



LOG

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SEASON'S GREETINGS



*Best Wishes for
Happy Holidays & a Prosperous New Year*

Joe DiGiorgio
Secretary

Angus "Red" Campbell
Vice President

Frank Drozak
President

Joe Brown
Vice President

George McCartney
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President's Report

by Frank Drozak

It's time to do a little explaining. It's time to explain to you that sometimes as president of the entire SIU, I have to make decisions that some of you won't like.

In a perfect world, labor and management would sit down at the table and give a little, take a little. Somewhere along the line, both sides would find a common ground which would keep the company profitable and the workers well paid and protected.

It's not a perfect world. If it were, we wouldn't have had to face the situation we did with Curtis Bay Towing Co. The situation has been getting a lot of attention inside and outside the SIU. I'd like to take this time and try to explain why some things have happened.

The SIU is not just inland deckhands, APL steward departments, TAGOS crews or QMEDs on Sea-Land ships. Though if you're part of one of those groups, that might certainly seem to be the most important aspect of the Union. But we're also all the men and women on the beach who haven't worked in months. We're the folks who are approaching retirement age after decades of long work. We're the people on pension. We're a lot of people who have to count on the strength of the entire SIU to protect the benefits and security of each of us.

When we began negotiations with Curtis Bay for contracts in Philadelphia, Baltimore and Norfolk this past summer, we knew it wouldn't be easy. We knew eventually we would have to make some concessions. We told them we were willing to help the company through its financial troubles so that, in the long run, Curtis Bay would stay in business and we would stay on the job.

When the membership in those three ports saw the final offer from the company, they said "shove it." I don't blame them. Over the years, through their professionalism and the SIU's representation, tugboat jobs in those ports were some of the best paying blue-collar jobs in the country. Almost anybody would balk at taking pay and benefit cuts that could reduce your income by 50 percent.

The membership voted to strike, and I supported that action. We felt that the skills and talents these people



had could not easily be replaced. We believed the company could not operate efficiently and profitably without SIU crews.

Well, a strike isn't the weapon it used to be. Though we had support from many other unions, legally we could not shut down the entire port as we could in the past. If we had done some of the things we wanted, we would have put the entire SIU in jeopardy—open to multi-million dollar

lines today. In fairness, as hard as it is to admit, some cross picket lines out of desperation, simply to work.

In the past, when companies used scabs to replace strikers, they were usually let go after the strike was settled. But again, recent court and NLRB rulings have given strikebreakers certain seniority and preferential hiring rights if they are brought in as replacements. Management can now threaten to replace striking union members. And even if a contract is reached, there is no guarantee strikers will get their jobs back.

We were on strike, and Curtis Bay was running all their boats and making money. We got no help from the Coast Guard when we reported safety and licensing violations. We knew we would get no help from the NLRB. So where were we? In deep trouble.

Unexpectedly, in early November, Curtis Bay delivered an ultimatum to its Norfolk crews. Come back to work or be fired, permanently replaced. The membership in Norfolk said no, and Curtis Bay stuck to its guns and fired the lot of them. Fifty-six people out of work. They said they would make the same demand in the other ports.

In addition, if Curtis Bay followed through on its threat to replace the striking SIU members, it could have

jobs become non-union, very seldom do you get a chance to win them back.

That's why, with the Board's approval, I entered negotiations with Curtis Bay. It was time to get people back to work, accept our losses and be there to fight another day. I wanted it over quickly. We were able to make some substantial improvements on their last offer. But more importantly, we retained those jobs on those boats.

In hindsight, maybe we could have done it differently. But that's now water under the bridge.

I decided that it was time to stop the losses. In the long run, it would be better for the members and for the Union to return to work. I acted under the authority granted me in the SIU Constitution to negotiate and sign contracts. It was my decision, and it is my responsibility.

When the membership in Baltimore refused to return to work, they lost their jobs. That is sad, very sad. Just like I had to make a decision for the good of the Union, they had to make theirs. I think they were wrong. But I understand the emotion of the situation.

In Philadelphia, the membership returned to work, but in their disappointment they filed suit against the Union.

The aftermath of a strike can be bitter. This one is. Boatmen in two ports lost their jobs. Suits and NLRB complaints have been filed against the Union. There is name calling and finger-pointing.

I want to stress that it is not just the SIU that has had to face these tough fights. Until the anti-union climate, fed by seven years of the Reagan administration, changes, until we as trade unionists are allowed to fight on equal footing with companies, every strike will be difficult. But our first weapon is something no court or president can take away from us: We must maintain a solid core of unity and jobs.

In the end, the buck stops at my desk. I made the decision to end the strike and sign a contract. We still maintain SIU jobs on those boats in Philadelphia and Baltimore. In Norfolk we have problems, but we are not finished there.

It's simple. We got beat. I hope that during the next few weeks our members who are upset and unhappy will realize that the SIU will be around to fight again. I hope that they will be part of it. Let's put it behind us, learn from it and get on with the job of building a union—together.

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lawsuits that could bankrupt us.

Since 1981, court and NLRB rulings have made traditional picket line activities illegal. Strikers have actually been assessed damages for name-calling, for trying to block entrances or for having too many people on a picket line. Not only are union members liable for damages, but unions themselves can be fined hundreds of thousands of dollars. Step-by-step, this administration has weakened unions' rights.

In better times, experienced crews are hard to find because they are working. But the heavy depression in the inland industry has thrown thousands of tugboat crews out of work. Curtis Bay knew that. Within days they had crews, mainly from the Gulf. People aren't afraid to cross picket

placed their pensions in jeopardy. In effect, their action would have been a withdrawal from the pension plan and our people could have lost their past service credits.

The Union's Executive Board decided we had to end the situation. We were losing. It happens. I did not want anyone else to lose their jobs. Also, these ports are important to the SIU. I did not want the Union to lose its presence in those ports. I wanted to do what was best for all the individuals involved and for the Union as a whole.

As a union, the SIU had to maintain its presence in those ports. If you pack up and leave, it's doubly hard to re-establish yourself. Just ask any union which has lost a foothold in an industry. From the United Mine Workers to the Meat Packers—if you let your



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U.S./Canada Trade Pact Deletes Maritime Threat

The American maritime industry won what may be its most important victory in years when U.S. and Canadian trade negotiators removed all maritime provisions from a new Free Trade Area Agreement (FTA).

The action came after months of continued pressure in what observers called "a rare show of maritime unity." Earlier drafts of the FTA would have opened up almost every U.S. maritime program—from the Jones Act to subsidies to cargo preference—to Canadian ship operators.

"This is wonderful news," said SIU President Frank Drozak. "We were sitting there with a gun pointed at our heads. There was a very real possibility that if the maritime sections were not removed, the entire U.S.-flag industry would have been destroyed."

Under the earlier proposals, Canadian shippers would have been allowed to participate in any expansion of U.S. maritime promotional programs. For example, if the Jones Act were expanded, that would be open to the Canadians. If new subsidies or cargo preference programs were enacted, those would have been fair game.

While sentiment in the maritime industry had been running against proposed maritime agreements in the FTA for more than two years, the industry (labor, management and other groups) didn't come together until this summer. That was when it became clear that unless some action was taken, U.S.-flag ships were at high risk.

The Maritime Industry Coalition on the U.S. Canada Free Trade Area Agreement was formed by more than 200 organizations. The coalition, along with almost 300 senators and representatives opposed to the deal began a massive education and lobbying effort.

"Over the past months we have had to mount what can only be called an educational campaign to explain the maritime industry to those who see only ships," said Rep. Walter B. Jones (D-N.C.), chairman of the House Merchant Marine and Fisheries Committee.

In the House, Jones introduced a resolution calling for the removal of maritime issues from the agreement. It gathered 245 cosponsors. In the Senate, Sen. John Breaux (D-La.) introduced a similar measure which won several dozen cosponsors.

The coalition sent several letters to politicians and others outlining why the agreement would hurt the maritime industry. It also expressed concerns to the administration and its trade experts.

The two issues most heavily stressed by FTA opponents were that the head-to-head competition between U.S. and Canadian ship operators would be unfair because of the heavily subsidized Canadian industry, and the defense role of the U.S.-flag fleet.

"The Canadians have an overwhelming competitive advantage because of the Canadian exchange rate, government health and pension ben-

efits, faster depreciation tax schedules for vessels and numerous other forms of aid such as interest-free loans, grants and assistance for new facilities and equipment. If Canadian-flag vessels are allowed to penetrate future markets in U.S. domestic waterborne commerce, U.S.-flag vessel operations will entirely disappear," the coalition wrote.

In addition to the competitive advantages the Canadians have, Canadian ships already carry about 90 percent of the bilateral trade on the Great Lakes. That country's Parliament is in the process of tightening Canadian coastwise laws also.

FTA opponents also pointed out that if the trade pact were approved with maritime provisions, other nations could be granted the same rights under Most Favored Nations trading pacts.

"The establishment of the Free Trade Area Agreement with Canada sets an extremely dangerous precedent that may result in the total collapse of the domestic U.S.-flag fleet. Other U.S. trading partners have the right, under existing treaties, to demand the same benefits granted to Canada. The combined political pressure of these nations, coupled with the benefits granted to Canada, could lead to the eventual demise of the U.S. merchant marine," the coalition wrote.

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pact could have a disastrous effect on the nation's defense posture.

Both the "President's National Security Strategy", issued earlier this year, and the Merchant Marine Commission on Defense and National Security pointed to an alarming decrease in the number of ships, especially the number of qualified crewmembers in the U.S. merchant marine.

"Allowing Canadian operators to compete in America's domestic and reserved trades will decrease the demand for American seafarers and will only exacerbate this trend, damaging U.S. defense capabilities," Drozak said.

It was the defense issue that seemed to gather more support for treaty opponents.

"We believe that a strong merchant marine and a national sealift capability are absolutely vital to our national defense. This is not some hackneyed sentiment. It expresses a sense of alarm over the decline of the U.S.-flag merchant marine and our ability to fulfill the responsibilities of a great power," Jones and Breaux wrote in a letter to *The Journal of Commerce*.

"You simply do not make national security part of a trade agreement," they added.

Breaux called the removal of the maritime provisions "a substantial victory . . . and a reiteration of the long standing position of this government to maintain its promotional programs that strengthen the merchant marine for its national defense role."

