no need for such improvements should not have to pay for them. In many cases the ships which would benefit from the deepening would be large foreign-flag ships, such as colliers.

It is unlikely the bill will be acted upon before this session of Congress ends.



Great Lakes D & D Buys Barge Unloader

Late last month the Great Lakes Dredge and Dock Co. bought a barge unloader for \$4-million from the Maryland Port Administration for possible use in dredging in the port of Baltimore.

Contract negotiations were still ongoing at the Great Lakes D & D Co. early this month with the Dredge Owners Assn.

The Luedtke Engineering Co. has two new jobs at Lansing, Iowa and at Ludington, Mich.

Contract Ratified at Radcliff Materials in N.O.

The Boatmen's votes were counted early this month at Radcliff Materials on a new contract in the port of New Orleans and resulted in a ratification of the pact by the membership rank-and-file.

3 Contracts Okayed in Norfolk

Three new contracts were ratified by Boatmen in the port of Norfolk at the Sheridan Towing and Transportation Co., STC Little Curtis Co. and at the Buckley Towing Co. (American Towing-Southern Div.).

Negotiations continued early this month at the Inland and Coastal Towing Co. (Allied Towing) and a bargaining extension was granted to contract negotiators at the Cape Fear Towing Co., Wilmington, N.C. Their contract ends in August.



SIU
It's Your Union

Do We Have Your Correct Address?

You may miss out on some important announcements concerning your BENEFITS, your CONTRACT, your UPGRADING, and other UNION MATTERS if we do not have your CORRECT MAILING ADDRESS.

Please take time to fill out this MAIL ADDRESS coupon, and mail it to: Seafarers International Union, 5201 Auth Way, Camp Springs, Md. 20746.

PLEASE PRINT

Your Full Name

Social Security No.

Street Address

Box #

City

State

ZIP

Book Number

Today's Date

We Need Your Help

We want to make sure that you get your copy of the LOG on time each month, and we need your help.

If you are getting more than one copy of the LOG delivered to you, or if you have changed your address, or if your name or address is mis-printed . . . please fill in the special coupon printed on this page and send it to:

The LOG
5201 Auth Way
Camp Springs, Md. 20746

The SIU in Washington

Seafarers International Union of North America, AFL-CIO

June 1984

Legislative, Administrative and Regulatory Happenings

WASHINGTON REPORT

News from Wall Street and the State Department has been decidedly mixed. A day doesn't go by without some expert talking about some kind of impending showdown on the domestic or international scene.

Most Americans seem to be taking this news in full stride. The mood of the country has been surprisingly sedate over the past few months. People seem to be more interested in Michael Jackson than in the possible collapse of NATO or the disintegration of the international economic order.

Perhaps that is because most people haven't been affected by any of these events in any direct way. They read about the war between Iran and Iraq, yet haven't had to confront any cut-off in oil supplies. Budget deficits are mounting past the point of no return, yet inflation is temporarily down and so is the unemployment rate. Things are spinning out of control in Central America, but so far at least no Americans are engaged in combat.

In many ways, the country is sitting on a time bomb. Deep down inside, most people know that they are living in a period of profound change. Yet they have been through so much during the past 20 years—Vietnam, hard economic times, a seemingly unending re-evaluation of values and standards—that they probably want to savor these last moments of quiet.

WHO BENEFITS?

The chief beneficiary of this public mood is Ronald Reagan, whose record as president should have made him highly vulnerable in this election year. Yet the polls have him running more than 20 percent ahead of his nearest Democratic challenger. Most Americans like his amiable style and are reluctant to hold him responsible for his policy failures.

It is important, however, for Americans to face up to these policy failures, especially since they pose serious long-term problems for this country. While the huge budget deficits caused by Reagan's tax cuts and defense buildup have spurred a short-term recovery, they also threaten to drive interest rates higher than they were a year-and-a-half ago, when the unemployment rate shot past 10 percent, the highest since the Great Depression.

Unfortunately, many of Reagan's policy failures will only become apparent when it will be too late to do anything about them. Take, for example, his decision to ease up on OSHA safety and health regulations. Not many people are too concerned about this issue. But just think how many people will come down with cancer five or 10 years from now because Ann Burford failed to properly fulfill her duties as head of the EPA.

REAGAN AND MARITIME

One of President Reagan's biggest policy failures has been with regard to the American-flag merchant marine. Four years ago he said that "if the United States is to survive as a viable and progressive nation . . . we must develop and undertake a maritime policy that will demonstrate our understanding of the seas to America's future; re-establish the U.S.-flag commercial fleet as an effective economic instrument capable of supporting U.S. interests abroad, and demonstrate America's control of the seas in the face of any challenges."

Those words are as true today as they were four years ago. More so, in fact, given what has happened in the Falkland Islands and in the Persian Gulf.

Unfortunately, President Reagan has done nothing to bring about the revival that he himself called essential to this nation's survival. Important maritime programs have been cut or completely eliminated. The American-flag merchant marine has dwindled to fewer than 560 vessels, which is far less than is needed to provide this country with an adequate sealift capability in case of a protracted international conflict.

GRASSROOTS

Given the failure of the past several administrations to do anything to stem the decline of the American-flag merchant marine, the Seafarers International Union has decided to implement its own grassroots program. The program, which is barely two months old, is already reaping benefits for American seamen.

SIU members across the country are attending rallies wearing distinctive SIU caps and carrying signs. They are asking the candidates difficult questions about the American-flag merchant marine. President Drozak, the architect of this program, is talking to community leaders across the country in order to educate them about the vital role that the maritime industry plays in the defense and economy of this country.

It is important to remember that every successful political movement of the last 10 years has had at its base an effective grassroots foundation. Ronald Reagan wouldn't have been elected president unless the New Right and the Moral Majority had not carefully built a strong grassroots political machine. The answer to job security is in grassroots.

PASSENGER SHIPS

After a fierce floor fight, the House of Representatives voted to attach an amendment introduced by Rep. Mario Biaggi (D-N.Y.) to the 1985 Department of Defense Authorizations bill. The amendment would permit two foreign-built passenger vessels

to be registered under the U.S. registry. It's been 26 years since a passenger ship was built in the U.S.

The Authorizations bill was passed by the House of Representatives with the amendment intact. At present, no legislation has been introduced in the Senate concerning this matter.

This is an important issue that could generate as many as 1,200 seafaring jobs for merchant seamen and spur the revival of the American-flag passenger vessel industry. It would be helpful for all of you to write your senators about this.

PUERTO RICAN PASSENGER TRADE

The House of Representatives has approved a bill, H.R. 89, that would allow foreign-flag participation in the Puerto Rican passenger trade. This is an unfortunate bill that would weaken the provisions of the Jones Act and discourage American-flag operators from competing in the trade.

The SIU is working hard to defeat this bill, which recently was placed on the Senate calendar.

SHIPYARD INCENTIVE PAYMENT PROGRAM

The House Merchant Marine and Fisheries Committee marked up H.R. 5220, a bill that would replace the now defunct Construction Differential Subsidy Program with a new Shipyard Incentive Payment Program. Under the terms of the legislation, the shipyards themselves would receive a direct subsidy payment of up to 50 percent of the bid price of new buildings to offset the higher cost of domestic vessel construction.

H.R. 5220 contains one serious drawback: It contains language that could lead to the elimination of the ODS Program. Until this language is eliminated or cleared up, the SIU will strongly oppose passage of the program.

Support
SPAD



AFL-CIO Lauds Lundeberg School

Look out Bal Harbour, Florida: There is a new kid on the block—Piney Point, Maryland.

The SIU's new Training and Recreation Center at the Seafarers Harry Lundeberg School of Seamanship has recently hosted several Labor Movement meetings, along with its heavy load of SIU conferences. The most recent was the AFL-CIO's spring meeting of its Executive Council.

The board held its meeting there at the invitation of SIU President Frank Drozak, also an AFL-CIO executive vice president.

This is what the Executive Council had to say.

Statement by the AFL-CIO
Executive Council
on
Seafarers Harry Lundeberg
School of Seamanship
May 9, 1984
Piney Point, Md

The Seafarers' Harry Lundeberg School of Seamanship provides a model in ongoing union education. The Seafarers International Union uses the facility to great advantage for trainees, members seeking upgrading, the SIU's overall member education, and to the advancement of the maritime art.

The AFL-CIO Executive Council wishes to express its



AFL-CIO President Lane Kirkland chats with three members of the SS *Constitution's* crew attending SHLSS for training and upgrading. They also served during the AFL-CIO's Executive Council meeting. The crewmembers are (l. to r.) Lori Jackson, Erin Wakabayashi and Malia Schrader.

admiration to the Lundeberg School and its appreciation to SIU President Frank Drozak, to the other officers of the SIU, to Frank Mongelli, vice president of the Lundeberg School, and to the staff and students of the Lundeberg School.

Their hospitality and efficiency contributed much to the success of this May 1984 AFL-CIO Executive Council meeting.



Congratulations to the crew of the *Constitution* who completed their training and upgrading courses on June 1 at the Seafarers Harry Lundeberg School of Seamanship. SHLSS Vice President Frank Mongelli and Chief Chef Romeo Lupinacci join the Seafarers for a group portrait. They are: Chris Easom, Lori Ann Jackson, Sherry Matsumoto, Stephanie Nakasome, Carl Poggioli, Walter Postlewait Jr., Randall Stack, Robert Butcher, Laura Hans, Curtis Talley, Theodore Howell, Philip Lau, John Nolan, Teofilo Ponce Jr., Hogradth Puni, Malia Schrader, Brian Takeda, Carlos Ferreira, Stephen Hicks, Erin Wakabayashi and Donald Wallace.



AFL-CIO Secretary Treasurer Thomas R. Donahue address the Executive Council.

Dear Brothers & Sisters:

On behalf of all the members of the SIU, I want to express my appreciation to you for the excellent job you did in serving the members of the AFL-CIO Executive Council when they met recently at the Harry Lundeberg School.

By your excellent service and courteous professional operation of the dining room, you demonstrated the high quality of training of SIU members.

In the process, you provided an example of the outstanding level of service not only at SHLSS, but also on the passenger ships on which you serve.

