



# LOG

Official Publication of the Seafarers International Union • Atlantic, Gulf, Lakes and Inland Waters District • AFL-CIO Vol. 46 No. 8 August 1984

## SIU Endorses Mondale and Ferraro

Supporting the AFL-CIO's resolution endorsing Walter Mondale and Geraldine Ferraro, President Frank Drozak announced SIU's full support for the election of former Vice President Walter Mondale for President of the United

States and Congresswoman Geraldine Ferraro as the nation's Vice President.

In a press statement released August 20, Drozak said "throughout their entire public careers, Fritz Mondale and Gerry Ferraro

have demonstrated their intense concern for all Americans. This concern has also been reflected in their continuing efforts to rejuvenate America's declining maritime industry. Both Mondale and Ferraro have been at the forefront of many efforts to gain meaningful alternatives to laws and policies affecting America's sagging industrial base and merchant fleet."

The Executive Board of the Seafarers International Union of North America gave Drozak the authority to throw the Union's full support behind a presidential ticket. This action was unanimously endorsed by the convention delegates at the SIUNA 1984 Triennial Convention in late May.

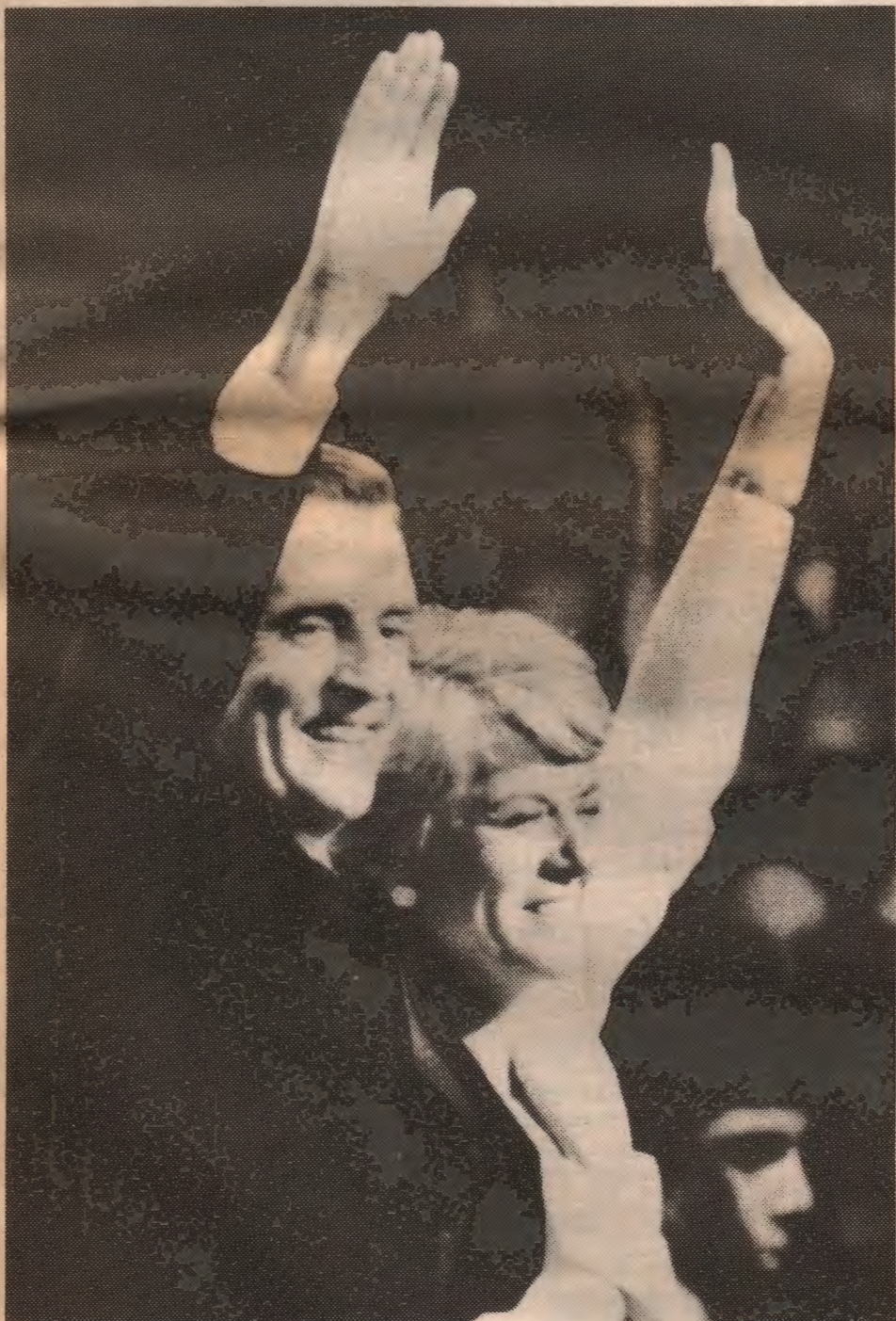
In May, at an address of maritime industry leaders at SIU headquarters in Camp Springs, Maryland, Mr. Mondale pledged his full support to assist Amer-

ica's ailing maritime industry.

In his address, Mondale stressed his top priority—communication, cooperation and open doors with maritime union and industry leaders. He ensured that the channels of communications between the Mondale White House and America's maritime industry will remain open and active.

In addition, the former Vice President made other points to achieve maritime industry revitalization: promoting greater use of American merchant mariners to help support the U.S. Navy; the willingness to negotiate bilateral trade agreements with nations requesting them; guaranteeing that the interests of all shippers and carriers are fairly treated; requiring that officials working for Mondale implement the policies to which he is committed.

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SIU President Frank Drozak with Mondale at Union Headquarters.

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# President's Report

by Frank Drozak

I ATTENDED the Democratic National Convention in San Francisco, and met with the leadership of the Democratic Party to express our concerns about our industry and our jobs.

The Democratic Party adopted a strong platform on which the party will run. The Democratic platform supports a strong merchant marine that will be able to contribute to the national economy and the defense of the country in emergencies. It supports the basic laws that protect our domestic and international fleets, and the platform endorses further actions to deal with the challenges our industry now faces.

Whether this platform is acted upon will be determined by who is elected president this November. This is an election which no one in our industry can afford to sit out. As for the Republican platform, we see nothing of benefit in it to us or to the working men and women in this country.

It appears we will have a clear choice in the November election so far as maritime policies are concerned. On the one hand, there will be a choice of four more years of the Reagan maritime policy. Reagan, in his four years in office, has established a clear and unmistakable policy toward maritime and the union worker in this country. This is it:

- Reagan set the tone for his administration by breaking the Air Traffic Controllers Union strike.
- The bankruptcy laws were used to break union contracts without any response from government.
- He killed the ship construction subsidy and has set in motion a plan to kill operating subsidies. His plan as we see it is to have no U.S. maritime industry.
- This administration has not helped to fight the exports of Alaska oil or to get the UNCTAD cargo sharing code passed, or to enter into bilateral agreements with na-



tions wishing to do so.

- Under Reagan, the National Labor Relations Act has been gutted, and the board which oversees this law has been stacked with the most inconceivable anti-labor lawyers in this country who are using the NLRB as the hammer to break unions and their contracts.

- Reagan has ignored the importance of the merchant marine to the nation's defense and has let the fleet dwindle to its lowest level in decades.

- Reagan's administration saves banks from failing, yet lets shipping companies go under without even trying to help them.

- He has allowed our industrial base to be exported overseas. Over three million jobs have been exported by this administration.

As I travel around the country, working on the grassroots political drive, I have heard from labor leaders everywhere that they have never been worse off or felt their problems were so ignored by government as today.

Maritime has not suffered alone. But the last four years have taken a harder toll on our industry—on the Lakes, the rivers, offshore, and deep sea—than most other industries. Thousands of seamen and shipbuilders are unemployed and

more and more ships are being scrapped.

This, then, is the labor record of the Reagan administration.

Fortunately, the choice this year for us is a clear one between the two parties.

On the Democratic side, the nominee is Walter Mondale, formerly vice president and a man who has a clear record on maritime and on the interest of the American worker.

Mondale came to SIU headquarters several months ago and asked that we look at his record of action on behalf of the labor movement. He would not promise our industry anything he could not deliver. He spoke of the importance of our industry and of the need to provide it the incentives that will put a fair share of U.S. cargoes back on U.S. ships.

Our industry has been the victim of a string of broken promises going back seven presidents. We are glad to hear there is a candidate who will only promise what he means to deliver.

Mondale will run with Geraldine Ferraro, a Democratic congresswoman who also has a record of labor concerns. I believe that the record Mrs. Ferraro has established in her past three terms in Congress can make us confident of her position and her support. She is a strong supporter of our industry. She is a strong woman.

These are the facts of the choices that face us. We will have to make a choice and it will be coming shortly.

In the meantime, every SIU member and his family should work closely with the Labor Movement. You can call your SIU Field Representative in your port to sign up as a worker for this important election, and become a volunteer in your community to encourage people to register and vote in November. It's up to us and it's up to you.

For our part, the Seafarers Union plans to remain at the front of organized labor in our battle to win a fair share for our industry.

Our Grassroots Campaign, which

began in April, will now go into high gear. We want candidates to see and hear from maritime workers. You should be there, wherever the candidates show up to campaign.

Before the Democratic Convention, hundreds of SIU members marched in a parade commemorating the 1934 San Francisco general strike. We must continue to remind the public and candidates for office that labor unions and their members are part of the mainstream. Their issues cannot be ignored, nor can the future of America be ignored.

We must make maritime issues as important in Iowa as they are in Alabama. We must make candidates in Duluth as concerned about cargo preference laws as the representatives from New York City.

And wherever the presidential candidates appear, we must be there with our grassroots signs, telling the candidates that our industry cannot afford four more years of the terrible policies that have destroyed our industry, our jobs and our future.

We will be setting up phone banks, leaflet operations, and other campaigns of action. I urge every SIU member and his family to volunteer to help in this drive.

## A Sign of the Times

A sign of how tough the times have been over the past four years is the type of battles we've been in—ACBL, Dixie, SONAT—names that indicate that management felt it could bust unions without fear of any legal action by government. In the last few months, there has been significant action in all these areas:

- This month the Interstate Commerce Commission approved the Merger of ACBL into a railroad, CSX. We hope that this railroad, with its history of good labor relations, will deal with our problems with ACBL fairly.

In the meantime, the cases involving ACBL are all before the Labor Board in Washington, where they are awaiting a decision that is

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# LOG

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# Fleet Bill Has Some Union Support and Suggestions

SIU President Frank Drozak offered the SIU's qualified support to a four-point merchant marine promotional program introduced by Sen. Ted Stevens (R-Alaska) calling it "the principle of honest compromise." He disagreed on some points of the program and made several suggestions which would strengthen the legislation.

Stevens' bill would permit the use of surplus Operating Differential Subsidy funds for re-engining U.S.-flag ships to slow-speed diesel engines; allow the use of Capital Construction Funds to build ships for both the domestic and international markets (currently the funds are used for just Jones Act ships); temporarily allow subsidized U.S. operators to acquire foreign built ships and continue to receive ODS funds and allow the re-flagging of 2 foreign built passenger ships so the vessels could enter the domestic passenger trade.

Drozak noted that Stevens and other maritime supporters have the same goal, to restore the nations merchant fleet. But he added, "Opinions on how best to achieve it have often varied. . . . The intent is the same, only the methods differ."

Drozak offered the following proposals:

- using surplus ODS funds to reinstate federal funding for merchant seamen health care; provide payment of the cost differential in the shipment of grain to the Soviet Union and China; and bolster unfunded pension plans. While the SIU's pension plan currently is financially sound, we are told other industry plans are reaching crisis levels. Use of the surplus funds as suggested above is totally consistent with the intent of the ODS program.

- revising Title VII of the Merchant Marine Act to provide for a build and charter program similar to a provision contained in H.R. 5220, as amended. Ships would be constructed for the government in U.S. yards and chartered to private operators. The build and charter program would focus on vessels most needed for military sealift. The program is not intended to replace existing vessels or jeopardize current operations.

- assuring cargo allocation would provide employment to vessels built under the revised Title VII program. In addition, cargo allocation should be directed to vessels in the Ready

## ETC's Labor Chief Lamneck Dies

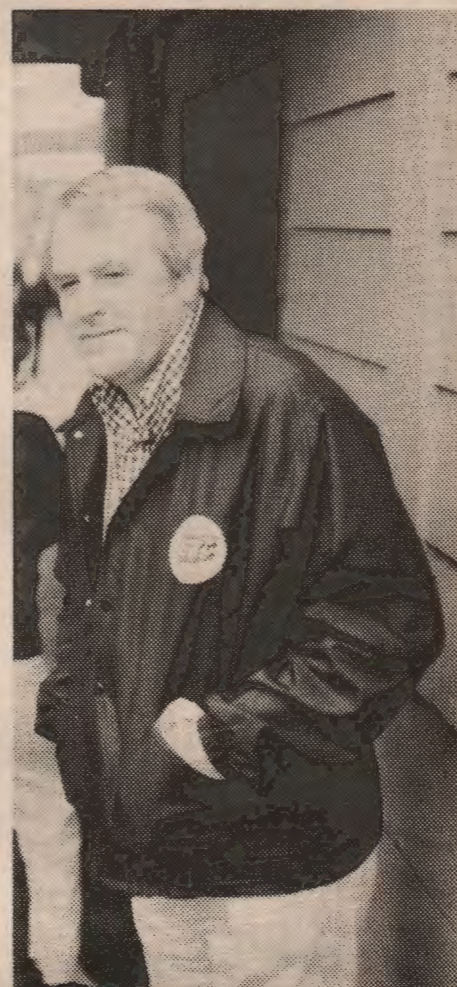
Philip J. Lamneck, Energy Transportation Co.'s marine personnel and claims manager, died of a heart attack July 13 at the company's New York City office. Lamneck negotiated contracts with unlicensed and licensed unions for the company and also handled personnel and crewing assignments for Energy Transportation ships.

"He was an amicable and very, very fair man in dealing with problems and shipboard personnel. He was very respected by the unions," SIU Vice President Red Campbell said.

Before he joined Energy Transportation in 1977, Lamneck had 34 years experience in maritime personnel work for several firms, including his own consulting company which worked closely with the SIU-manned cable ship *Long Lines*.

Lamneck was a resident of Long Island, N.Y. and burial was in Long Island.

He is survived by his widow, Loretta; sons, Philip Jr., Robert,



Philip J. Lamneck

Dennis and Charles; daughters, Patricia, Grace and Lori, and three grandchildren.

Reserve Force. Cargo allocation would guarantee active, available vessels and skilled, available crews to meet any national emergency.

- extending the Jones Act for all maritime operations to 200

miles. This would be consistent with the administration's proclamation extending to 200 miles the U.S. exclusive economic rights over exploration, exploitation and management of the natural resources of the seabed and subsoil.

## President's Report

(Continued from Page 2.)

already long overdue. Who knows what their decision will be—it's anybody's guess.

- The Dixie trial before the National Labor Relations Board was due to begin in July. Shortly before it was to start, Dixie asked the board to settle all the charges pending against it by the SIU. We will meet with Dixie this month to see if a negotiated settlement can be reached based on Dixie's willingness to settle the charges. In the meantime, we are in the 16th month of our strike against Dixie.

- We also face a new battle with SONAT Marine, a company we struck three years ago after SONAT came in and bought out one of our longtime tug companies.

SONAT is using a tactic that has been used against other maritime unions, including Teamsters on the rivers, the MMP on tugs and deep sea ships, and now District 2 of the MEBA and ourselves.

SONAT is attempting to classify

certain employees on the tug as supervisors, which means that they have no legal protection under U.S. labor laws. SONAT has told its captains, mates, and barge captains, all SIU members, that they cannot be represented by their union after the contract expires August 14. Unless they agree, they are terminated.

SONAT took this step because the climate in this country is such that big business knows that the courts and the labor board will back them up. Unless this trend is halted, we face the day when nearly all the crews on ships and boats will be so-called supervisors with no right to a union and the respect and security that goes with it.

We do not plan to let SONAT succeed. We are going to take every action possible to preserve the job protections and security of all the SIU members at SONAT.

While these battles take our time and energy, we have continued to pursue many other activities which

we believe will result in more job opportunities and a healthier shipping situation for SIU members.

Before Congress adjourned, it enacted legislation to amend the bankruptcy laws to prevent companies from going bankrupt just to void their union contracts. This will prevent any shipping company from doing what Continental Airlines did to its employees.

The legislation to allow the re-flagging of two foreign-flag passenger vessels is nearing conclusion, and I hope to have a very good report for you next month. But again it's a tough fight.

This month I testified on a bill, introduced by Sen. Ted Stevens of Alaska, that includes four major proposals to assist our industry. I testified that this bill is a piecemeal approach to our problems. The bill would not help to find more cargo for U.S. ships, which is the key problem we face. While some parts of the bill would be beneficial, others would hurt portions of our industry.

We are also in a battle to prevent the Department of Agriculture from rewriting the cargo preference laws in such a way that they would deprive U.S. vessels of these vital cargoes. The department changed the rules to favor Lakes' cargo shipments on foreign-flag vessels. We are trying to restore the equity to these vital laws.

\* \* \*

As you can see, we face a period that is unlike any that we have seen in decades.

If you want to have a voice in changing this situation, you can only do it by registering to vote. Only at the ballot box can labor equal the big money and power of business.

It will take millions of workers, acting together, to win the election of a candidate who will deliver on his promises and give industry the help it needs. So it's up to us—all of us.



## Waterman Is Still Afloat After Filing Bankruptcy; Three New Ships Coming

Waterman Steamship Co., which earlier this year filed for reorganization under Chapter 11 of the Bankruptcy Act, is seeking a comeback. This old established shipping company was caught in a combination of escalating interest costs on its new ships and a delay on the part of the Navy in accepting delivery of the ships.

Since filing under the federal bankruptcy laws, Waterman has reduced the size of its fleet to make the company more efficient and fiscally responsive. Waterman now operates three LASH vessels under federal subsidy. They are the *Stonewall Jackson*, *Robert E. Lee*, and *Sam Houston*.

By September, the company will take delivery on the first of three vessels that have been converted for military charter under the TAKX program. These

three ships—the USNS *Sgt. Matej Kocak*, *PFC Eugene A. Obregon*, and *Maj. Stephen W. Pless*—will be prepositioned with military supplies around the world for quick deployment to any trouble spot.

The former RO/RO vessels were jumboized and significantly modified by the Navy for military use. They were formerly known as the *John B. Waterman*, *Thomas Heyward*, and *Charles Carroll*.

When these ships are on station, they will carry a 16-man unlicensed crew. Special training programs have been developed for crewmembers. Bosuns will be given helicopter landing assist training at the Norfolk Naval Air Station. Other key personnel will get special fire-fighting, underway replenishment, and small arms marksmanship training.



The USNS *Sgt. Matej Kocak* in San Diego last month after undergoing extensive modification. She will be the first of three converted RO/ROs to be delivered to Waterman under Navy charter.

The addition of these TAKX vessels will double the size of the Waterman fleet, and com-

pany officials are confident they will help to overcome Waterman's financial problems.

## SIU Joins Labor March At Democratic Convention



SIU Executive Vice President Ed Turner, Frank Drozak and SIU Vice-President George McCartney wait to begin the march.



The Seafarers/MEBA II contingent get ready for the massive Labor parade which drew more than 150,000 marchers during the convention.



SIU President Frank Drozak explains the decline of the nation's merchant marine to a television reporter. Drozak was leading an SIU delegation of several hundred during a Labor Unity parade at the Democratic Convention in San Francisco.



# AID's New Math Factors Out U.S. Fleet

When does 50 percent equal 40 percent? When the new math of the Agency for International Development (A.I.D.) is used to determine cargo preference.

In a move slammed by the Maritime Administration and various labor and industry

ports. Under the Cargo Preference Act of 1954, 50 percent of all preference cargo must be transported on American ships.

"The law does not say 50 percent of the cargo shipped from New Orleans and 50 percent of the cargo shipped from

tons, instead of half of the entire shipment.

AID based its decision on the fact that only one American steamship line serves the Great Lakes and normally does not call on the nations where most of the PL-480 cargo is sent.

Garrett Brown, Marad chief counsel, said the action by AID was "in violation of the law. . . . [the Cargo Preference Act] does not authorize selective computation of the 50 percent rule on a port-by-port or other geographical basis."

One group, the North Atlantic Ports Association, said the ruling not only violates the Cargo Preference Act, but the U.S. Constitution as well. In a letter to Transportation Secretary Elizabeth Dole, the group said the action violates Article 1, Section 9, Clause 6 of the Constitution which states, "No

preference shall be given by any regulation of commerce or revenue to the ports of one state over those of another."

The group also said another plan to allocate cargo by ports was killed by Congress and rejected by a commission headed by Vice-President George Bush.

"The change in policy radically alters a longstanding and historical federal commitment that is vital to both American economic interests and national security. . . . Even the present administration is on record in support of the existing cargo preference laws," Peter Luciano, Transportation Institute executive director, said in a letter to AID.

Opponents of the cargo policy change have not decided whether to pursue the matter in the courts or through legislation if the administration does not step in and reverse the ruling.

## UPDATE

After intensive pressure from the maritime community, including the SIU and the Transportation Institute, the Agency for International Development backed down from the plan to subtract Great Lakes cargo from the 50 percent U.S.-flag requirement under PL-480. But AID did say that it would study the program for the next six months. In the meantime any shortfall in PL-480 cargo will be made up with shipments on American ships from coastal ports.

groups, AID unilaterally slashed the pool of government preference cargo available to U.S.-flag ships by subtracting Great Lakes cargo from the 50 percent requirement.

Currently about 20 percent of the nation's PL-480 cargo is shipped from Great Lakes ports. The rest is shipped from coastal

Seattle or the Great Lakes. It says 50 percent, period," SIU President Frank Drozak said.

Under the AID plan, if 100,000 tons of wheat were to be shipped, with 80,000 from a coastal port and 20,000 from a Great Lakes port, the share of U.S.-flag ships would only be half of the 80,000

## House, Senate Agree to CDS Payback Ban Until May 15

The SIU and other maritime unions and industry supporters won a second delay to prohibit the payback of Construction Differential Subsidy funds by tanker operators so they could enter the lucrative Alaskan oil trade.

The fight over the paybacks has been going on for almost two years since the Maritime Administration, at the urging of the Reagan administration, proposed new regulations which would allow the paybacks and at the same time remove the restrictions which forbid subsidized ships entering into the Jones Act.

The House and Senate, following a conference to iron out the differences in the State, Justice and Commerce departments appropriations agreed on a payback ban until May, 1985. Basically the ban would be achieved by not letting the departments use any of their appropriated funds to pay for the costs of administering such a program.

The House passed an appropriations bill containing the ban, but the Senate did not. That was one of the issues discussed in conference where the two houses decided to include the House version of the ban.

In a hand delivered letter several leading union and industry

officials, including SIU President Frank Drozak, listed the reasons why a CDS payback scheme should be defeated.

- A CDS repayment policy would have immediate and devastating consequences for the existing unsubsidized Jones Act tanker fleet. If 15 CDS-built vessels are permitted entry into the domestic trade, upwards of 40 vessels, of which nearly half will be larger, newer vessels, will be forced into lay-up with little prospect of finding alternate employment.

- If implemented, this proposal would threaten the livelihood of American seamen and workers in other maritime-related industries by throwing out of work approximately 3,300 seamen and thousands more in shipbuilding and allied industries.

- The Department of Defense has opposed the proposed rule on the grounds it would severely damage our national defense because the smaller, militarily-useful, clean product tankers would be displaced by less-useful large crude carriers.

- The entry of subsidy-built tankers into the domestic trade would also mean an end to the commercial construction of

tankers for the domestic fleet. It will also jeopardize the \$691 million invested in new tanker, tank barge and integrated tug barge construction that has been completed since October 1982.

- The owners of the idled tankers which are financed under the Title XI Ship Financing Guarantee Program would be unable to repay loans on their vessels. Therefore, the Title XI

defaults and loss of federal income tax revenue from unemployed crewmen could far exceed the \$160 to \$320 million in CDS repayments that DOT hopes to receive.

"This is by no means a complete victory, but the extension of the ban, gives us time to work even harder to secure a permanent prohibition," Drozak said.

## Chairman Is a Woman



Leticia Peralez, chief cook aboard the *Sea-Land Venture* (Sea-Land Service), is the first woman SIU member to take over the duties of ship's chairperson. Bosun Otto Pedersen (r.) turns over the official papers of that office to Peralez. At left is Lonnie Gamble, cook/baker, and representing the engine department is Brother Young.



# Area Vice Presidents' Report

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



**I**N the port of New York during July Seafarers had two good opportunities to take part in the Union's grassroots political campaign. They attended two, quite different rallies for the presidential candidates.

One was held for President Reagan in Elizabeth, N.J. and the other was for Walter Mondale and Geraldine Ferraro in Queens. At each rally we came out in force with our grassroots signs telling about the plight of the maritime industry and

the erosion of America's industrial base. However, we were greeted very differently at each rally.

In Queens we were allowed to carry our signs without hindrance, but at the Elizabeth rally security personnel took away any anti-Reagan signs and people who booed or hissed the president were also taken away. It was certainly not a good day for democracy.

In other news this month from the East Coast, I visited the crew of the SIU-contracted *Keystone State* (Interocean Management) in Newport News, Va. and held a meeting aboard ship. The vessel is serving as a training ship for cargo handling and crane operation. The 10-year-old ship was recently converted by the Navy as the first of 11 heavy-lift crane ships under charter to the Military Sealift Command.

In my last column I wrote about a new tug that is operating in the port of Norfolk—the *Seaboard* (C&O Railroad)—and said I would give you more details this month. The tug, which has a horsepower of 3,900, is 97 feet long, has a beam of 33 feet and a draft of 14½ feet.

Up in Gloucester, Mass. our SIU fishermen are facing some very tough times. The fishing industry is at a very low point with fish scarce and prices terrible. A number of fishing boats have sunk lately and insurance companies are starting to terminate coverage on some boats. (Stories on this issue and on an ill-advised precedent concerning a breach of the 200-mile fishing limit, will appear in the next issue of the LOG.)

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



**A**S our strike continues against Dixie Carriers, we are pursuing every means possible to win this fight which is 17 months old.

We are picketing and leafletting in the field while we fight in court both in Texas and Louisiana. We also hold meetings with the company in an effort to settle the strike. I'll keep you informed about the latest developments in my next column.

In other news from the Gulf area, there is a new address for our clinic

in Mobile, Ala. The well-liked doctor who headed the clinic in Mobile since the inception of the Seafarers Welfare Plan, Dr. Arthur Amanda, retired recently and the clinic has been moved to another location. The address of the new clinic is: 4724 Airport Boulevard in Mobile and the phone number is: 205-343-2044.

I'm happy to report that the first dinner-dance of the Maritime Trades Department's Port Maritime Council of the South Atlantic Area was a big success. Held on July 27 at Riverside Garden in Jacksonville, Fla., the dinner-dance drew a capacity crowd of 350 people. SIU President Frank Drozak spoke at the dinner where Florida Assemblyman Henry Cook was named Maritime Man of the Year.

Also in Jacksonville, Headquarters Representative there George Ripol reports that the Union hall is getting a facelift with a number of renovations being made.

In New Orleans we're working hard for Congresswoman Lindy Boggs who has a tough Democratic primary race coming up in September. Rep Boggs is a very good friend of the U.S. merchant marine and we're making an all out effort to ensure that she gets re-elected.

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



**O**N the Lakes a new two-year contract was overwhelmingly ratified by SIU members with the Great Lakes Association of Marine Operators (GLAMO).

The new agreement, which covers 25 SIU-contracted deep draft ships on the Lakes, went into effect on July 16. There are six major companies in GLAMO.

Meanwhile, deep draft shipping is "holding good" and should remain that way for awhile.

However, our tugs on the Great Lakes are not doing as well. We have quite a few boats laid up because of the poor economic situation and the lack of cargo. SIU-contracted Tampa Tugs has put its five boats on the Lakes in temporary layup. Hopefully, though, there will be a resurgence of activity in October.

On the positive side, SIU-contracted Dunbar and Sullivan began a dredging project in Fairport, Ohio. Upon completion of that job, the company will move on to a similar project in Conneaut, Ohio.

On the Rivers, in the St. Louis area, we are involved in some important political campaigns. Just recently we were happy to see two of the candidates we strongly supported win their Democratic primary races. They are Kenny Rothman for Missouri governor and Harriett Woods for Lieutenant Governor. Both are good friends of the SIU.

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



**O**VER 150,000 people attended the Labor Unity Parade held in San Francisco on July 15. That's double the number who attended a similar parade in 1982.

Among those marching in this year's parade were AFL-CIO President Lane Kirkland, SIU President Frank Drozak and 300 SIU members, their wives and children.

The march was held the day before the start of the Democratic Convention in San Francisco where Walter Mondale and Geraldine

Ferraro were selected as their party's nominees for president and vice president. I attended part of the Convention and was particularly impressed by the excellent keynote address delivered by New York Governor Mario Cuomo.

Also, here in San Francisco the SIU has lent strong support to the striking members of Retail Clerks Local 1100 of the United Food and Commercial Workers Union. Since early July, members of Local 1100 have been on strike against Macy's department store. They have also been locked out by the Emporium department store.

In the port of Wilmington a meeting was held on July 17 that was a direct result of the SIU Inland Conference that took place at the Seafarers Harry Lundeberg School of Seamanship in Piney Point, Md. in June. The meeting was held between company officials at SIU-contracted Crowley, Union representatives and 65 SIU Boatmen and tankermen who are employed by the company. The meeting's purpose was to open up lines of communication between all parties involved. It was decided that these meetings would be held every three months.

The 1984 Olympics was the big story for those in the port of Wilmington area. Contrary to the news reports, SIU Port Agent Mike Worley said that the traffic situation was far from bad. A direct result of the Olympics on shipping was that tankers were not allowed to stop in the port—for security reasons—while the games were in progress.

Up in Seattle I'm happy to report that SIU official Hamp Hamilton is back at work after his illness. He feels good and sounds great. Welcome back, Hamp.

Also in Seattle, we've been very active in our grassroots political campaign and participated recently in two parades where our signs and floats were clearly visible. We also distributed 6,000 leaflets during the parades.





# Inland News

tug/tow  
barge/dredge

## SONAT Presents Offer; Membership Will Decide

SONAT presented the SIU Negotiating Committee with its final proposals on the IOT contract.

These proposals are not a final contract, given the complex issues involved. The members of the Committee have decided to canvass the full membership before going on record as either accepting or rejecting the company's offer.

A meeting has been scheduled for August 22nd between the Negotiating Committee and the legal representatives of the company and the Union.

This meeting has been called so that both sides can clean up the language and accurately state the company's final position. A final draft of these proposals will be mailed out to the entire bargaining unit. Material spelling out in detail the impact that these changes will have on the membership will be included.

The company's final proposals deal only with the Cooks, ABs, Tankermen and a new classification that the company wants to create, the Tankerman/AB. The company has consistently asserted that the Captains, Mates, and Barge Captains are supervisory personnel. It refused to bargain with the Union and the Negotiating Committee on these ratings.

At every meeting between the

company and the Negotiating Committee, the Union asserted its right to represent all of the members in the bargaining unit. It made quite clear that it holds the following position: just because it was bargaining with the company over some of the ratings, this did not mean that it was waiving any of its rights. The company's representatives acknowledged that they understood the Union's position, even if they refused to change their own.

