

## Presidential Hopefuls Seek Maritime Support *See pages 5-10*



Presidential candidate Rep. Richard Gephardt told the MTD meeting that the United States must insist on foreign trade rules that are fair, and must put teeth into a fair trade policy.



Former U.S. Senator Gary Hart, campaigning for the presidency, told the MTD meeting that he supports their efforts to build up the U.S. merchant marine, and to assure a strong shipbuilding capability. On trade policy, he proposed a five-year program to make U.S. industry competitive.



Senator Joseph Biden told the MTD meeting that we are getting our brains beaten out on the trade front. "I don't want this nation to compete," he said. "I want to win."

### Dems and GOP Cosponsor

## Auto Carriage Bill Gains Wide House Support

Almost 2.5 million automobiles will be shipped from Japan and Korea to the United States in 1987. Virtually none will arrive in the states aboard a U.S.-flag ship. New legislation introduced in the House this month may open up that market.

H.R. 1364 would require that American ships carry an equal number of foreign-made cars as they do the ships of the country which manufactured the automobiles. While Japan with its established auto industry and South Korea with its rapidly growing industry will supply the largest number of cars for U.S. import, the bill would apply to other countries.

N.Y.), chairman of the Merchant Marine Subcommittee, Rep. Bob Davis (R-Mich.) and Rep. Norman Lent (R-N.Y.), ranking minority members for the committee and subcommittee.

"Americans are spending more than \$10 billion a year on these cars. Part of that \$10 billion covers transportation costs. But while the American public pays for that cost, the U.S.-flag fleet is shut out of the market. We have no access to it," said SIU President Frank Drozak.

Last year after an identical bill was introduced, Japanese car companies came to terms with four U.S. shipping lines to carry cars to the U.S. But that only covers a small number of cars.

"This bill will revive and invigorate our sagging merchant marine," Jones said, "and provide obvious benefits to our national security and economic well-being. The military establishment has long heralded the advantages of roll-on/roll-off ships for use in areas without sophisticated shoreside equipment necessary to service a container ship."

Drozak said that the SIU supports the bill because "it will give us a fair shot at this business and there is a lot of it."

No hearing date has been set.

## Drozak Urges Trade Reform



SIU President Frank Drozak threw the Union's support behind three bills to open up world trade to American-flag shipping at a recent hearing before the House Merchant Marine Subcommittee (see page 3).

*See Page 13 for a Full Rundown on the SIU's Washington Activity*

The bill, introduced by Rep. Walter B. Jones (D-N.C.), chairman of Merchant Marine and Fisheries Committee, is cosponsored by 53 House members including Rep. Mario Biaggi (D-

### Inside:

*Atlantic Storm Kills 21 on Bulker and Trawler*

Page 3

*Howard Schulman, SIU Counsel, Retires*

Page 4

*Shipping Great C.C. Wei Dies at 72*

Page 14

*Special SHLSS Section, Meeting Changing Needs*

Pages 15-34

# President's Report

by Frank Drozak

During the past several months there have been rumors floating around the maritime industry about maritime labor union mergers and other matters. Following is a letter SIU President Frank Drozak recently sent to SUP President Paul Dempster outlining the facts about these issues.



Dear Brother Paul:

I read with *great interest* your report to your membership, printed in the *WEST COAST SAILOR*, January 23, 1987. I find it very hard to believe that you would make such an important report while leaving out the most important facts. The record shows, Brother Paul, that each union affiliated with SIUNA, AFL-CIO, has complete autonomy, subject to the SIUNA Constitution. The SIU-AGLIWD has never interfered in the affairs of an affiliate union, nor as President of SIUNA have I ever interfered in any way with an affiliate's affairs, unless requested by the affiliate. This letter is intended to set the record straight and state the facts, which you failed to do in your report to the membership about the SIU-AGLIWD.

The SIUNA has been calling for mergers for the last 35 years, and has spent much of that time discussing the subject. The process began with Harry Lundeberg, our first president. He believed that there should be one union representing unlicensed seamen and one union representing licensed seamen. Unfortunately, it didn't happen on his watch.

Our second president, Paul Hall, had the same belief: that a merger was in the best interest of all seamen. He spent the last ten years of his life discussing mergers with the NMU, the Sailors and Firemen, and the MC&S. He was successful, only with the MC&S, the rest didn't happen on his watch either. However, it was the belief of both of these great leaders that if we are to have a maritime industry and jobs for our members, then unions must merge to survive.

Brother Paul, since becoming President of our International and President of the AGLIW District, I have spent a great part of my time, too, discussing mergers. Yet for the past eight years of merger discussions with the Sailors, the MFOW and the

NMU, nothing has been accomplished. Instead, we see our industry become smaller and smaller each year, and our memberships decline past the point of no return. There are many reasons, and I will not go into them. I do, however, want the record set straight about our position.

Our industry has continued to decline because some of us haven't accepted the fact that our industry, maritime laws, and the rules we must follow have changed. Since the early 1960s, automation and high technology have taken a toll on maritime employment. Rather than accept those changes, some of us prefer to blame others for our problems. What about our members? Shouldn't they be given all the facts, and not just some of the facts?

Brother Paul, the SIU A&G membership is on record as desiring to merge with one or all of the maritime unions. The SIU A&G Executive Board has had several joint meetings with the Sailors and Fireman Unions to discuss mergers, the last meetings held in 1981 at the Sailor's Union Library in San Francisco. The SIU A&G offered what we thought was a fair and reasonable proposal for merger discussion. Your Executive Board rejected that proposal. Since then you have said privately that mergers are the right thing to do, but that your membership is not ready for it.

To stir your memory of our discussions regarding mergers, I will remind you that you and I last discussed the prospect at a dinner meeting with Whitey Disley and George McCartney in Bal Harbour, Florida, during the MTD Executive Board meetings. At that same meeting, we also discussed the two Cunard ships, about which we disagreed. I offered the SIU Pacific District the jobs on one of those ships if legislation was passed to reflag the two vessels. You rejected the offer and opposed the legislation. That is your right, but that one ship would have meant 500 jobs for the SIU Pacific District and 500 jobs for the SIU A&G. In the end, we didn't get any jobs at all.

Brother Paul, I have always believed in the idea of merger, because I believe it is in the best interest of all seamen that they merge into one large union. That is why I spent several days preparing a working document on a merger of all maritime unions, and requested AFL-CIO President Lane Kirkland to send it to all of the maritime unions. After several months passed, not one union had responded to President Kirkland's letter. Obviously, there was no interest at this time from the maritime unions in merger.

Late last year I received word from the NMU that they had an interest in again discussing a merger. I accepted on behalf of SIU-AGLIWD, and so notified you and President Disley of our interest. I also invited both of you to attend either as participants or observers. You both agreed to attend as observers. You brought Gunnar Lundeberg, and Whitey came alone.

The meetings took place at the Harry Lundeberg School of Seamanship in Piney Point, Maryland, and included the Executive Boards of the SIU A&G and the NMU. Unfortunately, you left out of your report to your membership what took place at those

meetings. Since I was taught by Harry Lundeberg and Paul Hall to lay out the facts and "tell it like it is," let me remind you of what happened, and present the highlights of the facts to refresh your memory.

The SIU A&G/NMU merger discussions began on Monday, October 20, 1986. Shannon Wall and I began by outlining the structures of our respective unions, and committees were formed governing welfare, pensions, vacations, hiring halls, jobs, shipping rules and contracts, finances, properties, etc. I explained to the NMU that I could only speak for the SIU-AGLIWD, and that Lundeberg, Whitey Disley and you were present as observers. The affiliates would retain their complete autonomy from the International. I had no authority to speak for any affiliates other than the SIU-AGLIWD.

Shannon Wall then said that the meeting's purpose was to merge the seamen together, and let our other affiliates be cut adrift. He also stated that the Sailors and Firemen "would have no choice but to come in or else," and proposed we both give up our charters and get a new charter from the AFL-CIO. I insisted that I would not give up our International and cut our affiliates adrift, that we are a family and will remain a family. I explained that I had no authority to agree to such a proposal, and that our affiliates would not agree to such a proposal.

Shannon Wall responded that affiliates, including the Sailors and the Firemen, could join with the new union if they wished. However, he wanted it to be a union representing all unlicensed seamen. If the Sailors and Firemen didn't come in, so be it. You and Whitey had quite a discussion over his remarks, if you remember, and it was an insult to all three of us.

Shannon's statement at the time that our International union is only a loose paper union had no substance. The NMU dissolved their structure years ago. Those that didn't come under their complete control, they cut loose. The NMU today, to the best of our knowledge, consists of seamen, Panamanian workers and government workers.

I strongly voice my position that I would never give up our International. As long as one union wished to remain, this International would support it, and it would retain its autonomy for as long as it desired. However, I was meeting to discuss an A&G and NMU merger, not one involving the International. If the A&G and NMU could merge, they would become an affiliate of our International. As long as I was President of the SIUNA, I would never dissolve our International, nor give up its name or the autonomy of each affiliate. I did agree, however, to change the name of the SIU A&G District to whatever name we wished it to be. The NMU did not agree. I was disappointed and we both agreed to let the committees go to work. We would meet again the next morning for further discussions.

The following day, the NMU presented a new approach. They proposed that we form a new union, both give up our charters, and get a new charter for seamen, SIU A&G, and NMU. All International affiliates, including the Sailors and Firemen, could

(Continued on page 47.)



# LOG

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# Trade Bills Gain Bipartisan Support in House, Senate

Despite bipartisan support on Capitol Hill, the Reagan administration refused to support several bills aimed at eliminating unfair trade practices which are destroying the U.S. merchant marine.

"You're opposed to legislation. Nothing is happening with negotiations. We need some alternatives instead of always coming here and saying 'We oppose, we oppose.' . . . What are we going to do," Rep. Glenn Anderson (D-Calif.) asked Marad Administrator John Gaughan at a recent Merchant Marine Subcommittee hearing on unfair trade.

The subcommittee was focusing on three bills which could bring down some of the international trade barriers preventing the U.S. fleet from gaining access to cargo. The bills are:

H.R. 1364 which covers automobile imports from Japan and Korea (see page 1);

H.R. 1290 which establishes a system of investigations of unfair trade practices and remedies which could include the requirement that some imports be carried on U.S.-flag ships, and

H.R. 300 which address the critical issue of cargo and bilateral trade.

SIU President Frank Drozak struck a note which was echoed by several subcommittee members at the hearing—time is running out.

"I've been coming up here for 25 years," he said, "and it's time to tell these countries to negotiate and resolve these problems or we will retaliate. What are they going to do? Stop shipping their goods here? We're the best market they have."

During questioning by the subcommittee, Gaughan admitted that free trade does not really exist and that fair trade is restricted in the international marketplace.

"Free trade is a relative question . . . I can't answer that black and white. It's like asking 'is there a God—true or false?,' " he said.

He also admitted that in the past the administration has not "responded satisfactorily" to trade discrimination, and until countries which practice such trade policies change them, fair trade will suffer.

Currently the U.S., through Marad and the State Department, enter into negotiations with countries when they believe unfair trade practices are hurting U.S. steamship lines or other companies. But those negotiations are usually drawn out and seldom are successful.

"None of the trade barriers has been removed. We're told to take our time, be patient, meanwhile the businesses are going down. Put some speed on it, some pressure, will you," Rep. Helen Bentley (R-Md.) told Gaughan.

During his testimony, Drozak gave

examples of the various restrictions put on U.S. shipping companies, which range from outright denial of cargo to licensing requirements to restrictions on equipment technology to restrictions on shoreside operations and ground transportation.

He told the panel that the SIU supports the three pieces of legislation but offered a few suggestions to strengthen the bills.

On the auto bill, he suggested that other automobile exporting nations be included. He asked that retaliatory measures be included in H.R. 1290, the unfair trade practices bill.

He said it is time "to act quickly on this issue. America's share of waterborne commerce continues to decline and major U.S.-flag international shipping companies are in bankruptcy. We fear that without legislation, the U.S.-flag fleet will not be operating in international commerce in the future."

## Bulker, Fishing Boat Capsized

# 21 Die in Atlantic Storm

A U.S. Navy submarine surfaced in the middle of a fierce Atlantic storm and rescued one crewman from a capsized Philippine-flag freighter. But 18 others from the ship died. The same storm claimed the lives of three fishermen when their trawler sank 60 miles off Cape May, N.J.

The storm, at the end of February, whipped the seas into 40-50 foot waves and damaged several other ships caught in its path.

The ill-fated Filipino ship, the *Balsa-24*, was 900 miles southeast of Cape Cod when it capsized in the fierce storm. Eighteen members of the crew were able to abandon ship, but one other drowned before he could make it to the one life raft and one lifeboat which were launched. They entered the water about 1:30 p.m., Feb. 24 where they spent the night in the water as winds up to 100 mph and waves as high as 50 feet were generated by the storm.

The first rescue vessel to reach the scene was the U.S. Navy submarine *Scamp*. It surfaced near the life raft which had been spotted by helicopters. It tried to bring the eight from the raft onboard, but the raft overturned and crewmen aboard the *Scamp* were able to bring only one survivor

aboard. Because the sub was in danger of swamping, it was forced to call off the rescue attempt. The other six in the raft were presumed drowned. One man remained in the raft.

About two hours later an Israeli containership, the *Zim Miami*, arrived on the scene and threw a line to the man in the raft. But he was apparently already dead. Another ship spotted the *Balsa-24's* lifeboat which had originally carried 10 crewmembers. Only two were aboard but only one alive. He was swept from the boat as he tried to secure a line tossed from the rescue ship, the *Frasisi*.

Also in the storm, the fishing boat *Dolores Marie* from Wanchese, N.C. apparently sank. Debris from the boat was found, but there was no sign of the three crewmen.

The *Export Patriot*, a Farrell Lines ship, was heavily damaged in the same storm. It reported that storm waves had smashed its bridge and that a crewman had to be lashed to a bulkhead so he wouldn't be swept from the bridge while handling the ship's wheel. The *Export Patriot* was able to make it safely to port.

Several other ships in the storm area reported heavy damage.

## Sea-Land, CSX Merger Approved

The merger of Sea-Land Corp. and the conglomerate CSX Corp. was given the green light last month when the Interstate Commerce Commission (ICC) ruled that the two companies do not need ICC approval for the merger.

The ICC ruled that the two are not competitors. This is the first merger between an ocean shipping company and a railroad. CSX owns railroads, with some 27,000 miles of track, American Commercial Barge Lines and a trucking line. Sea-Land owns a fleet of 57 ships and two trucking compa-

nies. Sea-Land is valued at \$1.6 billion and CSX at \$4.7 billion.

## Crowley Leases U.S. Lines Ships

A Crowley Maritime Corp. subsidiary, American Transport Lines, will lease three United States Lines ships under a new agreement. The ships are part of USL's bankrupt fleet. The ships will be leased for 15 months each, with an option to extend the terms up to 10 years.

## MSC Gets Three Ships

Washington, D.C.—The Military Sealift Command (MSC) has purchased four U.S. flag container ships from United States Lines at a total cost of \$6.3 million. The ships will be placed in the Ready Reserve Force where they will await conversion to auxiliary crane ships (T-ACS) in U.S. shipyards at a later date. After conversion, SS *American Altair*, SS *American Banker*, SS *American Builder*

and SS *American Draco* will be used to discharge non-self-sustaining container ships during military deployment operations.

*American Draco* and *American Altair* were built in 1965, are 666 feet long and are capable of 21 knots. *American Builder* and *American Banker* were built in 1961, are 668 feet in length and can sustain 20 knots.

## Seafarers Plans Trustees Meet



The Board of Trustees of the Seafarers Plans met in Dania, Fla. last month to review the status of the various plans. Heading the meeting were, from left: Carolyn Gentile, consultant on ERISA matters; Joe Di Giorgio, chairman; Carmine Bracco, secretary, and Leo Bonser, plans administrator.



Company and union trustees studied reports and listened to analyses of the status of the various Seafarer plans during the two-day meeting.

# SIU's Schulman Helped Make Labor History

By Max Hall

Howard Schulman, one of this nation's top labor lawyers and a trusted adviser to two SIU presidents, has announced his retirement after 50 years in the Labor Movement.

A former president of the 12,000 member Labor Law Section of the American Bar Association, Schulman served as general counsel for numerous labor organizations, including the Seafarers International Union-AGLIWD, the Seafarers International Union of North America, the Maritime Trades Department of the AFL-CIO, the Actor's Guild, the Distillery Workers, and the Leather Goods Workers.

His association with the Labor Movement and the maritime industry dates back to his youth. In order to put himself through St. John's Law School, he worked during the day as a longshoreman. Later, when he was appointed a commissioner for the port of New York, he found himself overseeing activities on the very same docks where he used to haul cargo.

As general counsel for the SIU, he litigated hundreds of cases, some of which had profound consequences for the Labor Movement and the maritime industry.

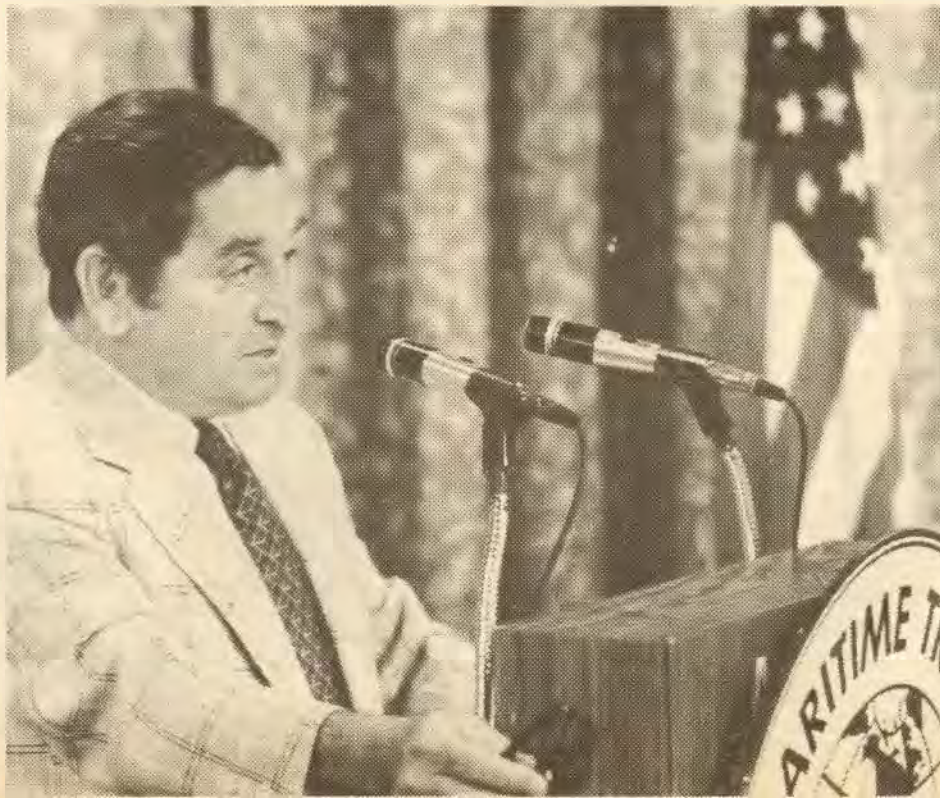
He did everything possible for a lawyer to do: participate in negotiations, argue before the Supreme Court, write articles, lecture, testify before congressional hearings and government agencies, and monitor the actions of international maritime organizations.

"I can't think of another individual today who has done more to further the interests of American seamen than Howard Schulman," said SIU President Frank Drozak, who also called Schulman "a good friend and a dedicated trade unionist."

Schulman is widely credited with protecting the jurisdictional job rights of unlicensed seamen, preserving the Union's political action program and making sure that the SIU met the standards set forth in the voluminous, confusing and constantly-changing body of labor laws. Thanks to Schulman's watchful eye, the SIU was able to avoid costly and time-consuming litigation that would have drained its resources. Unlike many other labor organizations, the SIU was able to minimize the effects of "harassment"

suits which became commonplace after Congress passed the Landrum Griffith Act of 1959.

"There was a time," said Schulman at the 1973 SIUNA Convention, "in the late 1930s when the legal problems of trade unions were miniscule. But gracious, what a change. I guess, like everything else in a developing society, we must expect that."



Howard Schulman

In addition to the work he did for the A&G District, Schulman said that his proudest achievement as a lawyer was in restoring autonomy to an affiliate of the SIUNA, the SIU of Canada.

In the early 1960s, for the first time in the history of the North American Labor Movement, a trade union was placed under the permanent trusteeship of the central government.

"The government of Canada violated a basic democratic principle by doing that," said Schulman. "Remember, it wasn't a temporary trusteeship, it was a permanent one, answerable not to the workers, but to the central government. That's what totalitarian states do. By winning that case, I felt that we protected the democratic rights of all trade unionists."

Schulman's association with the SIU-AGLIWD dates back to the waterfront

battles of the 1950s when he served as general counsel to the International Longshoremen's Association, an affiliate of the old AFL.

The ILA-AFL was created in response to the growing corruption on the New York waterfront, which was so pervasive that it threatened the dignity and job security of everyone connected with the maritime industry.

It also threatened the integrity of the entire Labor Movement and the economic health of the port of New York.

Alarmed by the situation on the docks, AFL President George Meany issued a charter to a new AFL Longshoremen's Union, whose name was later changed to the International Brotherhood of Longshoremen (IBL).

A commission consisting of five respected labor leaders was appointed to act as trustees for the new union. They included SIU President Paul Hall, Machinist President A.J. Hayes, Teamster President Dave Beck, AFL President George Meany and Letter Carriers President William Doherty.

After five years, the IBL voted to rejoin the ILA. Yet it was a substantially different ILA—one that was forced to make internal democratic reforms in order to retain the alle-

giance of its membership.

"I know these longshoremen," said Sam Hacker, a commissioner in the Federal Mediation Service and a former member of the NLRB, at the 1963 SIUNA Convention. "They speak very frankly to me. Had it not been for the battle put up by . . . the Seafarers, the ILA would not be the kind of union that it is today."

An important byproduct of the ILA beef was that it brought Howard Schulman to the attention of SIU President Paul Hall. The two formed a close relationship, and Schulman was later named general counsel for the SIU-AGLIWD and the SIUNA.

Schulman was one of 15 lawyers who assisted the delegates to the 1963 SIUNA Convention in drawing up a new constitution which laid the foundation for a stronger and more active international.

Charles Heyman, who has been named to replace Schulman as general counsel for the Union, worked closely with Schulman in helping to draft language for the new constitution.

"Howard Schulman possesses outstanding legal abilities and total dedication and sensitivity to the needs of the Labor Movement, in particular, the SIU," said Heyman. "His insight and ability to solve problems is an inspiration to all those who worked with him."

Summing up his relationship with the SIU, Schulman had these observations to make:

"I feel that it is important that the Union officials set the policies, not the lawyers. It is they who were elected by the membership and who are ultimately responsible for the actions of the union."

"A lawyer should be someone who implements the policies that the top leadership makes, someone who makes sure that you don't run afoul of some obscure law. Increasingly today, especially in many large companies, it is the lawyers who are calling the shots."

"To me, the biggest obligation of union leadership is the mettle of leadership, the mettle of responsibility as to what each man is to do, responsibility to the membership and the industry in which you are involved."

(Continued on Page 39.)

## On the Stuyvesant In Alaska

*Most folks never get to see the beauty of Alaska, but the Alaska oil run provides hundreds of jobs for Seafarers who are well aware of the grandeur of the 49th state. On the right, AB Marshall Novack is on the deck of the tanker Stuyvesant with typical Alaska scenery in the background. On the left is pumpman Rolando Gu-manas.*



# MTD Board Meeting

Feb. 12-13

Bal Harbour, Fla.



MTD National Field Coordinator Frank Pecquex reported on the progress of the department's legislative programs.



Roman Gralewicz, president of the Seafarers International Union of Canada, spoke of our need to be involved in international affairs.



John Perkins, AFL-CIO Political Education Director, said we have to continue to be involved in "grassroots" political action.



MTD President Frank Drozak opens the two-day meeting of the MTD Executive Council with a call for a "unified

program" to return America "to its rightful role as a major industrial power."

## Education, Health Care & American Maritime Policy

### Fair Trade Policy Tops Maritime's Program

Bal Harbour, Fla.—The focus was on a new U.S. trade policy and a new national maritime policy as delegates representing 43 national labor organizations gathered here last month for the annual executive board meeting of the AFL-CIO Maritime Trades Department.

In his keynote address to the union leaders, MTD President Frank Drozak charged that the Reagan administration had systematically exported America's basic industries—steel, autos, textiles, shipyards and maritime, among others—along with hundreds of thousands of American workers' jobs.

"What we got in return," Drozak charged, "are jobs paying \$7,000 a year, and a badly eroded industrial base that could not respond to this nation's need in an emergency."

In resolutions and urgent pleas from MTD delegates and representatives from the AFL-CIO, the Maritime Trades Department forged an "Agenda for Progress" which called for a "new national commitment" in the areas of health care, education and training, and jobs for American workers.

\* \* \*

In a unanimous declaration, the MTD said that there needs to be a new direction in U.S. maritime policy to restore America's merchant marine to be a vital arm of the nation's defense system. In one voice, the delegates charged that the Reagan administration "has allowed sealift and shipyard capacity to erode beyond the point of safety."

The decline actually extends back through many administrations, the board said. It pointed out that the Soviet Union's merchant marine, starting in 1945 with a tiny fleet of mostly U.S. lend-lease Liberty ships, has grown to more than 2,500 vessels totaling over 22 million deadweight tons.

"In that same time frame, the United States has moved from having the

largest merchant marine fleet in the history of mankind to a seventh-place ranking in the world," the MTD statement said. "It is imperative that our fourth arm of defense, the U.S.-flag merchant marine, be injected with new life and vigor."

Highlighting the second day of the board's meeting were addresses by three prospective presidential candidates introduced by MTD President Frank Drozak—former U.S. Sen. Gary Hart (D-Colo.), Rep. Richard Gephardt (D-Mo.) and Sen. Joseph Biden (D-Del.). Each outlined his positions on issues of concern to workers, focusing particularly on the needs of the maritime industry.

Another statement by the MTD board pointed out that workers in the indus-

try have suffered along with other American workers from the record deficit in the U.S. balance of trade.

"The marine transportation sector has confronted a virtually impenetrable wall of foreign promotional policies and restrictive measures which have severely limited opportunities for U.S.-flag vessels engaged in foreign trade," the board said. It called on the administration to take steps to correct these practices.

\* \* \*

The department contrasted American and Soviet attitudes toward the integration of merchant marine policy with national defense. Compared with the Soviet fleet of more than 2,500 merchant ships with global capability,

(Continued on page 39.)



MTD Executive Secretary-Treasurer Jean Ingrao reported on the successful program to educate young people from all parts of the U.S. on the vital role of the labor movement in America.

# MTD's Agenda for Progress

The Maritime Trades Department acted on its "Agenda for Progress" and adopted a series of resolutions dealing with a number of economic and social issues. The resolutions which included the need for a strong U.S. maritime policy are the springboard for a nationwide political action program aimed to set a new direction for America, and to encourage the 100th Congress to begin to act on "the real needs of America: jobs, health care and education."

## Trade Policy

As the 100th Congress convenes, America continues to face one of its most enduring economic problems since the Great Depression: A still-growing international trade deficit which has already cost millions of American workers' jobs, contributed to a staggering budget deficit and lowered the standard of living for Americans throughout the country.

The trade deficit is a result of three primary factors: the U.S. government allowing unrestricted imports from countries which deny workers' rights and exploit labor; the failure of our government to protect U.S. industries and American workers from unfair trade practices, and the willingness of companies in this country to export factories and jobs overseas.

The U.S. government has failed to address the record-breaking trade deficits which America has experienced over the past five years. In 1986, the trade deficit rose to \$170 billion. Instead of implementing policies to reduce the trade deficit, the administration has undertaken a series of high profile trade negotiations. While these negotiations have a role, they do not help to reduce the present danger of these enormous trade deficits. Instead, they divert the nation's attention from the problem.

America must develop policies and quickly pass legislation to solve the problem; extended negotiations are not the answer. The administration must also use the trade laws to counter the unfair policies of Japan, the European Economic Community, Brazil, Taiwan and Mexico. Although these countries will participate in so-called market opening negotiations, they effectively keep their markets closed.

American workers face increasing competition from many overseas businesses. This unfair competition is often attributable to working conditions that no American would tolerate.

*America should restrict imports or assess tariffs against the products of countries that exploit labor and do not implement minimal international workers' rights standards.*

American workers should not be expected to compete with foreign workers who, while oftentimes employed by subsidiaries of American corporations, do not enjoy the right to organize or bargain collectively and are therefore

paid a small fraction of what American workers need to support themselves and a family.

The reluctance of the administration to take action against internationally recognized unfair trade practices of other countries contributes to America's trade problem. Subsidized imports from America's competitors cause jobs to be lost and factories to be closed. Once this happens, it is difficult, if not impossible, to reopen the factories and to rehire the skilled workers needed to successfully manufacture a product. America needs to respond swiftly and effectively against any and all unfair trade practices. Trade remedies must be implemented quickly and workers protected before permanent damage is done.

The increasing problem of American industry utilizing America's technology and wealth to develop products or manufacturing methods, only to export the factory and lay off the workers, must be curtailed. The workers who contributed to a company's success deserve to be protected from this practice. America cannot continue to lose these jobs or allow this practice to continue because of its contribution to the already too large trade deficit.

Our government must understand and accept the need for fair trade in the transportation sector. The U.S. air and maritime transport sectors have long suffered a variety of unfair trade restrictions. The marine transportation sector has confronted a virtually impenetrable wall of foreign promotional policies and restrictive measures which have severely limited opportunities for U.S.-flag vessels engaged in foreign trade. The Maritime Trades Department, AFL-CIO, calls on the administration to eliminate those foreign practices which prevent America from participating in this foreign trade.

Finally, the administration in its eagerness to create an international "free trading" system must begin to provide for the workers who are the victims of this failed policy. America must provide training programs, worker relocation assistance and unemployment compensation to those workers who lose employment and therefore bear the brunt of these policies. It is unfair that only some Americans pay the price of the trade policies that open the American economy to foreign competition while keeping foreign economies free from American competition.

## Health Care

The United States suffers from a health care crisis. Substandard services and facilities, unaffordable costs and government indifference have combined to deprive millions of Americans of adequate medical care.

In many instances, this deprivation results simply from obstructed access to health care services. The U.S. lacks a national health care program, a dubious honor shared only by South Africa among industrialized nations. This protection gap is widened by the status of health insurance, which bypasses 35 million Americans and underprotects 50 million more. These numbers represent an increase in recent years, as non-union employers and the federal government have scaled back funding for health care. Chronic large-scale unemployment and lack of Medicare coverage for early retirees compound the problem.