I hope many of those on the AFL-CIO Executive Council will one day take a trip on the American Hawaii passenger vessels, so that they can again enjoy the top notch service they received at SHLSS.

I am enclosing a copy of the resolution of appreciation adopted by the AFL-CIO for your fine work. The delegates to the SIUNA Convention also send you their regards for a job well done.

*Sincerely,
Frank Drozak
President*

Seafarers

HARRY LUNDEBERG SCHOOL OF SEAMANSHIP



Piney Point Maryland

First Aid & CPR Don't Leave Here Without It!!!

Due to the inherent isolation of shipboard members, safety becomes a very important issue to seafarers. Here at the Seafarers Harry Lundberg School of Seamanship safety is stressed in all of our courses.

Accidents, of course, will happen and to prepare our students to meet these emergencies, the school offers a course in First Aid and a course in CPR. Both courses are required for all our entry level trainees and recommended to our upgrading students.

Cardiopulmonary Resuscitation (CPR) refers to life-sustaining medical treatment that artificially restores oxygen to the vital organs of a person experiencing respiratory or heart failure. The CPR class teaches students the principles and techniques of cardiopulmonary resuscitation in accordance with the standards of the American Heart Association.

Students are awarded the American Heart Association CPR Certification after successfully completing the course.

The First Aid course provides the principles and techniques of safety and basic first aid according to the accepted standards of the American Red Cross. After successful completion of the course, students are awarded the American Red Cross Standard First Aid Certification.

The value of accurate knowledge in First Aid and CPR cannot be over emphasized. You might be able to save a limb, you might be able to save a life. If you use your knowledge only once the course was worth your time. Sign up for the First Aid and CPR courses while you are attending classes at SHLSS. Don't regret that you pass up the opportunity.



SHLSS Instructor, Janet Cook observes as David Velandra and Claude Hollings apply a splint to Grant Marzette.



The Steward Recertification class observes CPR techniques.



Royce Bozeman, Norman Evans and Paul Stubblefield practice splinting a leg fracture on victim, Conrad Gauthier.



Under the direction of Instructor Janet Cook, Algernon Hutcherson, George Luke and Roberto Principe practice basic CPR.

Seafarers Training & Recreation Center Open for Vacationing SIU Members



The SIU and the Seafarers Harry Lundeberg School of Seamanship are proud to announce the opening of the hotel as a vacation center for the summer. SIU members and their families may make reservations for a two-week period during the months of June 1st through September 1st and enjoy the recreational facilities of the Seafarers Training and Recreation Center. This does not affect the regularly scheduled upgrading courses and conferences held throughout the summer.

The Center has an olympic-size swimming pool, tennis courts, game room, pool tables, Anchor Bar, Sea Chest and a fully equipped Health Spa. Boating and fishing are also available for your vacationing pleasure.

The six-story Seafarers Training

and Recreational Center has over 290 rooms available for upgrading students, conference members and guests. A number of these rooms have been set aside for vacationing SIU members and their families. Each room contains two double beds, color TV, bureaus, desks and a table with chairs.

Located in historic southern Maryland, the Seafarers Harry Lundeberg School of Seamanship sits on the banks of the St. George's River in Piney Point, Md. The campus consists of more than 60 acres of waterfront property.

Come and enjoy the lavish accommodations and recreational facilities of the Seafarers Training and Recreation Center.

For reservations please fill out the coupon below.



LOBBY

The spacious lobby is accented with three large area rugs which contain the SIU emblem.

Your Holiday at the SHLSS Vacation Center:

What It Will Cost

The costs for room and board at the SHLSS Vacation Center have been set at the minimum to make it possible for all SIU members and their families to enjoy a holiday at the Southern Maryland playground.

Here are the costs:

ROOM RATES: Single/\$30 per day
Double/\$45 per day
Family Rates:
Member/\$30 per day; Wife/\$5 per day
(No charge for children under 12.)
MEALS: Member/\$8.50 per day
Wife/\$4 per day
Children/\$4 per day

So that as many of our members as possible can enjoy a holiday at SHLSS Vacation Center, the stay is limited to two weeks.

SEAFARERS TRAINING & RECREATION CENTER Reservation Information

Name: _____
S.S. # _____ Book # _____
Address: _____

Telephone # _____
Number in Party _____
Date of Arrival _____
(Stay is limited to 2 weeks)
Date of Departure _____

Send to:
Seafarers Training & Recreation Center
Piney Point, Md. 20674
(Phone: 301-994-0010)



AERIAL VIEW of the Seafarers Harry Lundeberg School of Seamanship.



HEALTH SPA

The Health Spa features the latest in body-building equipment including Nautilus, free weights and a universal gym. A sauna and steam room are also available.



SEA CHEST

The Sea Chest sells personal items, souvenirs, magazines and snacks.



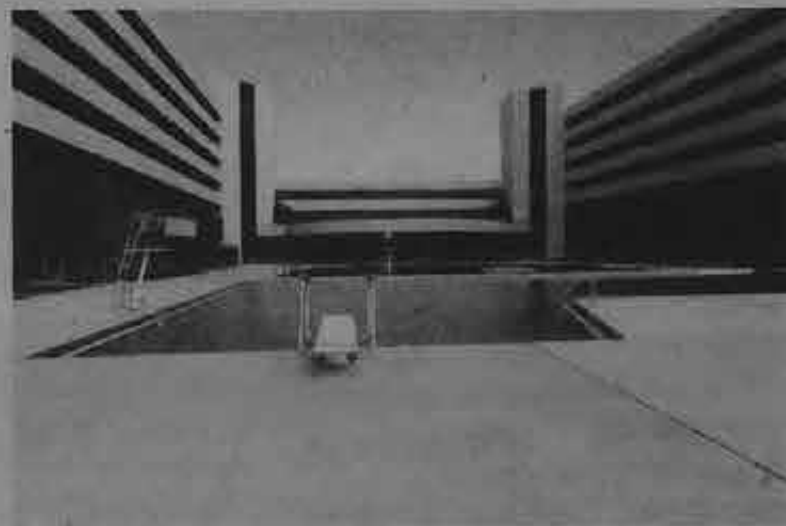
SUITE

Each suite contains two double beds, color TV, bureaus, desks and a table with chairs.



ANCHOR BAR

The Anchor Bar, designed to resemble a Viking longboat, features the wooden figurehead which originally highlighted the SIU Hall Port 'O Call bar in Brooklyn.



SWIMMING POOL



TENNIS COURTS



The Color Guard and Marching Unit for the SHLSS, at the Maryland 350th Birthday Parade on May 19, 1984 were as follows:

Laura Morgan, Armondo Voluntad, Nita Shepard, Randy White, Clinton Anderson, Derek Tinsley, Noel Hernandez, Michael Donnelly, Jamie McCranie, George Greggs, DeWayne Dunn, James Van Horn, Patrick Rawley, Eric Ruiz, Silverio Wilson, Patrick Carter, Raymond Wezik, Kris Carson, Stanley Turner, Michael Eaton, Jan L. Clarke, Michael David, John McHellen.

**N
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**THE SEAFARERS
HARRY LUNDEBERG
SCHOOL OF SEAMANSHIP**



**N
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Have you seen the New 1984 School Bulletin. Look for them in your Union Hall or request a personal copy by writing to:

**Seafarers Harry Lundeberg School of Seamanship
Public Relations Dept.
Piney Point, Md. 20674**

SHLSS COURSE GRADUATES



Diesel Engine Class

Ramon Ali, Jack Andrews, Michael Golins, David Kopp, Donny Lovejoy, Michael Marth, Joseph Michael, Herman Neeley, Thomas Rodriguez, Unro Solomons.



Automation

Front row l. to r.: Clinton Anderson, J. David Boyd. Second row l. to r.: Calvin Williams (instructor), Dean Camacho, Tony Adamaitis, Luciano Alfeo, Joe Vazquez.



Welding

Front row l. to r.: Jan Haidir, Michael DeNardo. Back row l. to r.: Bill Foley (instructor), Joe Kane, Edgar A. Nattiel III, Robert J. Ivanouskos, Charles Hamrick, Gene Speckman.

Great Lakes Towboat Operators

Our records indicate that you completed the Towboat Operators Course (Great Lakes) at SHLSS, however we do not have a copy of your license in our files.

It is requested that you provide us with a Xerox copy of your license,

front and back, so that we can update our files.

If your name does not appear on this list and you hold a Great Lakes Operators License, please submit a copy of your license and your name will be added to the list at that time.

Operators & 2nd Class Operators —Great Lakes Only—

Don Braddy	2nd Class Operator
Michael Callendo	2nd Class Operator
David Carter	2nd Class Operator
James Courtney	2nd Class Operator
Thomas Diroff	2nd Class Operator
William Guerrin	2nd Class Operator
Kenneth Haines	2nd Class Operator
Mark Hall	Operator
Murray Hughes	2nd Class Operator
George Johnson	2nd Class Operator
Richard Kulakowski	2nd Class Operator
Robert Lukowski	2nd Class Operator
Raymond McDonald	2nd Class Operator
Paul Pont	2nd Class Operator
Donald Radebaugh	2nd Class Operator
Robert Rogers	2nd Class Operator
Michael Sistare	2nd Class Operator
James Stanfield	2nd Class Operator
Richard Stropich	Operator
Alexander Sweeney	2nd Class Operator
Donald Thayer	Operator
Angelo Tirelli	2nd Class Operator
Charles West	2nd Class Operator
John West	2nd Class Operator
William West	2nd Class Operator

The following information is provided to update my records: I received Operator or 2nd Class Operators License on _____ Date _____

Operator
 2nd Class Operator

Name: _____

SS# _____ Book # _____

Address: _____

Telephone # _____

Send To: Vocational Department, Attn: Joe Wall
SHLSS Piney Point, Maryland 20674



Upgrading Course Schedule

July Through September 1984

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



Following are the updated course schedules for July through September 1984 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 September 1984 as listed below:

Engine Upgrading Courses

Course	Check-In Date	Completion Date
Refrigeration Systems, Maintenance & Operations	September 9	October 26
Pumproom Maintenance & Operations	September 2	October 19
Fireman/Watertender & Oiler	August 12	September 27
QMED	August 5	October 26
Marine Electronics	July 8	August 17
Welding	July 8	August 10
	September 30	November 2
Diesel - Regular	August 5	September 7
Marine Electrical Maintenance	September 2	November 2

Deck Upgrading Courses

Course	Check-In Date	Completion Date
Lifeboatman	September 23	October 19
Celestial Navigation/ Third Mate	July 15	August 17
Quartermaster	August 26	October 12
Towboat Operator	September 16	November 9
Scholarship Program		
Third Mate	September 2	November 9
Celestial Navigation/ Master/Mate F.T.	September 2	October 5

Adult Education Courses

Course	Check-In/Completion Date	Length of Course
Developmental Studies	July 9 August 27 September 10	July 13 August 31 September 14
(GED) High School Equivalency Program		Open-ended
(ESL) English as a Second Language		Open-ended
(ABE) Adult Basic Education		Open-ended

Recertification Programs

Course	Check-In Date	Completion Date
Bosun Recertification	August 26	October 8
Steward Recertification	October 21	December 3

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

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

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

You can use these skills:

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

Please send me the area(s) checked below:

MATH

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

ENGLISH: Writing Skills

- Book 1 - 4
- Writing Business Letters

SOCIAL STUDIES

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

STUDY SKILLS

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

COMMUNICATION SKILLS

- Tax Tips for Seafarers
- Basic Metrics



Name _____
 Street _____
 City _____ State _____ Zip _____
 Book No. _____ Social Security No. _____

Department Sailing In _____

Cut out this coupon and mail to:

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

Send it today!

Apply Now for an SHLSS Upgrading Course



Seafarers Harry Lundeborg School of Seamanship Upgrading Application



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

Address _____ (Street)

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

Deep Sea Member Inland Waters Member Lakes Member Pacific

Social Security # _____ Book # _____ Seniority _____

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

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 after course completion.

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





New SIU Jobs

Northerly Island Joins SIU Dredge Fleet

It was a red banner day in Chicago. The lakefront was draped with nautical festoons, and a small gathering of maritime leaders and midwestern political representatives were on hand for the christening of the newly-constructed hopper dredge, the *Northerly Island*. The smell of diesel fuel was in the air and the humming of ships' engines fading out of the harbor could be heard as the *Northerly Island* was formally christened with champagne.

The ceremony was part of celebrations marking the 25th anniversary of the opening of the St. Lawrence Seaway and a tribute to James Gillespie, former manager of the company which built the *Northerly Island*, North American Trailing Co. (NATCO).

Today, the company and its subsidiaries own and operate 26 dredges in the Great Lakes, providing many SIU jobs and maintaining passageways on the lakes where 46 percent of the nation's farm and industrial goods produced in 16 northern states are distributed to domestic and foreign markets.

"By helping maintain the harbors and channels of our fourth coast, the *Northerly Island* will contribute significantly to the well-being of the St. Lawrence Seaway and Great Lakes transportation system and thus to the economy of the Great Lakes region and of America," Secretary of Transportation Elizabeth Dole said.

All during the days leading up to the christening, dock-combers stopped to gaze at the boat like no other berthed at the Chicago Yacht Club. The mid-section, a maze of industrial pipes engineered to suction and discharge material from waterway floors as deep as 40 feet, resembles a floating refinery. Engineered for maximum carriage, the 205-foot dredge has a cargo capacity of 2,160 cubic yards, and a split hull design held together by hinges fore and aft enables material to be emptied in a few short seconds.

In all, 11 hopper dredges, including the *Northerly Island* are operated by North American Trailing under the 1982 Corps of Engineers Reserve Fleet (CERF). The program is an

emergency and national defense assignment passed by Congress in 1978 relieving the U.S. Army Corps of Engineers from responsibility for all dredging projects in the nation and allowing collaboration with private industry dredges.

The result has been a 50 percent increase in hopper capability since the law was enacted, according to industry sources. On the Great Lakes last year, all Corps dredging was completely phased out.

In Buffalo harbor, the problem was a buildup of silt from rivers and lakes flowing into the harbor. In Saginaw Bay, Mich. the main bay channel and connecting river channel required a summer's work with a hopper removing shoaling. NATCO was awarded each of the government contracts. The *Northerly Island* departed May 3 with 13 SIU Boatmen who can look forward to sailing through the summer.

Seamen's Church To Sell Headquarters

The Seamen's Church Institute, a 150-year-old home-away-from-home to seafarers in New York Harbor, has decided to sell its headquarters at 15 State Street within the year, according to the Institute's director, the Rev. James Whittemore.

Several reasons were cited for the proposed sale, among them that the institute's hotel capacity is far greater than the demand, new program priorities, and a steady decline in shipping along the New York-New Jersey waterfronts.

Whether the institute will select a new, smaller headquarters site or lease back some of the present property, Rev. Whittemore assures all seafarers that "the institute will remain an active ally and primary presence" for years to come.

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.

Barker, Boudreaux, Lamy,
Gardner & Foley
1400 Richards Building
837 Gravier Street
New Orleans, La. 70112
Tele. # (504) 586-9395

PHILADELPHIA, PA.

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

ST. LOUIS, MO.

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

SAN FRANCISCO, CALIF.

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

SEATTLE, WASH.

Davies, Roberts, Reid,
Anderson & Wacker
100 West Harrison Plaza
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

MAY 1-31, 1984

Dispatchers Report for Great Lakes

	*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									
Port									
Algonac	54	4	2	73	26	0	54	8	3
ENGINE DEPARTMENT									
Port									
Algonac	28	3	0	33	9	0	30	3	0
STEWARD DEPARTMENT									
Port									
Algonac	6	2	0	26	4	0	8	2	0
ENTRY DEPARTMENT									
Port									
Algonac	36	17	3	0	0	0	31	26	3
Totals All Departments	124	26	5	132	39	0	123	39	6

***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.

Harriette Home to 'Philly'

When Philadelphia Port Agent Bobbie Stevens walked toward the *Overseas Harriette* (Maritime Overseas) to conduct a payoff, 7-year-old Dasril Panko Jr. skipped beside him making a game of avoiding the rain puddles in tracks left by cars at the dock yards.

The port of Philadelphia is home to the *Harriette*, but it had been several weeks since it dropped anchor across from the arched train trestle and loaded coal for the 10-day journey to Amsterdam. The latest run was from Jacksonville where the vessel was laid up for repairs, and Dasril and his uncle were in town to meet QMED Dasril Panko Sr. who had gone to Jacksonville to sign on for the run.

Many familiar faces, Seafarers who ship out on the *Harriette* in Philadelphia and Jacksonville, talked to Stevens, but the payoff that was expected to last three hours ended in less than an hour. It was homecoming.

Chief Cook Clarence Jones cooked a special round of beef for those who would be onboard

for dinner. Blocks of cheese in bright cellophane wrappings were given as gifts. Dozens of Holland tulip bulbs, purchased for spring gardens, were brought from duffel bags so they could be easily given to wives at the doorstep. Bosun Tom Seager posed on deck, and before the day was over, Dasril Jr. squirmed out of his uncle's lap to greet his father.



The *Overseas Harriette* arrives in Philly.



The *Harriette* regularly loads on coal cargoes brought by rail to this adjacent train trestle.



Chief Cook Clarence Jones (l.) and Steward Thomas Mcquay complete stock orders.



Philadelphia Port Agent Bob Stevens (r.) explains contract provisions.



Payoff was a homecoming for Philadelphia SIU members.



Capt. Carl Wilkins is retired now and enjoying life at his home in Bellehaven, N.C. with a \$1000 pension check every month. Norfolk SIU Patrolman Mike Paladino presents the check to Capt. Wilkins in the Norfolk hall. Capt. Wilkins started sailing with the SIU in 1950.

Tampa Tug to Pacific

Nine Houston Seafarers left on a slow boat to Hawaii early this month. They crewed up the *King's Challenger* (Tampa Tugs) and left Houston for a four-and-a-half-year military contract.

The *King's Challenger* will run oil between American bases on Guam, Wake Island and Midway. The trip from Houston to Hawaii is expected to take 35 days.

PRESIDENT'S PRE-BALLOTING REPORT

The following report was presented at all SIU Constitutional Port Membership meetings in May, as well as at all SIU halls holding informational membership meetings in May.

May 7, 1984

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

The balloting for our General Election of Officers for the term 1985-1989 will commence on November 1 and continue through December 31, 1984. The election will be conducted under the provisions of our Constitution, as amended and effective January 15, 1981, and such other voting procedures as our Secretary-Treasurer may direct.

I have, in consultation with our Executive Board and Port Representatives, made a careful appraisal of the needs of our Constitutional Ports: New York, Philadelphia, Baltimore, Detroit, Houston, New Orleans, Mobile, San Francisco and St. Louis. We have carefully considered the changes that have taken place in the deep-sea and inland field, with a view toward meeting the opportunities for expansion through means of organizing.

Since our last General Elec-

tion of Officers, the membership of the Seafarers International Union of North America, Atlantic, Gulf, Lakes and Inland Waters District voted affirmatively to approve the merger of a former sister affiliate, Military Sea Transport Union, into our organization, the Atlantic, Gulf, Lakes and Inland Waters District. The former Military Sea Transport Union membership will, of course, be participating as members of our organization in the forthcoming General Election of Officers.

It is my recommendation, in accordance with our Constitution, that the following offices be placed on the ballot in the 1984 General Election of Officers for the term 1985 through 1989.

HEADQUARTERS

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

Drozak Hits Reagan Youth Wage

SIU President Frank Drozak has taken a strong stand against Ronald Reagan's attempts to establish a so-called sub-minimum wage for America's working teenagers.

Reagan's proposal would let employers hire teenagers from May 1 through Sept. 20 for only \$2.50 an hour. Currently the minimum wage is \$3.35 an hour.

"This is age discrimination. Persons doing the same work

should be paid the same wage. What difference is there if one is 21 and the other is 19?" Drozak asked.

He also said many unscrupulous employers could take advantage of the proposal and fire workers making the minimum now so they could save 85 cents an hour on new hires and it doesn't address the real needs of today's youth, lack of job training programs and employment programs, he said.