At every meeting that was held between SONAT and the Negotiating Committee, Captains and Mates were present to give their input. Their presence also underscored that people who the company called "supervisors" stood united behind the Union's assertion that it represented all of the members in the bargaining unit. In fact, the people who the company alleges are supervisors democratically elected people to represent their interests in these contract negotiations.

To make sure that every member understands what is going on, the Union has instituted a toll free number in the Philadelphia hall: 1-800-992-0222. We urge every member and boat crew to call the number to keep fully informed.

(Continued on Page 9.)

## SIU McAllister Workers Win NLRB Ruling on Outreach Marine

It took a long legal battle at the National Labor Relations Board, but the Seafarers International Union this month won the first round in the Union's fight to protect the job rights of workers at McAllister Towing of Baltimore.

This is the background. On April 15, McAllister laid off its employees and sold its four boats to a newly-formed company, Outreach Marine. Outreach hired new employees who were not the senior workers at McAllister, and set up wage scales below the standard for the area. The SIU set up picket lines to protest the low wage scales, and began an organizing campaign on behalf of the workers at Outreach Marine.

The SIU filed a petition with the NLRB to represent the unlicensed workers at Outreach. Local 333 also filed to represent the employees.

In the process of hearing the representation petitions, the NLRB also looked into the charges made by the SIU that Outreach Marine was in fact an *alter ego* of McAllister, which means that McAllister merely changed its name—with no real

change in operations—to avoid its contractual obligations with the SIU.

The NLRB also looked into the issue of Outreach Marine being a *successor company* to McAllister, and whether the McAllister workers had been discriminated against by not being hired by Outreach.

The NLRB—after carefully examining the facts—ruled that Outreach Marine was in fact just an *alter ego* of McAllister. The Board issued a complaint which, if upheld by a NLRB hearing examiner, will mean that laid-off workers will get back pay, payment of fringe benefits on their behalf, and that they will return to their jobs. The NLRB also found that Outreach was in fact a *successor company* which means that laid-off workers have priority for jobs in the successor company.

The decision by the NLRB is the result of the SIU's strong stand on this issue, and the Union "intends to exercise all legal rights on behalf of McAllister employees to protect their job security," said SIU President Frank Drozak.

## SIU Inland Fleet Delegates Elected in All Ports

### New York

New York Cross Harbor Railroad

Licensed: Donald Toby  
Unlicensed: Thomas McGreal

### Philadelphia

Bulkfleet Marine Corp.

Licensed: Roland Benz  
Unlicensed: James Lopes

Coleman Launch Service

Unlicensed: E.J. Voit Jr.

Curtis Bay Towing

Licensed: Virgil Quillen  
Unlicensed: Emil Kominsky

Curtis Bay Towing (Maint.)

Unlicensed: Alfred McCullen

### Express Marine

Licensed: Ellis Foster

Unlicensed: Dave Paul

Gellenthin Barge Lines

Unlicensed: Anthony Ruello

Interstate Oil Trans.

Licensed: Jack Hearn

Unlicensed: Tommy Farrell

Mariner Towing

Licensed: Ralph Gardner

Unlicensed: John Gray

McAllister Brothers

Licensed: Lou Flade

Unlicensed: Robert Cropper

McAllister Brothers (Maint.)

Unlicensed: Frank Fletcher

Taylor & Anderson

Licensed: Clyde Albaugh Jr.

Unlicensed: Edward F.

Balajewski

### Baltimore

Charles H. Harper & Asso.

Licensed: Hendry Ciesielski

Unlicensed: Richard S. Ewell

Curtis Bay Towing

Licensed: Ron Roman

Unlicensed: Robert Henninger Jr.

Harbor Towing (SONAT)

Licensed: Alan Watts

Unlicensed: Emanuel Eliadis

### Piney Point

STC Holly S.

Licensed: Gerald T. Tyler Sr.

Unlicensed: H. Buck Jones

STC Little Curtis

Licensed: Gerald T. Tyler Sr.

Unlicensed: H. Buck Jones

### STC Papa Guy

Licensed: Gerald T. Tyler Sr.

Unlicensed: H. Buck Jones

STC Peggy S.

Licensed: Gerald T. Tyler Sr.

Unlicensed: H. Buck Jones

Steuart Trans.

Licensed: Bruce C. Robrecht

Unlicensed: Jiles W. Hamm

Tankerman: Robert Rimmel

### Norfolk

American Tow & Trans.

Unlicensed: Richard Strohecker

Assoc. of MD Pilots

Licensed: Dennis Robinson

Unlicensed: Maximo Lope

(Continued on Page 8.)



# SIU Inland Fleet Delegates Elected in All Ports

(Continued from Page 7.)

**C.G. Willis**  
 Licensed: **William George**  
 Unlicensed: **Lance Riggs**  
**Cape Fear Towing**  
 Licensed: **Robert Watkins**  
 Unlicensed: **Jay Sandy**  
**Carteret Towing**  
 Licensed: **James Hardy**  
 Unlicensed: **William Sykes**  
**Chesapeake & Ohio Railroad**  
 Unlicensed: **George Ballew**  
**Coastal Towing (Allied)**  
 Licensed: **Elwood White**  
 Unlicensed: **Marvin Gilden**  
**Curtis Bay Towing**  
 Licensed: **Floyd Hudgins Jr.**  
 Unlicensed: **Randy Cudworth**  
**I.B.C.**  
 Licensed: **Charles Thomas**  
 Unlicensed: **Steve Votsis**  
**Inland Towing (Allied)**  
 Licensed: **Elwood White**  
 Unlicensed: **Marvin Gilden**  
**Marine Oil Service**  
 Licensed: **Johnnie Mathews**  
 Unlicensed: **Michael Wingler**  
**Marine Tow & Trans.**  
 Unlicensed: **Ken Cooper**  
**McAllister Brothers**  
 Licensed: **Elbridge Mann**  
 Unlicensed: **Charles Wroton**  
**NBC Lines**  
 Licensed: **Glenn Davidson Jr.**  
 Unlicensed: **Paul M. Pearson**

**North East Towing**  
 Licensed: **Charlie Moore**  
 Unlicensed: **Albert Trotman**  
**Lynnhaven Services**  
 Unlicensed: **Charles Leeuwenburg**  
**Ocean Towing (Allied)**  
 Licensed: **Wade Hudgins**  
 Unlicensed: **Bryan Gross**  
**S.T. Towing**  
**S.T. Trans.**  
**Shawns Launch Service (Legal)**  
**Sheridan Trans.**  
**Tug Management**  
 Unlicensed: **John Thomas**  
**Virginia Pilots Assoc.**  
 Licensed: **Robert W. Hurst**  
 Unlicensed: **William P. Miller**

## San Juan

**Crowley Tow & Trans.**  
 Licensed: **Paul Calebough**  
 Unlicensed: **Antonio Atilas**

## Jacksonville

**Crowley Tow & Trans.**  
 Licensed: **John Baucom**  
 Unlicensed: **Stanley Krawczynski**  
**Marine Cont. & Towing**  
 Licensed: **Jim Grimbball**  
 Unlicensed: **Cary Coker**  
**North American Trailing**  
 Licensed: **Ed Anderson**  
 Unlicensed: **Ed Fuller**

## Mobile

**Crescent Tow & Salvage**  
 Licensed: **Joe Tucker**  
 Unlicensed: **Hubert House**  
**Gulf Marine (Ideal Cement)**  
 Unlicensed: **Jim Moody**  
**Pilot Service**  
 Unlicensed: **Milan Northrope**  
**Radcliff Materials**  
 Unlicensed: **Henry Williford**

## Houston

**Bay Houston Towing**  
 Licensed: **Delma Polk**  
 Unlicensed: **R. Rigby**  
**Crowley Tow & Trans. (Lake Charles)**  
 Licensed: **James Adaway**  
 Unlicensed: **Jimmie Jackson**  
**G&H Towing**  
 Licensed: **W. Hogan**  
 Licensed: **Harold McDaniel**  
 Unlicensed: **W. Dean**  
**Higman Towing**  
 Licensed: **Robert Jardell**  
 Unlicensed: **Joe L. Enmer**  
**Moran Tow of Texas**  
 Licensed: **M. Champagne**  
 Unlicensed: **J. Barbara**  
**Sabine Towing (Groves-Texas)**  
 Licensed: **Bennie Landry**  
 Unlicensed: **Tom Jackson**  
 (Port Arthur-Texas)  
 Licensed: **Buck Reynolds**  
 Unlicensed: **Shorty Broxton**  
**Tampa Tugs**  
 Licensed: **Tom Callahan**  
**Western Towing**  
 Licensed: **J. Dow**  
 Unlicensed: **W. Ainsworth**

## Wilmington

**Crowley Tow & Trans.**  
 Licensed: **Igor Loch and Ronald Rogers**  
 Unlicensed: **William Haynie and Hugh Wain**  
**Tankerman: Michael Main and Thomas Vela**  
**Star & Crescent**  
 Licensed: **Russell Holmes**  
 Unlicensed: **Pedro Enriquez**

## St. Louis

**Heartland Trans.**  
 Unlicensed: **Steve Ahrens**

## Heartland Trans.

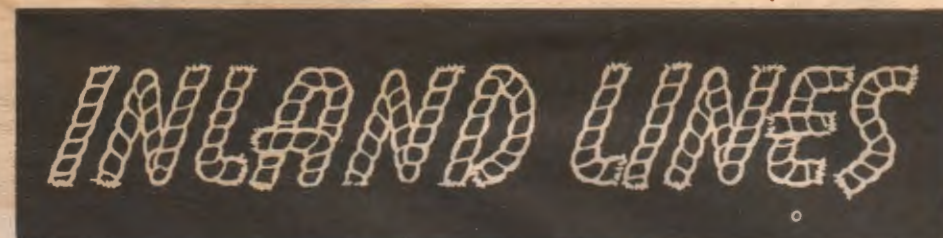
(**Moore's Landing**)  
 Unlicensed: **Scott Walters**  
**Orgulf Trans.**  
 Unlicensed: **Tom Casey**

## New Orleans

**Delta Queen**  
 Unlicensed: **Larry Trosclair James Clark**  
**Energy Trans.**  
 Unlicensed: **Joe Conlin Jr.**  
**Crescent Tow & Salvage**  
 Licensed: **Timmy Gegenheimer**  
**Dave Walker**  
 Unlicensed: **Don Tillman**  
**Gulf Atlantic Trans. (Jax)**  
 Licensed: **Bruce Twine**  
 Unlicensed: **Ronald Van Cleave**  
**National Marine Service**  
 Licensed: **James Benoit**  
**Scott Burnap**  
 Unlicensed: **Robert Charlet**  
**Red Circle**  
 Licensed: **Joe Byrne**  
 Unlicensed: **Ernie Phelps**  
**Jeff King**  
**Tampa Bay Pilots**  
 Unlicensed: **Tom Callahan**  
**Whiteman Towing**  
 Unlicensed: **Bruce Miller**

## Algonac

**Bigane Vessel Fueling**  
 Unlicensed: **Ron Las**  
**Champions Auto Ferry**  
 Licensed: **Edward Hotchkiss**  
 Unlicensed: **Edward Hotchkiss**  
**Dunbar & Sullivan**  
 Unlicensed: **Ned Trueman (MI)**  
**Ernest Demerse (NY)**  
**Great Lakes Towing**  
 Unlicensed: **Richard Gimpel**  
**Luedtke Engineering**  
 Unlicensed: **Michael Slaght**  
**Upper Lakes Towing**  
 Licensed: **Dirk Vanenkevort**  
 Unlicensed: **Terry Dementer**  
**Great Lakes Dredge & Dock**  
 Unlicensed: **Walter Gunn**  
**Tampa Tugs**  
 Licensed: **Paul Carr**  
 Unlicensed: **Michael Kelley**



Negotiations for new agreements are underway or about to start at several SIU-contracted tug and barge companies on the East and Gulf coasts.

In Texas, negotiating committees have been elected by the rank and file at **G&H Towing** and **Moran Towing of Texas**. Contracts at both companies expire on Sept. 30.

**G&H Towing**, whose headquarters is in Galveston, performs ship docking operations in various Texas ports.

**Moran** has its headquarters in Port Arthur and operates ship-docking and offshore boats.

In New Orleans a negotiating committee has been elected at **Gulf Atlantic Transportation Co.** The contract with the company expires on Oct. 31.

On the East Coast a number of contracts are also being negotiated or are in the process of a ratification vote.

The three-year contract at **Curtis Bay Towing**, which operates in several ports along the East Coast, expires on Sept. 30. Meetings are being held in a number of ports to elect negotiating committee members and discuss the contract. For instance, in Norfolk, SIU Port Agent Jimmy Martin held a meeting last month with Curtis Bay members to collect contract proposals. A similar meeting was also held in that port with members from **McAllister** whose contract also expires in September.

Other tug and barge agreements being negotiated on the East Coast are: **Cape Fear Towing** of Wilmington, N.C.; **Northeast Towing** of Norfolk, and **Charles Harper** of Baltimore.

Meanwhile, contract ratification ballots have gone out to SIU members at **Inland Towing**, and **Coastal Towing** Divisions of Allied both of which operate out of the Norfolk area. The ballots must be returned by Sept. 13.

### ATTENTION

The summary annual financial reports for the Seafarers Pension, Welfare and Vacation Plans and the Great Lakes Tug and Dredge Pension Plan are now available for the year 1982.

If any participant would like to receive a copy of any of these reports, he or she should send one dollar (\$1.00) for each report being requested, along with a letter indicating which document or documents are desired to:

Controller  
 Seafarers Plans  
 5201 Auth Way  
 Camp Springs, Maryland 20746



# SIU's Crowley Boatmen Meet with Company To Iron-out Problems

In an effort to establish better labor/management relations and solve some troubling problems at Crowley Towing and Transportation, 46 Boatmen, four SIU officials and eight Crowley officials gathered for a unique meeting in Wilmington, Calif. this month.

Crowley assured the Union and the meeting delegates of the company's commitment to continue to operate a Union oriented company and the SIU pledged its effort to work through its membership to help resolve the issues which confront both labor and management.

Other issues discussed included the problems with the company's newly formed Channel Marine subsidiary, the problems in securing contracts with the Navy for support work and off-shore industries. The company noted that with the competition in the expanding Navy and off-shore field it is difficult to win the contracts in the bidding process with so many other firms cutting costs to the bone.

But several Union members questioned Crowley's set-up at Channel Marine and declared they believed it was an infringement on their job security. There was also discussion on other company proposals concerning wages. A series of quarterly and monthly meetings between management and the employees was set up.

The committee also met without company representatives later in the day. Then eight representatives of the larger group met with SIU officials where they decided additional information and investigation was needed before meeting with the company again.

"It cannot be stated too strongly that it should be understood that there will be no action taken considering any issues that have been brought up without specific recommendations being made to you the membership by we the committee for ratification," a letter from the committee to all employees said.



As fellow SIU members listen, Tankerman Kelly Johnson explains one of the problems Crowley employees have with the company.



Capt. Ron Rogers (3rd l.) outlines his ideas as (l. to r.) AB David Scarpelli, Tankerman Vito Gioiello and Tankerman John Brooks listen.



Mate Mike Domangue (standing) explains some SIU concerns during the special labor/management conference. The others (l. to r.) are Lou Fleming from the company, Tankerman Jim Wilson and Capt. Burt Thompson.

## SONAT Presents Offer; Membership Will Decide

(Continued from Page 7.)

If a package is approved by the Committee, it will be presented to the membership.

The SIU wants to make it clear to all SONAT Captains, Mates and Barge Captains that the SIU will take all steps necessary to preserve your contractual protections. We will keep you fully informed of these actions. You remain SIU members and will have our support and help.

In this interim period without a contract, the SIU will waive the dues for all Captains, Mates and Barge Captains at IOT until such time as the present situa-

tion is ended with your inclusion under a new SIU contract. None of you should be concerned that the SIU will take any steps that will jeopardize the security of you or your family.

As with other recent beefs, the company can always do as it likes initially until the SIU, the law and other activities force it to amend its policies. We believe this will be the case with SONAT, as the action it has taken is illegal and violates the rights of Captains, Mates and Barge Captains at SONAT to their historical contractual and job protections.

## In Memoriam



Obed Caswell Oneal, 64, was dead of heart failure on arrival at the Pamlico County (N.C.) Medical Center on June 26.

Brother Oneal joined the Union in the port of Philadelphia in 1957 sailing as a captain for C.G. Willis Co. from 1949 to 1967 and for IBC from 1967 to 1983. He also operated a fishing boat. Boatman Oneal was a veteran of the U.S. Navy in World War II. A native of Lowland, N.C., he was a resident there. Burial was in the Lowland Community Cemetery. Surviving are his widow, Marie and a daughter, Nina Bryan of Oriental, N.C.



Pensioner Peter John Reuter, 72, passed away on June 13, Brother Reuter joined the Union in the port of New York in 1960

working as an assistant tug dispatcher for the Pennsylvania Railroad from 1944 to 1976. He was a former member of the Masters, Mates and Pilots Union from 1945 to 1960. Boatman Reuter was a veteran of the U.S. Army in World War II. He also worked as a clerk for John Campbell & Co. from 1929 to 1941. A native of Jersey City, N.J., he was a resident of Bayonne, N.J. Surviving are his widow, Mary; a son, William, and a daughter, Patricia.



Pensioner Nelson Peter Hopkins, 87, passed away from a heart attack in the Church Hospital, Baltimore on May 12. Brother Hopkins joined

the Union in the port of Baltimore in 1963, sailing as a deckhand and bridgetender for the Baltimore and Ohio Railroad from 1925 to 1968. He was a former member of the TWU from 1956 to 1963 and MEBA. Boatman Hopkins was born in Maryland and was a resident of Baltimore. Burial was in the Meadowridge Cemetery, ElkrIDGE, Md. Surviving are his widow, Mary and a daughter, Marie Beck.



Pensioner Jesse Earl Bailey Jr., 64, died of a heart attack on arrival at the Bay Minette (Ala.) Infirmary on June 2. Brother Bailey joined the Union

in the port of Mobile in 1956. He sailed as a cook for Radcliff Materials from 1960 to 1982 and attended a Piney Point Inland Educational Conference in 1977. Boatman Bailey was a veteran of the U.S. Army Infantry and M.P.s in World War II. A native of Frisco City, Ala., he was a resident of Bay Minette. Burial was in the Bay Minette Ceme-

(Continued on Page 10.)



# Dixie Talks Resume, Company Asks NLRB for Settlement of Charges

Dixie Carriers has resumed contract negotiations with the SIU as the strike against the company entered its 15th month. In addition Dixie has asked the National Labor Relations Board to settle all unfair labor charges pending against it. The Board has drafted a proposed order to settle the charges against Dixie.

While the SIU returned to the bargaining table, where both sides exchanged proposals, the Union has appealed the tentative NLRB settlement because the SIU does not believe it goes far enough to protect Dixie strikers and assure good faith bargaining. The charges include acts which occurred both before and during the strike.

Dixie has agreed to reinstate employees who have taken part in the strike, to bargain in good faith and not to interfere with Dixie employee rights or place them under surveillance. In ad-

dition the company agreed to allow SIU representatives access to the boats and information about their locations. Dixie promised not to engage in direct bargaining with employees, not to engage in decertification action, interrogate employees about their union activities, threaten to fire employees for supporting the Union or not supporting decertification.

The Union has appealed that settlement to the NLRB's Acting General Counsel and no date has been set for a decision on the appeal.

"The SIU's battle with Dixie is more than 15 months old. Like ACBL the Dixie battle shows that even in the face of large scale violations of the law, the SIU will not give up its fight to protect the rights of its members," SIU president Frank Drozak said.

## Beardsley Promoted at Moran

David A. Beardsley, a former tug engineer for Moran Towing and Transportation, has been named assistant manager of the construction and repair department of Moran. He has also served as port engineer and shipyard manager.

## In Memoriam

(Continued from Page 9.)

tery. Surviving are his widow, Mildred; four sons, Thomas, Lawrence, Harvey and Palmer, and four daughters, Lara, Denise, Ruth and Ivy.

**Marvin Jackson Dobbins Sr.**, 53, succumbed to heart failure in the Norfolk Medical Center Hospital on March 3. Brother Dobbins joined the Union in the port of Norfolk in 1979 sailing as a deckhand for the NBC Lines. He was born in Radford, Va. and was a resident of Virginia Beach, Va. Burial was in Meadowbrook Cemetery, Suffolk, Va. Surviving are his widow, Beatrice and a daughter, Brandy.

**James Calvin Ross**, 58, died in the Craven Cty. Hospital, New Bern, N.C. on Oct. 23, 1983. Brother Ross joined the Union in the port of Norfolk in 1971 sailing as a tug mate on the *Courier* (IBC-IOT) from 1969 to 1977 and for the company until 1983. He also worked at the New Bern Shipyard from 1963

to 1969. Boatman Ross was born in Bath, N.C. and was a resident of Lowland, N.C. Interment was in the Lowland Community Cemetery. Surviving are his widow, Julia; two sons, Mark Anthony and Wesley and a daughter, Lisa.

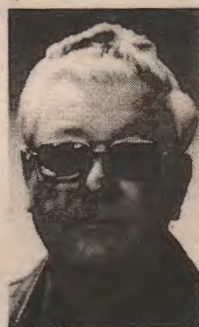


**Pensioner John "Johnnie" Alton Patrick**, 65, died of heart failure in the Leigh Hospital in Norfolk, Va. on May 31. Brother Patrick joined the Union

in the port of Norfolk in 1961 sailing as a deckhand for N.C. Carriers from 1946 to 1949 and for Curtis Bay Towing from 1949 to 1981. He was a member of another union from 1954 to 1961. Boatman Patrick was a veteran of the U.S. Army in World War II. Born in Roper, N.C., he was a resident of Norfolk. Burial was in the Rosewood Cemetery, Virginia Beach. Surviving are his brother, Clyde of Norfolk; two nephews, Michael and Gary of Norfolk and a niece, Shirley.

## Pensioners

(Continued from Page 9.)



**Joseph Birt-tee Jarvis**, 63, joined the Union in the port of Norfolk in 1960 sailing as a deckhand, mate and captain for GATCO (Allied Towing) in 1958 and for IBC in 1978. Brother Jarvis also sailed as a fisherman. He was a former member of the United Mine Workers Union, District 50. Boatman Jarvis was born in Aurora, N.C. and is a resident of Washington, N.C.



**Joseph "Joe" Ducre Babin**, 57, joined the Union in the port of Galveston in 1957 sailing as a chief engineer for the G & H Towing Co. from 1946 to 1984. Brother Babin is a veteran of the U.S. Navy during World War II serving as a diesel engineer and electrician. He was born in Houston and is a resident of Three Rivers, Texas.

**John Gilborne Felip Jr.**, 62, joined the Union in the port of Philadelphia in 1969 sailing as a tankerman for Marine Towing (IOT) and Bulkfleet Marine. Brother Felip also worked as a meatcutter for the Acme Supermarkets and was a former member of the Amalgamated Meatcutters and Butchers Workmens Union of North America, Local 198 from 1953 to 1969. He is a veteran of the U.S. Navy's Submarine Service in World War II. Boatman Felip was born in Philadelphia and is a resident of Thorofare, N.J.



**Odilon DuBois**, 62, joined the Union in 1947 in the port of Houston sailing as a chief and 2nd engineer for G & H Towing from 1946 to 1983.

Brother DuBois was a former member of the NMU. He was born in Kaplan, La. and is resident of Hardin, Texas.



**Daniel Francis Henderson**, 54, joined the Union in the port of Philadelphia sailing as a cook for Curtis Bay Towing in 1965. Brother Henderson

was a former member of the ILA Local 1291 from 1947 to 1962. He is a veteran of the U.S. Army during the Korean War. Boatman Henderson was born in Philadelphia and is a resident there.

**Clyde H. Branton**, 64, joined the Union in the port of St. Louis, Mo. in 1972. He sailed as a tankerman for the struck Dixie Carriers from 1961 to 1969 and for National Marine Service from 1970 to 1984. Brother Branton is a veteran of the U.S. Army during World War II. He was born in Foxworth, Miss. and is a resident there.

**Lee C. I. Clifton**, 60, joined the Union in the port of Norfolk, Va. in 1966 sailing as a maintenance man for the Virginia Pilots Assn. Brother Clifton was a former member of the Carpenters Union and is a veteran of the U.S. Army in World War II. He was born in Washington Cty., N.C. and is a resident of Norfolk.

## New Contract for Crescent



This photo was taken just after Crescent Towing's new contract was negotiated and signed in the port of New Orleans last month. Standing (l. to r.) are: Don Tillman, Dave Walker, Pat Pillsworth and Jim McGee. Seated (l. to r.) are Jim Crawford, Mike Nance and William Judd Jr.

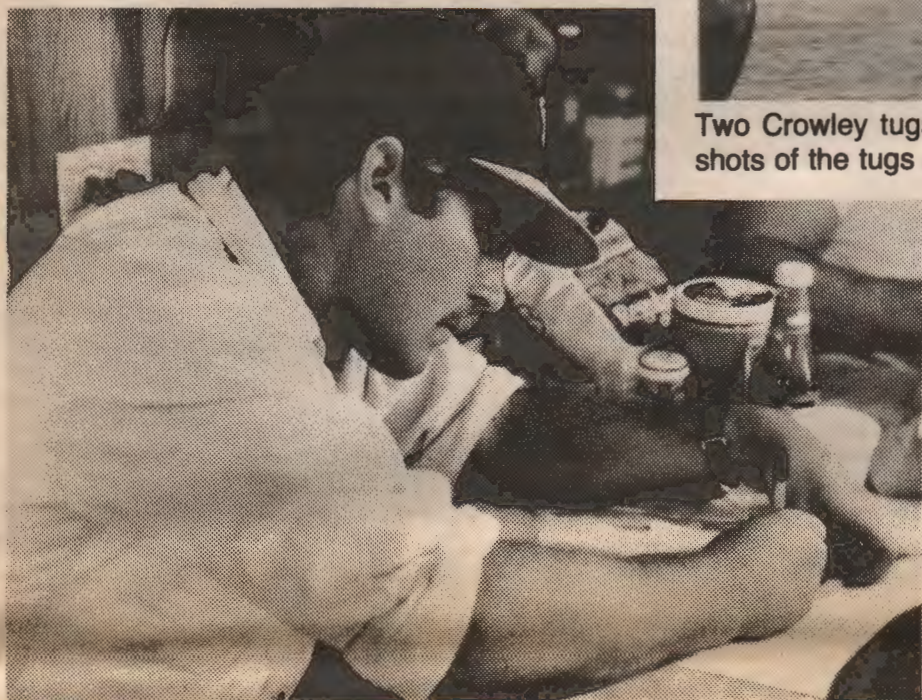


# Crowley Tugs At Work In Port Hueneme

(PHOTOS BY DENNIS LUNDY)



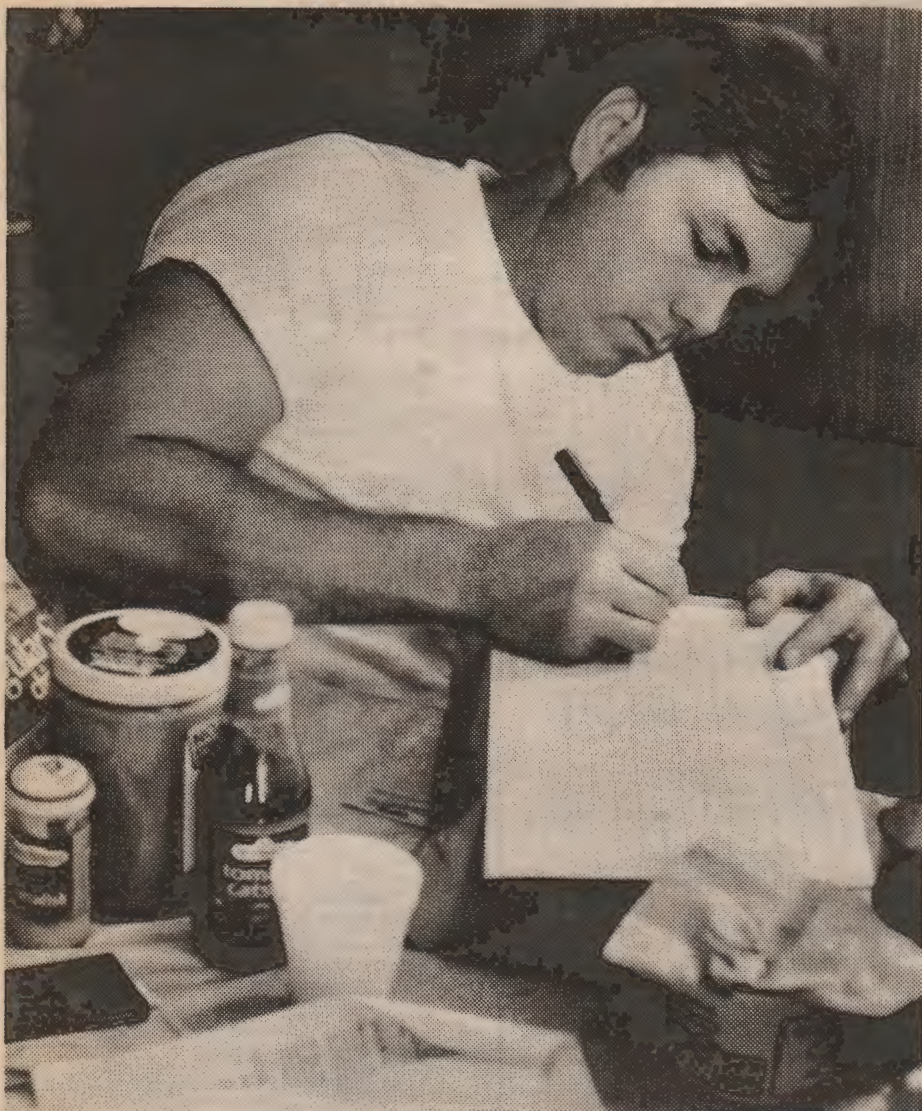
Two Crowley tugs, *Guide* and *Catano*, were recently in Port Hueneme, Calif. Here are some shots of the tugs and their crews.



Mark Miller is captain of the tug *Catano*.



A meeting is being held aboard the tug *Catano*. From the left are: Capt. Rick Murphy (of the *Guide*), Port Agent Mike Worley, AB John Baker, OS John Graven, Mate Bruno Kalmeta (*Guide*) and Capt. Mark Miller.



Space is a bit cramped, but Capt. Rick Murphy of the tug *Guide* manages to get his paperwork done.



Crewmembers from the *Catano* and the *Guide* get together for a group picture aboard the *Catano*. They are (l. to r.) Port Agent Mike Worley, Cook Gerald Hulme, AB John Baker, Capt. Rick Murphy, Mate Donna Hensinger, Capt. Mark Miller (*Guide*), Mate Bruno Kalmeta (*Guide*) and Engineer Deso Hrboka. On top is OS John Graven and Engr. Ken Vollman.



# At Sea/Ashore

## Lurline Gets Facial

The *Lurline* (Matson Navigation) will undergo some \$2 million in repairs and alterations at the Triple A Shipyard in San Francisco. The work on the 826-foot ship will include engine modifications for better fuel efficiency and work on the afterdeck to make room for 39 more 40-foot containers. Matson will take the *Maunalei* out of lay-up to keep all its runs in operation. The repairs should take about six weeks.

## Aussie Unions Lift Foreign-Flag Ban

After bringing Australian shipping to a standstill for more than a week, that country's maritime unions lifted their picket lines which had kept 100 ships from loading and unloading at ports around the nation.

The maritime unions agreed to meet with Australian government officials to discuss long-standing disputes about job security. For years the unions have been pressing foreign-flag carriers in their trades to hire Australian nationals to work on their ships.