Marad Keeps RRF Authority

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The future of its role as manager of the reserve fleet of merchant ships, including the 80-plus vessels in the Navy's high-readiness Ready Reserve

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The action involved a decision by the Senate Appropriations Committee to turn back a Navy-inspired effort to complete a takeover of the Ready Reserve Fleet function.

The committee assigned to Marad, beginning next fiscal year, the roughly \$80 million needed to keep that fleet in readiness, rather than having the Navy reimburse Marad for its efforts.

The committee did express concern that the costs of maintaining the fleet "are excessive," a Navy contention. But the committee suggested that because both Marad and Navy have been involved, there has been little incentive to cut costs.

It is expected that the committee's report will conclude that "the merging of the financial and administrative responsibilities will provide such an incentive."

With the support of an appropriations subcommittee, the Navy also had pressed for manning the fleet's ships with naval reservists rather than civilian merchant crews.

The full committee decided to direct the Navy to submit by May 1 a feasibility study on a plan giving the Naval Reserve responsibility.

The committee said the study must "include steps to recruit the entire private-sector merchant manpower pool into the Naval Reserve, and that the manpower pool continue to be

First SMU Convention

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Also elected to office along with Drozak were Executive Vice President / Secretary - Treasurer Ray McKay and Vice Presidents Jerry Joseph and Red Campbell.

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still in business have made it known that they are thinking of reflagging."

Developments over the past year have reinforced this trend. These include the inability of Congress to reform the liner subsidy program, events in the Persian Gulf, formation of top-to-bottom organizations by MEBA-1 and MM&P and the recent stock market crash, which has threatened to dry up the few remaining sources of domestic capital for ship construction.

On a more positive note, the delegates heard about the considerable progress that had been made in the areas of organizing, legal, servicing, manpower, training and new SMU benefit plans.

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Both Drozak and McKay stressed that SMU contracts will not supplant existing SIU or D-2 contracts.



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All Ribbin' Aside. . . .



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The Stanwick Report: Manning Revolution

This is the second in a series of commentaries on the evolving conditions in the U.S. maritime industry. We began last month with a report from President Drozak on the decline of America's industrial base, and the loss of focus on the need for a strong U.S. maritime capability, particularly during the seven years of the Reagan administration.

* * *

IN December 1971 a report was issued which proposed radical changes in manning requirements for U.S.-flag merchant ships. The report was prepared by the Stanwick Corporation at the request of the U.S. Maritime Administration's office of research and development and the U.S. Coast Guard's office of merchant marine safety.

The purpose of the report was "to determine crew skills, manning, and training requirements to provide safe, efficient and economical operation of U.S.-flag merchant ships" in the near future (10 years).

The bottom line of that report was that "it is possible to operate present ships safely and efficiently with approximately 50 percent of present (1971) manning, i.e., present manning as required by union agreement or company policy."

To put this report into perspective, manning scales under SIU Standard Agreements at that time called for 34 unlicensed crewmembers on standard dry cargo vessels, and crews of from 28 to 34 aboard tankers.

While it is not possible to assess what direct influence the *Stanwick Report* has had on the changes that have taken place in manning requirements and training of merchant seamen, the fact is that many of that report's conclusions have come to pass, and some more of them are imminent.

Here are excerpts of the "principal findings" of that section of the report dealing with *Manning and Skill Requirements*:

- "... Present manning and skills of modern cargo vessels do not match the functional requirements of high-speed, fast-turnaround operations; highly automated engineering plants, or sophisticated electronic equipment."

- "In general there is a shortage of personnel adequately skilled in the operation and maintenance of the more complex systems, and an excess of personnel with little or no technical skills. With minor changes in equipment and procedures, *cross-utilization of personnel*, upgrading of skills, and transfer of some functions ashore, it is possible to operate present (1971) ships safely and efficiently with approximately 50 percent of present manning . . ."

- "Systems and equipment expected to be installed in ships during the next 10 years will be significantly more complex, sophisticated and automated than at present . . . Such ships and systems, designed to be operated by smaller crews, require personnel with a high degree of technical skill and operating proficiency . . ."

- "In general, engineering personnel are inadequately trained in the operation and maintenance of control systems for centralized control engineering plants, and in effective preventative maintenance . . ."

- "Much routine engineering preventative maintenance could be performed by shoreside personnel during in-port stays . . ."

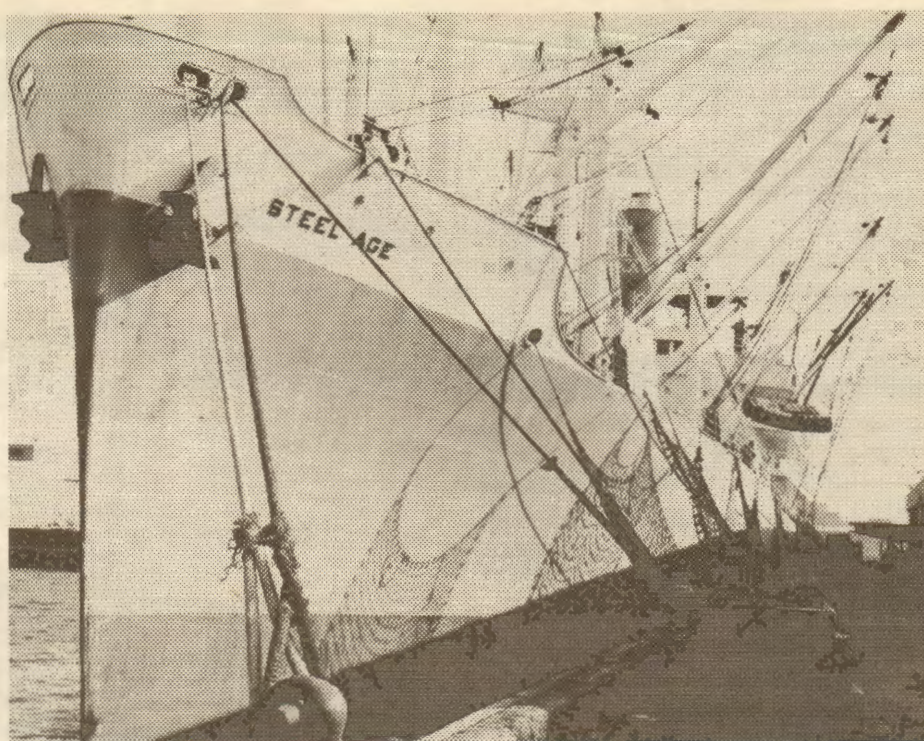
- "There are extensive duplications and overlaps of functions, as well as excessive idle time among members of the steward's department. Many functions performed by stewards aboard ship could be performed more efficiently and effectively ashore."

- "The present rigid shipboard departmental organization and restrictive work rules prevent effective use of available manpower. *Cross-utilization of personnel* is one means to obtain more efficient use of shipboard personnel."

(It is interesting to note that in the Nov. 1987 issue of *FAIRPLAY*, a respected maritime journal published in Great Britain, it was reported that a recent research study on *Technology and Manning for Safe Ship Operations* concluded that one of the most important manning issues to be addressed is "Role Flexibility: the need to move away from the traditional departmental and rank divisions.")

* * *

The *Stanwick Report* addressed two integrally related aspects of manning: skills and training requirements, and implementation problems.



The S.S. *Steel Age* was one of 14 break-bulk ships operated by Isthmian Steamship Co. in the 1940s and 1950s with an unlicensed SIU crew of 31 Seafarers. Isthmian is gone, and so are the "stick ships" and the ratings that were needed to sail and maintain them.

Manning Scales/1968

Dry Cargo/C-3 (34 Unlicensed)		Tanker (55,000 DWT) (30 Unlicensed)	
Deck	Engine	Deck	Engine
Bosun	Chief Electrician	Bosun	Chief Pumpman (2)
Carpenter	Second Electrician	AB Maintenance	Second Pumpman/ Engine Maint.
Deck Maintenance (2)	Engine Utility (2)	Able Seamen (6)	Oilers (3)
Able Seamen (6)	Oilers (3)	Ordinary Seamen (3)	Firemen/ Watertenders (3)
Ordinary Seamen (3)	Firemen/ Watertenders (3) Wipers (2)		Wipers (2)
		Steward	Steward
		Chief Steward	Chief Cook
		Cook & Baker	Galley Utility
		Crew Mess	Crew Pantry
		Saloon Mess	Saloon Pantry
		BR	Pantry Utility
			BR

It was in this skills section of the report that the most revolutionary manning concepts were put forth. A "new" unlicensed rating of Quartermaster would require training to operate radar, perform simple navigational functions, operate automated bridge helmsman's station, and related advanced technology bridge duties.

Messmen would be required to act as linehandlers and bow lookout, and to learn and become proficient in nautical terminology, life-saving and firefighting apparatus and equipment procedures.

Utilitymen, who would be upgraded messmen or other basic entry ratings, would be trained to act as lookout/helmsman, and would be required to have all able seaman and messman skills.

In the engine room, two "new" classifications are proposed: *unlicensed engineer* and *maintenance technician*. These seafarers would work wherever required to do engineering housekeeping and to perform preventative maintenance and repairs of marine mechanical, electrical, hydraulic and pneumatic equipment.

The report observed that training would, of course, be a key requirement for implementing the proposed manning changes. The report called for an industry-wide approach to identify the training needs of the future and to coordinate training programs. The report said: "The new skills and ratings proposed will require the establishment of new courses and curricula, as well as new licensing and certificating requirements by the U.S. Coast Guard."

* * *

Much of what was suggested in that report 16 years ago was anticipated by the Seafarers International Union. The emphasis on training and upgrading began 20 years ago with the establishment of the Seafarers Harry Lundeberg School of Seamanship in Piney Point, Md. New courses to keep our membership abreast of technological advances were developed. The courses are being constantly evaluated, modified and improved to insure that our members are the most competently-trained seafarers anywhere.

And, we are looking to the future to insure the continued job security of this membership. In the real world, jobs are changing, technology is advancing, new skills and new approaches are needed.

More about this next month.

Area Vice Presidents' Report



Gulf Coast
by V.P. Joe Sacco

DESPITE the upheaval in the tug and barge industry, we were able to negotiate a contract with Moran Towing which included increases in wages and benefits. A special vote of thanks to Dean Corgey for the role he played in these negotiations.