Personals

George Cronk

Jean Carlisle, who is doing research for a book on the Liberty Ship *SS Stephen Hopkins*, would like you to get in touch with her at 121 Varennes Alley, Apt. #2R, San Francisco, Calif. 94133.

Jeff Kass and Greg Turay

Would you please contact Mrs. Pacer at the U.N. High Com-

missioners for Refugees Office. The telephone number is (212) 754-7600.

Former Shipmates of Harry Wilson

Theresa M. Eckley would like to talk with any friends of Harry Wilson. You can contact her at 604 Stuart Ave. North, Essex, Md. 21221.

NEW YORK

1 Agent
8 Joint Patrolmen

PHILADELPHIA

1 Agent
2 Joint Patrolmen

BALTIMORE

1 Agent
2 Joint Patrolmen

MOBILE

1 Agent
2 Joint Patrolmen

NEW ORLEANS

1 Agent
3 Joint Patrolmen

HOUSTON

1 Agent
3 Joint Patrolmen

SAN FRANCISCO

1 Agent
2 Joint Patrolmen

DETROIT

1 Agent
1 Patrolman

ST. LOUIS

1 Agent
1 Patrolman

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

such recommendation to the membership before such deadline.

As provided for in Article XII, Section 1, nominations open on July 15, 1984 and close on August 15, 1984.

I wish to further advise the membership that by virtue of the merger with our Union of the international affiliate Military Sea Transport Union a few years ago, a proposed constitutional amendment providing for a "Vice President in Charge of Government Military Maritime Operations" will be submitted to the membership, and subject to membership action thereon, as constitutionally provided, will appear on the ballot at the same time balloting takes place for the election of officers later this year.

Also to appear on the ballot at the same time, subject to membership action as constitutionally provided, is a further proposed constitutional amendment which will change the title of "Patrolman to "Port Employee."

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

Fraternally submitted,
Frank Drozak
President



Deep Sea



Pensioner **Carroll Henry Andrews**, 63, died on March 24. Brother Andrews joined the SIU in 1941 in the port of Baltimore sailing as an AB. He was a veteran of the U.S. Army before World War II. Seafarer Andrews was born in Shenandoah, Va. and was a resident of Seattle.

Pensioner **Marion Richard Fila**, 60, died on April 27. Brother Fila joined the SIU in the port of New York in 1960 sailing as a bosun and LNG quartermaster and also worked as a concrete finisher and 1st class butcher. He hit the bricks in the 1965 District Council 37 beef. Seafarer Fila was a former member of the NMU, SUP and ILP from 1967 to 1970. And he was a veteran of the U.S. Navy during World War II. A native of Poland, he was a naturalized U.S. citizen and a resident of Seattle. Surviving are his widow, Della and an aunt, Stephanie Partyka of Wallington, N.J.



Pensioner **Calvin McGahagin**, 75, succumbed to cancer in the F. Edward Hebert Hospital in New Orleans, La. on April 3. Brother McGahagin

joined the SIU in the port of New Orleans in 1959 sailing as an AB. He was born in Ocala, Fla. and was a resident of Kenner, La. Cremation took place in the St. John's Crematory, New Orleans. Surviving are his widow, Helen and a sister, Irene Perdomo of Tampa.

Larry Reed died on Feb. 27. Brother Reed joined the SIU in the port of Wilmington, Calif. He was a resident of Richmond, Calif. Surviving is his mother, Martha.



Pensioner **Frank ("Blackie," "Snake") Rowell**, 75, passed away from heart-lung failure in the Clear Lake (Webster, Texas)

Hospital on Nov. 8, 1983. Brother Rowell joined the SIU in 1947 in the port of New York sailing as a chief electrician. He was born in Michigan and was a resident of Dickinson, Texas for 23 years. Cremation took place in the South Memorial Park Crematory, Pearland, Texas. His ashes were scattered in the Atlantic Ocean. Surviving are his widow, Regina; a son, Blair; two daughters, Michelle and Kathy; a stepdaughter, Sidney Marie, and his brother-in-law, Paul Bennick.



Pensioner **Mason Seals**, 81, passed away from heart-lung failure in the East Jefferson Hospital in Jefferson, La. on April 7. Brother Seals

joined the SIU in 1946 in the port of New York sailing as a chief electrician. He was a former member of the I.B.E.W., Local 130. Seafarer Seals was born in Varnado, La. and was a resident of Metairie, La. Interment was in the Seal Cemetery, Varnado. Surviving is his widow, Olga.



Pensioner **Barney Edward Speegle**, 70, died on April 28. Brother Speegle joined the SIU in 1939 in the port of Norfolk sailing as a FOWT.

He hit the bricks in the 1962 Robin Line beef and in the 1963 maritime strike. Seafarer Speegle was born in North Carolina and was a resident of Baltimore. Surviving are two sisters, Mazie Freeman and Effie of Kingston, N.C.

Pensioner **Rufus "Big Eddie" Edward Stough Jr.**, 64, died of a liver ailment at home in Meroux, La. on March 23. Brother Stough joined the SIU in 1947 in the port of New Orleans sailing as a chief steward. He was a veteran of the U.S. Marine Corps during World War II. Seafarer Stough was born in Montgomery, Ala. Burial was in the

St. Bernard Parish Gardens Cemetery, Chalmette, La. Surviving is his widow, Marie Yvonne.



Pensioner **Herbert Erich Valdson**, 71, passed away on Feb. 22, 1983. Brother Valdson

joined the SIU in the port of New York in 1966 sailing as a FOWT. He also sailed as a 3rd assistant engineer. Seafarer Valdson was born in Tartu, Estonia and was a naturalized U.S. citizen. Valdson was a resident of St. Petersburg, Fla. Surviving is a cousin, Ina Kalliaste of Elkins Park, Pa.



Joseph Anthony Werselowich, 55, died on May 14. Brother Werselowich

joined the SIU in the port of New Orleans in 1959 sailing as a chief steward and ship's delegate. He was a veteran of the U.S. Coast Guard after World War II. Seafarer Werselowich was born in Philadelphia and was a resident of Upper Darby, Pa. Surviving is a sister, Helen M. Belesky of Upper Darby.

Great Lakes

Albert John McCoombs, 52, died of heart-lung failure in Alpena, Mich. on March 4, 1983. Brother McCoombs joined the Union in the port of Detroit sailing as an oiler for the Huron Cement Co. and on the SS *Viking* (Ann Arbor, Mich. Railroad) from 1979 to 1980. He was a veteran of the U.S. Army during the Korean War. Laker McCoombs was born in Lachine, Mich. and was a resident of Alpena. Burial was in the Lorrey Rapids Twsp. (Mich.) Cemetery. Surviving are a brother, James; a sister, Eva Ross and a niece, Linda L. Canfield, all of Alpena.

Pensioner **Merlin Charles Walker**, 63, died of a heart attack at home in Sturgeon Bay, Wis. on Jan. 9. Brother Walker joined the Union in the port of Detroit in 1961 sailing as an AB for the American Steamship Co. He was also an upholsterer. Laker Walker was a veteran of the U.S. Navy serving as a storekeeper 1st class in World War II. He was born in Egg Harbor, Wis. Interment was in Bayside Cemetery, Sturgeon Bay. Surviving are his widow, Elaine; a son, David and four daughters, Susan, Catherine, Lynn and Sharon.

Monthly Membership Meetings

Port	Date	Deep Sea Lakes, Inland Waters
New York	Monday, July 2	2:30 p.m.
Philadelphia	Tuesday, July 3	2:30 p.m.
Baltimore	Thursday, July 5	2:30 p.m.
Norfolk	Thursday, July 5	9:30 a.m.
Jacksonville	Thursday, July 5	2:00 p.m.
Algona	Friday, July 6	2:30 p.m.
Houston	Monday, July 9	2:30 p.m.
New Orleans	Tuesday, July 10	2:30 p.m.
Mobile	Wednesday, July 11	2:30 p.m.
San Francisco	Thursday, July 12	2:30 p.m.
Wilmington	Monday, July 16	2:30 p.m.
Seattle	Friday, July 20	2:30 p.m.
Piney Point	Friday, July 6	3:00 p.m.
San Juan	Thursday, July 5	2:30 p.m.
St. Louis	Friday, July 13	2:30 p.m.
Honolulu	Thursday, July 12	2:30 p.m.
Duluth	Wednesday, July 11	2:30 p.m.
Gloucester	Tuesday, July 17	2:30 p.m.
Jersey City	Wednesday, July 18	2:30 p.m.



The SIU will man the steward department on APL's Yukon and sister ship Maumee now that both ships have won a two-year MSC contract. The ships will call in Greenland, Holland and other European ports.

