

Pay Hike on Par With Officers in New Contract

Faced with what could have been the first SIU deepsea strike since 1946, management and Seafarer negotiators were able to narrow a wide gap and reach a tentative agreement on both the Standard Tanker and Freightship agreements May 27.

"We had ourselves some tough sessions, and for a while it looked like we might be pushed to strike. We were so far apart until the end," said SIU President Frank Drozak.

American Maritime Association (AMA) negotiators had taken a firm stand in earlier meetings on reducing

all wages 10 percent, slashing vacation to 10 for 30 and reducing unlicensed work in the engine room.

"We retained our work jurisdiction, which is extremely important. On top of that we got the same 2 percent per-year wage increase the officers got and the vacation remains the same, 14 for 30," said SIU Vice President Red Campbell.

Campbell also stressed that if the pact is ratified by the membership at their June port meetings, the wage increases will not go into effect until July 1. He also said that the Standard

Tanker and Freightship agreements do not cover SIU-contracted military ships. Those are separate agreements.

See Pages 12-14 For All Tanker And Freightship Rates

Seafarers at the Piney Point and New York monthly meetings overwhelmingly voted yes on the new deal. The final tally will not be available until the end of June.

Following are some highlights of the new contract.

1. Effective July 1, 1987, 1988 and 1989, there shall be a 2 percent increase on base wages, premium rates, Monday to Friday overtime rates, and the off-watch penalty rates, Monday to Friday.
2. All group 1 day workers will be offered eight hours overtime for all Saturdays, Sundays and holidays whether the ship is in port or at sea.

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LOG

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Trade-Sealift Highlight Hill Agenda

Persian Gulf Problems Show Need for Merchant Fleet

EDITOR'S NOTE: June marks the halfway point for the first year of the 100th Congress. Trade, foreign policy and the Middle East have shared Congress' center ring. Max Hall, SIU associate editor and Washington columnist, explores these issues and the SIU/maritime industry tie-in in this analysis and review.

by Max Hall

The news coming out of Washington has a gloomy, almost fatalistic tinge. The budget deficit refuses to go away. The AIDS crisis is getting worse. And many American industries, including maritime, are finding it difficult to compete in an international marketplace where trade barriers are the rule and not the exception.

If all this weren't enough, a joint committee of the House and the Senate is holding daily hearings on the Iran-Contra arms scandal which call into question the administration's honesty and competence.

Nothing, however, underscores this national sense of uneasiness more than the debate that is being conducted over

America's policy in the Persian Gulf and the administration's response to developments there.

The debate touches upon many issues that this Union has tried to publicize during the past few years, most notably the decline of this country's strategic sealift capability and the effect that decline is having on our national security.

U.S.S. Stark

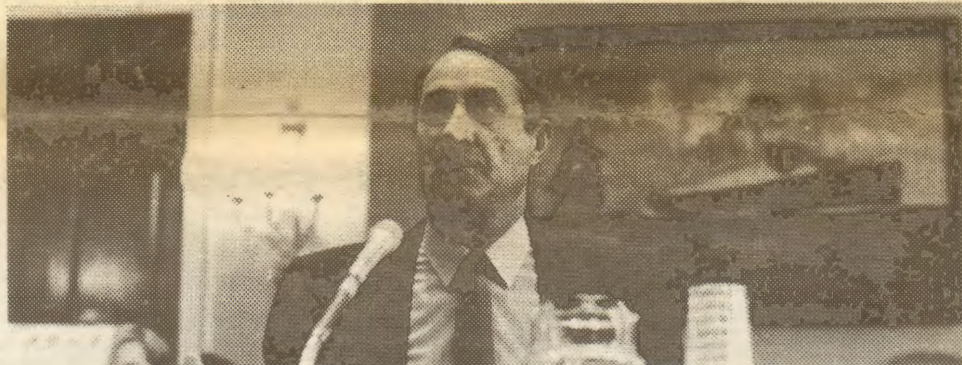
The debate was set off by an incident in the Persian Gulf. In May, an Iraqi jet fired a French-made Exocet missile which struck the *U.S.S. Stark*. Thirty-seven sailors were killed.

Iraq blamed the incident on the inexperience of the young pilot. It took the unprecedented step of placing an apology on the front page of its state-controlled newspaper.

The United States was quick to accept Iraq's apology. Attention soon turned to Iran, and the threats it was making to close the Strait of Hormuz. The administration vowed to take "whatever" steps were needed to keep the shipping lanes open.

Still, the attack on the *U.S.S. Stark* had a profound effect. "The fact that the tragedy seemed so utterly meaningless," wrote *Time* magazine, "caused its ripples to swell . . . A nation that had committed itself to building an expensive 600 ship Navy began to worry about whether those ships might be sitting ducks."

This was precisely the point that the SIU had been trying to make for years. No matter how much is spent building new weapons systems, the union argued, the money will be wasted unless some effort is made to enhance this



For years SIU President Frank Drozak has warned Congress and the White House of the military value of a healthy merchant fleet. Recent developments in the Middle East uphold that argument.

country's conventional sealift capability.

Kuwaiti Reflagging

Several weeks before the *Stark* was hit by the Iraqi missile, the United States had offered to protect 11 Kuwaiti tankers by reflagging them under the American registry.

Under the administration's proposals, only the captains on these reflagged ships would be required to be American citizens. Under present law, all licensed officers and 75 percent of the unlicensed crew must be American.

The reflagging plan, which is still being debated, was violently opposed by all segments of maritime labor. "It would set a dangerous precedent," said SIU President Frank Drozak. "And if the administration is adamant about escorting these tankers, why does it feel the need to reflag them? Why does it have to debase American-flag manning requirements?"

The SIU was not alone in monitoring developments on this issue. "The commercial implications of the reflagging plan are being studied carefully," wrote Chris Dupin of *The Journal of*

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Cramped Quarters?



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Special Pullout—The Presidential Candidates

President's Report

by Frank Drozak

We have just completed negotiations on a new Standard Freightship and Standard Tanker Agreement, and our membership is right now voting on these contracts at meetings in our ports and aboard ship.

We started bargaining back in October. I've been around for some time, and I've negotiated a number of contracts. This was absolutely the toughest bargaining I've ever been involved with. What was at stake was our jurisdiction. What they were after was our jobs. They wanted to force us off the ships.

Early during our negotiations, the shipowners signed with the mates and engineers. In both cases they gave the officers a 2 percent pay increase for each of the three years of the contracts. At the same time, they demanded that the unlicensed crew take a 10 percent pay cut, a 20 percent cut in health benefits, and they even wanted to reduce your training school, stating that it costs too much.

In the past 10 years or more, this Union and its membership have done everything we could to help our contracted companies be competitive and stay in business. We have drastically cut the unlicensed manning scale and tempered our wage demands to meet the realities of the industry. During that same time, the mates and engineers did nothing to cut manning on the bridges or in the engine room, and they continued to widen the economic gap between licensed and unlicensed crew. You, the membership, said, "Enough is enough!" You gave us the authority to call a general strike if the shipowners did not come back to the bargaining table in good faith. You gave us this authority in an open vote and you did it unanimously. Once again, this membership stood tall and stood together.

We got a contract, and it's a good agreement. One of the most important features of this contract is that it protects our jurisdiction.

The contract language specifically sets out the work jurisdiction of the unlicensed crew in the engine room. It is now up to each and every one of you to make this provision work by filing a grievance and putting in for overtime each time an engineer picks up a tool to do your work. If we don't do this, we will lose our jobs in the engine room by default. Believe me when I tell you that the engineers want your jobs. They think it is a matter of survival for them, and they don't care what happens to you. We have fought hard and long to keep these jobs for our members. We don't want to cede them to the engineers by default.

• • •

The SIU and other maritime labor organizations representing seamen employed on U.S.-flag vessels recognize the national need to protect the freedom of the seas so that vessels of all nations may transport without interference supplies and commodities vital to their national interest and security. To that end, the United States has taken a leadership role, and we think that it is the right thing to do.

However, we believe that the Reagan administration is unnecessarily circumventing longstanding maritime law and custom which require U.S. citizenship for crewing ships that fly the U.S. flag. In proposing to paste a U.S. flag on Kuwaiti tankers with a U.S. citizen captain and a polyglot crew, our government is flouting the law, compromising our national security, and setting a potentially ruinous economic precedent.

We believe that participation under the sanction of the U.S. flag must indicate a commitment to the United States since American-flag vessels are considered extensions of U.S. territory. Such a commitment necessarily entails full compliance with the spirit and letter of

U.S. laws. Further, U.S.-flag vessels should be ready and available for immediate support to our Armed Forces in the event of a national emergency.

Foreign crews and foreign owners of reflagged vessels will have no allegiance to the United States. Instead, they will utilize the U.S. registry temporarily as opportunity and expedience warrant. This clearly flies in the face of congressional intent in enacting documentation and manning laws which

require U.S. citizen crews on U.S.-flag vessels. Certainly, Congress did not envision a scenario where for all intents and purposes a foreign-owned and foreign-crewed vessel would be sheltered under the umbrella of the U.S. flag. Certainly, twisting explicit maritime law to fit the needs of a political situation in the Persian Gulf, or wherever, is not a viable solution to the political problem, and in the end will prove at best a foolish and at worst a dangerous expedience.

Washington Report

(Continued from Page 24.)

the West Coast to East and Gulf ports. Given little chance of passage, it is representative of a number of bills that have been introduced which seek to weaken this nation's cabotage laws.

S. 723

Introduced by Sen. John Danforth (R-Mo.), it seeks to effectively repeal this nation's existing cargo preference laws which now generate a large share of work available to American-flag operators. Such legislation has become commonplace over the past 10 years, and pose a threat to the continued existence of the American-flag merchant marine. The SIU is monitoring this legislation and others like it.

S. 1087

Introduced earlier this year by Senator Frank Murkowski (R-Alaska), the legislation seeks to eliminate "unfair, restrictive and discriminatory foreign practices" in the marine transportation of automobile imports by requiring the president to negotiate trade agreements with those countries exporting over 50,000 automobiles to the United States. It has been referred to the Senate Finance Committee.

S. 1183

Another of the Union's legislative priorities, S. 1183 seeks to eliminate unfair trading practices by foreign countries against American-flag operators. It also would rehaul

this nation's maritime promotional laws to make them more effective and cost-efficient. Drozak testified before the Merchant Marine Subcommittee of the Senate Commerce Committee on behalf of the legislation, noting that there "is an urgent need" for an overhaul of this nation's promotional programs and that S. 1183 "would eliminate many of the unfair trade practices the U.S. fleet." Yet he cautioned that even if the bill were enacted, it would be only a first step in the direction of restoring the American-flag merchant marine to its former competitive state and that "many more steps" are needed.

It was at these hearings that Peter Finnerty, Sea-Land's vice-president, said that the company would be forced to consider reflagging "all or part" of its operations if Congress and the administration did not take constructive steps to halt the decline of the American-flag merchant marine.

S. 1274

S. 1274, the Foreign Aid Authorizations bill, includes language which would impose restrictions on the use of cash as a form of U.S. economic aid. This bill is a priority of the SIU. A similar bill has been introduced in the House.

If enacted in its present form, S. 1274 would require that at least 50 percent of the commodities purchased by foreign nations through the cash transfer program be transported on U.S.-flag vessels.

Neither the House or Senate versions of this bill have been considered on the floor yet.



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CDS Payback Decision Nears, Due July 15

Groups as diverse as Friends of the Sea Otters and the Shipbuilders Council of America have taken the Department of Transportation (DOT) to task for its efforts to re-establish the Construction Differential Subsidy (CDS) payback program.

Under that program, begun in 1985 and judged unlawful by a federal court last year, the government lost some \$80 million, 10 militarily useful tankers were laid up and hundreds of seamen lost jobs. But DOT wants to begin the program anew, despite estimates that it could cost the government more than \$200 million.

The proposal, like its predecessor, would allow ships built with CDS funds

into the domestic trades, even though the 1936 Merchant Marine Act restricts domestic trade to unsubsidized ships.

Several labor and industry groups have written to DOT to protest the CDS payback scheme. Most of the protests cited the high cost to government in the form of guaranteed loan defaults from domestic operators and the cost to the Navy if it must buy useful tankers when the ships currently in the trade are scrapped. In addition, the protests noted that hundreds of seamen would lose their jobs and shipbuilding contracts would grind to a halt.

Only three tankers, huge VLCCs,

paid back their subsidies under the old rule, but those three ships were responsible for the lost millions, the lay-up of the other ships and the elimination of jobs. If those ships are allowed to remain, and one, the *Brooklyn*, is crewed by Seafarers, or others enter the trade, the results would be disastrous.

"Many trained and qualified seamen will be thrown out of work. As a result our country will not have a sufficient pool of merchant mariners to meet our needs should we be faced with an emergency," said Sen. Paul Trible (R-Va.).

If the rule is allowed to stand, said Sen. Barbara Mikulski (D-Md.), the only concerns which would benefit

financially are the interests of three oil companies, "two of which are not American."

The final CDS payback rule is not due until July 15. But despite the massive opposition from such wide ranging groups, observers expect DOT to ignore the outcry and go ahead.

The SIU and its supporters on Capitol Hill were able to include a provision in the House version of the 1987 supplemental appropriations bill which would prohibit the use of any money for CDS payback. The Senate version does not contain a prohibition, but supporters are hopeful that when the two houses meet in conference such a ban would be included.

Doubts Slow Kuwait Reflagging

Serious doubts about the political wisdom of reflagging 11 Kuwaiti tankers under the U.S. flag appear to have slowed down the administration's attempt to implement the controversial program.

While Congress debates the political issues, most U.S. maritime unions and industry groups have protested the scheme because the Coast Guard has waived both U.S. citizenship requirements for manning and various U.S. safety regulations for the tankers.

Meanwhile it was reported that the Master, Mates and Pilots would supply up to 18 captains on a rotating basis for the ships if all are eventually reflagged.

tion, past practices, including the waiving of military cargo preference laws, show that such exceptions to U.S. law are becoming more common.

"We'll let the politicians and the foreign affairs experts debate the wis-

dom of reflagging. But if Kuwait or any other country wants the protection of the U.S. flag and the U.S. Navy, it seems only logical that they abide by U.S. maritime laws," said SIU President Frank Drozak.

Flag of Convenience?

The following editorial appeared in *The Journal of Commerce*. The SIU wholeheartedly agrees with the opinion expressed.

IT'S MORE THAN A LITTLE IRONIC that the high-cost U.S. ship registry has become the latest flag of convenience. For years U.S. shipowners and operators have been sailing vessels under less expensive flags, such as those of Panama and Liberia. Now a foreign nation, Kuwait, has cut a deal with the Reagan administration to register 11 of its oil tankers in the United States to gain U.S. naval protection against Iranian attack.

A carefully planned effort to protect commercial shipping in the Persian Gulf, in concert with our allies, is a sound idea. But precipitously placing foreign ships under the Stars and Stripes is not. The reflagging agreement raises important questions about the future health of the U.S. merchant marine. Unfortunately, the Reagan administration has brushed those questions aside in its rush to help the Kuwaitis before the Soviet Union does the same.

Under the Merchant Marine Act of 1936, all officers aboard U.S.-flag vessels, and at least 75% of the unlicensed crewmembers, must be U.S. citizens. But on the reflagged Kuwaiti ships, the administration will insist only that the captains be American. No other U.S. citizens need be on board.

To offer such loose terms, the administration is exploiting a section of the law allowing foreign crews aboard U.S. ships in cases where the ships are "deprived" of American crews. Normally, that means that a ship operator may hire foreign sailors when no Americans are available. The foreigners may work as long as the ship is overseas, but must surrender their jobs to U.S. citizens when the ship returns to the United States. But now the Coast Guard, which handles ship registrations, claims that because U.S. sailors are not standing around the docks in Kuwait, ready to sign on, foreign crews can be hired and kept on the ships as long as the vessels do not put into a U.S. port.

Casually allowing foreign ships to fly American colors sets an unfortunate precedent that would accelerate the decline of U.S. shipping. If the Kuwaitis can break the rules, why not others? U.S. ship operators looking to save money could justifiably demand similar treatment in order to free themselves of expensive American crews without losing the benefits of U.S. registry, such as the exclusive right to carry U.S. military cargo and loads funded by the Food for Peace program. Imaginative shipowners might even want to operate foreign-crewed, U.S.-flag vessels between Europe and Montreal, never touching a U.S. port but carrying government cargoes and civilian loads destined for the United States.

This potential for further erosion of the merchant marine is as important for U.S. security in the long term as is the maintenance of commercial shipping in the Persian Gulf. U.S. military planners say the precipitous drop in seafaring jobs for U.S. citizens is the single biggest obstacle to adequate resupply of troops in the field. The nation's sea-lift needs would be greatest in the event of major U.S. military action in the Persian Gulf area. Ships usually can be obtained in a crisis. But trained U.S. sailors are more difficult to find.

The administration can achieve its basic objective in this case—protection of merchant vessels in a troubled region—by agreeing, along with our allies, to escort Kuwait-registered tankers through the Persian Gulf. It need not reflag a single ship to protect the right to free navigation.

The International Transport Workers' Federation's (ITF) Fair Practices Committee meeting in London June 9-10 adopted a resolution finding the Kuwaiti tankers which the Reagan administration intends to document under the U.S. flag as flag-of-convenience ships. The ITF's seafarers group also urged all its affiliated transport unions to take appropriate industrial action against these ships whenever and wherever they are encountered in various ports of the world. The resolution was introduced by officials of the Seafarers International Union and the National Maritime Union. In adopting the resolution, seafarers' union officials from 34 nations of Europe, Asia, Africa, Australia, and North and South America determined that this action by the Executive Branch of the U.S. government could have disastrous repercussions on the merchant fleet of all traditional maritime nations.

One of the main areas of labor protests against the plan has been the Coast Guard's waiving the normal citizenship requirements for reflagging. In most cases that calls for a 100 percent U.S. licensed crew and a 75 percent U.S. unlicensed crew.

The administration says its goal is to ensure free navigation in the Persian Gulf, an area where more than 200 tankers have been attacked by warring Iraq and Iran during the past several years.

Congressional critics have said the reflagging could draw the U.S. into the fighting in the bloody eight-year Iran-Iraq war. They also have expressed concern over the fact the U.S., which only imports about 4 percent of its oil from the area, is shouldering the major military and cost burden for tanker protection. Countries such as Japan and Germany receive up to 30 percent of their petroleum from the Gulf.

While the administration claims the Kuwait reflagging is a special situa-

New Deepsea Pacts Protect Job Security

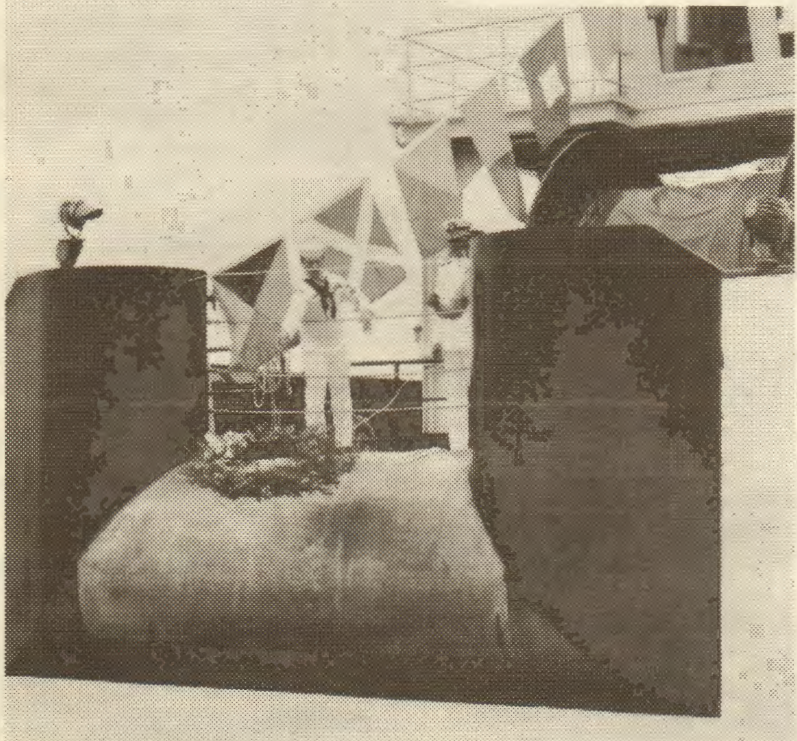
(Continued from Page 1.)

3. COLA adjustments shall not be effective unless and to the extent that increases in the Consumer Price Index exceed 10 percent calculated on a cumulative year-to-year basis. This is what is agreed to between the companies and the licensed officers.
4. Fringe contributions will be paid on the vessel's manning scale, subject to reduced manning during periods of lay-up or shipyard work.
5. The Port Committee provisions will be amended to provide 90 days from the date a crewmember leaves the ship or articles are terminated for the filing of a grievance.
6. Due to excessive cost, the cardio-trainers will not be required to be carried aboard ship.
7. When a seaman is repatriated, or pays off a ship at the conclusion of articles or lay-up, the company will be required to provide the date of hire, date of termination, and in the case of repatriation, the nature of the illness or injury, to the Union.
8. If the vessel is laid up and re crews within seven days, the company has the option of providing transportation back to the ship rather than the pay, lodging and subsistence.
9. Wipers and GUD/E's may be required to do general maintenance during the regular hours throughout the vessel without penalty.
10. On ships with seven or fewer seamen in the deck department, GUD/E's shall be required to assist in docking and undocking at all times.
11. Work jurisdiction—
It is understood that the preservation of the jurisdiction of the Union is the essence of this Agreement and that the provisions of this contract establishing jurisdiction shall be rigorously and strictly enforced through the cooperation efforts of the company and the Union.
Except where previously agreed, the company agrees to maintain existing unlicensed manning in the

(Continued on Page 14.)

National Maritime Day 1987

Eternal God, we ask that You keep us ever mindful of the heroic sacrifice of our Merchant Seamen, that we always take pride in their valiant striving after peace. Make it our legacy as they made it theirs.



Washington, D.C.—An afternoon memorial service took place at the Washington Navy Yard aboard the *USNS Invincible* (an SIU-crewed TAGOS vessel). Military Sealift Commander Vice Admiral Walter T. Piotti Jr.; a Navy sailor, John M. Parsons, and a civilian seafarer, Guy S. Bennett, toss the memorial wreath into the water. (Photo by Deborah Greene)



New York—A memorial service was held aboard the *Spirit of New York* in New York Harbor. Participating in the ceremony are (l. to r.) Rear Admiral King, president of the American Merchant Mariner Memorial, SIU Vice President Leon Hall, NMU President Shannon Wall, and John Bowers, former ILA vice president. Note in the background two vessels of the bankrupt U.S. Lines. (Photo by Jack Caffey)



Honolulu—Maritime Day festivities in the port of Honolulu, Hawaii included a procession of vessels to Diamond Head and a memorial service to seamen lost at sea. (Photo by Cathie Ballentine)



Washington, D.C.—SIU upgraders attended a morning Merchant Marine Memorial Service. Pictured are Charles Petersen, June Hughes, Wilhamena Ortiz, Jacqueline Davis, Saleh Lutfi, Steve Parker and Piney Point Port Agent Al Raymond. (Photo by Deborah Greene)



Washington, D.C.—The Seafarers Harry Lundeberg School of Seamanship in Piney Point, Md. was well represented at the morning Merchant Marine Memorial Service. Attending the service were trainees Charles Bates, Harry Arruda, Don Teixeira, Marshall Allen, David Ayala, Karen Bartolo, Cleavon Brown Jr., Paul Bird, Alan Amado, Eddie McClain, George Champney Jr., Andrew Ditullio, Stanford Jones, Eddie Major, Donald Peterson, William Stallings, Hershey Watson, Charles Walker and Anthony Bedford. (Photo by Deborah Greene)



San Francisco—Representing the SIU at a memorial service May 16 aboard the *S/S Jeremiah O'Brien* is SIU Vice President George McCartney. The *Jeremiah O'Brien* is America's last unaltered Liberty Ship in operating condition. (Photo by John Ravnik)

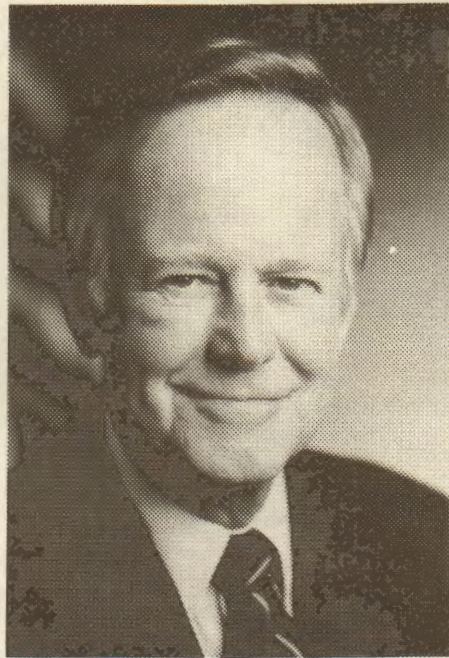
Sen. Brock Adams

COMPETING effectively with our foreign trading partners is one of Sen. Brock Adams' (D-Wash.) hopes for the 100th Congress.

Adams believes that through congressional action, the U.S. can reduce its trade deficit and improve the competitive posture of this nation's industry in international competition. But he also realizes there is no easy answer to our trade problems. "Improving our performance in international trade will require continuing action by the Congress. . . . In addition to amending our trade laws to open foreign markets to U.S. goods, we are going to have to reduce our federal budget deficit. . . . Above all, we must not try to save one industry by creating trade barriers which hurt other U.S. industries."

One trade agreement Adams supported last March would open new markets for the northwest fishing industry. Adams, who has kept close tabs on this issue since his election to the Senate on Nov. 4, 1986, said the new agreement should open markets in Japan for U.S. harvested and processed pollock and herring. "The booming northwest bottom fish industry needs reliable markets like Japan's to prosper," said Adams. The senator said he will closely follow implementation of the agreement to make sure that the Japanese fully comply with its provisions.

Following two years in the U.S. Navy, Sen. Adams received a B.A. in economics from the University of



Senator Brock Adams

Washington and a law degree from Harvard University. He began his political career in 1951 when he was appointed U.S. District Attorney for Western Washington by President John F. Kennedy. In 1964 he ran for Congress from the seventh congressional district (Seattle-King County), and served in that position for 12 years. In 1977 Adams was chosen U.S. Secretary of Transportation. He resigned from that post in 1979 and joined a Seattle-based law firm as an international trade attorney.

In the Senate, Adams serves on the Committee on Commerce, Science & Transportation (and its Subcommittee on Merchant Marine). He also serves on the Committee on Foreign Relations, the Committee on Labor and Human Resources and the Committee on Rules and Administration.