Negotiations are presently under way for the following companies: Dixie Carriers, Orgulf and Delta Queen. Things look especially good for the *Delta Queen*.

Shipping has picked up a bit in the Houston area. This is welcome news, especially since the near-depression in the oil industry has caused severe dislocations up and down the East Coast.

The slowdown in the domestic oil industry has thrown a lot of non-union seamen out of work. They've travelled as far north as Baltimore and Delaware to get jobs for wages far below what is normally paid union members.

This has given companies like McAllister and Curtis Bay an added weapon in their efforts to break tug and barge unions. Some of these non-union people are even holed up in crimp joints in Louisiana.

On a brighter note: I went with Dean Corgey and Vice President Red Campbell to inspect the *Overseas Joyce*, the new auto carrier which just made its maiden voyage. It is an incredible vessel. And the only reason we have it is because of the work that our Washington staff has done in exposing unfair trade.

Toward the end of last month, I attended the first convention of the Seafarers Maritime Union. It was an historic occasion.

For seamen who are interested in making a career onboard military vessels, SMU represents an important breakthrough. Not only do seamen sailing aboard these vessels have improved job security, but they can use the opportunity to get a license.



Government Services
by V.P. Buck Mercer

THE Military Sealift Command has always faithfully followed the authority of their Civilian Marine Personnel Instruction book (CMPI), which

is the instrument that governs wages, hours, working conditions and a host of other rules and regulations that apply to marine personnel. After religiously following their bible (CMPI) for lo these many years, MSCPAC and MSC Washington, D.C. have now begun to interpret their bible in their favor, regardless as to what is written.

For instance, William H. Smith, SIU ship's chairman aboard the *USNS Passumpsic*, submitted a Premium Pay Dispute Claim in behalf of the entire crew, when they and a U.S. Navy ship's crew were confined to their ships for three days in Fremantle, Australia, by the Battle Group Commander. CMPI states in part, "Liberty may be restricted without premium pay where unsafe conditions exist," and outlines other restrictions where individuals are concerned. CMPI also states that the master will deny liberty without premium pay when **Competent Port Authorities** order the restriction of the crew.

The argument here is whether a Battle Group Commander is competent port authority. COMSC Washington, D.C. concurs in the fact that a Battle Group Commander may be considered a competent port authority and then covers its tracks by going on to say that the CMPI is a guideline and, as such, may not encompass all situations. Therefore, what is already in the written text is open for wide interpretation.

The final chapter of this story has not been written because the SIU intends to appeal to a higher authority. I must say that Bill Smith, ship's chairman, did an exceptional job in presenting his case.

As if the federal government had not already confused the retirement issue for eligible federal and postal employees by advising and inviting them to switch from the Civil Service Retirement System to the Federal Employees Retirement System, the employees under CSRS are further confused by Alternative Forms of Annuities (AFA) for eligible CSRS employees who retire after June 5, 1986, with certain exceptions.

The Federal Personnel Manual letter which explains the AFA in its entirety is printed in the Government Services Section of this month's LOG. Those members under the CSRS who are thinking of retiring soon should give careful study and consideration to the article.



Great Lakes
by V.P. Mike Sacco

Now that the Great Lakes shipping industry has all but shut down for the winter months, it is time to take stock of 1987.

It was a difficult year for maritime workers, with one exception. And that exception is crucial, because it marks the single most important victory in the maritime industry since 1985, when the SIU and other maritime unions were able to save the Cargo Preference Act of 1954.

Thanks to the hard work of such grassroots organizations as the Maritime Trades Department and the Great Lakes Task Force, the maritime provisions of the Canadian Free Trade Agreement have been dropped. I've discussed this issue at length in my previous columns. If you want to know all the details, just turn to the lead story in this paper. But the most important thing to remember is that we have been able to save the maritime industry from extinction.

Since it took office seven years ago, the Reagan administration has dismantled or cut funding for every single maritime promotional program on the books. Yet what it was proposing in the Canadian Free Trade Agreement was something different. Things may be bad now, but if the agreement had been ratified with the maritime provisions intact, the maritime industry would have lost something more important than any one program. It would have lost all hope for the future.

Hope is what kept us going in the early days of this Union, and it is what keeps us going today. Our absolute belief that we can ultimately improve the wages and working conditions of our members is what has enabled us to make the difficult choices about staying alive.

Simply put, this Union is not willing to die. We believe that if we keep our members informed, if we communicate, then we can avoid what happened to the NMU. And the record is strong in this regard. By not relying on one company to provide the totality of our members' job security, or to put it differently, by not putting all our eggs in one basket, we are in a good position to weather out this storm.

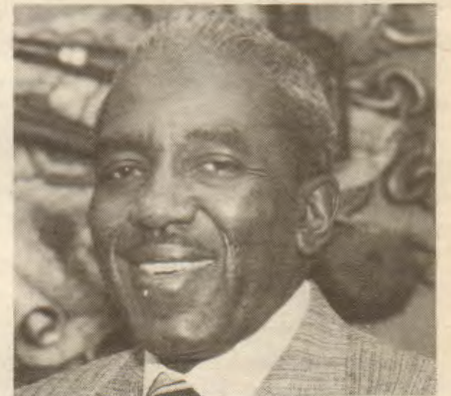
The record bears us out. I and other officials of this Union have often repeated these numbers: during a time when the maritime industry has declined by more than one-third, the SIU has been able to sign up 58 new vessels representing more than 700 new jobs. Let me repeat it—58 new vessels, 700 new jobs. And not just any jobs, but jobs that will enable out members to upgrade into licensed positions. Jobs with futures.

It is true that jobs onboard military vessels do not pay as much as Sea-Land vessels. But anyone who wants to make a career in the maritime industry has to realize that there is no real future in commercial work. In order to remain competitive, Sea-Land is going to have to modernize its fleet. Every new vessel that it is able to build (and it is not certain that it can or will build new vessels under the American flag) means that two or three existing ships will be put out of business.

I know it is hard for many of our members to think about the maritime industry in these terms. And if I were shipping on a Sea-Land vessel today,

I guess that I would be reluctant to go after this military work. Sea-Land jobs seem secure. They pay well. You don't have to take the time to upgrade. Why bother?

Let me put it another way. No one likes to think about his own death. But any married man or woman knows that if you don't think about it, if you don't buy life insurance and plan for your family's future, then you are a fool. By the same token, the maritime industry is sick, maybe terminal, and we have to think about the future. Your future.



East Coast
by V.P. Leon Hall

BALTIMORE, Philadelphia and Norfolk, three of our leading East Coast ports, were recently rocked by bitter strikes. President Drozok discusses the issues in detail in this month's President's Report.

The problems that we have experienced with McAllister and Curtis Bay are part of a larger problem which threatens all labor unions and, I believe, the entire American economy. For one thing, a growing number of companies are trying to sabotage the labor laws of this country. They have hired high-priced labor lawyers to muck up negotiations. In effect, these people are being paid millions of dollars to make sure that the process does not work.

It no longer is possible for American labor unions to get a fair hearing at the NLRB. At the bottom, this is a political issue. At the very least, American workers have to elect an administration that is not willing to let the NLRB become a mouthpiece for American conglomerates.

This breakdown in management-labor relations first became apparent in 1978 when a number of transportation companies, including American Commercial Barge Lines and Texas Air, started to challenge the whole concept of hiring halls. Deregulation had created a new climate in the transportation industry. So did the rise in the number of hostile takeovers.

More and more, companies, hard-pressed for cash, saw pension funds as potential company assets. By breaking the unions (be they maritime, rail, trucking or air), they would be able to establish their own single-employer pension plans, which were far less secure than multi-employer union plans. For instance, several thousand single-employer plans filed for bankruptcy between 1975 and 1978. During that same time, not one multi-employer plan went under.

For SIU members, these issues did not reach a critical point until 1984, when SONAT Marine unilaterally declared the captains, chief engineers, mates and barge captains under con-

(Continued on Page 20.)

profiles

In its monthly series of interviews and reports, "PROFILES" will highlight key government officials instrumental in shaping national and maritime policy.

Rep. Louise Slaughter

The 30th district of New York includes the northwestern quarter of Rochester and a portion of the city east of the Genesee River. It is from this predominantly Republican area that Louise M. Slaughter (D-N.Y.) upset a one-term incumbent in her race for the U.S. House of Representatives. Slaughter was one of only five challengers, nationwide, to defeat an incumbent in 1986, and the only woman to do so.

A native of Harlan County, Ky., the congresswoman holds a B.S. in bacteriology and an M.S. in public health from the University of Kentucky. One of her first political encounters was leading a neighborhood environmental fight to save a stand of rare native trees of environmental significance. Her interest in this sparked her political career.

In 1975 Slaughter ran for the Monroe County Legislature, defeating a multi-term incumbent, and was easily re-elected in 1977. While a member of the County Legislature, she also served as the regional coordinator for the Department of State under then-Secretary of State Mario Cuomo. In 1978 she managed Cuomo's upstate campaign for lieutenant governor and, after a successful race, coordinated the new lieutenant governor's upstate regional office.

Congresswoman Slaughter ran for the New York State Assembly's 130th District in 1982 and was re-elected in 1984 with 55 percent of the vote, once again upsetting an incumbent.

During her terms in the state assembly, Slaughter generated legislation on a number of issues. She was the chair of the subcommittee on Entrepreneurship, Employee Ownership and Family Owned Business. She sponsored legislation that cut excess regulation of small business and was the prime sponsor of the sunshine law on liability insurance. She also chaired the Committee of Overcrowding in New York's detention facilities and



Rep. Louise Slaughter

was a strong advocate of senior citizens.

Slaughter, presently the only woman in the New York congressional delegation, has already made her mark in the 100th Congress. She is one of three freshmen who have been appointed to a Majority Whip at Large position by the House leadership. Members of the Whip organization work closely with the Speaker of the House and the Majority Whip to establish legislative priorities and to build support among their colleagues.

Slaughter was instrumental in supporting legislation to address the seriously deteriorating service that airline passengers have been encountering. The bill requires the Department of Transportation to publish a monthly report outlining each airline's performance record, including information on delayed flights, lost or damaged luggage, canceled flights, overbookings and other passenger complaints. She also co-sponsored a bill that significantly strengthens taxpayer assistance resources within the Internal Revenue Service and introduced a bill that would help many older Americans throughout the country.