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
 (212) 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

Dispatchers Report for Deep Sea

May 1-31, 1984

Port	*TOTAL REGISTERED			TOTAL SHIPPED			Trip Reliefs	**REGISTERED ON BEACH		
	Class A	Class B	Class C	Class A	Class B	Class C		Class A	Class B	Class C
DECK DEPARTMENT										
Gloucester	1	4	0	2	2	0	0	4	5	0
New York	69	23	0	64	11	0	0	148	53	0
Philadelphia	2	6	0	1	0	0	0	13	13	0
Baltimore	9	4	0	4	3	0	0	13	5	1
Norfolk	14	4	0	9	6	0	0	30	19	0
Mobile	15	1	0	6	3	0	0	25	3	0
New Orleans	44	9	1	41	1	0	0	110	20	2
Jacksonville	22	22	2	27	18	0	0	67	28	8
San Francisco	24	16	3	28	16	0	1	62	29	4
Wilmington	30	10	1	16	7	0	0	57	41	1
Seattle	51	14	1	43	33	0	2	59	24	2
Puerto Rico	11	4	0	11	19	0	0	14	6	0
Honolulu	2	23	2	0	18	9	0	8	32	2
Houston	58	20	0	35	18	0	0	119	40	1
Piney Point	0	0	0	0	6	0	0	0	0	0
Totals	352	160	10	287	161	9	3	729	318	21
ENGINE DEPARTMENT										
Gloucester	3	2	0	3	1	0	1	1	5	0
New York	46	9	0	28	1	0	0	127	28	0
Philadelphia	6	2	0	1	0	0	0	10	7	0
Baltimore	7	1	0	2	3	0	0	18	5	1
Norfolk	7	3	0	5	5	0	0	21	11	0
Mobile	12	3	0	7	0	0	0	20	7	0
New Orleans	34	8	0	23	4	0	2	86	26	1
Jacksonville	24	11	1	26	6	0	1	41	21	4
San Francisco	25	11	1	27	4	0	2	48	28	3
Wilmington	16	6	0	10	5	0	0	37	18	1
Seattle	27	7	2	28	21	0	2	40	20	3
Puerto Rico	5	3	0	14	6	0	5	10	3	0
Honolulu	8	17	4	1	18	6	0	10	16	9
Houston	39	6	0	22	13	0	1	89	15	0
Piney Point	0	1	0	0	3	0	0	0	0	0
Totals	259	90	8	197	90	6	14	558	210	22
STEWARD DEPARTMENT										
Gloucester	0	2	0	0	1	0	0	2	4	0
New York	34	17	0	30	14	0	0	62	31	0
Philadelphia	3	1	0	1	0	0	0	6	2	0
Baltimore	6	0	0	3	4	0	0	9	2	0
Norfolk	6	3	0	2	5	0	0	17	5	0
Mobile	6	1	0	4	0	0	0	14	1	0
New Orleans	22	3	0	19	10	0	3	50	8	0
Jacksonville	9	3	0	13	9	0	0	20	7	1
San Francisco	13	18	1	21	18	0	2	34	61	4
Wilmington	9	3	0	5	3	0	0	16	11	0
Seattle	12	12	2	18	30	1	0	19	18	4
Puerto Rico	4	2	0	4	2	0	0	10	3	0
Honolulu	3	31	41	1	69	105	0	8	48	46
Houston	14	4	0	14	8	0	0	45	5	0
Piney Point	0	0	0	0	5	0	0	0	0	0
Totals	141	100	44	135	178	106	5	312	206	55
ENTRY DEPARTMENT										
Gloucester	0	1	0	0	0	0	0	1	7	0
New York	27	68	4	0	0	0	0	43	207	10
Philadelphia	2	12	0	0	0	0	0	7	22	0
Baltimore	4	13	0	0	0	0	0	9	28	0
Norfolk	7	20	0	0	0	0	0	9	57	0
Mobile	1	4	0	0	0	0	0	4	18	0
New Orleans	12	27	1	0	0	0	0	39	76	3
Jacksonville	8	23	2	0	0	0	0	19	48	3
San Francisco	13	64	9	0	0	0	0	25	183	22
Wilmington	3	36	0	0	0	0	0	9	85	0
Seattle	13	45	3	0	0	0	0	19	60	5
Puerto Rico	6	10	2	0	0	0	0	10	25	4
Honolulu	5	109	170	0	0	0	0	10	163	212
Houston	17	27	0	0	0	0	0	36	64	2
Piney Point	0	13	0	0	0	0	0	0	0	0
Totals	118	472	191	0	0	0	0	240	1,043	261
Totals All Departments	870	822	253	619	429	121	22	1,839	1,777	359

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

Shipping in the month of May was up from the month of April. A total of 1,191 jobs were shipped on SIU-contracted deep sea vessels. Of the 1,191 jobs shipped, 619 jobs or about 52 percent were taken by "A" seniority members. The rest were filled by "B" and "C" seniority people. A total of 22 trip relief jobs were shipped. Since the trip relief program began on April 1, 1982, a total of 601 relief jobs have been shipped.

Support SPAD

Drozak Elected to AIFLD Board

SIU President Frank Drozak has been elected to the board of trustees of the American Institute for Free Labor Development. The AIFLD is an AFL-CIO organization which promotes and helps free and democratic trade unions in Latin America and the Caribbean.

Drozak helped monitor the elections in El Salvador in March and also visited several Central American nations in 1982.

The AIFLD believes that free and democratic trade unions can

help make the countries themselves free and democratic. The group provides trade union education, collective bargaining tactics and other educational help.

In 1982 two AIFLD representatives in El Salvador were murdered. Two army enlisted men are scheduled to be tried for the murders, but the officers who ordered the deaths have not been charged with the crimes, according to an AIFLD spokesman.

Retired Jax Agent William 'Red' Morris Dead

Pensioner and former Jacksonville (Fla.) Port Agent William J. "Red" Alexander Morris Sr., 64, succumbed to cancer in St. Vincent's Medical Center, Jacksonville, Fla. on Feb. 28.

Brother Morris joined the SIU in 1939 in the port of Jacksonville sailing as a recertified bosun.

He was born in Bay Harbor, Fla. and was a resident of Jacksonville. Burial was in Evergreen Cemetery, Jacksonville.

Surviving are a son, Seafarer William E. Morris Jr. of Galveston, Texas and a daughter,

Billie Jean Dover of Jacksonville.

"Red" was said to be a "dedicated Union official" who assisted in all major organizing campaigns and took part hitting the bricks in all the great maritime beefs.

When the call went out for help on "head-on beefs and confrontations" the redhead was always there fighting with both of his large fists.

He was characterized as a "stillwater-runs-deep" sort of a guy.

We'll miss him.



Diesel Engines

Course Starts August 5



Sign Up Now!

Fill out the application in this issue of the Log, or contact the Admissions Office, at SHLSS, Piney Point, Maryland 20674.

Personals

Relatives of Ira Newbert

Carolyn Kofoed is attempting to locate the whereabouts of the wife and/or children of her deceased uncle, Ira Newbert, who died in 1959. Any information should be sent to Carolyn Kofoed, P.O. Box 567 Edgewater, Md. 21037.

George Orfield

Please contact Al Murphy at (804) 583-4581 (call collect).

Rafael Monge-Ortiz

Please contact your daughter, Luisa I. Monge, at P.O. Box 173, Aguas Buenas, P.R. 00607.

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.

Pensioner's Corner

Deep Sea



Daniel Joseph Cherry Jr., 69, joined the SIU in 1943 in the port of Tampa sailing as a chief electrician, 2nd assistant engineer (SIU-MEBA, District 2 Engineering School graduate) and QMED. Brother Cherry also worked as a power lineman. He is a veteran of the U.S. Army before World War II. Seafarer Cherry was born in Winter Haven, Fla. and is a resident of Baltimore.

Henry Lavern Dill, 56, joined the SIU in the port of Mobile in 1955 sailing as a QMED. Brother Dill is a veteran of the U.S. Navy during World War II. He was born in Mississippi and is a resident of Mobile.



Floyd Jenkins, 55, joined the SIU in the port of New York in 1954 sailing as a chief pumpman. Brother Jenkins was also a machinist. He is a veteran of the U.S. Army after the Korean War. Seafarer Jenkins was born in Florida and is a resident of Shelbyville, Texas.



Jesse "Jack" Edgar Melton, 65, joined the SIU in 1944 in the port of Philadelphia sailing as a chief pumpman and 2nd assistant engineer. Brother Melton was born in Philadelphia and is a resident of San Francisco.



Roy Johnson Jones, 60, joined the SIU in 1947 in the port of New York sailing as a bosun and mate. Brother Jones worked on the Sea-Land Shoregang in Oakland, Calif. from 1968 to 1984. He is a veteran of the U.S. Navy during World War II. Seafarer Jones was born in Charleston, S.C. and is a resident of San Francisco.

Calvin Dixon Morris, 59, joined the SIU in the port of Seattle in 1957 sailing as an AB. Brother Morris is a veteran of the U.S. Navy. He was born in Arkansas and is a resident of Fort Worth, Texas.



Harry D. Silverstein, 65, joined the SIU in the port of San Francisco in 1957 sailing as a cook, bartender and waiter. Brother Silverstein is a veteran of the U.S. Army in World War II. He was born in San Francisco and is a resident of Seattle.



Ralph Harold Smith, 59, joined the SIU in the port of New York in 1954 sailing as a chief steward. Brother Smith is a veteran of the U.S. Army in World War II. He was born in Bristol, Va. and is a resident of Semmes, Ala.

Francis Thompson, 66, joined the SIU in the port of Port Arthur, Texas in 1969 sailing as a cook. Brother Thompson hit the bricks in both the Houston and Tacoma, Wash. maritime beefs. He was born in Nundet, La. and is a resident of Tacoma.



Yao Fong Wing, 66, joined the SIU in the port of San Francisco in 1954 sailing as a FOWT. Brother Wing began sailing in 1949. He worked as an AB and bosun on the Oakland (Calif.) Sea-Land Shoregang from 1968 to 1975. Seafarer Wing is a veteran of the U.S. Army Air Corps' 14th Air Service Group in World War II. Born in Shanghai, China, he is a naturalized U.S. citizen. Wing is a resident of San Francisco.

Great Lakes

Henry Vernon Howard, 65, joined the Union in 1940 in the port of Detroit sailing as a chief cook. Brother Howard is a veteran of the U.S. Army during World War II. He was born in Virginia and is a resident of Odessa, Fla.

Francis Thomas Moen, 66, joined the Union in the port of Duluth, Minn. in 1960 sailing as a FOWT. Brother Moen is a veteran of the U.S. Army in World War II. He was born in Bagley, Minn. and is a resident there.

Julius Rudai Sr., 65, joined the Union in the port of Detroit in 1967 sailing as a wiper. Brother Rudai worked as a machinist for 15 years. He was born in Vestarborf, Pa. and is a resident of Millfield, Ohio.

Your Vote Counts . . . 2,000,000 Nays and 2,000,001 Ayes

Absentee Voting, How to Cast Your Vote

Every citizen of the United States has not only the right but the responsibility to vote for his or her choices for public office at the federal, state and local levels. Those elected to office make daily decisions directly influencing the lives and well-being of all citizens. These officials derive their authority from your vote.

YOUR VOTE COUNTS!!!!

The government of the United States is required to provide American citizens with the proper documents and information in order to exercise their voting rights. Merchant mariners, as a result of job relocation who are unable to vote in the state of their residency, are able to vote by absentee ballot.