## Crowley Stretches Barges

Crowley Maritime Corp. will stretch three of its RO/RO barges by some 330 feet. McDermott Shipyards in New Orleans will add the mid-sections in the three barges, giving them an overall length of 730 feet. The barges are operated by Crowley's Trailer Marine Transport subsidiary on runs between the U.S. and Puerto Rico.

## Sails Return

The first modern oceangoing cargo vessel equipped with both sails and engines left Yokohama, Japan for Canada last month. The 31,000 dwt. freighter *Aquacity* could save up to 30 percent of the normal fuel supply on the trans-Pacific run according to engineers.

The ship's sails are computer controlled and sit on the bow section. The two sails are 16 meters high and 11 meters wide. They are shaped like parabolic antennas and are made of reinforced canvas with steel frames.

## Kopaa on Last Run

The 40-year-old *Kopaa* (Pacific Gulf Marine) will make its last voyage, to a scrapyard on Taiwan. The 24,493 dwt ship has been manned by the SIU.

## Foreign-Flag Ships: One Sinking, One Fire

The Liberian-flag *Antacus* sank in the Atlantic Ocean near the Azores. The crew, spotted in lifeboats by a passing yacht, was rescued by a Portuguese frigate a day after the ship sank. The 26,000 dwt. ship was carrying a load of steel from Antwerp to New Orleans.

A 26,510 dwt. Panamanian bulker caught fire and the *Constantia's* superstructure was destroyed. The fire was believed to have started in the engine room.

## Cove Seeks to Scrap Spirit.

Cove Shipping has asked the Maritime Administration for permission to scrap its 30-year-old, 25,234 dwt. tanker the *Cove Spirit*.

## Navy Seeks Second Crane Ship Bid

The Maritime Administration is seeking bids for conversion of a second National Defense Reserve Fleet containership to a crane ship for the Navy. The *President Monroe* is currently moored at Suisun Bay, Calif. Its sister ship, the *Keystone State* (formerly the *President Harrison*), is crewed by the SIU and currently is training in Hampton Roads, Va.

The Navy plans on acquiring 11 crane ships in all.

## How Many Fathoms to the South 40?

A New York City company says it has a way to turn old ships into lobster, clam and oyster farms. Using the hulls of vessels of 12,000 to 50,000 dwt. spotted at key areas around the world, the firm would set up seafood farms using enclosed environment, new technology, special feeds and recycled purified water. There is no word if they are looking for farm hands to help out. How do you herd an oyster or brand a clam anyway?

### ATTENTION — NEW ADDRESS

**Mobile (Ala.) SIU Clinic**  
**4724 Airport Blvd.**  
**Mobile, Ala. 36608**  
**(205) 343-2044**

Please Post

# DON'T BUY

National Boycotts Officially Sanctioned by the AFL-CIO Executive Council  
 July 1984

## BROWN & SHARPE MANUFACTURING COMPANY

Measuring, cutting and machine tools and pumps  
 International Association of Machinists & Aerospace Workers

## BRUCE CHURCH, INC.

Iceberg Lettuce:  
 Red Coach, Friendly, Green Valley Farms, Lucky  
 United Farm Workers of America

## CONTINENTAL AIRLINES, INC.

Scheduled airline  
 International Association of Machinists and Aerospace Workers and Air Line Pilots Association

## ADOLPH COORS COMPANY

Beer: Coors, Coors Light, Herman Joseph's 1868, Golden Lager  
 Ale: George Killians Irish Red  
 AFL-CIO Brewery Workers Local 366

## EQUITABLE LIFE ASSURANCE SOCIETY

Life insurance, group insurance, major medical, disability income policies, pension plans and pension fund investments  
 Service Employees International Union

## FABERGE, INC.

Personal care products:  
 Aphrodisia, Aqua Net Hair Spray, Babe, Cavale, Brut, Ceramic Nail Glaze, Flambeau, Great Skin, Grande Finale, Just Wonderful, Macho, Kiku, Partage, Tip Top Accessories, Tigress, Woodhue, Xandu, Zizanie de Fragonard, Caryl Richards, Farrah Fawcett and Faberge Organics  
 Oil, Chemical & Atomic Workers International Union

## INDIANA DESK COMPANY

Medium and high priced desks. Also sells to institutions, i.e., states, municipalities, Boards of Education, etc.  
 United Furniture Workers of America

## KOSMOS CEMENT COMPANY

Kosmos Portland Cement, High Early Cement, and Air Entraining Cement and Kosmortar Masonry Cement  
 United Cement, Lime, Gypsum & Allied Workers International Union

## LOUISIANA-PACIFIC CORPORATION

Brand name wood products:  
 L-P Wolmanized, Cedarstone, Waterboard, Fibrepine, Oro-Bord, Redex, Sidex, Ketchikan, Pabco, Xonolite, L-P-X, L-P Forester, L-P Home Centers  
 United Brotherhood of Carpenters & Joiners of America International Woodworkers of America

## NIXDORFF-LLOYD CHAIN COMPANY

Heavy duty chains sold in hardware stores. The Nixdorff-Lloyd brand name appears on the chain spool.  
 International Association of Machinists and Aerospace Workers

## PROCTER & GAMBLE MANUFACTURING COMPANY

Powder Detergents: Tide, Cheer, Oxydol, Bold  
 Liquid Detergents: Ivory, Joy, Dawn  
 Bar Soaps: Zest, Camay, Ivory  
 United Steelworkers of America

## R. J. REYNOLDS TOBACCO COMPANY

Cigarettes: Camel, Winston, Salem, Doral, Vantage, More, Now, Real, Bright, Century  
 Smoking Tobaccos: Prince Albert, George Washington, Carter Hall, Apple, Madiera Mixture, Royal Comfort, Top, Our Advertiser  
 Little Cigars: Winchester  
 Chewing Tobaccos: Brown's Mule, Days Work, Apple, R. J. Gold, Work Horse, Top, Reynolds Natural Leaf, Reynolds Sun Cured  
 Bakery, Confectionery & Tobacco Workers International Union

## SEATTLE-FIRST NATIONAL BANK

Withdraw funds  
 United Food & Commercial Workers International Union

## STERLING RADIATOR

Baseboard heaters for the home  
 International Union, United Automobile, Aerospace & Agricultural Implement Workers of America

## Legal Aid

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

### NEW YORK, NEW YORK

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

### BALTIMORE, MD.

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

### CHICAGO, ILL.

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

### DETROIT, MICH.

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

### GLOUCESTER, MASS.

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

### HOUSTON, TEXAS

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

### LOS ANGELES, CALIF.

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

### WILMINGTON, CALIF.

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

### MOBILE, ALA.

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

### NEW ORLEANS, LA.

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

### NORFOLK, VA.

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

### PHILADELPHIA, PA.

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

### ST. LOUIS, MO.

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  
 201 Elliott Avenue West, Suite 500  
 Seattle, Wash. 98119  
 Tele. # (206) 285-3610

### TAMPA, FLA.

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



## Senator Robert Byrd

**SENATOR** Robert C. Byrd (D-West Virginia) has served in the United States Senate since 1959. In 1977, Sen. Byrd was elected by his colleagues as Senate Democratic Leader, a position he currently holds. As the minority leader, Byrd has been successful in pulling the Democrats together after the Republican Senate landslide in 1980.

Senator Byrd has been a strong supporter of working Americans—coal miners, shipyard workers and merchant mariners. The senator has first-hand experience of labor's problems. During World War II, he served as a welder helping to build U.S. Liberty and Victory Ships.

With a Senate career spanning 26 years, Sen. Byrd has an impressive list of Senate committee assignments and party appointments. He is a member of the Senate Appropriations Committee, Senate Judiciary Committee, Senate Rules and Administration Committee and the Senate Select Committee on Intelligence. In addition, Byrd is Chairman of the Senate Democratic Steering Committee; Chairman of the Senate Democratic Policy Committee; Chairman of the Senate Democratic Conference; member of the Senate Export Caucus; member of the Senate Coal Caucus; and, member of the Senate Steel Caucus.

The senator recognizes the need for a revitalized American industrial policy—encompassing America's basic "smokestack" industries. "Healthy basic industries are a key to West Virginia's and our country's future, which is why I have worked to strengthen and protect our steel, coal, glass, chemical, maritime, lumber and other industries." In this regard, Senator Byrd has cosponsored several legislative measures to "rebuild our domestic industries. Their decline and cheap foreign imports are robbing our state and country of jobs and threatening our national security," Senator Byrd said.

Representing the industrial heartland of America, the senator has worked diligently promoting the domestic coal in-

dustry—both internally and externally. On the international scene, Byrd has had discussions with Japanese trade ministers exploring expansion of Japan's steam coal imports.

On the home front, Senator Byrd feels that "an expanded federal coal research and development effort could mean a brighter future for West Virginia and for the country. In the face of mounting controversy over



*It follows then as certain as that night succeeds the day, that without a decisive Naval force we can do nothing definitive. And with it, every thing honourable and glorious.*

George Washington (1732-1799)  
To LaFayette, November 15, 1781.

so-called 'acid rain', it is essential to perfect more environmentally sound ways to use our coal."

He said: "I have been working for Senate consideration of a bill I introduced in the U.S. Senate last fall that would give our country a much needed, five year coal research and development push. Our abundant reserves make coal a logical cornerstone of our country's energy future, and the federal government should once again become involved in a massive effort to promote the use of coal at its fullest."

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

## Congresswoman Barbara Mikulski

**REPRESENTING** the Third Congressional District of Maryland since 1976, Congresswoman Barbara Mikulski (D-Md.) is the granddaughter of Polish immigrants and still lives in the same neighborhood of Baltimore where her grandparents settled.



decision by the Agency for International Development to exempt P.L.-480 Title II cargo shipped from Great Lakes ports from the requirements of the Cargo Preference Act of 1954. This Act stipulates that at least 50 percent of all such cargo be shipped on U.S.-flag vessels."

"Based on the plain meaning of that Act, which is completely supported by its legislative history, administrative interpretations, opinions of several Attorneys General, and rulings of several Comptrollers General, we believe that the decision is contrary to law. We strongly urge you to direct the appropriate officials at AID and the State Department to rescind the decision and to comply with existing law." The letter ended with a direct hit at the president, "we believe this decision is in direct contravention of the standing instructions of your administration for agencies to neither take nor support any action that would expand or contract the existing cargo preference programs."

At the Democratic House Caucus Trade Conference in January, the congresswoman told the illustrious gathering, "we need today a strong national policy that calls for the dredging of our ports, the expansion of our nation's railroad system and the strengthening of our merchant marine. I join with my colleagues in saying 'No' to an administration that wants to give tax subsidies to American corporations to build ships overseas rather than right here at home. Ships that are built in the great shipyards of our country, sail around the world under the American flag. They are made with union labor and that means jobs for our people. The Democratic Party's blueprint will put our people back to work. Back to work in our ports. Back to work in our ships. Back to work in our factories. We need to build more ships here in America. We need to dredge our ports. We need to revitalize our economy from the bottom up."

In the House, Ms. Mikulski sits on the House Energy and Commerce Committee, the House Select Committee on Children, Youth and Families, and the House Merchant Marine and Fisheries Committee. The congresswoman is committed to a modern, well equipped merchant marine and is known as an ardent supporter of economic growth for the Port of Baltimore.

In addition, the congresswoman belongs to a number of caucuses advocating issues of special concern to her district and to the nation: Congressional Caucus on Women's Issues, the Executive Committee of the Steel Caucus, Members of Congress for Peace Through Law, the Northeast-Midwest Coalition, and the Arts Caucus.

She champions all causes where there are those who have been wronged. Recently, the congresswoman joined with several of her House colleagues and Senate associates in writing to the president enjoining him to see that the law is not broken on the P.L.-480 cargo.

The letter stated "We are writing to oppose the recent



# Rose City Returns from Historic China Voyage

"The things that were funny after 20 days started to get irritating after 40; after 60 days it could get real tense. I'm glad we weren't out any longer," said *Rose City* (Apex Marine) Bosun Fred Findahl after the large tanker tied up at the Getty Oil Docks in Delaware City, after more than 70 days at sea.

Findahl added though, that after more than two months at sea, some folks might have gotten a bit touchy, but it was remarkable that the crew got along as well as they did.

While it may have been a long trip without hitting shore, it was an historic one too. The *Rose City* was the first American tanker to take on a load of crude oil from the People's Republic of China and bring it back to the U.S. for refining.

Unfortunately, when the *Rose City* docked in China, government regulations did not allow

crewmembers ashore. However, Chinese merchants were allowed to peddle some of their wares aboard the ships and most members came back with souvenirs from the People's Republic.

Near Capetown, South Africa, a massive storm with 100 mph winds slowed the voyage down as the *Rose City* rode out the storm for five days. In the middle of the battering winds and waves, the crew sustained only one injury.

AB Ernest Duhon was on deck securing a lifeboat, he said, "when a sea hit me in the back and dragged me about 10 or 15 feet." Duhon damaged his knee but was walking with only a slight limp by the time the ship hit Delaware. He said weeks of rehabilitation exercise for the knee had helped start the healing process.

(Continued on Next Page.)



GSC Abdul Wais Yafai heads down the gangplank.



With the car loaded down, John Mindinger, Saleh S. Nasser, John Smith and Abdul Wais Yafai are ready to go.



Chief Cook Brian Smith (foreground) and Chief Steward Ronald Saunders check the steam tables shortly before they leave the *Rose City* after payoff.



QMED James Illson and Oiler John Smith check a list of fatal tanker explosions and the causes as they stand in front of a safety reminder about breathing gear.

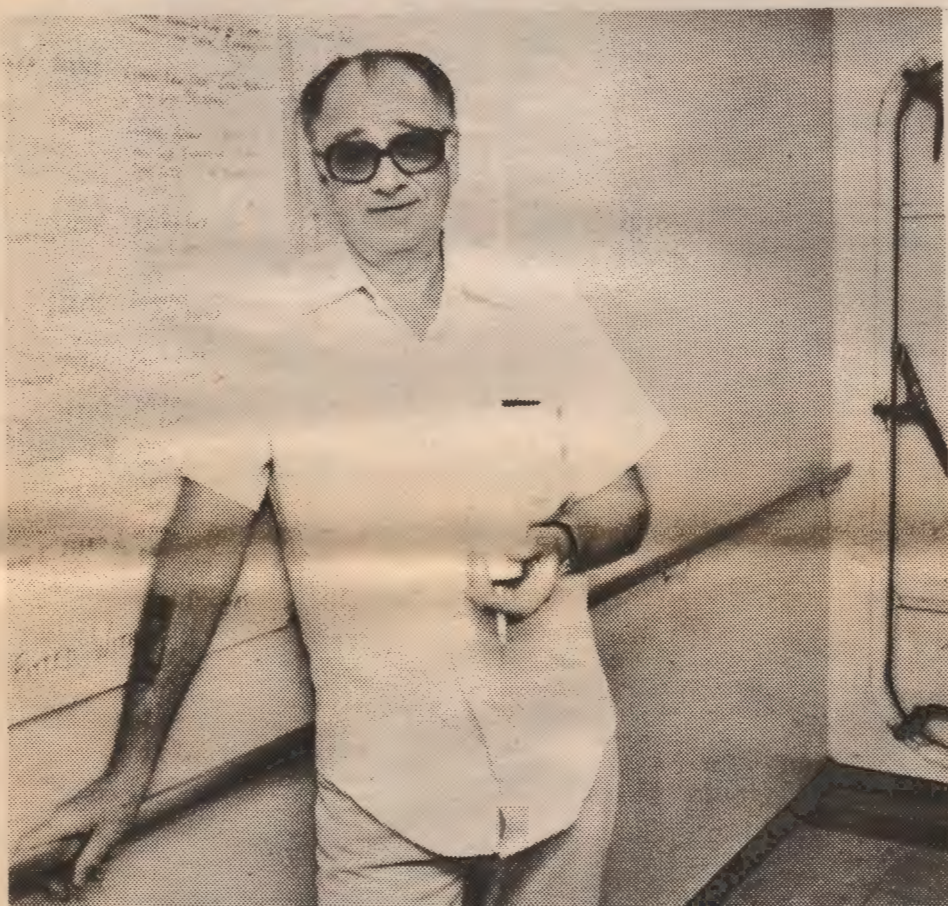




Ready to go home after the long voyage are George Thompson (l.) and Joseph Stanton.



While one crew was leaving, other Seafarers were taking over. Here AB Alexandar Szmir directs the loading of supplies aboard the *Rose City*.



William Koltonok started sailing in 1939 and ended his career on the oceans when the *Rose City* pulled into the Getty Docks in Delaware City where he made his last payoff.



**(Continued from Previous Page.)**

One other historic event occurred on the trip too. AB William Koltonok made his last trip. Unlike in China, he was allowed to go ashore when the *Rose City* docked back home.

Koltonok said he had been sailing as long as he could remember. He began shipping out in 1939 and sailed throughout World War II. He said he was "one of the lucky ones" who made it through the war.

"I quit for about three years once. But you always come back," he said.

"I just want to tell you one thing about him [Koltonok]," Bosun Findahl said, "You tell people he was a good shipmate."



Bosun Fred Findahl and Rep. Billy Holmes go over a few of the beefs the crew had following the long trip to China. Other crew members are (l. to r.) AB Ernest Duhon, GSU Jeffrey Beasley, GSU Abdul Wais Yafai and Chief Cook Brian Smith.



# The SIU in Washington

Seafarers International Union of North America, AFL-CIO

August 1984

Legislative, Administrative and Regulatory Happenings

1984 is shaping up as a watershed year for the United States. Important issues will be decided this year that will affect the future of this country for years to come.

Some groups have more at stake than others. Seamen, who have seen the Reagan administration cut every important maritime program over the past four years, are particularly vulnerable. At stake is the long-term survival of the maritime industry.

Aware of the importance of this particular election, SIU President Frank Drozak has fashioned an ambitious grassroots program aimed at informing the public at large about the role that the maritime industry plays in the defense of this country. The program also seeks to publicize Reagan's failure to live up to the promises that he made during the 1980 campaign to "revitalize" the American flag merchant marine. More important, the program seeks to galvanize our members to turn out in large numbers at the voting booth.

"We Seamen have one important tool at our disposal," said Drozak. "We have the vote. Members who don't take the time to register have only themselves to blame if they find themselves without a job."

## REAGAN RALLY

Sixty-five Seafarers who donated their spare time to the Union's grassroots program enabled the SIU and the maritime industry to receive important grassroots publicity.

President Reagan spoke to a crowd of 5,000 people at Elizabeth, N.J. earlier this month. The affair was a typical Reagan extravaganza: cheering crowds, prepared text, extensive television coverage.

There were some ironic touches. The plastic American flags that the Reagan advance team handed out were made in Hong Kong. The Hong Kong sign covered half of the flag.

Unlike most other Reagan rallies, this one was covered by a number of groups opposed to the president's re-election. There was extensive security employed. Anyone wishing to see the president speak had to pass through a metal detector.

As the people passed through the line, security guards took away anti-Reagan signs. Several members had their signs taken away because they said things like "America needs jobs."

Luckily, the SIU contingency was able to keep some "America Needs A Strong American Flag Merchant Marine" signs. While delivering his speech, Reagan saw the signs and deviated from his prepared text to say that he too believes in a strong American flag merchant marine. The proof of his commitment, he said, lay in the fact that his administration had proposed a program to build 600 vessels.

Unfortunately, the vessels that the president referred to were Navy vessels, not merchant vessels. There is a difference, but Reagan does not seem to know it.

While most of the networks showed the cheering crowds and little else, a number of influential newspapers in the New York area—*The New York Post* and *The Bergen*

*Evening Record*—mentioned that 65 SIU members had attended the rally, and that they were protesting unemployment in the maritime sector.

## CUNARD

The House and the Senate have yet to reconcile the differences in their respective Department of Defense authorization bills. The House bill contains an amendment that would allow the reflagging of two unspecified seagoing vessels. The Senate bill does not contain such a provision.

The bill is an important one for members of the SIU. If passed, the bill could create as many as 1,000 maritime and maritime related jobs.

## CDS ODS

As of press time, an important vote was coming up in the House concerning the CDS payback issue. The issue is an important one that could affect the entire structure of the inland and deep sea industries.

The Department of Transportation had proposed a ruling that would have allowed the transfer of vessels built with Construction Differential Subsidy funds from the foreign to the domestic trades on the provision that the operators paid back their Construction Differential Subsidies.

The SIU has strongly opposed this ruling. President Drozak has gone on record as stating that such a ruling would diminish what is left of the deep sea fleet and disrupt the entire structure of the inland industry.

The House of Representatives included language in H.R. 5712, the Commerce, Justice, State, Judiciary and related agencies appropriations bill prohibiting the rule. When the bill went to the Senate, the Senate took the language out.

A joint House/Senate conference met last week to resolve their differences. They could not reach an agreement on the DOT ruling.

As of press time, Rep. Neil Smith (D-Iowa), chairman of the Commerce, Justice, State, Judiciary, and Related Agencies Subcommittee of the House Appropriations Committee, was expected to call for a vote reaffirming the house's stand on the issue.

More information on this story is contained elsewhere in this issue of the LOG.

## BILDISCO

The SIU and the Labor Movement as a whole won an extremely important legislative victory when Congress approved a bill that overruled the Supreme Court's Bildisco decision, which would have allowed companies to use the bankruptcy laws of this country to evade their contractual obligation.

The new legislation now makes it impossible for management to break a contract unilaterally, as it could under the Bildisco decision. A company must now ask for permission to declare bankruptcy. And if a company is in financial trouble and really needs to cut its costs, it must first make an offer that cuts pay and benefits only to the extent necessary to

save the company. A company must open its books to the court to show financial need.

## PL-480 PROGRAM SAVED

Timely action taken by the SIU helped save this nation's PL-480 program, which reserves 50 percent of government generated cargo for American-flag vessels.

Earlier this year, AID, a division of the State Department, stated that it was going to exclude Great Lakes shipping figures in determining the amount of PL-480 cargo that must be carried on American-flag vessels. It argued that the Great Lakes area was a special case, since there were few American vessels in the area.

The effect of AID's interpretation would have been to reduce the amount of PL-480 cargo available to American vessels.

The SIU was able to mobilize the support of more than 50 congressmen and senators, who wrote a joint congressional letter to President Reagan urging him to reserve AID's stand on the issue.

The Union's perseverance paid off. Earlier this month, AID reversed its decision. Hundreds of SIU jobs were saved.

## SUPERVISORY PERSONNEL

One of the most critical issues in modern maritime history is being decided right now in the courts. The way that this issue is decided will affect the job security of all our members for years to come.

All across the nation, inland maritime companies are trying to break the unions that represent their captains, mates, barge captains and chief engineers. They are using the uncertainty caused by this issue as a way of reducing manning substantially in the licensed and unlicensed departments.

Right now, one of our inland companies is trying to use this tactic against the SIU and its own employees. That company is Sonat Marine.

Unfortunately, the company has an ace up its sleeve: the Reagan-appointed National Labor Relations Board. While case law is pretty clear on this issue—it backs the SIU and other maritime unions—no one can accurately predict what the dogmatic and the aggressively conservative National Labor Relations Board will do when the matter is finally decided.

This is an issue that goes far beyond just one SIU company. It affects all seamen: deep sea, inland, SIU, NMU, D1, D2, MMP and whatever. The first case of this kind occurred against the MMP. Companies all across the country are waiting to test this thing out in the courts.

What is happening in Sonat Marine and in the maritime industry as a whole is a breakdown of the social fabric that has existed between labor and management since the end of World War II. Seamen and indeed all workers have to do everything they can to combat this dangerous trend. That means voting; that means getting involved in your Union's grassroots political action program; that means talking to your neighbors and your family about this issue and writing letters to your senators and congressman.



*It's Not the Headlines, It's the Results*

# The SIU Fights in the Legislative Trenches

**I**F YOU'RE trying to judge how effective and successful an organization is in dealing with government and the Congress by just reading the papers and watching the news, you get a distorted view of things. It's a lot like football, the flashy quarterback or the swift runningback get all the ink. In Washington, the big issues like the deficit or foreign relations dominate the headlines.

But nobody writes about the hardworking right guard who is in there every play, hitting and driving in the trenches, protecting the other players. In the last Congressional session, now winding down, the SIU has been the hardworking right guard.

You may not have read about the Union in the headlines of the major papers or seen us on the networks, but the players on the field, just like in a tough football game, know they've been in a game. And if the players are on the SIU's side, they know they have a dependable and strong teammate. If they are on the other side, they know they have a tough opponent.

In this last Congress, more than three dozen separate bills were introduced concerning SIU and maritime issues. On top of that, more than 100 issues, amendments, resolutions and government decisions, all affecting the well-being of the Union and its membership, had to be supported or fought against.

But how does this sometimes complicated and strange system of lawmaking, government agency regulations, and administration policy decisions work? How is the game played? Who are the players for the Seafarers International Union?

In Washington slang, when they talk about players, they usually mean the people directly related to a particular issue; a senator or congressional representative, a well-known lobbyist, a company president or a White House aide. Those are just some of the players, and sometimes they are on the SIU team.

But everybody in the Union is a player from SIU President Frank Drozak to the Seafarer on the beach and everyone in between.

Here in Washington, for example, Drozak is a bit like the quarterback. He usually appears at most Senate and House hearings when they are considering issues which directly affect maritime and the SIU, like construction differential subsidies, maritime safety, merchant

merchant marine and working people and the ones that could do heavy damage?

Almost every day, SIU lobbyists are on Capitol Hill. In addition, representatives of the Transportation Institute work the halls and offices of Congress and the government. While most

facts and figures and even determining how much support they might receive from their colleagues.

But on the other hand, if a representative or senator wants to propose legislation he or she knows the Union is going to oppose, like repeal of the Jones Act or elimination of cargo preference, they certainly are not going to warn the Union.

That's where the constant contact and development of relationships come in. The word may be going around on Capitol Hill and during a regular visit by a Union lobbyist, a chief aide or even a senator or congressman or woman will warn the SIU about a possible attack. By staying alert and developing contacts the SIU can protect the membership.

The old saying is "forewarned is forearmed" and the sooner the SIU knows about an issue, the sooner the Union can go to work to defeat it. Many times when the Union's position becomes known before a bill or amendment is introduced, that is enough to keep it from going any further. Sometimes getting the SIU's position and views across include visits from lobbyists, letters or testimony from Drozak outlining why the SIU may be against an issue or simply promising to muster enough forces to defeat it.

But that doesn't always work and the bill is introduced. In this last Congress the SIU was able to defeat or delay many measures such as the proposed CDS payback.

When a bill gets to the stage of being introduced, a lot of work is still done in Washington; research on its impact, gathering allies to work against it, in the case of a bad bill, or for it, and also the work of many other SIU officials and members.

For example, many times the  
(Continued on Next Page.)



seamen's health care, expanding and protecting the merchant fleet and dozens of others. He calls the plays for the Union.

But even before the hearings begin, a lot of work has gone on.

In Washington literally hundreds of pieces of legislation are introduced. Government agencies such as the Department of Transportation and Agriculture or the Maritime Administration and the Coast Guard issue policy decisions and rules and regulations. The White House issues directives and guidelines for policies the president wants.

How do you keep up with the avalanche? How does the Union stay on top of the issues that might help and promote the

people think a lobbyist's main duty is to persuade a congressman or woman to support the Union, they also act as the eyes and ears of the SIU many times.

Certainly if someone is going to introduce a bill that might create jobs for seamen or promote the nation's fleet, they would let the Union know about it and many times work hand-in-hand with the Union in designing the bill and researching

## Special LOG Feature

### The Continuing Battle In Congress and the White House



# EVERETT MCKINLEY DIRKSEN OFFICE BUILDING

(From Previous Page.)

Union's vice-presidents, whose districts include dozens of congressional representatives and senators, will go to work because they have developed contacts and relationships over the years. They may send letters, or make phone calls and personal visits.

Field representatives play a big role too. The Union's first line of defense may be in Washington, but its strength is in the ports, where Seafarers and their

families live and vote. This year's Grassroots Campaign is the biggest and best example of that. Over the years though, that same type of action, letter writing campaigns and local visits to their congressional representatives' home offices often have had an impact that is felt all the way back to Washington.

For just one bill, all this activity may be necessary, from your letter to Drozak's appearance in the Senate and House, but it is never just one or two bills or agency rulings the Union

has to stay on top of. Multiply the effort by 100 and that is the real picture.

In one week the Department of Agriculture may be trying to undermine cargo preference, the White House may be pushing for a way to eliminate subsidies or dismantle long-standing promotional programs and somebody else may be trying to open loop-holes in the Jones Act.

Those are just maritime issues. Because the SIU is part of the AFL-CIO, our support is

needed in many areas which affect labor in general, tax reform, health care, workers' rights and safety and other issues.

The promotion and protection of the Union and its members goes on all the time. There are no time-outs, let alone a half-time. But the SIU, from its president down to each Seafarer, is in on every play, just like the unsung right guard; dependable and hardworking with a few bruises here and there, but never asking to be taken out of the game.

## A Good Record in a Tough Fight

## The SIU on the Issues; Jobs, Job Security and the Merchant Fleet

The underlying concern of the SIU during this past session of Congress has been to protect and promote the jobs and job security of Seafarers and revitalize the nation's merchant fleet.

It hasn't been easy because the past several years have seen a growth of anti-labor, and even anti-maritime policies from all branches of the government. The Union's battles have been on two fronts, to fight back attempts which undermine the merchant fleet, and to try and expand the nation's fleet to protect both national security and job security.

More than 100 issues involving the SIU and maritime have been supported or battled. The record is pretty good. Here is a rundown.

### Administration Maritime Promotional Program

The administration's "maritime program" was formally introduced in both the House and Senate last spring. It is really nothing more than a hollow sell-out to foreign interests. The House and Senate Merchant Marine subcommittees have held hearings on this legislation, however, neither body has plans

to further consider the administration's program.

The administration has proved its lack of concern about the plight of the U.S. maritime industry, by continually making false promises. The fact is that the administration has no intention of addressing the real needs of the U.S.-flag fleet and American seafarers.

Along with fighting the administration's proposals, the SIU has backed, sometimes with modifications, the programs offered by other members of both houses.

Sen. Ted Stevens (R.-Alaska) introduced a four point program which would allow grants for U.S.-flag ships to upgrade their propulsion system by installing slow-speed diesels—financed by unused Operating Differential Subsidy funds (ODS); allow the use of Construction Capital Funds for building ships in both foreign and domestic trade; permit the re-flagging of two foreign-built passenger ships and establish a temporary waiver for subsidized operators to construct or buy ships outside the U.S.

Drozak said he supported the intent of the legislation, calling

it a compromise, but also said it was a "piecemeal approach." He offered four proposals to strengthen it. They included using ODS funds for federal health care of merchant seamen, to bolster unfunded pension plans and for the cost differential in the shipment of grain to China and the Soviet Union; extending the Jones Act to 200 miles; revising Title VII of the Merchant Marine Act to provide for a build and charter program focused on military sealift needs and assure cargo allocation for those vessels.

Steven's bill is at the committee stage.

### Alaska Oil Export Restrictions

The SIU has been very successful in maintaining restrictions on the export of Alaska North Slope (ANS) oil to Japan. This represents an important victory because transport of Alaska oil to the West and Gulf coasts represents a high percentage of domestic tanker traffic that would be forced out of work. In addition those tankers are the types of ships the military needs in time of crisis and currently lacks, plus the American consumer pays a smaller

price for domestic oil and the nation's economy benefits from the ban. The Federal Treasury would also lose revenue from defaults on Title XI federal loan guarantees by U.S. tankers knocked out of the Alaska trade and forced into bankruptcy.