Yet here, too, American businesses have been slow to adjust to change, and the United States stands nearly alone among industrialized countries. Unlike such nations as Austria, Canada, Chile, Finland, West Germany, Italy and Sweden, which offer job security and paid maternity and parental leave ranging from 18 to 52 weeks, the U.S. lacks a national policy recognizing the expanding role of women in the workplace.

After failing to make taxation of employee benefits, including health insurance premiums, a centerpiece of its tax reform legislation, the administration is now attempting to take away workers' freedom of choice in picking health care providers. Under the guise of controlling employer costs and reducing government interference, the Department of Health and Human Services is attempting to repeal a requirement that employers must offer to contribute to a health maintenance organization (HMO) an amount at least equal to that paid to a private insurance carrier.

Finally, the upward pressure on medical costs has for many years exceeded that of the general cost of living. With an annual price tag approaching \$400 billion, health care costs represent an untenable burden on the nation's economy. Yet past measures, such as using a prospective basis for Medicare payments, have failed to put the brakes on inflation, and have succeeded only in encouraging hospitals to eliminate jobs and pass billions along to private benefit plans.

*The Maritime Trades Department believes that adequate medical care is a fundamental right to which all Americans are entitled.*

To ensure the health and well-being of our citizens, the MTD proposes:

- Enactment of a national health care system to ensure access to basic health care services;
- Extension of health care coverage to the unemployed, uninsured, underinsured, and those denied coverage due to illness or risk of illness;
- Limitation of Medicare co-payments and extension of coverage to include prescription drugs;
- Extension of Medicaid coverage to poverty-stricken families and individuals;
- Development of a long-term care system for the chronically ill, including both home care and nursing facilities;
- Establishment of family and medical leave as a minimum labor standard;
- Retention of a worker's right to choose between HMO and private insurance coverage as part of his employment benefit package;
- Provision of incentives to states to develop cost containment programs within federal guidelines, and
- Enactment of state-level legislation to cap hospital capital expenditures, and to require health care providers to submit cost and service information to state agencies.



MTD President Frank Drozak urged a "new opportunities" for U.S. industries to compete for MTD executive secretary-treasurer.

## Great Lakes M

The Great Lakes region is a vast national resource consisting of fertile farmland and industrial centers that together form the cornerstone of our nation's economy. This vital region has available a unique waterway system that can efficiently transport the products of the mid-continent region to the markets of the world. This substantial trade is overwhelmingly dominated by foreign-flag vessels.

The Great Lakes/St. Lawrence Seaway System continues to experience hardships. Seaway traffic has been cut in half since 1979 to 37.3 million tons in 1985. The reduction in cargoes can be attributed to declining grain exports and reduced demands for domestic iron ore. In recent years, foreign steel and iron ore imports, especially from Japan, Korea and Brazil, carried on foreign-flag ships, have supplanted Great Lakes regional iron ore supplies thereby diminishing this staple trade of the U.S.-flag Great Lakes bulk fleet. Considering that coal, iron ore and grain account for almost 80 percent of the bulk commodities moving on the Lakes, these are significant losses in trade.

Decreasing cargo over the years has resulted in a diminished and often inactive U.S.-flag fleet on the Lakes. Thirty-five years ago, there were 317 U.S.-flag dry bulk ships. This number has fallen to 92 bulk ships in 1986 with over half being laid up or inactive. Approximately 30 ships in the U.S.-flag fleet were sold or scrapped in just the last five years. Besides shrinking in size, the Great Lakes fleet is becoming increasingly inactive. In 1986, over half of the U.S. Great Lakes bulk fleet was laid up while just five years ago, only 21 percent of the U.S.-flag fleet was inactive.

A primary consideration for the future of the Great Lakes is cargo and how to increase it. The MTD commends the St. Lawrence Seaway Development Corporation for its recent trade promotion seminars and European missions in order to increase foreign trade. The addition of the Canadian delegation to the marketing program is a positive development. All avenues, including marketing strategies, should be pursued to increase the amount of tonnage available to U.S.-flag operators. Further cooperation between the United States and Canada to increase mutually beneficial

# National Defense and Maritime Policy

## POLICY



ning" with a trade policy that offers "equal the world market. At right is Jean Ingrao,

## Maritime Industry

trade is strongly encouraged.

The Seaway system must maintain the reputation of a safe and efficient transportation option. To this end,



Mel Pelfrey, vice president of MEBA-2 and president of the Toledo Port Maritime Council, reported on the problems confronting the Great Lakes maritime industry.

funds from the federal government must be appropriated in sufficient amounts to maintain and improve the waterway without excessive user fee requirements. There is a need for new locks at the Sault Sainte Marie canal. The MTD believes that the cost-sharing provisions as they apply to the Great Lakes, determined by the Water Resources Development Act of 1986, are excessive.

The MTD also supports the eventual elimination of all Seaway user tolls.

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Additionally, fewer ships mean less maintenance and repair work for U.S. Great Lakes shipyards. The Maritime Trades Department continues to support the Navy's shipbuilding and conversion program to reach the goal of a 600-ship fleet and urges that more Navy contracts are awarded to U.S. Great Lakes shipyards in order to preserve shipyard jobs and skills.

Given the staggering decline on the Great Lakes and all of its harmful ramifications, the MTD urges the administration to make every incentive available to encourage new U.S.-flag operators to enter the Great Lakes overseas trade and restore greater U.S.-flag participation in the U.S./Canada Great Lakes/Seaway bulk cargo trade.

Unknown to most Americans, there is a war at sea being waged daily against Western nations by the Soviet Union. Yet, this administration, which has been adamant in its support of national defense, has allowed sealift and shipyard capacity to erode beyond the point of safety. In truth, the blame goes back many administrations. From a tiny fleet in 1945, mostly U.S. lend-lease Liberty ships, the Soviet merchant marine has grown to over 2,500 ships totalling more than 22 million deadweight tons. In that same time frame, the United States has sunk to seventh place ranking in the world.

The "maritime policy" that brought the U.S. to this dismal state is one of benign neglect. Meanwhile, the USSR and its satellite bloc nations have carefully crafted a maritime program designed to ensure world maritime superiority with a geographically secure shipyard mobilization base far better than ours. Further, the types of merchant ships that dominate the Soviet merchant marine are the most militarily useful ships in the world.

The way the Soviets achieved this maritime preeminence is worth comment. Since the 1960s, Soviet bloc merchant ships, with their military features, have been working in the cross-trades of the United States and its allies. They offered shippers rates at below cost in an economic war which brought about the decline of free world fleets resulting in bankruptcies of formerly sound ship operating companies and the closing of many shipyards.

American and Soviet attitudes toward the importance of integrating merchant marine policy with national defense shows markedly different results. Presently, the Soviet Union with its fleet of over 2,500 vessels is capable of being involved in far-reaching global conflicts. On the other hand, the United States, with a merchant fleet of fewer than 400 active vessels, is unable to sustain any prolonged involvement overseas. We so soon forget the lessons of history. Over the last half century, all America's overseas major military engagements—World War II, Korea and Vietnam—have required coordination of military and merchant marine capabilities.

We must maintain a strong Navy composed of the right kind of ships to ensure control of the seas. But just as important, we must have the means of transporting the equipment and supplies of war to the scene of the battle. Despite the claims of those who advocate airlift, the fact is that 95 percent of all dry cargo and 99 percent of all petroleum products move by sea in wartime.

This country has a forward defense posture. That is, we intend to meet enemies on soil other than our own and keep the war fighting away from our shores. And yet we ignore the crucial investment in our U.S.-flag fleet that is required to deploy our forces where needed. The cost, in terms of cargo preference laws, bilateral trade agreements, tax incentives to shippers of even outright subsidies, is meager when compared to alternative defense outlays.

Our failing maritime industry must be articulated in terms of a national security objective so that all departments and agencies of the government will proceed with a common purpose.

It is imperative that our fourth arm of defense, the U.S.-flag merchant marine, be injected with new life and

vigor. Simply stated, the ultimate solution is dependent upon cargo in adequate quantity to support requirements for the requisite number and types of ships needed to sustain the nation's economic and defense needs in time of war or national emergency. This must include a shipyard mobilization capacity sufficient to support wartime needs.

### SHIPBUILDING

From a national security standpoint, a nation's shipbuilding base is one of the irreplaceable pillars on which its defense stands. This simple fact has been repeated down through the years by one administration after another. It was most recently reiterated in 1980 by President Reagan during an election campaign address before a major industry forum. At the time, President Reagan called for government involvement in providing sufficient naval and commercial shipbuilding activity to maintain the industry's mobilization base. Failure to maintain a nucleus of facilities and skilled manpower, he argued, would undermine the nation's ability to meet future challenges to our security.

Although a course had been charted in 1980, American shipbuilding sufficiency is severely lacking. The administration has failed to promote policies and provide incentives to build a growing and viable commercial shipbuilding industry. Although stating that the commercial shipyards are necessary for national security, the administration advocates foreign building privileges for ship operators with operating differential subsidy contracts, the elimination of ad valorem duties levied on the foreign repair of U.S.-flag vessels, the immediate eligibility of foreign-built, U.S.-flag vessels to carry preference cargoes, and failure to fund the construction differential subsidy program.

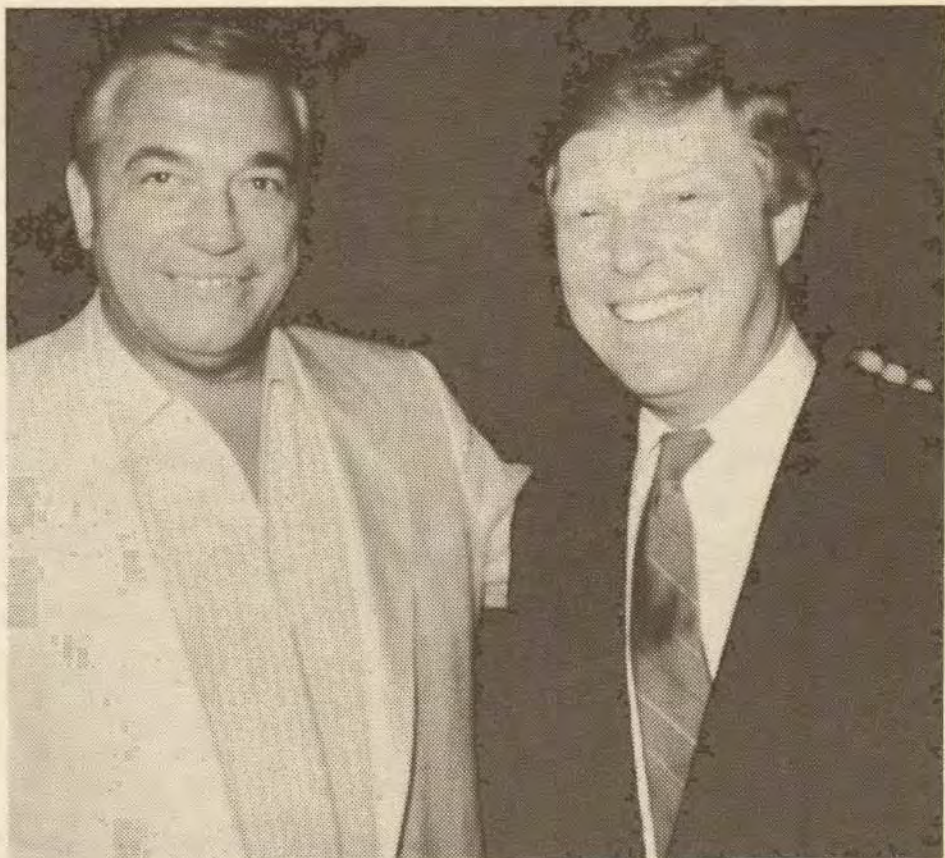
As a result, many private sector shipyards have closed, others are teetering on the brink of collapse, many vital repair facilities have been lost, and thousands of skilled workers face unemployment, or at best, underemployment. In addition, the depression

in the American shipbuilding industry has contributed to the continued decline of allied industries throughout the nation. The steel, electronics, heavy machinery industries and equipment manufacturers which supply the basic materials have suffered as a result of the lack of work in American shipyards.

Providing support for the domestic shipbuilding base consistent with the demands of national security is a challenge which the Maritime Trades Department wholeheartedly accepts. To reverse the loss of capability and capacity of domestic shipyards, the MTD proposes that the U.S. government take the following corrective actions:

- Establish a clear requirement for shipbuilding capacity for U.S. national security;
- Broaden the requirements of the Jones Act to cover all maritime activity within the 200-mile Exclusive Economic Zone;
- Initiate a government-sponsored build-and-charter program that would direct the government to build vessels to be chartered to commercial operators in peacetime, but would be subject to Navy recall during emergencies;
- Fully fund the Title XI ship construction loan and mortgage insurance program, the last remaining substantive shipbuilding support program, one that is essential for capital formation and fleet modernization;
- Enforce and expand regulations requiring that Navy ship repair work be performed in U.S. shipyards, and
- Replace sealift tankers serving the Navy's point-to-point oil requirements, whose capacity has been reduced by current regulations requiring a segregated ballast system.

These initiatives would provide much needed work for U.S. shipyards, as well as for ships to carry U.S. waterborne international commerce and for national security purposes.



SIU of Canada President Roman Gralewicz, left, met with presidential hopeful Richard Gephardt after the Missouri congressman addressed the MTD meeting.



AFL-CIO Legislative Director Robert McGlotten praised the MTD, and particularly the SIU, for its successful "Grassroots Campaign." He said that we must get our message to our congressmen in their backyards.

## Jones Act

Since 1920, the Jones Act has preserved the waterborne movement of cargo between two domestic points for American-built and American-crewed vessels. Consumers have benefitted directly through this ability to call upon, as fits their needs, another cost-effective transportation mode. The nation as a whole has also benefitted in diverse ways. The U.S.-build requirement in the Jones Act has contributed to the maintenance of the National Defense Industrial Base by providing needed work for the nation's shipyards and their skilled workers. The U.S. crew requirements provided a major portion of the vanishing seafaring manpower pool which is essential for national defense purposes. In addition, billions of dollars which would have been spent on foreign shipping services were retained in the U.S. economy as a result of the Jones Act.

Yet, despite the obvious benefits of a strong Jones Act, loopholes exist or are advocated which violate the spirit,

if not the letter, of the law. Among the loopholes which the MTD believes should be closed are:

- Exemptions allowing foreign-built sludge barges to be towed from U.S. ports to the high seas for disposal of cargoes and then returned empty to the same U.S. port.
- The use of foreign-built, foreign-flag vessels tied up at U.S. docks for extended periods of time using foreign workers performing a variety of industrial tasks is not considered a Jones Act violation because the vessel is immobile.
- Permitting foreign-flag warehouse/supply vessels to provision U.S. offshore platforms on the nation's outer continental shelf.
- Employment of alien workers aboard U.S.-flag fishing vessels and floating processing plants which harvest their catch in American fisheries.

Because our nation still has no comprehensive maritime program, the Jones Act takes on additional value as a source of opportunity for the American maritime community. Presently, Jones Act building requirements represent the remaining source of commercial work for U.S. shipyards.

The ability to move oil from the nation's Strategic Petroleum Reserve is contingent on the fleet of U.S.-flag militarily useful tankers that plies our domestic trade routes. Without the Jones Act, the jobs of thousands of American shoreside and shipboard workers would be endangered. Altogether, the livelihood of the members of 52 American labor unions is closely tied to the continuation of the Jones Act.

The Maritime Trades Department urges the Congress to take action within the first session of the 100th Congress to consider legislation that would broaden the scope of the Jones Act. At the same time, the MTD calls upon the administration to instruct government officials negotiating free trade agreements to refrain from granting any foreign nation authority to operate its vessels in our domestic trades.



SIU Vice President Joe Sacco urged that the U.S. adopt stricter measures to deal with international terrorism, citing the particular vulnerability of sea and air transportation.

## Fishing Industry Crisis

Not unlike many other industries and groups, the United States commercial fishing industry is faced with an ever-widening crisis—in the availability and affordability of property and casualty insurance. Already in troublesome financial straits created by factors oftentimes beyond its control, the American fishing fleet's economic viability is further threatened by a severe liability insurance crisis.

Statistics indicate that insurance premiums have skyrocketed from 25 percent to as much as 400 percent for vessels in some fisheries. Currently, only four domestic underwriters—out of approximately 15 in 1984—who provide such service to the industry remain in business today. As a result, many fishermen have been forced to go to sea without coverage, exposing themselves and their crews to the risk of both personal and economic catastrophe.

The spiraling increase in costs, as well as the abrupt decline in the number of insurance companies participating in the commercial vessel insurance market, threatens the very existence of all U.S.-flag vessel owners and the employment opportunities for fishermen and related workers throughout the industry.

Generally, the crisis in the cost and availability of liability insurance is attributed to three principal causes: the general economic conditions within the fishing industry; the uncertainties inherent in the current legal system used to compensate injured fishermen, and the cyclical nature of the liability insurance industry which is tied to the amount that companies can earn by investing premiums in the marketplace.

The crisis in the insurance industry is deeply rooted in its own way of doing business. The affordability and availability of insurance coverage in the fishing industry is primarily affected by the current unprofitable state of the insurance industry itself resulting from mismanagement of underwriting operations and bad investment policies. As a result, insurers have retreated and withdrawn from providing insurance, and they have dramatically raised rates and limited coverage for lines of businesses that have not been recently profitable or are difficult to underwrite.

Furthermore, in hard times, insurance companies become much more selective in their underwriting judgments especially when the risk factor is particularly high. Commercial deep sea fishing is the most dangerous oc-

cupation in the United States. U.S. Coast Guard data show that the fatality rate for U.S. fishermen is seven times greater than the overall U.S. industry average. In addition, fishing vessel



SIU Vice President Steve Edney reported on a resurgence of the tuna canning industry on the West Coast, and the problems of East Coast fishermen in securing insurance on their vessels and crews.

loss rates are five times greater than U.S. oceangoing cargo ships—vessels which are required to meet more stringent safety equipment standards. As a matter of fact, there are virtually no safety requirements now for most commercial fishing boats. Obviously, these risk factors contribute substantially to the insurance problems faced by the industry.

Neither the safety nor insurance problems of the fishing industry can be dealt with in isolation. The interrelation of high loss rates for fishing vessels and the cost of insurance cannot be ignored despite the many other factors that obviously contribute to high insurance premiums.

The Maritime Trades Department supports legislative initiatives which will mandate readily available and accessible safety equipment for all fishing vessels. Combined with licensing and certification requirements, proper vessel design and fishing management regulations, these safety features will surely reduce the incidents of accidents on fishing vessels. These actions should, in turn, decrease the risk of fishing operations, with the subsequent result of lowering premiums for insurance coverage.

The MTD will continue to work with Congress, appropriate federal agencies and the fishing industry to formulate and implement a comprehensive program which enhances safety in the industry, brings the cost of insurance to affordable levels and still provides fair compensation for injured fishermen.



SIU Vice President Mike Sacco, right, who is home-ported in St. Louis, chatted with Missouri Congressman Richard Gephardt who has announced his candidacy for president.



Rudy Oswald, AFL-CIO research director, refers to the MTD's pivotal position paper, "Highlights of America's Trade Crisis," as he urged the department's delegates to join with the AFL-CIO in an all-out campaign to win a fair trade program for the U.S.

## Domestic Offshore Development

In 1980, the Deep Seabed Hard Mineral Resources Act established the legal framework for American companies to participate in the commercial recovery of mineral deposits from the floor of the world's oceans. Since its enactment, four exploration licenses have been issued to international groups with substantial U.S. corporate participation. Recently, the National Oceanic and Atmospheric Administration has developed regulations to permit U.S. companies to proceed with necessary planning. Together, these government actions should permit commercial recovery in international waters commencing in 1988.

In recent years, however, underwater surveys have charted the existence of commercial mineral deposits within the United States' Exclusive Economic Zone. Since the minerals covered by the 1980 Act lie beyond the limits of national jurisdiction, it is necessary to promulgate legislation similar to that proposed in the last Congress, entitled the National Seabed Hard Minerals Act, which will establish a stand-alone regulatory regime for the exploration and recovery of hard minerals within the sovereign boundaries of the United States. A National Seabed Hard Minerals Act should be designed to encourage the technological development and industry investment necessary to successfully exploit the seabed within the U.S. economic zone.

Given the domestic nature and national security implications of national seabed ocean mining, the vessels involved in such activities should be documented under the laws of the United States. All vessels involved in ocean mining within the U.S. economic zone should come under the purview of the Merchant Marine Act of 1920, commonly known as the Jones Act. Clearly, activities conducted within the jurisdiction are domestic and coastwise in nature, therefore the Jones Act and its vessel requirements should be strictly applied to national seabed mining legislation. This will require that all vessels involved in domestic ocean mining be U.S.-flagged, U.S.-built and U.S.-crewed. Such legislation will lead to the creation of thousands of jobs for shipbuilders, seamen and maritime related workers throughout the United States.

Equally important in maximizing the benefits from development of our nation's coastal waters is the need to legislate a domestic build requirement

for energy exploration and recovery projects. The original Outer Continental Shelf Lands Act of 1953 gave broad discretion to the federal government in exercising regulatory authority as to activities on the Outer Continental Shelf. Amendments of 1978 clarified, formalized and mandated additional regulations so as to better achieve national economic and energy policy goals.

At that time, the Congress became concerned over the increasing number of foreign workers on the Outer Continental Shelf and required that vessels and oil rigs be manned by U.S. citizens. This recognition has been significant in creating thousands of jobs for American citizens and seafarers. The House version of the bill required that "any vessel, rig, platform or other vehicle or structures" used for OCS activities "be documented under the laws of the United States." The resulting compromise, although, did not change existing laws, and the regulations applied only to vessels already "required to be documented by the laws of the U.S." Unfortunately, since rigs and platforms do not have to be documented under the laws of the U.S., they don't have to be built in the U.S.

The MTD calls on the administration and the entire Congress to recognize and be concerned over the growing dumping of Japanese and Korean-built mobile drill rigs and platforms. Japanese and Korean producers enjoy substantial advantages created by foreign government subsidization, below-cost pricing, dumping and exploitative wages. Meanwhile, American steel producers and maritime construction industries are suffering due to the near disappearance of domestic demand for mobile drill rigs and platforms. Congressional action is needed to combat unfair foreign competition and help preserve the domestic production of offshore rigs, platforms and vessels.

The MTD urges congressional approval of legislation that requires domestic-content and domestic-fabrication requirements for offshore oil rigs and vessels. One mobile rig alone represents 425 direct jobs and more than 1,200 indirect jobs for American shipyard workers. America needs a stable employment base skilled in the design and construction of offshore oil equipment in order to maintain our energy independence.

# Protecting Offshore Jobs For American Citizens

Over the last decade, an increasing number of aliens have found work in the nation's offshore Exclusive Economic Zone. They arrive aboard foreign-flag ships, tugs and work barges.

This growing employment of foreign equipment and alien workers results from a variety of factors. Principally, business interests under the guise of labor cost savings have asked government approval for waivers of prohibitions against employment of foreign nationals. If necessary, they have sought favorable legal interpretations of existing laws which are either unclear on the American worker issue or have been deliberately drafted to avoid American hire requirements. They frequently have found willing partners in the U.S. Customs Bureau and the Immigration and Naturalization Service. Government agencies have expressed a lack of concern or lax approach to the loss of American jobs, and even when the hire American policy is clearly evident, the regulatory bodies have failed to monitor foreign activity closely to insure adherence to all prohibitions.

Alien employment practices that violate either the letter or spirit of the law have become more flagrant in recent years. The following examples show a pattern of unconcern within government toward maintenance of American workers:

- The employment of a foreign-flag, foreign-crewed vessel operating as "cement warehouse" in Long Beach, Calif. which dispenses cement at dockside to U.S. buyers is questionable at best. Its inventory is resupplied periodically by a foreign-flag vessel which brings in imported cement. At the same time the crews of the supply vessel and the floating warehouse rotate, thereby insuring that the 29-day limitation on foreign workers in domestic operations remains non-existent.
- The 29-day principle is also violated in the use of lighter tankers delivering petroleum to the U.S. market. In such cases deep draft tankers ride at anchor within our Exclusive Economic Zone, while smaller foreign-flag tankers offload part of the cargo to U.S. shoreside facilities. The transit of these foreign vessels through international waters—although they seldom call at a foreign port—serves to relieve the foreign crew of the limitation on time worked

within the United States.

- Foreign workers also take away long-term job opportunities from Americans in the offshore energy industry. Foreign warehouse vessels anchored on the seabed are permitted by the U.S. Customs Bureau to perform resupply operations in U.S. waters without violating coastwise law.
- Foreign-flag "lift boats" routinely work in U.S. waters free from reprisal. These vessels are equipped with elevated platforms which allow them to lift maintenance workers under or alongside offshore rigs to perform repair or maintenance work.
- A movement is now under way to employ alien workers on American-flag fishing vessels. Once again business interests are arguing that the law is unclear on citizenship requirements for the crews aboard American-flag, American-owned fish processing vessels operating within the nation's fisheries. Clearly, this position flies in the face of 10 years of legislative authority aimed at Americanizing our nation's offshore natural resources.

The current crisis in the dwindling pool of trained seafaring personnel could be alleviated if U.S. merchant seamen were utilized, thereby contributing to U.S. national security. We also would be able to provide much needed employment for thousands of construction workers and fishermen who must sit idly by as alien workers displaced them from their traditional job skills. Also, environmental, health and safety standards which apply to U.S. enterprises could be brought to bear and thus create a more rational and humane working environment. And, this unwarranted and profoundly unjust situation is making worse the U.S. balance of payments deficit.

The MTD believes that stringent U.S. citizenship requirements should control immigration policy in all maritime, offshore and fishing related industries; and that the lightering of petroleum, fishing activities, development of offshore resources and offshore supply and maintenance work on the Outer Continental Shelf or within the Exclusive Economic Zone, should be subject to the Jones Act which would insure that U.S. citizens perform the work according to U.S. standards for the benefit of the nation as a whole.



The West Coast was well-represented at the MTD meetings. From left are Ed Turner (Marine Cooks & Stewards), George McCartney (SIU), "Whitey" Disley (Marine Firemen), and "Buck" Mercer (Government Services).

# At the MTD Meeting



Labor and politics mixed well at an MTD reception when AFL-CIO President Lane Kirkland, left, reached to shake hands with presidential hopeful Richard Gephardt as MTD President Frank Drozak and 1984 presidential contender Jesse Jackson looked on.



SIU Vice President Leon Hall, right, chats with William Lucy, secretary-treasurer of the American Federation of State, County & Municipal Employees.



Edward Panarello, executive director of the Port Maritime Council of Greater New York and Vicinity, left, and SIUNA Vice President Jack Caffey listen to an MTD resolution on "Education and Training."



SIUNA Secretary-Treasurer Joe DiGiorgio, left, and Bill Dobbins, vice president of the United Industrial Workers, were interested in discussions on U.S. trade policies.



The Marine Engineers were represented at the MTD meetings by MEBA-1 President Gene DeFries, left, and MEBA-2 President Ray McKay.



MTD Vice President Steve Leslie speaks to the department's executive board for the last time. Brother Leslie, a former vice president of the Operating Engineers and a long-time friend of the SIU, died at his home March 3.

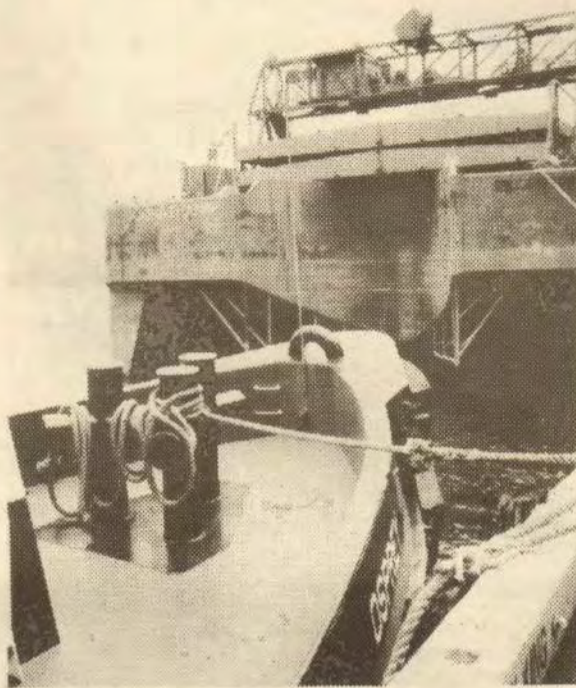


# Inland News

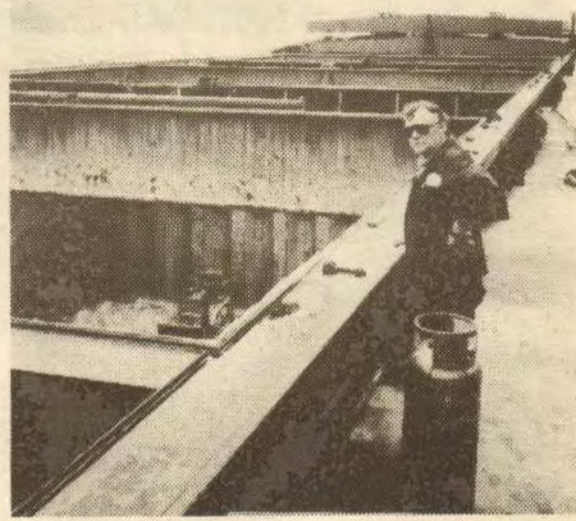
tug/tow  
barge/dredge



Dino Fire, a representative from the SIU servicing team, stands before Allied's tug *Osprey* in Brooklyn, N.Y.



The tug *Osprey* (Allied) and barge *Jonathan* at Amstar Sugar in Brooklyn.



The *Osprey's* barge captain aboard the barge *Jonathan*.

## In Memoriam

Barry Ervin, 52, died Nov. 15, 1986. He joined the Union in 1974, working in the engine department. Brother Ervin worked for Crowley Towing as chief engineer. He is survived by his widow, Curtis Alma and his daughter, Heidi.

Pensioner Carl L. Schuhart died Feb. 16. He joined the Union in 1940. Brother Schuhart worked for Curtis Bay Towing, retiring in 1970. He was buried at Oak Lawn Cemetery in Baltimore, Md. Surviving is a niece, Marie Wackner.

Dennis C. Thatcher died Jan. 27 following a long illness. He joined the Union in 1972. Brother Thatcher sailed in the engine department and was last employed in 1983 by Crowley West. Seafarer Thatcher is survived by his mother.