A postcard application for the absentee ballot may be obtained from SIU headquarters and all SIU halls. The postcard application form is also available on all SIU-contracted ships. If not enough applications are available, written requests for postcard applications may be sent to all SIU halls.

Every item on the postcard should be filled in with careful attention to *printing* your name, the name of your ship operator and the address to which the ballot should be sent. You then must *sign* your full name under oath.

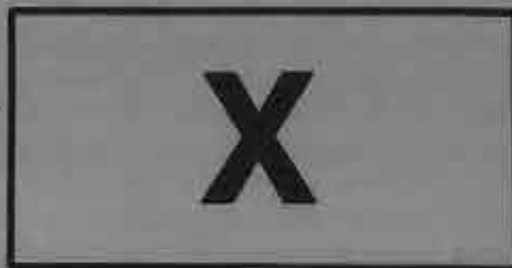
The postcard should be mailed to the appropriate county, city or other election official as noted in the Voting Assistance Guide.

Copies of the Voting Assistance Guide have been distributed to all SIU-contracted flag vessels and SIU halls. All the information for each state is listed alphabetically by state in the Guide. If the Voting Assistance Guide is not available onboard ship, send the postcard to the secretary of the state in which you have voting residence.

When you receive the state absentee ballot, complete the ballot according to the instructions accompanying it. Where permitted by state law and as indicated on the ballot or accompanying instructions, the oath may be taken and attested by masters, first officers, chief engineers and pursers of all U.S.-flag vessels.

Mail the completed ballot (and oath if on separate paper) in the return envelope provided to the addressee named on the envelope or in the instructions.

Application for a state absentee ballot may also be made by means of a personal letter mailed to the county clerk, county auditor, county election board, county recorder or any other county official, as applicable, or the secretary of the state in which the applicant has a voting residence.



Digest of Ships Meetings

ADONIS (Apex Marine), April 13—Chairman Bill Eckles; Secretary Edward M. Collins; Educational Director David O'Donnell. Some disputed OT was reported in the engine department. The ship's fund is left with \$112 after purchasing a \$52.99 punching bag and a \$40 pair of gloves. In his report to the members, Chairman Eckles thanked the deck department for their cooperation this voyage. He announced that payoff would take place on Monday, the 16th of April, and reminded crew of the importance of donating to SPAD in order to help the Union fight for a strong merchant marine. The secretary urged all brothers and sisters to upgrade as soon as they are able, both for themselves and for the good of the Union. Everyone was reminded to keep the microwave oven clean, and it was announced that new movies will be obtained in the next port. A vote of thanks was given to the steward department for a job well done. Next port: Nederland, Texas.

BORINQUEN (Puerto Rico Marine), April 29—Chairman L.B. Rodriguez; Secretary H. Galicki; Educational Director P.J. Colonna; Deck Delegate J. Soto; Engine Delegate J. Guaris; Steward Delegate A. Rubenstein. No beefs or disputed OT reported. There is \$100 in the movie fund and \$70 in the ship's fund. Members of the deck department would like to know why there is no shoregang relief for them when they have the day off. They also suggested use of a shuttle bus from the gate to the airport and bus terminals since the taxi drivers seem to be ripping them off. All communications received were read and posted, and it was announced that new movies will be obtained in San Juan. Crewmembers also suggested that the television antenna be repaired or relaced while in port. Everybody uses the crew recreation room, so everybody has the responsibility to keep it clean. Members were reminded to put condiments and other perishables away when finished. The *Borinquen* will be paying off this trip in the next port: San Juan, P.R.

COVE LEADER (Cove Shipping), May 6—Chairman F.H. Johnson; Secretary H.W. Roberts; Educational Director A. Hickman; Deck Delegate H.L. Scott; Engine Delegate A. Day; Steward Delegate T. Dansley. All is going smoothly with just a slight misunderstanding on a few hours OT in the steward department. While the department is waiting for clarification on this from headquarters, it was considered to be "no big deal." The ship's treasury contains \$17 as well as stamps. The chairman reported that no orders have yet been received regarding another voyage. One depressing note is that the *Cove Leader* has seen three different Liberian ships loading up with Alaskan oil in Valdez during the past three trips. The educational director reminded members of the upgrading opportunities available at Piney Point. Contract negotiations were posted for all to read, and members were asked

not to remove any Union letters which have been posted on the board. Something needs to be done about the scupper odors, especially in the mess-room and after house. All repairs should be noted on the list provided by the delegates. A vote of thanks was given to the steward department for a job well done. Next port: San Francisco.



GALVESTON (Sea-Land Service), April 14—Chairman Gary Hoover; Secretary Ken Hayes; Educational Director W. Mitchell. No beefs or disputed OT reported. The movie fund needs some real help. The chairman reminded members to read all items that have been posted on the board regarding upcoming bills in Congress. Also, SIU Rep Steve Troy left onboard ship some interesting news on several bills. These have been posted for all to read. Several motions were made. One was that new contracts be given to the membership with plenty of time to study them. A second was that there be one welfare, hospital and retirement plan for all officials and members and that Maintenance and Cure be raised to \$37 per day. "We do not need more office help, just a good medical plan, optical plan and dental plan." A secret ballot for all members, it was felt, should be a must on any new or changed items to the present contract. From Relief Steward Ken Hayes, who will be getting off this trip: "This crew is the finest I have sailed with. Good Union men—sober, reliable, and it is my pleasure to have sailed with them and two good captains, Capt. Hargrave and Capt. Robinson." Next port: Seattle, Wash.

LNG LEO (Energy Transportation Corp.), April 15—Chairman R.J. Callahan; Secretary H. Jones Jr.; Educational Director Andang Abidin; Deck Delegate Bert P. Gillis; Engine Delegate Roy C. McCauley; Steward Delegate Albert Fretta; Treasurer Susan Mormando. No disputed OT was reported. At this time there is \$895 in the ship's fund. The PAC-MAN machine is moving slowly, but new arrival pools are being made up to raise money. There is also a special fund just for Telex's to SIU headquarters. With \$77.67 in it, this service is for use

by all members. The chairman noted that everything is running smoothly. A discussion was held on the political issues of the coming election and about delegates going down to Piney Point for contract negotiations. It was also mentioned that members of the *LNG Leo* would like to receive information on the results of the permanent job-trip relief committee that met in Piney Point during May. Also, any information as to the status of the Boggs bill would be useful. The educational director welcomed all new members aboard. He said that he is trying to get

tapes of President Drozak's report to the membership, but still has not received any. The welcome that the *LNG Leo* was given at the Jacksonville SIU hall was very much appreciated, especially "the affable and efficient service rendered the membership under the guidance of Port Agent George Ripoll and his able staff." A vote of thanks was given to Chief Cook Albert Fretta. Brother Fretta took over the steward's job (as well as continuing his own) when Chief Steward Abdul R. Hassan took sick in Bontang, Indonesia, and has done a remarkable job. Again, members were reminded to be respectful of each other. This means no loud tapes, radios or slamming of doors. And as usual, caution was advised against purchasing any type of contraband in Arun. "It is not in our best interests." Next port: Arun, Indonesia.

MOKU PAHU (Pacific Gulf Marine), April 1—Chairman Ray Todd; Secretary R. Spencer; Educational Director T. Taylor. "Lots" of disputed OT was reported in the steward department, and some was also noted in the deck department. These problems will be taken up with the boarding patrolman. Brother Todd's report was accepted by all hands. He is going on vacation and the crewmembers wished him well. He reported that the foundation for this company has been laid and that everyone must stick together as a unit—all for one and one for all—or everyone will lose in the end. The secretary stressed the importance of contributing to SPAD—"a must to keep our Union fighting in Washington for us." The educational director reported on the necessity of working with the right tools and gear in the interest of safety. He also reminded those who qualify of the upgrading opportunities available at the Seafarers Harry Lun-

deberg School in Piney Point. A vote of thanks was given to the (two-man) steward department for a job well done.

OGDEN CHAMPION (Ogden Marine), May 6—Chairman Marion Beeching; Secretary R. De Boissiere; Educational Director H. G. Sanford; Engine Delegate Joseph E. Sadler; Steward Delegate James Gleaton. No disputed OT. The ship will dock in Tampa around 8 a.m. on May 9 and will then go into the shipyard for approximately 21 days. A report from the contract conference was read and discussed. Copies of the recommendations were given to each crewmember although no Union official has come directly to the ship since the conference to talk to the men directly—perhaps this will occur at payoff. A special vote of thanks was given to Chief Steward R. De Boissiere and to the steward department for a job well done. Thanks also went to Bosun Marion Beeching for briefing the members on the conference and bringing everyone up to date; to the deck department for their good work; and to Engine Delegate Joseph E. Sadler and his department for keeping the ship in excellent running condition. Next port: Tampa, Fla.

OGDEN LEADER (Ogden Marine), April 17—Chairman Gerald Corelli; Secretary Floyd Mitchell Jr.; Educational Director Robert T. Rentz; Deck Delegate Jorge Osorio; Engine Delegate Edward Ezra; Steward Delegate George Quinn. No disputed OT. The ship's secretary also serves as the treasurer, and he announced that there is \$68 in the fund. The radio officer is handling the arrival pools which includes money for purchase of movies. The chairman, who just joined the ship and who just attended a recent Union meeting, gave the crew a brief rundown on what they should be aware of at the expiration of their contract in June. He also talked about the expected change of the shipping rules and hopes to receive further information on these items from headquarters. This was followed by a general discussion of Union business and the state of the shipping industry. Members were told that everyone has to get off ship after six months. Some of the crew think that is a good idea. At least it will make rotary shipping better, and more men and women will get the chance to work instead of the fortunate few who have jobs and full books. Members were also reminded that election time is coming up. If you're registered voters, you are urged to vote. If you don't expect to be home at that time, you should get an absentee ballot. Every vote counts! Heading out to Bayway, N.J. and Chiriqui Grande, Panama.