The SIU has been in the forefront of the effort to extend the current Alaska oil export restrictions by meeting with congressional leaders and other government officials to convince them of the critical importance of retaining Alaska oil for use in the United States. The SIU has also been working with a broad coalition of consumer, energy, labor and maritime groups who oppose Alaska oil exports.

Senator Murkowski (R-Alaska) attempted to amend EAA to allow Alaska oil exports under the condition that the oil be transported in U.S.-flag ships. On the surface, this amendment might seem fair to the maritime industry, however, it would actually decrease the total number of tankers in the trade, because the transport distance is shorter from Alaska to Japan than it is to the Gulf and West coasts. Moreover, the oil exported to



Japan would be carried on a small number of VLCCs thus many smaller tankers would be thrown out of the trade. After the SIUNA brought this fact to the Congress' attention, Murkowski's amendment was defeated by a vote of 70 to 20.

Murkowski recently attempted to amend the Defense Authorization bill to allow for a study commission on the merits of exporting Alaskan oil to foreign countries where U.S. troops are stationed. The Senate defeated it by a 54-29 margin.

The EAA was passed in two versions by each house. It is now in conference and both houses have agreed to a six-year ban on the export. But other issues in the Act have held up its final passage.

### Bankruptcy

The SIU has joined with other AFL-CIO affiliates to persuade Congress to pass legislation to reverse the Supreme Court's recent decision which allows companies to break union contracts upon filing for Chapter 11 reorganization under the 1978 bankruptcy law. Before this ruling, the courts maintained that a business could reject a labor contract, only if this action was the sole way to save the company.

The decision had allowed a company to file for bankruptcy and then simply toss out its contracts with unions without having to gain court permission.

Recognizing that this decision was an outrage, Representative Peter Rodino (D-NJ) introduced H.R. 5174 which would prevent abuse of bankruptcy reorganization laws as a means to break labor contracts. This legislation requires companies to try to negotiate their way out of bankruptcy, rather than unilaterally breaking union contracts. It also

states that bankruptcy judges, not company representatives, should have the final authority over the breaking of union contracts. The House passed this legislation by voice vote in early April 1984.

The Senate passed its version this summer and it was signed into law.

### Caribbean Basin Initiative

In 1982, President Reagan introduced his Caribbean Basin Initiative (CBI) plan which would theoretically bolster the region's security through economic means. CBI includes such economic assistance programs as one-way free trade, a ten percent tax credit and emergency foreign economic assistance in the event of crisis conditions.

Unfortunately, the CBI as envisioned by the Reagan administration did not guard against the export of American jobs. We were able to obtain an exemption which would ensure that tuna would not be dumped onto the American market duty free. This one exemption saved at least 12,000 SIU, UIW and SIUNA fishing jobs for American workers. Unfortunately, however, we were unable to obtain an exemption from duty-free treatment for bulk rum products. The SIU will continue to seek opportunities, both legislative and administrative, to redress injustices to the American workers and to counter threats to the domestic industry's survival in an increasingly disadvantageous market place.

### The Competitive Shipping and Shipbuilding Act

The Competitive Shipping and Shipbuilding Act (H.R. 1242) was introduced by Rep. Lindy Boggs (D-La.) along with 45 cosponsors in February 1983.

This bill has been the centerpiece of the SIU's legislative efforts during the 98th Congress. If signed into law, it would initially require that five percent of our nation's import and export bulk commerce be carried by U.S.-flag vessels. This requirement would increase by one percent each year until a minimum of 20 percent of all U.S. bulk commerce is carried on U.S.-flag bottoms. It has been projected that H.R. 1242 when enacted will generate domestic construction of nearly 270 vessels and create over 110,000 jobs throughout the economy. The House Merchant Marine subcommittee voted to approve H.R. 1242 last June and sent it on to the full House Merchant Marine and Fisheries Committee for further consideration. Approval of H.R. 1242 by the Committee is still pending and should be acted on before the close of the 98th Congress. Currently, 153 members of the House have cosponsored this legislation.

On the Senate side, Senator Paul Trible (R-Va.) introduced S. 1624, the Merchant Marine Revitalization Act of 1983 on July 14, 1983. The Senate Merchant Marine Subcommittee held hearings on this bill last September. While identical to H.R. 1242 in terms of cargo reservation, this bill also would provide for a ten percent tax credit to shippers who use U.S.-flag ships and would permit shipyards to establish a Capital Construction Fund (CCF) to deposit income from shipbuilding or ship repair. There have also been moves to make available more complete tax credits to American shippers which could make up the entire cost difference of shipping on U.S.-flag ships. These new provisions have been developed with the intent of making the bill more attractive to a broader

cross section of Congress and to enhance its chances of passage. Since this provision involves taxes, both the House Ways and Means Committee and the Senate Finance Committee will become involved in the process. We are working closely with these committees to ensure that the final product will be a workable and effective bill.

While House passage of the bill seemed assured, with the threat of a sure administration veto, action on the bill has been delayed.

### CDS Payback

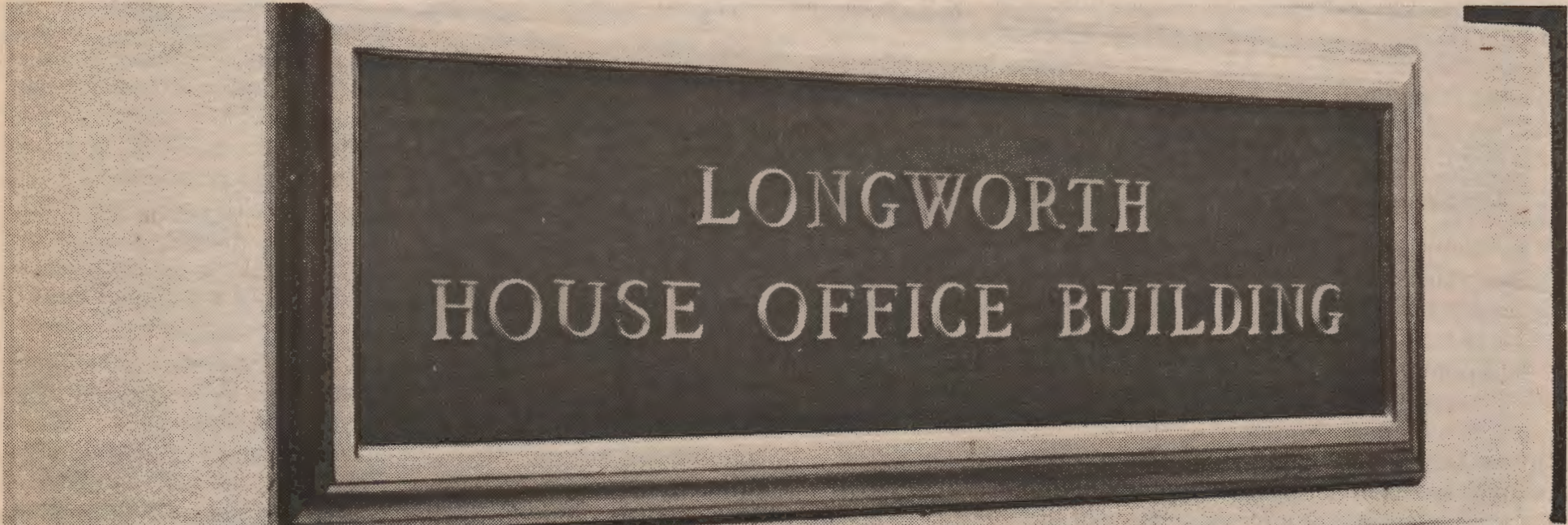
In 1983, the administration put forth a proposal which would grant a blanket waiver permitting subsidy built tankers to enter the Jones Act trade on a permanent basis on the condition that they pay back their construction differential subsidies (CDS). The SIU has strongly opposed the Department of Transportation's proposal at both the administrative and legislative level. If implemented, the proposal would have devastating consequences for the construction and operation of vessels in the Jones Act trades, resulting in significant unemployment, and, the effective elimination of U.S.-flag tanker participation in the foreign trades.

The SIU was able to win an extension of the CDS payback ban until May 15, 1985 when both houses approved a conference version of the State, Justice and Commerce departments' appropriations.

### Defense Maritime Commission

Two House subcommittees have held hearings on the establishment of a commission to study the defense role of the

(Continued on Next Page.)



LONGWORTH  
HOUSE OFFICE BUILDING



# The SIU Represents Your Interests in Washington

(From Previous Page.)

merchant marine. In its testimony, the SIU stressed that only highly capable individuals should serve on the commission and that substantial effort should be directed toward advertising the findings, so that the commission's work will not be wasted.

The SIU stressed the need for the committee to make recommendations with teeth and recommendations to develop the merchant fleet for defense needs because currently the merchant fleet cannot fulfill its defense role.

The commission legislation was attached as an amendment to both House and Senate Defense Department authorizations which remain in conference.

## Dredging

In 1978, Congress ordered the government to conduct a study the result of which concluded that the private dredging industry could handle most federal dredging projects. The SIU has encouraged the Army Corps of Engineers to reduce its role. Also, the SIU has worked with the Small Business Administration (SBA) to ensure that small dredging concerns would be eligible to participate in SBA aid programs.

## Government Impelled Cargo

Government-impelled cargo laws require that at least 50 percent of government cargoes be carried on U.S.-flag ships. Unfortunately, many government agencies have tried to evade this law. For example, the United States Department of Agriculture (USDA), the General Services Administration, the Department of Energy, the Agency for International Development, and even the Maritime Administration have all been involved in deals where cargo preference compliance was avoided. In each case, the SIU has notified Congress and/or met with officials in the Administration to combat these attempts. In one case, USDA's Blended Credit Program, the SIU joined with other maritime organizations in filing suit against USDA and the Department of Transportation to ensure cargo preference compliance. The court is

not expected to hand down a decision this summer.

There were several other areas where foes attacked current cargo preference programs. A Senate resolution to not expand cargo preference was beaten by the SIU and maritime allies. Another amendment would have allowed foreign-flag ships to carry American military cargo

cargo preference laws. It is highly unlikely that there will be further consideration of these proposals. Conversely, the SIUNA has promoted legislation introduced by Rep. Walter Jones (D-NC) and senators Ted Stevens (R-Alaska) and Daniel Inouye (D-Hawaii) which would clarify existing cargo preference statutes and expand U.S.-flag re-

## Health Care for the Unemployed

At the strong urging of the SIU and other AFL-CIO unions, the House passed a bill which extends health insurance for unemployed workers who do not qualify for Medicare. It also authorizes block grants to states and hospitals to help uninsured and needy workers. The Senate has reported the bill out of committee, but the full Senate has not voted on the issue and Reagan has threatened to veto the legislation if passed.

## Jones Act

The Jones Act, which reserves domestic waterborne trade to U.S.-built, and U.S.-crewed vessels, has had more positive impact on the domestic maritime industry than any other law on the books today.

Occasionally, an interested party, or special interest group, will request a waiver which would allow foreign-flag participation in the domestic trades. For example, in October 1982, we worked to ensure that a request by a Canadian company for a Jones Act waiver was denied. The company wanted the right to use foreign-flag self-unloading vessels to top off partially loaded coal supercolliers anchored in the Delaware Bay. An identical request was again denied this February.

Traditionally, the incineration of hazardous wastes at sea has not come under the jurisdiction of the Jones Act. In 1982, this inequity was changed with the full support of the SIU. Although two foreign-flag vessels will be allowed to remain in the trade under stringent Coast Guard requirements, all new vessels for this purpose must be U.S.-built, U.S.-flag, and U.S.-manned.

As originally written, the Jones Act contains a loophole known as the Alaska Third Proviso which allows foreign-flag vessels to transport American cargoes from the continental United States to Alaska via Canadian ports, as long as a portion of the point-to-point movement is over Canadian rail lines. Several foreign companies are considering using this loophole to avoid using U.S.-flag ships by moving cargoes by rail to Canada, rather than to the Pacific Northwest,

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to Iceland, that was also defeated. The administration's attempt to exempt the Cash Transfer program with Israel from cargo preference laws was prevented after heavy lobbying pressure by the SIU. And an effort by the Agency for International Development to circumvent PL-480 laws by not counting Great Lakes grain shipments in the 50 percent requirement was reversed.

There have been legislative proposals to change government impelled cargo laws which would both help and hurt the U.S.-flag fleet. The SIU has actively fought attempts either to limit or completely eliminate

requirements under existing cargo preference laws.

The SIU was able to win another victory for American-flag ships when an attempt by the administration cut the fill rate of the nation's Strategic Petroleum Reserve (SPR) was defeated. The administration proposed to fill the SPR at only 145,000 barrels a day, but thanks to the SIU and maritime supporters the fill rate was increased to 185,000 barrels which means more oil for U.S.-flag tankers.

All those bills have been through the hearing stage and face possible markup before next session.



### ILA'S Charges Against SIU

August 6, 1984

TO: Members of the Executive Council, AFL-CIO  
Dear Sirs & Brothers:

I am bringing to the attention of the members of the Executive Council a matter which I consider to be of the greatest importance. It affects not only the ILA but each and every one of you as leaders of your respective Unions as well as all other affiliates that comprise our great Federation. It is the basic question of the meaning of our unity and our ability to exist alongside one another for the common good. In its simplest sense, it goes to the very preservation of brotherhood and resistance to the anti-labor tactics of our employers.

The AFL-CIO's Constitution provides that the integrity of each affiliate is supposed to be maintained and preserved (Article III, Section 4). A requirement of membership is for each affiliate to

### These Are the Facts

August 17, 1984

Lane Kirkland  
President  
Thomas Donohue,  
Secretary-Treasurer  
Members of the Executive  
Council, AFL-CIO

Dear Sirs and Brothers:

As president of the Seafarers International Union of North America, this letter constitutes our reply to International Longshoreman's Association President Gleason's August 6, 1984 letter addressed to members of the Council.

President Gleason has, over the past two years, engaged in a studied program of vilification of the SIU and its officers without cause or justification. As we shall show hereafter, this is a

## YOU BE THE JUDGE

"respect" the established work relationships and collective bargaining relationships of every other affiliate (Article III, Section 4 and Article XX, Sections 2 and 3). These are defined in Article XX as situations in which an affiliate's members have customarily performed work at a particular place or for a particular employer or where a local has been certified or recognized by an employer as the collective bargaining representative of its employees, who, over a course of time, have dealt with one another and built up their relationships. Indeed, Section 3 of Article XX expressly prohibits an affiliate from entering into an agreement or collusion with any employer in order to obtain work for its members to the detriment of another affiliate which already has an established work relationship, except with the consent of that affiliate. But there can be other circumstances that call for exercising "respect," which I will demonstrate for you.

It is a sad commentary that one of the Federation's affiliates has ignored both the letter and the spirit of these fundamental rules that make our peaceful co-existence and progress as an organization possible. It is the Seafarers' International Union, whose President happens to be the head of the AFL-CIO's Maritime Trades Department. Over the years, the SIU and the ILA have had their skirmishes. We have been able to resolve or live with them because of the greater importance of our own relationships and the knowledge that, as the saying goes, you win some and you lose some. However, this no longer is the case, as the SIU has now gone too far in undermining our relationship and in substituting its own inferior contracts for those won by the ILA for its members.

Beginning in 1982, the SIU declared open season on the ILA. It began as a serious intrusion into the port-wide work relationships of the ILA in the Port of Philadelphia where our members have performed virtually all longshore work for a dozen stevedores all over the port for decades. What at first appeared to be an isolated incident, soon showed itself to actually be a pattern of conduct. It again occurred on the Great Lakes and recently spread out along the Eastern and Gulf Coasts of the United States from New York to Houston. The SIU is outright supporting an ILA employer seeking to avoid our representation and contracts. Its *sub rosa* collusion with it has advanced to the point where its assistance

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continuation of a condition which has its roots going back almost 30 years. It is indeed unfortunate that the ILA has embarked upon such an orchestrated program for as we will show, there is no rational or constitutional justification for the same (Exhibit 1).

In the course of this unfortunate undertaking, President Gleason has attempted to intimidate the Executive Officers of the Federation; impugn the integrity of both the President of the Seafarers International Union of North America as well as the AFL-CIO Maritime Trades Department. In furthering this vicious assault, the ILA has sought to make subject to the AFL-CIO's Article XX Constitutional Provisions matters not arising thereunder or which were ever processed pursuant to the provisions thereof. To accuse an affiliate of "Sub Rosa collusion" with an employer as ILA has done here, and then fail to support such charge by appropriate evidence is the height of recklessness. We shall now place the issues in proper perspective.

\* \* \*

The SIU for many years has been the collective bargaining representative for the marine personnel employed aboard Crowley Towing and Transportation Company (Crowley) tugboats. Such vessels whose personnel is represented by the SIU operate in lower California, the Gulf of Mexico, Caribbean, and the U.S. Atlantic Coast.

In connection with Crowley's above operations, it maintains an installation at Jacksonville, Florida where the barges propelled by the tugs are loaded and unloaded before going to and from the Caribbean. Several years ago, an SIU affiliate was successful in securing adequate pledge cards from Crowley Jacksonville Terminal employees to file a petition with the NLRB for certification. ILA personnel, including its executive officers, requested that SIU defer to the ILA for jurisdictional purposes and withdraw its petition, permitting ILA to secure their representation. SIU acceded to that request. Not only did ILA fail in its organizing effort, but more significantly so neglected this effort that the result was the Teamsters organized the employees and since that time to date have been their collective bargaining representative.

Several years thereafter, in early 1982, Crowley, through its TMT affiliate, subsequently opened another container terminal at

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# ILA'S Charges Against SIU

and side-stepping of its jurisdiction and obligations have contributed to what is developing into a life and death struggle for the ILA.

Certainly, this is something that we cannot ignore. *I submit that you cannot ignore it either.* If you sit back and allow it to happen to us today, then you will be making your own unions vulnerable to what can happen to them tomorrow where and when you least expect it, and from another affiliate you once trusted.

The critical events that have caused me to bring this matter before you are, briefly, as follows:

For more than the past 50 years, ILA local unions in the Port of Philadelphia have represented longshoremen involved in all phases of loading and unloading vessels, including roll on/roll off, barges, bulk and general cargo. Since the early 1960's, containers have also been handled by ILA longshoremen as in all other

# These Are the Facts

Petty's Island, New Jersey. At that location, which had been abandoned for almost 15 to 20 years, TMT, after construction, opened a new container operation as a port stop for the Crowley tugs represented by the SIU. As a result of SIU's personnel visits to that location, one of its affiliates was able to organize the terminal employees as a consequence of which it secured recognition and bargained an agreement. ILA, notwithstanding its failure to organize and represent the Jacksonville employees at the above Crowley TMT installation several years prior, even after SIU withdrew to accommodate them, then complained of SIU's affiliate organizational activities at Petty's Island claiming such was their traditional jurisdiction.

With total disregard for the established legal relationship and requirements of law, ILA picketed the Petty's Island installation and engaged in other serious unlawful conduct. The record shows that as a consequence of ILA's conduct, the employer filed unfair

## YOU BE THE JUDGE

ports. As you all know, our union has fought hard to hold on to that work with ongoing litigation over the past 11 years. Our locals struggled and bargained to develop decent working standards and conditions for their members, including guaranteed annual wages and other landmark benefits, in that port and in 35 others.

Located on the Camden, New Jersey side of the port and connected to the shore by a narrow causeway is Petty's Island. Prior to the Korean War, and from time to time thereafter, longshore operations have been conducted on the Island using ILA labor exclusively.

In January, 1982, Trailer Marine Transport Corp. ("TMT"), came onto the Island. TMT is owned by Joseph Crowley as part of his great maritime empire of ocean vessels, tugs, barges and terminals. The empire extends from the West Coast to Lake Charles, Louisiana and to the Port of Jacksonville, Florida where Crowley's terminal outfits, TOPS and TMT, respectively, handle some longshore operations, with employees who are members of the International Brotherhood of Teamsters under sub-ILA standards.

Consequently, when the ILA delegates in Philadelphia heard that TMT was going to work on Petty's Island, they went over to the Island to learn about the operations and to organize TMT's employees. TMT's manager denied that his people were going to do longshoring and refused to let them see its men. He kept them away on the following day when they observed a TMT barge from Puerto Rico moving up the river to Petty's Island. They attempted to reach the SIU's port agent to find out what was happening, since SIU's members work the tugboats that move the barges around the port. They left a message *but the SIU agent did not call back for six days.* ILA's representatives later learned that the company signed up with the SIU. Meanwhile, the ILA, believing that the company was playing some game, set up an informational picket line near the entrance to the Island. TMT filed charges with the NLRB, which proceeded to obtain an injunction against the picketing. In the course of the NLRB hearings that followed, the SIU pursued a story that its port agent refused to allow his members to dock the barge unless he was given recognition by TMT. He claimed to have amazingly signed up all ten men "on the spot" and the company instantly recognized him. All this just did not ring true to our people. After the hearings had closed, the ILA's counsel moved to reopen the record on the basis of new information which strongly indicated that TMT's employees were not hired locally but that most of them were brought in from outside the port prior to setting up shop. The Board refused to reopen the record and the Court of Appeals went along with the Board.

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labor practice charges with the NLRB, which then secured a Federal Court injunction, prohibiting the ILA from picketing for recognition at a time when another labor organization, here the SIU's affiliate, was the lawful established bargaining agent.

Labor Board proceedings were then held before an Administrative Law Judge who found that the SIU affiliate acted lawfully and properly in organizing the employees and in bargaining a contract; also found was that the ILA improperly sought recognition and also engaged in a jurisdictional dispute and then found that the work involved was not properly that of the ILA but to the contrary work properly assigned to the SIU affiliate members. These Law Judge findings proceeded to the full NLRB, the constituency of which was not the present composition but former members appointed by Democratic Presidents. The Board unanimously affirmed the Law Judges' findings and decision in all respects. Not satisfied with the foregoing, the ILA then appealed to the U.S. Court of Appeals, 3rd Circuit, alleging some phoney newly discovered evidence gimmick. The Court would have none of this and found that the Board was correct in all respects in their ruling against the ILA.

The ILA's Gleason would have us now believe that somehow or other all the above Judges and Labor Board members were incompetent or somehow naive as to not recognize the law or facts present. As usual with ILA's Gleason, everybody else is wrong but him.

At this juncture, in mid 1982, ILA sought AFL-CIO President Kirkland's intervention through his good offices. As described hereafter, there has been in effect for several years disputes between the ILA and the SIU relative to the ILA's conduct upon the Great Lakes as well as ILA's Affiliate Agreements which contractually precluded SIU's exercise of long-established jurisdiction. Utilizing his good offices, President Kirkland heard the disputes but was unable to resolve all the disputes between the parties. And it is part of the results of President Kirkland's efforts to settle these disputes by the use of his good offices, but only part, which ILA's Gleason has continuously sought to be enforced under Article XX. Notwithstanding it is not and never was an Article XX proceeding.

To place the multiple issues at hand in proper focus, one of necessity must delve into the background.

\* \* \*

As some of the Council members may recall, approximately 30 years ago in the early 1950's the then AFL expelled the ILA for violation of basic trade union principles. With such expulsion, the AFL commenced an organizational campaign by its newly chartered affiliate to win the loyalties of the longshoremen. As trustees for the fledgling new affiliate, the Federation's Executive

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# ILA'S Charges Against SIU

While the NLRB may be following its bureaucratic rules, I am sure that as a sophisticated labor leader you can appreciate what really happened. The SIU came in by the back door, through a prior understanding with the Crowley organization and TMT. I made several strenuous efforts to approach the SIU to do what was right, pointing out that the containers on wheels handled by the TMT employees on and off the barges on Petty's Island were no different from the containers historically handled by the ILA longshoremen throughout the Port of Philadelphia. My arguments fell on deaf ears. I appealed to President Kirkland in April, 1982. I enclosed a comparison of the contractual terms and conditions of the ILA and TMT employees in the Port of Philadelphia which clearly showed how the SIU was undercutting the ILA's working conditions and put our members who work for competing lines in the Puerto Rican trade at a disadvantage which was and threatening their livelihood. (See Exhibit A-1 with attachments.)

While this matter was pending before President Kirkland, the

# These Are the Facts

Council appointed three trustees—Dave Beck of the Teamsters, Al Hayes of the Machinists, and Paul Hall of the SIU.

Because the SIU was the front-line union on the waterfront, to it fell the primary responsibility of the day-to-day campaign. Gleason was one of the ILA representatives at that time period.

Several years thereafter, ILA was readmitted to the then AFL-CIO. Unfortunately, in such AFL vs. ILA efforts, events occurred which created ILA animosity against the SIU which continues to date.

Within a few years thereafter, initially through efforts of its affiliate in Mobile, Alabama, the ILA commenced the manifestation of its animosity when it sought to displace the SIU tugboat fleet in that port. Working with certain stevedoring companies, the ILA aided and abetted those companies in an anti-trust law suit against the SIU and its contracted employers. SIU defended and cross-claimed against the stevedoring companies and their ILA affiliate ally. The ILA then filed an Article XX charge

## YOU BE THE JUDGE

SIU was moving in on an ILA affiliate on the Great Lakes. Since 1960, the Licensed Tugmen's and Pilots' Protective Association of America ("LTPPA"), an ILA affiliate, has represented the licensed crewmen, including deck and engineering officers, aboard tugs operated by subsidiaries of Hannah Holding Corp. and James A. Hannah, Inc. (See agreements at Exhibit B-1.) These companies are run by James Hannah and his son, Donald and other common officers. Hannah's tugs tow barges primarily owned, operated or chartered by Hannah Marine Co., across the Great Lakes and within Lake harbors. The SIU has represented the unlicensed employees aboard these various tugs on the Great Lakes as well as both deck and unlicensed crew members on tugs owned and operated by Tampa Tugs Corp. in the Gulf of Mexico. There had been dealings between the two employers over the years.

In the spring of 1981, a Tampa Tugs vessel was moved to the Great Lakes. The SIU entered into a modified collective bargaining agreement to cover different terms and conditions of its personnel while working on the Great Lakes. The LTPPA's President was under the impression that the tug was to be operated by the Hannah organization. However, Donald C. Hannah consciously misrepresented to him that it had no connection with his firm, and that the LTPPA's contract did not apply.

Lo and behold, in the spring of 1982, certain laid up tugs operated by the Hannah Company resumed service, but this time under Tampa Tugs' flag. Meanwhile, a formerly chartered Hannah tug went back on Lake Michigan, also for Tampa Tugs. These vessels were now being manned "top to bottom" by SIU-represented crews. Several of the LTPPA's members, with their backs to the wall, felt compelled to switch over to the SIU in order to obtain employment. As a result, the hours worked by the ILA personnel for Hannah Marine dropped drastically over the following months to the point where by September 1982, no hours were reported for LTPPA's members on Hannah Marine's tugs.

An extensive investigation by the ILA of corporate affiliations, log books, and other revealing documents uncovered that the Hannah group of companies and Tampa Tugs were owned and run by the very same people. Interlocking directorates as well as a record of interconnected operations showed that the ILA's representatives had been conned while the company was handing over the Hannah tugs to the SIU. In return, the employer was permitted by the SIU to reduce its manning levels. It appears that the ILA officials' resistance to this demand by the employer and the SIU's willingness to comply was an important factor in this turnover.

In my letter of April 19, 1982 (Exhibit A-1), before the evidence  
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claiming that SIU utilized court proceedings whereas under Article XX it was confined solely to Article XX remedies. The Article XX hearing and determination by then umpire Kleeb set forth all the facts relevant to the above issues including the finding that charged ILA with having aided and abetted the stevedoring companies. The Umpire further found no Article XX violation by SIU, as it was merely defending itself against the conduct of employers, in which the ILA affiliate was involved and this was a proper and defensive activity. As a consequence of the Umpire's decision, and a successful U.S. Court of Appeals Fifth Circuit decision, SIU was able to repel the stevedoring lawsuit and defeat the raid. That case is reported under Article XX as *Tugboat, Inc. Case Number 74-34*. In the light of the above decision, it comes with ill grace for the ILA, found to have aided and abetted an employer to attack an AFL-CIO affiliate, the SIU, to now claim and more significantly so, without a speck of credible evidence or proof, that SIU has engaged in such conduct against the ILA.

The ILA presentation attempts to make much of the fact of findings by an Article XX umpire against the SIU in the case of *Hannah Marine*. A reading of the determination demonstrates ILA's shading of the facts and result. There SIU had organized seamen employed by Tampa Tugs, located in the Gulf. ILA's affiliate, Local 333, attempted to raid the SIU. The Labor Board ruled that the SIU's recognition and its then bargaining for a contract precluded the ILA affiliate's petition. Thereafter, the SIU, after a strike against Tampa Tugs, concluded a satisfactory agreement.

The following summer some of Tampa Tug's boats were transferred to the Great Lakes and in connection therewith, boats of Hannah Marine were intermingled in the Tampa Tug fleet, bringing about Article XX charges by the ILA. The intermingling of the equipment was by several companies all having the same ownership. An ILA affiliate had an agreement with Hannah Marine for some of this equipment, limited to the licensed personnel onboard the tugs. The umpire found that to the extent these Hannah Marine vessels were comingled, there was an Article XX violation. However with respect to those vessels which were Tampa Tug vessels, there was no violation. The SIU fully complied with the umpire's determination. ILA nevertheless asked for sanctions. A Subcommittee of the AFL-CIO Executive Council, consisting of Secretary-Treasurer Donohue and Vice Presidents Boede and McEntee, after carefully considering the evidence, concluded that SIU had fully and completely complied with the umpire's determination and was not found to be in noncompliance with the umpire's determination (Exhibit 2).

Unhappy with the Executive Council Subcommittee's decision  
(Continued on Next Page.)



# ILA'S Charges Against SIU

was all in on Hannah, I had alerted President Kirkland to what we had suspected. I called it a "growing pattern of deliberate hostilities by one AFL-CIO affiliate against another" at "a critical point in our Federation's history when we are setting out to organize the unorganized, *not* to displace the unorganized." I found it "all the more shameful that the affiliate at fault is led by the President of the Maritime Trades Department who certainly should know better."

On November 26, 1982, I reduced our complaints against the SIU on the Great Lakes to formal charges under Article XX (See Exhibit B-2). This resulted in a determination in June 1983 by an AFL-CIO Impartial Umpire who found substance to the ILA's allegations and who determined that the SIU was in violation of both Section 2 and 3 of Article XX (Exhibit B-3). He recognized that Tampa Tugs was clearly a "alter ego" of Hannah Marine and that the LTPPA's "protected relationship was not destroyed by the change in ownership or charter of the tugs in question."

## YOU BE THE JUDGE

In the intervening period, on April 20, 1983, President Kirkland handed down a "final and binding, determination" in the TMT dispute. He concluded that the SIU's Philadelphia affiliate "should disclaim its representation rights at TMT Corporation, Petty's Island, Camden, New Jersey." His decision was premised on my own assurances that if the ILA secured representation rights, then we would take all necessary steps to make sure that no one represented by the SIU on the island would be adversely affected by the change in representation. (See Exhibit A-2)

The SIU's reaction to the two decisions was one that may be termed "passive resistance." The SIU never actually disclaimed its affiliate's representation of the employees on Petty's Island and continues to represent them to this time. The ILA's efforts to meet with Mr. Crowley went unanswered, while the SIU failed to extend any help to the ILA to obtain recognition as contemplated by President Kirkland's letter (See Exhibit A-3). As you will shortly see, the SIU's refusal to honor President Kirkland's decision would later have a far reaching, domino-like effect upon the ILA.