Rep. Tom McMillen

AS its first legislative act, the 100th Congress overwhelmingly passed the Clean Water Act. With funds provided as a consequence of this piece of legislation, Maryland will receive one-half billion dollars over the next several years that can be used to combat pollution of the Chesapeake Bay. This is a good start in the congressional career of Tom McMillen, a Democrat who represents Maryland's fourth district in the U.S. House of Representatives.

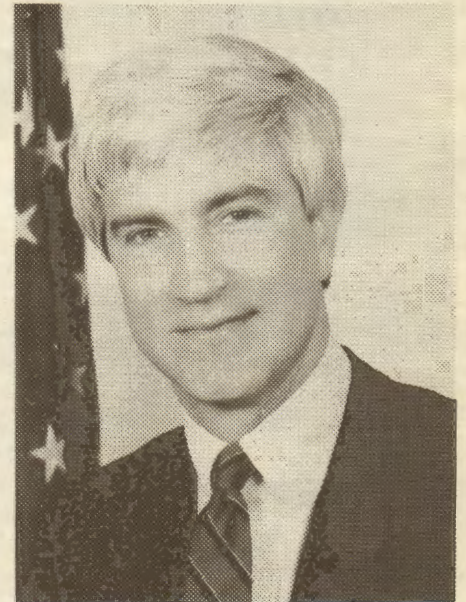
Elected to the 100th Congress on Nov. 4, 1986, McMillen also is concerned with a number of other pressing national issues, particularly the federal budget deficit and the trade imbalance.

"A recent poll shows that 90 percent of Americans feel the United States is losing its competitive edge," McMillen wrote in a recent newspaper article. "Our children now wonder if their America will be as prosperous and as promising as it has been for their parents."

Being competitive to McMillen means looking at those industries that are going to be important to our country's future as well as to the basic industries that have been the mainstay of our economy in the past. He further believes that Congress should look at U.S. controls and exports and technology which have been too restrictive and have led to our trade imbalance.

McMillen believes that while Congress can play a major role in regaining America's competitive edge, the American system of education is an even stronger influence and should be upgraded. "Education is clearly the key to our future," McMillen noted. "Investing in education is investing in our most important asset, our children. If America is to compete and win in the global economy, we must ensure that our children and education in our public schools are second to none."

Education is also on his mind as a member of the Congressional Mari-



Representative Tom McMillen

time Caucus. This group of congressional members educates other members and staff about the plight of the U.S. merchant marine.

Competition is no stranger to Rep. McMillen. He was a small businessman in the communications field as well as an 11-year veteran of the National Basketball Association. (He was the number one draft choice by the Buffalo Braves and subsequently played with the New York Knicks and the Atlanta Hawks. He also was a member of the Washington Bullets for three seasons.)

McMillen attended the University of Maryland, where he was a three-time All-American and was a member of the 1972 United States Olympic Team. Graduating in 1974, he was the first and only student from the university to be awarded the coveted Rhodes Scholarship, on which he attended Oxford University, where he received an M.A. in politics, philosophy and economics.

Rep. McMillen serves on the Banking, Finance & Urban Affairs Committee and on the Science, Space & Technology Committee. He is a member of the Environmental and Energy Conference, the Congressional Caucus on Women's Issues, the Democratic Study Group, the Congressional Competitiveness Caucus and the Congressional Arts Caucus.

Government Shipbuilding Help Needed to Save U.S. Yards, Defense Panel Told

To preserve the nation's faltering shipbuilding and shipping capability, the government should spur demand for U.S.-built ships, curb reliance on foreign shipbuilding, and upgrade domestic shipyards, labor and industry representatives told the Commission on Merchant Marine and Defense.

Paul Burnsky, president of the AFL-CIO Metal Trades Dept., told the commission, "We believe that the preservation of a strong merchant marine and American shipbuilding industrial base is vital if we are to remain a world power." Burnsky charged that deliberate Reagan administration policies are crippling American shipbuilding and shipping capability in defiance of 50 years of U.S. law and policy.

Burnsky said these administration policies include doubling, to \$9 billion last year, the number of naval and other defense contracts awarded to overseas suppliers contrary to congressionally-enacted "Buy Amer-

ica" programs; undermining a subsidy program for shipyard construction and operation; and, getting Congress to drastically cut, and now end, federal support for a shipbuilding industry research and development program.

"Commercial shipbuilding in U.S. yards has dried up," Burnsky said. "New orders for merchant vessels are non-existent. Many thousands of our skilled shipyard workers have lost their jobs; many have left the industry," their skills wasted. He said once the Navy's expanded 600-ship goal is reached, "our industrial outlook will become even more grim, the viability of the U.S. shipbuilding mobilization base will be seriously jeopardized, and our national defense inevitably weakened."

Noting that today less than 4 percent of U.S. goods are carried on U.S.-flag, U.S.-manned ships, he said the U.S. should adopt "a modest cargo

preference policy" to bring it up to 20 percent. He said the other industrial and maritime nations have cargo preference and shipbuilding subsidy programs so that a "free market" doesn't exist. He said the Merchant Marine Act of 1936 and subsequent laws "clearly link our national defense to a healthy merchant marine and a viable shipbuilding capability."

David H. Klings, president of marine construction for the Bethlehem Steel Corp., told the commission, "While the nation focuses on the need for a 600-ship Navy, how really secure are we in the face of a contracting and

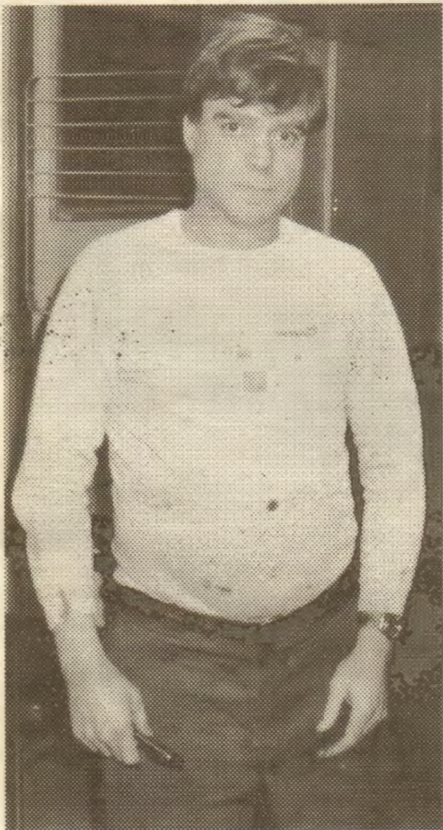
aging merchant marine and debilitated shipyard mobilization base?"

Klings said that 30 years ago most of the work in commercial shipyards involved the repair of commercial vessels. Today, he said, more than 90 percent of U.S. shipyards are supported by Navy work. "Without commercial work, naval construction cannot support the industry," he said.

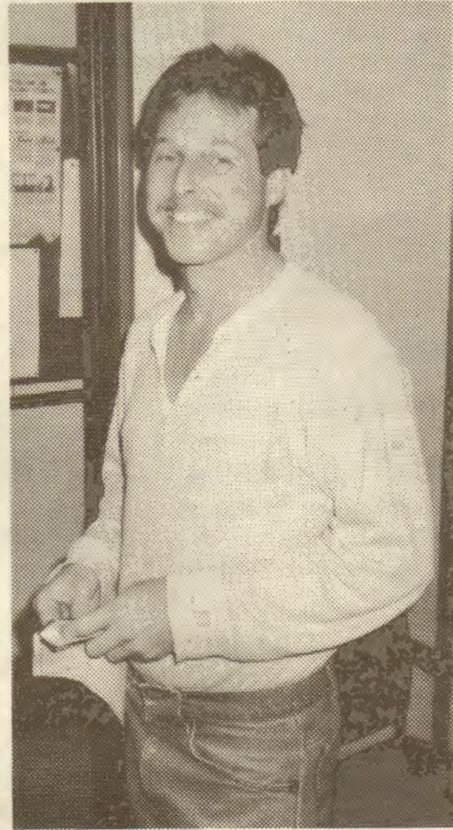
Klings said employment in the shipbuilding industry dropped 24 percent from 1982 to 1986, from 122,000 jobs to 85,000. In the same period, he said the number of shipyards fell from 110 to 74.

Support SPAD

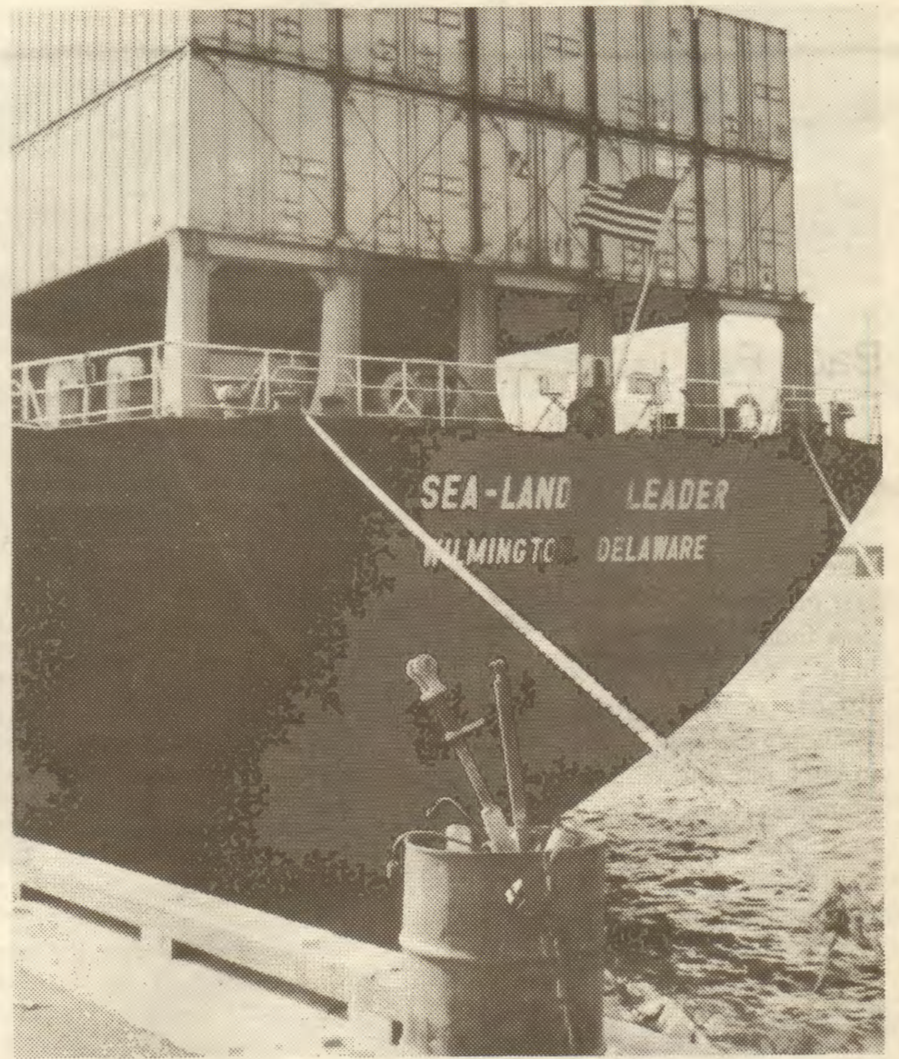
Sea-Land Leader Ends Smooth Trip With Jersey Payoff



Jennings Hockman, AB



AB Al Hill can't wait to hit shore.



The Sea-Land Leader had a good trip.

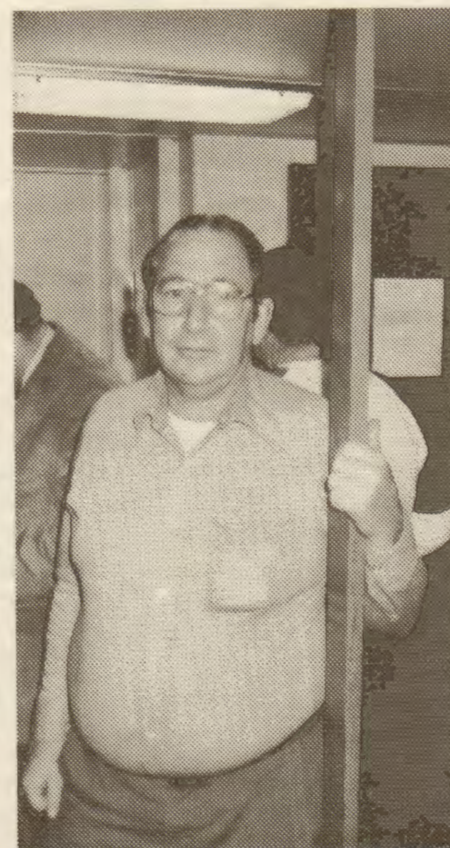


Steward Assistant Ismail Hanapih, left, and B. Kanguous, electrician, pal around in the crew's mess.

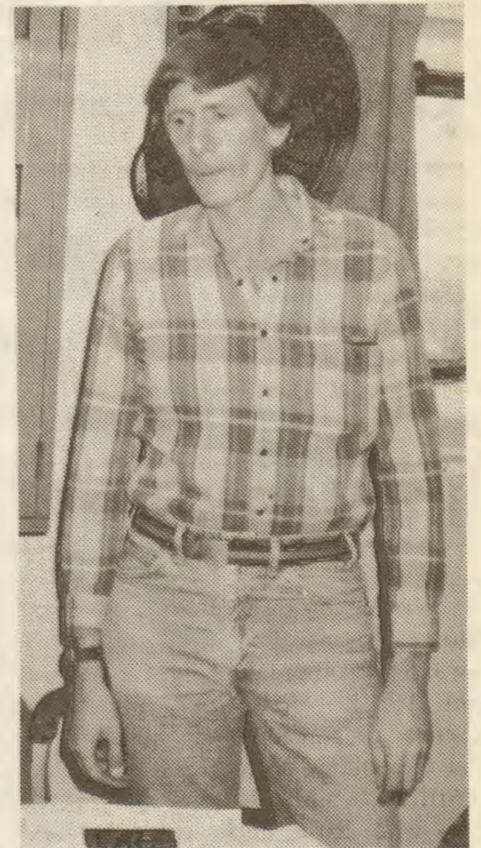


SIU Port Agent Kermet Mangram took care of all beefs.

Bosun Leon Curry, second from the right, kids around with some friends.



AB Joe McGill waits to pay his dues.



AB Jim Manning in a quiet moment.



Inland News

tug/tow
barge/dredge

Back Pay in Baltimore—New Pay in Mobile

Baker-Whiteley Owes \$2 Million—SIU Firm Wins \$36 Million Dredge Pact

SIU members in the inland field received two pieces of good news last month.

A federal appeals court has upheld a National Labor Relations Board order requiring Baker-Whiteley Towing to pay \$2 million in back pay and benefits to 27 SIU members who work in the Baltimore harbor area. And an SIU-contracted company, Great Lakes Dredge and Dock, was the low bidder for a \$36.3 million project

to deepen the Mobile Ship Channel.

The NLRB ruling against Baker-Whiteley affirms the SIU's contention that the now-defunct Outreach Marine company changed hands in 1984 only to circumvent a collective bargaining agreement with the Union. Twenty-seven members were thrown out of work at the time.

"This is an important victory for all tug and barge workers, not just the 27 who will receive back pay and wages," said SIUNA Vice President Jack Caffey. "If one tug and barge company is allowed to set up a sham company to evade its contractual obligations, then it's a good bet that more will follow

suit."

Baker-Whiteley was forced to rehire the tugboat captains, mates, engineers and deckhands that Outreach Marine laid off in 1984 after a federal District Court upheld an NLRB ruling on the issue. But the firm appealed the payment of back wages and benefits.

As reported in the December 1986 LOG, the SIU then waged a successful two-week strike against the company. They subsequently ratified a new one-year contract with the towing firm.

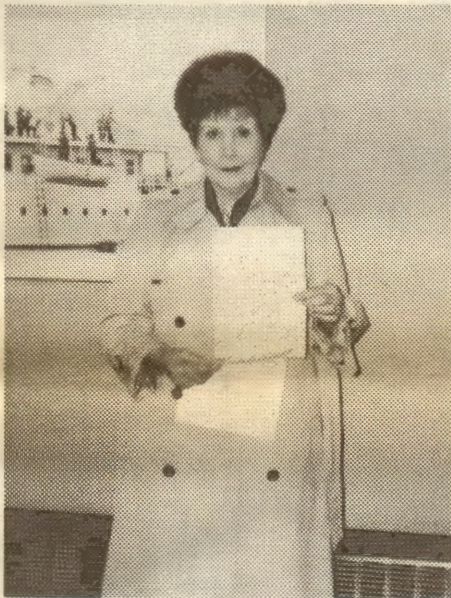
Dredging on the Mobile ship project is scheduled to begin in July. It involves 31 miles of the ship channel and 6.1 miles of the bar channel that spans an area from

the Gulf of Mexico to the Wallace Tunnel. Funding for the project was made possible by the \$5 billion Port Development bill that the SIU helped get passed during the last session of Congress.

"In an important sense," said Caffey, "both the Baker-Whiteley ruling and the Mobile dredging project were made possible because the members of this Union stood united."

"They certainly stood united in their fight against Baker-Whiteley and Outreach Marine," he said. "And the Mobile dredging project would not have been possible without the membership's active support of this Union's political action program."

In St. Louis



Anna Jean Flory, boat delegate and cook for Orgulf Transport Co., gets her picture taken at the St. Louis hall when she came in to get her yearly SIU physical.

New Pensioners

The following Inland members have retired on pension:

- Houston
John P. Blackmon
- Norfolk
Luther R. Davidson

In Memoriam

Pensioner Odis J. Dore succumbed to respiratory disease March 21. He was 84. Brother Dore joined the Union in 1963 in Port Arthur, Texas. He retired on pension in 1968. Burial was at Greenlawn Memorial Park in Port Arthur. Seafarer Dore is survived by his wife, Rose, and a stepson, Parlis Trahan, both of Port Arthur.

Dispatchers Report for Inland Waters

MAY 1-31, 1987

Port	*TOTAL REGISTERED All Groups			TOTAL SHIPPED All Groups			**REGISTERED ON BEACH All Groups		
	Class A	Class B	Class C	Class A	Class B	Class C	Class A	Class B	Class C
DECK DEPARTMENT									
New York	0	0	0	0	0	0	0	0	0
Philadelphia	3	0	0	0	0	0	3	0	0
Baltimore	6	0	0	6	0	0	4	0	0
Norfolk	49	6	0	39	7	0	37	15	0
Mobile	0	0	0	0	0	0	0	0	0
New Orleans	0	1	0	0	0	0	0	2	0
Jacksonville	2	1	10	1	0	4	0	1	6
San Francisco	0	0	0	0	0	0	0	0	0
Wilmington	16	2	27	45	16	50	24	12	34
Seattle	0	0	0	0	0	0	0	0	0
Puerto Rico	0	0	0	0	0	0	0	0	0
Houston	3	2	0	6	2	0	11	3	0
Algonac	0	0	0	0	0	0	0	0	0
St. Louis	0	2	20	0	0	8	0	2	26
Piney Point	0	0	1	0	0	0	0	0	2
Totals	79	14	38	97	25	62	79	35	68
ENGINE DEPARTMENT									
New York	0	0	0	0	0	0	0	0	0
Philadelphia	1	0	0	0	0	0	1	0	0
Baltimore	0	0	0	0	0	0	0	0	0
Norfolk	10	5	0	12	5	0	22	5	0
Mobile	0	0	0	0	0	0	0	0	0
New Orleans	0	1	0	0	0	0	0	1	0
Jacksonville	1	0	0	0	0	0	1	0	0
San Francisco	0	0	0	0	0	0	0	0	0
Wilmington	0	0	3	0	0	0	0	0	5
Seattle	0	0	0	0	0	0	0	0	0
Puerto Rico	0	0	0	0	0	0	0	0	0
Houston	1	0	0	0	0	0	3	0	0
Algonac	0	0	0	0	0	0	0	0	0
St. Louis	0	0	0	0	0	0	0	0	0
Piney Point	0	0	0	0	0	0	0	0	0
Totals	13	6	3	12	5	0	27	6	5
STEWARD DEPARTMENT									
New York	0	0	0	0	0	0	0	0	0
Philadelphia	1	0	0	1	0	0	0	0	0
Baltimore	0	0	0	0	0	0	0	0	0
Norfolk	7	4	0	10	1	0	9	4	0
Mobile	0	0	0	0	0	0	0	0	0
New Orleans	0	0	0	0	0	0	0	0	0
Jacksonville	0	3	3	0	2	2	0	1	1
San Francisco	0	0	0	0	0	0	0	0	0
Wilmington	0	0	2	0	0	0	0	1	2
Seattle	0	0	0	0	0	0	0	0	0
Puerto Rico	0	0	0	0	0	0	0	0	0
Houston	0	0	0	0	0	0	0	0	0
Algonac	0	0	0	0	0	0	0	0	0
St. Louis	0	0	1	0	0	1	0	0	1
Piney Point	0	0	0	0	0	0	0	0	0
Totals	8	7	6	11	3	3	9	6	4
Totals All Departments	100	27	47	120	33	65	115	47	77

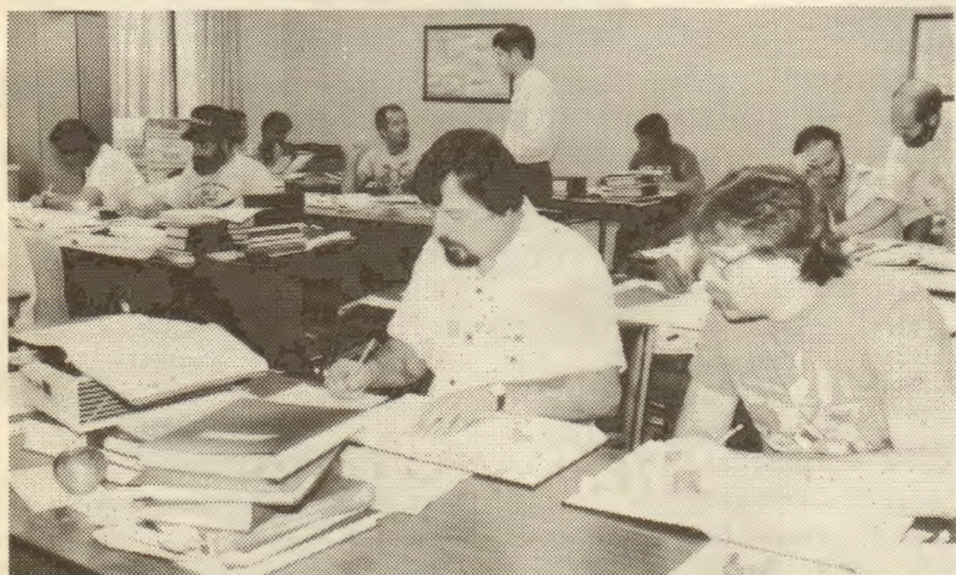
*"Total Registered" means the number of men who actually registered for shipping at the port last month.
**"Registered on the Beach" means the total number of men registered at the port at the end of last month.

Seafarers

HARRY LUNDEBERG SCHOOL OF SEAMANSHIP



Piney Point Maryland



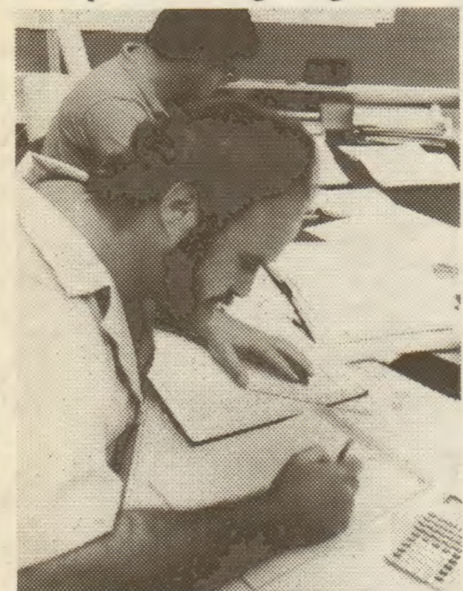
Third Mate Instructors Brad Wheeler (standing) and Jake Karaczynski (right, standing) give individual instruction to students.

Mate Courses Geared to Job, Not Just to Passing Exams

The upper level deck license courses offered at the Seafarers Harry Lundeborg School prepare qualified students for the U.S. Coast Guard exams for Original Second Mate, Third Mate, Master or Mate of Freight and Towing Vessels (not more than 1000 gross tons).

A vast amount of material is covered during the basic 10-week course and requires a serious student who will average about six hours of study per night seven days a week. The deck license courses are geared to learning the material for the job, not just to pass the Coast Guard test.

"In preparation for the course I would advise the student to start reading 'Bowditch Vol. I' and William Crawford's 'Celestial for the Mariner' which are two excellent books," said Deck Instructor Jake Karaczynski. "Utilize your time properly on a ship by asking the mate questions and getting involved



Dave Brantley (front) and Tim English work on figuring position problems by taking sextant altitudes of the sun.

with the day-to-day navigation of the vessel. No prior knowledge is necessary, but a basic understanding of the subject matter is most helpful."

The complete deck license course consists of a 10-week basic navigation course, a five-week Celestial Navigation course and a two-week Radar Observer course for a total of 17 weeks of training.

Some of the navigational related subjects covered during the deck license courses include charts, instruments and accessories, magnetic and gyro compasses, dead reckoning, piloting, lines of position, electronic navigation, tides and tidal currents, weather and rules of the road. Other subject areas covered include marlinspike seamanship, shiphandling, cargo gear and cargo handling, firefighting, first aid, CPR and the use of various federal regulations (CFRs).

The 10-week basic navigation course is followed by a five-week course in Celestial Navigation. Subjects covered in this course include basic nautical astronomy, time, latitude by observation of Polaris and noon sights (LAN), lines of position (LOP) and running fixes from sun, star and planet observations, determining compass and gyro error by amplitude and azimuth, star identification, sunrise, sunset and great circle sailing.

The Coast Guard exam is usually taken during the fifth week of the Celestial course. The exam for Second and Third Mate lasts three days. The exam for Master and Mate of 1000 tons vessels lasts a day and a half.

While it is helpful to have a good

math background and be able to solve trigonometry problems, such knowledge is not necessary in order to understand and solve most problems in navigation. A good understanding of addition, subtraction, multiplication and division is all that is required.

The minimum service required to qualify an applicant for license as Master of Freight and Towing Vessels of not more than 1000 gross tons is four years on deck including:

- One year service as licensed mate; or
- Two years service as unlicensed master; or
- One year service as Operator of Uninspected Towing Vessels; or
- Two years service as Quartermaster or Wheelsman while holding a license as Mate or First Class Pilot; or
- Two years service as unlicensed mate while holding a license as operator of small passenger vessels valid within the area for which application is made; or
- Three years service as unlicensed mate.