OGDEN MISSOURI (Ogden Marine), April 8—Chairman James J. Bolland; Secretary Bobbie W. Stearns, Jr. Some disputed OT was reported in the deck and steward departments. There is \$7 in the ship's fund. A letter from "Red" Campbell was received in New Orleans and has been posted in the crew lounge. But mail service is not up to par. The secretary said that he is still waiting for mail that was sent first class in December. The chairman noted that maintenance and upkeep

of the ship is difficult with so few crewmembers. One additional man is especially needed in the steward department in order to maintain officers quarters, passageways, galley and pantries and mess rooms. Weekly inspections are held aboard ship, and the chairman feels that the 3-man department just cannot keep up with the work that is required by the company and the masters. A vote of thanks was given to the steward department for the good food served, and the steward department in turn thanked the crew for helping to keep the pantry and mess room clean at night. One minute of silence was observed in memory of our departed brothers and sisters. This is voyage #4 for the crewmembers of the *Ogden Missouri*. They are enroute to Port Elizabeth, South Africa; then back to the Gulf area for payoff around May 20.

RANGER (Ocean Carriers), April 8—Chairman Vincent Grima; Secretary Carroll Kenny; Educational Director Oliver N. Myers; Engine Delegate Manuel Rodriguez. No beefs or disputed OT reported. The chairman announced that the ship will arrive in New Jersey on April 16 and that payoff will take place on the 17th. He also stated that he will take a break and will call for a relief. He thanked the crew for their cooperation during the past voyage. Mail has been a problem aboard the *Ranger*, especially the lack of it. No mail has been received in 71 days. The boarding patrolman will be asked to check on that as well as to try and find out why the water had such an oily taste right after butterworking. A special vote of thanks was given to the steward department for all the great goodies. Heading into New Jersey for payoff.

SAM HOUSTON (Waterman), April 22—Chairman G. A. Burch; Secretary G. Aquino; Educational Director T. Tsipiaris; Engine Delegate Clotus Z. Sullivan; Steward Delegate William S. Costa. Some disputed OT was reported in the engine department. There is \$178 in the ship's fund which includes \$25 from a pool held by the steward. The bosun thanked the crew for maintaining order during the voyage. He also told members that SPAD was vital to the Union, and any contributions made by members would help everyone in the long run. The steward talked about supporting and voting for politicians who are helping the maritime industry. He then thanked the crew for helping keep the mess room and pantry clean and thanked his own department for a job well done—which was reaffirmed by the entire crew. In talking about politics and politicians, the steward noted that

he would like to see some legislation to the effect that in or during a limited or full-scale military operation, the men who volunteer or are conscripted to serve aboard vessels supporting said operation, be given the rights and benefits of military personnel. One minute of silence was stood in memory of our departed brothers and sisters.

SEA-LAND EXPLORER (Sea-Land Service), April 22—Chairman John B. Lundborg; Secretary L. L. Tinkham; Educational Director K. Patterson. Some disputed OT was reported in the deck department. There is \$191 in the ship's fund which is being kept in the ship's safe. The educational director reminded crewmembers of the upgrading courses available at Piney Point and of the college credit courses also offered there. A motion was made and seconded to recommend cancellation of the permanent job status and institute a seven-month rotation system for all unlicensed shipboard jobs. Several other suggestions were made. One was that a new ship's antenna be purchased for better TV reception, and the other was that clarification be given as to wages in lieu of time off for voyage #46. One sad note was that Gus Liakus, an old-time SIU member, was killed on the dock in Yokohama on April 11 by a crane unloading container stacking frames. He was set to retire following this trip. All crewmembers of the *Explorer* contributed to a sympathy fund for Mrs. Liakus. Next port: Long Beach, Calif.

SEA-LAND INDEPENDENCE (Sea-Land Service), April 29—Chairman William Mortier; Secretary George W. Gibbons; Educational Director C. R. Langford; Deck Delegate Eugene R. Ceciato; Engine Delegate Rafael Matos; Steward Delegate Michael F. Meany. The deck and engine departments both reported some disputed OT. There is \$205 in the ship's fund. A discussion was held about what the patrolman told members at payoff about the proposed changes in the shipping rules. As it stands, the men are not satisfied with the decision and disagree with the new setup about working only six months. They want to know about the rest of the year and would like to have some simple reading matter on this subject so that they can fully understand the implications of the changes. The ship is expected to pay off on May 3. Perhaps there will be more facts available at that time. The educational director reminded members about the opportunities available at Piney Point to upgrade skills. The repair list has been turned in, but everyone should try to keep the passageways clean by wiping their feet

Digest of Ships Meetings

on the mats. A vote of thanks was given to the steward department. Next ports: Halifax, N.S. and Elizabeth, N.J.

SEA-LAND PACER (Sea-Land Service), April 15—Chairman James Corder; Secretary D. G. Chafin; Educational Director George A. Roy. No disputed OT. There is no money in the ship's fund, so if popcorn is needed for the next voyage, someone should buy it. The chief steward had been doing this, but he will be going on a 125-day vacation. A vote of thanks was given to Chief Steward Chafin for the fine work that he and his department did, and a party was held in the cook/bakers room to wish him a good vacation. Chafin, in turn, thanked the crew for their helping hands on many occasions during the past and present voyage and for the lovely gifts he received. One minute of silence was observed in memory of our departed brothers and sisters. Next port: Elizabeth, N.J.

SPIRIT OF TEXAS (Titan Navigation), April 29—Chairman R. D. Smith Jr.; Secretary Jimmie Bartlett; Educational Director Mack Morris. Disputed OT was reported in all three departments, although the engine delegate noted that things were running a lot better since the new chief engineer came aboard. Since there has been so much disputed OT, there will be a meeting with the boarding patrolman in New Orleans about the problem. There is \$9.25 in the ship's fund. The secretary noted that things are going fairly smoothly in the steward department, although stores are running pretty short (they have lasted 105 days on 90-day stores). A suggestion was made which will be taken up with the boarding patrolman. It dealt with having an engineer on watch at night. The entire crew feels like it's an unsafe practice

not to have an engineer on watch and that it's jeopardizing their lives aboard ship. A vote of thanks was extended to the steward department for a job well done. Crewmembers observed one minute of silence in memory of our departed brothers and sisters. Next port: New Orleans, La.

SUGAR ISLANDER (Pacific Gulf Marine), April 23—Chairman W. Baker; Secretary Claude Hollings III; Educational Director C. Eagleson. A few hours of disputed OT was reported in the deck department. Otherwise, all three departments are running smoothly. The *Sugar Islander* just returned from a long trip to Maputo and Beira, Mozambique. Apparently the ports were not all that pleasant. Summing up the feelings of most of the crew, the secretary said, "Well, I am glad to be back in the good old U.S.A." At this time the vessel is scheduled to go back on the sugar run from Hawaii to San Francisco. The educational director reminded members that election time is nearing and for everyone to vote for those people who will help the maritime industry most. He urged members to attend upgrading courses at Piney Point. A vote of thanks was given to the steward department for a job well done. Next port: San Francisco, Calif.

Official ships minutes were also received from the following vessels:

AMCO VOYAGER	OGDEN WILLAMETTE
AMERICAN HERITAGE	OGDEN YUKON
BAYAMON	PADRE ISLAND
COURIER	ST. LOUIS
DEL ORO	SANTA ELENA
DELTA NORTE	SEA-LAND ADVENTURER
GOLDEN MONARCH	SEA-LAND EXPRESS
GROTON	SEA-LAND FREEDOM
MASSACHUSETTS	SEA-LAND LEADER
NEW YORK	SEA-LAND PATRIOT
OGDEN COLUMBIA	SEA-LAND PIONEER
OGDEN DYNACHEM	SEA-LAND VENTURE
OGDEN SACRAMENTO	SEA-LAND VOYAGER
OGDEN WABASH	WALTER RICE

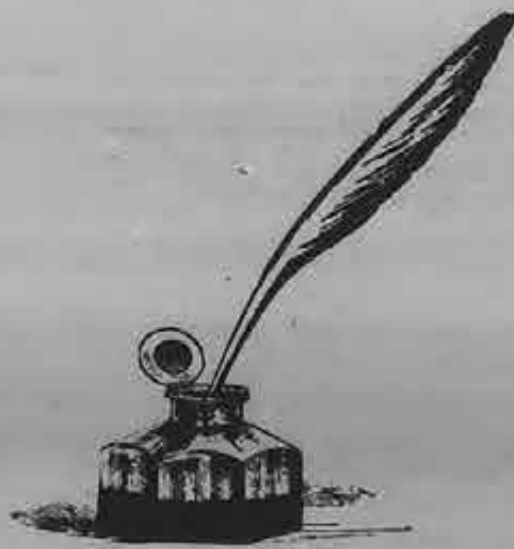
PMA Shipping Scene

May 1984

	REGISTERED	SHIPPED
SAN FRANCISCO		
Class "A"	66	22
Class "B"	6	1
Class "C"	1	0
Relief	1	0
Grand Total (All Groups)	73	23
WILMINGTON		
Class "A"	13	4
Class "B"	4	0
Class "C"	0	0
Grand Total (All Groups)	12	4
SEATTLE		
Class "A"	23	16
Class "B"	0	1
Class "C"	2	0
Relief	2	0
Grand Total (All Groups)	25	17
HONOLULU		
Class "A"	3	10
Class "B"	2	0
Class "C"	0	0
Grand Total (All Groups)	5	10



Letters To The Editor



'Fight for the Future ...'

We are all living in bad times, with no jobs, an unstable economy, drugs, the whole bit. Not only that, we have a presidential election coming up and wonder who is the better man. Yes, it seems confusing, doesn't it?

But ... remember, we Americans do have a weapon to fight with, and that is to read and write. As long as we can do that, we will always be free. We can remove all of the above problems by educating for the changing times. ...

As a seaman, I have observed that we Americans can adjust better than any other nationality, and that we as seamen can adjust by going to school at Piney Point. I have been there. Everyone who runs the school is willing to help us, but remember: we must help ourselves. ...

The only thing we all can do is look forward. Forget the past and fight for the future. It is hard, but ... it is there.

Robert Bakeman B-1985
Brooksville, Maine

'Scholarship Has Been a Help ...'