## New Pensioners

The following Inland members have retired on pension:

**Houston**  
Jocelyn H. Lee

**Jacksonville**  
James Bush

**Mobile**  
Irman Cochran

**New Orleans**  
Louis A. Dehon Jr.

## Dispatchers Report for Inland Waters

FEB. 1-28, 1987

Port	*TOTAL REGISTERED			TOTAL SHIPPED			**REGISTERED ON BEACH		
	Class A	Class B	Class C	Class A	Class B	Class C	Class A	Class B	Class C
DECK DEPARTMENT									
Gloucester	0	0	0	0	0	0	0	0	0
New York	0	0	0	0	0	0	0	0	0
Philadelphia	2	1	0	0	1	0	2	1	0
Baltimore	6	0	0	6	0	0	4	0	0
Norfolk	59	9	0	42	8	0	42	18	0
Mobile	1	0	0	0	0	0	1	1	0
New Orleans	0	0	1	1	0	1	1	0	1
Jacksonville	0	0	0	0	0	0	0	0	0
San Francisco	0	0	0	0	0	0	0	0	0
Wilmington	4	5	14	0	0	0	6	9	20
Seattle	0	0	0	0	0	0	0	0	0
Puerto Rico	0	0	0	0	0	0	0	0	0
Houston	4	7	3	5	1	1	7	2	4
Algonac	3	3	0	0	0	0	26	38	0
St. Louis	0	0	5	0	0	0	2	0	10
Piney Point	0	1	0	1	0	0	0	1	1
Totals	79	26	23	55	10	2	91	70	36
ENGINE DEPARTMENT									
Gloucester	0	0	0	0	0	0	0	0	0
New York	0	0	0	0	0	0	0	0	0
Philadelphia	0	0	0	0	0	0	0	0	0
Baltimore	0	0	0	0	0	0	0	0	0
Norfolk	8	2	0	8	1	0	18	6	0
Mobile	0	0	0	0	0	0	0	0	0
New Orleans	0	1	0	0	0	0	0	2	0
Jacksonville	0	0	0	0	0	0	0	0	0
San Francisco	0	0	0	0	0	0	0	0	0
Wilmington	0	0	1	0	0	0	0	0	0
Seattle	0	0	0	0	0	0	0	0	0
Puerto Rico	0	0	0	0	0	0	0	0	0
Houston	2	2	0	2	0	0	3	1	0
Algonac	3	2	0	0	0	0	22	20	0
St. Louis	0	0	0	0	0	0	0	0	0
Piney Point	0	0	0	0	0	0	0	0	0
Totals	13	7	1	10	1	0	43	29	0
STEWARD DEPARTMENT									
Gloucester	0	0	0	0	0	0	0	0	0
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	9	1	0	8	1	0	8	15	0
Mobile	0	0	0	0	0	0	0	0	0
New Orleans	0	0	0	1	0	0	0	0	0
Jacksonville	0	0	0	0	0	0	0	0	0
San Francisco	0	0	0	0	0	0	0	0	0
Wilmington	1	0	2	0	0	0	1	0	3
Seattle	0	0	0	0	0	0	0	0	0
Puerto Rico	0	0	0	0	0	0	0	0	0
Houston	4	0	0	2	0	0	1	0	1
Algonac	0	0	0	0	0	0	10	6	0
St. Louis	0	0	1	0	0	0	1	0	1
Piney Point	0	0	0	0	0	0	0	0	0
Totals	15	1	3	11	1	0	22	21	5
Totals All Departments	107	34	27	76	12	2	156	120	41

\*\*\*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.



**Government Services**  
by V.P. Buck Mercer

**A**T least one long overdue question should be answered for all MSCPAC non-officer personnel this month, as well as one other question that has had the men, and some ladies, buzzing with anticipation.

The long overdue question is, When is the retroactive money going to be paid? Retroactive money in the amount of 3½ percent on wages is due from April 1, 1985 through May 15, 1986. Retro money on overtime in two increments of 2 percent is due from Oct. 1, 1985 through March 31, 1986. These monies should be paid prior to the end of March 1987. I have been assured that the missing information that has held up payment of these monies has now been cranked into the system and that all systems are go.

The other question that has had marine employees anxious is that of promotions. My information is that it has taken longer than expected for the candidates to be ranked, which means that there were more promotion requests to deal with than expected. Ranking has been completed, and the MSCPAC Promotion Board is expected to meet sometime during the third week of March with selection of successful candidates announced by April 1, 1987.



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

**W**INSTON Battle, who was featured in the July 1986 LOG, died recently. A war hero who took part in the Mulberry Operation during the invasion of Normandy, Battle, 63, was still sailing as a chief steward at the time of his death.

His passing brings to mind the injustice that has been done to the merchant seamen who risked their lives during World War II. Except for the few hundred who took part in the Mulberry Operation, thousands of merchant seamen have been denied veterans' status.

That is a shame. Seamen suffered the second highest casualty rate of World War II, right after the Marines. Their contribution was invaluable. There just isn't any good reason to

## Area Vice Presidents' Report

deny them veterans' status, especially now, when they are reaching the time of life when they could make use of such a reclassification.

When John Gaughan, Marad administrator, took office, he promised to make this one of his top priorities. He spoke eloquently about the subject at last year's Maritime Day ceremonies. Yet there has been no follow-up.

At least Winston Battle lived to enjoy the recognition. "I'm going to wear these medals with pride," he said after he learned that he had been honored. Thousands of other seamen have gone to their graves without so much as a thank-you from the government they helped protect.

I'd also like to comment on another issue that has been on my mind. APL recently chartered a foreign-flag vessel on a subsidized route without notifying the unlicensed unions affected.

I have met with the other unlicensed unions affected by APL's unilateral action—the MFOW and the SUP. We've drafted a letter addressed to Sen. Daniel K. Inouye (D.-Hawaii), a member of the Senate Commerce Committee; Walter B. Jones (D-NC), chairman of the House Merchant Marine Committee, and other members of Congress to alert them to this matter.

The company says that this won't happen again. Meanwhile, we have to be vigilant in protecting the rights of our members.



**Great Lakes**  
by V.P. Mike Sacco

**S**HIPPING is still slow up here because of the weather. Things are expected to ease up later in the month.

Port officials are expecting a better year than last, especially in the dredging end of the maritime industry. The Clean Water Act, which Congress passed over President Reagan's veto, should mean a few more projects up here. The Port Development Act has ushered in a few projects that otherwise wouldn't have seen the light of day.

We've been in negotiations with a number of companies, including Bigane Vessel Fueling, Dunbar and Sullivan, Falcon Marine and Great Lakes Dredge and Dock.

There is a lot of interest up here in what's going on in Washington, especially with regard to the following bills: Catastrophic Health Insurance;

Congressman Richard Gephardt's Trade Bill (H.R.3), which would demand reciprocity in our trade dealings with other countries, and a coal import bill, which would tax foreign coal and make available to U.S. companies information about the terms of foreign coal bids.

The trade bill, in particular, is important to the people of this region, many of whom have lost their jobs in the steel and auto industries as a result of unfair foreign trade.



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

**S**HIPPING is still good in this region. Most of that is due to the military work that is being contracted out to the private sector. There has been a slight slowdown in non-military cargo.

Nothing demonstrates this better than what is happening in Jacksonville. Military vessels are going in and out of the port. Yet there are at least five non-military vessels laid up there: the *Ogden Leader*, the *Ogden Willamette*, the *Pride of Texas*, the *Bayamon* and the *Transcolorado*.

We've been active in all phases of union activity down here. We've been trying to stress to our members the importance of upgrading their skills. The only way that we can continue to man these military vessels is by being prepared for them. In particular, I would like to steer our members in the steward department to the Union's new sanitation program down at Piney Point.

We've also been busy trying to get contracts for our members. We've been in negotiations with Crescent Towing in both New Orleans and Savannah. And in Houston, contracts were ratified and signed with the following companies: Western Towing, Bay Houston Towing and Higman Towing.

The economy of Houston is still suffering from the recession in the oil industry. Lots of medium- to small-sized companies are threatening to pull up stakes and go foreign. That is why we are strongly backing the AFL-CIO's stand on the Plant Closing bill which would require owners to give workers in their plants notice before they close their operations.

One more thing: the future of this Union and the maritime industry rests with political action. I urge everyone who hasn't done so to contribute to SPAD.



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

**T**HE emphasis this month has been on getting good contracts for our members. In the port of Norfolk, the following contracts were ratified and signed: American Towing and Transportation, Buckley Towing, Carteret Towing, Marine Towing, Niagara Barge, Oswego Barge and the Virginia Launch Company.

There has been a depression in the shipbuilding and repair industry. Bath Ironworks in Maine, one of the more profitable shipyards still in existence, recently announced substantial layoffs. Two repair yards in the Norfolk area have launched anti-union campaigns, Lyons and Colonna Shipyards. Both are under contract with our UIW affiliate.

Hearings are still being held in connection with the Seafood Producers Association strike. Howard Schulman, who recently announced his retirement as general counsel for the SIU, testified, along with SIUNA Vice President Jack Caffey, among others.

As I said in last month's column, what's needed in the fishing industry is some kind of bill to provide fishermen with liability insurance. Right now, boatowners are finding it difficult, if not impossible, to get insurance.

Before I end my report, I'd like to make special mention of Steve Leslie, President of Local 25 of the Operating Engineers, who for many years had an office in our Brooklyn hall. He died early this month. He was a good friend and a strong trade unionist. Not many people know it, but he saved the life of former SIU President Paul Hall during the Chicago Taxi Beef in the early 1960s. He will be sorely missed.



# The SIU in Washington

Seafarers International Union of North America, AFL-CIO

March 1987

Legislative, Administrative and Regulatory Happenings

## Washington Report

President Reagan's address to the nation in early March helped stabilize the political climate in Washington. Even though the president failed to address several important issues relating to the Iran-Contra arms scandal, his relaxed demeanor and effective speaking style seemed to have reassured people that he is still capable of holding office. He made a slight comeback in the opinion polls, though as one political commentator said, "He'll never be what he once was."

The president's speech was accompanied by a number of important and long-overdue personnel changes. Earlier in the week, he had named former Senator Howard Baker to replace Donald Regan as chief of staff. While Baker's appointment raised the hackles of many conservative Republicans, a lot of people in Washington believed that it was a brilliant move. In order to prove that he can effectively rule, Ronald Reagan is going to have to demonstrate that he can work with Congress. And there isn't a person alive today who has a better rapport with Congress than former majority leader Howard Baker.

## The Race Is On

There are many ways to view the Iran-Contra arms scandal. Some look at it as an appalling breakdown in leadership. Others see it as unparalleled high Washington drama. Fawn Hall, Oliver North and Arturo Cruz could make much more interesting reading than Ehrlichman and Haldeman ever did.

Most professional politicians in Washington, however, take a parochial view of the matter: How does it affect me politically? For them, the most important thing about the Iran-Contra arms scandal is that it has ushered in a new political era.

People are calling the two years between now and the next presidential election "Reagan's Third Presidency." That's a polite way of saying that the president is now considered a lame duck by practically everyone in Washington. Yet even if the Iran-Contra arms scandal had never taken place, he would have lost his grip on the nation's political agenda.

The Iran affair only hastened that process. By failing to have any effect on the 1986 Senate elections, Reagan sealed his own fate. Capitol Hill has its own bottom line.

## MTD Executive Board Meeting

There is no better demonstration that a new political era is upon us than what occurred at the Maritime Trades Department Executive Council Board Meeting in Bal Harbour, Fla. (see story on pages 5-10). Three Democratic hopefuls—Gary Hart, Richard Gephardt and Joseph Biden—attended the meeting to try to line up labor's support for the 1988 presidential election.

All three were well received. While each speech had a different emphasis and a different tone, there was one common theme: How are we going to restore America's competitive edge in the world marketplace?

Trade is shaping up as the most important issue of the 100th Congress. It's tax reform, immigration reform and Gramm-Rudman all rolled into one.

## Labor Is Back

The MTD Executive Board Meeting made

the front pages of the nation's newspapers and received considerable coverage on the nightly network newscasts. This headline from a *Washington Post* story was typical of the way the media covered the event: **Labor Is Back.**

As numerous commentators have pointed out, the Mondale debacle of 1984 was not without its silver lining. For one thing, it enabled the 144 autonomous unions connected with the AFL-CIO to learn how to coordinate their efforts in running an effective, nationwide campaign. It is extremely important to note that no union president has declared support for any candidate. All are waiting to discuss the matter at upcoming meetings.

With the New Right split among several candidates—Pat Robertson, Jack Kemp, Paul Laxalt and others—labor's grassroots political machinery is about the most extensive in the nation.

## Maritime's Message

The MTD meeting gave maritime a highly visible forum to have its issues heard. For many people outside the maritime industry, the decline of the American-flag merchant marine is not a burning issue. Having Gary Hart, Joseph Biden and Richard Gephardt address that decline at a highly publicized media event helped get the message out that America needs to formulate a coherent policy to stimulate the development of a strong domestic flag merchant marine.

## Trade

Right now, the trade issue looks a lot like tax reform did during the first few months of the 99th Congress. Everybody and his brother is coming up with his own version of what trade reform should encompass. The administration has a bill, and so do Sen. Lloyd Bentsen (D-Texas), Rep. Richard Gephardt (D-Mo.), Rep. Jack Kemp (R-N.Y.) and Rep. Dan Rostenkowski (D-Ill.). More trade bills are expected on the horizon, and even people who haven't introduced their own bills have strong opinions about what should and shouldn't be included.

The odd trade bill out is the one introduced by Kemp, who believes that unfair trade is not really an issue and that "protectionist tendencies" should be stamped out. He wants to create a North American free market, lower tariffs wherever possible and, in his own words, "fight the fair trade wimps" in Congress and the administration.

In comparison to the Kemp bill, the administration bill looks downright seductive, although most politicians on the Hill—Democratic and Republican—feel that it is just too weak to help America in its "search for excellence" (President Reagan's words). Even Republican supporters of the administration (outside Jack Kemp, of course) feel that the proposed cuts in the education budget are too massive and are counterproductive to achieving our national goals. And many people are just plain fed up with the protectionist policies of other countries, most notably Japan, which recently excluded American companies from bidding on the billions worth of construction work that is expected to arise out of the modernization of two Japanese airports. The irony is that in at least this one instance, American companies are more efficient and

cost-effective than their Japanese counterparts. But they just didn't have a chance.

## Auto Carriage: Part One

The American-flag merchant marine has long been victim of Japan's protectionist policies. Recently, longshoremen in Portland, Ore. unloaded the one millionth Japanese car to be exported to the United States through that one port alone. The tragedy of this, at least for seamen, and yes, for the defense capability of the United States (for without sealift, there is no true defense capability), is that hardly any of those cars have been carried on American-flag vessels.

During the last session of Congress, in order to stave off efforts to pass an auto carriage bill, several Japanese companies entered into agreements with American shipping companies. Yet it was just a ploy to defuse the issue. Their agreements covered only three or four ships—and 30,000 cars out of a yearly trade ceiling of 2.3 million. And more importantly, the deal was not a long-term one, and all ancillary work was to be done by Japanese firms.

This fig leaf was enough for the administration, however, which opposed passage of any kind of auto carriage trade bill. Yet as stated earlier on this page, there is a new Congress and a new political atmosphere. The American people are finally beginning to wise up to the inherent unfairness of the international marketplace. Without some kind of policy on trade and economic development, the United States is going to become a de facto colony for Japanese conglomerates.

Even the Western Europeans, who are no slouches when it comes to formulating protectionist policies, are amazed at some of the practices employed by the Japanese. There is a strong movement under way in the Common Market to impose heavy tariffs on all Japanese goods. "When it comes to erecting barriers to trade," said France's minister of finance, "the Japanese deserve the Nobel Prize."

## Auto Carriage Bill: Part Two

"The SIU is actively supporting and seeking co-sponsors for the Equitable Automobile Act of 1987," said SIU President Frank Drozak. The legislation, which was introduced earlier this month, already has 53 co-sponsors and is intended to address the current inequities in the Japanese and Korean automobile trade with the United States.

Many people believe that the bill stands a much better chance of being passed than last year. "For one thing, people are more aware of unfair trade," said SIU Legislative Director Frank Pecquex, "and Japanese discriminatory practices in this area are fairly well established."

The bill, which was introduced by Rep. Walter B. Jones (D-N.C.), is just one of several measures intended to tie the trade issue to the maritime industry. "For too many years," said SIU President Frank Drozak, "the U.S. government has failed to grasp the importance of economics in the overall national security picture."

"The American government has no long-range perspective of the trade issue. Other governments do. They get the United States to give in on an industry by industry basis. First it was maritime. Then it was steel. Now

(Continued on Page 38.)

# C.C. Wei, Falcon Shipping Founder, Dead

By Max Hall

C.C. Wei, who revolutionized American shipping in the late 1960s by developing a new generation of automated, diesel-propelled tankers, died last month at the age of 72. He was the founder, president and principal shareholder of the Falcon Shipping Group.

He was best known outside the maritime industry for his expertise in bridge. He invented the Precision bidding system now used by many world champions, including his wife Katherine, whom he helped train. He authored numerous books on the subject.

"Most men succeed by doing what other people do—just doing it a little better or a little faster," wrote Pamela Sherrid in *Forbes* magazine in April 1982. "C.C. Wei does things differently."

"Consider his approach to bridge. He didn't sharpen his skills by using standard conventions. Instead, he developed an entirely new bidding language. He brings the same kind of creativity to business."

Since the end of World War II, the majority of American-owned shipping companies have successfully evaded American taxes, labor costs and safety regulations by documenting their vessels under open-flag registries. When asked to explain why the Falcon Shipping Group, which he formed in 1960 with his friend and long-term business associate Houston H. Wasson, did not go that route, Wei replied, "Freedom is not what I am asking for. Success for a project is what's important, and outside restrictions can help bring success."

"In truth," said Ray McKay, president of the Marine Engineers Beneficial Association, District 2, "he was a patriot, the kind that only a first-generation American can be."

"When confronted with a problem," said Reed Wasson, son of the late Houston Wasson, and Falcon's counsel for tax and regulatory matters, "Wei had no preconceptions. His mind roamed freely, seeking opportunities."

"Wei's willingness to work within the confines of the American maritime industry and his single-minded devotion to his country created thousands of jobs for American seamen and shipyard workers," said SIU President Frank Drozak. "It also pumped billions of dollars into the American economy."

"Wei had a real fondness for the men and women who sailed onboard his vessels," said SIU Secretary Joseph DiGiorgio. "He constantly looked for ways to improve their living and working conditions."

"For example," said DiGiorgio, "the Falcon Shipping Group was the first American-flag company to provide unlicensed seamen with their own private rooms."

Wei had few peers in securing financing for his ventures. "Many people see the government as an adversary," said William Pope, an investment banker at Warburg Paribas. "But Wei makes them his partner."

"Mr. Wei always exhibited an un-

failing sense of optimism and determination," said long-term business associate Harry Glennon, "which enabled him to surmount all obstacles and expand despite the numerous problems facing the shipping industry."

That sense of optimism was sorely tried toward the end of his life by the worldwide depression in the shipping industry, a depression so severe that it prompted Frank W. K. Tsao, chairman of International Maritime Carriers, to predict that eight out of every 10 shipping companies would soon go bankrupt.

"Shipping," said Tsao, "is like a piece of ice under a hot sun."

Particularly hard hit was the American maritime industry, which was rocked by news that U.S. Lines, the largest existing U.S.-flag company, had filed for protection under Chapter XI of the bankruptcy code.

"C.C. felt that things did not have to go this far," said his wife Katherine. "He felt that the American government could, and had to, do more to support its merchant fleet. After all, American operators are at a severe disadvantage in competing against foreign companies."

"Some markets are entirely closed to American shippers," she said. "And many countries, like the Soviet Union or China, heavily subsidize their fleets."

Still, Wei was not ready to abandon the American-flag merchant marine. Having lived through the Japanese occupation of China, and America's heroic struggle to recapture control of the Pacific during World War II, he was acutely aware of the important strategic role that the maritime industry plays in the defense of any country, especially a superpower like the United States.

The Falcon Shipping Group still has nine vessels in operation, six tankers and three bulk carriers, which makes it one of the larger American-flag companies still in existence. At the time of Wei's death, the company had formed a new affiliate, Seahawk Management, to perform support operations for the U.S. Navy's Military Sealift Command.

Falcon remains on the cutting edge of developments. The last two privately-owned vessels built in American shipyards were commissioned by Falcon, and the company is looking to break into the Alaskan fishing industry.

The first American-flag vessel to carry grain to China was the *Pride of Texas*, which was owned by the Falcon Group.

During his lifetime, Wei was often compared to the giants of the shipping industry, people like Daniel Ludwig, Aristotle Onassis and Y. K. Pao, who formed an exclusive and highly competitive club.

Wei's early years and upbringing prepared him for the difficult world of international shipping. He was born near Shanghai in 1915 during a particularly troubled period in China's history.

Foreign governments had all but carved China up into separate spheres



C.C. Wei

of influence. The Boxer Rebellion in 1901 had caused considerable political and social upheaval. Corruption and feudalism competed with Western education and democratic ideals.

By the time Wei reached college age, the Communists were waging a determined civil war and the Japanese were making plans to invade the country. Chiao-Tung University, from which Wei graduated with a degree in electrical engineering, was a bastion of Western ideas and advanced technology. Two other famous Americans, An Wang and I.M. Pei, attended the university, which was known as China's answer to MIT.

Western ideas were often synonymous with American culture. In a recent edition of 60 Minutes, architect I. M. Pei described why he decided to emigrate to the United States. "I liked American movies," he said, only half-kiddingly.

Though Shanghai was the most Western of all China's cities, life there was often fraught with danger. Wei once told a business associate that you couldn't wear a hat on the bus "because someone on the street would just reach in and grab it off" if the bus had to stop for a light.

Wei's wife Katherine, whom he married in 1968, movingly described the conflicts of life in pre-Communist China in her autobiography *Second Daughter*, which made best seller lists all around the country.

Wei came to the United States as part of a war-time delegation from the government of Chiang Kai Shek. According to a business associate, his voyage to the United States took nearly six months to complete, because higher-

ranked officials were constantly being given preferential treatment in securing scarce shipping berths.

Those same associates said that he sailed through the Suez Canal about the same time that Rommel's armies were advancing through Northern Africa.

After the war, Wei remained in the United States and eventually applied for citizenship.

Like many of the Chinese professionals who migrated to the United States around this time, Wei thought of himself as a bridge between the East and the West.

Even though Wei had many close ties with the nationalist government of Taiwan (according to one newspaper report, he launched his shipping career in the United States by helping an embattled Taiwan get oil from the Middle East), he was not one to pass up a business opportunity or misinterpret long-term trends. He felt that it was important for economic and geopolitical reasons that the United States and mainland China improve relations. He therefore encouraged his wife to take up bridge so that she could meet China's forward-looking premier, Deng Xiaoping, who is also a bridge enthusiast.

In many ways, Wei embodied the business ideals of China, the land of his birth, and the United States, his adopted country.

"The dominant business ethic in the United States is the spirit of entrepreneurship," wrote his wife Katherine in a June 1986 article for *Intertrade*. C.C. Wei certainly fit that mold.

She contrasted this with the Chinese  
(Continued on page 39.)

# Seafarers

## HARRY LUNDEBERG SCHOOL OF SEAMANSHIP



Piney Point Maryland

### SIU & SHLSS Meeting the Training Needs of... Our Membership, the Maritime Industry, and Our Nation's Defense

Founded in 1967, the Seafarers Harry Lundeborg School of Seamanship has grown to become the largest educational facility for seafarers in the United States. In the past few years, the school has purchased new equipment and materials and set up new military-related courses to meet the ever-changing needs of the industry.

This supplement is designed to update military, government and congressional personnel on the military-related courses offered at SHLSS.

*"The purpose of our school is to guide and encourage our members to improve their professional skills to meet the needs of the industry."*

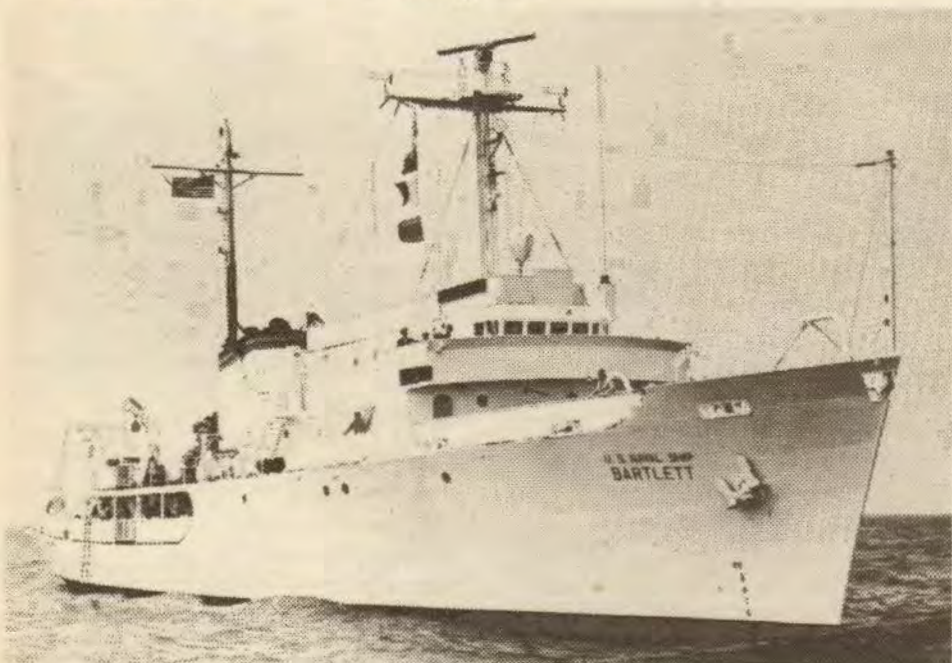
SIU President Frank Drozak



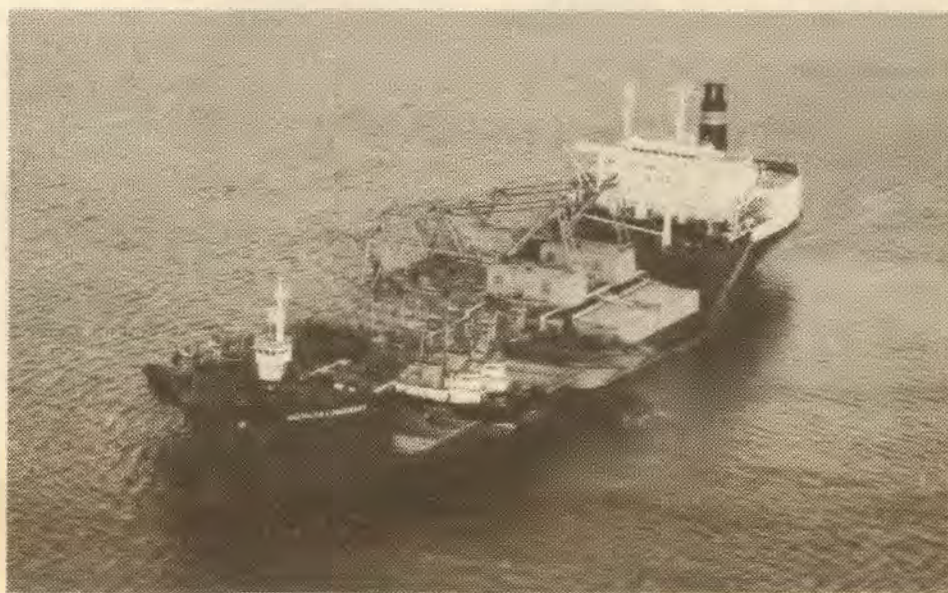
1st. Lt. Jack Lummus

*"Maritime policy is not a thing unto itself. It is or should be an integral part of our overall foreign policy. If it is not, our national interest cannot be served and protected."*

—President Ronald Reagan—



USNS Bartlett



American Cormorant

#### SIU Military Contracted Vessels

Algol  
Altair  
American Cormorant  
Antares  
Assurance  
Bartlett  
Bellatrix  
Bowditch  
Sgt. William R. Button  
1st. Lt. Alex Bonnyman  
1st. Lt. Baldomero Lopez  
Cape Decision  
Cape Ducato  
Cape Diamond  
Cape Domingo  
Cape Douglas  
Capella  
Chauvenet  
Contender  
CPL Louis J. Hauge  
Denebola  
De Steiguer  
Dutton  
Gem State  
L. Gianella  
Grand Canyon State  
H. H. Hess  
Harkness

Indomitable  
Kane  
Keystone State  
1st. Lt. Jack Lummus  
Lynch  
Richard Matthiesen  
Gus W. Darnell  
Persistent  
PVT Harry S. Fisher  
2nd Lt. John P. Bobo  
Major Stephen W. Pless  
Paul Buck  
Samuel L. Cobb  
PFC Dewayne Williams  
PFC Eugene Obregon  
PFC James Anderson  
PFC William Baugh  
Pollux  
Regulus  
Sgt. Matej Kocak  
Silas Bent  
Southern Cross  
Stalwart  
Triumph  
Vindicator  
Wilkes  
Wright  
Wyman



# LOG

## Military Sea Transportation Union (MSTU)

### Contracted Vessels

Catawba  
Hassayampa  
Kawishiwi  
Kilauea  
Mercury  
Mispillion  
Mizar  
Myer  
Narragansett

Navajo  
Navasota  
Neptune  
Observation Island  
Passumpsic  
Ponchatoula  
Sioux  
Spica  
Zeus



*PFC William Baugh*



*Keystone State*



*Paul Buck*



*Sgt. Matej Kocak*

*"The Maritime Prepositioning Ship program is a model success story, and I couldn't be more pleased. MPS is on schedule and proving to be an extremely valuable strategic asset."*

**General P.X. Kelley**  
Commandant  
U.S. Marine Corps



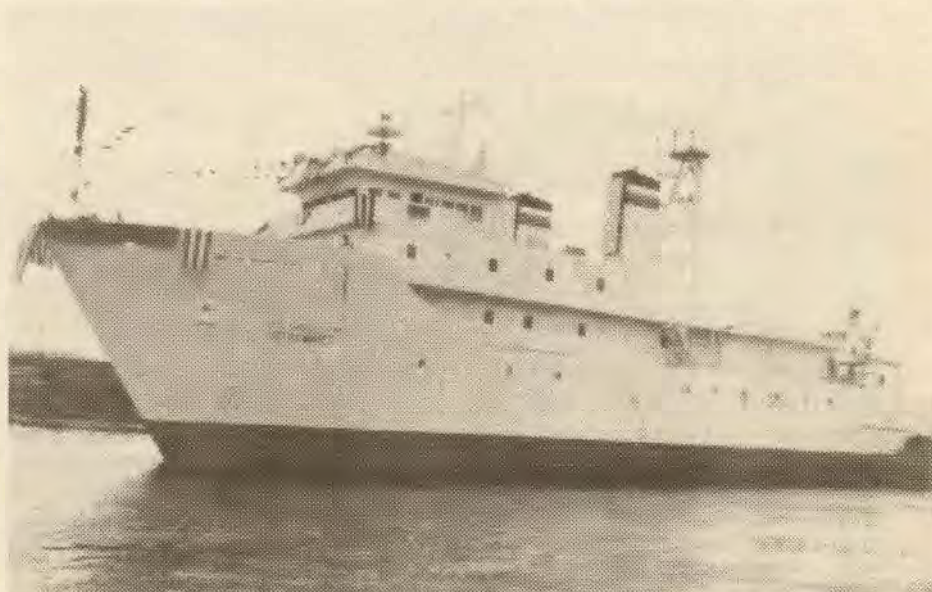
*Algol*

**The following message was received from the  
USS Sylvania on March 16, 1985**

**From:** USS Sylvania  
**To:** USNS Southern Cross  
**Subject:** UNREP Exercise

**Summary:** Every evolution conducted with *Southern Cross* was very professional and extremely efficient. If we had not been involved in the inport initial training, we would never have known they were novices to alongside replenishment. It was a pleasure to have them alongside.