The SIU similarly disregarded the essence of the Impartial Umpire's award. It appealed his determination while continuing to flout it (Exhibit B-4). After the appeal was denied, the ILA requested compliance (See Exhibit B-5). The SIU made a feeble attempt at disclaimer (See Exhibit B-6), which was rejected by the employer who then attempted to divide the two AFL-CIO affiliates from the employees (See Letter, September 16, 1983, Exhibit B-8). The SIU failed and refused to follow through with a *bona fide* effort to comply with the Umpire's determination. In the meantime the employer rushed in to fill the gap until it can again deal with the SIU openly.

The ILA then requested the imposition of sanctions under Sections 14 and 15 of Article XX (Exhibit B-9). A hearing was held before an Executive Council subcommittee. The SIU created a smokescreen of legal arguments on its supposed liabilities if it attempted to do anything further to implement the Umpire's award. The subcommittee backed off and evidently accepted the SIU's representations at face value when it refused to recommend sanctions. (Exhibit B-10)

I submit that the subcommittee did not carry out its mandate to uphold the integrity of an Article XX decision that was sound in all respects and that it allowed the SIU to give it mere lip service. This flies in the face of the whole purpose of Article XX and will encourage future violators of Article XX to avoid compliance by sitting back and raising all sorts of arguments whenever they are caught redhanded. I do not believe that the members of the Executive Council, sitting as a whole body, will

(Continued on Next Page.)

# These Are the Facts

on the merits, ILA's Gleason, in his usual form, using his purple prose, condemned the members of that Subcommittee, members of this Council. For on page 7 of his August 6, 1984 letter to this Council, he accused the SIU of creating a smoke screen of legal arguments and purportedly smoke therefrom clouded the committee's vision—for he then states "the subcommittee backed off and evidently accepted the SIU's representations at face value when it refused to recommend sanctions". Not satisfied with that thrust, he then indicted them for failing to carry out their responsibilities, by charging:

**"I submit that the Subcommittee did not carry out its mandate to uphold the integrity of an Article XX decision that was sound in all respects and that it allowed the SIU to give it mere lip service."**

Then he concluded with this attack:

**"I do not believe that members of the Executive Council, sitting as a whole body, will be taken in by such Flim-Flam."**

Unfortunately, the Flim-Flammer here is Gleason. Apparently not satisfied in subjecting and criticizing, the SIU, its President; the MTD, its President; and the President and Secretary-Treasurer of the AFL-CIO, Brother Gleason now adds to his condemnation two members of a Council Subcommittee who participated as the Subcommittee Hearing body. Welcome aboard Brothers Boede and McEntee. Again Gleason demonstrates his consistency that if you don't agree with him, something must be wrong with you. We would also remind Gleason that making statements that tend to hold affiliates in disrepute is contrary to AFL-CIO's spirit and policy. See Article XX, Section 5, as an example.

However, more significant in connection with the issues leading to the present dispute is a pattern of conduct engaged in by the ILA which has been the subject of much discussion between the parties, the Federation Officers, as well as Council members. Gleason claims the SIU has engaged in a course of conduct which he equates as raids upon the ILA. Unfortunately, he's gotten the parties confused because it has been the ILA which the record conclusively demonstrates has been the organization that has engaged in multiple and continuous raids upon the SIU and has been so found by many Article XX Umpires. Examples of such instances are as follows:

- *Sealand-Hampton Roads, Case #79-9*, where ILA was found to have raided SIU's Article XX rights in Virginia, with respect to Sections 2 & 3;

- *Sealand-Port Everglades, Case #79-61*, again where the Umpire found ILA violated SIU's Article XX rights;

- *Crowley Towing and Transportation, Case #80-3*, ILA again found guilty of having violated SIU Article XX rights.

- *S.S. Buckeye, Case #81-1*, where ILA has been found to have violated SIU's Article XX rights upon the Great Lakes.

- In addition, there are two present cases before umpires on complaints filed by the SIU against the ILA. One is in connection with McAllister Brothers—Outreach where ILA's affiliate is accused of violating SIU rights among tugboat workers in the port of Baltimore, which is to be heard by the Umpire on August 16, 1984. Another is Bob-Lo Company, where the ILA is accused that its affiliate MMP again violated the SIU's Article XX rights aboard vessels on the Great Lakes and which also is to be heard shortly.

The foregoing record unquestionably refutes the ILA's contention that SIU over the years has engaged in a course of conduct of raiding the ILA. The only case involving such conduct is the

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# ILA'S Charges Against SIU

be taken in by such flim-flam. Along with that which I will propose hereafter, I am asking you to examine what happened in the Hannah Marine situation on your own motion. Unless you agree, then the subcommittee's ruling will continue to discredit and undermine the purposes of Article XX, by setting a dangerous and contrary precedent. The SIU's impunity found its ultimate expression on February 8, 1984, when Delta Steamship Lines, long-time longshore employer, suddenly turned against the ILA.

In late 1982, Joe Crowley, the same tycoon who owns TMT and TOPS, bought Delta from Holiday Inns for a song. He immediately embarked on a master plan to rid himself not only of unions with which he doesn't prefer to deal, such as the ILA, but of all union-represented Americans in his conglomerate's employ.

First, Crowley applied to the Maritime Administration to let him out of most of his Operating Differential Subsidies ("ODS") agreements, while permitting him to scuttle a goodly number of Delta ships. The ODS's are primarily used to subsidize or supplement American seamen's wages on American flag vessels, in order to keep our ships in certain key foreign trades. Delta proposed to replace the present vessels with more modern craft,

# These Are the Facts

case involving Hannah Marine in which the SIU was in partial violation and complied with the determination.

There is, however, more serious conduct in the nature of charges with respect to ILA's conduct. This has been the subject of a meeting with three members of the Executive Council. Evidence was there presented demonstrating ILA's nefarious and non-trade union conduct.

For upwards of 25 years, SIU has been the exclusive collective bargaining unit representative of the unlicensed seamen employed on vessels owned or operated by Great Lakes Towing Company (GLTC). Simultaneously during this period, the ILA, through its licensed tugboatmen union affiliate, has represented the licensed officers on the GLTC boats. As a result of conduct by the ILA in authorizing and permitting the making of collective bargaining agreements by another ILA affiliate with other companies upon terms and conditions of employment substantially less than that of Great Lakes Towing Company tugs, the employment opportunities of both SIU members and the ILA's affiliated licensed tugboatmen have substantially declined. However, what is most surprising and disturbing is the manner in which this has been done by the ILA.

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manned by drastically reduced crews. Crowley arrogantly sought over half a billion dollars from the Government for the privilege of buying him out and enabling him to cut his subsidiary's labor costs.

Along with other industry brethren, I opposed this outrageous scam. I asked Congress to investigate this illegal proposal before—not after—the fact. (See Exhibit C) A hearing has already been held and this part of Crowley's grand plan has meanwhile come to a halt.

The next move on his schedule was to pull Delta out of several employer bargaining associations and away from all customary ILA ports. However, Delta did not act until February, 1984, *after* it had already subscribed to the ILA-Association Agreement in September, 1983, covering 36 ports from Maine to Texas. (Exhibit D-1) It balked at signing a further agreement and used this as an excuse for ignoring its earlier commitment in order to walk away from the ILA altogether.

Crowley's scheme vitally depended on his ability to service the cargo aboard Delta's vessels at his non-ILA land-based facilities. He proceeded in a lightning series of steps:

(1) He moved containers and barges from Houston, Texas to his TOPS terminal in Lake Charles, Louisiana where TOPS' Teamsters handled all longshoring. (See Exhibit D-2)

(2) In Jacksonville, Florida, Delta bypassed its traditional dealings with the ILA's local members (See, e.g., Exhibit D-3). It arranged for containers aboard the vessel Santa Rosa to be discharged and loaded to and from barges (moved by Crowley tugs) *in mid-stream*. Teamsters in the employ of TMT of Jacksonville (See Exhibit D-3) operated the cranes, but only under the guidance, supervision and assistance of members of an SIU riding crew who normally serviced the cranes in the South American phases of the vessel's past voyages. Hundreds of additional Delta containers have since been handled dockside by TMT's Teamster members, while at least one other vessel had the assistance of SIU personnel in the operation of its cranes. (See Exhibit D-5).

(3) When Delta's vessels arrived at their home port in Philadelphia, they were diverted from their regular ILA terminal to Petty's Island. There, members of the SIU's affiliate had prepared containers transferred from ILA terminals for loading aboard Delta ships by Teamster labor, including crane operators, employed by Crowley's TOPS division. They also processed con-

It began when Lakes tugboat companies known as Seaway Towing, Inc. and North American Towing were taken over by one Anthony Rico acting as Vice President and Secretary (Exhibit 3). This occurred in about 1980. Coincidentally Mr. Rico is the President of Upper Great Lakes Pilots, Inc., an ILA affiliate. Equally shocking is that Jennifer D. Broome is not only the controller of Upper Great Lakes Pilots, Inc., (Exhibit 4), but also the Treasurer of Seaway Towing, Inc. and North American Towing (Exhibit 5). And to top it off, Mrs. Broome is also the Secretary-Treasurer of ILA Local 2010 (Exhibit 4). In support of these statements, we have submitted as exhibits photocopies of the cards of Captain Rico and Mrs. Broome together with a mailing envelope of ILA Local 2010 as well as a Dun and Bradstreet report setting forth the officers of North American Towing Company and Seaway Towing. To be noted on the latter document is that Mrs. Broome is the Secretary-Treasurer of the ILA Local 2010 and the tug crews are represented by same Local 2010. We also attach the minutes of a June 17, 1981 meeting of the Great Lakes Shipping Association which refers to the cut rates available from North American Towing Tugs crewed by ILA crews, in comparison to Great Lakes Towing Company tugs manned by joint ILA/SIU crews (Exhibit 6). Finally, we attach a Journal of Commerce column explaining the unusual nature of the relationship of the parties in this business venture and we submit it is this sort of relationship operating under substandard contracts which is undercutting not only the SIU's contract, but also ILA's own licensed tugboatmen (Exhibit 7). Is this what Gleason means when he proclaims ILA is representative of AFL-CIO trade unionism?

A further example of the sort of substandard contracts made by ILA for seamen working upon the Great Lakes is the agreement between the Lakes Pilots Association, Inc. and Interlakes Pilots, District #2, Local 1921, ILA (Exhibit 8). Under this agreement, the Lakes Pilots Association, Inc., who are MMP members and an ILA affiliate have entered into a collective bargaining agreement with a sister ILA Local 1921, covering the seamen who operate the pilot boats. An examination of this contract shows that the company, the Pilot Association, pays the employees initiation fees, assessments and membership dues; that the company fringe benefits constitute paid hospitalization and life insurance of \$5,000.00; and for a 12-hour day deckhands can receive for a full week's work of at least 60 hours the magnificent sum of \$175.00

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# ILA'S Charges Against SIU

tainers discharged by the Teamsters.

(4) In Charleston, South Carolina where Delta had always used ILA stevedores, it set up an off-pier facility to receive and discharge containerized cargo.

ILA did not sit back. It filed contract grievances against Delta before the appropriate panels. (See, e.g. Exhibit D-6) Delta refused to appear. When the ILA moved to enforce the panels' awards, Delta counterattacked in Federal Court where these cases are still being hotly litigated.

The ILA also filed an Article XX charge with the AFL-CIO, which is pending before an impartial Umpire. (Exhibit D-7) Much of the information contained in this letter regarding SIU's assistance to Delta surfaced during the course of the hearing. It is now clear that SIU officials and involved members were aware from the very outset of ILA's dispute with Delta on its attempt to break away. It appears that though the SIU knew that it was being used to help carry out Crowley's plan, it filed no protests or grievances but continued to work hand-in-hand with Delta, either by side-stepping in favor of the Teamsters or actually initiating the Teamster members into their newly-found longshore work. The SIU has played coy by ordering its members not to

# These Are the Facts

per week, less than minimum wage, and operators \$250.00.

Further evidence of ILA's two-pot system—their inferior agreements—is the letter from the Great Lakes Towing Company to ILA's Captain Bernard Fitzpatrick dated June 29, 1984 (Exhibit 9). That letter makes clear that more favorable contracts are being given to Gaelic Tugboat Company and other Lake Companies that are represented by the Licensed Tugmen of the ILA as distinguished from Fitzpatrick's ILA affiliate, which represents the licensed personnel at Great Lakes Towing Company. These issues have been the subject of differences and disputes between the SIU and ILA over the past many years and notwithstanding the same, ILA persists in the conduct described above to the severe detriment of SIU members upon the Lakes.

It is beyond question that at all times the resolution of the disputes between ILA and SIU relative to the TMT Terminal at Petty's Island and the problem on the Great Lakes as to ILA's conduct were and are interrelated and depend upon each other for their resolution (Exhibit 10). The minutes of a meeting held between the parties and members of the AFL-CIO Executive Council at AFL-CIO Headquarters on July 6, 1982, copies of which are in the files of the AFL-CIO and available to Council Members, reflect this fact.

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“touch” Delta's equipment, while letting them make sure that the Teamsters are doing the work correctly and relinquishing to the Teamsters part, but not all, of their own contractual work. Their members are doing the rest of the container handling work that our own members have traditionally done.

Meanwhile, articles appearing in industry and daily papers have highlighted Joe Crowley's anti-ILA position and his success so far to evade our contract. (See Articles, Exhibit D-8) They point out the “enormous significance” of this battle to the ILA, in which it has the support of the more honorable carriers. They also show beyond question that Crowley is out to streamline his operation at organized labor's expense. It is only a matter of time before he turns all of his crews around, shipside and landside, from top of bottom.

All of this hasn't bothered the SIU. Its officials are content to deal with both Crowley and the Teamsters. This point was driven home to me and my colleagues in a meeting with Jackie Presser. The Teamster President at first led me to believe that he would not put up with a withdrawal that struck at the heart of all unions' labor management relations. (See Exhibit D-9) However, it appears that after speaking to the SIU, Presser backed off from his earlier position and now is refusing to cooperate.

In the meantime, I have written several times to President Kirkland, asking him to advise you of what was going on and to bring Brother Drozak and his cohorts to task for failing to respect the ILA's work under these very serious circumstances. Included among my recent appeals was a request for sanctions against the SIU for failing to abide by his ruling in the earlier TMT case, with effects that were being compounded in the present Delta confrontation. (See Exhibit A-4) His response, through Secretary-Treasurer Donahue, simply worked around the problem rather than deal with it forthrightly, so as to render his determination meaningless. He said he was only using his “good offices” and could not comply with my request because we had not followed the precise formalities in the book. (See Exhibit A-5 and compare with Exhibit A-2).

I find all this plainly ludicrous and offensive. It is a distortion of the essence of Articles III and XX and of the very meaning of the “respect” that he must know that the SIU is required to give the ILA. (Exhibit D-10) Though President Kirkland himself is a member of the MM&P, which has just been stabbed in the back by Crowley, apparently he either cannot bring himself to confront

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We note further Brother Gleason's failure to regulate the activity of its Masters, Mates, and Pilots affiliates viza the SIU. The Masters, Mates, and Pilots within the past several years is also engaged in a campaign to invade SIU's traditional jurisdiction, the traditional jurisdiction which Gleason claims on behalf of the ILA. Attached hereto is correspondence from the Masters, Mates, and Pilots demonstrating that with respect to the M/V Resolute, the MMP was representing unlicensed personnel notwithstanding its traditional jurisdiction is licensed personnel (Exhibit 11). With respect to the Valerie F, the attached exhibit demonstrates that again in proceedings before the National Labor Relations Board, the Masters, Mates, and Pilots was seeking to represent the unlicensed personnel notwithstanding their traditional jurisdiction is licensed personnel (Exhibit 12).

Going further, the ILA includes Local 6, a local that reportedly represents foreign seamen on foreign ships. When President Gleason talks about trade unionism and the necessary interrelationships that are involved, one of those areas is the ITF.

Yet through Local 6 and its President, a Mr. Perry, the ILA is in a position of defending the substandard contracts given by Mr. Perry and Local 6 to foreign shipowners that violate ITF guidelines.

Mr. Perry is a former Administrative Assistant to the National Maritime Union who was thrown out by that union and given a charter by the ILA. Mr. Perry and Local 6 then engaged in a controversy with the ITF over substandard contracts. In court proceedings, this ILA affiliates affidavits were characterized in the Journal of Commerce as bearing language “that might be expected from an irate shipowner rather than a union official” (Exhibit 13).

To our knowledge, ILA Local 6, and Mr. Perry are still part of the marine activities of the ILA.

Finally, with respect to this issue of traditional jurisdiction, a critical factor motivating the ILA is demonstrated by the terms of its constitution. ILA is a union which represents longshoremen. Nevertheless, under the ILA Constitution, it has created a separate division called the Marine Division. That Division is given a separate status and recognition with a vice president as well as other trappings of recognition. Under that banner that separate division, represents the Masters, Mates, and Pilots (MMP), which represents masters and mates aboard vessels as well as pilots; also represents marine engineers as well. Added thereto is its

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# ILA'S Charges Against SIU

the President of the Maritime Trades Department or, realizing that his determination in the TMT matter was ignored by the SIU, he feels powerless to accomplish anything.

Fortunately, the members of the Executive Council do not have to share his reluctance to deal with the SIU's shortcomings. They can and must take positive action. I am therefore requesting that you address this entire matter of the SIU's non-compliance and continuing defiance of its responsibilities as an affiliate of our Federation. I am asking you to direct the SIU to cease its misconduct and to support, rather than interfere with, the ILA in its monumental dispute with a determined runaway employer. If the Council should fail to act, then we might as well scrap these gut provisions of the AFL-CIO Constitution and the traditions built up over several decades. We'll then have to start a fresh ball game and go back to the old time hard-and-fast, no-holds-barred rules.

Which shall it be? I leave it up to you!

Fraternally yours,

Thomas W. Gleason  
International President

## These Are the Facts

Local 333 which represents licensed and unlicensed tugboatmen; and finally in addition, is its Licensed Tugboatmen affiliate representing licensed personnel aboard tugboats on the Lakes.

As a result, the ILA as an AFL-CIO affiliate has within its constitution an established rival deep sea, rivers, harbors and bay seamen unit to represent such classes of marine workers. This would be analogous to another AFL-CIO union setting up within its constitution a separate department to represent building trades personnel or a separate department representing food and commercial persons. And with this background, Gleason has the temerity to argue that the ILA organization is entitled to exclusivity of traditional jurisdiction.

We note with interest Gleason's concluding remark, his ascribing to the SIU the reasons for the Teamsters' refusal to cooperate with the ILA. As much as Gleason may attempt to obfuscate, divert attention from the truth, and hide from the facts, it remains that it is the fundamental dispute, set forth immediately hereafter, with its substantiating exhibit, which is the basis for their differences. Gleason knows better than to attempt such a ploy. For who but he knows better than anyone else that the dispute between his union and the Teamsters is the latter's contention that by the 50 mile rule, ILA has taken Teamsters' work. We attach hereto a recent article from the Journal of Commerce which demonstrates beyond a doubt the substance of our arguments (Exhibit 14).

It should also be pointed out that notwithstanding the SIU NLRB petition for certification at the TMT Terminal in Jacksonville, Florida, and its withdrawal to aid the ILA as stated above, so the ILA could be their representative, nevertheless ILA defaulted or was incompetent to accomplish the desired result—consequently the Teamsters represent the TMT Terminal at Jacksonville. And the same thing has occurred at other TMT terminals. For example at Lake Charles, Louisiana, the ILA made no efforts to organize the TMT employees there. They are now Teamster members. Similarly at Mobile, Alabama, ILA made no efforts to organize the terminal employees there. Again the Teamsters did organize it. And the same with the San Juan TMT Terminal, which is Teamsters. ILA's complaint against the SIU is really an excuse and a lame one as such for its inability to marshal its own management and organize these workers. Yet on the other hand, when SIU has been successful or if any other AFL-CIO union should be successful, ILA would expect them to

turn the membership over to the ILA.

\* \* \*

Before proceeding to address the pending Article XX charges brought by the ILA against the SIU involving Delta Line, we reemphasize the past Article XX proceedings between the SIU and the ILA.

This record makes clear, as our discussion above demonstrated, that the SIU was subjected to 5 raids by the ILA and in addition has two more pending charges awaiting a hearing before an Umpire against the ILA. On the other hand, applicable to the SIU, there was only one finding by an umpire against the SIU in favor of the ILA, the same limited to a partial finding under particular circumstances. A late beloved politician once said "let's look at the record". Now we suggest President Gleason do the same as instructed by the late Governor Al Smith.

There is presently pending before an Impartial Umpire the Delta complaint by ILA, charging that SIU violated ILA's Article XX rights. Hearings on this complaint were heard on three separate days and were recently concluded, with briefs to be filed by August 24, 1984. We do not propose nor do we think it appropriate to discuss that matter before this Council. We do not believe it is fair to prejudice any member of this council for in the event of any appeal from the Umpire's determination, members of this council, of necessity, will have to sit as an appellate body. For that reason, we do not discuss the merits of the pending Article XX Delta Case and we submit Article XX due process requires no less.

We recognize that Gleason, by his letter, as he has in the past, is engaged in a course of conduct representing an attempt to "condition" the record in an Article XX proceeding. He is also in effect attempting the old cliché of "salting" the record. Although affiliates may from time to time disagree with Article XX determinations, as we are sure many affiliates have, nevertheless the proceedings of Article XX must and have always been held inviolate. Nor should proceedings be subjected to pressures or persuasions by any affiliate. We intend to abide by that admonition. We would expect in the interest of basic trade unionism and adherence to constitutional precepts of the AFL-CIO, that ILA be instructed to do likewise.

We believe that our position before the Impartial Umpire in the present Delta case is correct and that we will be successful.

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# YOU BE THE JUDGE



# These Are the Facts

However, whatever the outcome, affiliates including the SIU and the ILA must abide by the result and we further suggest to the ILA that they stop carping about the process, the integrity of the system, or the integrity of the participants, including those who have to make the impartial determinations.

We believe that as we have stated at the outset, that this ILA grievance is not properly a matter of constitutional principle before this council. We are not concerned about debating the merits of the issue. However we believe that once constitutional

precepts are disregarded, such as making a non-Article XX proceeding one nevertheless, then the rule of constitutional adherence is breached and anarchy takes over.

For the foregoing reasons, this complaint of the ILA should not be accorded a hearing and, in any event, the same be dismissed.

Fraternally,  
Frank Drozak  
President

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# LOG

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## SPECIAL SUPPLEMENT



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and then transferring them to foreign-flag ships for carriage to Alaska. If this loophole is not closed, as many as 4,000 maritime jobs may be lost. The SIU has worked closely with Rep. Don Bonker (D-Wash.), who has introduced a bill to eliminate the Third Proviso loophole. The House passed this bill. Sen. Slade Gorton (R-Wash.) recently introduced a similar measure in the Senate.

Last August, Rep. Bill Frenzel (R-Minn.) introduced a bill which would repeal the Jones Act. The SIU will oppose it in any form, however, we are reasonably sure that there will be no action on this legislation.

Also the SIU is working extending the Jones Act to 200 miles offshore as opposed to the current 12-mile limit. That would eliminate most topping-off outside the 12-mile limit by foreign-flag ships. In addition, the Union is fighting against the establishment of so-called free trade zones which could result in foreign-flag participation in the Jones Act market.



#### Maritime Administration Programs

Each year the Maritime Administration (MarAd) must present a budget to Congress for its ongoing maritime programs including operating differential subsidies (ODS), construction differential subsidies (CDS), and Title XI loan guarantee funding. The Reagan administration has cut back MarAd funding drastically, all but eliminating the CDS program. The SIU has encouraged Congress to keep in mind the long term needs of the U.S. maritime industry during the ongoing budget process.

Because of the funding cuts, the SIU has worked through Congress to help bolster traditional programs such as CDS and ODS. Also because the administration uses MarAd to implement its own policies, such as CDS paybacks and ODS buy-

outs, the SIU has been forced to go to Congress to prevent those proposals.

#### Maritime Safety

In the recent past, there have been three major incidents which have starkly demonstrated the perils of life at sea. The freighter *S.S. Poet* disappeared. The collier *Marine Electric* and the mobile offshore unit *Ocean Ranger* both capsized, incurring great loss of life. Thus, measures which increase seafarers' chances for survival during a maritime disaster are high on the SIU's list of priorities.

Last November, the House and Senate tried to put together a package of current maritime safety legislation. An important element of this package was a bill introduced by Sen. Paul Triple (R-Va.) which would require that exposure suits be carried on all U.S.-flag commercial vessels. The Coast Guard, upon review of this legislation, initiated their own rulemaking proceeding and subsequently issued regulations requiring exposure suits on all U.S.-flag vessels operating in cold cli-

mates. The Coast Guard's regulation became binding on August 4, 1984.

Rep. Walter Jones (D-N.C.), Chairman of the House Merchant Marine and Fisheries Committee, introduced a measure which includes provisions to improve vessel reporting requirements and inspection procedures. It would increase the limit of owner liability from \$60 per ton to \$420 for death and bodily injury payments. Rep. Mario Biaggi (D-N.Y.) recently introduced his own liability legislation.

Both Houses of Congress approved different versions of the marine safety bill, however, they have yet to iron out the differences between their packages. The SIU will press for passage of the most comprehensive version. The SIU also believes that much more can be done in this area, particularly with respect



to improved enforcement of existing safety regulations.

#### Medical Care Entitlement for Merchant Seamen

For over 200 years, the leaders of our nation respected the U.S. merchant marine's value as a national defense asset, and the federal government provided seafarers with free medical care. In 1981, however, the Reagan administration decided to back out on this responsibility in the name of fiscal constraint. The burden of seafarer health care shifted at that time to various unions' plans. This represents a heavy burden for the maritime community.

Upon the urging of the SIU and other members of the maritime industry, Sen. Daniel Inouye (D-Hawaii) sponsored an amendment to legislation which ordered the General Accounting Office (GAO) to conduct an investigation of the negative impact of the elimination of the Public Health Service and government-sponsored medical coverage for Seafarers. This amendment, signed into law in December 1982, also requested that the GAO include a report on the feasibility of providing merchant seamen with health care benefits by including them in the Department of Defense's ongoing health care programs.

The GAO has not yet issued its report, although over 15

months have lapsed since it was requested. The GAO now reports that the study should be released by the end of September.

Also SIU President Frank Drozak has urged Congress to approve the use of surplus ODS funds to establish some sort of medical program for merchant seamen. That is under consideration by Congress.

#### Navy Support

The SIU is encouraging the Department of Defense to develop Naval support programs intended to meet national security needs and also to build up the U.S.-flag fleet. The SIUNA also supports a transfer of tasks such as harbor and fleet tug work, underway replenishment and salvage work, from the U.S. Navy to privately owned U.S.-flag vessels.

Because of the Union's efforts, hundreds of Navy support jobs have been created through the manning of four new Sealift ships (former SL-7s), plus the new Navy crane ship *Keystone State*. The government is also taking bids for dozens of other support ships which could lead to even more jobs.

Just before the current recess, the SIU worked with supporters of an amendment which set up a study on the practice of contracting out procedures. Initially it was feared the amend-

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# Cargo, Safety, Jobs, and National Security are the Stakes

ment could mean a halt of contracting, the Union was assured that the amendment was not intended to have a negative impact on the merchant fleet.

## Ocean Mining

The National Oceanic and Atmospheric Administration (NOAA) has received funding the last few years for exploration of resources on the ocean floors. The SIU supports this funding because U.S. companies and U.S.-flag mining vessels, utilizing the increased knowledge resulting from NOAA research, would be in a strategic position to begin economical and timely recovery of these minerals. The SIU views this new-born industry as a unique opportunity for the U.S. maritime industry and will accordingly continue to study it to determine how U.S. maritime interests could best take advantage of the opportunities it presents.

## ODS Buyouts

Although some operators argue that ODS contract termination will allow them more freedom, the SIU is certain that this proposal will harm the U.S. maritime industry in ways unforeseen by MarAd. The present ODS program ensures that ODS contracted operators will maintain U.S.-crewed, U.S.-flagged fleets engaging in international trade. If these operators terminate their contracts, there is no guarantee that they will not reflag foreign or invade the Jones Act protected, coast-wise trade.

The SIU has written detailed comments in opposition to MarAd's proposal. In addition, SIU will follow up with meetings and further correspondence with the appropriate MarAd officials to educate them on the disastrous impact of ODS contract terminations.

## Port Development

Rep. Robert Roe (D-N.J.) introduced H.R. 3678, the most comprehensive water transportation legislation of the 98th Congress. This bill would finance port improvement projects through a combination of already imposed customs fees and some locally generated funding. There has been some concern that shallow draft vessels would be unfairly burdened by user fees extended for port

deepening projects. The SIU also pointed out that those user fees would in effect subsidize foreign shipping because if an American vessel was forced to pay for channel dredging it did not need, it would be providing some of the funds to open the ports to foreign-flag ships. Also if all users of the port were forced to pay it would add another burden on the cost of water transportation. This legislation ensures that these vessels will not be assessed fees for projects only affecting the bulk trades.

H.R. 3678 was originally referred to four committees. Just prior to the bill being marked up in the Merchant Marine and

such as health insurance. Both the Senate and House included bans on such taxation in the tax packages reported out of committees, however, the Senate prohibition is only temporary. The SIU will work for a permanent ban on unfair taxation of labor's hard earned fringe benefits.

## Title 46 Recodification

One of the SIU's biggest legislative victories in 1983 was the recodification of Title 46 of the United States Code. Title 46 is the primary group of laws dealing with marine safety, vessels standards, and seamen's welfare. The SIU made many rec-



Fisheries Committee, the SIU successfully fought back an amendment which would have allowed user fees to be imposed on all vessels with drafts of less than 45 feet to finance port development projects. The bill passed the House.

The Senate Version, S. 1739, includes the high user fee and the SIU is fighting that attempt. That legislation is still at the committee stage.

## Saint Lawrence Seaway

In the last two years, steps have been taken to bolster trade in the Great Lakes region and improve the financial health of the St. Lawrence Seaway. In 1982, the Saint Lawrence Seaway Development Corporation was relieved of its obligation to repay its construction debt. Legislation is now pending which would abolish transit tolls on the U.S. portion of the Seaway. The SIU supports any legislation which will encourage increased trade on the Great Lakes.

## Taxation of Fringe Benefits

The SIUNA has joined with the AFL-CIO in its fight against the taxation of fringe benefits

ommendations to the appropriate committees to ensure that the needs of American seafarers would be met. Many of the recommendations were included in the final package signed into law by the president.

## UNCTAD

In October 1983, the United Nations Conference on Trade and Development (UNCTAD) Liner Code came into effect, however, the United States Government still refuses to sign it. The SIU believes that this code, which reserves 80 percent of the cargo traded between two countries for their own fleets, would greatly benefit the U.S.-flag fleet.

During several hearings and in correspondence with the administration, SIU President Frank Drozak has urged the adoption of bi-lateral shipping agreements as a necessary way to improve the state of the fleet.

## U.S. Flag Passenger Fleet

The SIU has focused on promoting the U.S.-flag passenger fleet. We were successful in getting legislation passed which allowed the *Independence* and the

*Constitution* to enter the U.S. domestic passenger ship trades. Moreover, the SIU is fighting a recent attempt to allow foreign-flag passenger vessels into the Puerto Rico trade. The SIU also successfully promoted legislation which would permit a tax deduction for business expenses incurred by individuals attending a convention held aboard a U.S.-flag passenger ship. While foreign flag interests attempted to get an identical deduction, their effort was unsuccessful.

Because of the high-cost of building U.S. passenger ships and the military's desperate need for troop carrying ships in event of a crisis, the SIU has been fighting to allow the re-flagging of two foreign built ships, so a U.S.-owned company can operate them with American crews. Currently that is attached to the Department of Defense's authorizations which is in conference.