Congresswoman Slaughter sits on the Public Works and Transportation Committee and is a member of the Governmental Operations Committee. She also has been appointed by the Speaker of the House to the Select Committee on Aging.

Sen. Bob Graham

Florida, the nation's fifth most populous state, has been skillful in promoting itself as a mainland paradise—and its booming growth rate testifies to that. Retirees, high-tech manufacturers, the phosphate mining industry, Hispanics, citrus agribusinesses, the tourism industry, boosters of the fast-growing cities and the defenders of the rural Panhandle all bid for influence in a state where roughly 300,000 new residents are added each year.

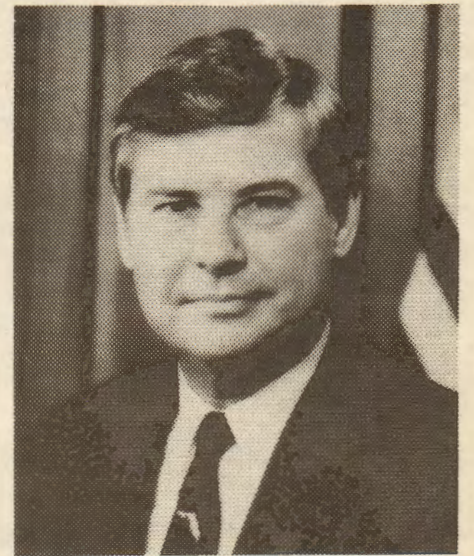
Sen. Bob Graham (D-Fla.) knows about Florida firsthand, having served in the Florida House of Representatives, the Florida Senate and then as 38th governor of the state.

Graham comes from a family of Florida pioneers and graduated from Miami High School. He received a bachelor's degree from the University of Florida and a doctor of law degree from Harvard Law School.

The senator was elected to the Florida House of Representatives in 1966 and to the Florida Senate in 1970. As a legislator, Graham was a pioneer in support for improved education and authored or helped write almost all of the state's current environmental laws. He also focused on more adequate services for the elderly and community health programs.

As governor of Florida, Graham showed strong leadership in times of unprecedented crises such as the massive Cuban-Haitian influx of 1980.

Enforcement of the law was a priority for the governor. He focused on



Sen. Bob Graham

the need to reduce the overall crime rate and to provide additional resources throughout the criminal justice system. And because of the state's unique vulnerability to illegal drug smuggling and immigration, he advocated a strong federal role in fighting crime in Florida.

Elected to the governorship in 1978 and re-elected in 1982, Graham was ineligible to seek re-election in 1986. Instead, he challenged GOP Sen. Paula Hawkins for a U.S. Senate seat—and won.

In the Senate, Graham co-sponsored the Graham-Wirth bill (S.1891) Nov. 20, dealing with the financial services oversight commission. Of special interest to SIU members is the fact that the senator serves on the Veterans Affairs Committee and could be a strong ally for us there. He also is on the Banking, Housing and Urban Affairs Committee and the Environment and Public Works Committee.

Washington Report

(Continued from Page 24.)

Cash Transfer

Congress and the administration are once again examining certain aspects of this nation's cargo preference laws. The Maritime Administration is considering cutting subsidy payments to U.S.-flag vessels that haul cargo purchased by foreign governments using cash grants provided under the U.S. foreign aid program.

Marad's announcement came nearly one month after the House adopted an amendment offered by Rep. Robert Torricelli (D-N.J.), which would require countries receiving U.S. financial aid to purchase U.S. products and

to apply U.S.-flag preference rules for half of those shipments. While the SIU lobbied very hard for passage of the Torricelli amendment, the amendment was weakened when agricultural commodities were exempted from its provisions.

Debasement of this nation's cargo preference laws has been a problem with the present administration, as it has looked for ways around existing laws. For example, Marad has a policy against paying subsidies on U.S. government-generated cargoes which by law must be moved on U.S.-flag vessels.

Onboard the USNS Wyman



The SIU steward department onboard the *Wyman* (T-AGS 34) is "... proud of the work we do," said Chief Steward Mark Skidmore. Pictured above (l. to r.) somewhere near the equator in the Pacific are: (back row) S/A Jimmie Cooper, Cook/Baker Rock Young, S/A Bill Beir, S/A George Tatum and S/A Michael Pooler; (front row) Chief Cook Jesus Laxamana, 3rd Cook Alum Mak, S/A Greg Connite and S/A Simerjo Arana.

SIU Crews New Commuter Ferry Service

One of the brightest spots on New York's glittering skyline is ARCORP, the newly-organized SIU company which carries commuters from Weehauken, N.J. to Manhattan.

ARCORP revives an old concept—commuter ferries—and makes it profitable, thanks to the hard work and dedication of its SIU crews. The company is doing so well that it was recently written up in *The Journal of Commerce*.

"From 110 passengers the first day, the (new) line has grown to more than 2,500 a day," said the *Journal*.

Instead of having to pay for parking (which in New York can run \$20 a day) or riding to Manhattan in a crowded bus, commuters can ride in comfort and experience one of the world's truly beautiful sights: the New York City skyline.

"I don't know what I did before this service opened," said one commuter. "Suffer, I guess."



ARCORP has revived the ferry business in the New York area.



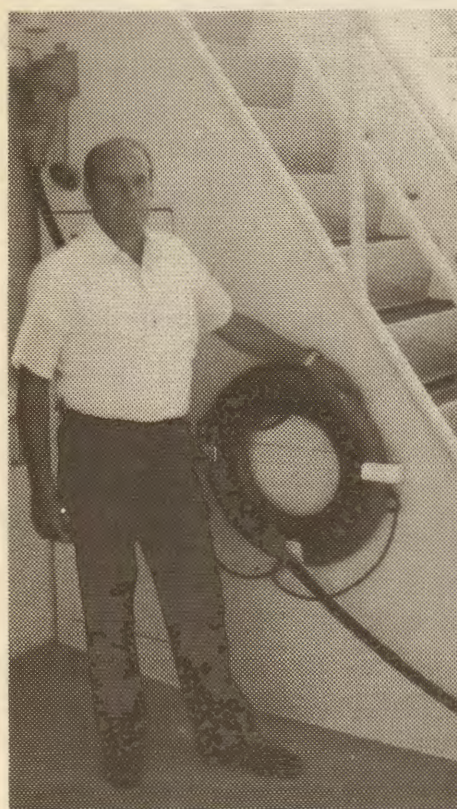
Hey good looking! Where'd you get the shades?



Hank Rostek was with the SIU from the beginning. He provides customers with information about monthly commuting rates.



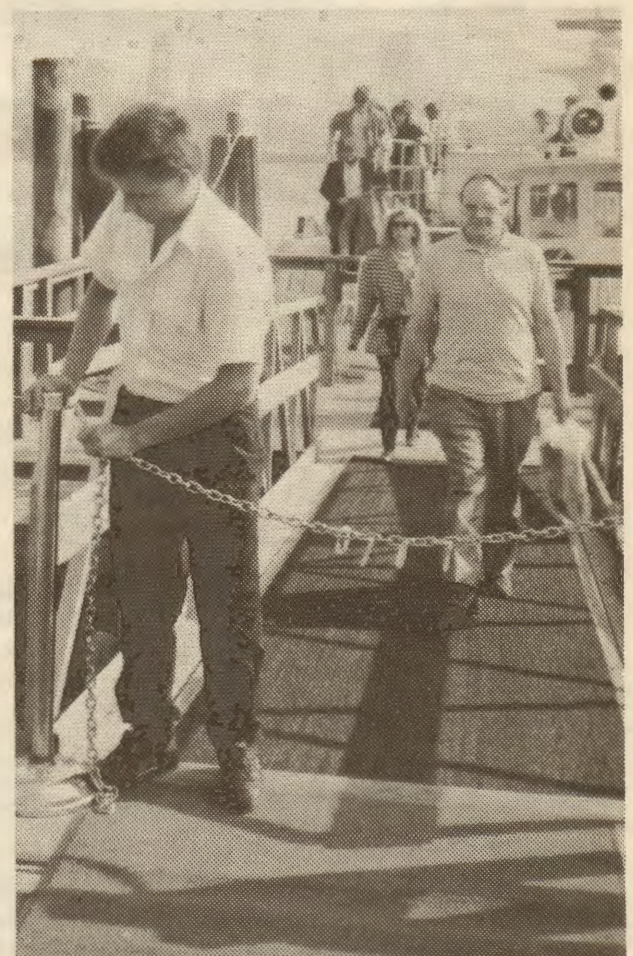
SIU shore gang member John Alberti, left, greets Phil Treboe.



Earl Sandwick commands the ferry!



Three good SIU members: Bob Alburtis, Bill Curran and Bob Tovay.



Phil Treboe unlashes the gate after a pleasant and quick commute across the Hudson.



Inland News

tug/tow
barge/dredge

Baltimore and Philly Contracts Signed

Curtis Bay Boatmen Strikes End in Two Ports

A bitter six-week strike against Curtis Bay Towing in Baltimore and Philadelphia came to an end late last month. But its after-shocks are still rumbling through the ports and the SIU.

In Baltimore, strikers refused to return to work under a contract negotiated by the Union in their behalf. When they did not return to work, they were permanently replaced. They then filed an NLRB complaint against the SIU.

In Philadelphia, striking boatmen did return to their jobs under a contract hammered out by the Union and the company. But they, too, filed suit against the Union.

The strike against Curtis Bay continues in Norfolk. But last month the company issued an unexpected ultimatum to the strikers there: "Return to work or be permanently replaced." The surprise demand was turned down,

and the company kept its word—the 56 strikers lost their jobs.

"It is clear that under the present circumstances, continued strike activity will not accomplish any of our goals," wrote SIU Vice President Angus "Red" Campbell in a letter to Curtis Bay strikers in Baltimore.

In all three ports, Curtis Bay continued to operate its tugs during the strike with scab crews, mostly unemployed boatmen from the depressed Gulf Coast. In addition, legal restrictions prevented any organized attempts to shut down entire ports. The Coast Guard did little to respond to safety and licensing complaints. After replacing its Norfolk workers, Curtis Bay threatened to do the same in the other ports.