**Bravo Zulu.**



*Stalwart*



U.S. Air Force helicopter lands at SHLSS.



Ken Conklin points out the training equipment used in the SHLSS Vocational Shop.

## Air Force Logistics Brass Gets Good Look at SHLSS

Recently Lieutenant General Alfred G. Hansen USAF and Brigadier General Richard L. Stoner USAF visited the training facilities at Piney Point, Maryland.

General Hansen is Director for Logistics and General Stoner is Deputy Director for Plans, Concepts and Analysis, J-4, Organization of the Joint Chiefs of Staff in Washington, D.C. Accompanying them was Navy Captain David R. Bolden of the same office.

The purpose of their visit was to familiarize themselves with the training and support facilities of the school.

After landing by helicopter, they were greeted by Ken Conklin, Vice President, Bill Hellwege, Sealift Training Coordinator and Bob Kesteloot,

Vice Chairman of Transportation Institute, and taken on an extensive tour of SHLSS facilities.

The Air Force is very involved in sealift by virtue of the massive amount of equipment that would have to be transported by ship in a national emergency to support their forces. This falls into the JLOTS (Joint Logistics Over the Shore) concept.

During the tour many ideas and concerns were shared by both sides for the betterment of a strong merchant marine which would be available at all times to support our armed forces.

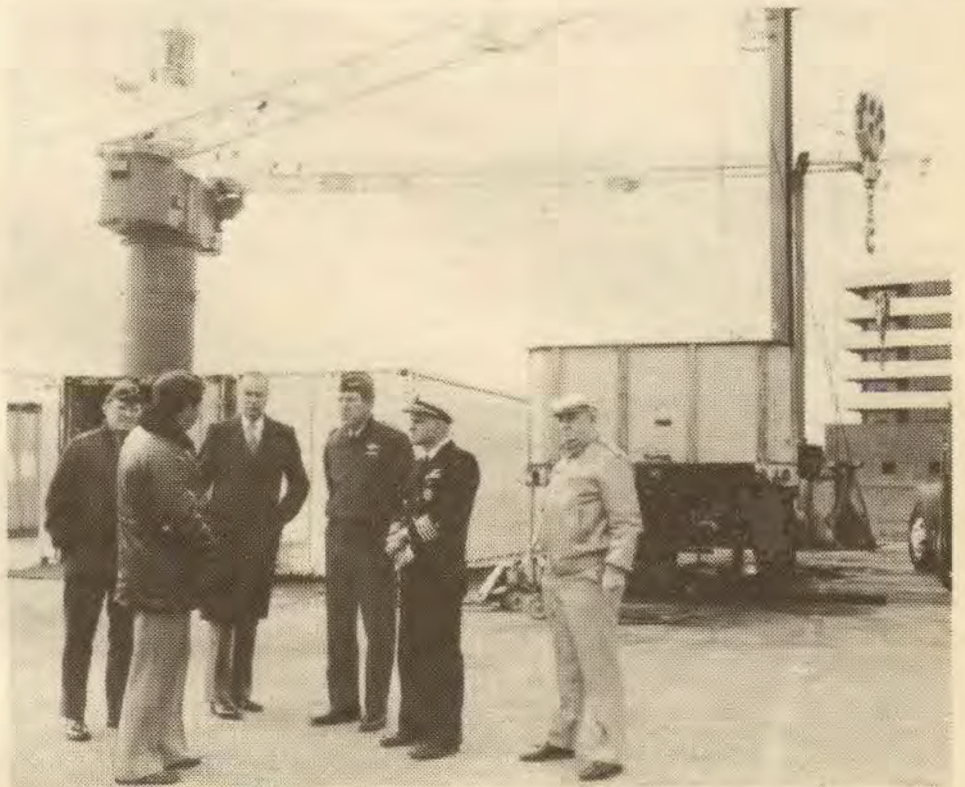
Upon departing the school again by helicopter, it was felt that both sides had a little deeper insight into the job that each organization does and how both are part of the total sealift picture.



In the Shiphandling Simulator Feedback Room, Computer Operator John Morgan (seated) and Simulator Manager Abe Easter (l.) explain the vast capabilities of the computer simulated bridge.

*"I agree that the United States should have a viable U.S.-flag merchant marine, manned by U.S. citizens, capable of lifting a fair and reasonable share of our import-export trade, as well as serving as a naval auxiliary in time of need."*

**Secretary of Defense Caspar Weinberger**



Sealift Coordinator Bill Hellwege describes the classroom and waterfront training which occurs during the Sealift Operations and Maintenance Course.



Manpower Coordinator Bart Rogers (third from right) and Chris Tennyson (seated) explain the capabilities and functions of the computerized manpower system.



(l. to r.) Vice Chairman of Transportation Institute Bob Kesteloot, Brigadier General Richard L. Stoner USAF, Lieutenant General Alfred G. Hansen USAF, SHLSS Vice President Ken Conklin, SHLSS Sealift Training Coordinator Bill Hellwege, Captain David R. Bolden USN.

## Army Reserve Unit Comes to SHLSS for Cargo Handling Training

The SHLSS 32-ton Hagglund Crane was recently used by members of the U.S. Army Reserve 1173RD Transportation Unit from Boston, Massachusetts. These soldiers reported to SHLSS for their two week Active Duty Training in Cargo Handling and were integrated with SIU members who were undergoing the regular four week Sealift Operations and Maintenance Course.

Since the Army Reserve accounts for 60% of all military cargo that would be loaded aboard the Ready Reserve Fleet during a national emergency, a common bond existed between seafarer and soldier during this training period.

The large numbers of outsize and heavy equipment, such as helicopters, tracked and wheeled vehicles, are of primary concern for the loadout of sealift vessels by the military and merchant marine. In addition to this type of cargo, 20 ft. and 40 ft. containers must also

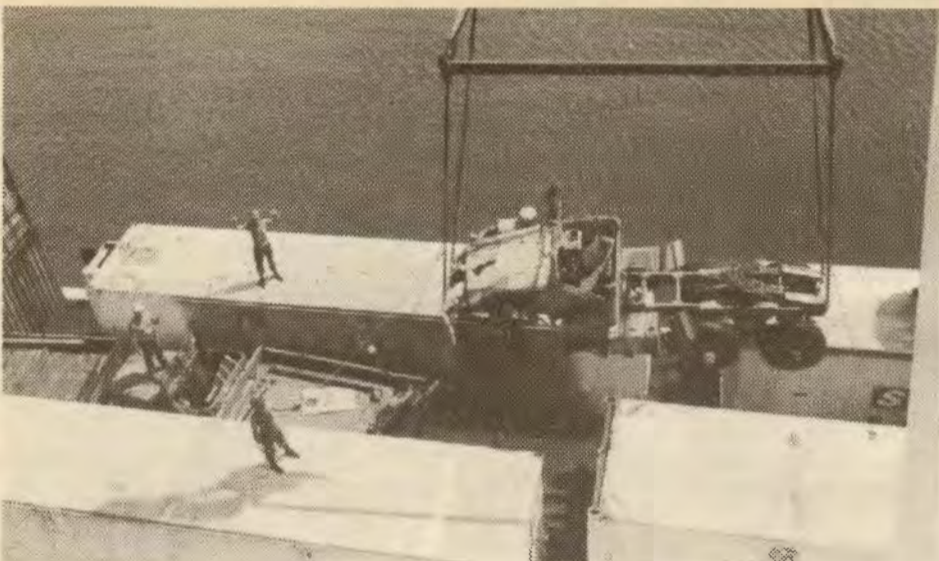
be loaded and stowed either below deck or topside. The extensive sealift training facility at SHLSS is ideally suited for this type of operation.

While training with the crane was the primary goal for the soldiers, fork truck operations were equally important and included in their schedule.

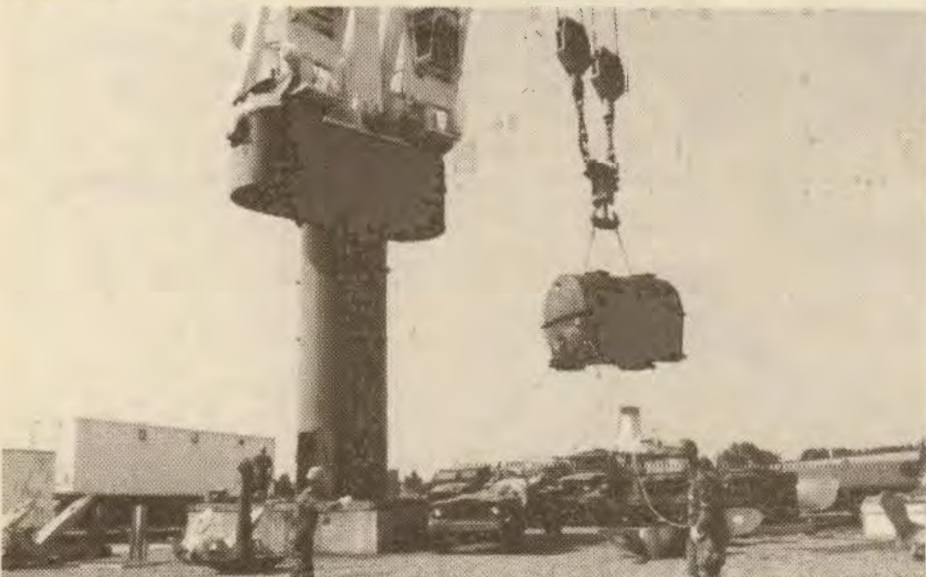
Under the instruction of Crane Operator John Russell and Fork Truck Instructor Joe Marshall, these soldiers left the school trained and ready to perform as vital members of the sealift community's cargo handling team.



A truck is hoisted clear and ready to be placed on a barge.



SSG David Comeau (top) signals to hold position prior to placing a 2½ ton truck on a barge.



SSG David Comeau (l) and SP-4 Joseph Iannuzzi control the tag lines as the crane operators prepare to place the aircraft engine on a barge.



Fork Truck Instructor Joe Marshall (l) directs fork truck drivers, SP-4 Joseph Iannuzzi (c) and SSG Marco Morales (r), on where to set down the palletized ammunition containers.



The signalman SSG Marco Morales directs the operation and gives the hold signal.

# Lundeberg School Trains Navy Group on Heavy Crane

The Navy Reserve Cargo Handling Training Battalion came to Piney Point recently to receive training on the school's 32-ton Hagglund crane.

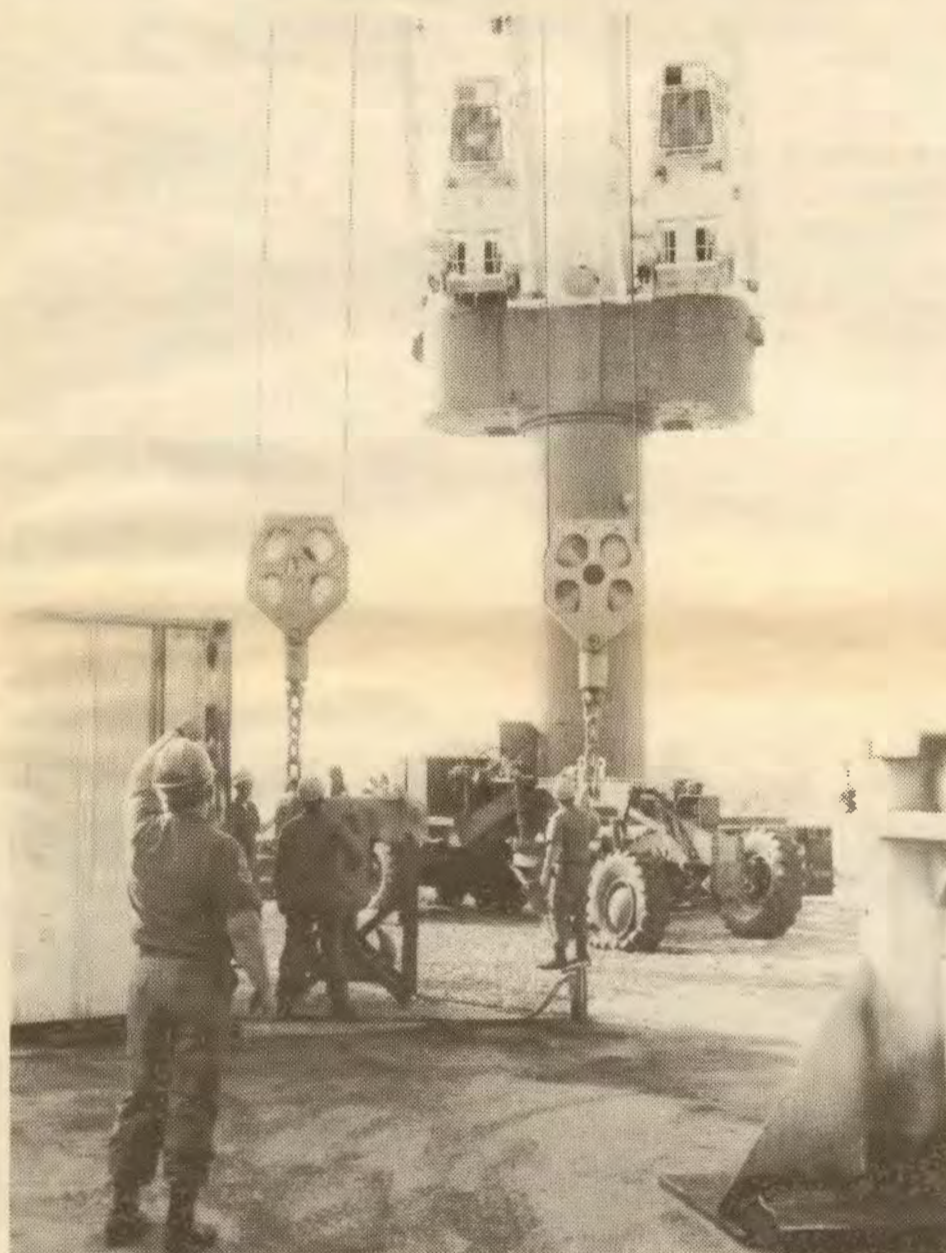
The battalion, stationed in Williamsburg, Va., is an active duty unit with a primary mission of training all Navy cargo handling force personnel, both active and reserve.

It is the primary augmentation unit for the Navy in the event of premobilization action and is a

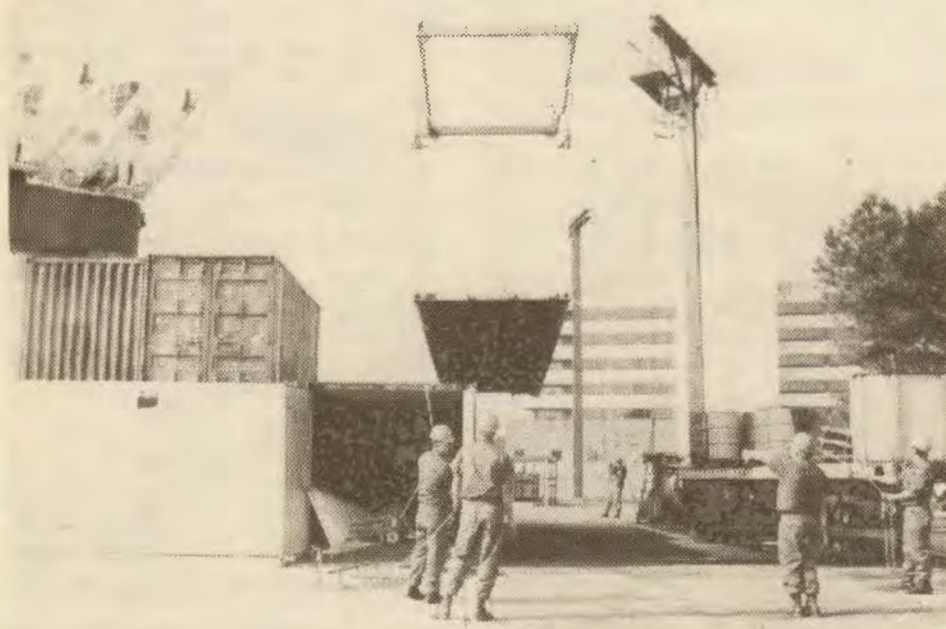
Quick Response Combat Support Unit of the Operational Forces specializing in open ocean cargo handling.

The training given to the members of this unit helped acquaint them with the Hagglund crane and reinforced their cargo handling techniques.

The SIU's support of the sealift community's cargo handling programs is one example of the nation's "Fourth Arm of Defense" in action.



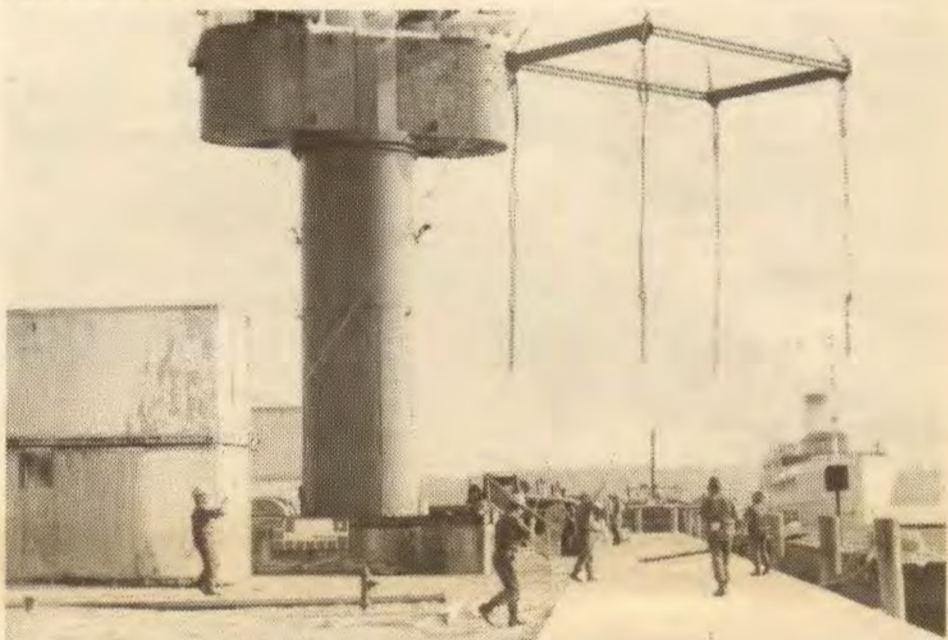
The signalman gives the signal to lower the jib in preparation for placing the crane in twin operation.



Signalman Donald Williamson signals the crane operator to lower the jib.



Melvin Hewitt (l.) and Gerald LeBar preparing to hook up the spreader in twin operation.



The spreader is hoisted and maneuvered over to a container.



Preparations are completed for hoisting the 35 ft container.

*"The steady decline of our U.S.-flag merchant fleet, which is the backbone of our logistical support, causes the Department of the Navy great concern. Properly developed, a strong U.S. merchant marine is indeed a full partner, a fourth arm of U.S. national defense. If neglected—as has too long been the case—it is merely a strategic missing link.*  
**Secretary of the Navy John Lehman**

The Chairman of the Joint Chiefs of Staff in his FY 1986 Posture Statement stated:

*"In any major overseas deployment, sealift will deliver about 95% of all dry cargo and 99% of all petroleum products. Ships from the U.S. merchant marine represent the largest domestic*

*source of sealift making them an important strategic resource."*

*Current military planning depends on the U.S. merchant marine to provide the major portion of the U.S.-flag sealift.*

## Seafarers Lundeborg School Hosts First Annual Sealift Conference

The First Annual Sealift Conference was conducted at SHLSS on June 24 thru 26, 1986 with union, SHLSS, company, government and military representatives.

The conference was designed to provide an opportunity to review

the Sealift Training Program and to discuss ideas and goals for all concerned within the sealift community.

The conference was a two part affair with the unions, SHLSS and military contracted shipping companies meeting on the first day.

Topics for discussion were as follows:

1. Crew training for Present/Future/Jobs/Skills
2. Sealift qualification for Crew/Licensed Personnel
3. Past/Present performances of crews
4. Training Money/Incentives incorporated into future contracts
5. Recent efforts by SIU/SHLSS for Sealift equipment
6. Coordinated efforts to supply up-to-date training information to SHLSS and ships
7. Ship Types/Manning levels/Manpower

Military and government representatives joined the conference the second day where the agenda topics were reviewed and discussed more extensively.

A cross exchange of ideas and mutual concerns were discussed, with SIU President Frank Drozak delivering an address to the conference. "We need young, well trained, highly qualified seamen to man our military vessels" said Drozak. "The school and the SIU need only to know what the shipowners and military want and we can do it here at the school and save everyone money by doing it. I hope that this conference will be the beginning of a joint program between the shipowner, maritime industry and military to better prepare for the future. Time is running out. We must prepare now in order to have a future."

The goal of the school is to

provide sealift training to all SIU members. Because of the reduced manning level found aboard military contracted vessels, it is necessary that crew members from the deck, engine and steward departments are thoroughly trained. The SIU presently has under contract or has bids on 80 ships with various companies. This has led to a need for a more coordinated effort and cooperation for training.

Since an estimated 60% of the work available to SIU members will be in the military sector by 1990, the training for the military ships has become essential. As in any new program, there are problems to solve and new potentials to be explored. This conference was designed to do both. With the shipping companies, labor and government working hand-in-hand, this can certainly be accomplished for the benefit of all concerned. Training is the **KEY** to the success of this industry and we want to make this program the best.



SHLSS Sealift Coordinator Bill Hellwege discusses the objectives of the conference.



(R. to L.) Ron Spencer and Mike McKay from MEBA 2 review the conference agenda with Captain Pete Johnson - Pacific Gulf Marine.



Present and future contracts are discussed by Angus "Red" Campbell-SIU Vice President.



SIU President Frank Drozak discussed the present and future goals of the SIU, in relation to military contracted vessels.



SHLSS Instructor Jim Brown elaborates on the deck department courses taught at SHLSS.



Captain Pete Johnson - Pacific Gulf Marine and Bob Rogers - I.O.M. listen intently during the conference.



Michael Meahalic - Naval Sea Systems Command asks questions about the SIU Manpower capabilities.



Joe Conwell - Bay Tankers, Bart Rogers - SIU Manpower and Carmine Bracco - Bay Tankers discuss manpower capabilities.



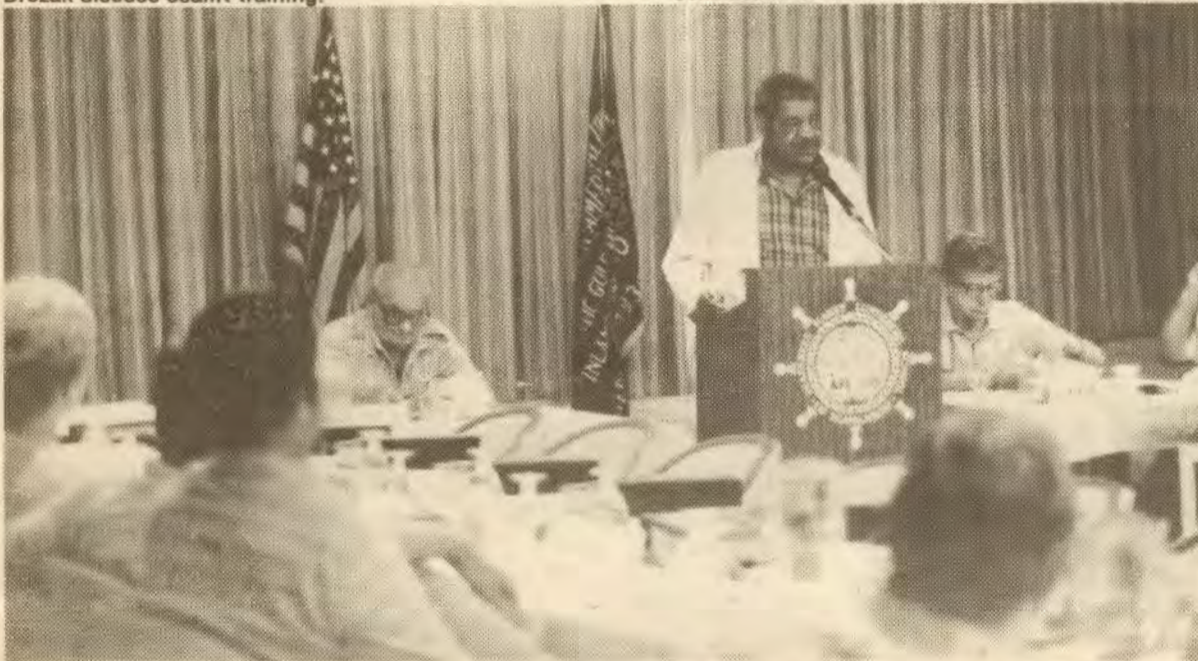
Art Friedberg - U.S. Department of Transportation, John Hinkell - Commander Military Sealift Command and Frank Drozak discuss sealift training.



Capt. Edward Lynch Jr., USN - Commission on Merchant Marine and Defense, Ken Conklin - SHLSS, Bill Young - Commission on Merchant Marine and Defense and CDR. Duane B. Bower, USN - Commission on Merchant Marine and Defense.



Gerry Carblener - APL, Bill Hellwege - SHLSS, Bart Rogers - SHLSS, Bob Holmstead - Maersk Lines LTD.



SIU Vice President Buck Mercer discusses the Sealift Program on the West coast and emphasizes the need for more training.



Ed Kelly - MEBA—AMO District 2, Capt. Pete Johnson -Pacific Gulf Marine and Art Friedberg - U.S. Department of Transportation.



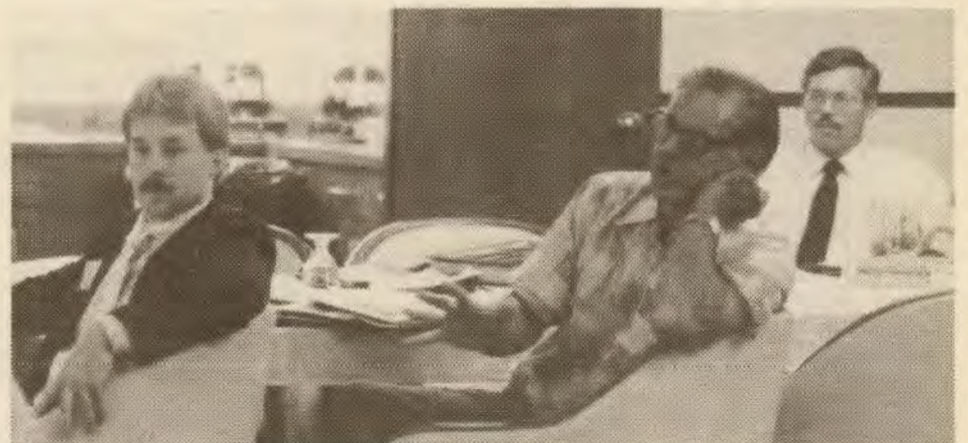
Anne Kane - Ocean Shipholding and Jim Childs - AMSEA.



SHLSS Sealift Coordinator Bill Hellwege discusses the present training equipment and the equipment needs for the future.



SIU Manpower Coordinator Bart Rogers discusses the manpower office and procedures for crewing vessels.



George McCarthy - Sea Mobility Inc. and Harrison Glennon - Sea Mobility discuss contract problems.

# The Seafarers Shiphandling Simulator

The Seafarers Shiphandling Simulator combines state-of-the-art technology and proven educational methodology into a complete training system. Marine simulators are a safe and cost-effective alternative to traditional shipboard

training. Vessel operators can develop shiphandling skills while working in a safe and controlled environment.

The central feature of the SHLSS simulator system is a full-sized recreation of a ship's bridge.

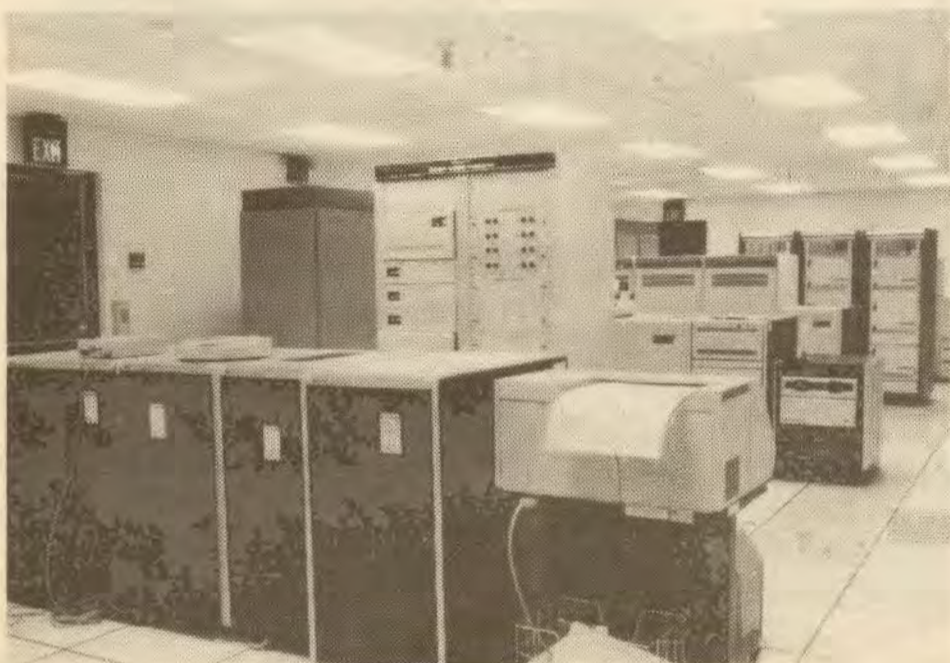
Features include:

- full day or dusk visual scenes
- beam to beam forward view, and after view
- clear or reduced visibility
- wind and current effects
- bottom contour effects
- bow thruster and assist tug effects
- various traffic vessels
- several own-ship configurations including tugboats pushing barges ahead and towing astern.

Programs are now being developed to provide training in Basic Shiphandling, Bridge Navigation Management, Emergency Shiphandling, Vessel to Vessel Communications, Rules of the Road Situations, and Restricted Waterway Navigation. Future courses are envisioned which will train harbor pilots for specific geographic locations and provide station keeping training for deck officers aboard underway replenishment vessels.