The minimum service required to qualify an applicant for license as

Mate of Freight and Towing Vessels of not more than 1000 gross tons is two years on deck including:

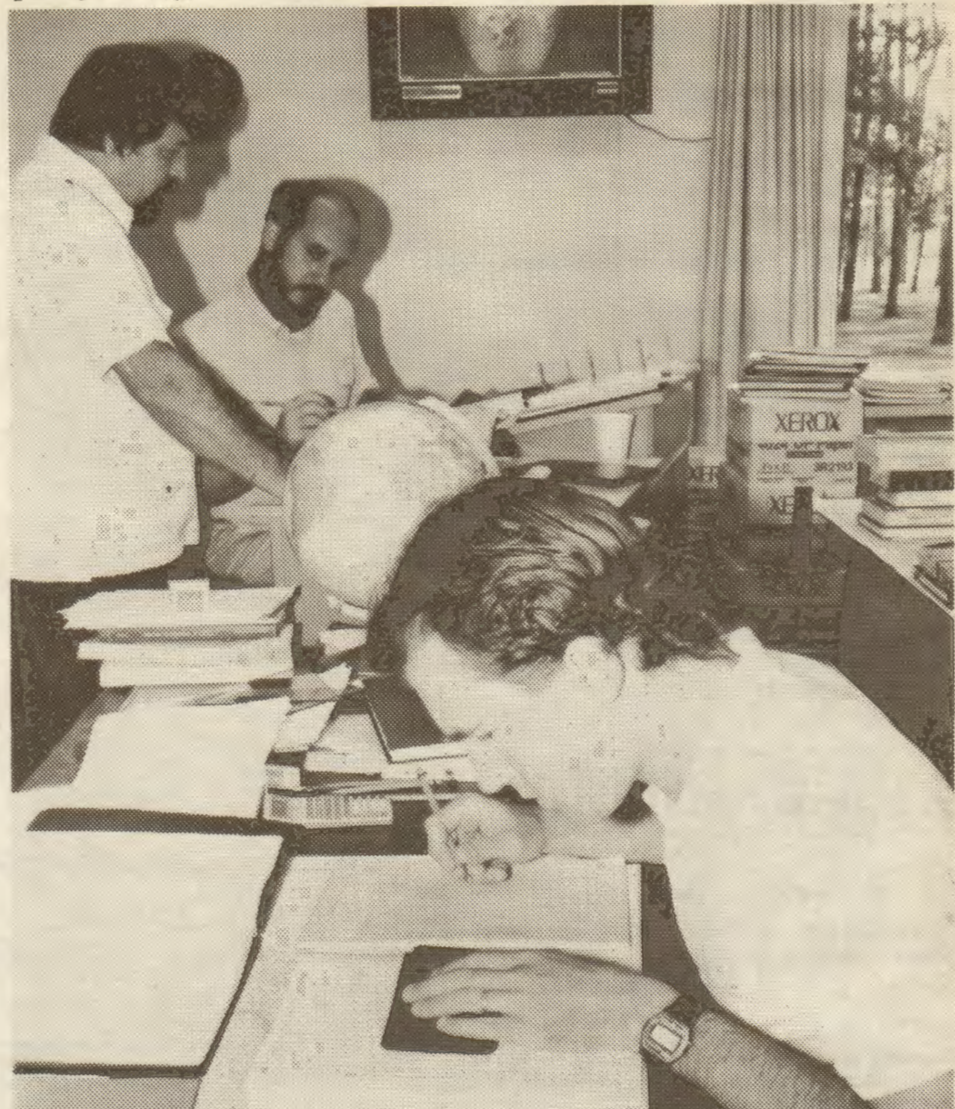
- One year service in a watchstanding capacity while holding a license as operator of small passenger vessels valid within the area for which application is made; or
- One year service as unlicensed mate; or
- Eighteen months service as Quartermaster or Wheelsman.

All candidates for Original Second Mate and Third Mate must pass a practical flashing light test at a speed of six words per minute.

The celestial portion of the Master and Mate exam is only given when a route of more than 200 miles offshore is sought.

The holder of a valid license as either a Second Mate Oceans, or Chief Mate Oceans, who has tested within the previous year will only be required to take the Deck General section of the exam for Master of Freight and Towing of Vessels not more than 1000 gross tons.

A valid radar endorsement is required for all upper level licenses if they are to be used on vessels over 300 gross tons. The radar course is two weeks in length.



Jeff Hood (front) determines compass error while Nick Nagy (l.) gets assistance from Instructor Jake Karaczynski.

Annual P.S.C.A

—Induction of Officers Awards Dinner—

No one can put on a feast like a group of chefs, and the members of the Professional Seafarers Culinary Association Incorporated (P.S.C.A.) really excelled at their Annual Induction of Officers Awards Dinner.

The dinner, held on May 3, 1987, was well-attended. The guest speakers were Jack Braun and Roland Shaeffer. Romeo Lupinacci, SHLSS Certified Executive Chef, was Master of Ceremonies. The new P.S.C.A. Officers are: Greg Herring -President, Charles Harrison -Vice President, Arsenio Gusilatar -Secretary, LeLand "Buck" Buchan - Treasurer, and Joseph Zeinda - Sergeant-at-Arms. Chuck Harrison was presented the

Maryland State 1987 Chef of the Year Award.

The P.S.C.A. is a chapter of the American Culinary Federation Inc. and the only chapter from the maritime field, providing many opportunities to both the steward staff and the SIU Steward membership. Interested SIU Stewards can join the P.S.C.A. and take advantage of the information and opportunities offered through the American Culinary Federation Inc.

For more information about the A.C.F. or a request for a membership application write to; Greg Herring, Steward Department, Seafarers Harry Lundeberg School of Seamanship Piney Point, Md. 20674.



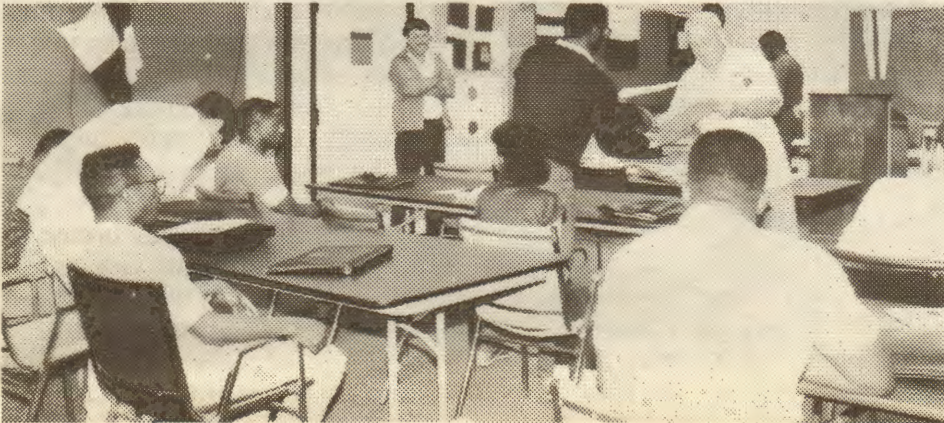
(L. to R.) Roland Shaeffer, Romeo Lupinacci, Arsenio Gusilatar, LeLand "Buck" Buchan, Charles Harrison, Greg Herring and Jack Braun.



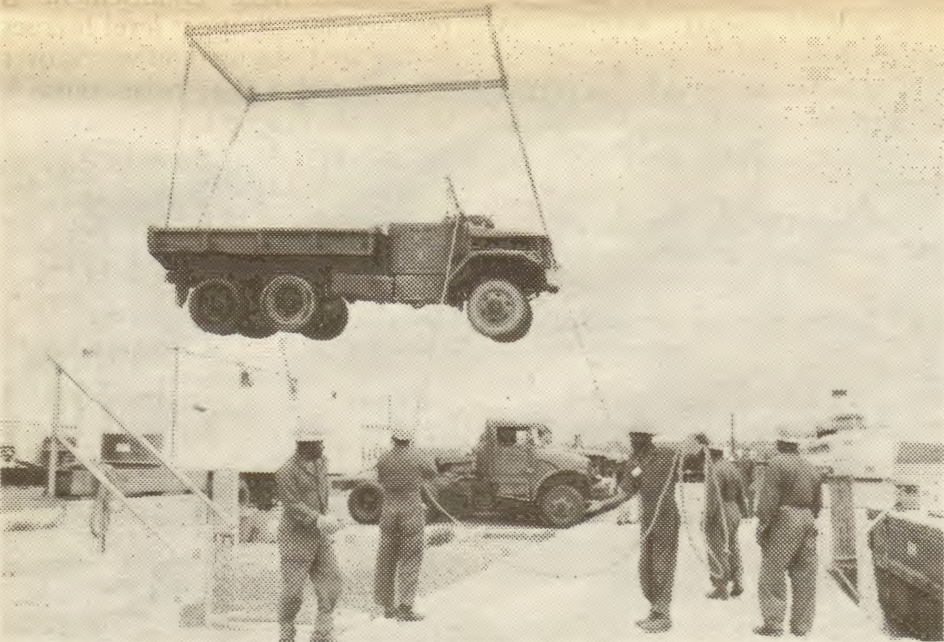
Jack Braun presents the "Chef of the Year" award to Charles Harrison.



Ft. Eustis Personnel Train at SHLSS



SHLSS Vice President Ken Conklin distributes the Certificates of Achievement.



Sealift students prepare to transfer a vehicle from the pier to a barge.

SHLSS VISITORS



Students from Hines Jr. High tour SHLSS.

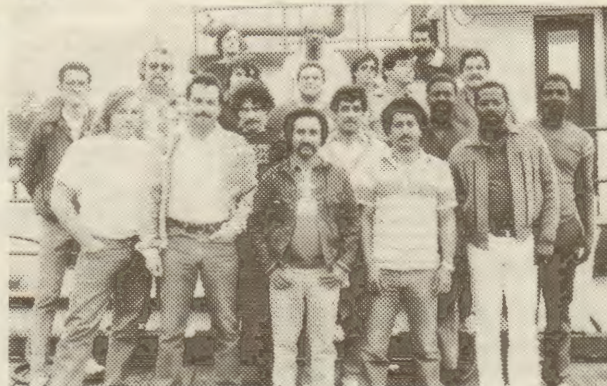


Northern Middle School students enjoy their visit at SHLSS.

SHLSS COURSE GRADUATES



Army Training Group
First row: (l. to r.) Guillermo Mosquera, Dwight Henry, Robert White, Jacqueline Pickering, Robert Finnie, Russell Sharpe. Second row: Freddie Ortiz, Juan Cruz, James Mathis, Dwight Rivers, Richard Dickerson (Instructor). Third row: Jiles Baynes, Manuel Flores.



Able Seaman
First row: (l. to r.) Tim Olvany, Terence Franklin, Saleh A. Yafai, Abdul Husseln, Paul Lucky. Second row: Jim Brown (Instructor), Pete Troianos, Aaron Ruiz, Alvin Kirksey, Lamont Lovick. Third row: James Tanner, Joe L. Miller, Frank Henninger, Michael F. Ortiz, Freddy Collins. Fourth row: Paul Wade, Kenneth Moore, Jeff Johnson, A. R. Alwaseem.



Diesel Engine Technology
Front row: (l. to r.) Mark D. Field, Perry Boyd, Ken Browning. Second row: Ray Hart, Eric Malzkuhn (Instructor), Robert Rester, Tyler Womack, Joe Pomraning, John Cronan, Buddy McBride.



1987 Upgrading Course Schedule



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

June 1987 — December 1987

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

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

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

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

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

Engine Upgrading Courses

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

Deck Upgrading Courses

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

Steward Upgrading Courses

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

Recertification Programs

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

Adult Education Courses

Course	Check-In Date	Completion Date
For students who wish to apply for the GED, ESL, or ABE classes for the first six months of this year, the courses will be six weeks in length and offered on the following dates:		
High School Equivalency (GED)	August 3 November 2	September 14 December 14
Adult Basic Education (ABE) & English as a Second Language (ESL)	August 3 November 2	September 11 December 11

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

FOWT Towboat Operator	August 3 September 7	August 7 September 11
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College Programs

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

Course Schedule Notice

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

Apply Now for an SHLSS Upgrading Course



Seafarers Harry Lundeberg 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 _____ Department _____

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) Last grade of schooling completed _____

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

Course(s) Taken _____

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

Date Available for Training _____

Primary Language Spoken _____

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

DECK

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

ENGINE

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

STEWARD

- Assistant Cook Utility
 - Cook & Baker
 - Chief Cook
 - Chief Steward
 - Towboat Inland Cook
- ALL DEPARTMENTS**
- Welding
 - Lifeboatman
 - Sealift Operations & Maintenance

ADULT EDUCATION DEPARTMENT

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

COLLEGE PROGRAM

- Associates in Arts Degree
- Nautical Science Certificate

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

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

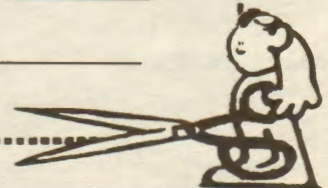
VESSEL	RATING HELD	DATE SHIPPED	DATE OF DISCHARGE

SIGNATURE _____ DATE _____

RETURN COMPLETED APPLICATION TO:

Seafarers Harry Lundeberg Upgrading Center, Piney Point, MD. 20674

Rev 5/87



FREIGHTSHIP AGREEMENT

1. Article II, Section 21 shall be changed to read as follows:

SECTION 21. PREMIUM RATES, OVERTIME RATES AND PENALTY RATES

(a) PREMIUM RATES

	Effective 7/1/87	Effective 7/1/88	Effective 7/1/89
DECK DEPARTMENT			
Boatswain (SL18s, D6s, D7s D9s, Lash)	\$17.99	\$18.35	\$18.72
Boatswain	16.11	16.43	16.76
Carpenter	14.83	15.13	15.43
Carpenter Maintenance	14.83	15.13	15.43
A.B. Maintenance	13.69	13.96	14.24
Quartermaster	12.94	13.20	13.46
Able Seaman			
Green	12.30	12.55	12.80
Blue	11.45	11.67	11.90
O.S. Maintenance	9.61	9.80	10.00
Ordinary Seaman	9.61	9.80	10.00
ENGINE DEPARTMENT			
Chief Electrician (SL18s, D6s D7s, Lash)	19.62	20.01	20.41
Q.M.E.D./Electrician D-9	19.62	20.01	20.41
Chief Electrician	18.89	19.27	19.66
Crane Mtce. Electrician	18.89	19.27	19.66
Electrician Reefer Mtce.	18.89	19.27	19.66
Second Electrician	17.73	18.08	18.44
Engine Maintenance	17.73	18.08	18.44
Engine Utility Reefer Mtce.	17.73	18.08	18.44
Refrigeration Engineer (when one is carried)	17.73	18.08	18.44
Refrigeration Engineer (when three are carried)			
Chief	16.25	16.57	16.90
First Assistant	15.52	15.83	16.15
Second Assistant	15.07	15.37	15.68
Q.M.E.D.			
Class 1	17.99	18.35	18.72
Class 2	16.64	16.97	17.31
Class 3	15.15	15.45	15.76
Class 4	13.67	13.94	14.22
Plumber Machinist	16.25	16.58	16.91
Unlicensed Jr. Engr. (Day)	15.52	15.83	16.15
Unlicensed Jr. Engr. (Watch)	13.99	14.27	14.56
Deck Engineer	15.07	15.37	15.68
Engine Utility	14.19	14.47	14.76
Evaporator Maintenance	13.04	13.30	13.57
Oiler	12.30	12.55	12.80
Oiler (Diesel)	13.23	13.49	13.76
Watertender	12.30	12.55	12.80
Fireman/Watertender	12.30	12.55	12.80
Fireman	12.30	12.55	12.80
Wiper	11.44	11.67	11.90
Ship's Welder Mtce.	15.07	15.37	15.68
Oiler Mtce. Utility	13.23	13.49	13.76
General Utility Deck/Engine	11.44	11.67	11.90
STEWARD DEPARTMENT			
Chief Steward (SL18s, D6s, D7s, D9s, Lash)	17.99	18.35	18.72
Steward/Cook	17.99	18.35	18.72
Steward/Baker	17.99	18.35	18.72
Chief Steward	16.11	16.43	16.76
Chief Cook	14.35	14.64	14.93
Cook & Baker	13.99	14.27	14.56
Second Cook	12.16	12.40	12.65
Third Cook	12.16	12.40	12.65
Assistant Cook	12.16	12.40	12.65
Steward Assistant	9.59	9.78	9.98

Except as otherwise provided, the Premium Rates set forth above shall be paid for all work performed on Saturdays, Sundays and holidays. When specific rates are provided in this Agreement for work done on Saturdays, Sundays and holidays, those rates shall not be less than the Premium Rate in effect.

It is further agreed that the Company shall offer to all Deck and Engine Unlicensed Personnel possessing a Group I rating, a minimum of eight (8) hours every Saturday, Sunday and holiday whether at sea or in port.

(b) OVERTIME RATES

	Effective 7/1/87	Effective 7/1/88	Effective 7/1/89
DECK DEPARTMENT			
Boatswain (SL18s, D6s, D7s D9s, Lash)	\$10.31	\$10.52	\$10.73
Boatswain	10.31	10.52	10.73
Carpenter	10.31	10.52	10.73
Carpenter Maintenance	10.31	10.52	10.73
A.B. Maintenance	7.91	8.07	8.23
Quartermaster	7.91	8.07	8.23

Able Seaman			
Green	7.91	8.07	8.23
Blue	7.91	8.07	8.23
O.S. Maintenance	6.26	6.39	6.52
Ordinary Seaman	6.26	6.39	6.52

ENGINE DEPARTMENT

Chief Electrician (SL18s, D6s D7s, Lash)	10.31	10.52	10.73
Q.M.E.D./Electrician D-9	10.31	10.52	10.73
Chief Electrician	10.31	10.52	10.73
Crane Mtce. Electrician	10.31	10.52	10.73
Electrician Reefer Mtce.	10.31	10.52	10.73
Second Electrician	10.31	10.52	10.73
Engine Maintenance	10.31	10.52	10.73
Engine Utility Reefer Mtce.	10.31	10.52	10.73
Refrigeration Engineer (when one is carried)	10.31	10.52	10.73
Refrigeration Engineer (when three are carried)			
Chief	10.31	10.52	10.73
First Assistant	10.31	10.52	10.73
Second Assistant	10.31	10.52	10.73
Q.M.E.D.			
Class 1	10.31	10.52	10.73
Class 2	10.31	10.52	10.73
Class 3	10.31	10.52	10.73
Class 4	10.31	10.52	10.73
Plumber Machinist	10.31	10.52	10.73
Unlicensed Jr. Engr. (Day)	10.31	10.52	10.73
Unlicensed Jr. Engr. (Watch)	10.31	10.52	10.73
Deck Engineer	10.31	10.52	10.73
Engine Utility	10.31	10.52	10.73
Evaporator Maintenance	10.31	10.52	10.73
Oiler	7.91	8.07	8.23
Oiler (Diesel)	7.91	8.07	8.23
Watertender	7.91	8.07	8.23
Fireman/Watertender	7.91	8.07	8.23
Fireman	7.91	8.07	8.23
Wiper	6.26	6.39	6.52
Ship's Welder Mtce.	10.31	10.52	10.73
Oiler Mtce. Utility	7.91	8.07	8.23
General Utility Deck/Engine	6.26	6.39	6.52

STEWARD DEPARTMENT

Chief Steward (SL18s, D6s, D7s D9s, Lash)	10.31	10.52	10.73
Steward/Cook	10.31	10.52	10.73
Steward/Baker	10.31	10.52	10.73
Chief Steward	10.31	10.52	10.73
Chief Cook	10.31	10.52	10.73
Cook & Baker	10.31	10.52	10.73
Second Cook	7.91	8.07	8.23
Third Cook	7.91	8.07	8.23
Assistant Cook	7.91	8.07	8.23
Steward Assistant	6.26	6.39	6.52

Except as otherwise provided, the rates set forth above shall be paid for all work in excess of eight (8) hours Monday through Friday.

(c) PENALTY RATES

(c) 1. ON WATCH, Monday through Friday

	Effective 7/1/87
Group 1	\$ 6.44
Group 2	4.95
Group 3	3.91

(c) 2. OFF WATCH, Monday through Friday

	Effective 7/1/87	Effective 7/1/88	Effective 7/1/89
Group 1	\$11.49	\$11.72	\$11.95
Group 2	9.22	9.40	9.59
Group 3	8.20	8.36	8.53

(c) 3. ON WATCH, Saturdays, Sundays and Holidays

	Effective 7/1/87	Effective 7/1/88	Effective 7/1/89
Group 1 (SL18s, D6s, D7s D9s, Lash)	\$17.99	\$18.35	\$18.72
Group 1 (Standard)	16.10	16.43	16.76
Group 2	12.50	12.76	13.02
Group 3	9.92	10.12	10.32

Except as otherwise provided, the rates specified above shall be paid for such work as is specified in the Agreement (January 1, 1985-June 15, 1987).

ARTICLE III, Section 1, Wages shall be changed to read as follows:

Section 1. Wages. The monthly rate of pay for the Unlicensed Personnel in the Deck Department, when the respective ratings are carried, shall be as follows:

Rating	Monthly Rate 7/1/87	Monthly Rate 7/1/88	Monthly Rate 7/1/89
Boatswain (SL18s, D6s, D7s D9s, Lash)	\$2,091.30	\$2,133.13	\$2,175.79

Boatswain	1,849.68	1,886.67	1,924.40
Carpenter	1,701.79	1,735.83	1,770.55
Carpenter Maintenance	1,701.79	1,735.83	1,770.55
A.B. Maintenance	1,572.67	1,604.12	1,636.20
Quartermaster	1,483.28	1,512.95	1,543.21
Able Seaman			
Green	1,408.23	1,436.40	1,465.12
Blue	1,309.99	1,336.19	1,362.91
O.S. Maintenance	1,176.76	1,200.30	1,224.31
Ordinary Seaman	1,100.78	1,122.80	1,145.26

ARTICLE IV, Section 1, Wages shall be changed to read as follows:

Section 1. Wages. The monthly rate of pay for the Unlicensed Personnel in the Engine Department, when the respective ratings are carried, shall be as follows:

Rating	Monthly Rate 7/1/87	Monthly Rate 7/1/88	Monthly Rate 7/1/89
Chief Electrician (SL18s, D6s D7s, Lash)	\$2,237.43	\$2,282.18	\$2,327.82
Q.M.E.D./Electrician D-9	2,237.43	2,282.18	2,327.82
Chief Electrician	2,176.01	2,219.53	2,263.92
Crane Mtce. Electrician	2,176.01	2,219.53	2,263.92
Electrician Reefer Mtce.	2,176.01	2,219.53	2,263.92
Second Electrician	2,034.17	2,074.85	2,116.35
Engine Maintenance	2,034.17	2,074.85	2,116.35
Engine Utility Reefer Mtce.	2,034.17	2,074.85	2,116.35
Refrigeration Engineer (when one is carried)	2,034.17	2,074.85	2,116.35
Refrigeration Engineer (when three are carried)			
Chief	2,086.47	2,128.20	2,170.76
First Assistant	1,854.08	1,891.16	1,928.99
Second Assistant	1,729.61	1,764.21	1,799.48
Q.M.E.D.*			
Class 1	2,091.30	2,133.13	2,175.79
Class 2	1,920.53	1,958.94	1,998.12
Class 3	1,749.76	1,784.76	1,820.46
Class 4	1,579.00	1,610.58	1,642.79
Plumber Machinist	1,865.21	1,902.51	1,940.56
Unlicensed Jr. Engr. (Day)	1,779.74	1,815.33	1,851.64
Unlicensed Jr. Engr. (Watch)	1,602.50	1,634.55	1,667.24
Deck Engineer	1,725.88	1,760.40	1,795.61
Engine Utility	1,625.50	1,658.01	1,691.17
Evaporator Maintenance	1,490.94	1,520.76	1,551.18
Oiler	1,408.23	1,436.39	1,465.12
Oiler (Diesel)	1,515.45	1,545.76	1,576.68
Watertender	1,408.23	1,436.39	1,465.12
Fireman/Watertender	1,408.23	1,436.39	1,465.12
Fireman	1,408.23	1,436.39	1,465.12
Wiper	1,308.12	1,334.28	1,360.97
Ship's Welder Mtce.	1,746.98	1,781.92	1,817.56
Oiler Mtce. Utility	1,625.50	1,658.01	1,691.17
General Utility Deck/Engine	1,308.12	1,334.28	1,360.97

* Effective January 1, 1985, all QMEDs shall be reclassified subject to verification of having satisfactorily completed the following specified Seafarers Harry Lundeberg School of Seamanship specialty courses.

- QMED Class 1—QMED with six or more SHLSS specialty courses.
- QMED Class 2—QMED with four or five SHLSS specialty courses.
- QMED Class 3—QMED with two or three SHLSS specialty courses.
- QMED Class 4

SHLSS SPECIALTY COURSES

- | | |
|--|--|
| 1. Automation | 6. Pumproom Maintenance & Operation |
| 2. Marine Electrical Maintenance | 7. Diesel Engine Technology |
| 3. Refrigeration Systems Maintenance & Operation | 8. Hydraulics |
| 4. Welding | 9. Hagglund Crane Maintenance |
| 5. Marine Electronics | 10. Refrigerated Container Advancement Maintenance |

On all vessels carrying a Q.M.E.D./Electrician, he shall be paid in accordance with his Q.M.E.D. classification or at Chief Electrician rates, whichever is higher.