## Vessel Air Emissions

The SIU has been actively engaged in efforts to amend the Clean Air Act with respect to vessel air emissions. Since 1980, there has been a growing trend toward state-by-state regulation of air pollution from vessels which has resulted in diverse and, often times, conflicting requirements. This type of regulation not only increases the operational costs of the vessel, but raises potentially serious safety problems. The SIUNA has voiced its concerns to members of Congress and has cautioned against developing any laws and regulations to control marine air emissions before the safe application of these controls can be demonstrated.

Just recently the SIU has voiced strong opposition at a Santa Barbara, Calif. proposed ordinance which would have virtually phased out all tanker traffic in that area because of unreasonable emission standards.

## International Issues

The fight to promote the American fleet and jobs has not been limited to the United States. Through representation on several international groups and committees, such as the International Maritime Organization and the International Transportation Workers Federation, the SIU has won battles on safety, manning levels and flags of convenience problems.



# Voting—How to Register

X

As an American citizen, your greatest right is to vote for candidates campaigning for the public trust as they seek local, state and national offices.

The SIU/MTD grassroots program works in tandem with our members' voting rights. Our grassroots campaign educates the candidates on the vital role the maritime industry plays for

America's survival, economically and strategically. We must work together to elect candidates who will stand by their promises and make their promises working realities. We need the strength of our members to convince candidates for office that our issues must be dealt with—not by promises—but by **ACTION!**

But our members must act by pulling the levers in the voting booth for these candidates on election day.

Voting is your right, but registering to be eligible to vote is your responsibility. This November, the stakes are high for the working people of this country and for America's future.

Voters must be 18 years of age by election day in all states except Pennsylvania (where the age requirement extends to the day after election day).

Election day is all day, Tuesday, Nov. 6, 1984. The following is a state-by-state description of the registration procedures and requirements of the 50 states of the union.

STATE	RESIDENCY REQUIREMENT	REGISTRATION DEADLINE	WHERE TO REGISTER	REGISTRATION BY MAIL	WHY IS REGISTRATION CANCELLED?
Alabama	10 days	10 days before election	county court house	no	move
Alaska	30 days	30 days before election	state election office, city & borough clerk, precinct registrar	yes	failure to vote in 4 yrs.; registration in another state
Arizona	50 days	50 days before election	county recorder, justice of the peace, deputy registrars	no	failure to vote in last gen'l election
Arkansas	none	20 days before election	county clerk, other designated places	no	failure to vote in 4 yrs., move from co., name chg.
California	29 days	29 days before election	office of registrar of voters or co. clerk, before deputy registrar, Dept. of Motor Vehicles, Post Offices	yes	failure to vote in general election, accompanied by confirmation of residence
Colorado	32 days	32 days before election	any county or city clerk's office, or branch offices	no	failure to vote in general election
Connecticut	bona fide residence no durational req.	14 days before primary 21 days before election	town clerk or registrar of voters, session of bd. of admission of electors, public sessions, cross-town & door-to-door registration	no	move from town
Delaware	bona fide residence no durational req.	21 days before primary 3rd Sat. in Oct.	county department of elections, other designated places	yes	move from state, failure to vote in 2 consecutive gen'l elections
Florida	none	30 days before election	with supervisor of elections, or branch offices	no	on request, move from state or co., failure to return purge or vote in 2 yrs.
Georgia	bona fide residence no durational req.	30 days before election	county board of registrars	no	failure to vote in 3 yrs.
Hawaii	none	30th day before election	any county or city clerk's office, Lt. Governor's office	no	failure to vote in election yr., request by voter
Idaho	bona fide residence no durational req.	5 days before election	county clerk or precinct registrar	no	failure to vote in 4 yrs., incorrect address
Illinois	30 days	28 days before election	county clerk's office, office of the Board of Election Commissioners during precinct registration days or anytime by precinct registrars	no	failure to vote in 4 yrs., name or address change
Indiana	none	29th day before election	Bd. of Voter Registration, clerk of circuit court, before deputy registrar, certain institutions	no	failure to vote for 2 yrs.
Iowa	none	10th day before election	Office of County Commissioner, public bldgs., or anyone may distribute forms	yes	failure to record change of name or address, failure to vote in 4 yrs.
Kansas	must be registered at close of registration	20 days before election	county election commissioner's office, county clerk	yes	change of name, change of address
Kentucky	30 days	30 days before election	county clerk's office	yes	failure to vote in 4 yrs., moving
Louisiana	none	30 days before election	office of registrar of parish	no	failure to vote in 4 yrs., change of address
Maine	no durational req.	Election Day Registration	before registrar of voters, board of registration, justice of peace, or notary public	no	permanent move from community or state, or voting elsewhere
Maryland	bona fide residence no durational req.	29 days before election	local board of Supervisors of elections, public libraries, other designated places	yes	failure to vote in 5 years, request by voter, failure to record change of name or address
Massachusetts	no durational req. Must be res. at close of registration	28 days before election	city or town hall, or registrar will visit disabled, special out-of-office sessions	no	moved—as indicated in annual canvass, registration elsewhere
Michigan	30 days	30 days before election	city or township clerk, Sec'y of State branch office	yes	moving out of community
Minnesota	20 days	20 days before election Election Day Registration	city hall or other public place designated by official at polls election day, city clerk, county auditor	yes	failure to vote in 4 yrs., change of name or address, voter under guardianship
Mississippi	30 days	30 days before election	county registrar or city clerk	no	death
Missouri	none	28 days before election	county clerk's office or office of board of election commissioners	yes	name or address change
Montana	30 days	30 days before election	county clerk & recorder's office, with deputy registrar, co. election administrator	yes	challenge of qualifications, failure to vote in presidential gen'l election
Nebraska	none	2nd Fri. before election	county clerk or election commissioner	no	change of name or address
Nevada	30 days	30 days before election	office of county clerk, registrar of voters, or volunteer deputy registrar	no	move from jurisdiction, failure to vote in general election



STATE	RESIDENCY REQUIREMENT	REGISTRATION DEADLINE	WHERE TO REGISTER	REGISTRATION BY MAIL	WHY IS REGISTRATION CANCELLED?
New Hampshire	10 days	10 days before election	board of supervisors of the checklist or town or city clerk	no	moved
New Jersey	30 days	29 days before election	county bd. of elec. or ofc. of municipal clerk, out-of-ofc. sites, mobile vans	yes	failure to vote in 4 yrs., moved
New Mexico	no durational req.	42 days before election	office of county clerk or by deputy registrar	no	voter's request, failure to vote in a general election, failure to respond to purge notice
New York	30 days	30 days before election	county board of elections, or at local registration meetings 2 days as designated	yes	failure to record change of address or to vote within 2 yrs.
North Carolina	30 days	21 business days before election	office of county board of elections	no	failure to vote in 4 yrs., moved
North Dakota	30 days	Not required	—	—	—
Ohio	30 days	30 days before election	county board of elections office or other legally designated sites	yes	registration elsewhere, failure to vote in 4 years
Oklahoma	no durational req.	10 days before election	county election board or office of voter registrar	no	failure to vote in 2 years
Oregon	20 days	anytime including Election Day	county clerk's office, other designated places	yes	if name or address changes and elector does not re-register
Pennsylvania	30 days	30 days before election	county board of elections, court house, municipal buildings, libraries	yes	failure to vote in 2 yrs., registration in another county
Rhode Island	30 days	30 days before election	Local board of canvassers	no	failure to vote for 5 yrs.
South Carolina	bona fide residence no durational req.	30 days before election	county board of voter registration office	no	move from precinct, failure to vote in 2 yrs.
South Dakota	none	15 days before election	city or county auditor, township or town clerk, municipal finance officer or notary public	no	failure to vote in 4 consecutive yrs., death, move from county
Tennessee	20 days	30 days before election	county election commission office or with precinct registrar, post offices, other designated places	yes	change of name, failure to vote for 4 yrs., moved out of precinct
Texas	30 days	30 days before election	county tax assessor-collector, deputies, county elec. administrator, co. clerk, Sec'y of State	yes	move to another county or state
Utah	30 days	10 days before election	county clerk's office or with registration agent, other designated places	yes	duplicate registration
Vermont	none	17 days before election	town or city clerk	no	move from town, apply to be on checklist elsewhere, not voting in 2 previous gen'l elections
Virginia	no durational req.	31 days before election	in presence of general registrar of city or county or assistants, various locations	no	removal of residence, failure to vote at least once in 4 yrs.
Washington	30 days	30 days before election	county auditor's office, deputy registrars	no	move from county, name change, failure to vote for 24 mos. or in most recent gen'l election
West Virginia	29 days	29 days before election	county clerk, magisterial sittings, certain institutions	no	move from county, failure to vote in period covering 2 state prim. & gen. elec.
Wisconsin	10 days	2nd Wed. before election Election Day at polls	municipal clerk or bd. of elec. commissioners in counties where registration is required	yes	move from precinct, change of name, failure to vote in 2 yrs.
Wyoming	bona fide residence no durational req.	30 days before election	city or county clerk's office	no	failure to vote in gen'l elec., removal of residence from county
District of Columbia	30 days	30 days before election	District Building, public libraries	yes	move from DC, failure to vote in 4 years
Puerto Rico	120 days	120 days before election	inscription centers established by local commission of elections	no	qualifications challenge, official notice of death



EVERY  
VOTE  
COUNTS



# Dispatchers Report for Deep Sea

July 1-31, 1984

July 1-31, 1984

Port	*TOTAL REGISTERED All Groups			TOTAL SHIPPED All Groups			Trip Reliefs	**REGISTERED ON BEACH All Groups		
	Class A	Class B	Class C	Class A	Class B	Class C		Class A	Class B	Class C
DECK DEPARTMENT										
Gloucester	2	1	0	1	0	0	0	9	8	0
New York	101	23	0	51	20	0	0	184	46	0
Philadelphia	9	5	0	5	1	0	0	10	7	0
Baltimore	8	3	0	2	2	0	0	30	6	0
Norfolk	18	9	0	17	12	0	1	27	19	0
Mobile	19	2	0	10	4	0	0	46	3	0
New Orleans	53	13	0	42	31	0	12	111	16	1
Jacksonville	39	16	0	29	30	0	0	66	21	1
San Francisco	59	12	0	38	25	0	6	81	27	3
Wilmington	24	12	0	12	7	0	0	53	23	1
Seattle	49	15	2	33	15	0	1	64	14	4
Puerto Rico	9	2	0	8	9	0	4	18	4	0
Honolulu	0	9	0	1	16	7	0	4	34	2
Houston	39	7	0	28	23	0	3	108	29	0
Piney Point	0	0	0	0	3	0	0	0	0	0
Totals	429	129	2	277	198	7	27	811	257	12
ENGINE DEPARTMENT										
Gloucester	2	2	0	0	0	0	0	5	4	0
New York	75	9	0	45	16	0	0	153	23	0
Philadelphia	8	3	0	2	0	0	0	11	5	0
Baltimore	17	1	0	7	1	0	0	24	2	1
Norfolk	15	11	0	10	7	0	1	22	13	0
Mobile	15	6	0	5	3	0	0	37	10	0
New Orleans	42	8	0	31	5	0	4	89	18	0
Jacksonville	23	9	1	30	15	0	0	38	7	2
San Francisco	32	10	2	23	15	0	3	59	17	3
Wilmington	19	6	0	12	5	0	0	32	11	1
Seattle	36	16	1	28	15	0	5	49	18	4
Puerto Rico	7	4	0	11	4	0	1	17	3	0
Honolulu	1	11	2	1	13	4	0	6	17	4
Houston	31	4	0	17	2	0	2	78	13	0
Piney Point	0	0	0	0	1	0	0	0	1	0
Totals	323	100	6	222	102	4	16	620	162	15
STEWARD DEPARTMENT										
Gloucester	0	0	0	0	0	0	0	0	2	0
New York	40	11	0	25	10	0	0	76	37	1
Philadelphia	2	1	0	1	1	0	0	5	3	0
Baltimore	4	1	0	2	3	0	0	9	1	0
Norfolk	9	2	0	10	6	0	2	15	3	0
Mobile	8	0	0	6	0	0	0	20	1	0
New Orleans	29	3	0	30	9	0	6	57	7	0
Jacksonville	19	5	0	27	16	0	0	16	9	0
San Francisco	18	30	1	14	37	0	4	44	62	3
Wilmington	8	7	0	3	9	0	0	19	11	0
Seattle	23	9	0	16	22	4	1	32	10	4
Puerto Rico	3	1	0	3	3	0	1	7	1	0
Honolulu	2	18	27	2	78	122	0	4	46	49
Houston	21	0	0	18	4	0	0	37	5	0
Piney Point	1	0	0	1	5	0	0	0	0	0
Totals	187	88	28	158	203	126	14	341	198	57
ENTRY DEPARTMENT										
Gloucester	1	2	0					1	2	0
New York	36	53	3					64	170	9
Philadelphia	2	8	0					8	22	0
Baltimore	4	5	0					8	24	1
Norfolk	11	33	0					15	59	0
Mobile	5	10	0					12	25	0
New Orleans	17	21	0					47	51	1
Jacksonville	8	17	0					12	24	3
San Francisco	15	64	11					29	155	23
Wilmington	4	22	2					9	81	3
Seattle	5	33	4					13	55	8
Puerto Rico	6	7	1					15	12	2
Honolulu	2	99	147					9	154	192
Houston	13	21	1					31	47	2
Piney Point	0	9	0					0	0	0
Totals	129	404	169	0	0	0	0	273	881	244
Totals All Departments	1,068	721	205	657	503	137	57	2,045	1,498	328

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

Shipping in the month of July was down from the month of June. A total of 1,354 jobs were shipped on SIU-contracted deep sea vessels. Of the 1,354 jobs shipped, 657 jobs or about 48 percent were taken by "A" seniority members. The rest were filled by "B" and "C" seniority people. A total of 57 trip relief jobs were shipped. Since the trip relief program began on April 1, 1982, a total of 684 relief jobs have been shipped.

## Directory of Ports

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

### HEADQUARTERS

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

### ALGONAC, Mich.

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

### BALTIMORE, Md.

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

### CLEVELAND, Ohio

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

### DULUTH, Minn.

705 Medical Arts Building 55802  
 (218) 722-4110

### GLOUCESTER, Mass.

11 Rogers St. 01930  
 (617) 283-1167

### HONOLULU, Hawaii

707 Alakea St. 96813  
 (808) 537-5714

### HOUSTON, Tex.

1221 Pierce St. 77002  
 (713) 659-5152

### JACKSONVILLE, Fla.

3315 Liberty St. 32206  
 (904) 353-0987

### JERSEY CITY, N.J.

99 Montgomery St. 07302  
 (201) 435-9424

### MOBILE, Ala.

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

### NEW ORLEANS, La.

630 Jackson Ave. 70130  
 (504) 529-7546

Toll Free: 1-800-325-2532

### NEW YORK, N.Y.

675 4 Ave., Brooklyn 11232  
 (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

Support  
 SPAD

## Dispatchers Report for Great Lakes

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

JULY 1-31, 1984

Port	*TOTAL REGISTERED All Groups			TOTAL SHIPPED All Groups			**REGISTERED ON BEACH All Groups		
	Class CL	Class L	Class NP	Class CL	Class L	Class NP	Class CL	Class L	Class NP
DECK DEPARTMENT									
Algonac	36	2	2	75	19	0	25	1	3
ENGINE DEPARTMENT									
Algonac	13	2	0	35	5	0	12	6	0
STEWARD DEPARTMENT									
Algonac	16	0	1	29	3	0	9	0	1
ENTRY DEPARTMENT									
Algonac	43	14	3	0	0	0	22	12	7
Totals All Departments	108	18	6	139	27	0	68	19	11

\*\*\*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.

Support Your SIU Blood Bank



## Pensioner's Corner

### Deep Sea



**James Richard Boone, 55**, joined the SIU in 1947 in the port of Baltimore sailing as a QMED. Brother Boone upgraded at the Seafarers Harry Lundeberg School of Seamanship (SHLSS), Piney Point, Md. in 1973-74 and in 1976. He is a S/P3 veteran of the U.S. Army's Co. D., 503rd Infantry Reg., 1st Battalion Gp. after the Korean War. Seafarer Boone was awarded the Parachute Badge, the Good Conduct Medal and the Army of Occupation of West Germany Medal. A native of Baltimore, he is a resident of Finksburg, Md.



**Ramiro Rios Gonzales, 54**, joined the SIU in the port of Houston in 1961 sailing as a cattleman in 1946 and as a chief cook. Brothers Gonzales is a veteran of the U.S. Army. He was born in Texas and is a resident of Houston.



**Luigi Iovino, 55**, joined the SIU in 1947 in the port of New York sailing as a bosun. Brother Iovino also sailed aboard the Robin Line and served at the Seatrain UIW Brooklyn (N.Y.) Navy Shipyard. He was elected N.Y. joint-patrolman in the 1969-72 and 1972-75 elections. And he was port agent in the port of Wilmington, Calif. in 1980. Seafarer Iovino received his GED diploma at the SHLSS in 1973. He also worked as a butcher. Born in New York City, he is a resident of West Covina, Calif.



**Chang Kang Kiang, 65**, joined the SIU in the port of San Francisco in 1968 sailing as a cook. Brother Kiang was born in China and is a naturalized U.S. citizen. He is a resident of San Francisco.



**Amado E. Lato, 67**, joined the SIU in the port of San Francisco in 1955 sailing in the steward department. Brother Lato was born in the Philippine Islands and is a resident of San Francisco.



**Walter Francis M. McCallum, 65**, joined the SIU in the port of Wilmington, Calif. in 1968 sailing as a FOWT. Brother McCallum in a veteran of the U.S. Navy in World War II serving as a boilerman on the *USS Missouri* after the conflict. He was born in New York City and is a resident of Rutherford, N.J.



**John H. Ponson, 62**, joined the SIU in the port of New Orleans in 1966 sailing as a chief cook. Brother Ponson was a MAP graduate in 1965. He was born in New Orleans and is a resident of Metairie, La.



**Manuel Rial, 67**, joined the SIU in 1943 in the port of New York sailing as a FOWT. Brother Rial worked on the Sea-Land Shoregang, Port Elizabeth, N.J. from 1966 to 1984. He hit the bricks in the 1961 Greater N.Y. Harbor beef. Seafarer Rial was born in Spain and is a resident of Brooklyn, N.Y.



**Ernest Drize Sims Sr., 64**, joined the SIU in 1947 in the port of Norfolk sailing as a chief steward. Brother Sims received a Union Personal Safety Award in 1960 for riding an accident-free ship, the *SS Robin*. He was born in Georgia and is a resident of Covington, Ga.

**Levy Lincoln Williamson, 50**, joined the SIU in the port of Lake Charles, La. in 1956 sailing as a QMED. Brother Williamson was born in Andalusia, Ala. and is a resident of Eight Mile, Ala.

### Great Lakes

**William Jerome Tiers, 62**, joined the Union in the port of Detroit in 1961 sailing as a linesman and deckhand for Dunbar and Sullivan in 1956 and for the Great Lakes Dredge and Dock Co. from 1957 to 1984. Brother Tiers was a former member of the Teamsters Union and the Operating Engineers Union. He was a veteran of the U.S. Army in World War II. Laker Tiers was born in Rockledge, Pa. and is a resident of Brooksville, Fla.

**Robert Edwin Bruckman, 62**, joined the Union in the port of Ashtabula, Ohio in 1960. He sailed as a FOWT and deckhand for the Cleveland Cliff Co. from 1941 to 1942 and for the Great Lakes Towing Co. from 1943 to 1984 sailing aboard the tug *Michigan*. Brother Bruckman was a former member of the IBU-merged Tug Workmen's Union (TELOWA) from 1943 to 1960. He was born in Ashtabula and is a resident there.

**Harry Richard Mollick, 62**, joined the Union in the port of Detroit in 1961 sailing as a dredgeman for Dunbar and Sullivan from 1948 to 1984. Brother Mollick also worked as an assemblyman for Kaiser-Frazier from 1947 to 1948. He was a former member of the Dredge Workers Union from 1948 to 1959 and the UAW. Laker Mollick is a wounded veteran of the U.S. Army in World War II. Born in Hastings, Minn., he is a resident of Wayne, Mich.

### Atlantic Fishermen

**Paul F. Parisi, 60**, joined the SIU-merged Atlantic Fishermen's Union in 1944 in the port of Gloucester, Mass. sailing as a fisherman. Brother Parisi was born in Gloucester and is a resident there.



### Smith Sails into Retirement

With the shake of a hand, SIU Port Agent George Vukmir (l.) turns over a pension check to new pensioner William Marcus Smith, recertified bosun. Smith has been sailing with the SIU since 1946.



# Seafarers

## HARRY LUNDEBERG SCHOOL OF SEAMANSHIP



Piney Point Maryland

### Marine Electronics

## Serving the Needs of the Industry

Cargo handling equipment has advanced from levers and foot pedals to electronic push button controls. As equipment becomes more automated, trained personnel are needed to maintain it.

The SHLSS offers a six-week course in Marine Electronics. The course includes electronic control of direct current motors and specifically deals with the LASH gantry crane.

It's necessary that the electrician knows how the crane operates and how to trouble-shoot the equipment. The first few days of the course is spent on the operation of the crane

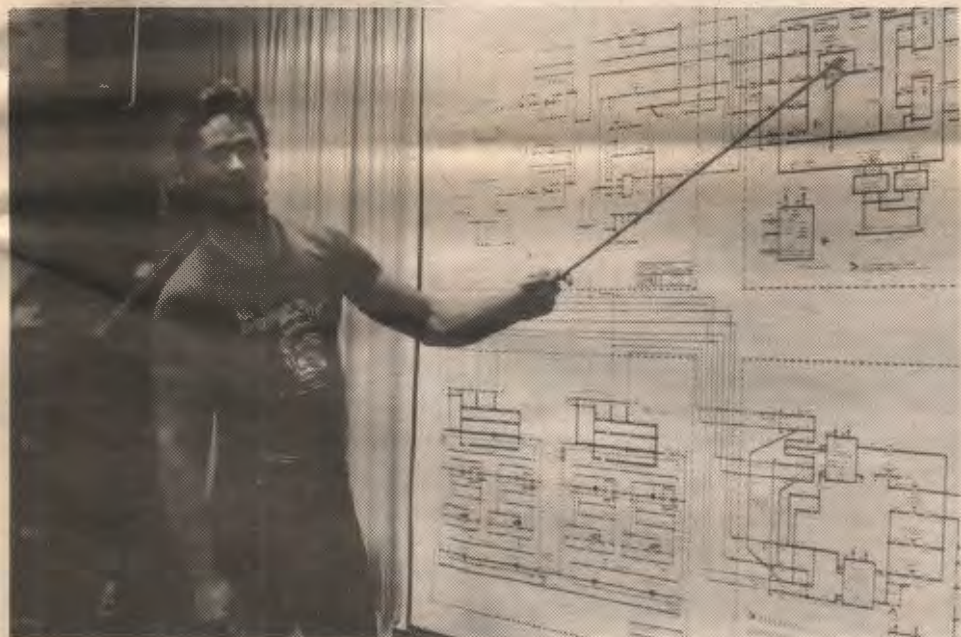
and the remainder of the course concentrates on understanding diagrams, schematics, and preparing sequential operating charts.

Upon completion the electrician will know how to: line up the crane if a gantry motor or hoist motor fails, how to light off the crane, set the crane up for emergency operation and how to trouble-shoot the various systems in the crane.

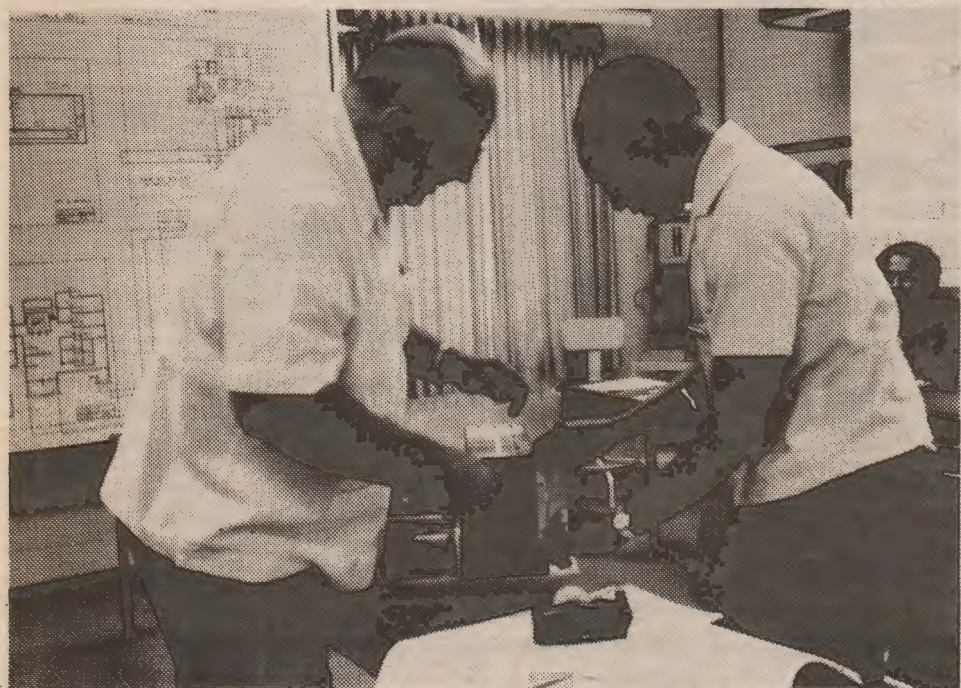
Marine Electronics is a continuation of the Marine Electrical Maintenance course. Its primary function is to teach the student how to use a service manual.



Marine Electronic class members l. to r. Robin Cotton, Arthur Rhymes, Hubert Johnson and Tadeusz Lielski practice removing and testing card paks.



Robert Larsen reviews solid state controls.



Instructor Jack Parcel (l.) observes as Richard Daisley removes a card pak.

### Regulations for Upgrading Reimbursement

for Transportation To and From the Seafarers Harry Lundeborg School of Seamanship at Piney Point, Md.

All SIU Members taking upgrading courses at SHLSS are entitled to transportation reimbursement. The reimbursement is equal to economy class transportation costs to and from Piney Point. To be eligible you must satisfactorily complete the course and receive a SHLSS Certificate or U.S. Coast Guard endorsement.

The transportation benefit applies to all Seafarers and Boatmen who have satisfactorily completed a program and were issued a SHLSS Certificate for any class since September 1, 1980. It provides the opportunity for all members to go to Piney Point and take advantage of professional advancement through career upgrading programs and academic education, which is an essential compliment to modern technical maritime skills.

If a member does not have the ready cash to get to Piney Point, he can apply for a transportation loan from the Union. See the Port Agent in your home port and he will advance you the economy class fare to and from Piney Point. When you have satisfactorily completed the course you're taking at SHLSS, the transportation loan will be cancelled. You will not owe anything for your economy class, round-trip transportation.

If you have the money on hand to pay your own fare to Piney Point, you are still entitled to the reimbursement. Once you have satisfactorily finished that course, you may submit your transportation bill to the Seafarers Harry Lundeborg School of Seamanship and you will be reimbursed.

The reimbursement on transportation costs covers:

- round-trip economy class plane, train or bus fare to and from Piney Point for Seafarers and Boatmen enrolled in any upgrading course at SHLSS after September 1st;
- bus fare from the airport to and from Lexington Park, Md. and cab fare between Piney Point and Lexington Park;
- a new requirement by the Maryland Board on Education (SBE) for reimbursement must be adhered to, due to the change in GED testing results. The reimbursement will be made after the member submits a copy of his final marks issued by the SBE. When the member sends in his test results, he must include all transportation receipts in order to be issued a check for reimbursement.
- no transportation will be paid unless you present the original receipts after you have satisfactorily completed the course.

**Warning:** If you do not successfully complete the course and receive your SHLSS Certificate and/or U.S. Coast Guard endorsement, **YOU ARE NOT ENTITLED TO TRAVEL REIMBURSEMENT FOR THE SPECIFIC COURSE.** This policy applies to all courses offered at the Seafarers Harry Lundeborg School of Seamanship.



# SHLSS Offers

## Learning Opportunities for Seafarers Through Correspondence

Learning is a lifelong process and becomes a commonplace requirement because in this complex and swiftly changing world no one ever knows all that he really needs to know. There is a constant need to upgrade your skills and learn new information whether it be for everyday living, for yourself or for the job.

The Seafarers Harry Lundeborg School of Seamanship (SHLSS) recognizes this need and responsibility by providing the best possible educational experiences to seafarers. SHLSS understands the need for a correspondence method of learning to help seafarers reach their educational goals. It offers all SIU members the opportunity to pursue their education, no matter where the location, through a variety of correspondence materials and courses. Because of the seafarers unique work schedule, it is

important that other methods besides the traditional classroom setting be available for the seafarer who wishes to participate in continuing education.

The SHLSS Adult Education department has designed a variety of correspondence materials in the areas of Math, English, Social Studies and study skills. These materials have been written as simply and directly as possible, so that a seafarer can work through them independently to learn or review basic skills.

Upon request, the materials can be sent to the seafarer in his home port or aboard the vessel.

The correspondence materials can help the seafarer accomplish many tasks depending on the individual's need. They can help seafarers review basic math and study skills before enrolling in an upgrading course, review skills they can use on the job, prepare seafarers for their GED exams,

gain entry level skills demanded by college work or review basic skills used in practical everyday situations.

The Math and English correspondence courses include a wide range of skills in the following areas. The Math course reviews the basic operations of fractions, decimals, percents, algebra, geometry and trigonometry. Practical applications of these math skills to the shipping industry and everyday situations are stressed. Currently over 1,000 seafarers have already enrolled in this course. The English Grammar course offers the seafarer instruction in grammar and the correct use of written English. There is a separate packet on writing business letters which SIU members may find useful when writing their Congressman on maritime legislation issues.

The other correspondence areas

of study and communication skills have also proved to be quite useful for seafarers. The study skills packets teach seafarers how to successfully take tests, use textbooks, improve memory and apply study habits. The communication skills packet supplies practical ways to deal with problems and communicate with people. These skills are currently being taught to all trainee classes and several upgrading classes by the SHLSS counselor.

Currently, these are the correspondence materials that are available to all seafarers. The Adult Education department encourages seafarers to send for any of the materials and is open to suggestions for other types of materials that may be useful to the SIU member. Please share your suggestions with us by filling out this coupon.



Sandy Schroeder, Director of Adult Education, heads the correspondence courses offered at SHLSS



GED English/English Correspondence instructor, Becky Kastner discusses an English assignment with GED student, Paul Lewis

### 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 ☐
- Test Anxiety ☐
- Test Taking Tactics ☐
- SHLSS Management ☐
- Notetaking Know-How ☐

#### COMMUNICATION SKILLS

- Tax Tips for Seafarers ☐
- Basic Metrics ☐



Name

Street

City  State  Zip

Book No.  Social Security No.