The full bridge simulator can be used in conjunction with three other ownship radar simulators to create a scenario with four operating vessels. These three additional simulators also have the ability to operate alone and will be used extensively in radar observer training.

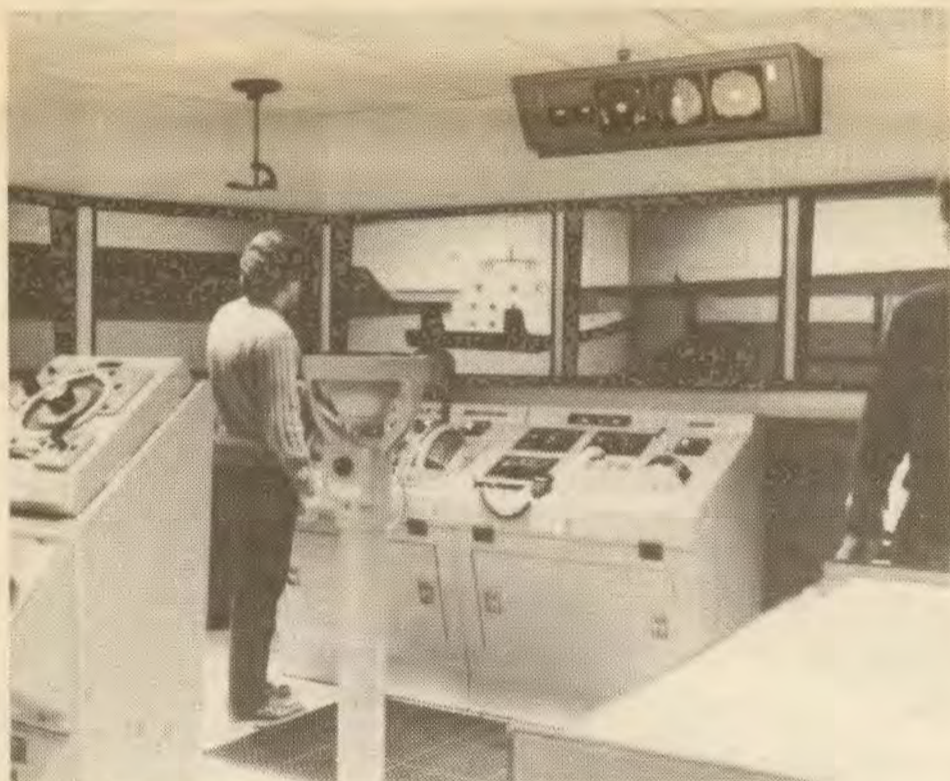
The training for the military related program will add a new degree of realism to the shiphandling simulator. Our MSC UNREP scenarios will be the first time the merchant service has had the capability of training shiphandling on a simulator which mimics real shipboard operations. The interactive bridges give us the ability for this important training achievement. The Lundeborg School is very proud of the great strides it is making in the use of simulators.



State-of-the-art computers are used to operate the simulator.



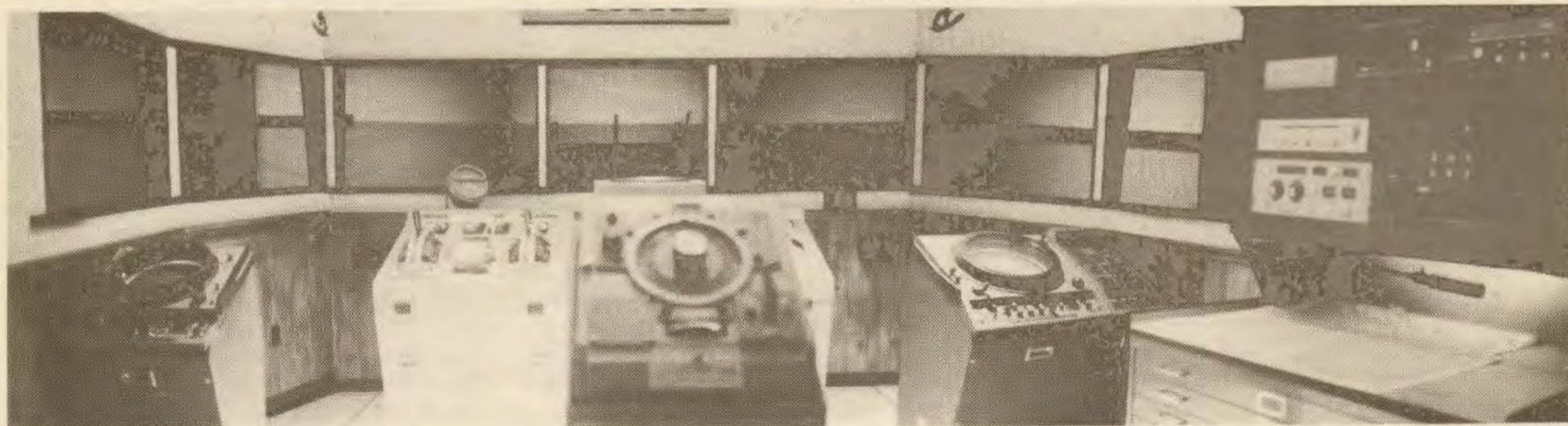
At the secondary bridge, Mike Ryan communicates with the main bridge while planning a maneuver.



Students practice a port to port passing situation on the simulator bridge.



The Feedback room is utilized to review the underway replenishment maneuvers which were just completed on the simulator bridge.



The main feature of the simulator is a full scale replica of a ship's bridge. This allows for a full 180° forward field of vision.

# Paul Hall Library & Maritime Museum

The Paul Hall Library and Maritime Museum continuously expands its materials and services. The library's collection of printed materials consists of over 16,000 volumes and over 200 periodicals. Maritime history and reference materials which support the vocational and academic courses offered at the school are an important part of the collection. Approximately 800 volumes were added in 1986 mostly in the subject areas of technology, naval science and science. The highest areas of circulation in 1986 were technology, military/naval science and language/literature.

The Library Advisory Committee consists of vocational and academic instructors who make recommendations for purchasing new titles and periodicals.

The newest addition to the library is an IBM PC-AT Computer. This computer is

utilized to catalog the new books which are added to the library each year. It will reduce the time spent processing the books and get them on the shelves for use much quicker. The computer is also used to produce a bi-monthly acquisitions list, and it has word processing capabilities.

The museum collection displays ship models, historic nautical instruments and union memorabilia. The library's archives also contain union memorabilia and rare books.

The Media Center provides audio-visual equipment and software for students to view videocassette, filmstrips, slides and audio cassettes.

The library also houses a television studio, an auditorium and several conference rooms.

All the modern facilities of the library help instructors and students in the pursuit of educational goals.



Paul Hall Library and Maritime Museum



The museum collection displays ship models, historic nautical instruments and union memorabilia.

## Instructional Television at SHLSS



Robert Abell runs the video distribution center and sends programs all over base.

The Video Department at the Seafarers Harry Lundeberg School of Seamanship provides a number of services to SHLSS students and SIU members. One of these is the management of the school's large library of videotapes. Right now, there are over 750 programs on subjects ranging from Art to Union Education.

Some of the programs in this collection were produced at the school, while others were purchased. Still others are copies of films that SHLSS has the rights to. The videotape library is a constantly-growing resource that provides SHLSS students with valuable information.



Television Coordinator Mike Wilson determines an edit point during the production of a video program.

One of the fastest growing areas is Sealift Operations. This portion of the collection contains programs directly related to SIU training for military vessels. Many of these tapes are produced by military for their own use, and through contacts made by SHLSS instructors, the school was able to add them to the library as well. Recently over 60 programs were added to the collection.

But even the best library is worthless if it can't be used. At SHLSS, this isn't a problem. Six channels of local-origination programming are available to instructors and students during class hours. Through these channels six different programs to six different classes in six different locations all at the same time can be provided. Last year over 1,500 programs were distributed to classrooms all over the campus.

In addition, every evening during the week four of the channels are programmed with tapes geared to the classes in session at the school. This provides another 40 hours of instructional viewing for SHLSS students. The programs are available in the students' rooms and are repeated throughout the week.

Videotapes are also available in the Library Media Center for students to watch during their free time. This allows for self-paced instruction and repetition as many times as necessary.

While most of the videotapes come from outside sources, approximately 25 percent of the programs are produced by the

Video Department. Since the television studio was opened in October of 1981, over 200 programs have been made.

The advantage of in-house production is that videotapes that are directly related to SHLSS training can be produced. Through cooperative efforts with SIU-contracted companies, the video department can go aboard the ships and tape the actual equipment in use and design programs to mesh with classroom study.

Other programs produced by the Video Department serve as an avenue of communication between the members and the leadership of the union. Every month a Report to the Membership is videotaped and sent to SIU ports around the country. This gives members a chance to see and hear first-hand how the SIU is dealing with industry problems as well as the current state of the Union.

In addition to these regular reports, special videotapes are prepared and sent out when needed. For example, programs about the SIU T-AGOS program, Steward Department Upgrading, and several other subjects were distributed to ports around the country. Other programs dealing with the structure and functions of the SIU were produced and are used at SHLSS as part of the union education program.

It is the combination of these two major functions; Production and Distribution, that makes the Video Department at SHLSS an effective and valuable part of both the school and the SIU.

# MANPOWER

## the Nucleus of the Union



Manpower Coordinator Bart Rogers explains the functions of the SIU Informational Systems to representatives from the Republic of China.

Computer technology is changing the face of our world on a daily basis. In order to keep pace with these changes, the Seafarers International Union has placed a central dispatching system through the Manpower Office in Piney Point, MD. With the majority of the work being military related, these changes help the SIU to meet the needs of the contracted companies that operate these vessels.

The database contains a wealth of information that is constantly being up-dated and modified through the daily activities of the ports. This information is readily available for meeting the military requirements for manpower. At any given time, the manpower available in any SIU port, through the registration procedure, can be checked to find out what ratings are available in a port, what speciality endorsements each member holds, and their previous work history. In addition to this information, contact phone numbers and addresses of every active member in the SIU is also available. Computer reporting capabilities are a very important function of the Manpower Office, for example; work histories of all active members in the SIU can be compiled, which includes previous vessels sailed on, what rating they sailed as, and how much time they spent on the vessel. The computers compile information on the registration of each port in the country broken down by department and rating and an Emergency Shipping Report is generated daily, which lists members name, social security number, phone number, and rating. This report assists the Manpower Office in filling jobs which are called in outside the regular job call hours and require

immediate attention. Also in our database is a profile on every company that the SIU has under contract. Having all this information is vital to the serving of our membership and companies. This information also allows us to focus on exactly what areas the Seafarers Harry Lundeborg School needs to concentrate its upgrading and training efforts on.

In addition to membership information, the Manpower office provides the SIU with a central dispatching system set up to receive job requests by telephone from all of our contracted companies. These orders are written up and transferred to computer screens specially designed by the Seafarers Management Information System (S.M.I.S.) at headquarters in Camp Springs.

Information contained on these screens includes the company, name, vessel name, the company personnel placing the call, the location of the vessel, reporting and departure dates and times, any special instructions, and the ratings required to man the vessel. The jobs ordered are then transmitted to the port nearest to where the vessel is located. When the job order is received by the port, the jobs are placed on the rotary shipping board and job calls are made in accordance with the shipping rules. After each job call, any ratings filled are entered into the computer and shown as shipped. When a member is successfully shipped, he is automatically added to the crew list for that vessel. In addition to this, the man who is being replaced has a record of the time spent on that vessel, the rating held, sign on date, and sign off date put into this individual work history file

contained in the data base. This is extremely helpful in locating experienced personnel needed to fill our military vessel's key ratings. If a job order cannot be completely filled by the port, the remaining positions are transmitted back to the Manpower Office and sent to another port. Every effort is made to fill all openings in the area surrounding the vessel.

The computer system is a self-contained unit processing over a thousand calls (Standby, Relief, Rotary) per month. It provides the membership with a more accurate method of shipping. It also provides our contracted companies with a direct link to their manpower needs 24 hours a day, seven days a week, and enables the SIU to fill the vacant billets as quickly as possible.

The Manpower Office also maintains a variety of other information which is beneficial to the smooth operation of day-to-day union activities. Information regarding ship payoffs, renews, and layups is received by the office and dispatched to the port nearest the vessel. The SIU Service Teams are coordinated through the Manpower Office in conjunction with the SIU Headquarters. All information regarding tug boat location is relayed on a daily basis to the service teams operating in the various areas.

The Manpower Office also maintains manpower requirement reports for each area of shipping contained in the SIU. These requirement reports are updated each month as the industry changes because of automation, vessel layups, and additional military



Carol Johnson updates the shipping boards

work. All this is done in an effort to provide SIU members with the best accounting of work available and SIU companies with the most qualified personnel.

The Manpower Office updates and revises display boards containing information on deep sea, Great Lakes and inland vessels. The information maintained on these boards includes the company name, vessel name, when and where the vessel was serviced, and by whom.

The Manpower Department in Piney Point is a vital and important part of the Seafarers International Union. No other trade union has as much available information, or has it as centralized as our current system. The future will bring many new changes to the Manpower Office. Soon every phase of shipping in the SIU will be brought into the already established system, providing our membership and companies with the best maritime service possible.



Chris Tennyson demonstrates the capabilities of the manpower system.

# Seafarers Harry Lundeborg School of Seamanship



The Seafarers Harry Lundeborg School of Seamanship is 60 acres of southern Maryland

waterfront property dedicated to the training and advancement of seafarers.



**Paul Drozak Building**



**Seafarers Shiphandling  
Simulator Building**



**SHLSS Waterfront**



**Charles Logan Building**



**Paul Hall Library &  
Maritime Museum**

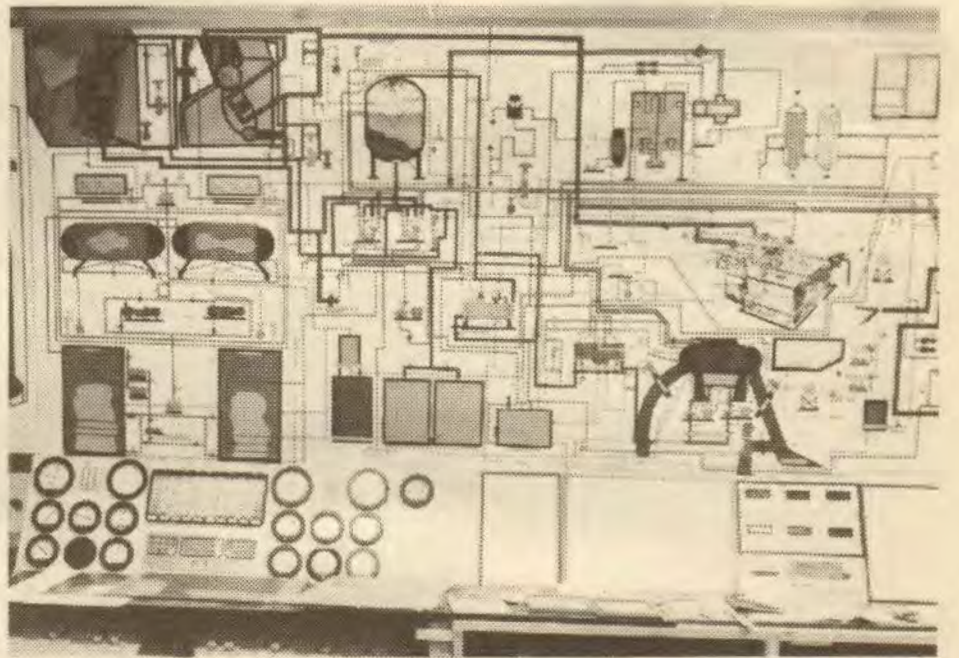


**Seafarers Harry  
Lundeborg Training &  
Recreation Center**

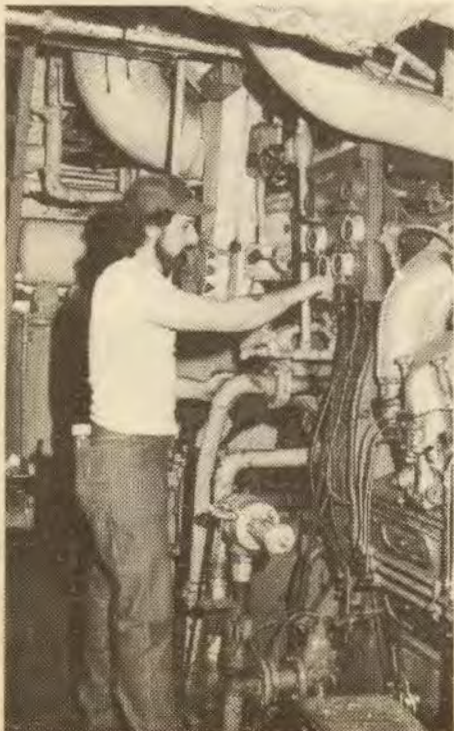


**MARINE ELECTRICAL MAINTENANCE**

# ENGINE DEPARTMENT



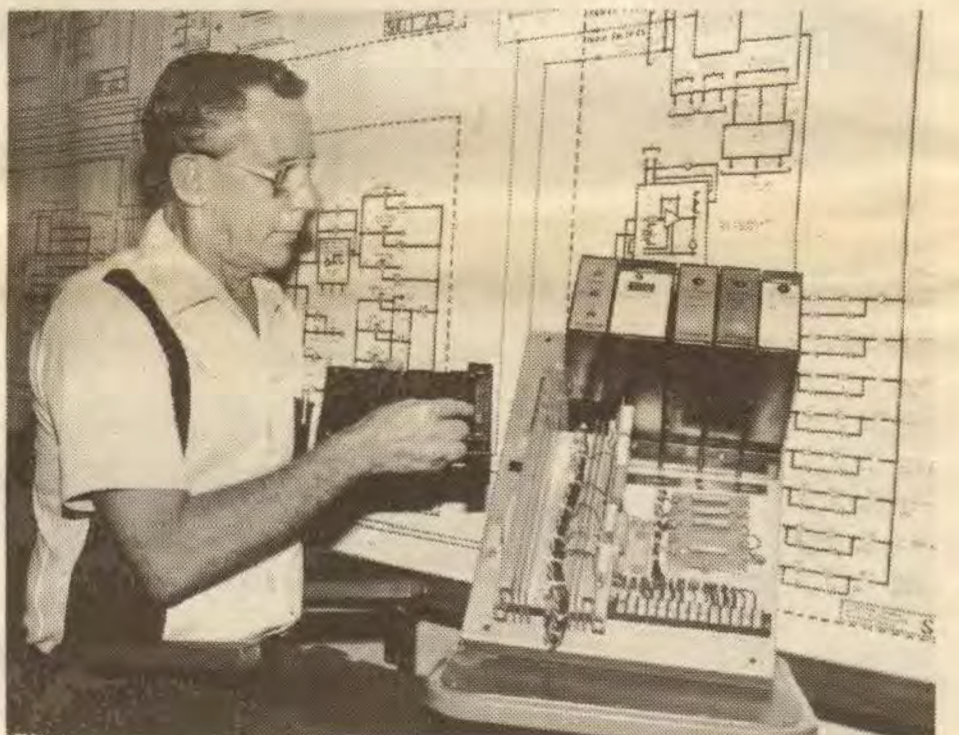
**AUTOMATION**



**CHIEF ENGINEER &  
ASSISTANT ENGINEER**  
Uninspected Motor Vessel



**REFRIGERATED CONTAINERS—**  
Advanced Maintenance



**VARIABLE SPEED D.C. DRIVE SYSTEMS**



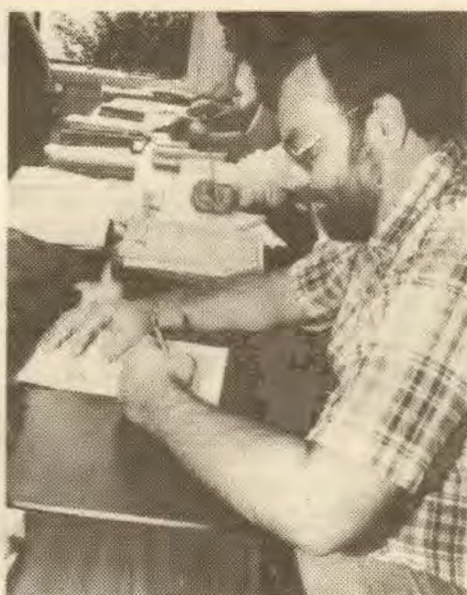
**FIREMAN/WATERTENDER, OILER (FOWT)**



**WELDING**



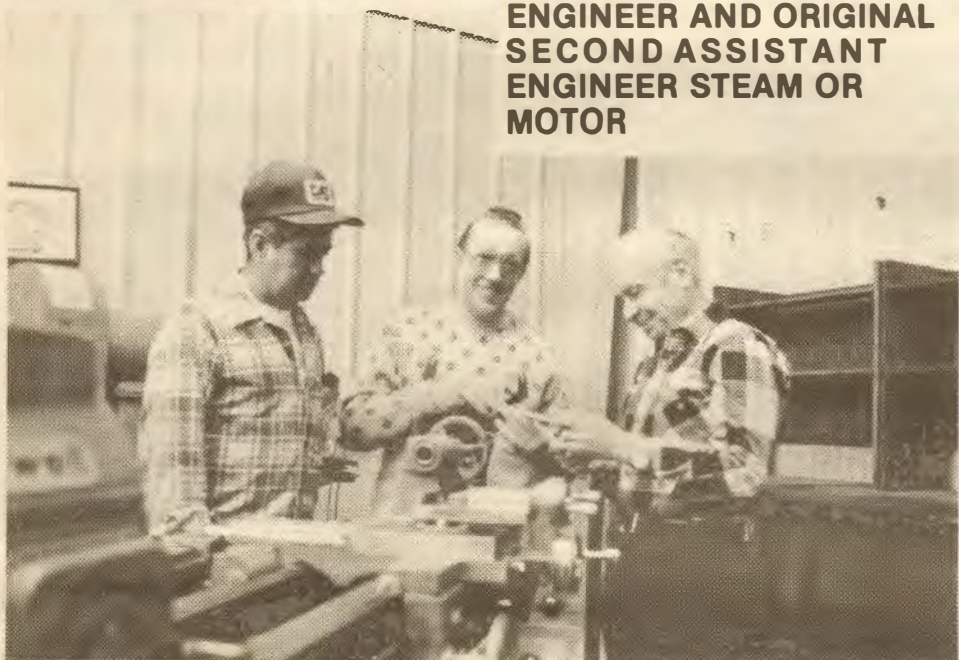
**HYDRAULICS**



**THIRD ASSISTANT  
ENGINEER AND ORIGINAL  
SECOND ASSISTANT  
ENGINEER STEAM OR  
MOTOR**



**DIESEL ENGINE TECHNOLOGY**



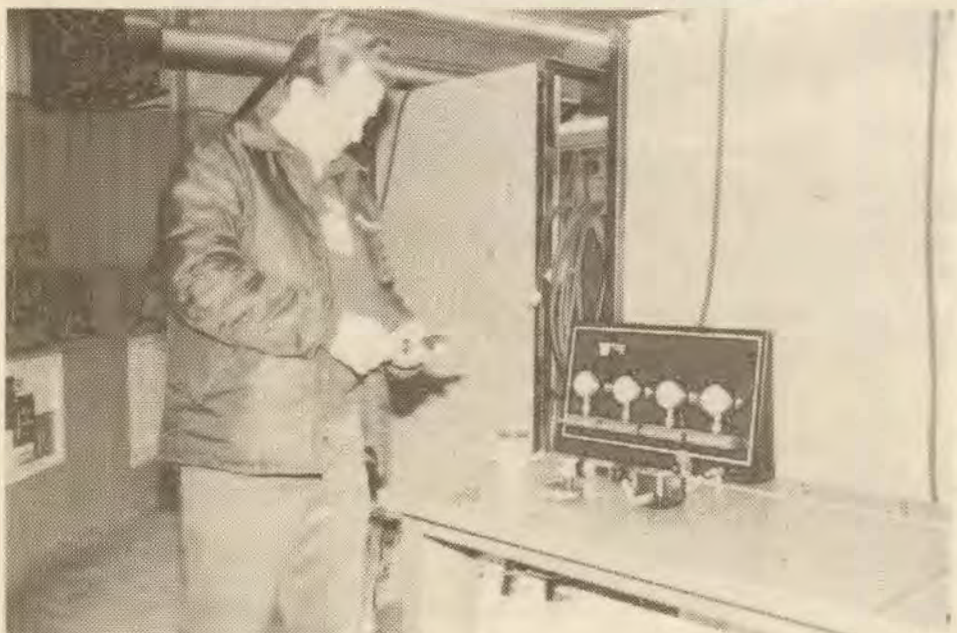
**PUMPROOM MAINTENANCE AND OPERATIONS**



**ELECTRO—HYDRAULIC SYSTEMS**



**QUALIFIED MEMBER OF  
THE ENGINE DEPARTMENT (QMED)**



**CONVEYORMAN**



**REFRIGERATION SYSTEMS  
MAINTENANCE AND OPERATIONS**



**ABLE SEAMAN/SEALIFT Special (12 Months)**  
**ABLE SEAMAN/SEALIFT Limited (18 Months)**  
**ABLE SEAMAN/SEALIFT Unlimited (36 Months)**