ARTICLE V, Section 1, Wages shall be changed to read as follows:

Section 1. Wages. The monthly rate of pay for the Unlicensed Personnel in the Steward Department, when the respective ratings are carried, shall be as follows:

Rating	Monthly Rate 7/1/87	Monthly Rate 7/1/88	Monthly Rate 7/1/89
Chief Steward (SL18s, D6s, D7s D9s, Lash)	\$2,091.30	\$2,133.13	\$2,175.79
Steward/Cook	2,091.30	2,133.13	2,175.79
Steward/Baker	2,091.30	2,133.13	2,175.79
Chief Steward	1,849.68	1,886.67	1,924.41
Chief Cook	1,644.06	1,676.94	1,710.48
Cook & Baker	1,602.49	1,634.54	1,667.23
Second Cook	1,408.23	1,436.39	1,465.12
Third Cook	1,389.20	1,416.98	1,445.32
Assistant Cook	1,389.20	1,416.98	1,445.32
Steward Assistant	1,092.20	1,114.04	1,136.32

TANKER AGREEMENT

1. Article II, Section 21 shall be changed to read as follows:

Section 21. premium rates, overtime rates and penalty rates

(a) PREMIUM RATES

	Effective 7/1/87	Effective 7/1/88	Effective 7/1/89
DECK DEPARTMENT			
Boatswain (on vessels constructed since 1970)	\$18.89	\$19.27	\$19.66
Boatswain (25,500 D.W.T. or over)	18.18	18.54	18.91
Boatswain (under 25,500 D.W.T.)	16.55	16.88	17.22
A.B. Deck Maintenance	14.13	14.41	14.70
Able Seaman			
Green	12.45	12.70	12.95
Blue	11.57	11.80	12.04
O.S. Deck Maintenance	11.44	11.67	11.90
Ordinary Seaman	9.87	10.07	10.27

ENGINE DEPARTMENT

Q.M.E.D.			
Class 1	18.89	19.27	19.66
Class 2	17.23	17.57	17.92
Class 3	15.59	15.90	16.22
Class 4	13.97	14.25	14.54
Q.M.E.D./Pumpman	18.89	19.27	19.66
Chief Pumpman	17.34	17.69	18.04
Second Pumpman/Engine Mtce.	17.34	17.69	18.04
Ship's Welder Maintenance	15.19	15.49	15.80
Engine Utility	14.26	14.54	14.83
Oiler Maintenance Utility	14.27	14.56	14.85
Oiler	12.45	12.70	12.95
Fireman/Watertender	12.45	12.70	12.96
General Utility Deck/Engine	11.44	11.67	11.90
Wiper	11.44	11.67	11.90

STEWARD DEPARTMENT

Chief Steward (on vessels constructed since 1970)	18.89	19.27	19.66
Steward/Cook	18.89	19.27	19.66
Steward/Baker	18.89	19.27	19.66
Chief Steward (25,500 D.W.T. (or over)	17.27	17.62	17.97
Chief Steward (under 25,500 D.W.T.)	16.62	16.95	17.29
Chief Cook	14.91	15.21	15.51
Cook & Baker	14.13	14.41	14.70
Third Cook	12.16	12.40	12.65
Assistant Cook	12.16	12.40	12.65
Steward Assistant	9.59	9.78	9.98

Except as otherwise provided, the Premium Rates set forth above shall be paid for all work performed on Saturdays, Sundays and Holidays. When specific rates are provided in this Agreement for work done on Saturdays, Sundays and Holidays, those rates shall not be less than the Premium Rate in effect.

It is further agreed that the Company shall offer to all Deck and Engine Unlicensed Personnel possessing a Group I rating, a minimum of eight (8) hours every Saturday, Sunday and holiday whether at sea or in port.

(b) OVERTIME RATES

	Effective 7/1/87	Effective 7/1/88	Effective 7/1/89
DECK DEPARTMENT			
Boatswain (on vessels constructed since 1970)	\$10.31	\$10.52	\$10.73
Boatswain (25,500 D.W.T. or over)	10.31	10.52	10.73
Boatswain (under 25,500 D.W.T.)	10.31	10.52	10.73
A.B. Deck Maintenance	7.91	8.07	8.23
Able Seaman			
Green	7.91	8.07	8.23
Blue	7.91	8.07	8.23
O.S. Deck Maintenance	6.26	6.39	6.52
Ordinary Seaman	6.26	6.39	6.52

ENGINE DEPARTMENT

Q.M.E.D.			
Class 1	10.31	10.52	10.73
Class 2	10.31	10.52	10.73
Class 3	10.31	10.52	10.73
Class 4	10.31	10.52	10.73
Q.M.E.D./Pumpman	10.31	10.52	10.73
Chief Pumpman	10.31	10.52	10.73
Second Pumpman/Engine Mtce.	10.31	10.52	10.73
Ship's Welder Maintenance	10.31	10.52	10.73
Engine Utility	10.31	10.52	10.73
Oiler Maintenance Utility	7.91	8.07	8.23
Oiler	7.91	8.07	8.23
Fireman/Watertender	7.91	8.07	8.23
General Utility Deck/Engine	6.26	6.39	6.52
Wiper	6.26	6.39	6.52

STEWARD DEPARTMENT

Chief Steward (on vessels constructed since 1970)	10.31	10.52	10.73
Steward/Cook	10.31	10.52	10.73
Steward/Baker	10.31	10.52	10.73
Chief Steward (25,500 D.W.T. or over)	10.31	10.52	10.73

(Continued on Page 14.)

(Continued from Page 13.)

Chief Steward (under 25,500 D.W.T.)	10.31	10.52	10.73
Chief Cook	10.31	10.52	10.73
Cook & Baker	10.31	10.52	10.73
Third Cook	7.91	8.07	8.23
Assistant Cook	7.91	8.07	8.23
Steward Assistant	6.26	6.39	6.52

Except as otherwise provided the rates set forth above shall be paid for all work in excess of eight (8) hours, Monday through Friday.

(c) PENALTY RATES

(c) 1.
ON WATCH, Monday through Friday

	Effective 7/1/87	Effective 7/1/88	Effective 7/1/89
Group 1	\$ 6.44		
Group 2	4.95		
Group 3	3.91		

(c) 2.
OFF WATCH, Monday through Friday

	Effective 7/1/87	Effective 7/1/88	Effective 7/1/89
Group 1	\$11.49	\$11.72	\$11.95
Group 2	9.22	9.40	9.59
Group 3	8.20	8.36	8.53

(c) 3.
ON WATCH, Saturdays, Sundays and Holidays

	Effective 7/1/87	Effective 7/1/88	Effective 7/1/89
Group 1 (on vessels constructed since 1970)	\$18.89	\$19.27	\$19.65
Group 1 (25,500 D.W.T. and over)	18.18	18.54	18.91
Group 1 (under 25,500 D.W.T.)	16.55	16.88	17.22
Group 2	12.51	12.76	13.02
Group 3	9.92	10.12	10.32

Except as otherwise provided, the rates specified above shall be paid for such work as is specified in the Agreement (January 1, 1985-June 15, 1987).

ARTICLE III, Section 1, Wages shall be changed to read as follows:

Section 1. Wages. The monthly rate of pay for the Unlicensed Personnel in the Deck Department, when the respective ratings are carried, shall be as follows:

Rating	Monthly Rate 7/1/87	Monthly Rate 7/1/88	Monthly Rate 7/1/89
Boatswain (on vessels constructed since 1970)	\$2,176.01	\$2,219.53	\$2,263.92
Boatswain (25,500 D.W.T. or over)	1,972.51	2,011.96	2,052.20
Boatswain (under 25,500 D.W.T.)	1,898.55	1,936.52	1,975.25
A.B. Deck Maintenance	1,618.97	1,651.35	1,684.38
Able Seaman			
Green	1,424.80	1,453.30	1,482.37
Blue	1,325.40	1,351.91	1,378.95
O.S. Deck Maintenance	1,308.20	1,334.36	1,361.05
Ordinary Seaman	1,129.81	1,152.41	1,175.46

ARTICLE IV, Section 1, Wages shall be changed to read as follows:

SECTION 1. Wages. The monthly rate of pay for the Unlicensed Personnel in the Engine Department, when the respective ratings are carried, shall be as follows:

Rating	Monthly Rate 7/1/87	Monthly Rate 7/1/88	Monthly Rate 7/1/89
Q.M.E.D.*			
Class 1	\$2,176.01	\$2,219.53	\$2,263.92
Class 2	1,988.19	2,027.95	2,068.51
Class 3	1,800.40	1,836.41	1,873.14
Class 4	1,612.60	1,644.85	1,677.75
Q.M.E.D./Pumpman	2,176.01	2,219.53	2,263.92
Chief Pumpman	1,990.56	2,030.37	2,070.98
Second Pumpman/Engine Mtce.	1,990.56	2,030.37	2,070.98
Ship's Welder Maintenance	1,762.21	1,797.45	1,833.40
Engine Utility	1,602.73	1,634.78	1,667.48
Oiler Maintenance Utility	1,642.06	1,674.90	1,708.40
Oiler	1,424.80	1,453.30	1,482.37
Fireman/Watertender	1,424.80	1,453.30	1,482.37
General Utility Deck/Engine	1,308.20	1,334.36	1,361.05
Wiper	1,308.20	1,334.36	1,361.05

*Effective January 1, 1985, all QMEDs shall be reclassified subject to verification of having satisfactorily completed the following specified Seafarers Harry Lundeberg School of Seamanship specialty courses.

- QMED Class 1—QMED with six or more SHLSS specialty courses.
- QMED Class 2—QMED with four or five SHLSS specialty courses.
- QMED Class 3—QMED with two or three SHLSS specialty courses.
- QMED Class 4

SHLSS SPECIALTY COURSES

1. Automation
2. Marine Electrical Maintenance
3. Refrigeration Systems Maintenance & Operation
4. Welding
5. Marine Electronics
6. Pumproom Maintenance & Operation
7. Diesel Engine Technology
8. Hydraulics
9. Hagglund Crane Maintenance
10. Refrigerated Container Advancement Maintenance

3. Refrigeration Systems Maintenance & Operation
4. Welding
5. Marine Electronics
8. Hydraulics
9. Hagglund Crane Maintenance
10. Refrigerated Container Advancement Maintenance

On all vessels carrying a Q.M.E.D./Pumpman, he shall be paid in accordance with his Q.M.E.D. classification in effect or at the rate applicable to the Chief Pumpman, whichever is higher.

ARTICLE V, Section 1, Wages shall be changed to read as follows:

Section 1. Wages. The monthly rate of pay for the Unlicensed Personnel in the Steward Department, when the respective ratings are carried, shall be as follows:

Rating	Monthly Rate 7/1/87	Monthly Rate 7/1/88	Monthly Rate 7/1/89
Chief Steward (on vessels constructed since 1970)	\$2,176.01	\$2,219.53	\$2,263.92
Steward/Cook	2,176.01	2,219.53	2,263.92
Steward/Baker	2,176.01	2,219.53	2,263.92
Chief Steward (25,500 D.W.T. or over)	1,980.37	2,019.98	2,060.38
Chief Steward (under 25,500 D.W.T.)	1,906.44	1,944.57	1,983.46
Chief Cook	1,711.26	1,745.49	1,780.40
Cook & Baker	1,670.88	1,704.30	1,738.39
Third Cook	1,482.08	1,511.72	1,541.95
Assistant Cook	1,482.08	1,511.72	1,541.95
Steward Assistant	1,092.19	1,114.03	1,136.31

FREIGHTSHIP AND TANKER COST OF LIVING ADJUSTMENT

The cost of living adjustment due on January 1, 1987 under the Agreement is hereby waived.

Based on the percentage increase between the April 1986 index and the April 1987 index of the Consumers Price Index—United States City Average for Urban Wage Earners and Clerical Workers or its agreed upon successor—published by the Bureau of Labor Statistics of the U.S. Department of Labor (1967=100), effective July 1, 1987, a cost of living adjustment equal to .6667 percent of such amount of such percentage increase, plus any unpaid fraction carried over from the cost of living adjustment, effective January 1, 1986 shall be added to the base wage, premium overtime, (Saturdays, Sundays and Holidays) and Overtime (excess of eight [8] hours, Monday through Friday) specified in Article II, Section 21, Sub-sections (a) and (b) and the off watch Monday through Friday penalty rate as specified in Article II, 21(c).

Increases shall be paid on the basis of each full percent increase with any unpaid fraction carried over to the next period or periods and used in computing the percentage increase for such later period or periods.

Further cost of living adjustments shall be granted under the same formula at yearly intervals, based on the Consumer Price Index increases, if any, between the April 1987 index and the April 1988 index, to be effective July 1, 1988 and between the April 1988 index and the April 1989 index, to be effective July 1, 1989.

In the event the Extended Contract is further extended pursuant to Section 1 herein, yearly cost of living adjustments shall be granted under the same formula.

It is understood and agreed that the foregoing adjustments shall not be effective unless and to the extent that increases in the Consumer Price Index exceed ten percent (10%) calculated on a cumulative year to year basis.

The cost of living adjustments provided herein shall not be included in the base wage for the purpose of computing pension benefits. Dated: May 27, 1987

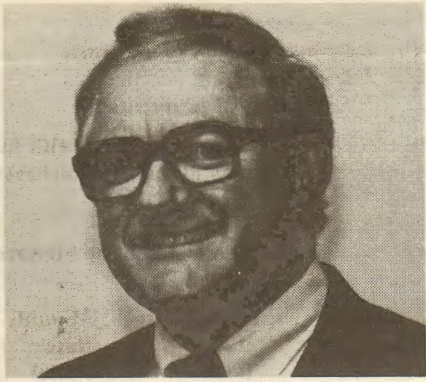
New Contract Protects Security

(Continued from Page 3.)

12. On those vessels with a three-man steward department, the Union and the company by mutual agreement may utilize the "three-man guide."
13. Longshoremen holidays on tankers will be deleted from the Agreement. No other maritime union has this provision.
14. On tankers, there will be no penalty pay for handling the portable tank programs. No other union has this provision.
15. Except as previously specified, the effective date of the Agreement is June 16, 1987 and terminates on June 15, 1990.

New Pensioners

- The following SIU members have retired on pension:
- DEEP SEA
 - Brooklyn
 - Lera Terry
 - Gloucester
 - James J. Moran
 - Houston
 - Lawrence T. Mays
 - Jesse D. Parrish
 - Sidney Sokolic
 - Jacksonville
 - Norman G. Ebanks
 - Mobile
 - Dan Frazier Jr.
 - New Orleans
 - Aaron C. Fields
 - Earl J. Price
 - Clayton Thompson
 - Norfolk
 - Jim L. Spencer
 - St. Louis
 - John C. Sandstrom
 - San Francisco
 - Egon D. Christiansen
 - John F. Thommen
 - Milton C. Thrash
 - Santurce
 - Jose M. Castell
 - Seattle
 - Hubert Archibald
 - Charles L. Gard
 - Dennis J. Manning
 - GREAT LAKES
 - Algonac
 - John E. Malloy



West Coast
by V.P. George McCartney

SAN FRANCISCO threw a big party last month to commemorate the 50th anniversary of the Golden Gate Bridge.

By coincidence, last month also marked the 50th anniversary of the founding of the National Maritime Union. I'd like to congratulate the officials and members of that union. Despite the long rivalry that has existed between the SIU and the NMU, the history and fortunes of the two organizations have long been intertwined.

People unfamiliar with the history of the labor movement or the maritime industry often ask me why there are so many different unlicensed unions. In part, they reflect the haphazard development of both the maritime industry and the labor movement.

The SUP, which celebrated its 100th anniversary in 1985, is the oldest surviving maritime union. It and the MFOW date their existence back to a time when most unions were split along craft lines. Deckhands had their own union; engineers and cooks had their own separate unions as well.

A split developed in the labor movement in the early '30s between "craft" and "industrial" unions. Industrial trade unionists believed in organizing workers along industry-wide lines (i.e., maritime, steel, auto). While craft unions were not adverse to organizing new workers, they felt it was more important to maintain existing ties with the members that they had. They also believed that ties between a union and its membership would be stronger if they all belonged to one job classification.

Older unions like the SUP were more likely to be affiliated with the American Federation of Labor, which, like the SUP, was chartered in 1885. New unions like the NMU tended to affiliate with the Congress of Industrial Organizations—an industrial organization that broke away from the AFL in the early '30s.

Our Union, the Atlantic and Gulf District of the SIU, was formed in 1938 by Harry Lundberg, the secretary-treasurer of the SUP. From the start, it was intended to incorporate the principles of both craft and industrial trade unionism. One of the primary reasons for its birth was the intense rivalry between the AFL and the CIO.

Though the SIU-AGLIWD was an AFL union, it organized seamen along industry-wide lines, much like the NMU. Internal divisions that plagued the NMU during the '40s (which were described in the 50th anniversary issue of the NMU Pilot) gave our new organization breathing space. The vision of the SIU's early leaders—Paul Hall, Al Kerr, Paul Drozak, Cal Tanner,

Area Vice Presidents' Report

Sonny Simmons—did the rest, as did the loyal support of this membership.

Despite their ideological differences, the leaders of the NMU and the SIU-AGLIWD (and still want) the same thing—a better life for all seamen. And indeed, no history of the maritime industry is complete without mentioning both Paul Hall and Joe Curran. Both were towering figures. They just had different approaches, and so did their organizations.

Sadly, the SIU and NMU still do, though in time we might be able to bridge these differences. Merger talks between us broke down earlier this year over the proposed structure of the new organization. The NMU wanted the SIU-AGLIWD to pull away from its affiliates in the international. They said unlicensed seamen should be separate, independent.

We could not buy this (neither, apparently, could the NMU: they've entered into merger talks with DIMEBA). Because in one important respect we believe that Joe Curran, the founder of the NMU, was right.

It is no longer possible in this day and age for one group of workers to act independently of others. The international structure of the SIU gives us a way of reaching out to different groups of workers in order to build coalitions that will enhance the power of us all.

We've never lost sight of our original mandate to improve the lives of seamen. Everything that the SIU has been able to achieve on behalf of its membership has been due to our ability to reach outside of our own small world. That is even more important today as the maritime industry continues to shrink, and the different modes of transportations meld into one.

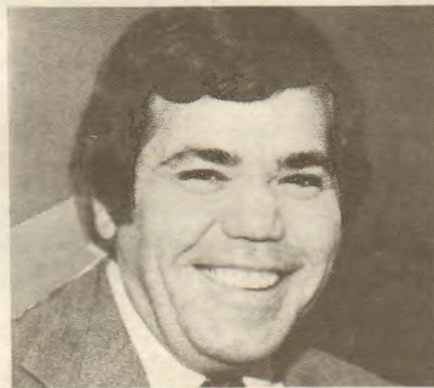


Government Service Division
by V.P. Buck Mercer

PERIODICALLY, you can depend on me to discuss the subject of behavior aboard ship and ashore, particularly in foreign ports. My reasoning is simple. Periodically, disciplinary actions are taken against members at a much faster rate than at other times. It is as if this subject has never been discussed or that the membership and other marine employees have not taken heed to what has been talked about.

The old saying that "Trouble is easy to get into, but hard to get out of" is as true today as it ever was. And any MSC PAC marine employee who has ever been up on a disciplinary can attest to that fact. It is no secret that disciplinary penalties for marine employees are far more severe than pen-

alties for shoreside federal Civil Service employees. Why this is, I don't know? Perhaps because life aboard ship is such a close-knit society. CMPI 750, which deals with Disciplinary Actions and Penalties, is written especially for MSC marine employees. Each ship's purser or department head has a copy. However, if each marine employee reads or studies the "Ship's Orders," which are posted on the bulletin board of each ship, and abides by them, as well as follows the orders of his/her department head or supervisor, and if every mariner would treat their shipmates as they wish to be treated, there would be no reason for disciplinary actions. THINK ABOUT IT.



Gulf Coast
by V.P. Joe Sacco

WE are presently getting ready to host a symposium on alcohol and drug abuse at our Houston hall. Civic leaders from government, business and labor will be attending, as well as a number of academicians and medical experts. Members who have gone through the ARC will share their insights and experiences.

We believe that if the SIU maintains a highly visible presence on a grassroots level, then we will be in a better position to spread our main message, which is that steps need to be taken to revive the American-flag merchant marine.

As head of one of the SIU's constitutionally defined regions, I am aware of just how important it is for the SIU to be active on all levels of government. The ties that the SIU makes on a grassroots level often have important consequences.

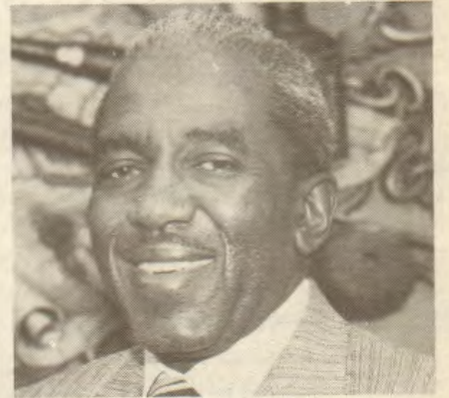
In Houston, for example, we are close friends of Attorney General Jim Mattox, who is quite aware of the important role that the American-flag merchant marine plays in the defense of this country. Unlike other politicians who wave the American flag for their own political ends, people like Jim Mattox understand that the only way for the United States to remain strong is by charting a true course and staying on it.

This grassroots activity has not interfered with our other tasks. Our union representatives continue to service all boats and vessels. In Jacksonville, for example, we helped crew up the *Bayamon*.

I believe servicing the membership involves more than just making the boats or standing at the counter. We would not be doing our jobs properly if we did not try to educate our membership about the importance of do-

nating to SPAD.

Take Jacksonville, for example. Shipping there is good right now. But it would be far better if Congress passed H.R. 1364, the Auto Carrier Bill. This would ensure that American-flag shipping companies had a fair shot at cracking the Japanese auto carrier trade. Last year alone, more than 600,000 autos were shipped into the port of Jacksonville. If we had a fair share of that trade, then we'd be crewing up more than just the *Bayamon*.



East Coast
by V.P. Leon Hall

THERE were a number of impressive Maritime Day celebrations up and down the East Coast. At New York's South Street Seaport, for example, there was a 21-gun salute given to the brave men and women who died at sea while protecting this nation.

Delivering the invocation, Rev. Donald W. Kimmick of the Seamen's Church Institute had these words to say:

"Let us come before the Lord with Thanksgiving for the sea . . . (sustain seamen) in loneliness and boredom and anxiety about loved ones at home. In time of unemployment, trouble and despair, in sickness and pain and at hour of death."

All in all, it was a moving ceremony. And of course, the United States government was quick to issue a press release commemorating the contributions that seamen have made to the defense of this country.

Yet as columnist Mark Magnier wrote in *The Journal of Commerce*, "Some observers were quick to note the irony of last week's Maritime Day celebrations. Several hundred yards from the day's ceremonies—which included speeches, wreath laying, a 21-gun salute and a musical contest between tugboat horns and steam whistles at the South Street Seaport—stood the giant, gray, idled hulk of a U.S. Lines Econoship, a sad symbol of [today's hard-pressed] U.S. maritime industry.

Indeed, just two weeks before in a movingly worded press release the Reagan administration once again turned down a request to grant World War II seamen veteran's status.

The truth of the matter is that the Reagan administration doesn't really care about seamen or the contributions they have made to the defense of this country. It has been up to individuals to pick up the void left by the administration's indifference.

Rev. Kimmick, for example, has started an informal project to catalogue the grassroots services available to older seamen throughout the New York metropolitan area. The decline of the maritime industry and the lack of a humane national policy have left a void that Kimmick and other com-

(Continued on Page 22.)

Seafarer

Government Services Division

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



Profile: Kawishiwi's 3rd Mate

ANDY Kovacs, the amiable third mate on the *Kawishiwi*, is a man who has faced obstacles most of his life and managed to overcome them. How else do you explain his dream of becoming a merchant seaman in a country without an ocean, or surviving in an English-speaking country without knowing the language, or graduating from a maritime academy when other institutions told him he was too old? For Kovacs, life has been a long lesson in humility.

Born and raised in Hungary, Kovacs, after graduating from a mechanical engineering school, decided to seek a life of adventure on the waters of the Danube River where he took a job as third engineer aboard a river boat. The Danube River, considered the most important water route in central and western Europe, flows all the way to the Black Sea. With his first taste of the sea, Kovacs decided he wanted more.

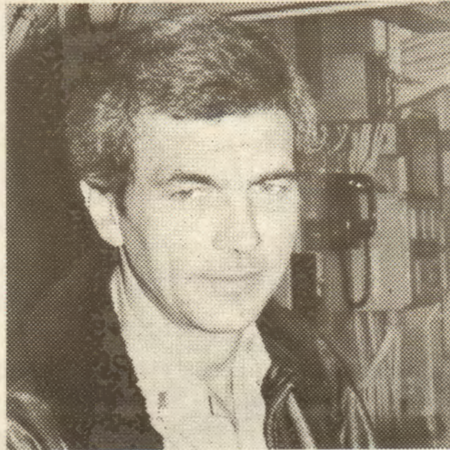
He left Hungary in 1972 and lived briefly in Austria and Italy before coming to the United States where he arrived not knowing a word of English.

"I remember when the immigration officials told me to raise my hand and to sign papers. I didn't have the slightest idea what they were saying," chuckled Kovacs, recalling the ordeal in New York when he first landed in this country. "It was weird. I didn't know what I was supposed to say or sign."

He worked for a few months in a machine shop on Long Island, then traveled west to California and Nevada where he took a janitorial job at a Lake Tahoe casino. Confident of his increasing use of English, he settled in San Diego and decided to enroll in college to pursue an American engineering degree. But when he enrolled at San Diego State University, campus officials told him he would have to begin as a freshman, despite his Hungarian education.

"I had lots of courses which were mostly lectures," he recalled. "I didn't understand most of them because my English was still limited."

At the same time he was attending college, he had heard that only American citizens could work for the U.S. merchant marine. "I later learned this was not true," said Kovacs. "I learned you could easily join the merchant marine with a green card." But reflecting on events at the time, Kovacs said it was better that he didn't know the truth. He soon took out papers to become a U.S. citizen and after he was naturalized, Kovacs headed for the Texas Maritime Academy at Galveston. At 29, Kovacs learned that this maritime institution was the only one in the U.S. that didn't have an age requirement for prospective ap-



plicants. He graduated three years later as a licensed deck officer.

"I didn't want to go back down into the engine room," said Kovacs, explaining his decision to work topside instead of below deck. "My first ship in Hungary was a steamer built in 1867. With her paddle wheel, she was the fastest vessel on the Danube. But it was also hot and miserable in the engine room. After that experience, I wanted the fresh air."

Kovacs spoke to MSC recruiters when they visited the academy in 1982. "I wanted to work for the [Military Sealift] Command because I knew it was the best equipped outfit in the U.S. merchant marine," he said. But with a hiring freeze imposed on the Command, Kovacs looked elsewhere for employment. He worked as a navigator aboard a seismic ship out of Texas, then returned to California where he was hired as an engineer and deckhand on a commercial tug. He finally got a chance to work for MSC in 1984 when he took an ABM job aboard the *USNS Neptune*.

"I considered myself very lucky because it was a real nice ship with a great crew," said Kovacs. "I immediately noticed a sense of camaraderie and teamwork among the *Neptune* crew that I hadn't observed before in previous commercial jobs."

From *Neptune*, Kovacs headed for the Western Pacific and a tour on *USNS Ponchatoula* before his assignment aboard *Kawishiwi*. "I really love the fleet oilers," said Kovacs. "These ships don't sit in port. They're out at sea doing something very valuable for the fleet. And the crews are very professional. They're confident and get the job done."

An enthusiastic outdoorsman who hikes frequently in the mountains of California, Kovacs will be walking down the aisle this month when he marries a Bay Area woman. He expects to continue his sailing career with MSC.

"Even if the commercial shipping industry improved, I'd still stay with Military Sealift Command," says Kovacs. "I really consider myself very lucky to be working for MSC."

New Fleet Oiler Added

The *USNS Andrew J. Higgins* (T-AO 190), a fleet oiler of new construction built at Avondale Shipyard in New Orleans, La., will be fully crewed by MSCPAC by the end of September 1978.