"Taking all of this into account, the Executive Board of the Seafarers International Union, AGLIWD, directed

the top officers of the Union to attempt to re-open negotiations in hope of resolving the existing dispute. This was done and the Union was able to negotiate an agreement that is substantially better than the company's last offer. In an effort to preserve the remaining union jobs in this industry and in the best interests of the membership of this Union, the Executive Board decided that this agreement should be signed," Campbell wrote.

Under the provisions of the SIU Constitution, such action is valid. But the striking boatmen in Baltimore were unhappy with the contract and upset with the action. They refused to return to work and forfeited their jobs.

"This was not an easy decision to make," SIU President Frank Drozak said. "But to put it simply, we were getting beaten. In order to preserve our presence in those ports and to

keep union jobs on those boats, I did what was necessary and negotiated and signed a contract in the best interests of the Union and the membership," he said.

Drozak said he understood the disappointment felt by the striking boatmen, but he hoped that situation could be resolved.

In the meantime, crews for McAllister Brothers Towing in those ports remained on strike awaiting action from the NLRB on the Union's unfair labor practice charges.

In a related development in Philadelphia and Baltimore, the SIU filed an NLRB complaint against Curtis Bay over the status of captains and docking pilots. The company claims they are supervisory personnel and not covered by the contract. The Union contends they are members of the bargaining unit.

In Memoriam

The following Inland members passed away this year.

FEBRUARY

David C. Beabley

APRIL

William L. Caulk
Roy A. Schmidt

MAY

Joseph F. Flynn
Luther D. Harris
Joseph R. Pearson

JUNE

Curl T. Banks
William Blanchard
Thomas Hingle
William P. O'Donoghue
Victor M. Ortiz
Blain S. Rowe
John Viera
Elbert Welch

JULY

Herbert M. Bernhard
Andrew Carich
Harry J. Farnsworth

AUGUST

Arcadio Alverado

SEPTEMBER

Raymond J. Cocek
Kenneth Rowland

OCTOBER

Joseph Hebert
Elias W. Landrum
Herbert V. Olson
Donald J. Schulingkamp
John G. Sheppard

NOVEMBER

John B. August
Charles C. Miller Sr.
John Rowe

The following Great Lakes members have passed away.

Peter J. Brisick
Guy Herbert
Jeffrey A. Herricks
Patrick J. Moran
John Palmer
Angelo Simone
Robert W. Smith
Paul Stepan

Gloucester Fishermen
Joseph Viator

Dispatchers Report for Inland Waters

NOVEMBER 1-30, 1987

Port	*TOTAL REGISTERED All Groups			TOTAL SHIPPED All Groups			**REGISTERED ON BEACH All Groups		
	Class A	Class B	Class C	Class A	Class B	Class C	Class A	Class B	Class C
DECK DEPARTMENT									
New York	0	0	0	0	0	0	0	0	0
Philadelphia	0	0	3	0	0	0	0	0	0
Baltimore	6	0	0	6	0	0	4	0	0
Norfolk	55	14	0	28	10	0	69	27	0
Mobile	1	0	0	1	0	0	1	0	0
New Orleans	1	1	0	0	1	0	2	0	0
Jacksonville									
NOT AVAILABLE									
San Francisco	0	0	0	0	0	0	0	0	0
Wilmington	2	7	18	13	17	15	48	15	0
Seattle	0	0	0	0	0	0	0	0	0
Puerto Rico	0	0	0	0	0	0	0	0	0
Houston	0	0	4	0	0	5	2	3	3
Algonac	12	6	0	7	3	0	21	11	0
St. Louis	0	3	2	0	0	0	2	4	4
Piney Point	0	0	1	0	0	0	0	0	2
Totals	77	31	28	55	31	20	149	60	9
ENGINE DEPARTMENT									
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	18	8	0	9	5	0	28	18	0
Mobile	0	0	0	0	0	0	0	0	0
New Orleans	0	0	0	0	1	0	0	1	0
Jacksonville									
NOT AVAILABLE									
San Francisco	0	0	0	0	0	0	0	0	0
Wilmington	0	0	0	0	0	0	21	9	0
Seattle	0	0	0	0	0	0	0	0	0
Puerto Rico	0	0	0	0	0	0	0	0	0
Houston	0	0	0	0	0	0	1	0	2
Algonac	6	3	0	6	2	0	17	5	0
St. Louis	0	0	0	0	0	0	0	0	1
Piney Point	0	0	0	0	0	0	0	0	0
Totals	24	11	0	15	8	0	67	33	3
STEWARD DEPARTMENT									
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	13	5	0	8	3	0	8	18	0
Mobile	0	0	0	0	0	0	0	0	0
New Orleans	0	0	0	0	0	0	0	1	0
Jacksonville									
NOT AVAILABLE									
San Francisco	0	0	0	0	0	0	0	0	0
Wilmington	0	1	0	0	0	0	29	27	0
Seattle	0	0	0	0	0	0	0	0	0
Puerto Rico	0	0	0	0	0	0	0	0	0
Houston	0	0	0	0	0	0	0	0	0
Algonac	4	4	0	2	2	0	4	3	0
St. Louis	0	0	0	0	0	0	0	0	0
Piney Point	0	0	0	0	0	0	0	0	0
Totals	17	10	0	10	5	0	41	49	0
Totals All Departments	118	52	28	80	44	20	257	142	12

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

AS the 1988 school season begins, it's not too early for high school seniors to start thinking about college. For dependents of Seafarers and Boatmen the financial burden of college can be greatly eased if they win an SIU scholarship.

The awards, known as the **Charlie Logan Scholarship Program**, are given each year under the auspices of the Seafarers Welfare Plan. For dependents, four \$10,000 scholarships are offered.

But the Scholarship Program is **not exclusively for dependents**. A \$10,000 award and two \$5,000 scholarships are available to active Seafarers and Boatmen. Also, when there are exceptionally qualified Seafarers and Boatmen, the Board of Trustees of the Welfare Plan may grant a second \$10,000 award to an active member.

The Scholarship Program was begun in 1952 to help members and their children achieve their educational goals. Several years ago it was named after Charlie Logan, a labor consultant and arbitrator who died in 1975. He helped establish the Seafarers Scholarship Program and then worked hard to keep it strong and growing.

Seafarer Requirements

Seafarers and Boatmen who are applying for scholarships must:

- Be a graduate of high school or its equivalent.
- Have credit for two years (730 days) of employment with an employer who is obligated to make contributions to the Seafarers Welfare Plan on the employee's behalf prior to the date of application.
- Have one day of employment on a vessel in the six-month period immediately preceding the date of application.
- Have 120 days of employment on a vessel in the previous calendar year.

Pensioners are not eligible to receive scholarship awards.

Dependent Requirements

Dependents of Seafarers and Boatmen who apply for a scholarship must be unmarried, under 19 years of age, and receive sole support from the employee and/or his or her spouse. Unmarried children who are eligible for benefits under Plan #1 Major

Don't Wait! Apply Now For



1988 SIU College Scholarships Deadline - April 15

Medical are eligible to apply for a dependent's scholarship up to the age of 25.

Each applicant for a dependent's scholarship must:

- Be unmarried at the time application is made.
- Be under 19 or 25 years of age (whichever is applicable).
- Be eligible for dependent benefits under the Seafarers Welfare Plan.
- Be a graduate of high school or its equivalent.

The applicant's parent must:

- Have credit for three years (1,095 days) of employment with an employer who is obligated to make contributions to the Seafarers Welfare Plan on the employee's behalf prior to the date of application.
- Have one day of employment in the six-month period immediately preceding the date of application.
- Have 120 days of employment in the previous calendar year.

The last two items above covering worktime requirements of the applicant's parents do not apply to applicants who are the children of pensioners or eligible deceased employees.

Must Take SAT or ACT

For both active members and the dependents of eligible members, the scholarship grants are awarded on the basis of high school grades and the scores of either College Entrance Examination Boards (SAT) OR American College Tests (ACT).

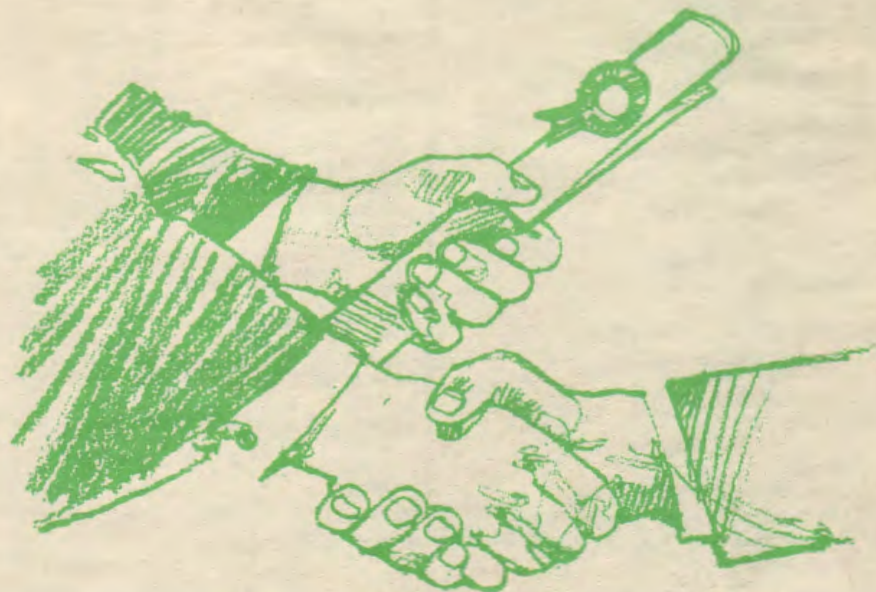
The SAT or ACT exam must be taken no later than February 1988 to ensure that the results reach the Scholarship Selection Committee in time to be evaluated. For upcoming SAT test dates and applications, contact the College Entrance Examination Board at either: Box 592,

Princeton, N.J. 08540 or Box 1025 Berkeley, Calif. 94701, whichever is closest to your mailing address.

For upcoming ACT test dates and applications contact: ACT Registration Union, P.O. Box 414, Iowa City, Iowa 52243.

Scholarship program applications are available to active members or their dependents at any SIU hall or through the Seafarers Welfare Plan, 5201 Auth Way, Camp Springs, Md. 20746.

Scholarship winners will be announced in May 1988. The deadline for submission of applications is April 15, 1988.