# DECK DEPARTMENT

## Upgrading Programs



**TANKERMAN**



**CELESTIAL NAVIGATION**



**FIRST CLASS PILOT**



**QUARTERMASTER**



**THIRD MATE AND ORIGINAL SECOND MATE**



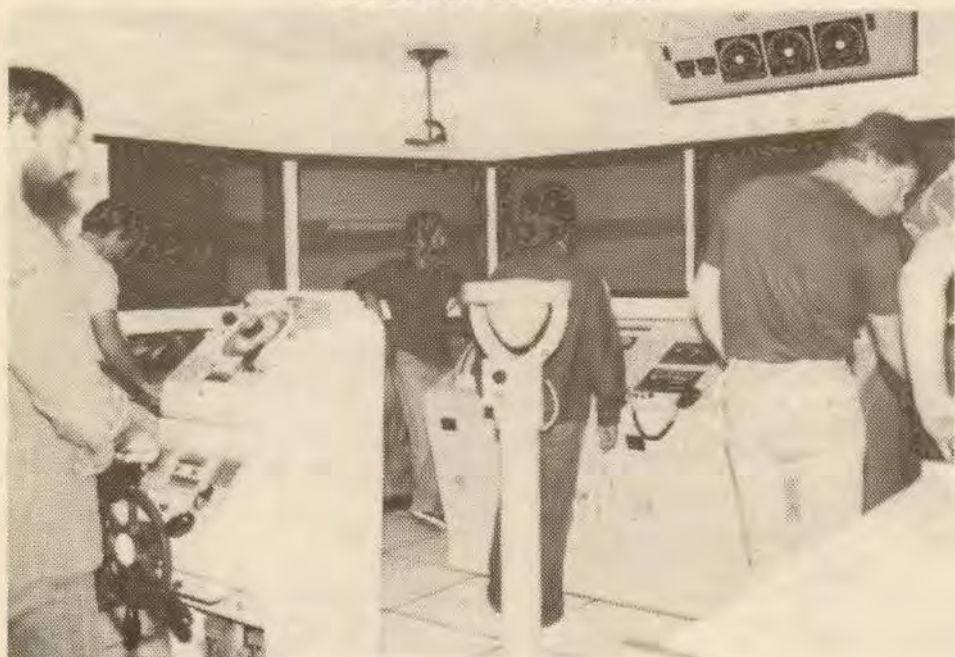
**RADAR OBSERVER**



**TOWBOAT OPERATOR**



**MASTER/MATE FREIGHT AND TOWING VESSEL (Inspected)**



**DEEP SEA DECK SHIPHANDLING SIMULATOR**



**INLAND DECK SHIPHANDLING SIMULATOR**



**TOWBOAT INLAND COOK**

# STEWARD DEPARTMENT

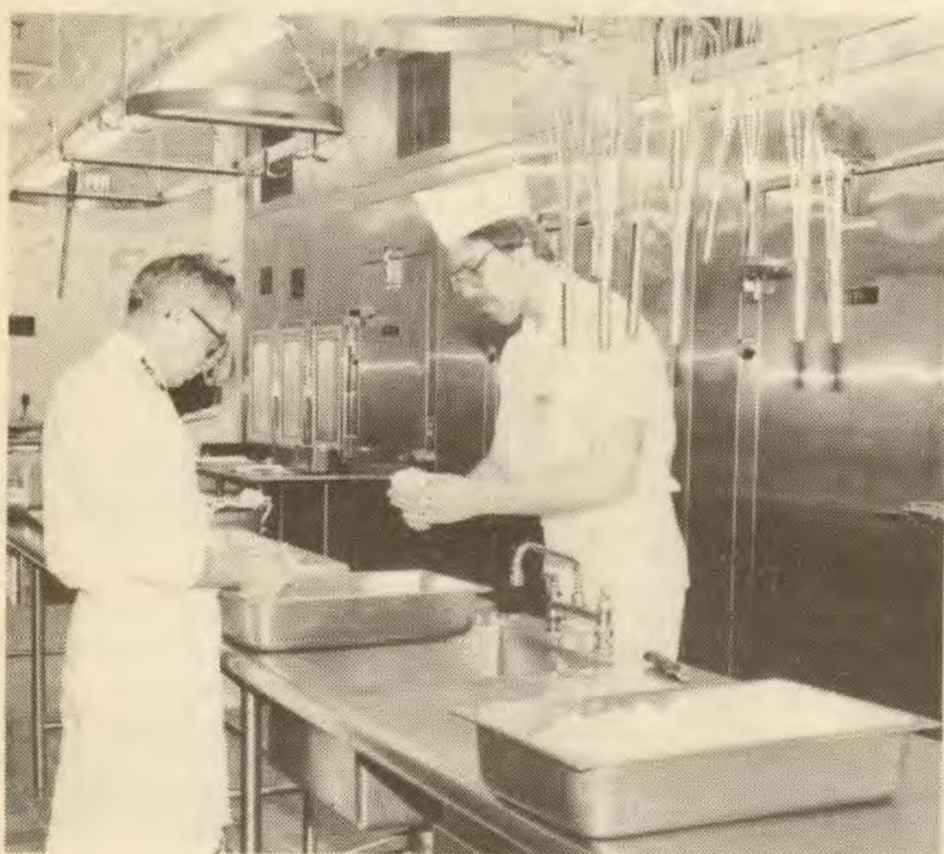
## Upgrading Programs



**SHLSS GALLEY**



**CHIEF COOK**



**CHIEF STEWARD**



**COOK AND BAKER**

# ALL DEPARTMENTS Upgrading Specialty Courses



**LIFEBOAT**

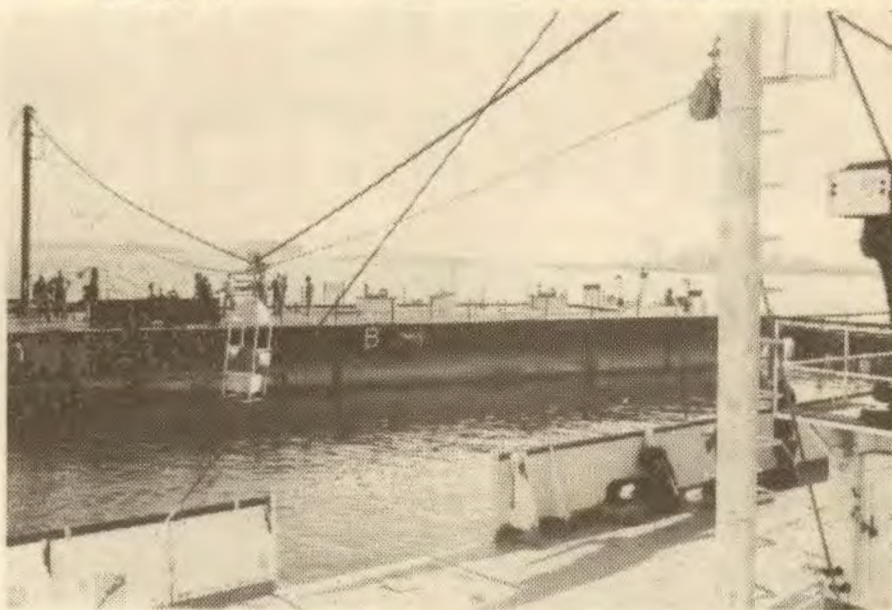


**CARDIOPULMONARY RESUSCITATION (CPR)**

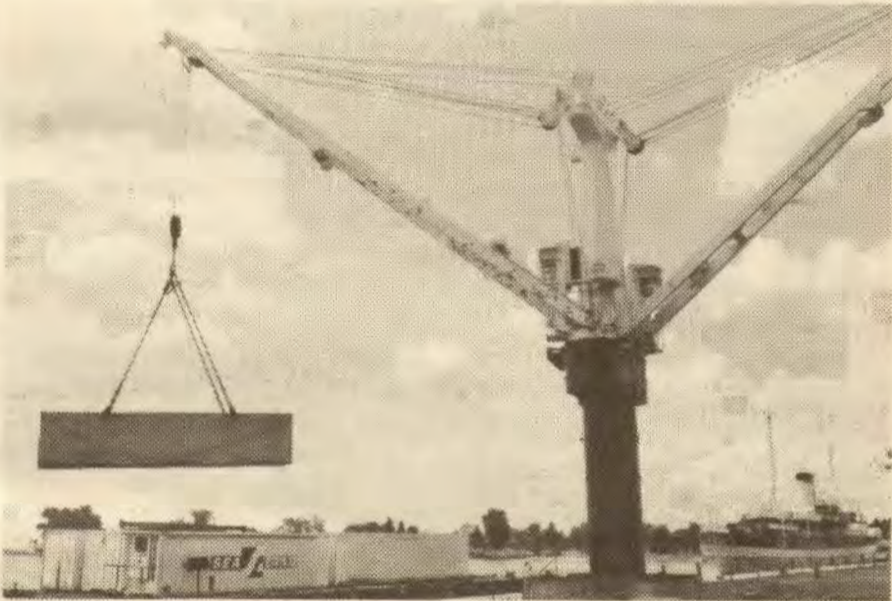


**FIREFIGHTING**

## SEALIFT OPERATIONS AND MAINTENANCE



**UNDERWAY REPLENISHMENT**



**CRANE**



**FORKLIFT**



**FIRST AID**

# ADULT EDUCATION Programs

## SHLSS Adult Education Opportunities

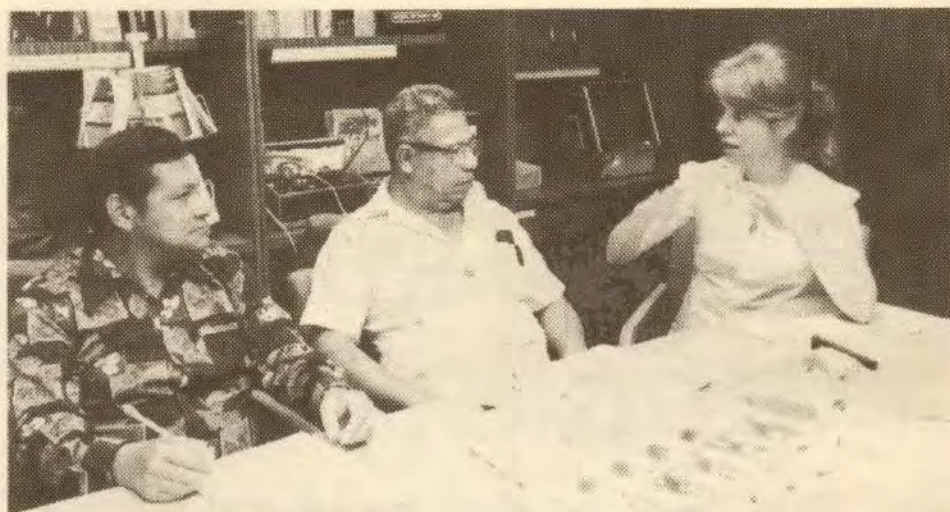
For an education program to be effective, it must be able to meet the student's needs. A continuous effort must be made to identify these needs and design new materials to reach them.

The Seafarers Harry Lundeborg School of Seamanship (SHLSS) has long recognized and responded to such innovative approaches in education. It is the school's philosophy that education and training go hand-in-hand in preparing members for both their jobs and life skills. Learning is still a lifelong, continuous process whereby seafarers acquire knowledge, skills and attitudes that will help them on the job, at school and in everyday situations.

Because of the open admissions policy at SHLSS, the reading and math skills of every upgrading seafarer are diagnosed. The seafarer is counseled, and an individualized

course of study is mapped out for those seafarers who need basic skill improvement so that they can realistically reach their vocational and personal goals. In dealing with the adult learner, there is the need to provide a warm, supportive climate to help the seafarer overcome learning anxieties, fear of failure, test-taking anxieties or any previous negative learning experience. It is with the supportive learning climate provided by the Adult Education Department and the student's motivation that a great degree of learning success is experienced. It is because of this function that the Adult Education Department has been recognized as the support department.

In efforts to continue to provide the best educational opportunities possible, the Adult Education Department offers five basic services: remedial services, technical



ENGLISH AS A SECOND LANGUAGE (ESL)

writing services, correspondence materials and an educational outreach program.

The five basic courses offered are: Adult Basic Education (ABE), High School Equivalency (GED), English As a Second Language (ESL), Developmental Studies (DVS), and an ABE/ESL Introductory Lifeboat class. These classes are available to all SIU members who are in good standing with the union and who have paid their dues.

The Adult Education courses have been designed to help seafarers reach their educational and career goals. They will be offered at four specific times throughout 1986. Applicants can be pretested and arrangements made prior to the scheduled course dates if applications are sent in early. Interested seafarers should look for the SHLSS course schedule and fill out the application form in the Seafarers LOG.

The Adult Basic Education (ABE) program will help improve basic English, reading and math skills. The English as a Second Language (ESL) course can help seafarers improve their use of the English language by emphasizing reading, writing and speaking skills. The High School Equivalency program will prepare a seafarer for the GED exam by working in the five content areas of science, social studies, English, math and literature. The Developmental Studies (DVS) class provides seafarers a chance to improve study and test-taking skills before a scheduled upgrading class. The ABE/ESL Introductory Lifeboat course helps prepare the

seafarers for the regular Lifeboat course and is geared for students who have difficulty reading, who do not read at all, or who have been out of school for several years.

All of these courses stress skills that can be applied to the seafarers maritime career. Interested seafarers may find it helpful taking an Adult Education course prior to a scheduled upgrading class. However, seafarers may come back for the Adult Education class at any of the scheduled times.

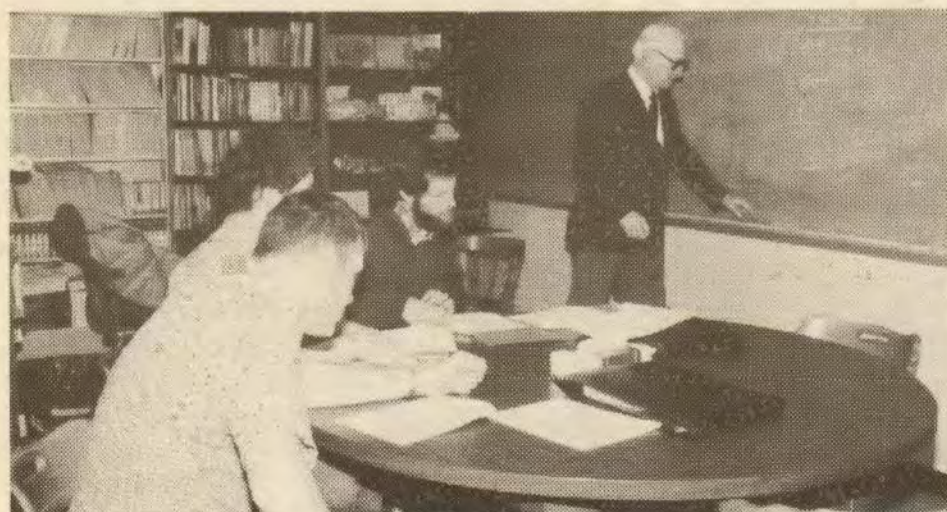
Besides the courses that are available through the Adult Education department, another key function is the offering of remedial service through the Learning Center. Basic help on reading, writing, study skills, and math is provided.

In addition, correspondence courses and materials have been offered since 1980. Seafarers have the opportunity to send for review packets in math, English, social studies, communication skills, metrics and taxes to name a few. These requested materials will be sent to the seafarer's home port or aboard the vessel. Any of these materials are useful in preparing the seafarer for his job, for a future upgrading or college course, or for everyday situations.

All of these Adult Education courses and functions are only some of SHLSS's effective educational activities. The Adult Education department will continue to expand and upgrade the programs in order to prepare the seafarer for the future. Write to the Director of Adult Education for more information on any of these courses.



HIGH SCHOOL EQUIVALENCY PROGRAM (GED)



ADULT BASIC EDUCATION (ABE)



ABE/ESL INTRODUCTORY LIFEBOAT COURSE



## Associates in Arts College Programs

Offered at SHLSS

The Seafarers Harry Lundeberg School of Seamanship offers to SIU members the opportunity to earn a two-year associate in arts degree in their maritime occupational field. Members of the deck department (inland or deep sea) can earn a degree in Nautical Science Technology. Members of the engine department (inland or deep sea) can earn a degree in Marine Engineering Technology. Both programs as well as certificate programs have been approved by the Maryland State Board for Higher Education.

Seafarers earn their college degrees in this new program by combining credits that they have earned or will earn in vocational courses with credits they will earn while enrolled in sequences of general education courses such as English, math, science and social studies. To be admitted to the college program the seafarer must:

1. be a member in good standing in the SIU
2. hold an A, B, or B-limited seniority in the SIU
3. pass an entrance examination in math, English and reading in order to present evidence of the ability to profit from the instruction the school offers.
4. possess any prerequisite maritime background for vocational courses.

The new college program is designed to provide the flexibility that seafarers need to achieve a higher education. Unlike traditional semester systems that most colleges have, the SHLSS degree program will be designed to meet the needs of seafarers who are not always able to attend school for whole semesters at a time. The SHLSS program will offer courses four or five times per year for eight to 10-week periods. Members will be allowed to come back to school

# ASSOCIATES IN ARTS College Programs

for college courses just as they do for upgrading courses. Members who wish to earn their degree will come to SHLSS and work on a sequence of two to three courses over an eight to 10-week period. The college program will work just like upgrading, but instead of taking a vocational class, the student will be enrolled in the college program. The first sequence of college courses offered are English 101: Composition and Rhetoric, MTH 108: Introduction to College Mathematics, and either MET 221: Engineering Principles I (for engine department majors) or

PHS 101: General Physical Science I (for deck department members).

These new courses began in the spring of 1986 and are the first sequence of courses needed for the new college degrees. Any members interested in starting the college program or having any questions about it can contact the Admissions Office or Tracy Aumann at the Seafarers Harry Lundeberg School of Seamanship, Piney Point, Md. 20674. This is the time for members to take advantage of this new and exciting educational opportunity.



## SHLSS Computer Course

Meets the Needs of the Union.

Computers are fast becoming a way of life, and the Seafarers Harry Lundeberg School of Seamanship (SHLSS) is preparing the membership for the changes that are coming. The SHLSS Adult

Education Department offers computer training to the recertified steward class in order to meet one of the educational needs of these seafarers through an introductory computer course.



This course has been a popular class because the membership understands how important it is to be skilled to meet the changing technological demands of the vessels. Further, the maritime industry is finding more and more uses for the computer aboard ship.

Currently, computers already play an important role in the maritime industry. While on the vessels, seafarers receive information instantaneously over the computer screens. Off-shore computer terminals and satellites signal telecommunications data for cargo transports. By dialing into the terminals, information may be processed on payroll, inventory, fuel and parts requisitions, navigation and updated weather forecasts.

SHLSS recognizes the integral role computers play in the industry and have taken the lead in computer training by offering this course. Recertified stewards not only receive information on the operations and benefits of

computers, but also have practical hands-on experience with the computer keyboard. As seafarers become comfortable with the computer, they are eager to use it on their jobs. Recertified stewards have had many opportunities to use the computer when working on inventories and requisition lists.

The computer class is taught by SHLSS instructor Roger Francisco. He is continuously updating the computer course based on feedback from both the shipping companies and seafarers. Because of the increasing involvement between the SIU and military contracted vessels, there has been a growing awareness of the computer skills needed aboard these ships. Roger Francisco has incorporated these skill needs into the computer course.

The computer class is only one of the many educational opportunities available to seafarers through the Adult Education Department.

# Apply Now for an SHLSS Upgrading Course



## Seafarers Harry Lundeborg School of Seamanship Upgrading Application



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

Address \_\_\_\_\_ (Street)

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

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

Social Security # \_\_\_\_\_ Book # \_\_\_\_\_ Seniority \_\_\_\_\_ 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
- ☐ Marine Electronics (Variable Speed DC Drive)
- ☐ 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

- ☐ 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 \_\_\_\_\_

\_\_\_\_\_

\_\_\_\_\_

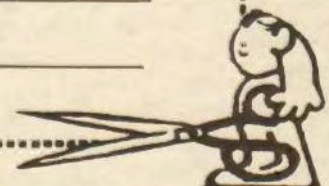
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SIGNATURE \_\_\_\_\_ DATE \_\_\_\_\_

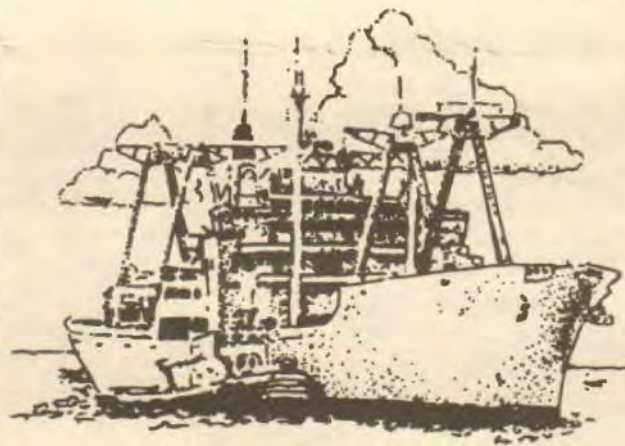
RETURN COMPLETED APPLICATION TO:

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

Rev. 12/86



# Safeguard Your Shipping Rights



**T**O SAFEGUARD your rights and the shipping rights of all SIU members, there are certain requirements that must be followed. These requirements are spelled out in the **Shipping Rules**, and they are there so that the rights of all members will be protected and furthered fairly and impartially.

**DUES** Your current quarter Union dues must be paid at the time you register.

**RELIEF JOBS/REGISTERING** When you are relieved, you must re-register for your job within 48 hours by reporting to the SIU Union hall.

**RELIEF JOBS/CONTACT WITH UNION** It is your responsibility to keep in contact with the Port Agent at the port in which you are registered.

**RELIEF JOBS/SHIPPING** It is your responsibility to claim your job from the hiring hall shipping board no later than one day before the ship's scheduled arrival.

## 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.

# Pepper Seeks Health Care Plan for America's Elderly

Rep. Claude Pepper (D-Fla.) is one of the champions of protection of America's elderly. Following is a letter he wrote to SIU President Frank Drozak and Pepper's proposal for catastrophic health care insurance.

Dear Frank,

Your assistance in a matter of great importance to our nation's 31 million older Americans would be greatly appreciated.

I am pleased to submit for the consideration of your readership my views on the need for a comprehensive response to the catastrophic health care needs of our older Americans. While the president's recent recognition of the need for catastrophic health care coverage for older Americans is certainly welcome, the proposal he endorsed to accomplish this objective falls far short of providing any meaningful hedge against the bankrupting costs of health care most commonly encountered by older Americans.

I believe we have an opportunity to provide for a meaningful, comprehensive health care program for the elderly this Congress. I intend to do all that I can to see to it that such a plan gets enacted.

I have attached, for your review, a letter which I hope you will be able to share with the readership of your distinguished organization.

You know I look forward to working closely with you on this most important matter.

With warm regards,

Always sincerely,

Claude Pepper  
Member of Congress

Dear Friends:

You are no doubt aware that the president's recent announcement to support a catastrophic health insurance proposal was greeted with great enthusiasm in the Congress. The country now recognizes the need to address the catastrophic health care needs of older Americans.

While I am pleased that the president agrees that we must assist our elderly against the bankrupting costs of a catastrophic illness, I am shocked that he would knowingly or unknowingly lead the American people to believe that the plan he endorsed would "free the elderly from the fear of catastrophic illness" and provide "that last full measure of security." That claim is simply not true.

In essence, the president's plan simply covers long hospital stays—which less than 1 percent of the entire Medicare population currently requires. In exchange for a \$4.92 monthly premium, Medicare would cover an unlimited number of days of hospital care, with each Medicare beneficiary paying no more than \$2,000 each year in coinsurance and deductibles. Simply put, his plan would help only 3 percent of the total Medicare popula-

tion. The president's plan would not cover Alzheimer's—which afflicts over 3,000,000 Americans; it would not assist over 500,000 Parkinson victims; his plan would not cover long-term care in a nursing home or in the home; it offers no help to seniors in buying prescription drugs, which cost them about \$10 billion annually; it will not cover hearing aids which cost an average of \$500 per person a year; his plan would not cover dental care, eye care, routine physical exams or foot care. The president's plan would not help the 83-year-old gentleman from Maine who wrote me stating:

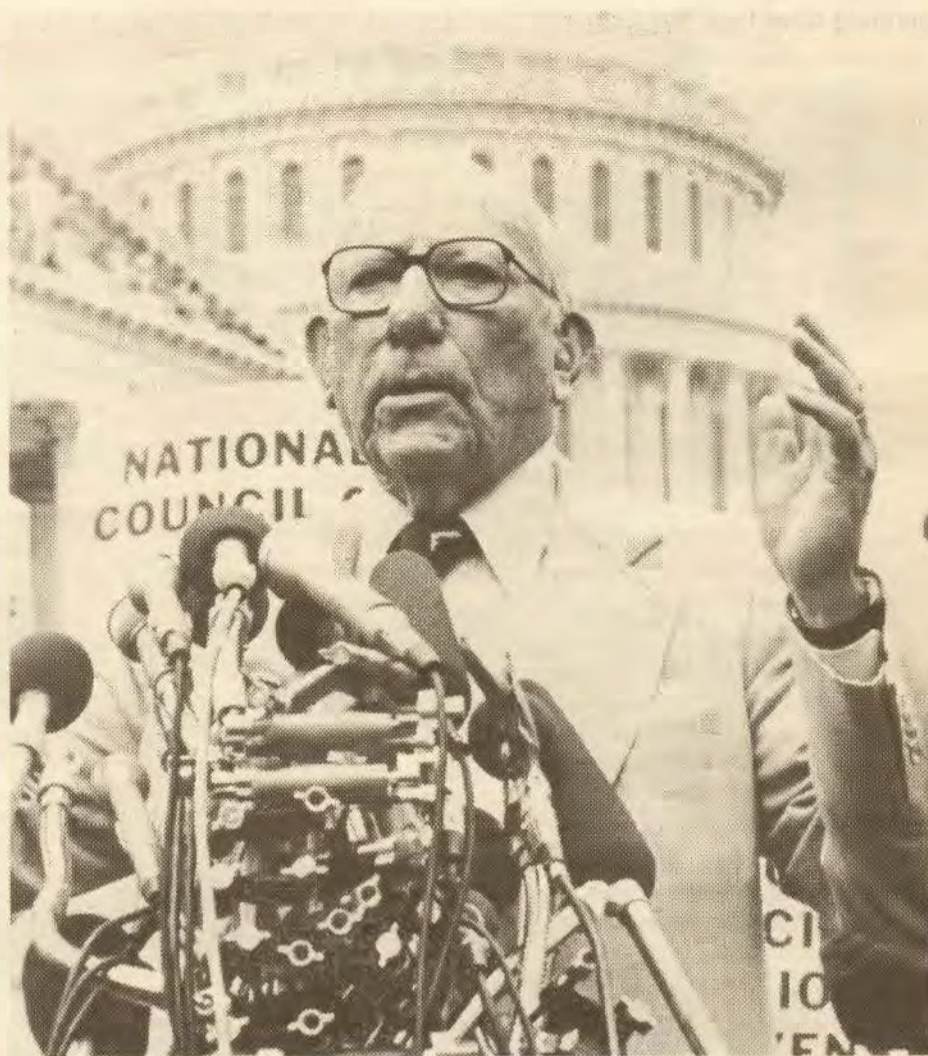
... here I sit the loneliest man that ever lived. I have admitted my wife, of 55 years, to a nursing home. She has Alzheimer's and I am caught between a rock and a hard place. I can no longer provide the round the clock she requires and I will soon be unable to pay the costs of the care she now receives which exhausted our \$160,000 in life savings.

This represents just one of the 700,000 older individuals in America who will be forced into poverty this year due to the catastrophic costs of the health care they need. They would not be helped by the president's plan.

Any serious catastrophic health care proposal should cover not only long stays in a hospital but long stays in the home or in a nursing home as well. It should cover illnesses like cancer, Alzheimer's, Parkinson's, Huntington's, heart disease, and the like, that do not require hospitalization and which are largely unprotected by insurance—either private or public.

I have introduced legislation, H.R. 65, "The Catastrophic Health Insurance Act of 1987," which would in fact provide older Americans with catastrophic and comprehensive coverage they are hoping for. H.R. 65 provides coverage for long or short stays in a hospital, in the home or in a nursing home. It would cover many items currently uncovered by Medicare or private insurance, including dental care, eye care, hearing care, prescription drugs, foot care, physical exams and the like.

H.R. 65 would not involve the investment of new federal expenditures. Rather, it would involve a more sensible and efficient management of our health care dollar. This comprehensive package of benefits would be financed, in part, by the amount Medicare pays now for services under Parts A and B of the program, and in part, by the amount Medicare beneficiaries currently pay for participation in Part B of the Medicare program (\$17.90 a month) and the amount they spend per month on medigap insurance (about \$50 a month). In no case would any senior citizen pay more than 10 percent of their income on health care premiums in a given year. While H.R. 65 would permit Americans to go to any doctor they desired, quality of care and accessibility of services would be required under my bill.



Rep. Claude Pepper

In short, H.R. 65 is a comprehensive and catastrophic health care plan for older Americans. It is a meaningful, affordable and lasting response to the health care crisis we now face. I hope you will lend your support to this bill

which will mean so much to so many. I urge you to let your congressman know of your desire for comprehensive medical care. It would be a tragedy to accept less, at a time when the nation is ready to do so much more.

## AFL-CIO Highlights Many Health Issues

At its Executive Council meeting last month, the AFL-CIO addressed a number of important health care issues which affect American workers. Following are the council's reports.

### Health Care Committee

John J. Sweeney, Chairman

During the past year, the committee sponsored a national health care teleconference, several important training sessions at the Meany Center for health care negotiators and released its two-part video on bargaining for health care benefits. The situation was equally active on Capitol Hill. The AFL-CIO was very much involved in the budget fight, legislation to improve access to care and efforts to improve quality of care.

Calvin Johnson of the AFL-CIO legislative department brought the committee up-to-date on Congress' current health care agenda. He thought that the catastrophic health insurance proposal championed by the secretary of Health and Human Services was on a "fast track" and there was significant support building for legislation requiring employers to offer health insurance coverage to individuals as a condition of employment. He also indicated that he expects Congress to pass legislation improving the quality of care in our nation's nursing homes.

The committee had a comprehensive discussion about federally mandated health care benefits, recommended that a draft statement on health

care coverage be adopted by the Council.

The committee has invited leaders in the health care field to address a number of its meetings. At this meeting Carol McCarthy, the newly elected president of the American Hospital Association (AHA), made a detailed presentation about the future of American hospitals, their priorities and how health care facilities are strategically planning to position themselves in a health care market that increasingly depends less on institution-based care. Dr. McCarthy also indicated that the AHA shares organized labor's concern about access to and quality of care, and she expressed an interest in working in coalitions, whenever possible with the Federation.

The committee heard staff reports on the Reagan administration's budget proposals and the latest available data on rising health care costs. There was also a report and discussion about proposed regulations issued by the administration to eliminate the requirement, which has been in existence for over 10 years, that employees

(Continued on Page 37.)

(Continued from Page 36.)

offering health care coverage pay HMOs an amount equal to what they pay for fee-for-service plans. The committee had a consensus that, if adopted, this regulation would jeopardize the dual choice between HMOs and tra-

## Health Care Coverage

While the United States leads the world in high-technology medical care, too many Americans lack access to even the most basic health care services. Currently, 16 percent of our population, or 37 million people, are uninsured, a 40 percent increase since 1980. Another 50 million have inadequate health insurance protection.

Workers and their families constitute three-quarters of those without coverage and a substantial number of the underinsured. Many employers make matters worse by cutting health benefits, offering inadequate coverage or refusing to provide any health benefits. The refusal of some employers to offer health care protection forces many workers and their families to postpone seeking care until their long-term health or even their lives are in jeopardy.

Most uninsured enter the health care system only through the doors of hospital emergency rooms. In the past, hospitals passed on the cost of their treatment by increasing charges paid by employer health benefit plans. Recently, hospitals have been less willing to shift these costs because of their desire to be more competitive by offering discounts to large health care purchasers. This has reduced the number of plans that absorb the cost of uncompensated care, making it harder for hospitals to pay for care of the uninsured.

The failure of employers to provide health insurance endangers the health of millions of workers and their families. This practice has established an economically inefficient system in which the last and only resort of the uninsured is to be treated in a hospital—the most expensive health care setting—and it has allowed the burden

ditional plans that organized labor worked so hard to achieve.

The members of the committee are:

John J. Sweeney, Chairman	Lenore Miller
Morton Bahr	Henry Nicholas
Owen Bieber	Albert Shanker
Murray H. Finley	Lynn R. Williams
John T. Joyce	William Wynn
Gerald McEntee	

of financing care for the working uninsured to fall disproportionately on companies which provide protection.

We call upon Congress to:

- Require employers, as a condition of doing business, to assure a minimum package of specified health care benefits to all workers and their dependents, including part-time and laid-off workers. Employers could meet the statutory requirements by assuring health care benefit packages generally equivalent to the standards specified in the legislation.

- Provide financial assistance to low-wage employees to assure their health care protection.

- Limit the maximum out-of-pocket employee cost for the basic package.

- Preempt state laws governing insured plans.

- Require states to establish insurance pools through which employers that desire to do so could purchase the federally mandated benefits at an affordable cost.

- Require states to establish a separate pool so that those who, as a result of existing medical conditions or prior health care histories, have been unable to purchase insurance protection can obtain affordable coverage.

- Allow unions in collective bargaining to improve upon the minimum federal requirements.

The AFL-CIO continues to believe that the most effective way of reducing health care costs, improving access and assuring quality would be for Congress to enact a national health care system. In the meantime, we will work for legislation that will assure access to basic health care services for working Americans and their families.

## Catastrophic Health Care

More than 20 years after the enactment of Medicare, there is a national consensus that the elderly and disabled need protection against the prospect of financial ruin associated with catastrophic illness.

Rising deductibles and co-insurance, gaps in covered services and charges in the practice of medicine are forcing senior citizens to pay more out-of-pocket as a percent of income than they did prior to Medicare's enactment. For people with catastrophic illness, the out-of-pocket burden is even heavier. Once they experience a serious illness, beneficiaries quickly exhaust Medicare benefits.

Congress is examining proposals to improve Medicare by protecting beneficiaries against catastrophic expenditures for acute care and by providing coverage for other essential services,

such as preventive care and prescription drugs. The Reagan administration is proposing a plan that is limited to catastrophic coverage. The AFL-CIO strongly supports the congressional initiatives. We are concerned, however, that the current congressional review does not include long-term care. Since one in five persons over 65 requires nursing home care, the lack of protection for long-term and chronic care is a major gap in Medicare coverage.

Protection against catastrophic illness and provision of some other services are a needed and an important first step. We will continue to work to expand Medicare to include all necessary health care services, including long-term care provided at home, in community-based treatment centers and in nursing homes.

## WELFARE REPORT

In an attempt to protect the 8 million workers represented by 43 National Unions affiliated with the AFL-CIO Maritime Trades Department, the participants at the recent Executive Board Meeting adopted the following resolution:

**"The United States suffers from a health care crisis. Substandard services and facilities, unaffordable costs, and government indifference have combined to deprive millions of Americans of adequate medical care."**

\* \* \*

We are often told about the millions of jobs the Reagan administration has created. Statistics show that those millions of jobs are in the \$7,000 per year salary range. At that level, who can afford health insurance?

The government's handling of the health care crisis has been to pass the burden on to other segments of the economy—the workers. These costs come down to us in higher charges across the board every time we receive health treatment.

The trustees of the Seafarers Welfare Plan have been investigating methods of coping with the added burdens, insuring the continued quality health care under the rules, and safeguarding the Plan's funds.

The LOG will publish any and all changes to the Plan. In addition, you will be receiving a letter in the next month from the trustees explaining any changes.

## Nursing Home Care

Trade unionists, senior citizens and consumer advocates have tried for 30 years to improve the quality of care in nursing homes and assure that nursing home residents are treated with the dignity and respect they deserve.

Since the late 1960s, numerous investigations have revealed that large numbers of marginal or substandard nursing homes continue to be certified by the federal and state governments. A recent report issued by the Institute of Medicine (IOM) of the National Academy of Sciences found care in many government-certified homes to be "shockingly deficient" and "likely to hasten the deterioration of physical, mental and emotional health . . ."