The fully automated ship will lift a crew of 20 officers, 20 CPOs and 56 men from MSCPAC. The military department will consist of 1 officer and 20 enlisted personnel for a total compliment of 117.

The *Higgins*, designed and built with the "Quality of Shipboard Life" in mind, can boast that all crew accommodations were built to commercial standards with single outboard staterooms for all hands. There are even some spare crew rooms in the event

the crew is enlarged. There are private head and shower facilities for all CPOs and one semi-private head and shower adjoining each two staterooms for the nonofficer crew.

Other amenities include three lounges: officers, CPOs, and crew; a gymnasium; library; hobby shop, and a closed circuit TV system.

The master, some of the engineering officers, chief electrician and electronics technician will be required to undergo several weeks of training, after which the full crew will go through a familiarization onboard phase.

The Marine Placement & Receiving Section at MSCPAC will have an easy time crewing this ship, mainly because of the much improved conditions.



State Senator Supports Workers

Quinten L. Kopp, a former San Francisco city councilman and recently elected to the California state senate, has taken a positive position in favor of retaining the California Occupational Safety and Health Administration, a state agency that the governor had proposed to eliminate. The following letter outlines Senator Kopp's position.

Dear Mr. Mercer:

In recent weeks, I have heard from and met with many labor union members, representatives, and other interested citizens about the governor's proposal to eliminate the California Occupational Safety and Health Administration. As a result, I wanted to take this opportunity to let you know directly my conclusion on one of the most significant issues to face California workers in many years.

In short, I oppose the proposal.

I conclude that elimination of Cal/OSHA would do a disservice to the health and safety of California workers, and would result in the diminution of inspection, maintenance, and correction measures which now prevail with respect to California employers and which are studiously, effectively administered. Moreover, the advocacy of many California employers and management organizations on behalf of Cal/OSHA is evidence of not only the concern over the effect on the safety of their employees, but also their insurance costs. It would be a mistake for all concerned parties to eliminate Cal/OSHA. Accordingly, I voted "aye" on Thursday, May 28, 1987 on the state budget adopted by the Senate which contains the needed money for Cal/OSHA.

In closing, let me say I have welcomed your thoughts and comments on Cal/OSHA and invite you to contact me at any time on any other issues of interest or concern to you.

Sincerely yours,
Quinten L. Kopp

MSC Hospital Ship on Humanitarian Mission

Story and Photos by
PHC Chet King, USN

The largest trauma facility and ninth largest hospital in the United States is as long as three football fields and floats.

Manned by a Military Sealift Command crew of 83 and commanded by Capt. Richard B. Hosey, the 1,000-bed hospital ship *USNS Mercy* (T-AH 19) is the newest MSC Special Mission ship and is currently on a five-month training and humanitarian cruise to the Republic of the Philippines and other South Pacific island-nations. Onboard is a tri-service U.S. military, Filipino and U.S. Public Health Service medical and support staff of over 600.

The 894-foot long former crude oil tanker was converted by the National Steel and Shipbuilding Company in San Diego into the country's first hospital ship since the Vietnam War. It was designed to provide mobile, flexible rapid response medical and surgical care for U.S. forces during hostilities.

"What we have here is a 1,000-bed hospital with a bow, stern and engine room attached. It is unlike any MSC ship currently afloat. It was built to handle passengers comfortably," said Hosey.

A ramp system was installed from the helicopter deck to the casualty receiving area four decks below. Nine elevators also handle cargo and casualties. Passageways are called hallways, wide stairwells replaced ladders and above the waterline special fire doors were installed. False ceilings required a special fire alarm system.

"For a ship of this size it handles and rides well," said Hosey, MSC's senior master. "I'm very glad to be on this mission. The entire crew, MSC and military alike, worked around the clock for a week to make sure we met our sailing schedule."

"To be sure we have had some problems, but that's what a shake-down cruise is all about," said First Officer Lawrence D. Carley. Wearing a pair of black running shoes that may be worn out by the end of the cruise, Carley dares anyone to keep up with him as he dashes around the ship in an effort to stay on top of things. "I hate staying in my office," he says.

Carley's deck personnel are responsible for the general maintenance of the ship, fire fighting, damage control and overall passenger safety. An MSC crewman is in charge of each of the ten lifeboats.

Chief Engineer Dennis W. Legget has been with MSC for 18 years. "As a tanker the ship would carry seven engineers. Because of the auxiliary machinery spaces and service areas added to support the medical facility I'm now carrying 27 engineers," he said.

The *Mercy* has three 2200KW diesel generators, two evaporators capable of making 75,000 gallons of fresh water daily and two 800-ton air-conditioning units. A new 26-foot diameter skewered prop was put on to reduce vibration.

"Our biggest problem is with the ship's ballasting system which causes the ship to list up to two degrees," Bennet said. "We need to look at installing a system of partitions, closing off the double bottoms and putting in some valves in the current U-shaped ballast tanks."

Communications on an 894-foot ship can be a problem also. On the *Mercy*, all MSC officers and watchstanders carry two-way radios.

Able Seaman Jesse Hester is a 21-year MSC veteran. "I'm a watchstander at the gangway. Security is tight and all visitors must sign in and out," he said. "Traffic tends to get backed up, but everyone has accepted it."

The *Mercy* carries the largest galley afloat and can seat up to 500 people. It is run cafeteria style, unlike the



AB Jesse Hester carries a young Filipino patient up the *Mercy's* accommodation ladder in Legazpi, R.P.

galleys on other MSC ships where the crew sits in more comfortable surroundings.

"That has taken some getting used to," said Hester. "That and the sparse, crowded berthing areas."

Built to get underway within five days for combat or disaster relief mission, the *Mercy's* MSC crew will be

reduced to 17 upon arrival in Oakland in July.

"We're doing a hell of a mission over here in the Philippines. The people really appreciate our efforts," said Hosey. "If I don't retire first I would hope to take the ship out on another humanitarian mission in the near future."



Aaron Bland, junior engineer, and Jeffrey Kelley, third assistant engineer, at the main engine room console aboard the *USNS Mercy*.



It takes a lot of work to keep the 894-foot-long hospital ship's white decks clean.



Deep Sea

Pensioner **Frank Bosmentes** died April 27. Born in the Philippines, Brother Bosmentes joined the SIU in 1942 in the port of Tampa, Fla. He sailed in the steward department. Bosmentes was active in the 1946 General Strike and the 1947 Isthmian beef. He went on pension in 1971. Seafarer Bosmentes is survived by his wife, Romana.



Jorge A. Calix, 36, died April 11 following an automobile accident in Piney Point, Md. He had been attending upgrading classes at SHLSS at the time.

Brother Calix joined the SIU in 1968 in the port of New Orleans and sailed in the engine and steward departments, most recently aboard a Sea-Land vessel. Born in Honduras, Seafarer Calix was buried at Restlawn Cemetery in Jefferson Parish, La. He is survived by his father, Juan, of New Orleans.



Pensioner **Berry Crain Jr., 59**, died of cardiac failure April 18. Brother Crain joined the SIU-merged Marine Cooks & Stewards Union in the port of San Francisco. He

sailed in the steward department, most recently aboard a Matson Line vessel. Seafarer Crain went on pension Jan. 1, 1979. Born in Arkansas, Crain was buried at Greenlawn Memorial Cemetery in Colma, Calif. He is survived by two sisters, Fraxinella Fennell and Mary Crain, both of Oakland, Calif.

Pensioner **Ignace Decareaux, 83**, succumbed to heart problems on March 27. Brother Decareaux joined the SIU in 1938 in the port of New Orleans, LA. He sailed in the deck department and retired on pension in 1966. Burial was at St. Vincent dePaul in New Orleans. Seafarer Decareaux is survived by his wife, Elsie, and by his granddaughter, Deborah Hoover.

Pensioner **Leon E. Foskey, 74**, died of respiratory problems April 22. Born in Maryland, Brother Foskey joined the SIU in 1943 in New York. He sailed in the deck department and was active in the General Strike of 1946 and the Isthmian beef of 1947. Cremation took place in Salisbury, Md. Seafarer Foskey, who went on pension in 1980, is survived by a brother, William, of Salisbury, Md.; a sister, Evirgiline Elliott, and a nephew, R. Wayne Elliott.

Pensioner **Rene Geiszler, 66**, died of natural causes Feb. 25. Brother Geiszler joined the SIU in 1948 in New York. He sailed in the engine department, first with Alcoa Steamship Co. and most recently with American Coastal. He retired on pension in 1985.

Geiszler, who resided in Brasschaat, Belgium, was cremated there. He is survived by his wife, Ann, of Brasschaat.



Melvin H. Gatling succumbed to acute myocarditis (heart attack) March 8 while aboard the SS *Sam Houston* (Waterman) in Thailand. He was 28 years old.

Brother Gatling joined the SIU in 1980 in Piney Point, Md. and sailed in the steward department. Buried in Portsmouth, Va., Gatling is survived by his mother, Lillie, of Norfolk, Va.

Pensioner **Robert E. King** died April 22 following a heart attack. He was 64 years old. Brother King joined the SIU in 1948 in the port of Norfolk, Va. He sailed in the deck department. As a new member, King was active in the General Strike and the Wall St. beef. He last sailed with Penn Tankers and went on pension in 1970. Born in Virginia, Seafarer King was buried at Rosewood Memorial Park in Virginia Beach, Va. He is survived by his wife, Lucille.

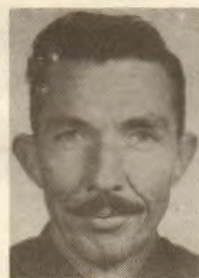
Pensioner **Billy E. Lynn, 62**, succumbed to cirrhosis on April 25. Brother Lynn first sailed in 1953 with Waterman and last with Interocean Management Corp. He retired in 1986. Burial was in Llano Cemetery in Amarillo, Texas. He is survived by

his mother, E.T. Lynn, of Amarillo and a son, Steven, of Escondido, Calif.



Henry P. McCowan, 66, died of heart problems on Feb. 2, 1986. Brother McCowan joined the SIU-merged Marine Cooks & Stewards Union in 1969 in San Francisco. He last sailed with Sea-Land as a chief steward. Burial was at the Greenwood Cemetery in Renton, Wash. He is survived by his daughters, Laura McCowan, of Seattle, Wash. and Maxine Simmons, of Missouri.

Pensioner **Jose Senos** died Feb. 11 of respiratory disease. He was 66. Brother Senos joined the SIU in 1967 in Boston, Mass. and retired on pension in 1984. Seafarer Senos is survived by his wife, Judite, and a child, Anibal.



James O. Thompson died Feb. 20 of lung cancer. Thompson, who was in the process of getting a pension at the time of his death, first joined the SIU in 1968 in Seattle, Wash. He sailed in the deck department, most recently with Puerto Rico Marine. Brother Thompson was cremated in Jacksonville Beach, Fla. Surviving is his wife, Marilynn.

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Your home address is your *permanent* address, and this is where all official Union documents, W-2 Forms, and the LOG will be mailed.

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SIU & UIW of N.A.
Address Correction Department
5201 Auth Way
Camp Springs, Maryland 20746-9971

Great Lakes

Walter Przewozniak, 59, succumbed to cancer Jan. 26. Brother Przewozniak joined the SIU in 1964 in Detroit. He sailed in the deck department, most recently in 1985 with American Steamship Co. Burial took place at Mt. Olive Cemetery in Detroit. Seafarer Przewozniak is survived by a sister, Stephanie Szvida.

Personals

William Calefato

Please get in touch with John G. Katsos, 800 Jefferson St., #606, Seattle, Wash. 98104-2405.

Pam Taylor

Please call John Thompson at (808) 949-3119.

Harold Eady

Please contact your daughter, Suzanne, (904) 268-5829.

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(Signed) _____

Digest of Ships Meetings

AMERICAN EAGLE (Pacific Gulf Marine), April 20—Chairman Stanley Krawczynski, Secretary Robert D. Bright. No disputed OT or beefs. There is \$51 in the ship's fund. Twelve marines sailed aboard the *American Eagle* to Norway. The captain thanked the whole crew for a job well done with this extra group as well as for the cooperation on the part of the marines. With only a three-man steward department, there was a lot of extra work, but everything worked out well, thanks to the chief steward. A motion was made to have the retirement age reduced from 65 to 62 with 5,263 days sea time so that members can start getting social security at the same time that their retirement comes through.

LNG GEMINI (Energy Transportation Corp.), April 6—Chairman Ulus Veach, Secretary Harold Markowitz, Deck Delegate Eugene Brown, Engine Delegate Tyler Womack, Steward Delegate James Robinson. No beefs or disputed OT. There is \$192 in the ship's fund. The bosun reported that the ship will go into the yard on April 8 and that the crew would leave that same morning. The steward department, however, will remain onboard for a couple of days for additional cleaning and inventory. The bosun reminded those leaving of some of the problems that have occurred in the past and asked everyone to keep that in mind. The OS feels that wages should be raised now that they have been put on day work. A vote of thanks was given to the steward department. In its report to the LOG: "On April 6, an abandoned sailboat was seen and a lifeboat was sent to take a closer look. No one was onboard the sailboat which was then towed back to the ship and lifted onboard. The following day we received a telegram stating that the owner had been picked up by a fishing boat and was recovering in a hospital."

INDEPENDENCE (American Hawaii Cruises), April 23—Chairman Thomas W. Lasater, Secretary John Thompson, Deck Delegate Doug Hodges, Engine Delegate Paul Titus, Steward Delegate Anne Gomes, Treasurer Thomas Hoffman. No beefs. The new OT system is working well in the deck department. The bosun noted a small turnout for this meeting, especially with such a large crew. He announced that Tom Fay is the new Honolulu port agent and asked that everyone give him their support. He also asked members to check in with the Union after payoff for dues check-off. The bosun noted that a safety meeting was held two days previously, and that he would post the minutes from that meeting. The secretary urged all eligible members to take advantage of the courses at Piney Point. He also talked about the continued pressure on unions in general and the fact that unions are perhaps more important than ever. The membership was advised to keep abreast of what's going on in the SIU, paying particular attention to the President's Report in the LOG each month. Next port: Kona, Hawaii.

OMI CHARGER (OMI), April 26—Chairman Franz Schwarz, Secretary Jonathan White, Educational Director Wiley L. Yarber, Deck Delegate R.W. Rogers, Engine Delegate E. Ladimer. Some disputed OT was reported by the pumpman in the engine department. There is \$16 in the ship's fund. The vessel is enroute to Tampa, Fla. from St. Croix, V.I. No one is quite sure what happens after that since the ship is on a trip-to-trip charter. It was recommended that all members take advantage of Piney Point upgrading courses. "It is to each member's benefit and the best for the future." The question as to whether there would be a raise this year was brought up. A new washing machine is needed for the crew, and the aft door to the house entry on the main deck needs fixing. Members also were reminded to keep the noise level down in the TV room (the bosun sleeps next door). A vote of thanks was given to the steward department for a job well done.

PAUL BUCK (Ocean Ships Inc.), April 19—Chairman R.M. Parish, Secretary Norman Johnson, Educational Director F.C. Harris, Steward Delegate M.E. Howell. There is \$258 in the ship's fund from arrival pools and other sales. No disputed OT or beefs were reported in any of the departments. The bosun is going on vacation, and members of the deck department wish him well and look forward to seeing him in the next bosun recertification class "as he is a good Union brother, the kind the

TO: Steward Department
Sea-Land Patriot

FROM: Master, Sea-Land Patriot

SUBJ: Letter of Commendation

On behalf of the officers and the crew, I would like to thank each of you for your excellent performance during voyages 73 and 74. It was always a pleasure to eat the meals that you prepared, as the menus were varied and interesting and often included specialties such as chicken adobo, ginger beef, home-made soups and excellently prepared vegetables. The galley, mess rooms, quarters, dishes and utensils were at all times in excellent sanitary condition.

During your time aboard, you had the task of preparing the meals for Thanksgiving, Christmas and New Year's Day. I have had none better in the last 16 years that I have sailed on Sea-Land ships.

This was all done with seemingly little effort, although a great deal of well planned work was required. This is the hallmark of true professionals. In short, you have shown that the food can be good with a 3-man steward department.

Again, I thank you and commend you for your fine efforts.

membership needs." In the steward department, Norman Johnson is back from the steward recertification class. "He has brought us much information about the welfare plans and the Military Sealift Command work." The chairman reports that the *Paul Buck* will probably be assigned to the eastern seaboard for a couple months. Payoff will be in Manville, R.I., and he urged all members to support SPAD. "We need all the clout we can get in Washington, D.C.—and as with most things—it takes money." The secretary noted that it has come to his attention that some dispatchers are discouraging members from taking certain jobs. As President Drozak stated in the monthly meeting, the Navy jobs are the only game in town—so there should be some positive attitudes in the hall about these jobs! The educational director urged the B men to take the sealift course at Piney Point and other upgrading courses as well. The steward has forms for all classes. "Do it today," he stressed. Confusion apparently exists as to the forming of the SMU. Some brothers believe this is a plan to undercut the SIU contracts. "We have a lack of communication in this area with the membership, and there are some hard feelings on this point. We feel there should be some material sent to the ships on this matter so we, the membership, can have a better understanding of the situation." A motion was made—that with the reduced deck department—the AB on the wheel should be allowed to sit down on watch when the vessel is not under pilotage. A new microwave will be installed shortly as will "smoke-eaters". This will make life more pleasant, especially for the non-smoking members. A new popcorn machine also is expected soon. Next ports: Norfolk, Va. and Houston, Texas.

SEA-LAND FREEDOM (Sea-Land Service), April 11—Chairman L.W. Watson, Secretary L. Lamphere, Educational Director L. Morin, Deck Delegate D. Brown, Engine Delegate R.H. Surrick, Steward Delegate S.Y. Kassem. Some disputed OT is still outstanding in the steward department, and this trip the engine department reported some disputed OT between the SIU and the engineers. No money is left in the ship's fund after purchasing a new VCR in Tacoma, Wash. The chairman checked with the port agent concerning clinic cards. They are good from the time you sign on until you sign off six months later. A vote of thanks was given to the

steward department, particularly for the cook-out. Next ports: Tacoma, Wash., then on to Yokohama, Japan.

2nd LT. J.P. BOBO (AMSEA), April 17—Chairman E. Aldorf, Secretary P. Stubblefield, Educational Director J. Rizzo. No beefs or disputed OT. The importance of contributing to SPAD was stressed, as was the need for upgrading skills. The secretary noted that it was good to be back aboard the *Bobo* and see so many familiar faces. He said he hopes to make this trip as pleasant as possible. A reminder was given that there is to be no smoking on deck and in the cargo holds. A vote of thanks was given to the steward department for a job well done, particularly with the service they provided to the military

them and with receiving them back on time. This has led to some members being overdrawn. All members were asked to improve their work habits and try to work as a team, especially where sanitary conditions are concerned. Portions of the President's Report in the recent LOG were read which stressed the importance of military ships to the Union. Next port: Port Everglades, Fla.

USNS WILKES (Lavino), April 19—Chairman Sy Yaras, Secretary John McGill, Educational Director Aaron E. Thompson. No disputed OT. There is \$65 in the ship's fund. A new VCR was received for the crew's recreation and is located in the crew lounge. The importance of upgrading was stressed and applications are available from the educational director. It has been a fairly smooth operation so far aboard the *Wilkes* with no major beefs—at least nothing that can't be resolved aboard ship. There was a man overboard recently. The matter was taken care of promptly and efficiently by the ship's crew. They did a fine job in retrieving the seaman back safely aboard ship. Next port: Kodiak, Alaska.

LNG VIRGO (Energy Transportation Corp.), May 3—Chairman Billy Nuckols, Secretary S. Wagner, Educational Director B. Smith, Deck Delegate Mike Said, Engine Delegate Jerry Johnson, Steward Delegate James Robinson. No disputed OT reported. There is \$373 in the ship's fund, and \$100 was added by a "pilot onboard" pool. OS Michael Collins was taken off ship in Singapore with acute appendicitis. He was operated on three hours afterward. A telex from the company stated that Collins was in satisfactory condition and would be sent home April 30. In Arun, Indonesia this trip, three SIU crewmembers were caught in a restricted area because they were allowed to walk from the gate to the ship. One of them was smoking, and this caused a problem for the captain. In the future, "we would like to have transportation to the ship from the gate." This would eliminate the need for crewmembers to walk through the plant. Related to this problem was a discussion on the conduct of Seafarers while ashore in foreign ports. Since the dollar is low against the yen, members shouldn't be surprised at the high cost of taxis, bar bills, etc. But it should be remembered that Japan has its laws and "we must abide by them." A letter from the company was read stating that all hands must wear safety shoes. Upon boarding the ship, members should show the captain their receipt and he will reimburse them for the shoes (up to \$55). Next ports: Osaka, Japan and Arun, Indonesia.

during the last operation. A vote of thanks also went to the deck department. One minute of silence was stood in memory of our departed brothers and sisters as well as for the steward's father who recently passed away.

USNS LYNCH (T-AGOR-7), April 20—Chairman Daniel Eckert, Secretary Reynaldo Z. Vanta, Deck Delegate Luis A. Malave, Engine Delegate Christopher Doyle, Steward Delegate Willie Green. No disputed OT reported. There is no ship's fund at the present time, but this will be taken up at the next meeting. The *Lynch* still is receiving very poor TV reception, and the VCR in the crew mess is in need of repair as is the stereo. While docked in Gulfport, Miss., the TV was looked at, but there seems to be no improvement. There are also problems with the OT sheets, both with the proper procedures for approving

Monthly Membership Meetings

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

Shellback Initiation—Crossing a Strange Line

Text and Photography by
Leonard Earl Johnson

Now that the SIU is manning U.S. Navy ships, traditions nearly forgotten are returning to our members. In 1987 the SIU-crewed *USNS Dutton* (LSC Marine) operating out of the port of Rio de Janeiro, Brazil sailed over that magical divide, the equator. On one side, say some, water swirls down the drain in one direction; on the other side it swirls down the opposite way. Me, I've never been able to remember on one side how it entered the drain when on the other side, but I do know that a person not having ever crossed the equator is a lowly "Polywog" and will damn well remain one 'til passing through the initiation that turns "Polywogs" into "Shellbacks."

When Captain Mauro Rivera took the *Dutton* over that "hump," out from "The Deep" came Davy Jones, King Neptune and Queen Neptune to oversee two days of ceremony few have seen before through the camera eye.

The following photographs report the initiation of "Polywogs" into "Shellbacks" on the *USNS Dutton* somewhere in the Atlantic not far from the equator.



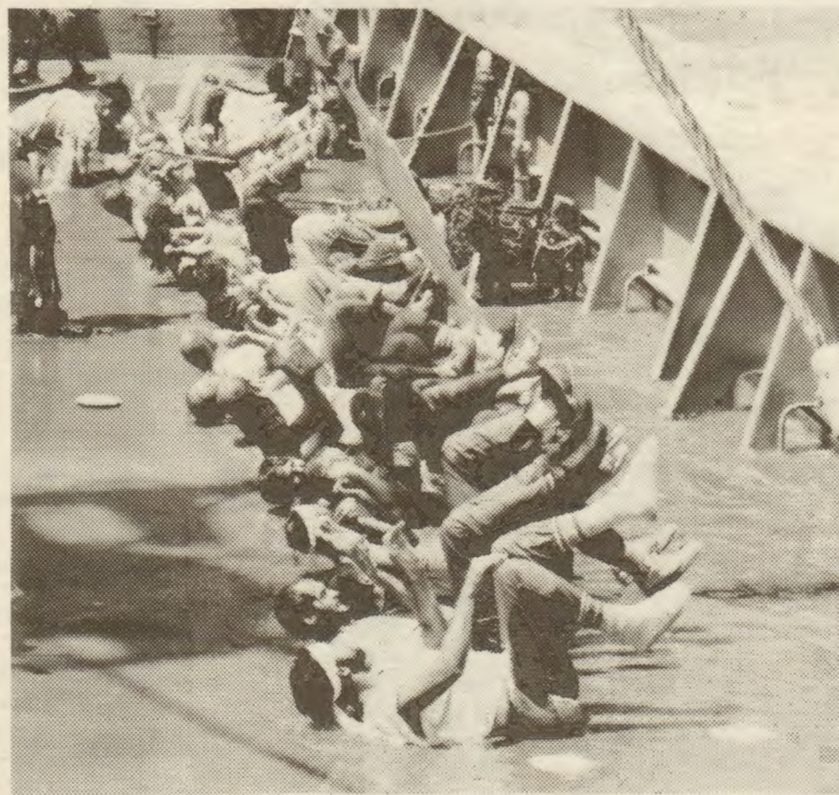
King Neptune (Navy Commanding Officer Bullfinch) sits next to his Queen (SIU OS John Grubbs) on their Anchor Throne for the second day's festivities.



Davy Jones (Navy Lieutenant Tyson) welcomes "Polywogs" from both the Navy and the SIU.



A "dinner" is served the Polywogs on the second day; SIU engine room Polywog, Rudy Salvagio smiles, showing his enjoyment.



Navy and SIU Polywogs roll on the deck in watery celebration before the watch of Shellbacks and King Neptune and his Queen.



At celebration's end the Polywogs are given a final washing before being named Shellbacks.



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

Dispatchers Report for Great Lakes

MAY 1-31, 1987

Port	*TOTAL REGISTERED All Groups			TOTAL SHIPPED All Groups			**REGISTERED ON BEACH All Groups		
	Class CL	Class L	Class NP	Class CL	Class L	Class NP	Class CL	Class L	Class NP
DECK DEPARTMENT									
Algonac	0	19	1	0	28	2	0	24	6
ENGINE DEPARTMENT									
Algonac	0	13	0	0	15	2	0	29	0
STEWARD DEPARTMENT									
Algonac	0	4	0	0	11	0	0	5	0
ENTRY DEPARTMENT									
Algonac	0	12	2	0	0	0	0	25	6
Totals All Departments	0	48	3	0	54	4	0	63	12

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

Directory of Ports

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

HEADQUARTERS

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

ALGONAC, Mich.

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

BALTIMORE, Md.

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

CLEVELAND, Ohio

5443 Ridge Rd. 44129
(216) 845-1100

DULUTH, Minn.

705 Medical Arts Building 55802
(218) 722-4110

HONOLULU, Hawaii

636 Cooke St. 96813
(808) 523-5434

HOUSTON, Tex.

1221 Pierce St. 77002
(713) 659-5152

JACKSONVILLE, Fla.

3315 Liberty St. 32206
(904) 353-0987

JERSEY CITY, N.J.

99 Montgomery St. 07302
(201) 435-9424

MOBILE, Ala.

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

NEW BEDFORD, Mass.

50 Union St. 02740
(617) 997-5404

NEW ORLEANS, La.

630 Jackson Ave. 70130
(504) 529-7546

NEW YORK, N.Y.