Seafarers

HARRY LUNDEBERG SCHOOL OF SEAMANSHIP



Piney Point Maryland

Coast Guard Licensing A New Year Brings New Regulations

by Carla Tomaszewski

The U.S. Coast Guard has announced its most sweeping licensing rules revisions in 40 years. The rule-changing process took six years, involving 30 public meetings around the country which elicited over 13,000 comments. By revising the licensing rules and the deck and engine license structure, the Coast Guard aims to simplify the entire licensing procedure and make it easier for mariners to move from one industry to another within the marine field as their careers develop. Over 100 licenses previously offered have been reduced to 46.

The most notable change to the Coast Guard's licensing system is to the license structure itself. Upper level licenses have undergone the least amount of change. However, no longer is there a provision for an original second mate or second assistant engineer's license. Additionally, beginning Oct. 1, 1988, completion of an approved radar observer course and qualifications as an able seaman are

required to obtain a master or mate license with a tonnage of above 200 gross tons.

The lower level deck licenses have had all trade restrictions removed, and are now limited only as to grade, waters and tonnage. Two grades are available, master or mate. The waters available are: oceans, near coastal (200 miles off shore), Great Lakes and inland, or inland.

The lower level engine licenses available are: chief engineer (limited oceans), chief engineer (limited near-coastal), assistant engineer (limited oceans), designated duty engineer (DDE) of any horsepower, DDE of not more than 4,000 hp., and DDE of not more than 1,000 hp. Provision has been made in the regulations for a mariner to pursue a career path from a limited to an unlimited license.

Eliminated are licenses as master, mate, or engineer of uninspected vessels, however, these licenses are retained for those grades on uninspected fishing industry vessels.

Licenses for oceans or near coastal service have been divided into three gross tonnage ranges; 1600, 500, or not more than 200. Licenses for Great Lakes and inland service have been divided into two gross tonnage ranges; 1600, and not more than 200. Those licenses of not more than 200 gross tons are granted in 50-ton increments based upon the qualifying service. In addition, the licenses as operator or second class operator of uninspected towing vessels, and operator of uninspected small passenger vessels have been retained.

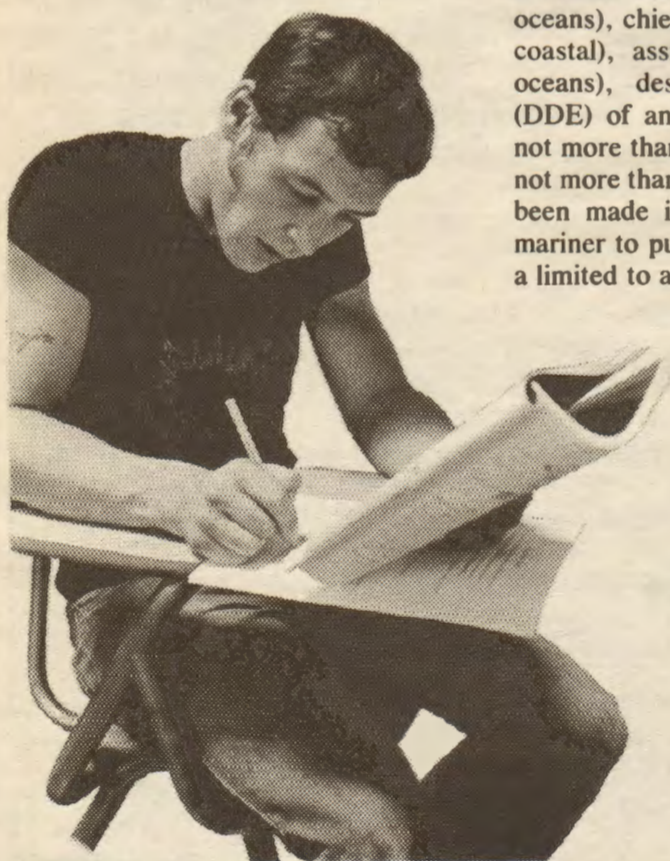
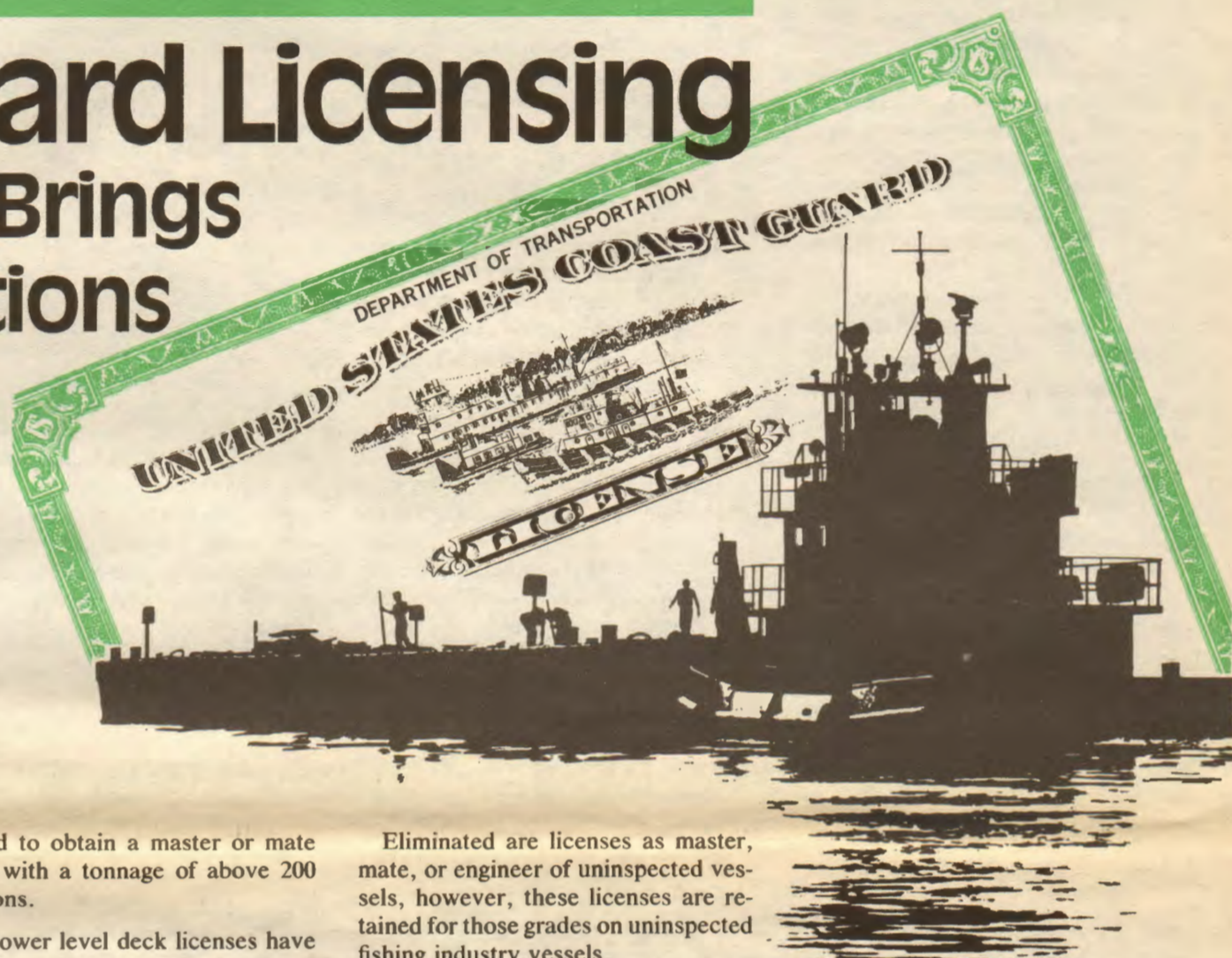
There are five routes provided for the operator of uninspected towing vessels (OUTV). They are oceans (domestic), near-coastal, Great Lakes and inland, Western Rivers, or limited local area. The oceans (domestic) route would permit service between Alaska, Hawaii, Puerto Rico, and the Continental U.S. An individual holding a license as OUTV, oceans will be permitted to retain that license upon renewal, but is encouraged to obtain a master oceans not more than 200 gross tons license to avoid potential difficulties when calling at foreign ports.

Beginning Oct. 1, 1988, individuals using military sea service to qualify for a license will be required to satisfy

the recency requirements, i.e., three months service within the last three years.

In summation, the Coast Guard has accomplished a number of goals with this revision of the licensing regulations. The regulations themselves are simplified, making them easier for the mariner to read and understand. Extensive use of tables and flow diagrams make it easier to determine license requirements, examination subjects, and available career patterns. The new regulations make provision for technological advances in the marine field. For example, provision is made for designated duty engineers who would serve on automated vessels which do not require a continually manned engine room.

Finally, the regulations have been brought into compliance with internationally recognized standards. By using a licensing system which meets the standards of the International Convention on the Standards of Training, Certification and Watchkeeping for Seafarers (STCW), 1978, the qualifications of U.S. mariners will be readily accepted when operating in a foreign nation's waters.



Helpful Hints When Renewing Your License

1. The process of renewing your license can be completed by mail. There is no need to come to our office. Call the Regional Examination Center (REC) at USCG Marine Safety Office Baltimore, Md. (301-962-5140) and ask that the appropriate renewal packet be sent to you.

2. Dealing with the application:

- a) After you complete the blocks dealing with your license, criminal, and narcotics records, initial the blocks by your corresponding answers.
- b) Sign the application in the block where it states that you certify that all the information you gave on the application is true, etc.
- c) Notarize the application upon completion.