We call on Congress to provide for uniform federal standards to assess the quality of care provided in nursing homes, improve enforcement and protect the rights of elderly citizens. Current federal regulations do not require an assessment of the actual quality of care, nor do they allow public officials to force compliance through interim sanctions.

In 1982, in response to administration attempts to dismantle all protection for nursing home residents, Congress requested a comprehensive study by the IOM.

The IOM report made specific suggestions designed to guarantee residents' rights, assess quality and appropriateness of care provided to patients, target for sanctions facilities with poor records, prohibit discrimination against Medicaid patients, and emphasized the importance of adequately trained staff.

The AFL-CIO supports the findings of the IOM report but believes that several key areas require further study. Because public and some private nursing homes care for a disproportionate number of Medicare and other low-income patients, and since public programs do not adequately compensate facilities for the cost of caring for these individuals, evidence is mounting that nursing home operators are reducing staff and services to dangerously low levels and/or refusing to admit Medicaid patients altogether.

The AFL-CIO therefore believes that an adjustment in payments to nursing homes serving a disproportionate share of low-income patients, as is provided to hospitals under the Medicare program, is an essential step towards maintaining the delivery of quality services.

In addition, we call on Congress to:

- Make residents' rights part of the conditions for participation of nursing homes in Medicaid.

- Prohibit discriminatory practices against Medicaid beneficiaries.

- Improve nursing home staffing and training.

- Improve surveying and inspecting of nursing homes.

- Provide new enforcement tools, including interim sanctions, civil penalties and strict time limits for compliance, and more severe penalties for repeat offenders.

- Require the Department of Health and Human Services to develop a uniform assessment system covering all nursing homes and their patients.



FRONTLASH

POLITICS. SOCIAL ISSUES. THE LABOR MOVEMENT.

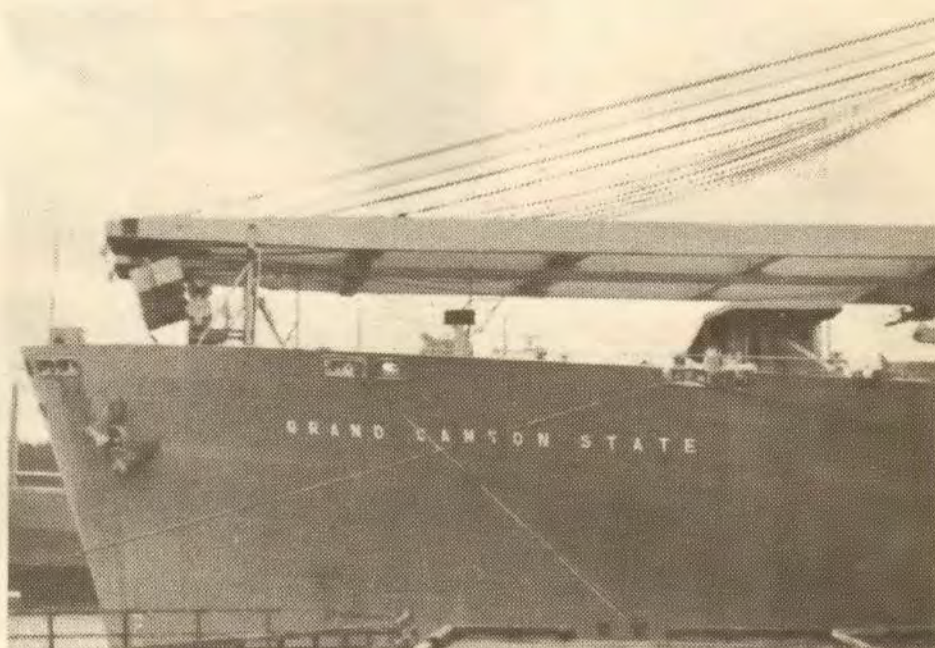
GET INTO IT

## Seafarer Training Pays Off for Craneship Crews

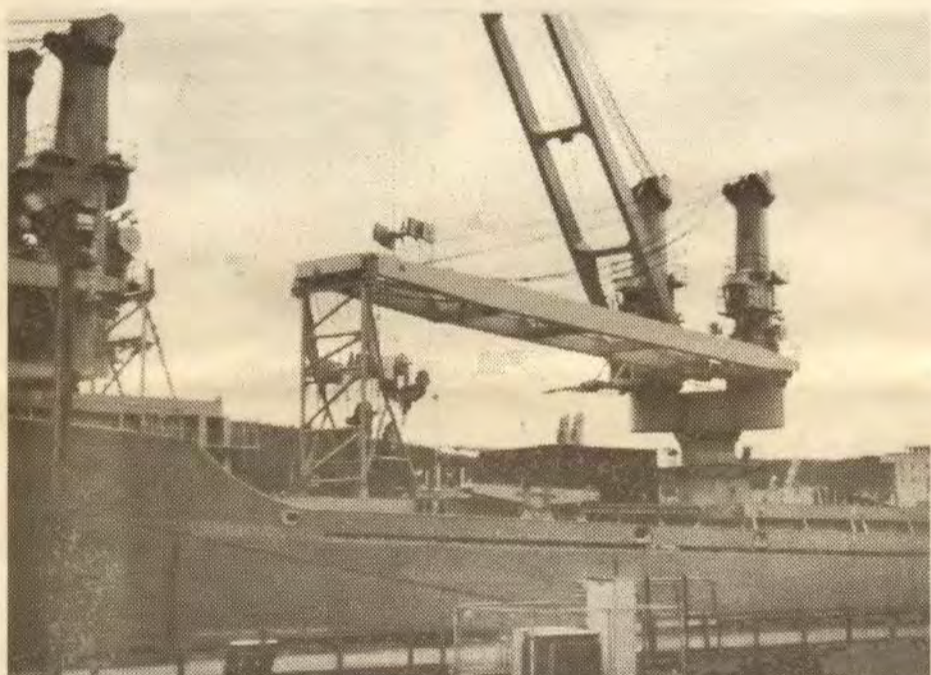
# Grand Canyon State Gives Job Security a Lift



Here (above) is part of the crew which is helping the craneship *Grand Canyon State* fulfill its mission for the military. The crew includes AB Ernest Duhon, QMED John Presley, OL Hilman Hutchinson, QMED Eugene Stang, AB Wayne Darling, AB John McMurtary and AB John Caswell. Pictured below is one of the ship's cranes.



The *Grand Canyon State* (above and below) was docked recently at the Dillingham Shipyard at Swan Island in Portland, Ore. where these pictures were taken.



## Washington Report

(Continued from Page 13.)

the Pentagon has woken up to the fact that the security interests of the United States are being compromised because we don't have a viable domestic computer-chip industry. Yet the same thing holds for maritime."

### Commission on Merchant Marine

The Commission on the Merchant Marine and Defense has been listening to testimony from industry representatives on the steps that must be taken in order to turn things around for the American-flag merchant marine.

"You don't have to alert us to the problems," said Jeremiah Denton, the commission's chairman. "We know the requirements don't exist to enable the industry to meet our defense needs."

Congress established the commis-

sion in 1985 to answer questions about the ability of the merchant fleet to meet this nation's defense needs during times of national emergency.

The panel, whose members were appointed by the president, has two years to study the industry and produce four reports. Two of the reports, one due this December and another due in December 1988, are to contain recommendations.

Denton said it was his belief that Reagan's present view of the maritime industry was that the chief executive didn't want to see it decline further. "I take that to mean that this is the bottom," he said.

Earlier this year, Walter Piotti, head of the Military Sealift Command, said that something had to be done to reverse the decline of the American merchant marine, and that only a revitalization of the private sector fleet could ensure that

this country had an adequate manpower base and sealift capability.

### Title XI

American Shipbuilding of Tampa, Fla. has recently filed a Title XI application with the U.S. Maritime Administration for the financing of two 800 passenger cruise ships.

"While the Reagan administration is trying to eliminate the Title XI program, Marad has said that as long as the law is on the books, they will process and review any applications. The SIU is committed to retaining the Title XI program and we are working with the prospective owners on their application," Pecquex said.

In addition to meeting with officials at the Maritime Administration, the SIU has submitted letters and testimony to Congress pointing out the benefits of the Title XI loan construction program.

### Cargo Preference

Another battle is brewing over the government's interpretation of the Military Cargo Preference Act of 1904.

"Although little information has been made public," said Pecquex, "the U.S. Navy has apparently asked the U.S. Department of Justice to interpret certain provisions of the 1904 Act in a manner contrary to the interests of the U.S.-flag industry."

"The SIU will be closely following this development," said Pecquex.

Just last year, the industry was involved in a similar fight. The State Department tried to ease the cargo preference requirements at the request of the government of Iceland. A crisis was averted when the government and the industry reached a compromise on the issue.

# Howard Schulman Retires as SIU Counsel

(Continued from Page 4.)

"Many people don't understand it. But an enlightened management understands that a workforce and management are equally after the same ultimate goals. We may differ insofar as the divisions are concerned, but each depends upon the other, and there must be a degree of equity and fairness.

"Luckily, this organization has always had leaders who were able to project five, 10 years down the road. They just didn't react to events, they planned for them."

During recent years, Schulman handled the legal end of many of this Union's major beefs. He filed a brief against the Agriculture Department for failing to apply P.L. 480 cargo preference standards to the Blended Credit Program. This set into motion a series of events that led to a historic restructuring of the P.L. 480 program.

Schulman defended seamen's rights under the Service Contract Act; responded to secondary boycott charges filed by foreign-flag fleets and inland companies that were seeking to evade their contractual obligations to the Union, and monitored the actions of the Coast Guard, which establishes regulations for the procurement and maintenance of seamen's papers.

For 20 years Schulman successfully fought back attempts by the Department of Health, Education and Welfare to close down branches of the Public Health hospital system (the hospitals remained opened until 1981 when Congress discontinued the 200-year-old USPHS program). He made sure that the rights of retired seamen living in Sailor's Snug Harbor in Staten

Island were protected when that facility was relocated.

At the time of his retirement, Schulman and his firm were involved in cases against the Seafood Producers Association in New Bedford, and against SONAT Marine, which had sought to deprive captains, mates, engineers and barge captains of their right to union affiliation.

Schulman handled the complex details for many of the Union's mergers. Through his doggedness and brilliant legal maneuvering, he was able to win more than 90 percent of the jurisdictional dispute cases he handled in hearings before the AFL-CIO.

During the Vietnam War, Schulman's legal efforts prevented the licensed unions from encroaching upon the jurisdictional rights of our members in the engineroom by forcing *Delta* to drop its "Apprentice Engineer" program.

In the early 1970s, when the government said that SPAD violated the federal election laws, Schulman defended the integrity of this Union's political action program. All charges against the Union were dropped.

Schulman alluded to this case during the 1971 SIUNA Convention, and its implications for the members.

"No matter what you win by negotiations or on the bricks, and no matter how long it took to accomplish and how expensive, it can all be taken away from you overnight by those in the legislative, executive and judicial branches of government. The answer to me is obvious—more activity, more association, more pressing in the electoral process. Participate in every means possible through your Union."

## MTD Board Sets Maritime Priorities

(Continued from Page 5.)

the United States has fewer than 400 active merchant vessels and is unable to sustain any prolonged involvement overseas, the MTD said.

"It is tragic that the administration is forgetting the lessons in history for which we have paid so dear a price. Over the last half-century, all America's major overseas military engagements—World War II, Korea and Vietnam—have required coordination of military and merchant marine capabilities.

"We spend billions on defense, but we have ignored the crucial investment in our U.S.-flag fleet that is required to deploy our forces where needed. The cost, in terms of cargo preference laws, bilateral trade agreements, tax incentives to shippers or even outright subsidies, is meager when compared to defense outlays and would be, therefore, highly leveraged dollars because they would ensure the executability of the nation's forward defense strategy."

The ultimate solution, the MTD said, lies in assuring enough cargo to support the required number and types of merchant ships that would meet eco-

nomic and defense needs in time of war or national emergency.

Supporting the MTD's positions on national defense and trade policies was a series of related statements. These called, among other things, for action by Congress to close loopholes in the Jones Act, which requires the use of American-built and crewed vessels in U.S. coastal trade; domestic-content and construction requirements for offshore oil rigs and vessels, and steps to restore the domestic shipbuilding capacity "consistent with the demands of national security."

The board also heard reports from MTD Executive Secretary-Treasurer Jean Ingraio; Legislative Director Frank Pecquex; Vice President Jack Otero of the Railway & Airline Clerks on deregulation and Sec.-Treas. William Lucy of the State, County & Municipal Employees on the situation in South Africa.

Speakers from the AFL-CIO staff included COPE Director John Perkins, Legislative Director Robert McGlotten, Economic Research Director Rudy Oswald and Director Bert Seidman of the Dept. of Occupational Safety, Health & Social Security.



C. C. Wei's *Falcon Champion* was the last American ship built with CDS funds.

## C. C. Wei Dies

(Continued from Page 14.)

approach to business. "In China and in the Far East generally, much less weight is placed upon legal documents and much more weight is placed upon personal relationships and trust.

"Always view China as a long-term growth opportunity, not a place to make a quick buck."

Certainly Wei was capable of taking the long view of things.

It took him eight years to put together the package that made it possible to build the Falcon vessels that

introduced automation and diesel fuel into the American-flag fleet. "No one thought he could pull it off," said Joseph DiGiorgio, "but he did."

"The maritime industry has lost one of its brightest lights," said Marianne Rogers, director of political action for the Seafarers International Union, who often worked with Wei to help secure legislation favorable to the maritime industry. "I have never met a kinder or more gracious human being."

Wei, a devoted family man, is survived by his wife Katherine and two children, Lawrence and Andrea.

## Disley Re-elected to MFOW Post

Here are the general election results for the Marine Firemen's Union officials and trustees for the 1987-88 term of office as well as the SIUNA convention delegates:

Henry "Whitey" Disley	—President
B. C. "Whitey" Shoup	—Vice President
Joel E. McCrum	—Treasurer
Robert Iwata	—S. F. Business Agent #1
Robert G. "Jerry" Kimball	—Seattle Port Agent
Sol Ayoob	—Wilmington Port Agent
Marvin "Lucky" Honig	—Honolulu Port Agent

### SIUNA Convention Delegates:

Robert Iwata, Joel E. McCrum



## "Here's a NEW TAX LAW tip"

The new tax law does not affect most 1986 tax returns. If you have any questions on 1986 changes, check your tax package, or order Publication 553, "Highlights of the 1986 Tax Law Changes." Call 1-800-424-FORM (3676) or the IRS Forms number in your phone book to get a copy.

**TAX TIP**  
—A Public Service of the IRS



## Floating Hospital Sails to Philippine Islands

The U.S. Navy's first active hospital ship in 13 years, the *USNS Mercy* (T-AH 19), departed San Diego, Calif. on Friday, Feb. 27, for a four-month training and humanitarian mission to the republic of the Philippines.

The purpose of the deployment is to train Navy personnel in the operation and support of the ship and its 1,000 bed medical treatment facility during extended operations in a remote area.

In conjunction with the training mission, and to subject the medical team to a varied assortment of illnesses and ailments requiring medical expertise for diagnosis and treatment, the ship's medical treatment facility will help meet training and care needs of the Philippine people.

The medical team aboard the *USNS Mercy* during this deployment will include civilian and military personnel, both U.S. and Filipino.

This deployment will constitute the shakedown cruise for the *Mercy*, a former tanker, following its conversion at the National Steel and Shipbuilding Company in San Diego.

The ship is scheduled to visit six ports on five Philippine islands after its initial arrival call at Subic Bay.

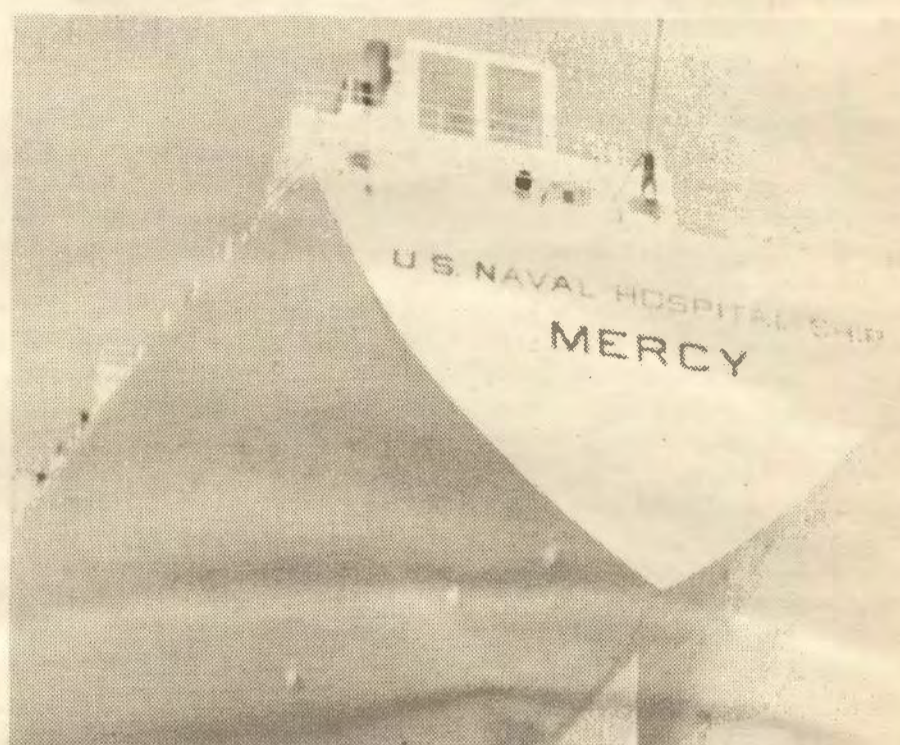
"The operation of the *Mercy* is a further expansion of the fleet support services provided by Military Sealift Command," said RADM Walter T. Piotti Jr., commander of the Military Sealift Command's fleet of 120 ships.

The *Mercy* is scheduled to return to the United States in June and will be berthed at Oakland, Calif. in a reduced operating status.

The *Mercy* is one of two identical hospital ships being converted for the Navy. A second ship, the *USNS Comfort*, will be christened in May. These ships will provide the Navy with medical resources it has lacked since the 1974 decommissioning of the two hospital ships used during the Vietnam War. The Navy had 15 hospital ships on active duty during World War II.

Each ship will have an 80-bed intensive care unit, 20-bed recovery ward, 280-bed intermediate care ward, 120-bed light care ward and limited care wards with a 500-bed capacity.

In addition to 12 operating suites, each ship will have laboratories, pharmacies, dental, radiology and optometry departments, physical therapy and burn care units and radiological services.



USNS Mercy

## Mercy's Masterful Master

by Bob Borden, PAO, MSCPAC

By his own admission, Capt. Richard Benjamin Hosey is still amused at the irony of his situation. "I often wonder," he said recently, "what I'm doing on a hospital ship after spending five years on an ammunition vessel. It's like going from one extreme to another."

Currently the master of the *USNS Mercy* and formerly master of the *USNS Kilauea* and a long line of other MSC ships, Capt. Hosey has been going to sea since he turned 15 in 1943. That's the year he enlisted in the Navy and convinced skeptical military officials he was old enough to join the seagoing service. He mustered out of the Navy three years later as a third class signalman and returned to his home in Hattiesburg, Miss. to attend college. But a few years later, he was back in uniform, serving with the Navy as a second class quartermaster signalman aboard LSTs, destroyers and with the staff of Commander Destroyer Squadron Fifteen.

Hosey left active duty in 1952 and joined MSTs. He worked aboard troop transports for a few years as an able seaman/quartermaster until he acquired his license in 1956. Since ob-



Capt. Richard Hosey

taining his master's license in 1965, he's been in command of almost every type of vessel in the MSC inventory. He's also continued serving with the Naval reserve. Today, he holds the rank of captain, USNR-R.

Capt. Hosey's experience in taking ships out of shipyards and into the fleet was a factor in the decision to name him prospective commanding officer (PCO) of the *USNS Mercy*. He was a young mate aboard a freighter in 1958 that was converted to a tracking ship. Hosey spent 18 months in Scotland in the late 1960s during the construction phase of the *USNS Chauvenet* and brought the ship back to the United States for her shakedown cruise. When MSC acquired its first

## No Truth to Contact Lens Scare Story

The warning pertaining to contact lenses which appeared on page 25 of the January 1987 issue of the LOG is based on false information, according to the American Optometric Association.

The two incidents cited in the LOG are based on a false report which has surfaced periodically during the past decade. The Labor Department's Occupational Safety and Health Administration (OSHA), the American Optometric Association and other professional groups have all refuted these reports.

Welders or anyone exposed to a welding arc should, of course, wear appropriate goggles over their eyes, whether or not they wear glasses or contact lenses.

ammunition ship in 1980 and prepared the vessel for a major renovation, Hosey was the logical choice for captain. History repeated itself again when the veteran master was selected as PCO for MSC's first hospital ship.

On the eve of taking his fourth ship out of a yard and into an operational environment, Capt. Hosey admits a feeling of anxiety with his ship's humanitarian voyage to the Philippines.

"I'm apprehensive for one reason and one reason only," says the veteran skipper. "The trip to the Philippines wasn't originally programmed into the long range plans of the ship. Given the new time frame, some things will have to be deferred that would have been taken care of under normal events."

When he first reported to the ship last summer, the *Mercy* was still undergoing conversion work at San Diego's National Steel and Shipbuilding Company. Working out of a small mobile trailer shared by MSC construction representatives, Hosey and a few of his prospective crewmembers

spent weeks learning about their new home the old fashioned way—they literally crawled through every nook and cranny on the massive ship and took detailed notes of their inspections.

"I had to get to know the ship personally," says the 35-year MSC employee. "I didn't have any say over how the ship was built or converted. And yet, it was a ship I would be operating in the near future."

The recipient of numerous awards, honors and letters of appreciation during his lengthy maritime career, Capt. Hosey expects the *Mercy* to be the last ship he commands before he retires sometime next year. He's still amused at the contrast between the last two ships he's served aboard.

"I'm going from an ammunition environment to one where the sole purpose of the vessel is to save lives," he said during a recent interview, reflecting on his past two assignments. For now, Capt. Hosey is the only experienced master in the fleet who can ponder the contradiction.

## MSCPAC Generous to Charity

Employees of the Military Sealift Command, Pacific—both afloat and ashore—contributed generously to the 1986 Combined Federal Campaign (CFR), raising more than \$31,000 over a two-month period in the final months of 1986.

MSCPAC's contribution helped the San Francisco Bay Area Combined Federal Campaign (the annual charitable fund drive for Navy, Army, Postal Service, Coast Guard and civilian federal agency workers) collect \$3.1 million, an increase of \$500,000 over 1985. This total breaks all previous records for the campaign.

Afloat, the *USNS Kilauea* and the *USNS Mispillion* led the way among MSCPAC ships by giving more than \$3,000. Equally impressive was the charitable dollars contributed by a few of the smaller vessels, including the *USNS Zeus* (\$1,913); the *USNS Nep-*

*tune* (\$1,778), and the *USNS Sioux* (\$1,693). The *Sioux* was recognized by the CFC at an awards reception in January when the ship received a first place plaque, military sector, for her CFC contributions. Overall, fleet contributions among MSCPAC ships totalled \$20,672, a whopping 36 percent increase over last year's total.

Ashore, staff employees gave \$10,744 to the CFC, an 18 percent increase over the 1985 total. There were 23 employees and military personnel who contributed the equivalent of one hour's pay per month for an entire year, thus becoming "Eagle Givers."

Most of the CFC funds will go to local member charities of the United Way, the National Health Agencies, the National Service Agencies, and a number of independent agencies that do not belong to one of the charitable umbrella groups.



AFL-CIO President Lane Kirkland, left, meets with SIU Vice President Roy "Buck" Mercer in Florida, where Mercer was attending a meeting of the AFL-CIO Executive Committee.

## MSCPAC "Smoking Lamp" Is Snuffed Out

The federal government's General Services Administration (GSA) which owns or leases 6,800 buildings nationwide has ruled that federal employees will be permitted to smoke only in designated areas. This will affect 890,000 employees.

Old rules required special sections for non-smokers. Everywhere else, smoking was allowed. Now, the emphasis has shifted in favor of the 70 percent of employees who do not smoke. Offices, corridors, meeting rooms and public areas are presumed

to be no smoking areas.

The MSCPAC headquarters, building #310 at Naval Supply Center, Oakland, is an old warehouse. Smoking, therefore, is not permitted anywhere inside the building for office workers or mariners.

The GSA rules do not affect more than 2 million federal workers, including members of Congress and their aides, postal workers, the Supreme Court, the Smithsonian and employees around the country in buildings not run by the GSA.

## MSCPAC Bull-Pen Upgraded to Lounge

As the result of SIU-MSCPAC discussions, the MSCPAC marine waiting area—more commonly known as the "Bull Pen"—has been cleaned up and painted by volunteer unlicensed personnel. Additionally, the Command has purchased new furniture which is in place in the area for the comfort of the mariners while they await an assignment. Management is attempting to change the name

"MSCPAC Bull Pen" to "MSCPAC Mariners Lounge."

Management has requested that personnel who use the lounge area keep their feet on the floors (where they belong) and not on the furniture (where they do not belong). This will enable the lounge to remain in a more presentable condition for an extended period of time.



This is the Golden Safety Poster Award winning poster designed by Jack Reich, head of MSCPAC's safety branch, and Steve McKnight, an MSCPAC illustrator (see story in December 1986 LOG). The Golden Safety Poster Award is given to the poster that best promotes safety in the marine industry. The National Safety Council will reproduce this design and provide it to Council members nationwide.



Aboard the *USNS Navasota* are Jim T. George, electrician; Nickel Eco, wiper; Charlie Webb, supply, and Samuel Stone, engine utility.



The *USNS Navasota* (T-AO 146) is an MSCPAC Underway Replenishment Oiler serving the U.S. Navy in the Southeast Asia area.

# Help A Friend Deal With Alcoholism and Drugs



Addicts don't have friends. Because a friend wouldn't let another man blindly travel a course that has to lead to the destruction of his health, his job and his family. And that's where an alcoholic or drug user is headed.

Helping a fellow Seafarer who has an addiction problem is just as easy—and just as important—as steering a blind man across a street. All you have to do is take that Seafarer by the arm and guide him to the Union's Addictions Rehabilitation Center in Valley Lee, Md.

Once he's there, an SIU member will receive the care and counseling he needs. And he'll get the support of brother SIU members who are fighting the same tough battle he is back to a healthy, productive alcohol-free and drug-free life.

The road is a long one for an alcoholic and drug user. But because of ARC, an addicted SIU member doesn't have to travel the distance alone. And by guiding a brother Seafarer in the direction of the Rehab Center, you'll be showing him that the first step back to recovery is only an arm's length away.

## Addictions Rehabilitation Center

I am interested in attending a six-week program at the Addictions Rehabilitation Center. I understand that all my medical and counseling records will be kept strictly confidential, and that they will not be kept anywhere except at The Center.

Name ..... Book No. ....

Address .....  
(Street or RFD) (City) (State) (Zip)

Telephone No. ....

Mail to: THE CENTER  
Star Route Box 153-A  
Valley Lee, Md. 20692

or call 24 hours-a-day, (301) 994-0010

## SEAFARERS TRAINING & RECREATION CENTER Reservation Information

Name: \_\_\_\_\_  
 S.S. # \_\_\_\_\_ Book # \_\_\_\_\_  
 Address: \_\_\_\_\_  
 \_\_\_\_\_  
 Telephone # \_\_\_\_\_  
 Number in Party \_\_\_\_\_  
 Date of Arrival: 1st Choice \_\_\_\_\_  
                             2nd Choice \_\_\_\_\_  
                             3rd Choice \_\_\_\_\_  
   (Stay is limited to 2 weeks)  
 Date of Departure \_\_\_\_\_

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

Your Holiday at the SHLSS Vacation Center:

## *What It Will Cost*

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

<b>ROOM RATES:</b>	Member	\$30.00 per day
	Spouse	\$5.00 per day
	Children	\$5.00 per day
<b>MEALS:</b>	Member	\$8.50 per day
	Spouse	\$4.00 per day
	Children	\$4.00 per day

NOTE: No lodging or meal charge for children under age 12.

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

### An Open Letter to All Seafarers:

## SIU Updates Rehabilitation Program to Meet Growing Nationwide Crisis of Alcohol and Drug Addiction

Alcohol and chemical dependency is a progressive, primary disease that cannot be cured but can be treated. The Seafarers International Union will make every effort to remove the stigma associated with chemical dependency.

The SIU will also intensify its efforts to eliminate chemical dependency within its membership and see that appropriate assistance, treatment and after-care are available to each eligible member.

The Seafarers Alcoholic Rehabilitation Center has proven to be very successful. It is giving many of our members a new chance to regain their families, health and lives. Since the Center was established in 1976, we have witnessed many changes in both American society and industry.

One of the changes I am particularly concerned about is the widespread acceptance, use and abuse of drugs other than alcohol. The results of the drug epidemic sweeping this country are being felt by the maritime industry and by the SIU membership.

Being very concerned about the drug problems as well as the alcohol problems of our membership, your Union has recently revised the alcoholic rehabilitation program to address the issues and problems of chemical dependency. This new program, the Seafarers Addictions Rehabilitation Center, will maintain our tradition of seafarers helping seafarers.

Only with each SIU member's cooperation and support can this new addiction rehabilitation program be a success. It is up to each one of us to encourage our brothers and sisters to seek help and then to encourage them along the road of recovery. All members need to be familiar with this program if we are to be successful in our goal of eliminating the tragedy of addiction from the SIU.