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

NORFOLK, Va.

115 Third St. 23510
(804) 622-1892

PHILADELPHIA, Pa.

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

PINEY POINT, Md.

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

SAN FRANCISCO, Calif.

350 Fremont St. 94105
(415) 543-5855

SANTURCE, P.R.

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

SEATTLE, Wash.

2505 1 Ave. 98121
(206) 441-1960

ST. LOUIS, Mo.

4581 Gravois Ave. 63116
(314) 752-6500

WILMINGTON, Calif.

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

Dispatchers Report for Deep Sea

MAY 1-31, 1987

Port	*TOTAL REGISTERED All Groups			TOTAL SHIPPED All Groups			Trip Reliefs	**REGISTERED ON BEACH All Groups		
	Class A	Class B	Class C	Class A	Class B	Class C		Class A	Class B	Class C
DECK DEPARTMENT										
New York	51	17	1	34	15	1	4	120	18	0
Philadelphia	3	3	2	2	2	2	0	9	3	0
Baltimore	13	3	0	5	2	0	0	14	6	0
Norfolk	14	8	3	9	8	1	3	20	6	2
Mobile	15	9	1	10	4	1	1	16	10	1
New Orleans	47	9	4	39	3	2	4	81	10	4
Jacksonville	32	8	3	24	5	4	4	44	15	2
San Francisco	26	7	9	22	9	6	4	54	11	8
Wilmington	26	7	1	23	8	0	7	31	7	6
Seattle	28	9	2	26	3	2	10	52	11	3
Puerto Rico	13	3	1	15	1	0	2	27	4	1
Honolulu	10	22	6	12	20	5	17	7	18	3
Houston	36	11	2	32	9	2	8	60	8	1
St. Louis	0	0	0	0	0	0	0	0	0	0
Piney Point	0	6	1	0	3	1	1	2	6	0
Totals	314	122	36	253	92	27	65	537	133	31
ENGINE DEPARTMENT										
New York	26	8	0	23	4	0	3	67	10	0
Philadelphia	2	2	1	2	0	1	0	3	3	1
Baltimore	5	3	1	7	2	0	0	9	2	1
Norfolk	9	6	1	5	5	0	1	12	4	1
Mobile	16	5	0	4	3	0	0	17	5	0
New Orleans	32	6	2	27	2	0	2	58	14	2
Jacksonville	20	6	2	19	4	0	8	32	8	2
San Francisco	12	3	3	13	2	1	2	31	7	3
Wilmington	17	9	2	12	8	0	6	15	9	4
Seattle	22	6	2	15	7	1	9	38	11	2
Puerto Rico	3	1	0	10	1	0	0	11	2	0
Honolulu	2	13	8	5	10	9	4	3	10	9
Houston	22	5	0	16	3	0	3	43	6	0
St. Louis	0	0	0	0	0	0	0	0	0	0
Piney Point	2	2	0	2	0	0	1	6	7	0
Totals	190	75	22	160	51	12	39	345	98	25
STEWARD DEPARTMENT										
New York	21	7	1	12	3	1	3	40	15	0
Philadelphia	3	2	0	2	0	1	0	1	2	1
Baltimore	2	2	0	0	1	0	0	4	3	0
Norfolk	6	3	0	5	1	0	2	8	2	1
Mobile	5	0	0	3	0	0	0	10	1	0
New Orleans	10	4	1	20	0	0	6	31	5	2
Jacksonville	9	5	0	7	2	0	2	15	8	0
San Francisco	39	4	3	20	5	2	7	82	8	5
Wilmington	7	6	0	7	2	0	3	14	6	0
Seattle	22	5	1	20	1	0	8	36	8	1
Puerto Rico	2	0	0	3	0	0	0	4	0	0
Honolulu	9	22	21	5	22	24	80	11	33	17
Houston	21	2	0	11	0	0	1	28	2	0
St. Louis	0	0	0	0	0	0	0	0	0	0
Piney Point	4	4	0	3	1	0	1	5	8	0
Totals	160	66	27	118	38	28	113	289	101	27
ENTRY DEPARTMENT										
New York	15	29	6	13	11	2	0	46	55	11
Philadelphia	3	5	2	1	3	0	0	4	4	3
Baltimore	3	3	0	0	2	0	0	3	6	0
Norfolk	3	7	8	5	7	6	0	4	8	6
Mobile	1	3	2	0	5	1	0	2	9	2
New Orleans	22	13	14	16	10	10	0	30	25	32
Jacksonville	6	16	3	5	12	1	0	11	12	5
San Francisco	44	10	30	13	13	21	0	100	27	25
Wilmington	10	10	7	7	6	1	0	20	9	16
Seattle	26	22	3	23	20	1	0	41	27	3
Puerto Rico	3	6	1	5	8	0	0	10	13	1
Honolulu	6	86	134	6	90	141	0	8	99	179
Houston	14	4	3	8	9	0	0	22	14	8
St. Louis	0	0	0	0	0	0	0	0	0	0
Piney Point	0	11	23	0	6	13	0	0	26	25
Totals	156	225	236	102	202	197	0	301	341	316
Totals All Departments	820	488	321	633	383	264	217	1,472	673	399

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

Shipping in the month of May was up from the month of April. A total of 1,497 jobs were shipped on SIU-contracted deep sea vessels. Of the 1,497 jobs shipped, 633 jobs or about 42 percent were taken by "A" seniority members. The rest were filled by "B" and "C" seniority people. A total of 217 trip relief jobs were shipped. Since the trip relief program began on April 1, 1982, a total of 5,176 jobs have been shipped.

A Good (Safe) Shipmate

If you want to pay someone a compliment, you say that he or she "is a good shipmate." We all know what a "good shipmate" is. It's someone who does his work as a professional. It's someone who shows up on time and who is considerate. It's someone you can count on. It's someone you don't have to worry about on the job: he considers your safety as well as his own.

For more than 10 years, hundreds of our members have taken advantage of the opportunity of going through the program at the Seafarers Addictions Rehabilitation Center to learn how to be better shipmates. They faced up to their alcohol and drug problems and they sought the help that was there.

The program at the Seafarers ARC is based on the highly successful program of Alcoholics Anonymous. That program says that recovery involves more than just staying away from the bottle or the fix, though that is the important first step. The program shows the suffering alcoholic or drug addict how to make some very basic changes which will open the door to a new way of living. It teaches you how to become a happy and useful person. It teaches you how to be a "good shipmate," at sea and ashore.

If you think you have a problem with drugs or alcohol, chances are good that you do. There is a way out. Contact your port agent. He will help you to begin the process—and it will be confidential. Believe me, the program works. I know. It has worked for me for more than 10 years.

The Editor



Area Vice Presidents' Report

(Continued from Page 15.)
passionate people are trying to fill.



Great Lakes
by V.P. Mike Sacco

SHIPPING on the Great Lakes is up slightly from last year.

Since the coal and agriculture industries are depressed, many people attribute this upswing to a new marketing campaign being waged by the various ports in the region.

Earlier this year, for example, the Great Lakes Seaway Development Corporation sent a trade group to Europe to promote Great Lakes shipping. Many port officials feel that more such marketing techniques will have to be employed if Great Lakes shipping is to regain its vitality.

Many city and state officials throughout the region are beginning to realize the enormous potential of their waterfront properties. Development projects are sprouting up all around the region.

The work that our members have done in the dredging field made many of these redevelopment projects possible. Over the past few years, for example, dredging projects on the Cleveland River have improved the environmental quality of that body of water and made it much more suitable for commercial redevelopment.

Commercial redevelopment of the waterfront, however, is not without its problems. Many real estate firms have tried to overdevelop the waterfront. This has proven to be a problem all across the country, in such diverse locations as Gloucester, San Francisco and New York City.

The SIU is in favor of such redevelopment if it does not interfere with traditional port activity. This determination has to be done, or course, on a port-by-port basis.

One more thing: the Union is monitoring the development of "free trade" talks between the United States and Canada. While they have not garnered much attention, these talks could have a profound effect on the maritime industry, especially on the Great Lakes. Some Canadian officials, for example, have raised objections to the Jones Act, saying that it is "protectionist." But it is important to note that the Jones Act is the bedrock of this nation's maritime policy, and the SIU is opposed to having its provisions weakened.

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.

6-Month Hill Report Card Shows Some Hope for Maritime

(Continued from Page 1.)

Commerce. "A highly regulated industry that often bemoans the lack of coherent U.S. maritime policy, shipping is quick to exploit quirks in laws and regulations."

Administration Judgment Questioned

Criticism of the Kuwait reflagging plan went far beyond the narrow confines of the maritime industry. The administration could not line up support—military, financial or even moral—from the Gulf countries we were supposed to be protecting. The same was true for our allies in Western Europe and Japan, who are far more dependent upon Persian Gulf oil for their energy needs than we are.

Yet in one sense their reticence was perfectly understandable. The same administration that had been secretly selling arms to Iran and diverting the funds to Central America was taking steps that might bring the whole Persian Gulf conflict to a head.

Even normally staunch administration supporters like Sen. Richard Lugar (R-Ind.) wanted to know what would happen if an Iranian missile hit an American war ship while it was escorting a "reflagged" vessel. Was the administration prepared to go to war? And if it were, could it sustain its actions over an extended period of time, and would our allies support us?

For many members of Congress, the situation conjured up memories of Lebanon, where 242 American marines were killed because their mission was not clearly defined.

Trade Stand-Off

The Democratic-controlled Congress and the Reagan administration were divided over many other issues besides the Persian Gulf—most notably trade.

The growing trade deficit is perhaps the most vivid symbol of America's decline in the world. Within six short years, Japan and the United States, whom one political commentator aptly dubbed "the Avis and Hertz of the industrial world," have shifted roles.

By 1987, both Japan and West Germany had eclipsed the United States in the total volume of their exports. Their ability to raise capital, an important indicator of economic strength, was growing in direct proportion to America's inability to do so.

While Reagan tried to blame this on the budget deficit and "free-spending Democrats," former OMB Director David Stockman had a different story to tell. Stockman laid the blame squarely on the shoulders of his old boss Ronald Reagan and said that things would have been much worse had it not been for the "courage" of the 99th Congress in proposing new taxes and defense cuts.

H.R. 3 Passed

The 100th session of Congress is, if anything, more independent than its

predecessor. By the first week of May, the House had already passed an Omnibus Trade bill, H.R. 3, which calls for strict sanctions against those countries which chronically run up huge trade deficits with the United States.

The bill contains the controversial "Gephardt" amendment, which would reduce the discretionary powers of the president in conducting trade policy.

While the "Gephardt amendment" has been vilified by many, it certainly has had an effect. Within days of the amendment's passage in the House, finance ministers from Taiwan and South Korea were promising to review their countries' economic policies to see if they discriminated against American companies.

Increased interest in unfair foreign trade also had an effect on the way that many government agencies were performing their duties. In order to stave off a trade bill that contained the Gephardt amendment, many agencies were finally starting to enforce laws they should have been all along.

Take, for example, the Federal Maritime Commission. It is the agency responsible for processing unfair trading practices in the maritime field. During the first six years of the Reagan administration, "The FMC was hardly aware that there was a trade problem," said Gerald Snow, director of agency affairs for the Transportation Institute.

Yet during the first six months of 1987, the FMC was processing at least six such complaints, against Japan (which discriminated against American maritime companies in the auto-carriage trade and the high cube field), South Korea (auto-carriage trade), Taiwan (intermodal operations), Peru and Columbia.

Even the administration's rhetoric was changing. There was less talk about "free trade" and more about "fair trade." Testifying before the Senate Subcommittee on Merchant Marine about a proposed liner reform bill, Marad Administrator John Gaughan had these things to say:

"These hearings are most timely, as our carriers continue to confront numerous restrictions on their operations abroad, while their foreign competitors encounter no such restrictions in the United States . . . [One] of the major elements of the maritime policy of the United States is to preserve and promote competition in ocean shipping, and to seek the elimination of restrictive practices of foreign countries and carriers affecting U.S.-flag carriers in those countries."

Comprehensive Policy Needed

Still, it will take more than just rhetoric to turn things around for the maritime industry. "In my 40 years in the maritime industry," said Drozak, "I've never seen things this bad." Last year alone, the number of vessels documented under the American registry declined by 10 percent. The largest existing American-flag company, U.S. Lines, was forced to file for bankruptcy.

The title of "largest American-flag

shipping company" now belongs to Sea-Land. Sea-Land, which recently was taken over by CSX, the railroad conglomerate, employs SIU members on its vessels.

The company has a long history of being an industry leader. For many years, it was the only American-flag company to refuse subsidies. It is presently pioneering changes in its intermodal operations.

Yet at that same Senate hearing on subsidy reform, Peter Finnerty, Sea-Land's vice-president, said that conditions in the maritime industry were so bad and the lack of a coherent government policy so debilitating that the company might be forced to reflag part or all of its operations.

Such a development would have a devastating effect on what remains of the American-flag merchant marine, and the administration didn't even bat an eyelash.

The SIU has been very sensitive to the needs of its companies. It knows that in order to survive today, American-flag operators have to rely on three areas of business: cargo generated by cargo preference laws; cargo generated by the ban on the sale of Alaskan oil, and military work that has been farmed by the Navy to the private sector.

Anti-Maritime Bills Introduced

Yet there are problems in all three areas. Legislation has been introduced in this session of Congress to repeal the cargo preference laws and the ban on the sale of Alaskan oil. While this legislation is not given much of a chance, it still diverts the industry's attention from the main task at hand—the formulation of a comprehensive national maritime policy.

In addition, applying for charters under the Navy's Request for Proposals (RFP) process is a frustrating and time-consuming affair. In order to win the right to man just one vessel for a short period of time, private companies have to file 1,000 page RFP's that take thousands of dollars and many months just to process.

Absent any clear direction from the administration, pro-maritime forces in Congress have tried to fill the void. Yet while the administration has failed to come up with a policy of its own, it can effectively block congressional efforts by threatening to employ a veto.

Administration's Lack of Vision

The administration's greatest failure, many people believe, has been its inability to see the larger issues involved in the decline of this country's industrial base. Its approach to the maritime industry typifies this lack of vision.

"This nation," said Rep. Norman Lent (R-N.Y.) earlier this year, "is on the verge of a total collapse of the private maritime industry—the vessel operators are in deep financial trouble, the ship construction industry has virtually no commercial work, and the

availability of trained merchant seamen is very much in doubt."

The collapse of the maritime industry would have profound consequences for the people of this country. "I do not believe," said Lent, "that our elected representatives, or the president of the United States—not to mention the American people—want to see this nation forced into unthinkable nuclear war just because we do not have enough ships and trained seamen capable of supporting and supplying our nation's conventional armed forces. That is precisely the situation that we will have if we do not turn this condition around."

While the administration has not come up with a program to revive this country's declining maritime industry, it still remains adept at issuing press releases. Administration officials were on hand to speak at the various Maritime Day celebrations around the country. They all congratulated the maritime industry for the important role that it has played in the defense of this country.

Veterans Status Denied

There was a certain irony to these speeches. Just prior to Maritime Day, the Reagan administration took a strong stand against granting World War II merchant seamen veterans' status and benefits.

More than 6,000 seamen were killed during World War II. They suffered the second highest casualty rate of any branch of the services.

Writing about the contributions that SIU seamen made to the war effort, John Bunker, former head of the SIU's historical research department, had this to say:

"Despite the havoc (that was being caused on the high seas by German U-boats), no SIU ship was held up for lack of crew. Many crews steamed out to meet almost certain death.

"SIU men made the hazardous run to Russia, including the famous convoys of July and September 1942, which were hit by subs and bombers and lost many ships in those cold, Arctic waters.

"There wasn't a beachhead from Anzio to the Philippines; from Normandy to Okinawa, where SIU crews were not on the forefront of war. They took part in the longest battle of the war, too—the four-year-long battle of the Atlantic—the fight to keep England supplied with food, gas, guns and other supplies . . ."

As Bunker suggested in his history of the SIU, there are certain intangible things that sustain a nation's greatness. Pride of citizenship is one. A sense of community is another. The present administration may talk about patriotism, but the fact it can so casually disregard citizenship requirements or write off an entire industry says a great deal about its lack of perspective.

In the Persian Gulf, as in the war against foreign trade, the administration is on a slow boat to disaster. The captain may be American, but increasingly, the crews are foreign.

The SIU in Washington

Seafarers International Union of North America, AFL-CIO

June 1987

Legislative, Administrative and Regulatory Happenings

Washington Report

The 100th Congress is six months old. What follows is a run-down on the major maritime bills that have been introduced so far.

H.R. 3

THE OMNIBUS TRADE BILL. A comprehensive trade bill was passed by the House earlier this year. It includes several SIU-backed provisions which would restore "fair trade" to the world shipping markets.

Title XI of the bill is an "industry-specific" provision modeled after H.R. 1290, which was introduced earlier this year by Rep. Walter Jones (D-N.C.), chairman of the House Merchant Marine Committee. Among other things, Title XI would strengthen the Federal Maritime Commission's power to investigate and counter unfair trading practices.

H.R. 3 also included the controversial Gephardt amendment, which would force countries that maintain excessive trade surpluses with the United States by engaging in unfair trading practices to alter their policies through negotiations. If that did not occur, then automatic restrictions would be implemented.

Section 331 of the bill would extend current restrictions on the export of Alaskan oil to oil pumped in other parts of the country.

Section 197 would require the president to negotiate trade agreements with each country which exports more than 50,000 vehicles into the U.S. each year. This was based on H.R. 1397, introduced by Rep. Brian Dorgan (D-N.D.). A more comprehensive treatment of the auto carriage trade is contained in H.R. 1364.

The Senate has yet to pass its version of the trade bill, although a number of different approaches are being discussed and several pieces of legislation have been introduced.

H.R. 82

Introduced by Rep. Mario Biaggi (D-N.Y.), H.R. 82 would amend the Merchant Marine Act of 1920 to require that vessels used to transport waste products be built in the United States. SIU President Frank Drozak submitted a statement to the House Merchant Marine Subcommittee urging enactment of the bill. The legislation was marked up by the House Merchant Marine and Fisheries Committee.

Earlier this year a New York federal judge handed down a decision which allowed vehicles engaged in the transportation of waste products to be built overseas.

The decision is being appealed. If allowed to stand, it would needlessly weaken this nation's Jones Act at a time when it needs to be reaffirmed and strengthened.

On Capitol Hill, the legislation is being referred to as the "Sewage Sludge Bill" in honor of the products being carried.

H.R. 298

Rep. Helen Bentley (D-Md.) has introduced a bill which would require that American mail going overseas be carried on American-flag vessels. At present, a significant portion of this trade is being handled by Communist state-sponsored Polish vessels. H.R. 298's counterpart in the Senate, S. 146, was introduced by Sen. Danial Inouye (D-Hawaii).

H.R. 300

"The Maritime Agreements Act." Introduced by Biaggi, it would promote the use of bilateral trade agreements. While it has been reported out of the House Merchant Marine Committee, the bill has been singled out by the administration as being an example of "protectionist" legislation. "That is nonsense," said Drozak.

H.R. 438

Rep. Don Young (R-Alaska) has introduced a bill requiring U.S. ownership, construction and manning of commercial fishing vessels. The SIU places a high priority on passage of this legislation. Hearings have been held at the House Coast Guard and Navigation Subcommittee at which Drozak submitted testimony. A companion bill, H.R. 1956, has also been introduced, and the SIU is monitoring its development.

H.R. 953

The House has passed the annual Maritime Authorizations bill. From the Union's perspective, it is inadequate, though it contains one promising feature: a \$48.5 million allotment for increased transportation costs arising out of the 1985 compromise restructuring the Cargo Preference "P.L. 480" program.

The bill reflects the administration's shortsightedness in two key areas: its determination to kill the vitally important Title XI Loan Guarantee program and its continued failure to come up with an acceptable plan to reform the liner subsidy program. Existing liner subsidies have begun to run out and no new ones have been approved. The administration's failure to come up with a plan to rehaul the program was cited as one reason behind U.S. Lines bankruptcy last year and Sea-Land's recent threat to reflag all or part of its American-flag fleet.

H.R. 1097

Rep. Walter Jones (D-N.C.) introduced a bill which would require repair of government vessels in U.S. shipyards. The bill went to the House Merchant Marine Subcommittee where there has been no action.

H.R. 1235

Known as the Merchant Seamen's Benefit Act, H.R. 1235 seeks to recognize the contributions that American seamen made to the war effort during World War II by granting them veterans' status and benefits. It was introduced by Biaggi. Drozak urged enactment of this bill at a hearing of the House Merchant Marine Subcommittee.

H.R. 1290

Discussed in detail under H.R. 3, the Omnibus Trade Bill. It is considered to be one of this Union's top legislative priorities.

H.R. 1364

Known as the Auto Carrier bill, it was introduced earlier this year by Jones. It seeks to restore equity to the auto carrier trade between the United States and Japan and Korea.

While more than 2 million Japanese and several hundred thousand Korean automobiles are exported into the United States each year, American-flag companies are effectively excluded from competing for this lucrative trade. The legislation would impose strict penalties for unfair trading practices in this area. It was referred to the House Ways and Means and Merchant Marine Fisheries Committees.

H.R. 1397

See H.R. 3 for details.

H.R. 1515

A bill which seeks to restore equity to the tuna industry by equalizing tariff rates on all canned tuna imported into the United States. In a letter to the House Subcommittee on Trade (of the Ways and Means Committee), Drozak urged enactment of the bill. Without legislative relief, said Drozak, survival of the American tuna industry is "highly questionable."

H.R. 1725

Introduced by Rep. Robert Davis (R-Mich.), it would take off-shore rigs and vessels out of the Title XI program. The bill, which is presently before the House Merchant Marine Subcommittee, is an attempt to save the vitally important Title XI Loan Guarantee Program by limiting its cost.

H.R. 1803

The bill, which was introduced by Rep. Norman Lent (R-N.Y.), is one of the Union's legislative priorities. It would broaden the FMC's authority to address unfair trading practices under Section 19 of the Jones Act. It was recently reported out of the House Merchant Marine and Fisheries Committee.

H.R. 1827

Again, one of the legislative priorities of the Union. While the main body of the legislation deals with supplemental appropriations for Fiscal Year 1987, an amendment to the bill would prohibit DOT or Marad from using funds to "propitiate, promulgate or implement" any rules which condone payback of CDS funds. The amendment, which along with the rest of the bill, passed the House, is in response to attempts by Marad to allow four tankers in the foreign trade to repay their subsidies and enter the domestic commerce of this country. This, the SIU has asserted, would destabilize the domestic trade and further weaken this nation's ocean-borne fleet.

The Senate considered but failed to include this amendment in its Supplemental Appropriations bill for Fiscal Year 1987. A compromise will have to be reached when representatives from the two bodies meet in conference later this year.

H.R. 1979

Introduced earlier this year by Rep. Ron Wyden (D-Ore.), the bill would allow foreign-flag vessels to transport wood products from

(Continued on Page 2.)



LOG

The AFL-CIO American

Federationist

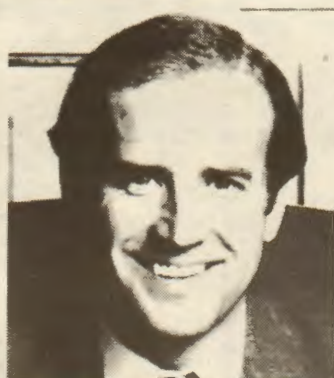
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The Candidates on the Issues



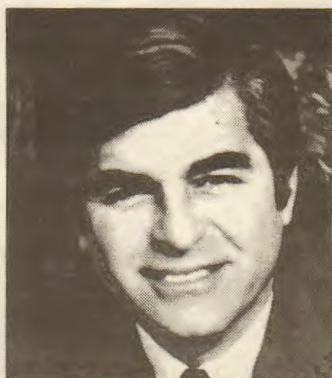
Bruce Babbitt

Governor of Arizona, 1978-1987; Attorney General, 1975-1978; Attorney, Brown, Vlassis & Bain, 1967-1975; Attorney, Office of Economic Opportunity, 1965-1967.



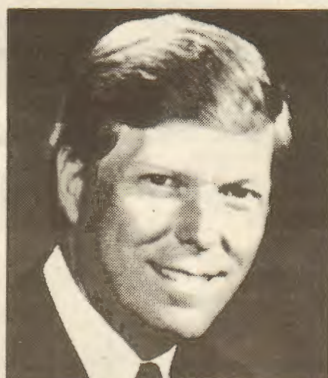
Joseph R. Biden Jr.

U.S. Senator (Delaware) 1973—; Chairman, Judiciary Committee; ranking Democrat, Foreign Relations Committee



Michael S. Dukakis

Governor of Massachusetts, 1974-1978 and 1982—.



Richard Gephardt

Chairman, House Democratic Caucus, 1985—; U.S. Representative (Missouri), 1977—; Board of Aldermen, 1971-1976.



Albert Gore Jr.

U.S. Senator (Tennessee), 1985—; U.S. Representative, 1977-1985; Reporter, Nashville Tennessean, 1970-1976.



Jesse Jackson

President, National Rainbow Coalition, 1984—; President, Operation PUSH, 1971-1983; Executive Director, Operation Breadbasket, 1966-1971.



Paul Simon

U.S. Senator (Illinois) 1985—; U.S. Representative, 1975-1985; Lieutenant Governor, 1968-1972; Newspaper Publisher, 1948-1966.



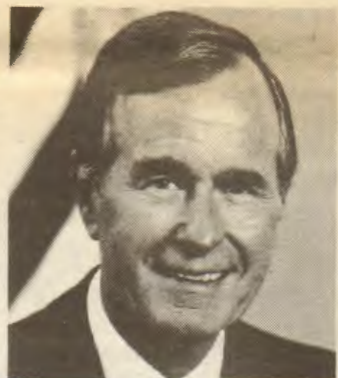
The 1988 presidential election may seem a long way away, but it's time for the SIU and the Labor Movement to find a candidate we can throw our efforts behind and support. I want to know what you think.

Please read these eight pages carefully. The announced and the likely candidates for both parties' nominations responded to a series of questions put to them by the AFL-CIO. I think many of the answers are revealing. Later this year, the AFL-CIO may decide on a presidential candidate to back. Because I will be involved in that decision, I want to know who Seafarers believe would help the SIU and the Labor Movement.

After you study the candidates' answers, please write to me and tell me whom you prefer. Any comments on the candidates or the process will be appreciated. Mail your selection by August 1 to:

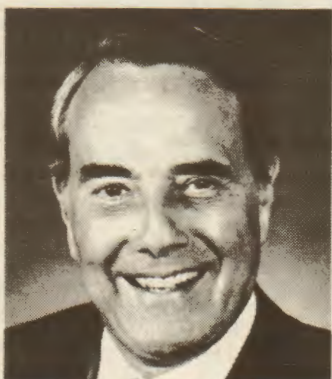
Frank Drozak, President
Seafarers International Union
5201 Auth Way
Camp Springs, Md. 20746

Fraternally,
Frank Drozak



George Bush

Vice President of the United States, 1981—; U.S. Representative, 1967-71; Ambassador to China, 1974-75; Director of Central Intelligence, 1975-77.