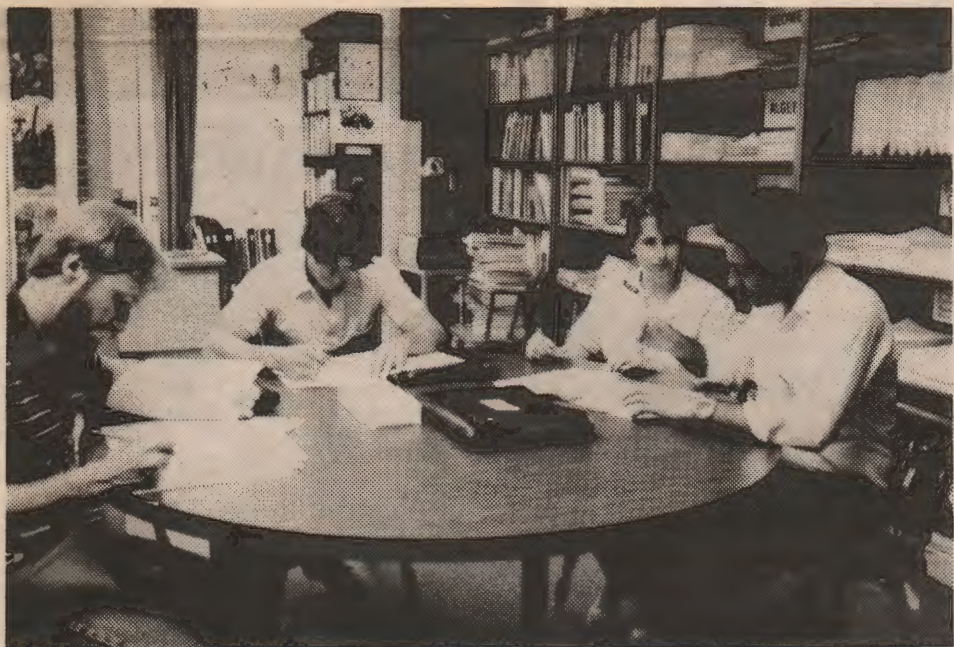
Department Sailing In

Cut out this coupon and mail to:

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

Send it today!





GED Math Instructor Terry Sharpe completes a lesson in math with GED upgraders (l. to r.) Kevin White, Paul Lewis and Kassim Yahia



English as a Second Language instructor, Durella Rodriguez (r.) conducts a lifeboat tutoring session with Jose Munez (l.) and Adam Martinez

## —Notice to ALL License Candidates—

Part of the U.S. Coast Guard license application requirements include three character references. These references for deck license must include one licensed Master or Operator that you have sailed under; one licensed Mate that you have worked for and one licensed Mate that you have worked with on board ship or boat. The reference for engineer license must include one licensed Master, one licensed Chief Engineer that you have sailed under and one licensed engineer you have worked with on board ship or boat.

Three character references must

sign the application form in the appropriate block. If you do not have a United States Coast Guard application form you should pick one up at the nearest USCG office or call or write the Director of Vocational Education at SHLSS and a form will be sent to you.

If you report to Piney Point without the three character references your application will not be processed until you secure the necessary signatures. This could preclude your testing at the completion of the program, or prevent your acceptance into the upgrading license program.

## SHLSS COURSE GRADUATES



Pumproom Maintenance

Front row l. to r.: Jim Varela, John Fedesovich, Dennis Convey, Manuel Rodriguez, Charles O'Neill Jones. Second row l. to r.: Paul Wolf, J. L. McDaniel, Dave Johnson, Dean Camacho, Jack Andrews. Third row l. to r.: Kevin Conklin, Walter Stevens, Mark Freeman, John Riley, Richard Williams, Calvin Williams (Instructor).



Marine Electrical Maintenance

Standing l. to r.: Robin Cotton, John Lawrence, Arthur Rhymes, Daniel Ficca, David Kopp, James Combs



Refrigeration Maintenance and Operation

Standing l. to r.: Edward Getz, James Brewer, Barry Kiger, Ed Craig, Jeff Yarmola, Dave O'Donnell, Kelly L. Mayo, Eric Malzkuhn (Instructor), Reuben Grendahl.



Third Mate

Front row l. to r.: Thomas Redes, Joseph Boevink. Second row l. to r.: Edwin Tirado, Carl Lipkin, Don Spencer, Bernard Hutcherson, John Williamson, Mike Meredith (Instructor).

## Coming Soon

The final preparations are being made for the Radar Observer Certificate Program. The starting date will be announced soon in the LOG.

## RADAR INSTRUCTION MANUAL



SEAFARERS  
HARRY  
LUNDEBERG  
SCHOOL OF  
SEAMANSHIP





# Upgrading Course Schedule

September Through November 1984

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



Following are the updated course schedules for September through November 1984 at the Seafarers Harry Lundberg 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 November 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
Automation	October 21	November 23
Diesel Scholarship	October 28	December 21
Welding	September 30	November 2
	November 4	December 7
Tankerman	October 7	October 18
Marine Electrical Maintenance	September 2	November 2
Marine Electronics	November 4	December 14

## Deck Upgrading Courses

Course	Check-In Date	Completion Date
Lifeboatman	September 23	October 19
Able Seaman	October 21	December 6
Master/Mate Freight And Towing Vessels	October 7	December 14
Towboat Operator Scholarship Program	September 16	November 9
Third Mate	September 2	November 9
Celestial Navigation/ Master/Mate F.T.	September 2	October 5
Celestial Navigation/ Third Mate	November 11	December 14
Celestial Navigation/ Towboat Operator	November 11	December 14

## Recertification Programs

Course	Check-In Date	Completion Date
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

## Adult Education Courses

Course	Check-In/ Completion Date	Length of Course
Developmental Studies	September 10 October 1 October 29	September 14 October 5 November 2
(GED) High School Equivalency Program		Open-ended
(ESL) English as a Second Language		Open-ended
(ABE) Adult Basic Education		Open-ended

## It's Your Move . . . . .



### Make it in the Right Direction

To crew U.S. Flag ships today, you have to keep up with world technology. Make your move toward good pay, excellent working conditions and a secure future.

Enroll in the SHLSS

### Automation Course

October 21

Fill out the application in this issue of the Log.

or

Contact the Admissions Office at the Seafarers Harry Lundberg School of Seamanship, Piney Point, Maryland 20674.



# 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





# Obesity: A Little Fat Can Hurt

**O**BESITY—excess weight—is a major health problem for millions of Americans. And since the opening of the SIU clinics, our doctors have confirmed that excess weight is one of the biggest health problems of Seafarers.

According to health insurance statistics, more than 20 percent of adults over 30 years of age in this country are *obese* (their weight is more than 20 percent above the average for individuals of the same sex and height). An even higher percentage are *overweight* (their weight is 15-20 percent above the average for individuals of the same sex and height).

In simple terms, obesity is the excessive accumulation of body fat. You may say, "So what, a little fat never hurt anyone." But, in fact, it does hurt. Apart from the physical aspects of carrying those extra pounds around with you—being uncomfortable, not being as active as you want to be, not being able to find clothes that fit, not being happy with the way you look—there are more serious aspects to consider.

Obesity is definitely dangerous to a person's health. Excessive weight can be a significant contributing factor to diseases such as heart conditions, high blood pressure, hardening of the arteries, gall-bladder problems, bronchitis, hernias and varicose veins.

It is also the main cause of diabetes: about 70 percent of all newly diagnosed adult diabetics are overweight. Being overweight can also put a tremendous amount of pressure on the spine, causing foot and other orthopedic problems.

By just reducing weight, these conditions usually improve. For instance, many people who suffer from diabetes can eliminate the pills they take if they significantly reduce their weight. Overweight and high blood pressure also go hand in hand; losing weight will usually lower your blood pressure.

## STATISTICS

Extensive studies by some of the large insurance companies have shown the effect of overweight on death rates. Here are some of the findings:

- For a middle-aged person who is 10 pounds above the normal weight, the danger of death is increased by 8 percent.
- For someone 20 pounds overweight, the danger of death is 18 percent greater.
- With 30 pounds of excess weight, that figure rises to 28 percent.
- For a person who is 50 pounds overweight, the chances of death are 56 percent higher than normal.

In the overwhelming majority of cases, people become overweight simply because they eat more food than their bodies need.

After the age of 25, our bodies need fewer calories each year to maintain the same weight we had in our teens. Also, as we grow older, there is a gradual lessening of physical activity and a slowing down of the metabolic processes. Calories are units of heat (energy). If more of this fuel (food) is fed into the body than the body can consume for its energy needs, the excess is stored as unused food energy—or fat.

The old idea that most overweight people suffer from some kind of glandular disorder is no longer widely accepted. Today, it is estimated that no more than one or two out of every 100 overweight persons can put the blame on such physical conditions.

There are many overweight people, of course, who appear to lead normal, healthy lives, who don't get sick any more often or die any earlier than their friends or relatives of normal or less than normal weight. There is no complete explanation as to how or why these overweight individuals seem to have beaten the odds. As a rule, being overweight tends to aggravate ailments that are already present, and symptoms of such illnesses often appear at an earlier age with obese persons.

## SHIPBOARD LIVING

There are several reasons why Seafarers are prone to weight problems. The nature of shipboard living certainly contributes to the problem. Anybody who has been on a ship is keenly aware of the physical confinement involved, the lack of space for outdoor activity, the relative absence of opportunity for exercise off-watch, the fresh sea air which is known to whet the appetite, and the problem of boredom—how to fill spare time.

In these circumstances, food often becomes the chief form of recreation. Three squares a day plus coffeetime snacks and night lunch can add those pounds in no time.

Excessive weight can create a problem in the area of shipboard safety. Members who are overweight are less agile and tire more rapidly, which makes



Expensive exercise equipment is not really necessary to remain fit. QMED John Anderson proves that a jog along the deck of the *Ogden Missouri* works just as well.

them more prone to shipboard accidents, particularly on gangways and ladders.

In recent years, the Union and the shipping companies have made great headway in trying to improve the health of their sailing members. Exercise equipment has been placed aboard some vessels, and a wider variety of food supplies is required by Union contracts. Items such as fresh fruit, vegetables, milk and better-quality meats and poultry are now standard fare on SIU ships. These foods make it possible for a crewmember to have a well-balanced diet moderate in fat-producing elements.

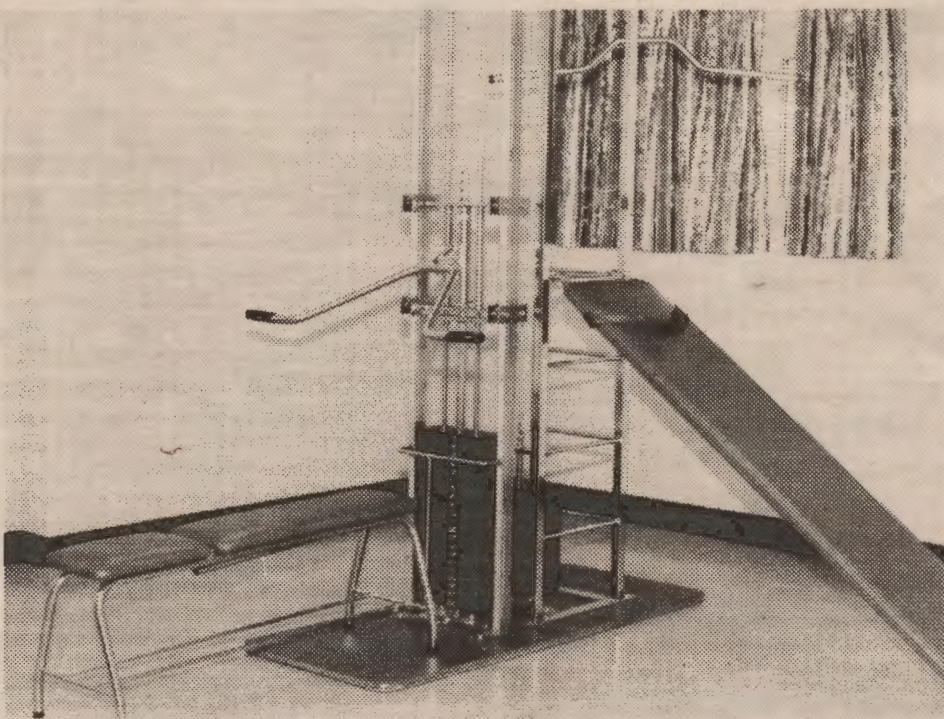
But old habits tend to die hard, and despite this progress in shipboard stores, too many seamen still concentrate on bread, potatoes, gravy, doughnuts and other fatty foods that they grew accustomed to years ago.

## LOSING WEIGHT

There are two ways to lose weight. One is to reduce the total intake of calories. The other is to increase physical activity. A combination of the two is perhaps the most satisfactory for proper weight reduction.

The word "diet" comes from the Latin word "diaeta" which means a "manner of living." Getting rid of the extra weight is only the first goal of dieting. The main purpose should be to adopt a sensible eating plan that you can live with, one that will

(Continued on Next Page.)



Exercise is an important part of staying in shape. Some ships have their own gym equipment similar to the ones shown here aboard the *Ogden Dynachem*.



# Seafarer Erik Fischer Clowns for a Smile

The greatest sound in the world is the laughter of children.

That's the motto of the Kismet Clowns, members of the Kismet Temple of the Ancient Arabic Order, Nobles of the Mystic Shrine—or Shriners, as they are better known.

The Shriners operate and maintain a number of hospitals for children in the United States, Canada and Mexico. The Kismet clowns are one of the Shriner service groups which entertains free of charge wherever there is a child in need of a smile.

But who are these clowns?

One such man is Seafarer Erik "Whitey the Clown" Fischer. Fischer started going to sea in August 1948 with the Sailors Union of the Pacific. In February 1962 he joined the SIU and has been sailing and clowning on both sides of the Atlantic ever since.

He received his QMED rating at the Seafarers Harry Lundeborg School of Seamanship in Piney Point, Md. in 1975. And then in 1982, as the oldest upgrader (58) in a class of seven, he received his 2nd assistant engineers license.

Fischer last shipped out on the *Overseas Harriette* (Maritime Overseas), carrying coal from Virginia to Rotterdam and

Amsterdam. But finding a clowning job today is easier than finding a ship, as Fischer can attest to as he waits with other SIU members in the Brooklyn hall, hoping to get a QMED job.

Fischer joined the Kismet Clowns in 1960, having picked up his entertainment knowledge by watching professional clowns, reading books on the art and becoming proficient in the skill of twirling a balloon into a French poodle or a tiara. But attitude, he maintains, is the most important thing in creating laughter.

When he puts on his baggy trousers, checked coat with patches, tousled black wig, butterfly-rimmed glasses and green lips, Fischer is in a different world.

"Your whole personality changes," Fischer said. "You're just not thinking about your problems. For the most part, you're dealing with sick and crippled children, and you have no idea what real problems are until you realize what they're confronted with."

Over the years, Seafarer Fischer has brought laughter to children's hospitals in Philadelphia, Washington, D. C., Chicago, Pittsburgh, Atlantic City and San Francisco. A few months ago he entertained at special classes for children with hearing defects in a Brooklyn public school. And even when



This photo of Erik "Whitey" Fischer, in full clown costume, was taken aboard the SS *Steel Navigator* in 1966.

he last attended an upgrading course at Piney Point in 1982, SHLSS Vice President Frank Mongelli asked if he would entertain at a retarded children's school in the area.

With such an investment of time and emotional energy, Fischer has often been asked to appear professionally. But he fears that clowning for money would compromise the idea of fun that he tries to inject into the lives of unhappy hospitalized children. Fischer puts it this way: "I work at sea so I can clown for free."

The thank you letters he gets reaffirm the happiness and joy he brings to children and their families—letters from Hope

Town, from the Maimonides Medical Center, from the Catholic Charities—even a letter from Robert F. Kennedy in 1964 personally thanking him for his help in making the parties given by the Children's Holiday Parties Foundation in Brooklyn and Jamaica (N.Y.) a great success.

"Whenever I ship out, I carry plenty of balloons and rings. No matter where I am . . . Japan, Korea, Hong Kong, England, Germany, Italy, Spain, Malta, Denmark . . . kids know what a balloon is. And when it is made into a dog with a face and their name on it, I can get a smile out of them."

Men like Erik Fischer make up the SIU—men in whom we can be proud . . . and grateful.

(Continued from Page 32.)

## Obesity: A Little Fat Can Hurt

keep your weight normal for a person of your height and bone structure.

"If exercise could be packed into a pill, it would be the single most widely prescribed, and beneficial, medicine in the nation." So says Robert N. Butler, M.D., director of the National Institute on Aging.

Moderate daily exercise—not a burst of activity on a single afternoon—is useful in a weight-reduction program. It isn't necessary to change your whole life in order to be more physically fit. Many changes can occur from just a few minutes of mild exercise a day. Any form of

*regular and continuous movement that increases your heart beat for about 20 minutes at a time will go a long way toward improving how you feel.* Walking, stretching and climbing stairs on a daily basis have much the same effect as many more vigorous forms of exercise.

The benefits of such exercise include using up calories, toning up muscles, stimulating blood circulation and improving lung and heart efficiency. Exercise also helps to create a sense of well-being and relieves emotional tensions and boredom—all important factors in finding a reducing program that works for you. Exercise—it's not expensive or fattening. Rather, it's fun and it's good for you. What more could you ask for?

## GOOD NUTRITION

In looking for a food plan, a person should be aware that many diets promise more than they can deliver. Some diets promise you can eat anything you want and still lose weight. Watch out for these! Such fad diets are usually harmful to your health. Worse still, they do nothing to teach you the basics of good nutrition.

Remember, those extra pounds weren't added suddenly. Take them off slowly—a pound a week is about right.

Regular medical check-ups are an important part of health prevention for everyone. Next time you go to the SIU clinic or to your personal physician for a routine physical examination,

check to see if you're a candidate for a weight-reduction program.

Weight reduction has many beneficial effects. It lengthens your life span, reduces the chances of crippling or disabling diseases, and reduces the chances of shipboard injury. Remember, if you're overweight, the odds are against you.

\* \* \*

Next month this column will report on hypertension or high blood pressure.

**Support  
SPAD**





## Deep Sea

**Joseph Vance Allen**, 63, died of a heart attack at home in Seattle on March 3. Brother Allen joined the SIU-merged Marine Cooks and Stewards Union (MC&SU) in the port of Seattle in 1978. He sailed as a cook and chief steward for APL from 1979 to 1984. Seafarer Allen was a veteran of the U.S. Army's 9th Army Quartermaster Corps in World War II. A native of Shreveport, La., he was a resident of Seattle. Interment was in the Sunset Hills Park Cemetery, Bellevue, Wash. Surviving is his mother, Callie of Seattle.



**Pensioner John Galna** **Gerald Atherton Sr.**, 75, passed away in Toronto, Canada on May 15. Brother Atherton joined the SIU in 1944 in the port of New York sailing as a chief electrician and QMED. He was also an engine delegate. Seafarer Atherton was born in Canada and was a resident of Leesburg, Fla. Burial was in the Hillcrest Cemetery, Parry Sound, Ontario, Canada. Surviving are his widow, Helen of Napanee, Ontario and a son, John Jr. of Parry Sound.



**James Edward Bell**, 66, died on April 27. Brother Bell joined the SIU in 1938 in the port of Mobile sailing as a chief cook. He was a veteran of the U.S. Coast Guard in World War II. Seafarer Bell was born in North Carolina and was a resident of New Orleans.



**Russell Aubrey Cobb**, 60, died on June 15. Brother Cobb joined the SIU in the port of Norfolk in 1971 sailing as a chief steward. He was a veteran of the U.S. Navy during World War II. Seafarer Cobb was born in Caswell City, N.C. and was a resident of Norfolk. Surviving are his widow, Theresa; two sons, Richard and William and a daughter, Myrtle.

**Pensioner Ernest "Bud" Marvin Bryant**, 65, succumbed to lung failure on May 30. Brother Bryant joined the SIU in 1943 in the port of Savannah, Ga. sailing as a chief steward. He was born in Georgia and was a resident of Jacksonville, Fla. Burial was in the North Prong Cemetery, Baker City, Fla. Surviving is his widow, Alice.

**Pensioner Manuel Da Silva**, 85, passed away in Salreu, Portugal on June 15. Brother Da Silva joined the SIU in the port of New York in 1967 sailing as a chief steward. He was born in Portugal and was a resident of Salreu. Surviving is his widow, Laurentina.

**Clarence Victor Dyer Jr.**, 63, died of heart-lung failure in the Touro Infirmary, New Orleans on April 18. Brother Dyer joined the SIU in the port of New Orleans in 1955 sailing as a chief steward. He sailed during the Vietnam War sealift. Seafarer Dyer was born in New Orleans and was a resident there. Interment was in the McDonoghville Cemetery, Gretna, La. Surviving are his widow, Eloise and a sister, Helen M. Bottley.

**Alwin Enriquez Fernandez Sr.**, 63, succumbed to lung disease in the North Miami (Fla.) General Hospital on May 8, 1983. Brother Fernandez joined the SIU in the port of New York in 1973 sailing as an assistant cook aboard the *SS Santa Elena* (Grace Line) in 1949 and APL from 1951 to 1954. He first sailed on the West Coast as a former member of the Marine Cooks and Stewards Union in 1945. Seafarer Fernandez was born in Puerto Rico and was a resident of North Miami. Cremation took place in the Fred Hunter Crematory, Hollywood, Fla. Surviving are two sons, Alwin Jr. of North Miami and Julio of Meriden, Conn. and a daughter, Josephine Nava, also of North Miami.



**Pensioner James Dudley Feurtado Sr.**, 89, passed away from pneumonia at home in Miami, Fla. on June 16. Brother Feurtado joined

the SIU in 1941 in the port of Miami sailing as an AB. He was born in Bluefields, Nicaragua. Burial was in Graceland Cemetery, Miami. Surviving are his widow, Elizabeth and a son, James Jr. of Miami.



**William Deiner Fleetwood**, 62, passed away from cancer in the San Pedro (Calif.) Peninsula Hospital on March 13. Brother Fleetwood joined the SIU-merged MC&SU in the port of Wilmington in 1975 sailing as a chief steward for APL from 1980 to 1982. He began sailing in 1949 on the West Coast and also sailed for C.T. & T. Seafarer Fleetwood was a veteran of the U.S. Navy in World War II. Born in Washington, he was a resident of Los Angeles. Burial was in the Riverside (Calif.) National Cemetery. Surviving are his widow, Ruby; a daughter, Nina Bothell of Washington and an uncle, Francis Deiner of Edmonds, Wash.



**Pensioner Edward Louis Fuselier**, 58, died of lung failure in the Lafayette (La.) General Hospital on June 2. Brother Fuselier joined the SIU in 1941 in the port of New Orleans sailing as a bedroom steward. He was a wounded veteran of the U.S. Army Infantry in World War II. Seafarer Fuselier was born in St. Martinsville, La., and was a resident of Breaux Bridge, La. Burial was in the St. Bernard Cemetery, Breaux Bridge. Surviving are his widow, Mary and his mother, Elizabeth of New Orleans.



**Thomas William Killion**, 49, died in July 1983. Brother Killion joined the SIU in the port of Boston in 1956 sailing as a FOWT. He also sailed as an engineer for District 2, MEBA. Seafarer Killion was a veteran of both the U.S. Navy

and U.S. Army after the Korean War. Born in Boston, he was a resident of Dorchester, Mass. Surviving are his widow and his mother, Elizabeth of Dorchester.

**Pensioner Melvin Robert Knickman**, 58, died recently. Brother Knickman sailed as an AB. He was born in Maryland and was a resident of Baltimore. Surviving is his mother.

**Pensioner Francisco Abarollo Melquiades Sr.**, 79, passed away from an infection in Daly City, Calif. on June 3. Brother Melquiades joined the SIU in the port of San Francisco in 1957 sailing as a cook and saloon messman for the Waterman Steamship Co. from 1957 to 1961. He began sailing in 1929. Seafarer Melquiades was born in Guinan Samar, P.I. and was a resident of San Francisco. Surviving are his widow, Antonia Guadalupe; a son, Francisco Jr. and a brother, Rafael of San Francisco.

**Charalambos Menicou**, 59, died in Zakaki Limassol, Cyprus on May 23. Brother Menicou joined the SIU in the port of New York in 1956 sailing as a bosun. He was a veteran of the Army of Cyprus. Seafarer Menicou was born in Cyprus and was a U.S. naturalized citizen. Surviving are his widow, Haritini; a son, Xapolin and his father, Costa of Cyprus.

**Charles Allen Mullen**, 32, died on June 11. Brother Mullen joined the SIU following his graduation from the Seafarers Harry Lundeberg School of Seamanship Entry Trainee Program, Piney Point, Md. in 1969. He sailed as a cook. Born in Oakland, Calif., he was a resident of Jacksonville, Fla. Surviving are his widow, Kathy; his parents, A.W. and Marie Mullen of Norfolk and a sister, Judy Guerra of Norfolk.



**Bobby Gene Perryman**, 49, died on May 10. Brother Perryman joined the SIU in the port of San Francisco in 1957 sailing as a waiter. He was

(Continued on Next Page.)





born in Oklahoma and was a resident of Richmond, Calif. Seafarer Perryman was a veteran of the U.S. Air Force after the Korean War. Surviving is his widow, Sachiko.



**Joseph Patrick Polsney**, 47, died of heart disease in New York on June 29. Brother Polsney joined the SIU in the port of New York in 1969 sailing as a bosun for the Sea-Land Shoregang, Port Elizabeth, N.J. from 1973 to 1983. He was also on the Puerto Rico Marine Shoregang. Seafarer Polsney was graduated from the Andrew Furuseth Training School, Baltimore in 1962. He sailed during the Vietnam War and was a veteran of the U.S. Army after the Korean War. A native of Maryland, he was a resident of Belford, N.J. Burial was in the St. Charles Cemetery, Pine-lawn, N.Y. Surviving are his widow, Loretta and his mother, Gertrude of Baltimore.

**Pensioner Leon Reynolds**, 86, passed away on June 5. Brother Reynolds joined the SIU in 1938 in the port of Boston sailing as a chief steward for the Bull Line. He had been sailing since 1929 and during World War II. Seafarer Reynolds was born in the Netherlands West Indies and was a naturalized U.S. citizen. He was a resident of East Orange, N.J. Surviving is his widow, Muriel.



**Pensioner John Henry William Roskamp Jr.**, 73, succumbed to heart failure in the Pacific Medical Center, Seattle on May 28. Brother Roskamp joined the SIU in the port of Seattle in 1957 sailing as a chief steward. He was born in Victoria, British Columbia, Canada and was a resident of Seattle. Seafarer Roskamp was a U.S. naturalized citizen. Cremation took place in the Bleitz Crematory, Seattle. Surviving are a brother, Gordon of Victoria and two sisters, Milly Golding of Vancouver, British Columbia, Canada and Mrs. R. Christianson of Victoria.

**John George Spuron**, 57, died on June 19. Brother Spuron joined the SIU in 1943 in the port of New York sailing as a recertified bosun. He was graduated from the Union's Bosuns Recertification Program in July 1974. Seafarer Spuron also sailed during the Vietnam War. He was a veteran of the U.S. Army after the Korean War. A native of San Pedro, Calif., he was a resident of San Francisco. Surviving are two sisters, Helen Gosse of San Francisco and Georgia Hunley.



**Pensioner Francis "Frank" Thompson**, 66, succumbed to heart failure in St. Joseph's Hospital, Tacoma, Wash. on May 22. Brother

Thompson joined the SIU in the port of Port Arthur, Texas in 1969 sailing as a cook. He walked the picket line in both the port of Houston and Tacoma beefs. Seafarer Thompson was born in Nundet, La., and was a resident of Tacoma. Interment was in the Community General Chapel Cemetery, Beaumont, Texas. Surviving is his widow, Laura.



**Pensioner James Thomas "Tom" Walker**, 74, passed away on June 1. Brother Walker joined the SIU in 1946 in the port of New York sailing as a recertified bosun and ship's delegate out of the port of Houston. He was a veteran of the U.S. Navy before World War II. Seafarer Walker was born in Texas and resided in Dallas. Surviving is his brother, William of Dallas.



**Gleason Gillespie Weaver**, 53, died aboard a Sea-Land ship on June 20. Brother Weaver joined the SIU in the port of New York in 1953 sailing as a FOWT. He was a veteran of the U.S. Army after the Korean War. Seafarer Weaver was born in Husk, N.C., and was a resident of St. Augustine, Fla. Surviving are his widow, Myrtle; a son, Joseph of Elkton, Fla.; two daughters, Palma W. Wynne and Darlene, also of Elkton, and a brother, Mac of Norrua, Va.

## Great Lakes

**Richard John Idalski**, 57, died on March 7. Brother Idalski joined the Union in the port of Alpena, Mich. in 1956 sailing as an AB for the Huron Cement Co. He was born in Alpena and was a resident there. Surviving is his widow, Margaret.

**Pensioner Arvo Oliver Lintula**, 69, passed away on June 9. Brother Lintula joined the Union in the port of Elberta, Mich. in 1956. He sailed as a FOWT for the Ann Arbor (Mich.) Railroad Carferry Co. in 1967 and was a wounded Pacific Theater veteran of the U.S. Navy in World War II. Laker Lintula was born in Wisconsin and was a resident of Kaleva, Mich. Surviving are his widow, Florence and a daughter, Peggy Saper.

**Edward F. Murphy**, died on May 4. Brother Murphy joined the Union in the port of Buffalo in 1961. He was a resident of Buffalo. Surviving is a brother, Lawrence of Tonawanda, N.Y.

**Venture Peter Savo**, 61, died on June 13. Brother Savo joined the Union in the port of Detroit in 1966. He sailed as an oiler for the American Steamship Co. in 1956, Buckeye Steamship Co. from 1967-78, for Kinsman Marine from 1966 to 1973 and for the Erie Sand Co. from 1977 to 1982. He was a veteran of the U.S. Army during World War II. Laker Savo was born in Lockport, N.Y. and was a resident of Buffalo. Surviving are a son, Anthony of Riverside, Calif. and a brother, Peter of Buffalo.

## MATCH THE PAIRS



ONLY A  
FOOL  
FOOLS  
AROUND  
WITH  
DRUGS!!  
ONE  
ARREST  
AND YOU  
LOSE  
YOUR  
PAPERS  
FOR  
LIFE!!

FRANK EVERSON S.D.



# Digest of Ships Meetings

**AMBASSADOR** (Coordinated Caribbean Transport), June 20—Chairman Robert U. Dillon; Secretary and Deck Delegate Jonathan Dye; Engine Delegate B.A. Wallace. No outstanding beefs were reported. The ship will arrive in Miami on June 22. A patrolman has been requested for payoff. The chief electrician talked about the 1984 Crews Conference he attended, and he passed out current literature regarding the new Piney Point training and recreational facilities. The new contract proposals also were discussed. Crewmembers want the Union to inform CCT as to the current base pay and overtime rates they should be paying. The engine department expressed dissatisfaction with the amount of available overtime. The wiper's overtime was cut, the QMEDs only get Saturdays, but the engineers can work anytime. Also, shoreside services perform work that the QMEDs can do. Next port: Miami, Fla.

**AMCO TRADER** (American Coastal), June 24—Chairman John Bertolino; Secretary A. Salem; Educational Director Peter Dolan; Deck Delegate R.H. Bunce; Engine Delegate M. Donion; Steward Delegate C. Cummins. No beefs or disputed OT reported. The steward has been elected ship's treasurer, and donations are requested in any amounts in order to purchase more movie tapes. The *Amco Trader* will arrive in New Jersey on June 28 and will then head down to Norfolk, Va. for payoff on July 1. A telex has been received from headquarters about the new contract. Crewmembers will learn more about the details from the patrolman at payoff. New LOGs were received and were handed out to department delegates. The Seafarers LOG is the best means of communication between headquarters and the SIU members, whether at sea or on the beach. It was, therefore, urged that all crewmembers read each issue carefully. A request was made that the company forward the crew mail to the next port of call. All members stood for a minute of silence in memory of our departed brothers and sisters, and a vote of thanks was given to the steward department for a job well done. Next port: New Jersey.