3. You must submit proof that you are a U.S. citizen, if it is not already indicated on your license. An original or notarized copy of one of the following forms of identification will suffice:

- a) Birth Certificate
- b) U.S. Passport
- c) Certificate of Naturalization
- d) Baptismal Certificate
- e) Any other method listed in 46 CFR 10.02-5 (c)

4. Physical requirements:

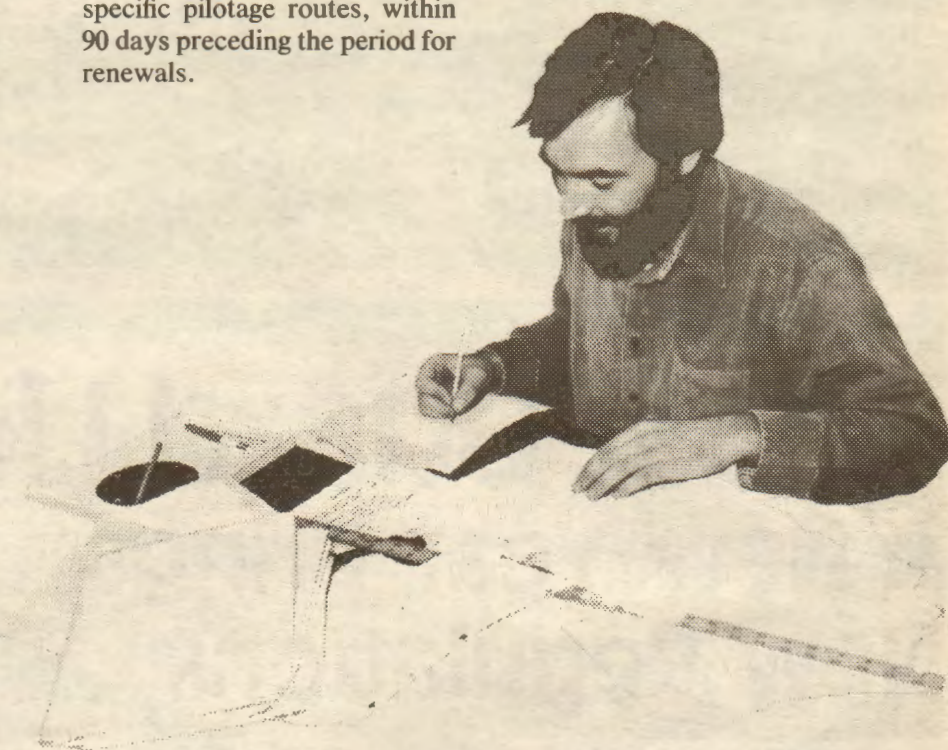
- a) Pilots need a complete physical.
- b) All other license holders need to submit the following statement in writing, sign it, and have it notarized: "I have no known physical incapacity that would prevent me from performing my duties at sea."

5. After you complete a color vision test, ensure the doctor lists your name, the test results, and the test used on an official form or the doctor's letter-head paper.

6. Recency requirements:

- a) All license holders must give evidence, such as a discharge or letter from an employer, of having worked in the marine industry for some period within the last three years.
- b) Pilots need a signed and notarized statement that they have made at least one round trip on each route of their license in the last 60 months; or they have reviewed the appropriate navigation charts, Coast Pilots, Tide and Current Tables, Local No-

tices to Mariners, etc., for their specific pilotage routes, within 90 days preceding the period for renewals.



7. 46 CFR 157.20-32 requires anyone who operates an inspected vessel over 300 gross tons to have a current radar endorsement on his/her license. You can obtain this endorsement by submitting proof to the REC of having passed a Coast Guard approved radar course.

U.S. Department
of Transportation

**United States
Coast Guard**



RATING ELIGIBILITY:

FIREMAN/WATERTENDER, OILER (FOWT)

Eligibility

All applicants for endorsement as fireman/watertender and oiler must have discharges showing six (6) months seetime as wiper. Any graduate of the Seafarers Harry Lundeberg School entry rating program at Piney Point can qualify after three (3) months seetime as wiper.

QUALIFIED MEMBER OF THE ENGINE DEPARTMENT (QMED)

Eligibility

All applicants must hold an endorsement as FOWT and have a minimum of six months seetime in a rating, i.e., 6 months Fireman or 6 months Oiler time.

THIRD ASSISTANT ENGINEER AND ORIGINAL SECOND ASSISTANT ENGINEER STEAM OR MOTOR

Eligibility

All applicants must have three (3) years seetime in the engine department of motor or steam vessels one-third of this required service may have been on steam vessels; two (2) years and six (6) months of which must have been as a qualified member of the engine department, one (1) year and six (6) months of which must have been as Oiler or Junior Engineer on motor vessels.

To be eligible for the Original Second Assistant Engineer license, applicants must have five (5) years of service in the engine department, three (3) years of which must be watchstanding.



NOTICE

To Licensed Mates & Engineers

Effective Dec. 1, 1987, new Coast Guard regulations go into effect regarding license renewal.

- In order to renew a license, the applicant will be requested to: present evidence of at least one year of sea service during the past five years; *OR* pass a comprehensive open-book exercise covering the general subject matter required of the license; *OR* complete an approved refresher training course; *OR* present evidence of employment in a closely related industry for three of the last five years.
- The license holder must present a valid certificate of completion of a CPR course.
- Applicant must take a physical or have had one within the past three years; *OR*
- All applicants for an original license will be required to submit evidence of having completed an approved first aid course.

Also, effective October 1, 1988, evidence of completion of an approved firefighting course will be required for all original licenses, upgrade of licenses, and license renewals.

For those persons needing to certify or recertify in CPR, the SHLSS will schedule CPR classes during the year to satisfy those needs. Also, a firefighting course will be made available next year to meet the Oct. 1, 1988 deadline.

NOTE: The third/second mate and engineers courses include CPR, firefighting and first aid in the course schedule.

Name _____ Soc. Sec. # _____

Address _____ Phone # _____

License held _____ Date of issue _____

Course needed: CPR First aid Firefighting

* Send completed form to Admissions Dept.—SHLSS, Piney Point, MD. 20674.

Our Canadian Brothers & Sisters at Piney Point



◀ In November, Canadian SIU officials visited the SHLSS Manpower Office. They are (l. to r.) Roman Gralewicz (Pres., SIU Canada), Richard Thomasson (STI), Alana Willcocky (Data Processing CLC & STI), Ken Conklin (SHLSS Commandant), George Miller (V.P. Canadian Lake Carriers).



◀ Canadian Stewards
L to R Front Row: Louise Letourneau, Judy Maxwell, Alexander Edwards, John Dunn-Hill. 2nd Row: Paula Smith, Louise Karlsbad, Sue Bissonnette. 3rd Row: Douglas Eaton, Marion MacDonald, Jim King, Catherine Suligoj.



◀ Canadian Machinists
Left to Right: Roger Marquis, Andrey Vlasov, Gary Coady. 2nd Row: Rene Cardin, Ray C. Rideout, Dilbabar Singh.



◀ Canadian AB's
Left to Right, Front Row: Robert J. Robb, Samuel J. Potter, David Specht, Claude Brosseau. 2nd Row: Lawrence A. Keating, D. Allen Gunderson, Ernest Rose, Laurie Simm, Claude Durand.

SHLSS Course Graduates



Diesel Engine Deck 11/18/87 From front Left to Right: Alfredo Gonzalez, Randy McKinzie, Michael Weaver, Eric Malzkuhn, Ralph Thomas, Larry Clement, Alberto Aquiar, René Vazquez, René Rosario, Richard Risbeck.



Able Seamen 10/22/87 1st Row L to R: Luther Wells, Jose Caballero, Rudy Cox, Dean Chappas, Martin Rosen. 2nd Row: Andrew Pierros, Mark Griffin, Abdul Hamiel, Larry R. Viola, Regina Ewing, G.T. Milabo Jr., Stephen Johnson, Woodrow Shelton, Jake Karaczynski (Instructor). 3rd Row: Steve Baker, Kerry Wright, Karl Williamson, Laurence Miller, Jack Ulyot II.



Lifeboat 10/24/87 L to R: Patrick Briggs, Noreen Sullivan, Christie Etie, Cara J. Stinson, James A. Thomas, Silvestre Bonzolan. 2nd Row: Ben Cusic (Instructor), Al Carpenter, Mari Lasagna-Short, Jerome A. Johnson, Scott Nelson, J.P. Murray, Dana Naze.



Sealift 11/10/87 Front Row L to R: Shawn Murray, Dean Chappas, Larry R. Viola. 2nd Row L to R: Donna Jean Clemons, Laurence Miller, Jose Caballero, Martin Rosen, Steve Baker, Harry Alonzi (Instructor), Stephen Johnson.



Sealift 10/30/87 L to R 1st Row: Alex M. Lee, Karreem Allah, Susan Ponti, Ida Prange. 2nd Row L to R: Steve DuPré, Kerry Wright, Mike Curtis, Harry Alonzi (Instructor).



Bosun Recert. 10/29/87 1st Row L to R: Larry Kunc, Luis Perez, Terry Murphy, Steve Parr. 2nd Row: Mark Davis, Joseph Moore, Shawn Evans, Elex Cary, William Dawson.



Recertified Stewards 11/18/87 1st Row L to R: Larry Lightfoot, Joe Johnson, Maunakea Wilson. 2nd Row: Jose Rivera, Aubrey Gething, Jose "Pepe" Bayani, Gerald McEwen, Dave Cunningham, Willie Harris. Not shown: Doyle Cornelius.



Lifeboat 11/23/87 L to R: Ben Cusic (Instructor), Paul Skaar, Tony Miles.



Towboat Operators Class 10/22/87 1st Row L to R: John Biegalski, Preston Bertrand, Mark Ross. 2nd Row: David Abell, John D. Kolwe, Skip Walsh, Tim Brown (Instructor).



1988 Upgrading Course Schedule



Programs Geared to Improve Job Skills And Promote U.S. Maritime Industry January — June 1988

The following is the current course schedule for January 1988 — June 1988 at the Seafarers Harry Lundberg School of Seamanship.

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

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

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

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

Steward Upgrading Courses

Course	Check-In Date	Completion Date
Assistant Cook	Open-ended (Contact Admissions Office for starting date)*	
Cook and Baker	Open-ended (Contact Admissions Office for starting date)*	
Chief Cook	Open-ended (Contact Admissions Office for starting date)*	
Chief Steward	Open-ended (Contact Admissions Office for starting date)*	

*All students in the Steward Program will have 2 weeks of Seallift familiarization at the end of their regular course.

Deck Upgrading Courses

Course	Check-In Date	Completion Date
Towboat Operator	January 4	February 26
Able Seaman	Open-ended (Contact Admissions Office for starting date)*	
First Class Pilot (Organized self study)	Open-ended (Contact Admissions Office for starting date)	
Celestial Navigation	February 29 June 27	April 1 July 29
Radar	April 4	April 15
Radar Refresher/Renewal	Open-ended, 3 days (Contact Admissions Office for starting date.)	
Radar Recertification	Open-ended, 1 day (Contact Admissions Office for starting date)	
Third Mate & Original Second Mate	April 18	June 24
Lifeboat	January 11 February 8 March 7 April 4 May 2 May 30 June 27	January 22 February 19 March 18 April 15 May 13 June 10 July 1
Seallift Operations & Maint.	Open-ended (Contact Admissions Office for starting date)	
LNG — Self Study Safety Course	(This course is not offered as a separate course, but may be taken while attending any of the regularly scheduled courses.)	