The school year consisting of the fall 1983 semester and the spring 1984 semester was a very trying experience for me. With the death of my father, Stanley C. Ludwicki, on Oct. 17, 1983, it was very difficult to stay on top of my studies.

This was complicated by the fact that he had suffered with lung cancer before his death. Much time was spent fighting to stay astride with the schoolyear's requirements and, therefore, there was little time for my part-time job.

If it were not for the SIU Charlie Logan Scholarship, I would have had the burden of a money shortage added to my already difficult struggle.

I thank the scholarship committee for helping me keep respectable grades for both semesters as well as previous semesters. As I enter my final year, I realize how very helpful the scholarship has been in my success at Purdue University.

Yours truly,
John E. Ludwicki
Dyer, Ind.

'Scholarship Provides Moral Support ...'

It is an honor to accept the "Charlie Logan Scholarship" award. With the benefit of these funds, my studies at the Rhode Island School of Design can be intensified significantly. I find this award to be a source of moral as well as financial support. ...

This fall I will return to the Rhode Island School of Design to continue work on a Bachelor of Fine Arts degree in painting. ...

Once again, I am thrilled and honored to have been chosen as a scholarship recipient. I assure you that I will meet the standards you have set in my academic performance.

Fraternaly yours,
Stephen J. McGurgan
Providence, R.I.



'Our Merchant Marine Shrinks ...'

(This letter to the editor appeared in The Record, a Bergen County, N.J. daily newspaper. It was written by David Elliott, one of our young Seafarers from Cresskill, N.J. Brother Elliott is a graduate of the trainees program at the Lundeberg School.)

The maritime industry is very important to the future of the United States, economically and militarily, but you would never know it. Since the Cuban missile crisis in 1962, the U.S.-flag fleet has dropped from 2,000 merchant ships to less than 500 today, with ships of an average age of 18 years and many that were built in the early Forties. In the same period, the Soviet fleet has increased from less than 500 ships to 2,700 modern merchant (and support) ships; 600 more are being built.

"The Soviet merchant fleet is a constituent part of the sea power of the U.S.S.R.," Adm. S.G. Gorshkov, commander in chief of the Soviet navy, said. The Soviet merchant marine is the second navy of the Soviet Union.

The United States on the other hand, is the biggest generator of imported and exported goods in the world, yet 99 percent of U.S. bulk cargo and virtually all of America's oil and strategic mineral imports sail on foreign ships. Will these ships help us in a time of war? Most nations reserve their cargo for their own fleets.

Thirty percent of the remaining American ships are out of work for lack of cargo. Fifty percent or more of U.S. seamen are out of work.

There are more U.S. ships built in foreign shipyards than in U.S. yards, and more than 50 percent of U.S. shipyard workers are unemployed. Where will we get skilled workers when we need them? Twenty-one American shipyards have gone out of business in the last several years.

A healthy U.S. merchant fleet would benefit America's economy immensely by generating thousands of jobs directly and in support industries—jobs for Americans who would be paying taxes instead of collecting unemployment, welfare, food stamps, etc.

One of the main reasons American ships are not used is cost. We cannot compete with heavily subsidized foreign ships and \$1-a-day crews.

The U.S. maritime industry gets very little in the way of government assistance compared with many other industries such as agriculture.

Please write your congressmen and senators and let them know you want a strong U.S. merchant fleet.

David B. C. Elliott
Cresskill, N.J.

'The Merchant Marine ... A Non-political Issue'

I have been a member of the Navy Reserves for 11 years and the SIU for eight years. I have exclusively worked for Crowley Maritime in various capacities ranging from seaman to mate, to master and even cargo supervisor ashore.

My affiliation with the Union and the Reserves really is not a conflict of interest, as recently the public is waking up to the dilemma of our merchant fleet—this is a non-political issue!!

I think that an article on Congressman Bennett (D-Fla.) would be in order in the near future in the LOG as he is also a believer in a strong merchant marine for security reasons as well as economic.

My career seems to have become a matter of informing all interests about our maritime heritage and responsibilities. I hope you continue your excellent work in legislative affairs and informing our membership as to what is going on in Washington, D.C.

Very sincerely,
John J. Baucom B-8914
LCDR USNR, Tug Explorer

D-Day

Merchant Seamen Died Too

In 1943 and the first part of 1944, the British Isles were bulging with American-made tanks, artillery, airplanes, and every bit of equipment needed to supply the world's largest amphibious invasion force.

The British joked that if it wasn't for their air defense barrage balloons anchored to the ground around the country, Great Britain would sink under the weight.

Well, Great Britain did not sink. But a lot of American merchant ships did on that run across the Atlantic Ocean, stalked by German U-boats waiting under the seas to launch tons of high explosives silently under the waves and into the bowels of the lumbering, unarmed and lightly-armed merchant ships. Hundreds of ships and thousands of men were lost months before the first Allied soldier slogged through the waist-deep water and German fire for a foothold on the Normandy beaches.

When the D-Day armada crossed the English Channel carrying the hundreds of thousands of GIs and their equip-

ment, it was made up of merchant ships and sailors.

D-Day signaled the beginning of the end for the Axis powers. Western Allies swept across Europe, and the Soviets pushed the Germans back out of Russia and Eastern Europe. In less than a year the war in Europe was over.

Forty years ago this month, June 6, 1944, the Allies launched D-Day. This month in ceremonies in France, aging veterans returned to the sites of the battles. Former enemies met in peacetime and swapped stories. Leaders of nations got together to commemorate and honor the effort of the thousands who died.

President Reagan was there. He spoke of the sacrifices of American soldiers, the paratroopers who dropped out of the dark behind German lines, the Rangers who were the first ashore and met the fiercest fire, American airmen and U.S. sailors. All were very brave, very patriotic men, and we honor them too.

But President Reagan forgot somebody. He forgot the American merchant sailor. We do not



LEST WE FORGET

say American merchant sailors were the most important part of the war effort. It was a war effort. Merchant sailors served. Merchant sailors died. Their sacrifices deserve honor, respect and recognition. President Reagan did not see fit to bestow that upon our fallen brothers.

* * *

The failure of the Reagan administration to recognize and honor the heroic efforts of the

United States merchant seamen constitutes an insensitivity to this class of seamen, their brothers, sisters and predecessors and further demonstrates such administration's abysmal failure to recognize the need to maintain a strong American merchant marine in the interests of our national security.

Resolution No. 42
1984 SIUNA Convention

NLRB

Your Grandma or Your Union

What has happened to the National Labor Relations Board? After operating under presidents of varying political views for decades and, for the most part handing out balanced and fair decisions, its decisions now seem to reflect right-wing anti-labor policies instead of national labor law.

Its latest incredible decision is absolutely impossible to understand. It says that even if a company is found guilty of using unfair labor practices to prevent a union from organizing a group of workers, so what. The NLRB won't order the company to bargain with the union. It didn't pussy-foot around. The NLRB said "under no circumstances."

* * *

"OK Smith, here's your choice—You'll never see your

grandmother alive again if you vote union."

So after rounding up everybody's grandmother and holding them hostage in some warehouse, the union gets beat.

Naturally, the union, like any reasonable organization, believes the kidnapping of grandmothers is an unfair labor practice. If the company had not kidnapped everybody's grandmother, the union would have won the election. So they take their case to the NLRB and ask for a bargaining order.

"While we feel the employer's action is indeed abhorrent, evil, illegal, and does constitute an unfair labor practice (though we must note the grandmothers were treated well during their two weeks in the warehouse), we believe the employees had a

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chance to vote and they voted against the union. Therefore there is no reason to order the company to bargain."

* * *

In its latest decision the NLRB not only went against common sense, it went against the Supreme Court. That court said in another case if any employer had so poisoned the well against the union by the use of unfair labor practices, that a fair election was not possible, the company should be ordered to bargain with the union.

But the three Reagan appointees did not see it that way. Nor did they see anything wrong with employers interrogating employees about union activities. Nor did they see anything wrong with siding with management 72 percent of the time. Nor do they see anything wrong with "taking a fresh look" at

labor law issues. Nor do they see anything wrong with attempting to appoint an inexperienced neophyte labor-lawyer to its general counsel post.

The NLRB is supposed to be a non-partisan, neutral body where two sides can take their issues for an unbiased solution, based on law.

Today, under the Reagan administration, the NLRB has been packed with anti-labor appointments, a biased group whose decisions are based on ideology and not law.

Do you know where your grandmother is?



Towboat Advisory Board Meets to Review Training Programs

Sets Agenda For New Training Goals



Members of the Towboat Advisory Board posed for this group photo at the close of a very fruitful conference.

The 10th annual Towboat Advisory Board Meeting was held March 5, 6, and 7 at the Seafarers Harry Lundeberg School of Seamanship in Piney Point, Md.

Each year the SHLSS staff meets with management, labor, the Coast Guard and Maritime Administration representatives to discuss the progress of the school. The purpose of the annual meeting is to acquaint the board members with the new facilities, review current programs and look at future objectives and goals.

This year's busy agenda included a review of the Inland deckhand/tankerman programs, all Inland upgrading courses, special training programs, audio/visual systems and usage, the Inland pension and welfare plans. Also reviewed were the Transportation Institute Scholarship Program, adult education and college programs, and new programs including the radar observer course and the towboat simulator system.

The advisory board also selected the students for the towboat operator scholarship and the uninspected engineers scholarship programs.

Frank Drozak, in his opening remarks to the meeting, summed up the importance of the agenda: "The Advisory Board had added greatly to the continuing improvement and the farsighted training goals of the school. It is because of this close cooperation between labor and management that great strides in maritime education have been accomplished."



A broad segment of the towing and barge industry was represented at the conference, and the members of the Advisory Board took their work seriously.



Capt. Joseph Dawley, Allied Towing (left), Dick Marvell (center), and Connie Holk, Bulkfleet Marine, look through conference materials as the three-day session got under way.



SIU Vice President Mike Sacco talked of the need for communication and mutual understanding between the industry and the union.



The U.S. Coast Guard was represented at the conference by Cmdr. John Lindak, left, and Lt. Cmdr. George Naccara.



SHLSS Vocational Education Dean of John Mason explained the many training programs available to help the industry's workers upgrade their skills.