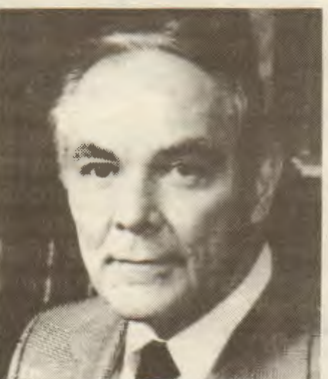
Bob Dole

Senate Republican Leader, 1987—; Senate Majority Leader, 1985-86; U.S. Senator (Kansas), 1969—; decorated World War II combat veteran.



Pete du Pont

Governor of Delaware, 1977-1985; U.S. Representative, 1971-1977; State Legislator, 1969-1971.



Alexander M. Haig Jr.

Secretary of State, 1981-1982; Supreme Allied Commander of NATO, 1974-1979; Chief of Staff to President Nixon, 1973-1974; founder/President, Worldwide Associates, 1982—.



Jack Kemp

U.S. Representative (New York), 1971—; Pro Football Quarterback, American & National Football Leagues, 1957-1970.



Pat Robertson

Founder/Chairman, Christian Broadcasting Network, 1959—; founder, Operation Blessing, 1978—; Broadcast News Analyst, 1975—; Chancellor, CBN University, 1978—.

DEMOCRACY AT WORK YES



The Candidates on the Issues

The AFL-CIO asked 13 declared and potential candidates for the Democratic and Republican Party presidential nominations in the 1988 election to respond in writing to four questions on key issues. The goal is to help our members and their families exercise their civic rights and responsibilities, to become more involved in deciding which candidate or candidates offer the standard of leadership this nation seeks.

The American standard of living is under attack. Persistent unemployment and lower pay scales have strained family budgets. Consumer purchasing power is eroding. The good jobs that formed the basis for a stable middle class are disappearing in the face of intense and often unfair foreign competition. At the same time, as the federal role has been re-

duced, an increased burden is being placed on state and local governments to provide community services and to rebuild deteriorating public facilities.

As the proper role for government continues to be the subject of national debate, American workers and their unions are deeply concerned about the need to provide better jobs, improved education, equal opportunity for all, affordable housing, access to health care, and all the elements necessary to give the next generation a chance at a better life than its parents.

These concerns are the basis for the AFL-CIO's questions, which appear below and on the following pages with the candidates' responses.

QUESTION 1

FOREIGN TRADE

How would you propose to reduce America's trade deficit and encourage the fair exchange of goods with other nations, while maintaining and improving our standard of living?



DEMOCRATS

BRUCE BABBITT

Free traders tell us, in the face of all the evidence, that there is nothing basically wrong with the system of international trade. Protectionists want to pick fight after fight about unfair trading practices and start an unending cycle of retaliation.

My approach is a third alternative entirely. I call it balanced trade. Balanced trade concentrates on objective results ("balance") rather than subjective rules (such as "fairness") which different nations interpret differently.

Balanced trade means simply that every industrial country must keep its *multilateral* trading accounts, the sum total of all its foreign trade, in approximate balance. If you export, you import, and you do it in equal measure. The overall value of what you sell to the world must match the overall value of what you buy. If that is not the case, and you won't balance your accounts, then your victims will balance them for you—with across-the-board tariffs that increase every year.

That is balanced trade. It is a new idea in recognition of an old value: overall parity between exports and imports. All it needs is a President who is bold enough to make it happen.

JOSEPH R. BIDEN JR.

Today's world is more complicated than the simplistic choice between free trade and protectionism. Free trade is a myth—something that never existed. And protectionism would be self-destruction—a trade war now would be like a nuclear war: there would be no winners.

Both options are defeatist. Free traders say we are powerless to change our future. Protectionists say we cannot compete against our rivals and win.

Our next President must respond to unfair foreign trade practices, not with talk, but action. He should sit down with trading partners and put "all the cards on the table": negotiating with them over trade practices, military and foreign aid support, and the value of our currencies. If needed, the President should impose tariffs on those who are unwilling to be fair traders.

Our goal must be not withdrawing from world competition but entering it to *win*. Man-

agement is going to have to worry more about building industry for the next decade, and less about next quarter's profits. Management must give workers more say in how industries are run and a share of the profits: workers must accept this responsibility and help America increase productivity and product quality.

Finally, we should not ignore the human costs of trade problems. As President, I would use tariff proceeds to fund worker retraining and relocation. And I would support ideas like wage insurance, plant closing laws, and community tax base insurance.

I don't want America to withdraw from world trade—nor do I want us to concede defeat to our rivals. Instead, I want us to prevail in the world economy, and I know that we can.

MICHAEL S. DUKAKIS

The trade deficit has cost two million jobs, betraying the hopes and dreams of families and communities across our nation. Debating "protectionism" versus "free trade" misses the point. Our goal must be competitive American industries and balanced trade internationally.

Some say America must de-industrialize. I disagree. We need our basic industries. Our national security cannot become hostage to raw materials purchased, processed and manufactured abroad.

To win in world competition, we must invest in education and job training, in first-rate transportation, in clean air and water, and in new technologies that will help both new and older industries. And we must work to keep plants open, help dislocated workers, and provide older workers with new skills.

We must address unfair trade practices that subsidize foreign goods and close markets to our products. Where appropriate, we can provide limited relief from foreign competition, *but we must insist that the industries that benefit from that relief invest and modernize and become competitive.*

Finally, we must get our fiscal house in order by reducing the record deficits which devour savings, inflate the value of the dollar, attract foreign capital, make America a debtor nation and cost millions of American jobs.

RICHARD GEPHARDT

I intend to continue pushing this year, as I did in 1985, for Congress to enact a tough trade policy. The Gephardt Amendment would give this country the teeth we need at the bargaining table, in trade negotiations, to open up closed markets abroad.

Other countries found to be engaging in unfair trade practices would have a chance to negotiate a fair trade agreement with the United States. But if they won't come to the table, or if efforts to negotiate fail, or if an agreement is renegeed upon by a trading partner, then U.S. sanctions would be systematically imposed under my policy. And we would keep them in place until that country acts fairly and agrees to reduce its surplus by 10 percent per year.

No other country in the world can match the productivity of American workers, but other countries are preventing us from competing head to head. They've erected trade barriers and

they take us for patsies and chumps because our government won't get tough on trade. We need to get the handcuffs off American workers that have been put on us by unfair trade practices abroad. Just let us compete, that's all, and I know we'll win. And our standard of living will rise when we get America back to work.

ALBERT GORE

America is in a trade crisis. Over the past six years this Administration has spent and borrowed us into a very deep hole. We're tired of leaders whose idea of free trade is to tell the world, "Here—we've got lots of jobs. Go ahead and take as many as you like!" We need a strong leader who won't tolerate a declining standard of living or an economy that leaks \$170 billion a year.

What has been lacking is presidential leadership and presidential willingness to back up words with actions in our dealings with trading partners. Our government must also stop making America's problems worse by borrowing more than we can afford.

We should target our resources toward long-term prosperity, productivity, and people for a change. America should prepare to compete by making better products than the Germans—not by paying wages that are lower than Brazil's. Our next generation of leaders should know that to win back American jobs, Americans need the best training programs and schools.

This country practically invented world trade, and we used it to build a better life for everybody. The next President must inspire this nation to lead the way again—and join with working men and women to bring out America's best.

JESSE JACKSON

Fair trade is essential to protect our national interests, our vital industries, and our jobs. An effective national trade policy includes aggressive federal initiatives and coordinated programs to improve competitiveness and increase American exports. We must negotiate trade agreements, through GATT and bilaterally, that are fair and mutually beneficial.

Second, the major cause of our trade deficit is President Reagan's record budget deficits. They have driven up the value of the dollar and made our products uncompetitive in the world.

Third, we have lost our industrial and commercial competitiveness in the world because our research and development monies, over half of our scientists and engineers, and six percent of our GNP, goes toward military projects; while the Japanese have 75 percent of their scientists and engineers, and their research and development monies, working on industrial, commercial, and economic development. A nation does best what it does most. We are first in military development and they are becoming first in economic development.

Lastly, I support international labor rights. American workers can never compete with slave labor markets abroad—nor should we try. I support efforts to oppose foreign governments' actions which blatantly suppress workers' rights, imprison and kill labor leaders, and have virtually no health and safety standards.

PAUL SIMON

The devastation of America's industrial base caused by the massive influx of subsidized imports from low wage countries represents the most serious threat to American industry since the Great Depression—as every steelworker, autoworker, machinist, communications and textile worker and every other American worker knows so well. We are in a trade war right now and we are losing it.

That erosion of America's industrial base by foreign imports must be stopped soon.

Franklin Roosevelt wouldn't have stood for it. Harry Truman wouldn't have stood for it. And neither will I.

I didn't care what my Republican (and neo-liberal) opponents said when I cosponsored the textile and domestic content bills.

And today, I am a cosponsor of the toughest trade legislation currently before the U.S. Senate, including the worker rights and bilateral trade reduction measures.

We must be careful that the rhetoric of "competitiveness" doesn't become a new code word for wage freezes, concessionary contracts, and other anti-worker policies.

Frankly, we must see how the currently proposed trade legislation works to save American jobs.

If the enacted legislation and its actual execution doesn't work, then newer, tougher legislation may be called for.



GEORGE BUSH

The President should always look out for the national interest. First, I support strong and strict enforcement of our trade laws. We must remember, however, that protectionism helps a selected group at the expense of all Americans and overall economic growth. Limiting imports to reduce the trade deficit would: (a) raise prices to consumers; and (b) invite other countries to retaliate against our exports. The result? Loss of American jobs—lots of them.

Yes, trade must be fair. We're working hard to make sure that other countries do not subsidize or dump their products here. But the best way to reduce the trade deficit is to expand exports, not restrict imports. We're pressuring other countries to open up their markets by self-initiating unfair trade cases for the first time ever and pushing for a new trade round to bring down barriers to our exports.

However, getting our trading partners to compete fairly is not enough. Even if all markets were open, U.S. industry must still work on improving its fundamental productivity. That means resisting efforts to balance the budget by raising taxes. Increasing taxes on business at home can only raise the prices of our products and make them less competitive abroad.

Improving our fundamental productivity means making our education system second to none. It means arming our workers with the best technology. It means creating a new partnership between labor and management to strive for excellence and quality in every product we make. If we improve our fundamental productivity and ensure that everyone competes by the same rules, I'm confident that we can keep America number one.

BOB DOLE

I recommend a four-point program. First we should make our determination clear to foreign nations that they must open their markets if they expect access to ours. A current example is Japan's refusal to provide a larger market share for American-produced auto parts as well as the reluctance of Japanese auto producers in the U.S. to purchase more local components. This requires a strong President who will not

hesitate to take vigorous action to promote sales of American products.

Second, we need tougher trade statutes to assure injured industries of swift and effective relief from unfair foreign trade practices. The emphasis on adjustment should be increased, so that industry can get back on its own feet and the jobs of American workers don't become dependent on perpetual government assistance.

Third, we must address the broader economic issues that contribute to the trade imbalance: budget deficits, global debt, exchange rates, and economic growth. The trade problem does not exist in a vacuum.

Finally, we must improve underlying American competitiveness. This means improving our research capabilities, such as federally supported laboratories; increasing our stress on education, particularly in the sciences; increasing labor-management cooperation; raising our savings rate to increase investment; eliminating unnecessary regulation which hampers business productivity. In sum, the American worker deserves better than to be cast to the winds of fate. If workers are allowed to compete fairly, they will compete well.

PETE du PONT

We should never forget that American workers are today the most productive workers in the world. Our high productivity gives us the highest standard of living in the world, and we must build on our success by continuing to improve productivity for all Americans. When bad government tax and spending policies don't get in the way, Americans can outcompete, outproduce, and outperform anybody in the world. Too often politicians have blamed American workers when their liberal high tax, big spending policies have been the real guilty party.

We must reduce taxes which make American products too expensive in world trade. We must reduce unnecessary regulations that hurt our ability to compete.

From a long-range point of view, we must improve our education system. We simply cannot prepare our young people for the future with a system designed a century ago. If America is to be competitive, education and training must continue throughout our lives. We need to help those who must prepare for second and third careers—for new work in new industries.

Our goal as Americans is to compete—and win. We should never hide behind false walls of protectionism. That is what Herbert Hoover tried to do, and it brought on the Depression. We don't need to hide behind tariff walls. If we insist on open markets, we can win. Some of these markets are closed to us today. This must end.

As President, I would negotiate from strength with those nations that use tariffs and other barriers that keep out American exports now. For example, as President, I would refuse to sign any major trade agreement that did not include significant reductions in barriers to our agricultural exports.

The Japanese want access to our American markets. They can have it if the Japanese market is opened to Iowa beef and Kansas corn. It's a very simple message to our foreign trading partners: no increase in efforts, no increase in exports.

ALEXANDER M. HAIG JR.

I believe that America can compete with the best on a level playing field. To level that field, however, means much more than the elimination of unfair trading practices. Only a small part of our trade deficit is due to such practices. We need a broad-ranging program that recognizes the mutual interest of both America and our partners in a more balanced exchange of goods, not punitive or protectionist measures.

First, we should get our fiscal act together. High real interest rates and an unstable dollar due to massive budget deficit have taken a heavy toll of our ability to compete abroad—and at home.

Second, we should get our industrial act together. Management and labor must forge an alliance to bring America into the new industrial age of greater efficiency and higher quality. Government can help, for example, through worker retraining, tax incentives and regulatory reform.

Third, we must at the presidential level take the international lead in expanding free and fair trade rules to cover investment, services, intellectual property and agriculture. The annual economic summits offer an opportunity to accelerate this process. The President should also retain the flexibility he needs to enforce fair trade under current rules.

Fourth, we should make clear to our partners that just as we are making the hard economic choices, we expect them to do so as well.

Fifth, we should work together to reignite the growth of the less-developed countries, primary customers for our industrial exports, not just prolong their economic stagnation by increasing their debt.

JACK KEMP

I believe the American labor force can compete and prosper in the global economy. America is the most productive nation in the world. We need to increase our commitment to improving skills, through education and training and further investment in modern plant and equipment. As a national leader for lower tax rates on both wages and investment, I believe we must take further steps to remove artificial barriers to U.S. competitiveness in order to reduce our trade deficit.

First, we must take steps to reform the world's monetary system to provide a stable dollar and help bring about lower long term interest rates. Our manufacturing productivity has begun to rise again, but this has been swamped by the wildly fluctuating dollar, high interest rates, and the global recession among our trading customers who are buying less of U.S. products.

Second, our goal must not be to raise tariffs which would add a tremendous burden on working Americans, but to open markets for our goods and raise the U.S. standard of living. To end unfair foreign trading practices, we must force competition by lowering, not raising barriers. I have introduced legislation authorizing reciprocal lowering of trade barriers—particularly with the export competitors of countries that refuse to open their markets to U.S. goods—and requiring consumer and taxpayer impact estimates for all trade legislation.

PAT ROBERTSON

America is now engaged in a global economic battle. Our steel, our automobiles, our heavy machinery, our airplanes, and our farm products must fight to maintain in domestic markets and to gain a share of world markets. No industry can produce its products, purchase its supplies and components, or pay its labor without regard to world competition. To win in this battle, America must:

1. Reduce the federal budget deficit so that the economy can be free of inflationary pressures, and to achieve lower interest rates. We must avoid irresponsible lending to foreign borrowers. The dollar must be rescued from the up-and-down roller coaster of the past several years.

2. American industry must learn to compete in the international arena. Our products must be known as the best in the world. To accomplish this, I propose a partnership between government, management, and labor. Management must encourage laboring men and women to teach them ways to improve quality and production techniques. Labor in turn must recognize that wage increases depend on productivity and sales, not on outmoded techniques and regulations. Government must provide the tax incentives for job retraining to encourage modernization and research and development for America to move ahead.

3. The Smoot-Hawley tariffs sent America and the world into a terrible depression. I favor

free trade as the best program for the farmers, the workers, and business. However, I also favor fair trade. If other nations are consistently cheating on us, I say, "Either open your doors to American products or we will close our doors to you."

QUESTION 2

BUDGET DEFICIT

How would you reduce the federal budget deficit without hurting working Americans and the poor? Would you rule out raising federal revenues, including tax increases, as a component of deficit reduction?



DEMOCRATS

JOSEPH R. BIDEN JR.

The Reagan Administration has amassed the largest public debt in the history of the nation. This debt will force our children, and perhaps many future generations, to pay for our excesses.

We cannot reduce the deficit unless we achieve economic growth greater than the sluggish rate we have now. We can increase growth by addressing third world debt problems and reducing our trade deficits.

We must take steps to reduce deficits steadily over the next few years. Specifically, I propose cutting several billion dollars from the defense budget. I would also convert trade quotas to tariffs, raising more than \$10 billion a year. I would also seek to eliminate all waste in government spending through better management and collection practices.

New taxes to reduce deficits should be a last resort. If we need to find additional revenues, there are several principles we must apply. First, any new taxes must be based on "ability to pay" and must not make the tax system less progressive. Specifically, I would oppose a value added tax, which would unfairly burden working people. Second, new taxes must not significantly impair our efforts to compete in the world economy.

Finally, as a way to ensure future budget control, any proposed new spending programs should be specific as to how they would be paid for. We should be honest about the cost of new priorities. And we must ensure that their burden falls least on the poor and middle-class Americans, who have lost most of the ground during the Reagan years.

MICHAEL S. DUKAKIS

We cannot create economic opportunity for all Americans if we are burdened with \$150-\$200 billion budget deficits.

Record deficits mean record interest payments, an over-valued dollar that damages our competitiveness, and a reduced standard of living for Americans.

There are two ways to reduce the deficit. Control spending and increase revenues. We must do both. No serious presidential candidate can rule out new taxes. But instead of rushing to impose new taxes . . . on income, on imported oil, on gasoline . . . we should first collect the taxes that are already due.

This year, the Internal Revenue Service will fail to collect \$110 billion in taxes owed to the Treasury, but not paid. America's working people pay their taxes; they must through payroll withholding. But too many others, including some corporations, do not.

We can raise \$70 billion in new revenue by bringing tax compliance rates back to where they were in 1965. That's the quickest—and fairest—way to reduce the deficit.

We must also restore sensible priorities to federal spending. We need a strong defense, but we must also eliminate the waste and mismanagement that weakens our security and diverts resources from other urgent economic and human needs.

RICHARD GEPHARDT

My goal isn't to raise taxes, it's to get America back on a steady course and moving again. We absolutely must balance the books. The budget deficit is throwing our economy out of whack and mortgaging the future of our children.

Current budget priorities are simply misplaced. I am confident we can strengthen our national security by investing in people. We can't put blinders on when the question of defense cuts or revenue increases comes up. Nothing should be eliminated from the budget debate as long as we make the necessary investments in people—education, health care, job training, nutrition, etc. Every program must be reevaluated, but we must not—we will not—swing the budget axe blindly.

I believe Americans are willing to invest in the future of their children. But we can't ask those least able to afford it to do it all. I would propose a budget that shares the sacrifice among those who can bear the burden. So I think it comes down to a combination of cuts and investments, less wasteful spending on things and better investments in people.

ALBERT GORE JR.

America took 176 years to accumulate a trillion dollar debt. The current Administration needed only five years to double it. This Administration's borrow-and-spend policies have made our products more expensive overseas, cost millions of American jobs, stopped investment in economic growth, and squeezed important social programs.

I believe America is ready to reduce the deficit in a fair and responsible way. My first choice for reducing the deficit is economic growth, with more jobs for Americans who will then pay taxes on their income. But we must have a contingency plan as well. We would be willing to share the burden equally, with equal contributions from three areas: cuts in military spending, cuts in domestic spending, and increases in revenue.

A tax increase would be a last resort, but the President is wrong to rule it out as part of a comprehensive solution to reducing the deficit. We should not impose a regressive value-added tax which weighs most heavily on working Americans.

Instead of cooking the books with phony budget proposals, the next President should put all the facts on the table and lead in the development of a broader consensus on the necessity for a responsible fiscal policy.

JESSE JACKSON

President Reagan mortgaged America's future through irrational military spending, unfair tax cuts, the use of unemployment to fight inflation, and misplaced national priorities.

I'm not convinced we need new taxes—though I have not ruled them out. For example, several studies have shown that there may be annual uncollected taxes up to \$100 billion.

We need a FAIRER TAX SYSTEM. If new taxes are needed, I will fight for a fairer tax system for the middle class, workers and the poor.

Second, we need NEW BUDGET PRIORITIES. We need a strong national defense, but we can shift spending from military to domestic without hurting our defense. We can have job creation, job training and retraining, worker safety, education, health care, housing and a clean environment with new priorities. A working America is a taxpaying America.

Third, I support an "INVEST AMERICA" plan where greater use of \$2 trillion in private pension funds can be earmarked for the rebuilding of America's infrastructure; legislation that gives workers and communities six-month notice before closing plants; workers' option to

purchase such plants with government-guaranteed loans; investment tax incentives to corporations conditioned on their willingness to reinvest in this market; and encouragement to corporations to joint venture with local and state governments.

PAUL SIMON

This Administration has mounted the most concerted and broad-scale attack on the role of government since the 1920s.

The stripping of government's needed revenues, combined with a mean-spirited attack on public employees is part of a right-wing Republican effort to roll back every progressive program enacted for the benefit of ordinary American families since the New Deal.

That cannot happen.

We must move immediately to restore sufficient revenues to meet our nation's pressing domestic needs. We must reduce the pressure of budget deficits on our trade deficit. And, we must reduce the deficit because, as Harry Truman said, deficits only help the rich. The most effective method of reducing the deficit is to put America back to work, and increase our tax base.

I alone among the announced presidential candidates opposed the 1986 tax bill because of the unjustified revenue-stripping reduction of tax rates for the super-rich.

We must move aggressively to close tax loopholes and reverse the Reagan-inspired erosion of the tax base.

Similarly, I believe public service must regain its respected role in our country's life. The Republican effort to destroy public service through privatization must be stopped!

BRUCE BABBITT

As Governor of Arizona I balanced nine budgets in a row—simply by saying that some things are more important than others. My priorities were creating jobs and protecting the interests of those least able to protect themselves. Even through a national recession, my government:

- Repealed a regressive sales tax on food.
- Boosted spending on public education, public safety, health and human services.
- Kept state spending below seven percent of total personal income.

What you need to know from every presidential candidate is: What are his or her priorities? And how will he or she pay for them? My priorities are outlined in the following answer. I would pay for them both with budget cuts and revenue increases, all of them targeted on some genuine measure of need. I would not give a mortgage interest deduction for mansions and vacation homes. I would not pay subsidies to corporate mega-farms. I would not build three new generations of nuclear missiles all at once. I would not pay the Vanderbilts and the Mellons the same tax-free social security benefits as a widow in a cold-water flat. In short, I would balance the budget by setting humane priorities and standing by them.



REPUBLICANS

BOB DOLE

Working Americans, even those we seek to help, are especially hard hit by continued budget deficits. The inability of the Congress to consider realistic spending cuts seriously hampers our ability to increase our productivity and growth.

Getting the deficit under control is critical to our future. But, in putting together any package of deficit reduction proposals, it is inevitable that someone or some group will feel the pain of spending cuts. I would propose that we try to insure that no one group is singled out unfairly and that we spread the reductions across the broadest possible base. For this reason, I would exempt very few programs from

review, including defense. But there are, of course, some programs which should be given special consideration as they provide crucial benefits to the neediest in our communities, for example Medicaid and the supplemental security income program for the blind, aged and disabled.

In deciding how best to reduce federal expenditures the federal government should cooperate more fully with states and localities to determine which services would be most appropriately delivered by those governments, utilizing their resources as a complement to ours.

Before proposing the actual reduction of benefits, I would also look at the way our programs are managed in the hopes of reducing administrative costs and increasing their efficiency.

Revenues may inevitably play a role in any serious reduction effort. But, I am opposed to any modification of the individual or business rate structure which would have us break the commitment we made to working Americans last year in the tax reform bill.

PETE du PONT

I have pledged to the American taxpayers, and I repeat this pledge here: I will not raise taxes. I will reduce wasteful and over spending. The federal government must stop thinking of our tax dollars as its piggy bank.

I served as the Governor of Delaware for eight years. Before I took office, the state had run a deficit in four of the previous five years. By cutting taxes—not raising them—and controlling unnecessary spending, we in Delaware balanced the budget eight years in a row. Through lower taxes and deregulation, we built a solid record: today, one job in five in Delaware was created during the eight years of my Administration.

As President, I will insist that able-bodied people—now on welfare—go to work and become productive, self-respecting workers. This will lower the deficit. And I will end subsidies to corporations and wealthy individuals that continue to cost the taxpayers billions—starting with the \$26 billion in farm subsidies that have enriched large corporations and hurt consumers and small farmers.

I will not raise taxes. I will control spending. And we will balance the budget. We did it in Delaware, and with your help, we can stop the liberal high tax, big spending policies that have brought us the deficit.

ALEXANDER M. HAIG JR.

The federal budget deficit is the product of long-term growth in programs and conflicting theories about how best to raise revenues. Experiments with supply side economics and monetarism have reduced federal revenues even though they have contributed to economic growth and the reduction of inflation. Today, I believe the deficit can be brought down gradually and safely through the application of these principles:

1. No one section of the budget should bear the main burden of reduction.

2. Every area of expenditure should be scrutinized before undertaking additional revenue increases.

3. The budget process itself should be reformed, so that no President should be faced constantly with the choice of shutting down the government or signing a "budget-buster."

Clearly, these principles will require a constructive partnership between Congress and the Executive. But that is why we elect them. The alternative, such as constitutional amendments to balance the budget or arbitrary "automatic" cuts across the board are abdications of responsibility and will never work if the will to carry them out is not there.

JACK KEMP

I would rule out a tax increase as a component of deficit reduction. I believe the most compassionate and progressive way to bring the budget into balance is to concentrate on a

comprehensive economic policy aimed at reducing unemployment, lowering interest rates, bolstering trade and exports, and eliminating corporate welfare. Unlike many in both parties, I believe that the high interest rate policy of the Federal Reserve is a main cause of the deficit, not an undertaxed work force. The U.S. budget cannot be balanced by unbalancing the budgets of working men and women; therefore, I reject tax increases. Our government must be committed to full employment without inflation. Through strong pro-growth initiatives, the unemployment rate can be reduced—a precondition for a balanced federal budget.