**BEAVER STATE** (Apex Marine), June 3—Chairman G. Mattioli; Secretary F. Costango; Educational Director John P. Lyons; Deck Delegate D. Marcus; Engine Delegate C. Taylor; Steward Delegate L. Garcia. No beefs or disputed OT reported. There is \$30 in the ship's fund. Minutes of the last meeting were read and approved. The bosun announced that arrival at Big Stone Anchorage was scheduled for June 7, with payoff in Eagle Point, N.J. on the 9th. It was requested that the boarding patrolman at payoff discuss with the captain and/or a company representative the launch service or lack thereof. There has been a definite lack of launch service when the ship is in foreign ports. Members would like launches to be provided so that they can get ashore at least once in 24

hours and return to the ship in time for their watches, as per Union contract. All members agreed and thanked Brother Lyons for his suggestion. A vote of thanks was given to the steward department for a job well done. Next port: Eagle Point, N.J.

**DELTA NORTE** (Delta Lines), June 10—Chairman Paul R. Turner; Secretary Roy R. Thomas; Educational Director U.H. Sanders. Some disputed OT was reported in the steward department. Everything is running smoothly, according to the bosun, with no major beefs reported by department delegates. The *Delta Norte* did lose



two men this voyage; both were taken to the hospital. The importance of donating to SPAD was stressed, and the bosun reminded men that they are not to leave the vessel before payoff. He also talked about crewmembers getting off ship when they are not really sick. It is not fair and puts a tremendous strain on the rest of the crew. A minute of silence was observed in memory of our departed brothers and sisters. Next port: Lake Charles, La.

**FALCON CHAMPION** (Seahawk Management), July 12—Chairman John Chermesino, Secretary Paul Cox; Educational Director E. Macom; Deck Delegate Richard Bradford. Engine Delegate Arthur J. Vogel; Steward Delegate Dana A. Paradise. Some overtime hours in the deck department were still being disputed from the first three months of the voyage. There is \$109.46 in the ship's fund. The payroll ends Sat., July 14, and the captain has agreed to pay one extra day's pay for travel time. A special thanks was given to the ship's steward, Paul Cox, for the time and effort he put into starting a movie fund and building a ship's library of more than 300 hours of movies. "We hope that future crews will continue his work and we would like to see the same thing on other ships. This will benefit all crewmembers wherever they may go." A vote of thanks also was given to the steward department for their fine work this voyage. The steward, in turn, thanked all departments for their cooperation. Next port: Guam.

**LNG LEO** (Energy Transportation), June 17—Chairman R.J. Callahan; Secretary Henry Jones Jr.; Educational Director W. Shoun; Steward Delegate Roger Gary Griswold. No beefs or disputed OT reported. Bosun Callahan will be getting off in Japan, and so had a few words to say to the crew about the importance of upgrading at Piney Point and of donating to SPAD. He also advised the new members to learn more about the workings of the SIU and to become a real part of it. The crew gave Callahan a round of applause for a job well done as ship's chairman. After buying a videocassette recorder and 10 blank tapes, the balance in the ship's fund is \$361. The Pac-Man and arrival pools are selling well; there is almost enough money to buy another card for the Pac-Man machine. In Japan the *LNG Leo* will receive their stereo radio/double cas-

sette recorder for recording cassette tapes, as well as jump ropes, games and cards which will be available to all crewmembers. Again, it was brought up that ETC vessels would like to obtain videotaped copies of President Drozak's talks at the monthly meetings. They also would like information on any changes implemented June 16 as a result of the Crews Conference. A vote of thanks was given to the crew for respecting their Union brothers by not slamming doors or playing tapes and radios too loudly. All drug tests aboard ship have come back negative—but the reminder again was given to beware of people trying to sell you items in the Indonesian ports. A vote of thanks was given to the steward department for the good food and the pool parties.

**OGDEN MISSOURI** (Ogden Marine), June 24—Chairman John Bergeria; Secretary George L. Vourloumis. Some disputed OT was reported in all three departments as well as a number of beefs in the engine and steward departments. There is \$7.51 in the ship's fund. The chairman reported that the *Ogden Missouri* is running with a short crew—definitely not enough manpower to maintain the ship up to SIU standards. He felt the steward department should have another person in order to maintain officers quarters, passageways, the galley, pantries and messrooms in proper order. Three men is not enough. The captain holds weekly inspections, and the crew feels it just cannot keep up with the maintenance that is required.

Another problem was with the mail service. "The Union should do something about the mail. After all, we are away from home seven days a week and we do have loved ones who care for us—so let's do something about our mail service. After all, we are Union brothers. Thank you." Another suggestion was that those jobs that were shipped on the weekend when the hall is closed be posted so that everyone can see who was shipped and on which vessel. A lot of hard, extra work had to be done in the three-man steward department, so all hands gave them a vote of thanks for the job they did so very well. And to the men who are getting off—"Have a good, safe trip!"

**OVERSEAS ARCTIC** (Maritime Overseas Corp.), June 18—Chairman J. Little; Secretary R.P. Taylor; Educational Director B. Burge. No beefs or disputed OT. Everything is running smoothly aboard the *Overseas Arctic*. Payoff will be on arrival. The bosun reminded members to write their congressional representatives to support the Boggs bill. He has the correct addresses if anyone needs them. He also has a copy of the new shipping rules for all interested persons. The crewmembers aboard the ship voted on the new shipping rules recommendations and accepted them 100 percent. "We extend a vote of thanks to the SIU leadership for holding the line during these times of depressed shipping." All hands were urged to take their beefs to the ship's meetings. A vote of thanks was given to the steward department for their fine work this voyage.

**PUERTO RICO** (Puerto Rico Marine), June 3—Chairman W. Crawford; Secretary Jose R. Collis; Educational Director D. Able; Deck Delegate C. Faircloth; Engine Delegate John Hall; Steward Delegate Cosme Radames. No disputed OT. The ship will be paying off in San Juan, P.R. next Friday around 9 a.m. A patrolman should be there and will provide information to crewmembers about the new proposals. The secretary suggested that, under the new contract, there be a medical relief for permanent jobs while onboard the ship. The educational director noted that an extra washing machine is now available for use by the crew—"so please take care of it." A vote of thanks was given to the steward department for the good food and good service. Thanks also was given to the crew for helping keep the messroom clean at night. Next port: San Juan, P.R.

**SANTA MARIANA** (Delta Lines), June 17—Chairman Salvatore Sbriglio; Secretary Samuel N. Smith; Educational Director Bobby Stearman; Deck Delegate Douglas R. Verges; Engine Delegate Robert Branconi; Steward Delegate Harold Johnson. No disputed OT or beefs reported. After paying for cablegrams and beer for the cook-outs, there is \$388 on hand in the ship's treasury. Communications from headquarters were read. This consisted of a cablegram about the new contract. It is posted in various places in the crew area. The boarding patrol-





man in Los Angeles will be on hand to give crewmembers all the latest information. One seaman was sent home due to a death in the family, and another was taken off sick in Trinidad. But everything is going along fairly smoothly, especially with the light passenger load. A vote of thanks was given to the ship's doctor, Dr. James Mayer, for his good service. Thanks also was given to the steward department for the fine food this voyage. Next port is Los Angeles, then on to San Francisco for payoff.

**PIONEER** (Sea-Land Service), June 17—Chairman Ronald W. Jones; Secretary Robert Outlaw; Educational Director Jack Marcario; Deck Delegate Patrick Lavin; Engine Delegate Carroll Dwyer; Steward Delegate Leopold Faulkner. No beefs or disputed OT reported. The bosun told crewmembers that he had been informed at the last payoff by the patrolman that the new contract would be sent out to all ships and would be in effect as of June 16. He also mentioned that all members having six months would have to get off. The secretary reminded all hands that he has applications for the different benefits that Union has to offer: upgrading, pension, vacation. "You name it, I have it." The tape deck and radio is in need of repair. But on a more positive note, the steward extended a vote of thanks to the chairman for his efforts in getting the reefer box fixed. It had been like that for two years! Heading out to Spain, then back to New Jersey for payoff in July.

**SEA-LAND DEFENDER** (Sea-Land Service), June 10—Chairman John G. Spuron; Secretary Cesar F. Blanco; Educational Director Gerald Van Epps; Deck Delegate Jabez Pegg; Engine Delegate Robert Torrez; Steward Delegate Lorenzo Razo. No disputed OT. There is \$41.25 in the ship's fund, and the movie fund is in the captain's safe. A message was received from headquarters regarding the new shipping rules. These rules have been posted on the board for all to read. The boarding patrolman will be able to answer members' questions about this notice at payoff. Those members who are getting off at the end of this trip were reminded to clear their rooms, remove all "nude" pictures and turn in all soiled linen. Also, all books, magazines, movie tapes and cartridges must be returned from where

they were taken. The crew is upset over the shortage of goodies (pastries) and the fact that there is no more dry cereal. Also, fresh fruit and bread aboard ship are dry and hard to swallow. These problems will be taken up with the boarding patrolman. Next port: Long Beach, Calif.

**SEA-LAND EXPLORER** (Sea-Land Service), June 10—Chairman R.C. Cope; Secretary L.L. Tinkham; Educational Director D.K. Kelly. No beefs or disputed OT reported. There is \$291 in the ship's fund. The bosun said that he had received letters from the safety directors of the SIU and Sea-Land Service concerning the location of the watch in rough weather. Copies of these letters were distributed to the deck department. The bosun also reviewed some of the highlights outlined in the April issue of the LOG. This dealt mainly with the proposed agreement between ship owners and the SIU. Overtime hours are to be cut off as of June 15; a new overtime sheet will be submitted from June 16 to cover the rest of voyage #48. A motion was made to purchase blank videotapes from the ship's fund to record additional movies for the ship's library. The crew of the *Sea-Land Explorer* received a note of thanks from the widow of Gust Liakus, Bk. #L-78, for their contribution following his death in Yokohama, Japan. In their report to the LOG, the ship's crew says, "It is pleasing to note that in the last six months there has been only one dispute over overtime (delayed sailing), and that was easily solved. . . ." Next port: Yokohama, Japan.

**SEA-LAND VENTURE** (Sea-Land Service), July 1—Chairman Otto Pedersen; Secretary Robert F. Frazier; Educational Director High Wells; Deck Delegate Herb Minick; Engine Delegate Edgar Young; Steward Delegate Lonnie Gamble. There was no disputed OT, but a question did arise in the steward department as to why a member who works double can't get a day off or be paid the day in lieu of time off. This will be brought up with the patrolman at the next payoff. The bosun said that flowers and money were turned over to Patrolman Steve Ruiz for Brother Weaver who died aboard ship in the Gulf. The bosun also talked with the patrolman about the problems with the ice maker not working. The educational director spoke to the members about the necessity of going to Piney Point for upgrading, and a discussion followed about the new training and recreational facilities there and how they are very useful to the Union. He also stressed the importance of contributing to SPAD, especially during these trying times. The LOG is being received regularly. It was noted that it is important to read the LOG completely in order to keep abreast of recent Union negotiations and other matters. Crewmembers were asked by Bosun Pedersen to elect a new ship's chairman. He was nominated again but said he wanted to give it to someone else for a change. The chief cook, Leticia Peralez, was elected unanimously. "We are certain that this is the first female elected to this position.

## Digest of Ships Meetings

We will send pictures and story at a later date." One minute of silence was observed in memory of our departed brothers and sisters. Next port: Rotterdam.

**SPIRIT OF TEXAS** (Titan Navigation), June 24—Chairman Harry M. Fisher; Secretary Jimmie Bartlett; Educational Director George Darney. No beefs or disputed OT reported. There is \$9.25 in the ship's fund which will be turned over to the bosun when the treasurer leaves the ship. A telex from SIU President Drozak was received and posted. The steward praised SIU Rep Steve Ruiz for the fine job he did on settling all department beefs at the most recent payoff in New Orleans. He also said that everything has been running very smoothly since Capt. Chambless has been onboard and noted that this is the first voyage (since the ship has been running) that she is paying off without any beefs. All members were reminded to leave their rooms clean and to turn in dirty linen before getting off. A few problems will be taken up with the patrolman—about allotments being late and about not receiving mail. A vote of thanks was extended to Capt. Chambless on cleaning up the ship. The bosun also gave his men a vote of thanks for their cooperation in helping him out, and the steward department received a vote of thanks for their outstanding job of serving good food. The next payoff will take place on June 26 in Jacksonville, Fla.; the ship will then go into layup.

**SUGAR ISLANDER** (Pacific Gulf Marine), June 17—Chairman Roger W. Pinkham; Secretary R. Hufford; Educational Director Allison Hebert. No disputed OT. Payoff will take place

in New Orleans the first week of July. The bosun reports that the crewmembers like the 180-day ruling and the fact that the hall is open on Saturday for job calls. Everything is going well aboard the *Sugar Islander*. A vote of thanks was given to the steward department for a fine job. Next port: New Orleans, La.

**WASHINGTON** (Ogden Marine), June 21—Chairman David Gilmore; Secretary David E. Edwards; Educational Director Anthony Praino. Some disputed OT was reported in the steward department. Payoff will take place in Beaumont, Texas on the 25th. Anyone who wants to get off should let the captain know. A dispute for lodging was brought up. There was no hot water from the time the crew joined the ship until June 5—a period of five days. The members feel they are entitled to subsistence for this period of time in which there were no sanitary conditions. This will be brought up to the patrolman and he will check it out. Next ports: Beaumont, Texas and Mobile, Ala.



Official ships minutes were also received from the following vessels:

ADONIS	OVERSEAS NATALIE
BAY RIDGE	PANAMA
BROOKS RANGE	PATRIOT
CHARLESTON	ROBERT E. LEE
COVE NAVIGATOR	ST. LOUIS
DEL SUD	SAN PEDRO
LEADER	SANTA MARIA
OGDEN CHAMPION	SANTA PAULA
OGDEN DYNACHEM	SEA-LAND CONSUMER
OGDEN HUDSON	SEA-LAND DEVELOPER
OGDEN LEADER	SEA-LAND ECONOMY
OGDEN WILLAMETTE	SEA-LAND INDEPENDENCE
OVERSEAS BOSTON	SEA-LAND PACER
OVERSEAS HARRIETTE	SEA-LAND PRODUCER
	SEA-LAND VOYAGER

## Monthly Membership Meetings

Port	Date	Deep Sea Lakes, Inland Waters
New York	Tuesday, September 4	2:30 p.m.
Philadelphia	Tuesday, September 4	2:30 p.m.
Baltimore	Wednesday, September 5	2:30 p.m.
Norfolk	Thursday, September 6	9:30 a.m.
Jacksonville	Thursday, September 6	2:00 p.m.
Algonac	Friday, September 7	2:30 p.m.
Houston	Monday, September 10	2:30 p.m.
New Orleans	Tuesday, September 11	2:30 p.m.
Mobile	Wednesday, September 12	2:30 p.m.
San Francisco	Thursday, September 13	2:30 p.m.
Wilmington	Monday, September 17	2:30 p.m.
Seattle	Friday, September 21	2:30 p.m.
Piney Point	Friday, September 7	3:00 p.m.
San Juan	Thursday, September 6	2:30 p.m.
St. Louis	Friday, September 14	2:30 p.m.
Honolulu	Thursday, September 13	2:30 p.m.
Duluth	Wednesday, September 12	2:30 p.m.
Gloucester	Tuesday, September 18	2:30 p.m.
Jersey City	Wednesday, September 19	2:30 p.m.



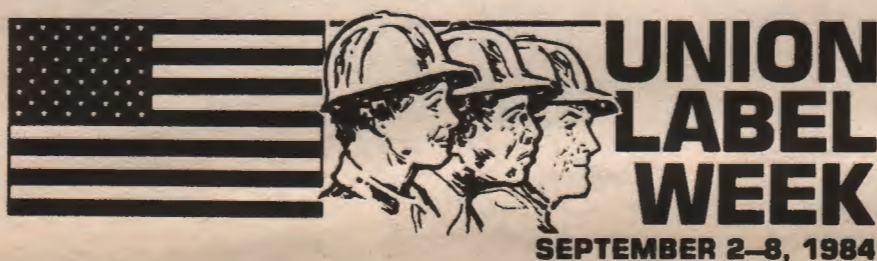
# PMA Shipping Scene

## July 1984

	REGISTERED	SHIPPED
<b>SAN FRANCISCO</b>		
Class "A" .....	60	17
Class "B" .....	6	0
Class "C" .....	1	0
Relief .....	1	0
<b>Grand Total (All Groups) .....</b>	<b>67</b>	<b>17</b>
<b>WILMINGTON</b>		
Class "A" .....	20	5
Class "B" .....	1	1
Class "C" .....	0	0
<b>Grand Total (All Groups) .....</b>	<b>21</b>	<b>6</b>
<b>SEATTLE</b>		
Class "A" .....	31	25
Class "B" .....	4	0
Class "C" .....	3	4
Relief .....	3	1
<b>Grand Total (All Groups) .....</b>	<b>38</b>	<b>30</b>
<b>HONOLULU</b>		
Class "A" .....	2	6
Class "B" .....	0	5
Class "C" .....	0	0
<b>Grand Total (All Groups) .....</b>	<b>2</b>	<b>11</b>



Just in time to listen to a floor debate in Congress on key amendments to agricultural legislation, QMED students enrolled last month in Union education seminars learned close up what politics on the 'Hill' is about. Posing on the east side of the Capitol with SIU legislative lobbyist Liz DeMato are: Gerald Anderson, Al Grimes, Francis Karlsson, Nelson Kercado, Leon Kleinman, Leslie Lorber, Michael Meyers, David Millard, John Miller, William McRae, David O'Donnell, Arthur Omdahl, Robert Oppel, Frank Panette, Svere Paulson, Robert Rappel, Julian Salazar, Stephen Senteney, Robert Shaw, Edward Smith, David Timmons, Steven Walters and David Whittle.



UNION LABEL AND SERVICE TRADES DEPARTMENT, AFL-CIO

## 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.



"With the speed those bastards are moving at, it's hard to tell where we'll be two weeks down the road," an AFL-CIO official said when asked about the track record of the National Labor Relations Board under the Reagan administration.

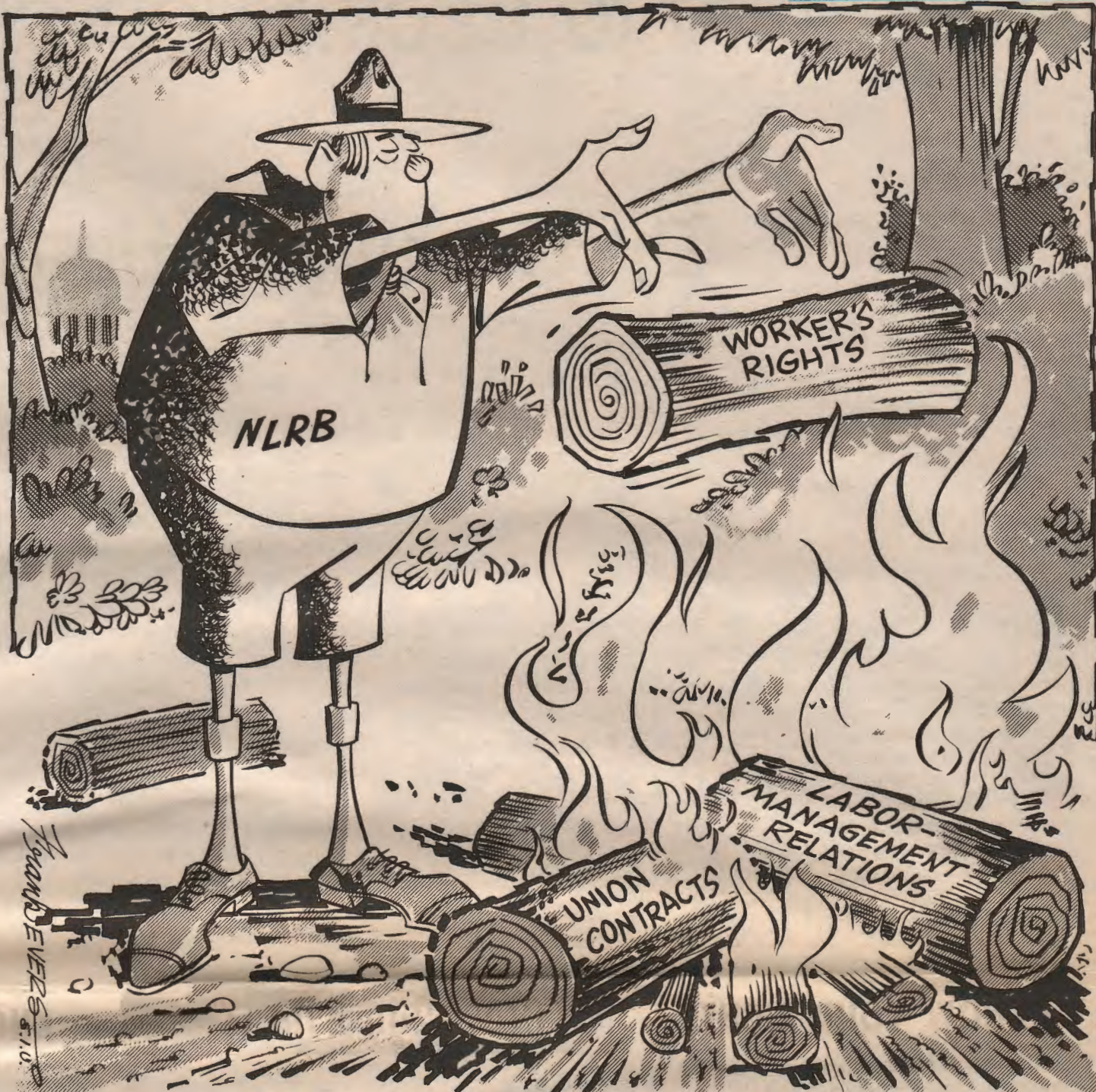
There are those who think we may be at the end of the road when the NLRB finishes up its string of anti-labor decisions, if what they've done so far is any indication.

The NLRB has made it quite all right to interrogate workers about their union activities. The NLRB has made it quite all right for a company to unfairly influence a union election. They've made it quite all right to fire workers for union activity and then sit on the case for years as company lawyers appeal and appeal and as the fired workers try to find ways to simply pay the bills.

Several of the decisions, including a recent one concerning organizing hospital workers, have reversed long-standing policy, some of it arrived under Republican presidents. On top of that, the backlog before the board could mean literally hundreds of decisions stripping away basic workers' rights to organize, bargain and work. The board has said it wants to take "a fresh look" at cases.

It won't be fresh. This board's trail is littered with the putrid reminders of what happens when ideology and politics are allowed to rule where reason and law should be the guidelines.

In the past, the NLRB functioned as place where both sides could go and settle issues. Labor didn't win all the time and management didn't win all the time. Usually when both sides complain it's an indication that



who they are gripping at is doing a fair job.

Not anymore. The NLRB has turned into a club for union-bashing and handed itself over to management.

Maybe we should just get it over with. Go ahead abolish the NLRB. Then unions and working men and women won't have that false hope that somewhere down the line the NLRB will right the wrongs of an employer,

that false hope that the NLRB will force people to comply with the law and the false hope that because they are right, workers can go toe-to-toe with the high-powered lawyers and bottomless company coffers.

Abolish the NLRB. The company wins today, well we'll be right back tomorrow and the next day. We'll use strikes and picket lines. They can use goons and scabs and we'll just go ahead

and duke it out like the old days.

And after that goes for awhile, just maybe somebody will come up with this great new idea where a group of impartial and fair people will be called to make fair decisions on disputes and given the strength and the power to decide them quickly and then enforce them.

What a great idea. Why hasn't somebody thought of that before?

## SIU Endorses Mondale and Ferraro

(Continued from Page 1.)

"There is no doubt that Fritz Mondale is the best person for the job of U.S. President.

And, unlike the presidents of past and present, Mr. Mondale will fulfill his promises to solve our industry's problems," Drozak said.

Drozak called the Reagan Administration's record—"a wholesale transfer to disaster."

He outlined the litany of atrocities just within America's maritime industry alone. "President Reagan has cut seamen's health care benefits; terminated the CDS program; cut back on the ODS program; allowed U.S. operators to build ships overseas; failed to ratify the UNCTAD Code; failed to enforce existing cargo preference laws; and failed to enter into bilateral trade agreements with our trading

partners. This administration's maritime program is nothing more than a suicide pill for an essential segment of our economy and national security."

Drozak cautioned the general board that the "long voyage has just begun. It will be a short trip to destruction for all of us, regardless of our industry affiliation, if the Reagan administration remains in the Pennsylvania Avenue residence. It is not

enough to endorse Mondale and Ferraro. Ours must now be an active endorsement."

Rallying behind the legacy of our forefathers, Drozak said "Democracy works because Americans have the right and the responsibility to vote. SIU fully endorses the Mondale/Ferraro ticket with active and inspired participation. Let's get together and win in November!"



# U.S. Found to Lack Supplies for War

By Fred Hiatt  
Washington Post Staff Writer

A war game conducted by the Joint Chiefs of Staff last fall showed that the armed forces had only enough ammunition and other supplies to fight one small war in one part of the world, according to Defense Department officials.

The military exercise, called "Pressure Point 84," showed that the Army would begin running out of key munitions and other items in the first month of a war in South Korea and could be forced to accept a stalemate because of shortages of critical supplies.

If a crisis simultaneously developed in Egypt or Central America, the military would be unable to support the troops that would be sent there, according to the results of the exercise.

The Joint Chiefs' staff concluded that the military was not prepared logistically for anything more than a short and limited conflict, according to those who have seen after-action reports about the exercise.

Stocks of conventional munitions were found to be well below the minimum acceptable for even a small war, and a war in Europe, which was not simulated, would cause still more severe problems, officials said.

The results of the computer-run exercise, which have not been officially released, lend support to a recently published report by the investigative staff of the House Appropriations subcommittee on defense.

That report, based on research in 1982 and the first half of 1983, concluded that the Army "does not have the men and material to sustain combat operations in a major contingency" and that the Navy could not sustain full combat operations for more than a week.

Defense Secretary Caspar W. Weinberger denounced the House report as outdated, wrong and dangerous.

He said that the Reagan administration had bought "a great deal of ammunition" and he suggested that the House report was politically motivated in an election year.

## The Washington Post

AN INDEPENDENT NEWSPAPER

FRIDAY, AUGUST 3, 1984

Attempts to obtain comment from the Defense Department about the exercise were unsuccessful yesterday.

Weinberger said that the House report, and misinterpretations of it, did a "dangerous disservice" to national security by giving friends and adversaries a false picture of U.S. strength.

The charge that the readiness and endurance of the armed forces are not as high as they should be does appear to be emerging as a partisan issue.

Democratic critics of the administration's record military budgets say that too much money has gone to new planes, ships and tanks and not enough to the spare parts, fuel and munitions needed to keep them running.

Weinberger has responded that when President Reagan took office, the military needed improvements in all areas, including nuclear weapons and major weapons systems, and that no area has been neglected.

The Pentagon's test last fall showed that serious problems remained in ammunition supplies, sealift and the other un-

glamorous but necessary support systems for fighting wars.

Pressure Point 84, instead of examining logistics at the outset of the war as most previous exercises had, began its investigation 30 days after an imaginary North Korean invasion of the south.

Involving all four services and run largely on Pentagon computers, the exercise also simulated a Libyan incursion into Egypt 26 days after the Korean invasion and examined in a cursory way what would happen if U.S. forces prepared to deploy to counter a Nicaraguan attack on a Central American neighbor.

In the scenario, the military encountered severe shortfalls in Korea alone even before a month had elapsed. The Marines based in Okinawa had adequate stocks, but the Navy had to draw on stocks in Europe and the Atlantic, and the Air Force had to significantly deplete munitions stocks around the world.

The Army was most severely pinched, however. It was having to ration 42 of 51 essential items after one month, and, one

week later, 33 of those were used up. The commander of U.S. forces in Korea had to limit the use of ammunition to 25 percent and, later, to 10 to 20 percent of normal to avoid running out, the war game showed.

Even if the Army emptied its reserves in this country and left only 15 days of supplies in Europe, the commander in Korea would not have enough munitions, could not fight the war properly and would be forced to accept a stalemate, the exercise found.

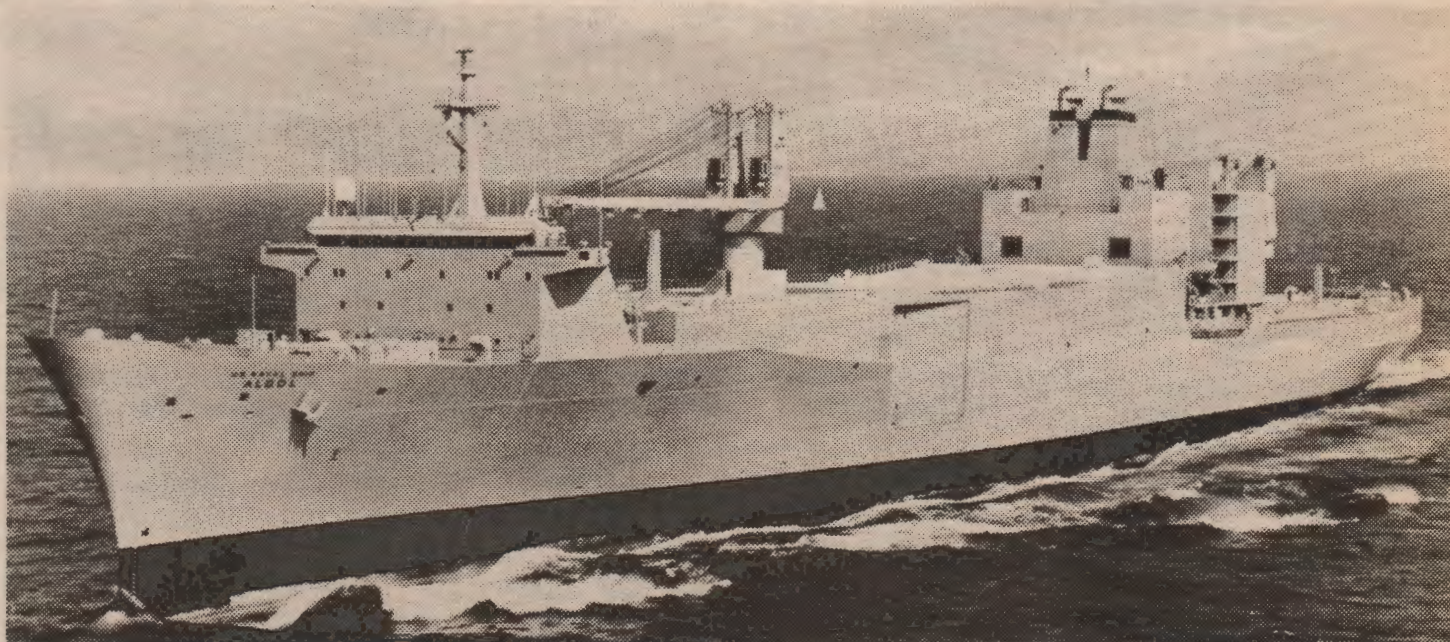
The problems were not limited to one type of ammunition, but were spread across the spectrum of supplies.

Industry would take at least a year to reach the needed production level and in many cases would take more than a year, the exercise also found.

A shortage of cargo ships aggravated the situation; supplies piled up in West Coast ports. The back-log for shipping reached 500,000 tons, meaning that what supplies were available reached the war 11 days late.

The inadequacies became more apparent when the planners simulated the Libyan invasion of Egypt, requiring the deployment of one Marine brigade and two Army brigades.

Pre-positioned Marine supplies, on ships in the Indian Ocean, already had been sent to Korea, and the Army had no supplies left anywhere for its troops.



More American-manned/civilian crewed Fast Sealift Ships like this are needed.