**Fraternally,  
 Frank Drozak  
 President**

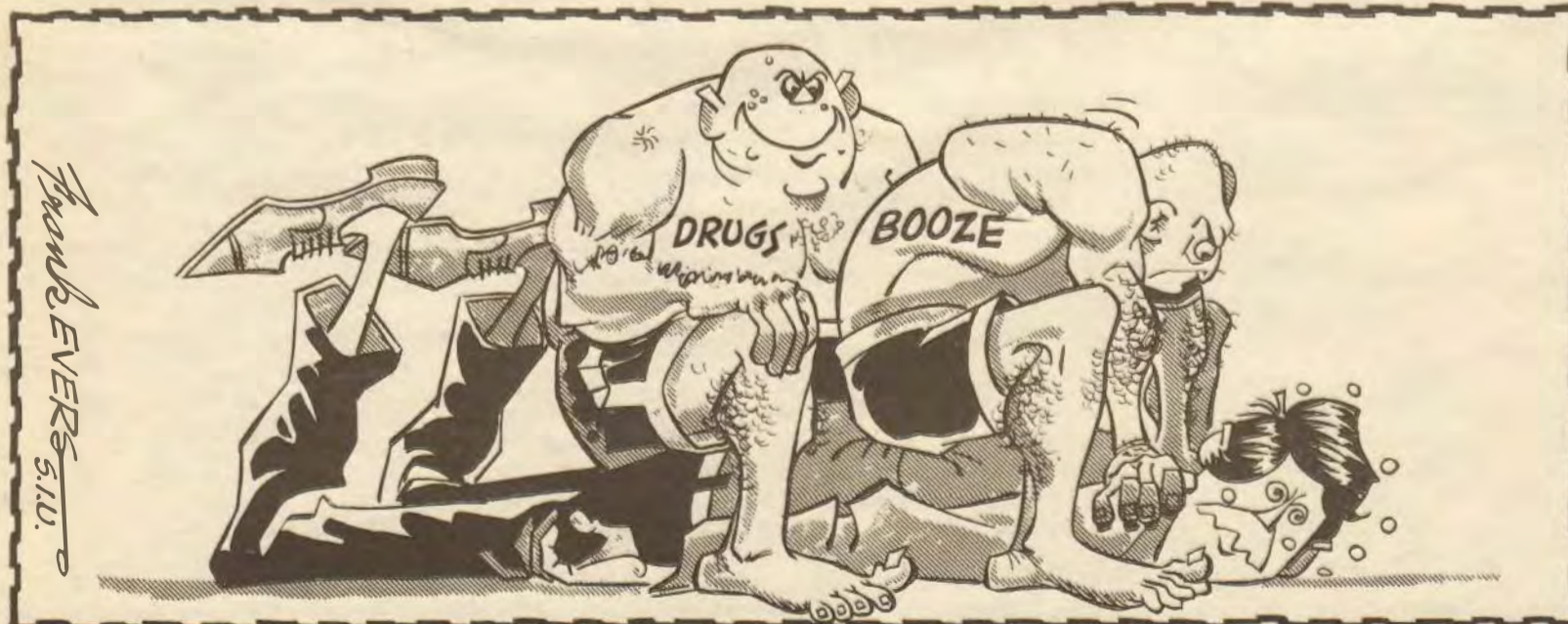
### Personals

Ursel Barber

Please call Louise for an urgent message.

Kenny or Kenneth Thigpen

Please contact Lee E. Wilder, Attorney at Law, Breit, Rutter & Montagna, 720 Atlantic National Bank Building, 415 St. Paul's Blvd., Norfolk, Va. 23510; tel. (804) 622-5000.



**BOOZE  
 AND DRUGS  
 HAVE YOU  
 DOWN?  
 HELP IS  
 AVAILABLE.  
 CONTACT YOUR  
 PORT AGENT,  
 OR S.I.U. DRUG  
 AND ALCOHOL  
 PROGRAM.  
 PINEY POINT MD.**



## Deep Sea



Pensioner Adelbert Arnold, 76, died Feb. 23. Brother Arnold joined the SIU in 1944. He sailed in the deck department. Seafarer Arnold first sailed on the SS *Edward W. Scripps*. He went on pension in 1963. Arnold is survived by his widow, Bonnie.

Winston E. Battle, 63, died Feb. 14 of injuries sustained from a fall. Brother Battle joined the SIU in 1951. He sailed in the steward department, most recently as steward/baker aboard the

*OMI Champion*. Seafarer Battle was buried at Roosevelt Memorial Park in Gardena, Calif. Surviving are his widow, Ada and two grandsons.



Pensioner George M. Prekas died Feb. 23. Brother Prekas joined the SIU in 1968. He sailed in the engine department, most recently aboard the *Pittsburgh* (Sea-Land Service). He went on pension in 1981. Seafarer Prekas is survived by a daughter and son. He was buried in Santorini, Greece.

Alfred Stern died Dec. 7, 1986. He joined the SIU in 1982 and sailed with

the Delta Steamship Line. Brother Stern was buried at Gallilee Baptist Cemetery in Louisiana. He is survived by his widow, Juliet.



Pensioner Sovandus Sessoms, 69, died Feb. 23. He joined the SIU in 1961. Brother Sessoms sailed in the steward department, most recently aboard the *Montpelier Victory*. He retired in 1983. Seafarer Sessoms is survived by his brother, William.

Pensioner John Zajechouski, 76, died Jan. 14. He joined the SIU in 1964, last sailing on the *Transindiana*. Brother Zajechouski retired in 1964. He worked as a chipper and caulker at the Norfolk

Naval Shipyard. Seafarer Zajechouski was buried at Olive Branch Cemetery in Portsmouth, Va. He is survived by his wife, Martha.



Pensioner John Joseph Thompson, 70, died Feb. 9 at home in San Francisco. Born in Boston, Mass., Brother Thompson joined the SUP in 1950 and the SIU-merged Marine Cooks and Stewards Union in 1958. He retired in 1969, last sailing on the *President Roosevelt* (APL). Seafarer Thompson also served in the U.S. Navy during World War II. Services were held Feb. 13 at the Most Holy Redeemer Church in San Francisco, and his ashes were scattered at sea from an APL vessel. Surviving are his daughter, Joan and son, John of New York; a sister, Mae Hicks of Brooklyn, N.Y., and a brother, Tom of Inverness, Fla.

## Great Lakes



Pensioner Leslie D. Buruse, 68, died Jan. 7. He joined the SIU in 1953, sailing in the engine department. He retired in 1980. Brother Buruse last sailed on M/V *McKee Sons* (Amsand Steamship Co.). He is survived by a son and daughter.



**You're always a winner when its American Made with the Union Label**

UNION LABEL AND SERVICE TRADES DEPARTMENT, AFL-CIO



### Pensioner's Corner

The following SIU members have retired on pension:

#### DEEP SEA

##### Baltimore

Edward L. Atkins  
Eugene W. Graves  
Charles E. Shaw

##### Duluth

William E. LaShare

##### Houston

Paul R. Rogers

##### Jacksonville

Jose Destacamento  
Andrew Lesnansky  
George W. Luke  
James O. Thompson

##### New Orleans

Nathan J. Benenate  
Marion H. Simoneaux Jr.

##### New York

Paul Pallas  
Roland A. St. Marie

##### St. Louis

Francis Sperry

##### San Francisco

Joseph M. English  
Ernest C. Kunickas  
Waymond R. Lee  
William B. Millet

##### Santurce

Jose Ross

##### Wilmington

Lorn L. Abbott

## Are You Missing Important Mail?

We want to make sure that you receive your copy of the LOG each month and other important mail such as W-2 Forms, Union Mail and Welfare Bulletins. To accomplish this, please use the address form on this page to update your home address.

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

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

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

### HOME ADDRESS

### PLEASE PRINT

Date: \_\_\_\_\_

Social Security No. \_\_\_\_\_

Phone No. ( ) \_\_\_\_\_

Area Code \_\_\_\_\_

Your Full Name \_\_\_\_\_

Street \_\_\_\_\_

Apt. or Box # \_\_\_\_\_

City \_\_\_\_\_

State \_\_\_\_\_

ZIP \_\_\_\_\_

Book Number \_\_\_\_\_

☐ SIU

☐ UIW

☐ Pensioner

Other \_\_\_\_\_

UIW Place of Employment \_\_\_\_\_

This will be my permanent address for all official Union mailings.  
This address should remain in the Union file unless otherwise changed by me personally.

(Signed) \_\_\_\_\_

# Digest of Ships Meetings

**AMBASSADOR (CCT)**, February 1—Chairman Carlos Spina, Secretary Paul G. Lightell. Everything is running smoothly in all departments with no disputed OT reported. The chairman noted that payoff will be on arrival in Port Everglades, Fla. this trip. Crewmembers were encouraged to attend upgrading courses at Piney Point. The new Navy vessels require many different skills, and members can keep up-to-date at the SHLSS. The steward department was given a vote of thanks for the fine cookouts.

**AMERICAN CORMORANT** (Pacific Gulf Marine), February 3—Chairman Charles Davis, Secretary Susanne Cake, Educational Director/Engine Delegate Anthony Adamaitis, Deck Delegate Peter S. Platania, Steward Delegate William Simmons, Treasurer John Bass. No disputed OT reported aboard the *American Cormorant* in Diego Garcia. There is \$60 in the ship's fund. Last month a written petition was sent to Pacific Gulf Marine and SIU headquarters for a recertified bosun due to some problems with the present steward. Since that letter was sent, a vote was held (7 to 2) in favor of keeping the steward whose performance has improved. Members were asked to show some consideration for their fellow crewmates by not playing loud music or slamming doors. And the radio officer is going through the antenna system to try and improve the TV's reception.

**AMERICAN HERITAGE** (Apex Marine), February 1—Chairman Donald D. Fleming, Secretary Sam S. Brown, Educational Director W. Callahan. Some disputed OT was reported in the deck department as were a few beefs concerning working men on watch and unsafe conditions on deck. This trip, apparently, was not a particularly good one for the *American Heritage*. They ran low on just about everything: groceries, clean linen, soap, washing powder. Sixty days stores were put aboard for the crew, but as many as eight shore-side work-gang members were aboard at one time, four of them for 29 days. This should be looked into by the boarding patrolman. One minute of silence was stood in memory of our departed brothers and sisters. Next port: New York.

**CAPE HORN** (Barber Lines), February 8—Chairman Nick Kratsas, Secretary Vernon Ferguson, Deck Delegate Peter Coix, Engine Delegate George Harrison, Steward Delegate Michael H. Bonsignore. No beefs or disputed OT. The engine department sailed one oiler short but expected to pick up a new oiler upon arrival in Pearl Harbor. The deck department also reported that they lost one AB due to an injury. The steward department, which said it was "doing the thing we know best: feeding the crew and its officers," was given a vote of thanks for a job well done. And in closing the meeting, the chairman stressed the importance of taking advantage of the upgrading courses at Piney Point.

**CONSTITUTION** (American Hawaii Cruises), January 27—Chairman Jim Ellette, Secretary Roy Aldanese. No disputed OT reported. This was the first meeting of the new year, and a number of problems were brought up. The main one is that the female quarters are overcrowded and need to be expanded. There is also some banging in the forward engine room which can be heard in some of the cabins. The chief engineer has been informed and will try to resolve the situation. Copies of the current contract were distributed to sub-department delegates. They were asked to study them so that they could then represent their departments if any infractions were noted. A safety committee meeting will be held and safety hazards discussed. If anyone knows of any issues for the safety committee, they should make the bosun aware of them.

**1st LT. BALDOMERO LOPEZ** (AM-SEA), February 11—Chairman Robert Johnson, Secretary K. White, Educational Director McKinney, Deck Delegate James L. Blanchard, Engine Delegate Charles Smith. No beefs or disputed OT reported. There is \$30 in the ship's fund. Bosun Johnson noted the captain's appreciation for a job well done with regard to the last military operations exercise in January, and Steward White thanked the crew for their help in keeping the ship clean. There was an ethics meeting for all new crewmembers. The ethics meeting is "an hour-long session dealing with general dynamics policies." The bosun reminded the crew not to smoke on the launch until it is a ways from the ship. The crew expressed an interest in receiving information on the status of Sea-Land and also on the new Seafarers Maritime Union.

**INDEPENDENCE** (American Hawaii Cruises), January 29—Chairman Lothar G.G. Reck, Secretary Arlo Klein, Educational Director Daniel Beeman. Everything seems to be going smoothly in the departments with no disputed OT reported. There is some question, however, on whether a lock can be placed on the engine mess room to keep those out who don't belong and to keep the room clean. The recreation committee is investigating whether or not the incentive fund still exists. They have also taken measurements of the lounges for new furniture. The chairman encouraged all those members with enough sea-time to upgrade at Piney Point. He also reminded them to keep their rooms neat and tidy and help keep the mess rooms clean. The importance of contributing to SPAD to help in our "constant battle on the waterfront" was also stressed. SIU President Frank Drozak and Vice President George McCartney were aboard the *Independence* last month and held a meeting with the crewmembers to bring them up-to-date on new issues affecting the Union.

**OVERSEAS VALDEZ** (Maritime Overseas), February 8—Chairman Louis W. Hachey, Secretary Ray H. Mann, Educational Director T. Preston, Engine Delegate Juan J. Patino. Some disputed OT was reported in the deck department. Otherwise, all is running smoothly. One man was fired for not turning to, therefore the ship sailed one OMU short. The *Overseas Valdez* is also in need of overtime sheets for all departments—and LOGs! The vessel will discharge her cargo on or about Feb. 25. The tanks will then be cleaned and she'll go to the shipyard in Singapore for a while. The only beef brought up pertained to the crew size. There are five in the engine department, six in the deck department and three in the steward department. The steward/assistant has to make up the officers beds and set up the crew and officer messes. This practice, it was felt, is unfair, especially considering the fact that there is no provision for overtime in the steward department. Next port: Singapore.

**OMI COLUMBIA** (OMI), February 15—Chairman Joseph R. Broadus, Secretary Chester R. Moss, Educational Director Arthur G. Milne. No disputed OT. The captain said that the ship will pay off this trip. The chief cook was logged and his overtime cut off. This will be taken up with the patrolman at payoff. Otherwise, everything seems to be running smoothly aboard the *OMI Columbia*. The educational director stressed the importance of contributing to SPAD, and he encouraged all eligible members to upgrade their skills at Piney Point. There are lots of movies onboard, "but never enough." The steward department was given a vote of thanks. And thanks were also passed out to all departments for helping keep the pantry clean. One minute of silence was observed in memory of our departed brothers and sisters—and for those seamen killed recently in an explosion aboard the *OMI Yukon*.

**PFC EUGENE A. OBREGON** (Waterman), February 15—Chairman Arthur McGinnis, Secretary James Carter Jr., Educational Director R. Farmer, Deck Delegate B.G. Hutcherson, Engine Delegate A. Carbajal, Steward Delegate Rudolph Xatruch. No beefs or disputed OT reported. The chairman commended the ship's crew for a job well done on taking staff members and stores aboard at the same time and for the successful helicopter operation. A vote of thanks was given to the steward department for a job well done. And thanks were given from the steward to the bosun and deck department for their cooperation during the trip. All Welfare Plan bills will be sent to Union headquarters. An 800 number can be used to check up on individual claims and where they are in the process of payment.

**SEA-LAND VENTURE** (Sea-Land), January 18—Chairman Miguel Aquirre, Secretary Ernie Hoitt, Educational Director L. Acosta, Deck Delegate R.N. Fulk, Engine Delegate Van Joyner, Steward Delegate Robert Adams. At this meeting, held at sea in the crew messhall, the chairman reported that the ship will arrive at Port Everglades, Fla. on Wednesday, Jan. 21. Everything seems to be running smoothly with no disputed OT or major beefs. The secretary urged all members to bring up any beefs they may have at the meeting so that they can be handled before payoff. The captain is looking into the subsistence beef. A Dec. 1, 1986 letter from Vice President "Red" Campbell was read pertaining to the shipping rules as amended through Sept. 15, 1986. A copy will also be on file in the steward's office for anyone to look at. Some needed repairs were brought up including the need for a microwave oven for the pantry and repair of the new crew's washing machine, dryer and VCR (which has had no audio for the past two trips). Following stops in Port Everglades, Fla. and Houston, Texas, the *Sea-Land Venture* will pay off in New Orleans at the end of January.

**STAR OF TEXAS** (Seahawk Management), February 1—Chairman Gene Paschall, Secretary I. Fletcher, Educational Director P. Bishop. No disputed OT reported. There is \$32 in the ship's fund. Weather conditions permitting, the ship is expected to pay off in Norfolk on Feb. 5. Some hazardous conditions have been noticed in the engine room. These will be brought to the attention of the boarding patrolman, as will a question about the supervision of the DEU. The chairman said this has been a good crew, and reminded them of the importance of supporting the

political effort of our Union (SPAD) and of taking advantage of the upgrading opportunities at Piney Point. A copy of the new shipping rules was received and is available to all members for their review. A vote of thanks was given to the steward department for a job well done. Next port: Norfolk, Va.

**USNS STALWART** (Sea Mobility), January 24—Chairman Raymond A. Maddock, Secretary C. Gambito. No disputed OT reported. The chairman explained the Union contract, benefits and procedures for payoff. The educational director talked about eligibility for SHLSS, and a request was made for training films, particularly pertaining to the steward department. The bosun noted that any items in need of repair should be put in writing and hung on the bosun's or the chief engineer's door for action. The incomplete loadout of the ship caused shortages of many items this trip. It was felt that the crew should have more input into the kinds of food ordered. A request was made for more freezer space as well as larger, reuseable coffee mugs. Another request was that meals be served on plates with metal utensils and glasses rather than paper goods. And still another request made was that starting next trip, the room assignments try to be matched with watches.

**LNG VIRGO** (ETC), January 25—Chairman Thomas Hawkins, Secretary Steven R. Wagner, Deck Delegate Robynson Suy, Engine Delegate Imro Salomons, Steward Delegate Michael Ruggerio. No disputed OT. The deck department sailed short one OS for a trip but will get a replacement upon arrival at the next port. A telex was received from ETC Japan concerning the conduct of crewmembers ashore. It was read and posted. And the chairman reiterated the need for all hands to behave themselves while aboard ship and ashore. There is \$217.30 in the ship's fund. This money is used for video tapes and movie equipment. The treasurer also suggested that arrival pools be set up to increase this fund. The steward department was given a vote of thanks for the fine job they have done this voyage. Next ports: Nagoya, Japan; Arun, Indonesia, and Tobata, Japan.

Official ships minutes also were received from the following vessels:

ATLANTIC SPIRIT  
GROTON  
OMI HUDSON  
OMI MISSOURI  
OMI SACRAMENTO  
OVERSEAS JUNEAU  
OVERSEAS MARILYN  
SAN PEDRO  
SEA-LAND ENDURANCE

SEA-LAND EXPLORER  
SEA-LAND INNOVATOR  
SEA-LAND LIBERATOR  
SEA-LAND PATRIOT  
SEA-LAND PIONEER  
SEA-LAND VOYAGER  
SUGAR ISLANDER  
USNS WYMAN

## Monthly Membership Meetings

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

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

FEB. 1-28, 1987

## Dispatchers Report for Great Lakes

Port	*TOTAL REGISTERED All Groups			TOTAL SHIPPED All Groups			**REGISTERED ON BEACH All Groups		
	Class CL	Class L	Class NP	Class CL	Class L	Class NP	Class CL	Class L	Class NP
DECK DEPARTMENT									
Algonac.....	0	19	0	0	4	0	0	33	3
ENGINE DEPARTMENT									
Algonac.....	0	9	0	0	5	0	0	17	1
STEWARD DEPARTMENT									
Algonac.....	0	4	0	0	0	0	0	9	1
ENTRY DEPARTMENT									
Algonac.....	0	19	0	0	0	0	0	61	4
Totals All Departments .....	0	51	0	0	9	0	0	120	9

\*\*\*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.

## Dispatchers Report for Deep Sea

FEB. 1-28, 1987

Port	*TOTAL REGISTERED			TOTAL SHIPPED			Trip Reliefs	**REGISTERED ON BEACH		
	All Groups			All Groups				All Groups		
	Class A	Class B	Class C	Class A	Class B	Class C		Class A	Class B	Class C
DECK DEPARTMENT										
Gloucester	0	1	0	0	0	0	0	2	3	0
New York	49	13	1	39	5	1	10	99	22	1
Philadelphia	2	4	2	3	0	1	1	3	5	2
Baltimore	11	9	0	7	7	0	2	10	6	1
Norfolk	15	13	2	6	8	0	0	23	11	3
Mobile	14	2	0	8	5	1	3	20	3	0
New Orleans	48	6	0	28	5	3	4	84	8	3
Jacksonville	25	9	1	15	4	0	3	51	16	3
San Francisco	27	1	3	29	4	1	7	57	11	15
Wilmington	13	0	1	10	1	0	4	36	7	3
Seattle	18	3	2	18	6	3	2	48	8	0
Puerto Rico	7	1	0	9	3	0	0	28	2	0
Honolulu	8	10	9	6	10	7	8	10	17	8
Houston	32	4	1	16	2	1	6	78	6	2
St. Louis	0	0	0	0	0	0	0	0	0	0
Piney Point	1	4	0	2	4	0	1	3	4	0
Totals	270	80	22	196	64	18	51	552	129	41
ENGINE DEPARTMENT										
Gloucester	0	0	0	0	0	0	0	0	2	0
New York	28	6	0	24	4	0	3	66	8	2
Philadelphia	4	1	1	2	1	0	0	4	0	2
Baltimore	6	3	0	4	1	0	4	11	2	0
Norfolk	12	7	0	7	6	0	0	13	6	0
Mobile	9	3	0	6	1	0	0	9	4	0
New Orleans	27	6	2	20	7	3	1	61	10	2
Jacksonville	21	2	1	11	1	2	4	43	6	2
San Francisco	16	4	0	9	2	0	2	34	7	6
Wilmington	13	3	0	7	2	0	0	23	7	1
Seattle	9	7	4	11	8	3	4	32	10	2
Puerto Rico	7	0	0	8	1	0	0	13	1	0
Honolulu	6	13	7	1	10	5	8	12	13	7
Houston	24	4	0	18	6	0	6	45	5	0
St. Louis	0	0	0	0	0	0	0	0	0	0
Piney Point	0	4	0	2	1	0	0	3	7	0
Totals	182	63	15	130	51	13	32	369	88	24
STEWARD DEPARTMENT										
Gloucester	0	0	0	0	0	0	0	0	0	0
New York	25	2	2	15	1	1	2	38	7	1
Philadelphia	0	2	0	2	1	0	1	0	2	0
Baltimore	5	3	0	2	1	0	0	8	3	0
Norfolk	7	6	0	4	4	0	2	9	2	0
Mobile	6	1	0	4	1	0	2	8	1	0
New Orleans	19	2	1	19	1	2	3	38	2	0
Jacksonville	12	4	0	8	0	0	2	24	8	0
San Francisco	21	3	2	17	3	0	7	74	11	8
Wilmington	8	4	0	9	1	0	2	19	6	0
Seattle	18	2	1	15	2	2	5	41	6	0
Puerto Rico	2	0	0	4	0	0	1	6	1	0
Honolulu	3	22	29	8	15	24	31	2	27	32
Houston	16	1	0	9	1	0	2	23	1	0
St. Louis	0	0	0	0	0	0	0	0	0	0
Piney Point	0	4	0	1	2	0	0	1	6	0
Totals	142	56	35	117	33	29	60	291	83	41
ENTRY DEPARTMENT										
Gloucester	1	0	1	0	1	0	0	1	1	3
New York	16	16	6	15	15	1	0	44	29	12
Philadelphia	2	6	5	3	1	0	0	4	6	6
Baltimore	1	3	0	5	3	0	0	3	4	0
Norfolk	9	13	2	2	11	0	0	11	5	3
Mobile	1	5	0	1	2	0	0	1	12	1
New Orleans	18	14	16	14	9	20	0	30	18	18
Jacksonville	3	9	2	3	6	0	0	8	10	6
San Francisco	29	15	6	16	4	1	0	77	30	27
Wilmington	11	7	2	8	1	1	0	24	15	4
Seattle	18	17	0	17	9	0	0	44	34	3
Puerto Rico	3	7	0	6	1	0	0	15	10	0
Honolulu	3	63	173	5	82	152	0	8	77	206
Houston	11	13	3	7	4	1	0	28	16	4
St. Louis	0	0	0	0	0	0	0	0	0	0
Piney Point	0	3	18	0	6	14	0	0	4	14
Totals	126	191	234	102	155	190	0	298	271	307
Totals All Departments	720	390	306	545	303	250	143	1,510	571	413

\*\*\*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 February was down from the month of January. A total of 1,241 jobs were shipped on SIU-contracted deep sea vessels. Of the 1,241 jobs shipped, 545 jobs or about 44 percent were taken by "A" seniority members. The rest were filled by "B" and "C" seniority people. A total of 143 trip relief jobs were shipped. Since the trip relief program began on April 1, 1982, a total of 4,639 jobs have been shipped.

## 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  
Toll Free: 1-800-325-2532

### 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

## 'Taking Care of Our Own . . .'

At this time, and a hard time for all unions due to the rise in costs for medical treatments, I take pleasure in thanking the Board of Trustees for their approval of a hearing aid which I desperately needed.

Don't let it be said that the Seafarers Welfare does not take care of the oldtimers. Again, thanks very much.

**Fraternally,  
Tony Nottage N-110  
Cypress, Calif.**

## 'Paying the Bills . . .'

Just a note to let you know that I really appreciate the payments that you have made on my medical bills.

I hope to be better, but there always seems to be some health problem.

**Thanks again,  
Harold J. Grady  
San Francisco, Calif.**

## 'Plans Rate with the Best . . .'

After being discharged from the Navy in Jan. 1946 with 39 months of service, I shipped on the Liberty ship the *John T. Holth* one month later as an able seaman with a load of coal to France.

## Letters To The Editor



From that time until Nov. 9, 1986, I worked on SIU ships. After more than 40 years in the Union and 31 years of seetime, the pension I had been working for came true. I received my first checks for the months of Dec. and Jan., along with the pension supplement in Jan. 1987, making my seetime worthwhile.

I think our pension and welfare plan rate with the best. If I stay healthy, my pension will be just another benefit that my Union has provided for its members which I will be able to enjoy.

I think the SIU will continue to move in the right direction and provide the best for its members.

The best of luck and smooth sailing for everyone.

**Jim Pulliam P 409  
Seattle, Wash.**

## President's Report

(Continued from page 2.)

affiliate with the new union, chartered by the AFL-CIO. As you know Paul, I rejected that proposal and informed the NMU that our autonomous union would not agree. However, the SIU A&G was prepared to continue discussions of merger with the NMU. That was rejected, and the meeting was adjourned.

At the request of Shannon Wall, we met with Lane Kirkland the following day to see if the deadlock could be broken, and to seek his suggestions. I asked everyone to remain at Piney Point until I returned so I could brief them on what occurred at that meeting. As I was told, Paul, you wanted to leave, and had suggested that I could telephone everyone to brief them on the outcome of the meeting.

I do appreciate your staying until I returned from the meeting with Kirkland, so everyone would then have the facts. The meeting with Kirkland, his staff and Shannon Wall went no better than the one at Piney Point.

The NMU wanted the SIUNA to give up all of its affiliates, including the Sailors and Firemen, and have the SIU and NMU merge as one seamen's union. Those who didn't agree would be out of luck, because it would be the only recognized unlicensed seamen's union in the AFL-CIO. Shannon Wall proposed there be two co-chairmen until elections could be held.

I was shocked. At no time before had this been discussed. Furthermore, as you know, there cannot be two captains of a ship.

I could not accept that proposal, nor would I ever. Our International is a good International. While many of us in it have our differences, as far as I am concerned, that's what gives us our strength. No one can take our autonomy away unless we want to give it away. It's our International union. That's the way it should be and that's the way it will be, unless the affiliates decide differently.

Since our meeting on merger with the NMU, I heard nothing until January of this year, when President Kirkland called to say that Shannon Wall had asked him if he could arrange a meeting with Shannon, Ray McKay and myself. I called Shannon and we met in Florida on Saturday, February 14th. To this day, I still don't know what the meeting was about. At no time was merger mentioned by Shannon, nor did I mention it. Since he requested the meeting, I was waiting for him to raise the issue, but he didn't. After one and one-half hours of

discussion about everything except merger, the meeting adjourned.

Paul, we don't need outsiders telling us how to run our business. Each of us has our own rights as autonomous unions. We should be able to resolve our problems in-house. But making statements that are only half true and criticizing each other in public is not and never has been in the best interest of our International, its affiliates, or anyone else.

Paul, those who live in glass houses should be careful how they throw stones.

In case you didn't know, Paul, it was the Sailors Union of the Pacific, under Harry Lundeborg, who set up the first union representing licensed and unlicensed seamen in one union, and the Sailors Union of the Pacific still has that concept. In the early 1950s, the WEST COAST SAILOR and SUP membership minutes reported that the Sailors Union of the Pacific signed a contract representing licensed and unlicensed seamen.

As the NMU PILOT reported in the early 1960s, the National Maritime Union followed by signing up all licensed seamen on American Export Line ships. The NMU then represented licensed and unlicensed seamen on all of Export's ships.

The MM&P in the late 1970s and early 1980s signed contracts representing licensed and unlicensed seamen. Bill Smith, your port agent, reported to you the first ship on the run from the West Coast to Hawaii, with a crew list. Since then, the MM&P has acquired several ships top-to-bottom, including the ex-Gulf Oil tankers running in the West Coast domestic trade, as well as passenger ships which have never sailed and may never sail.

In early April 1986, MEBA D-1 formed PASS as its affiliate, whose sole purpose was to represent licensed and unlicensed personnel—top-to-bottom—to bid on military work and go after new business (see *Soundings*, December 22, 1986).

We recognize these facts, and the disappointing level of union interest in merger, including that from your union. You should recognize the responsibility I have to the membership of the SIU A&G and the International affiliates (including the Sailors and Firemen). We often get no credit for all the work we do to retain the laws that create jobs, with P.L. 480 cargoes, military cargoes, domestic trade, and operating subsidy, the latter of which SIU A&G seamen (excluding the three Waterman vessels and the Steward Department on the APL vessels) do not enjoy—but your membership and the NMU does.

Your International has been in the forefront of these issues and many others, including new programs that would create more jobs for all maritime unions, not just the SIU A&G. The SIUNA is proud of its record and its support; but, the SIU A&G District will not take a back seat to anyone. It will do whatever is required to protect itself and the job security of its membership.

The SIU A&G will, with its International, continue to protect the interests of its affiliates. But the SIU A&G will not sit idly by and see its structure destroyed.

Let me mention one other development. After reviewing all of the facts, and understanding that no one wanted a merger, the SIU A&G affiliate Seafarers Maritime Union was created in late No-

vember 1986 to create job security for our people and preserve our institution. In this way, we responded to the same survival requirements that every union, including the SUP, faces. While many would like to destroy our union, that won't happen on my watch, and I hope it won't happen to the SUP on your watch either.

Paul, I could say a lot more, but I will stop here, because I only want to set the record straight. The SIU-AGLIWD and its membership are still on record as wanting to consider merger with any maritime union, including the Sailors Union of the Pacific and the Marine Firemen's Union. But the merger must be fair, and all cards must be on the table, not half the deck.

We face new challenges as we approach a 21st century marked by automation, high technology, faster and larger ships with smaller crews, and a global marine transportation system. Today, we would not exist except for military cargo supplies and government-impelled cargoes.

The SIUNA intends to continue in the same fashion as our predecessors—to create, not destroy. Our goal, as should be everyone's, is to create a new industry, not fight over the disappearing one we have today.

Paul, in closing, we will always work with the Sailors and Firemen to protect and rebuild our maritime industry, and create more jobs for all of us. As always, I look forward to working with you and all of our affiliates on matters of concern to each of us. I hope you will print this letter in your paper, so that everyone will have the facts. I intend to print it in the LOG.

**Fraternally,  
Frank Drozak  
President**

SIGN UP TODAY  
FOR \$PAD  
CHECKOFF!

...AND  
JOB  
SECURITY!

\$PAD

Frank EVERS © S.I.U.