Dramatic steps to move our economy to full employment without inflation and achieve a balanced budget must include:

First, stable money to bring down interest rates and arrest the commodity price deflation hurting our farmers and manufacturers; lower interest rates would reduce the cost of servicing the national debt and help our housing, automobile, manufacturing, farming, and other interest sensitive industries;

Second, stable exchange rates and a reciprocal initiative to eliminate unfair barriers to U.S. exports;

Third, labor and capital must be liberated from high tax rates so that American industry can reindustrialize and workers are given the incentives and tools to compete;

Fourth, a strong commitment to job training, trade adjustment assistance, and education—to bolster investment in both human and physical capital;

Finally, corporate welfare programs must be eliminated and strict limits should be placed on government spending; I favor a line item veto for the President.

PAT ROBERTSON

The most cruel thing that a government can do to its workers, its retirees, and its young is to load on such an insupportable burden of debt that future opportunities in the American market place are destroyed either by ruinous inflation, or financial collapse and depression.

On the other hand government serves well its working people and the poor by doing its part to supply paying jobs through a vigorous and expansionist private sector.

The key to cutting the federal budget deficit is to eliminate waste and mismanagement. Our people want government services, but they want a lean and efficient government.

The Grace Commission pointed out that \$433 billion of government savings are possible over a three-year period. This report has never been implemented.

The Packard Commission pointed out savings and efficiencies that would be possible in the Defense Department.

Economist Donald Lambro speaking of "Fat City," identified \$100 billion of waste in the federal budget.

Cuts should be fair and across the board. The question is not whether they are possible with minimum pain, the question is whether we as a nation have politicians with enough guts to put the interests of America above their own.

GEORGE BUSH

Congress is now considering reducing the budget deficit by raising taxes. This approach cuts against the grain of common sense. Will taxing Americans more make us work harder? Will taxing business more make it invest more?

Arguing that higher taxes will be used to reduce the deficit ignores the record of Congress. In 1982, the Democratic leadership promised to cut spending by \$3 for every \$1 increase in taxes. That promise remains unfulfilled. Pressures for spending in the Congress suggest that higher taxes will not reduce the deficit, but finance more wasteful spending.

The challenge of balancing the budget illustrates the need to have a president who can protect the national interest. Many government programs are well-intentioned. But these programs must be financed by taxes, which hurt

all Americans, or by borrowing, which future generations of Americans will have to pay back. The need to protect the national interest—both now and in the future—requires a president who can represent all the people by controlling spending and keeping taxes down.

Yes, there are cases when government needs to help. One good example is our Administration's proposal for a new \$1 billion program to retrain dislocated workers and help them get permanent jobs.

But let us not forget our ultimate goal. Let us balance the budget, but let us do it without hurting economic growth and weakening the security of our nation. Keeping this strategic goal in mind, the President and I have achieved the following. 13 million new jobs. Inflation falling from 12 percent in 1980 to just 1 percent in 1986. Interest rates dropping from 21.5 percent in 1980 to 7.75 percent now. Our defenses strengthened. In sum I believe we can ensure that our best days lie ahead by controlling spending and keeping taxes down.

QUESTION 3

HUMAN NEEDS

What role do you see for governments—federal, state and local—in such areas as: education, training, employment, health care, housing, equal opportunity, the environment, and programs for the elderly? At your first Cabinet meeting, what instructions would you give to the heads of departments with responsibilities in these areas?



DEMOCRATS

MICHAEL S. DUKAKIS

Consider the record we built in Massachusetts.

We helped working families, and the elderly, by balancing our budgets and by cutting taxes five times in four years. But we also made concern for the most vulnerable members of our society a top priority.

Our employment and training (ET) program helped welfare families lift themselves out of poverty and become self-sufficient wage-earning citizens.

And we helped 30,000 low-income families find decent, affordable housing.

We were the first to use state funds to supplement the federal nutrition program for women and infant children.

We quadrupled college scholarship assistance; and increased funds for public higher education by a greater percentage than any other state.

We worked hard to provide quality health and home care for older citizens.

We committed ourselves to battling AIDS, homelessness, teen pregnancy, adult illiteracy, drug and alcohol abuse, and the failure to provide child support.

Now the time has come to provide that kind of leadership from Washington.

That is the message I would deliver during my first Cabinet meeting.

But I would add that the most important human service program of all is full employment, and that will be a fundamental goal of the Dukakis Administration.

RICHARD GEPHARDT

Government has one major function, essentially: to protect and defend its citizens. The federal government must act in the national interest, and I would reverse the policies of the past several years that pit region against region, and

which divide America. All governments, at every level, should be working together, pulling together, instead of shucking responsibility off onto the next guy down the ladder.

Under a Gephardt presidency this country would see an unprecedented federal commitment to education. That's the key to building the future of America. We must, and would, do more to combat adult illiteracy, prevent drop-outs, help people train and retrain for better jobs, and elevate the aspirations and talent of all our people.

We will never be a secure nation as long as our citizens are uneducated, ill-housed, ill-clothed, ill-fed, and unemployed or underemployed. We will make America first again by making people—human resources—our first priority. I see an America where all leaders share that responsibility, but where the federal government sets the tone and takes the lead. In a Gephardt Administration, I would expect the heads of all departments to lead in that new direction.

ALBERT GORE JR.

Americans want a better deal from government. As President, I will set out to find a job for every American who wants to work, and make sure the minimum wage is at a level that assures everyone gets fair pay. I believe we should invest in people for a change, by creating better schools and job training programs. We should launch a national job bank to match job-seekers with job openings, so that if a person is out of work, he or she will immediately have a list of all the opportunities available. We should widen the doors of equal opportunity we fought so hard to open in the first place.

America must insist on a cleaner environment, by cleaning up hazardous waste dumps and demanding clean water and clean air. America must guarantee all citizens the right to shelter and increase the supply of affordable housing. We should stand up for social security and give the elderly access to better, less expensive long-term care. And we must make good health care available to everyone at a price they can afford.

Finally, we should make it easier for Americans to build strong families, with good schools, quality child care, and meaningful programs against crime and drug abuse.

JESSE JACKSON

At my first Cabinet meeting I would instruct Cabinet and Department heads that our government will assume the appropriate leadership in these areas to ensure responsible, effective and efficient performance. We will meet our responsibilities to the nation. My priorities include:

President Reagan proposed cutting education to \$14 billion. I proposed raising education to \$25 billion.

Unemployment during the Reagan Administration has averaged 8.1 percent. I propose a FULL EMPLOYMENT AND BALANCED GROWTH ECONOMY as the number one priority of a Jackson Administration.

I support a national health care system that provides quality health care for all of our citizens based on need and not solely on money; and a new national housing effort that would both shelter our people and help put our people back to work.

I strongly support affirmative action and would use the full powers of the Executive Branch of government to firmly, but fairly, enforce the law.

A major role must be played by the federal government in cleaning up our environment. We can clean up our environment, create jobs, and generate new taxes at the same time.

The measure of the moral character of a nation is how it treats its young, poor and elderly.

PAUL SIMON

Some believe our nation has reached its full potential. I believe there are areas where government action is needed, and needed badly. I will not wait until my first Cabinet meeting to put together a program; I will move immediately after my election. At the first Cabinet meet-

ing, we will have a detailed plan to begin implementing.

Quality education must be available to all. The federal government must provide guidance and direct assistance where appropriate. We must raise teacher pay and expand incentives for attracting and retaining excellent teachers.

We cannot tolerate 7 percent unemployment. As Franklin Delano Roosevelt did, we need to put America back to work. We need to expand private sector jobs, train and retrain young and old workers, and provide jobs for those who can't find work.

Housing programs for the poor, the elderly and those who are handicapped must be revitalized.

The social security system and the Older Americans Act must remain viable, providing vital services and support.

There must be access to quality health care for all. Medicare must be strong. All Americans must have insurance and be protected from overwhelming medical expenses that leave them helpless.

These are the things I stand for.

BRUCE BABBITT

Three major priorities:

1. Children. One American child in four lives in poverty. That is unacceptable, and I see three urgent tasks. First, we must extend Medicaid benefits to every child in poverty—immediately. Second, we must help make it possible for working parents to find decent child care. Third, we must have massive improvements in education.

2. Jobs. You create quality jobs with economic growth, and that means giving ordinary workers a piece of the action. How many times have you heard executives push for wage cuts—and then reward themselves with bonuses for their frugality? No American company should be permitted to deduct an executive bonus as a business expense unless it offers productivity pay for all of its employees. I'd say to every American worker: If you make first-rate efforts—if you pay attention to detail, if you improve the quality of your product, if you find a better way to do the job—you'll have first-rate rewards.

3. Environment. We need legislation on acid rain, groundwater protection, and public lands. I would tell every polluter: if you poison our water you will go to jail, and your money will be spent to clean up the mess.

JOSEPH R. BIDEN JR.

Our primary challenge is to end a decade of the "got mine, get yours" philosophy, and restore our sense of community and common concern.

For our young, we must insure that all have decent health care from birth through adolescence. We must give them the best education system in the world. We must expand drug education and treatment programs. And we must sponsor new plans to put higher education within the reach of teens from all backgrounds.

We must help adults in need by providing shelter for the homeless and training and opportunities for the jobless. Government must give these Americans the help they need so they can help themselves.

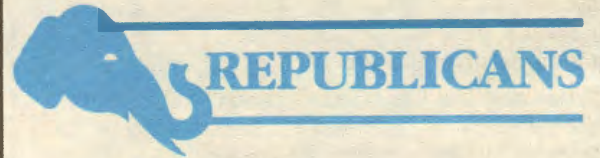
We must insure that our elderly have a retirement with dignity. They should have the health care they need without spending everything they have worked a lifetime to save.

Our next President must lead the government in addressing these pressing problems. The record of the past seven years—of neglect and irresponsibility—must be ended.

But the President will have to do more: he will have to challenge the American people to work for these same goals in their neighborhoods, schools, union halls, and communities. He must offer moral leadership and a vision of social justice. He must remind the people that our less fortunate citizens are not "them"—they are a part of "us."

This is not something we should do just out of compassion for those less fortunate. Helping

fellow Americans helps all of us. We will need to tap the full potential and energies of all of our people if we are to remain a great country into the next century and beyond.



PETE du PONT

The first task for the federal government is to provide for our national defense. Without a strong military—second to none—we would quickly lose all our freedoms. Poland, Afghanistan, Cuba, and Ethiopia are tragic reminders of what it means to be weaker than the Soviet Union.

America must research, build, and deploy the Strategic Defense Initiative as soon as possible. Today, we have no defense against Soviet missiles fired on purpose or by accident. That is a scandal. Some liberals say we should trust the Soviets. I say we should place our trust in the ingenuity, talent, and hard work of the American people to build a strong defense—the technology for which will catapult us ahead of the rest of the world in competitiveness.

Another important task is to get drugs out of our children's classrooms. The only way we'll ever guarantee drug-free classrooms is to link drug use with a driver's license. Now this will require random drug testing of teenagers in our schools. But, if we can require vaccinations before kids go to school, we can require drug testing while they're in school.

Of course, we must provide counseling and help for young people who need it. But we have to let them know there are penalties—and consequences—for drug use. We have to say, "If you use drugs, you won't drive . . . because you won't have a driver's license."

For a long time, we've gone after drug pushers. Now it's time to get tough with drug users too.

Government must provide opportunity—opportunity for welfare recipients to vault out of poverty, for parents to choose the schools their children will attend, and for young workers to save for their own retirement. My campaign offers specific proposals for changing the policies that keep us from these goals.

ALEXANDER M. HAIG JR.

At my first Cabinet meeting, I would say this: the best government is the least government but that which government does, it must do well. The American people, after trial and error, have established a social compact. Our task is to do well, to respect that compact and to encourage social progress.

In addition, I would say to the Secretary of Labor that he must always hear the voice of labor. Other Cabinet officials, such as Commerce, Treasury and Defense must do so as well.

The American system of federal, state and local government is intended to give us the flexibility to deal with problems at the most effective level. Over the past decade, we have seen a strong revival of state and local capacity to handle such pressing issues as economic development, job training and welfare. Recent studies show that state "workfare" proposals offer more promising results than traditional federal style approaches in the effort to reduce welfare rolls.

This new federalism, however, does not relieve Washington of responsibility for matters that it can handle best. Environmental protection goes beyond state or local capabilities. We urgently need changes in our health care system, not just to contain costs but to make sure that those costs do not lead to a catastrophe for the elderly and poor. Ultimately, the federal government must also take the lead in combating the plagues of AIDS and drugs, both of which have an important international dimension.

While education remains a primary task for state and local jurisdiction, the federal government can and should help to restore to our schools a sense of discipline, a respect for humane values and a quest for excellence that are essential to our future as a democratic society. It should also assemble, monitor and evaluate standards of education at the national level. I welcome the new emphasis on mastering the fundamentals—reading, writing and arithmetic—and analytical skills necessary to succeed in our changing society. Our teachers, the custodians of the future, deserve our encouragement and reward as they strive to improve education especially at the grade and secondary school levels.

JACK KEMP

The most important thing government can do for people is to provide the ladder of opportunity upon which all can climb, and a floor of help to those who can't help themselves or are in temporary need of assistance. I will instruct my Cabinet to follow policies that will lead to a growing economy of at least 5 percent per year and that will provide a good job at a decent wage for everyone who wants to work. I will work to liberate labor, capital and working families from high taxes and interest rates, and uphold the traditional family values upon which our nation was founded.

I will commit my Administration to not only fighting but winning the war on poverty. I will mobilize the power of the private sector to create jobs and opportunity in distressed cities and rural areas through enterprise zones. My Administration will give public housing tenants the chance to become homeowners through urban homesteading legislation. My longstanding and active support for job training, trade adjustment assistance, magnet schools, and protections for workers in the workplace will remain unchanged. I will commit my Administration to ensuring human and civil rights with equal opportunity for all. I believe the social security system is the bedrock of retirement security, and I will uphold its integrity and continue to oppose any effort to reduce benefits to older Americans.

PAT ROBERTSON

In my own organization we have been involved in feeding, clothing, and housing some 13 million needy Americans. We do it with one-half of one percent overhead. Ninety-nine and one-half percent reaches the ultimate recipient. Some government programs use 70 percent for administration with only 30 percent reaching the recipient.

Welfare must be used to bring people into dignity and productivity. It should never be used to create dependency.

The greatest problem area of poverty today centers around single women with dependent children. I may be old-fashioned, but it is my feeling that if a man fathers children, it is his job, not the government's to care for them. I also feel that, with the exception of women with children under the age of six, the concept should be payment for productive employment—"workfare" not welfare.

For efficiency, and for moral and spiritual support, government should work in partnership with the private medical agencies to care for those truly needy among us.

My instructions to my Cabinet would be:

"Under no circumstances can a great and powerful nation fail to provide adequate care to its elderly, infirm, and handicapped. We can no longer tolerate the heart-rending sight of people sleeping on grates at the heart of our cities.

"Current welfare legislation must be reformed and improved. We must be compassionate—but that compassion must be tough and efficient as stewards of the taxpayers of America."

GEORGE BUSH

Americans have never been as well off as they are today. We've created 13 million new

jobs, cut inflation, and brought interest rates down. At the same time, we've rebuilt our defenses, while strengthening social security and preserving the social safety net.

I have always believed that the best social program is a job. That's why the best way to meet our social needs is to protect the ability of our economy to produce new jobs.

We must keep moving forward with policies that will provide more opportunity, further the creation of new jobs, and keep inflation and interest rates down. We must not reverse course. We must not make a U-turn to policies of high taxes and overspending. Those policies failed before and they would fail again.

We need to build on our progress and keep moving forward. Two major challenges we face are education and AIDS. Our Administration has led the crusade to reform American education by bringing back basics and emphasizing achievement and high standards. SAT scores are now rising again after almost 20 years of steady decline. I am convinced that education holds the key to restoring our competitiveness in the world market. I would also seek new ways to improving the ability of middle-class families to meet the rising costs of college.

As for the AIDS crisis, I pledge my total commitment to a comprehensive national effort to combat this disease. As President, I would coordinate the efforts of health care professionals, educators, clergy, parents, and all concerned Americans to work together to end this threat to our future.

BOB DOLE

In defining the role of government, I begin with the belief that people at the grass roots level—neighborhoods, church congregations, rank-and-file union members, and small business owners—can usually fashion better ways to meet the needs of their communities than can Washington's bureaucracy. At the same time, as a product of depression-era Kansas and a World War II vet, I understand that there are situations when the government needs to step in and lend a hand. Government at all levels has a responsibility toward society's less fortunate, though the degree of that responsibility and how it is divided among the federal, state, and local governments can vary widely depending upon the policy objective.

For example, in an area such as civil rights, I believe the federal government should play a strong, primary role. This is why I have supported every major civil rights law and was proud to play a leadership role in the 1982 extension of the landmark Voting Rights Act. On the other hand, in areas like employment, I feel the federal government should be a partner with state and local governments, as well as labor and business, to expand job opportunities for America's workforce. Similarly, I believe that the federal government shares an obligation with state and local governments to help the economically disadvantaged. This is why I have supported the Food Stamp program, Medicaid, Medicare, increasing access to legal services, and increasing the availability of health care for the unemployed.

The central theme in my instructions to all appointees would be to seek out ways to improve the effectiveness and professionalism in the administration of programs, and to the extent further belt-tightening is needed to reduce the deficit, fairness in proposing cuts.

QUESTION 4

THE POLITICAL PROCESS

Unions, like many other membership organizations, have historically played an active role in the political process by assisting their members in registering,

by communicating with their members on the issues, and by endorsing candidates whose positions further the best interests of their membership. What are your views of organized labor's proper role in the political process?



DEMOCRATS

RICHARD GEPHARDT

Democratic victories are won with the help of labor, it's as simple as that, and we can't do without you. I make no bones about the fact that I would welcome the endorsement of the American labor movement. I plan on working with the labor movement to put their membership on delegate slates across the country. I look toward the labor movement to take an active role in organizing our campaign, in recruiting volunteers, and providing financial contributions.

I share the concerns of the working people of this country—always have, always will. Often as people reach for the stars they forget their beginnings, but not Dick Gephardt. I'm never going to forget the hard work my parents had to put in to provide me with the opportunities I've had in life. I want that same kind of country for my children and yours, a nation that is proud of its workers, and where hard work yields fair rewards and opportunity. We're setting out to make America first again by sticking to our strongest values: honesty, trust in people, regard for hard work, and caring about our neighbors. That's what my campaign is all about.

ALBERT GORE JR.

In my experience, unions have always played an important role in shaping national policy. When important legislation is on the line, organized labor always comes through with tremendous grass-roots support. Time after time, that political involvement saves jobs and makes the system work.

Organized labor has helped me on every one of my campaigns with advice, support, and volunteers. I would not be in the Senate were it not for the hard work of working men and women in Tennessee.

I have long been a strong supporter of union participation in the democratic process. Unions help democracy work the way it was meant to—by harvesting ideas at the grass-roots level. Democracy is just as important in the workplace. Economic growth will come when working Americans have more pay and say.

JESSE JACKSON

I support the right and ability of all citizens and labor to participate fully in the American political process. I have spent all of my adult life fighting and risking my life for that right. No one has risked more, registered more, politically educated or involved more American citizens in the political process.

Organized labor is a legitimate interest whose concerns must be taken into account by any serious presidential candidate.

The role of presidential leadership is to put forth a vision of where the country needs to go, how he/she proposes to get there, allow people and groups to see their role in the plan, and inspire all citizens and groups to get involved.

I have fought alongside organized labor all of my life in our shared commitment to full employment, liveable wages, worker safety, collective bargaining, health care, housing, equal opportunity, voting rights and other programs of humane priorities at home and human rights abroad.

I support organized labor's right to speak and act on international labor and human rights issues, and I look forward to continuing our efforts in these important fields.

PAUL SIMON

American working people and the American labor movement have been the driving force behind every major piece of progressive legislation in the United States in this century.

That includes minimum wage, social security, Medicare, basic health and safety legislation, civil rights. And on and on.

And, any Democratic candidate for President who doesn't recognize this progressive and central role of the American labor movement does not, in my opinion, understand our history either as a party, or as a nation.

In 1984, for example, the members of the AFL-CIO provided the Democratic presidential candidate with a dramatic 61-39 percent margin.

The simple fact is that the *American labor movement is often way ahead of the Democratic Party in recognizing the issues which concern and move ordinary American working people and voters. The election of 1984 is a dramatic demonstration of that.*

I see my role in this campaign as the spokesperson of the Roosevelt, Truman, Kennedy Democratic tradition of fighting for American working men and women.

I would be proud to carry the banner of the American labor movement and the Democratic tradition into the next election.

And, as Harry Truman showed, when we do that, Democrats win!

BRUCE BABBITT

The American labor movement has always stood for the protection of those who could not protect themselves. You have led the way to many of this century's most important social welfare advances. As a Democrat, I welcome the vital contribution that the labor movement has made to building my party. There is nothing narrow or selfish in representing the interests of working men and women and their families, and I will be proud to stand with the American labor movement in this presidential campaign. There will inevitably be issues on which we disagree, but I welcome your participation and I intend to work hard for your support.

JOSEPH R. BIDEN JR.

Organized labor has always been the bedrock of progressivity in this nation. But I believe that 1988 will be a watershed election for labor. At the moment when the standard of living for our workers is no longer rising, we need strong leadership from labor.

We are seeing many transitions in the economy which will affect workers. We need more labor protection now, not less, so that the rights of American workers are not sacrificed in this transition. For example, many manufacturing jobs are being lost and are being replaced by service sector jobs which are not organized. I believe labor must organize in those new industries in order to protect worker rights.

Over the past six years, business groups have been waging a war on organized labor—trying to roll back most of the gains of the past four decades. The Reagan Administration has tried to undo the entire structure of labor-management relations in this country. The chairman of the NLRB has gone so far as to attack the very idea of collective bargaining, the most fundamental right of all.

It is time for unions and their members to fight back. You have a right and duty to play an active role in politics. You should demand that basic fairness be done for working people, and that we get the nation moving again.

I hope that every working man and woman will get involved in the political process in 1988. America's unions should do everything they can to make sure that this happens.

MICHAEL S. DUKAKIS

I believe that organized labor can and must play a key role in the American political process.

The leaders and members of organized labor

in Massachusetts have been an important part of the extraordinary economic success that we enjoy. With the full participation of organized labor, we have reduced unemployment to less than 4 percent in Massachusetts.

Labor leaders have been essential partners in a coalition that has won passage of strong plant-closing legislation; a comprehensive right-to-know bill; and sweeping reform of our workers' compensation system.

Without national leadership from organized labor, we would never have achieved the kind of social and economic progress that is reflected in federal laws governing the minimum wage, the eight-hour day, civil rights, Medicare and Head Start.

I have sought support from organized labor throughout my political career, and I do so now as a candidate for the presidency.

We need your involvement; we need your leadership; we need the active participation of working men and women and their families in the 1988 campaign.

And I will need your active participation and involvement as President of the United States.



ALEXANDER M. HAIG JR.

As Supreme Commander of NATO, I became aware of organized labor's essential international role. In a world often hostile to democracy, American labor leaders have always stood courageously for the principles of human dignity, individual rights and freedom. Through its international efforts, the AFL-CIO has written a unique chapter in the history of human rights, while making an essential contribution to the security of the free world.

It is not a question therefore of labor's proper role in the political process. There can be no democratic political process without a strong labor role. Every democratic community has a strong organized labor movement. In countries not yet free, such as Poland, labor unions are the leading advocates of a democratic system.

Americans believe that a free people, to be truly free, must also be educated in their political choices. Democracy is not a spectator sport. Every participant is a winner. Only those who fail to participate are the losers. Unions, by assisting their members to understand the issues and the candidates, help this process.

JACK KEMP

The proper role of organized labor in the political process is the same as that of all organizations—to work to promote the best interests of its individual members, of free enterprise, and of our nation. As co-founder and president of the American Football League's Players Association, I helped negotiate the first league-wide pension contract in history. I believe in the sanctity of the contract and the right to bargain—and I also respect and uphold individual rights to choose, free of coercion. I have been fortunate enough to receive the endorsement of many labor unions during my campaigns for Congress, and I have learned first-hand that union members vote the candidate, not the political party. The political diversity among American working men and women and their active involvement in the political process has been good for labor and good for our democracy. I welcome the active involvement of labor in the political process on a bipartisan basis.

PAT ROBERTSON

Organized labor has at its disposal vast sums of money held in trust under a tax free status. This money comes from the dues of hard-working Americans.

These dues are not Democratic money or Republican money, but workers' money.

I feel that unions should have the same rights and privileges in the political process as any other non-profit membership organization. However, never should the leaders of unions use their power or the union dues for any candidate in a primary or general election. Political participation is a precious right that should never be abridged to any American.

GEORGE BUSH

A democracy can only be as strong as its people. If Americans fail to exercise one of our most precious rights—the right to vote—the United States would be a democracy in name only.

Over the last two centuries, we've had to struggle, and sometimes even fight, to extend the right to vote to all Americans, regardless of race, color, creed, or sex. Now that we have universal suffrage, we must always protect this most treasured of rights.

Communist societies allow their subjects the "right" to vote in theory. Dictators of the left—and the right—ignore what we must never forget: the vital importance of free people voting freely according to the dictates of their conscience.

Like other organized groups, labor unions can play an important role in furthering and strengthening our democracy. By encouraging members and their families to register and vote, and by helping to inform them about the issues and candidates, unions can play a valuable role in strengthening freedom.

BOB DOLE

As the representatives of nearly 20 million workers, it is entirely appropriate and desirable for labor unions to play an active role in the political process by registering voters and communicating with union members on issues critical to their interests.

I think, however, the AFL-CIO's decision to attempt to become a force only with the Democratic Party in presidential elections is a grave error that has worked to the detriment of its members. Union members are a politically diverse group, many of whom are proud to be members of the Republican Party. In the last election, 47 percent of union households supported the Republican presidential candidate. Therefore, it is time the AFL-CIO leadership abandoned its partisan Democratic role and adopted a more bipartisan approach that better reflects the views of its members. I would like to see the AFL-CIO work within the framework of both national political parties to advance the agenda that is critical to its membership.

PETE du PONT

I would like to thank Lane Kirkland for the opportunity to share my thoughts with you. The space here is short, and I hope that as I travel around this great nation of ours, I will have the chance to meet and speak with you.

Our Constitution is now 200 years old. It is the bedrock of our liberties, and it gives us all the opportunity to take part in our democracy. Labor unions and other associations have an important role to play in our elections, our economy, and the quality of our life.

I do get concerned sometimes when I see how labor union Political Action Committees tend to throw their support behind so many liberal politicians. Many liberal politicians who receive tens of thousands of dollars from labor unions—money paid by you—vote for a weak America. They criticized America when we liberated the brave people of Grenada. Those liberal politicians who vote against every defense bill are no friends of patriotic, hard-working Americans. I urge you as members of a labor union to take an active role as an individual in choosing just what kind of politicians get our dollars.