*Upon completion of course must take Seallift Operations & Maintenance.

Adult Education Courses

Course	Check-In Date	Completion Date
For students who wish to apply for the GED, ESL, or ABE classes in 1988, the courses will be six weeks in length and offered on the following dates:		
High School Equivalency (GED)	January 4 February 29 May 2 July 5 August 29 October 31	February 15 April 11 June 13 August 15 October 10 December 12
Adult Basic Education (ABE) & English as a Second Language (ESL)	January 4 February 29 May 2 July 5 August 29 October 31	February 12 April 9 June 10 August 13 October 7 December 10

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

Developmental Studies (DVS)	April 11 (Offered prior to the Third Mate & Original Second Mates Course)	April 15
ABE/ESL Lifeboat Preparation Course	February 15 June 6	March 4 June 24

This Three week course is an Introduction to Lifeboat and is designed to help seafarers prepare themselves for the regular Lifeboat course which is scheduled immediately after this course. This class will benefit those seafarers who have difficulty reading, seafarers whose first language is not English, and seafarers who have been out of school for a long time.

College Programs Scheduled for 1988

Course	Check-In Date	Completion Date
Associates in Arts or Certificate Program	January 11 March 21 May 23 August 8 October 17	March 4 May 13 July 15 September 30 December 9

Engine Upgrading Courses

Course	Check-In Date	Completion Date
Conveyorman	January 4	January 29
QMED	January 4	March 24
*Seallift Operations & Maint.	March 28	April 8
QMED	April 4	June 23
*Seallift Operations & Maint.	July 5	July 15
Marine Electrical Maint.	January 4	February 26
*Seallift Operations & Maint.	February 29	March 11
Refrigeration Systems Maint. & Operations	January 11	February 19
*Seallift Operations & Maint.	February 22	March 4
Pumproom Maint. & Operations	February 1	March 11
*Seallift Operations & Maint.	March 14	March 25
Pumproom Maint. & Operations	March 21	April 29
*Seallift Operations & Maint.	May 2	May 13
Refrigerated Containers—Advanced Maint.	February 22	April 1
*Seallift Operations & Maint.	April 4	April 15
Variable Speed DC Drives	March 14	April 22
*Seallift Operations & Maint.	April 25	May 6
Welding	March 14	April 8
Seallift Operations & Maint.	April 11	April 22
Welding	April 18	May 13
*Seallift Operations & Maint.	May 16	May 27
Diesel Engine Technology	April 18	May 27
*Seallift Operations & Maint.	May 30	June 10
Electro-Hydraulic Systems	May 9	June 17
*Seallift Operations & Maint.	June 20	July 1
Hydraulics	June 6	July 1
*Seallift Operations & Maint.	July 5	July 15

*All students in the Engine Department will have 2 weeks of Seallift Familiarization at the end of their regular course.

Apply Now for an SHLSS Upgrading Course



Seafarers Harry Lundeberg School of Seamanship Upgrading Application



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

Address _____ (Street)

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

Deep Sea Member Inland Waters Member Lakes Member Pacific

If the following information is not filled out **completely** your application will not be processed.

Social Security # _____ Book # _____ Seniority _____ Department _____

Veteran of U.S. Armed Forces Yes No Home Port _____

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 _____ Last grade of schooling completed _____
(dates attended)

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

Course(s) Taken _____

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

Date Available for Training _____ Primary Language Spoken _____

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

DECK

- AB/Sealift
- Towboat Operator Inland
- Celestial Navigation
- Master Inspected Towing Vessel
- 1st Class Pilot (organized self study)
- Third Mate
- Radar Observer Unlimited

ALL DEPARTMENTS

- Welding
- Lifeboatman (Must be taken with another course)

ENGINE

- FOWT
- QMED—Any Rating
- Variable Speed DC Drive Systems (Marine Electronics)
- Marine Electrical Maintenance
- Pumproom Maintenance & Operation
- Automation
- Refrigeration Systems Maintenance & Operations
- Diesel Engine Technology
- Assistant Engineer/Chief Engineer Uninspected Motor Vessel
- Original 3rd/2nd Assistant Engineer Steam or Motor
- Refrigerated Containers Advanced Maintenance
- Hydraulics
- Electro-Hydraulic Systems

STEWARD

- Assistant Cook Utility
- Cook and Baker
- Chief Cook
- Chief Steward
- Towboat Inland Cook

COLLEGE PROGRAM

- Associates in Arts Degree
- Certificate Programs

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

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

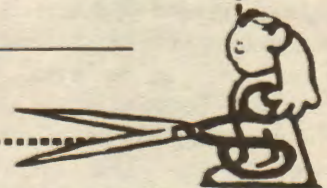
You must list, or supply evidence of, sufficient time to qualify yourself for the course(s) you are requesting. A COPY of your clinic card must be submitted with this application. The Admissions Office WILL NOT schedule until this is received.

VESSEL	RATING HELD	DATE SHIPPED	DATE OF DISCHARGE

SIGNATURE _____ DATE _____

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

Rev. 11/87



Seafarer

Government Services Division

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



Alternative Forms of Annuities

All members under the Civil Service Retirement System who are thinking of retiring soon should give careful study and consideration to this section of the Federal Personnel Manual which explains the alternative forms of annuities in its entirety.

A. INTRODUCTION

1. The Federal Employees' Retirement System Act of 1986 includes a significant amendment to the retirement law which applies to certain employees who retire under the Civil Service Retirement System (CSRS). Those employees can now elect, when they retire, to withdraw their retirement contributions and receive a reduced annuity (including a survivorship option), instead of the annuity which they would otherwise receive.

2. This letter explains how this new provision, entitled "Alternative Forms of Annuities" (AFA), will work. Agencies must counsel those current employees who are eligible to elect the new benefits. Employees who have already retired, and who are eligible to elect AFA, will be contacted by OPM.

B. ELIGIBILITY

1. Employees who retire under any provision of CSRS, except disability, and whose annuity entitlement commences after June 5, 1986 may elect AFA, with the following exceptions:

a. An employee who, at time of retirement, has a former spouse who is entitled by court order to a survivor annuity or a portion of the employee's annuity may not elect AFA, regardless of when the marriage ended.

b. A married employee may not elect AFA unless the employee's spouse specifically consents to the election.

2. OPM may waive the spousal consent requirement if the employee can present—

a. a judicial determination that the whereabouts of the current spouse are unknown; or

b. affidavits from the employee and two other persons acquainted with the spouse, at least one of whom is not related to the employee, stating that the current spouse's whereabouts cannot be determined and detailing all efforts to locate the spouse. Secondary evidence such as copies of the employee's separately filed tax returns should also be submitted; or

c. a judicial determination that spousal consent is not required based on exceptional circumstances.

C. SURVIVOR BENEFITS

1. Employees who elect AFA are eligible to make the same survivor elections as those who do not.

2. The same post-retirement rights and obligations (including court-ordered former spouse benefits when a marriage ends after retirement) apply to those who elect AFA as to those who do not.

3. The amounts of survivor annuity payable to widows, widowers, former spouses, children, and insurable interest designees will be exactly the same as those payable to survivors of employees who do not elect AFA.

D. COMPUTATION OF THE ALTERNATIVE FORM OF ANNUITY

1. Employees who elect AFA will receive—

a. payment of their lump-sum credit consisting of all unrefunded retirement deductions, service credit deposits, and interest on any unrefunded deductions and deposits made before 1957; and

b. a monthly benefit.

2. The monthly benefit is derived by first computing the monthly rate that would have been payable, including all applicable reductions, had the employee not elected AFA, and then reducing that rate by an amount equal to the employee's lump-sum credit divided by an actuarial factor for the employee's attained age (in full years) at the time of retirement. (See attachment for table of factors.)

3. Example: An employee is age 62 at the time of retirement and has a total lump-sum credit of \$20,000. Assume the employee's beginning rate of annuity would be \$1,000 a month if AFA is not elected. If the employee elects AFA, that beginning rate would be \$895 a month, calculated as follows:

- \$20,000 divided by
- 191.7 (from factor table), equals
- \$105 (rounded up), subtracted from \$1,000, equals
- \$895

Note: All COLA's subsequent to retirement are applied to the AFA-reduced rate.

E. AGENCY COUNSELING

1. Each employee who is eligible to elect AFA will be notified by OPM after retirement of the exact benefits payable if AFA is elected, so that the employee can make a fully-informed decision before OPM completes adjudication. It is not necessary for the employee to indicate a choice on the application for retirement. Agencies

should anticipate, however, that employees who are planning for retirement will want estimates of the amount they can expect if they elect AFA.

2. For employees whose entire civilian service (without breaks) has been with the current employing agency, that agency will have a complete record of retirement deductions for use in estimating the AFA benefit.

3. Employees who have made service credit deposits or who have retirement deductions for service prior to that at the current employing agency should be asked to furnish the approximate amounts of those deposits or deductions from personal records, if possible, for use in estimating the AFA rate. Estimates can also be made on the basis of the employee's earnings history.

4. OPM does not provide pre-retirement annuity estimates. Since retiring employees eligible for the AFA will receive a specific notice of the availability of the lump-sum credit and the AFA which they may elect, employees should not write OPM for this information in advance of retirement. OPM is not in a position to provide this service in addition to processing normal retirement workloads.

Present Value Factors

Age at retirement	Present value of a monthly annuity	Age at retirement	Present value of a monthly annuity
40	346.2	66	164.6
41	339.9	67	158.8
42	333.5	68	152.7
43	327.0	69	146.4
44	320.3	70	140.8
45	312.0	71	134.6
46	303.0	72	129.5
47	292.5	73	123.7
48	283.9	74	118.1
49	277.0	75	111.6
50	269.0	76	107.1
51	261.9	77	102.5
52	256.0	78	96.5
53	249.4	79	90.3
54	243.1	80	84.7
55	236.0	81	80.0
56	229.2	82	76.0
57	222.9	83	72.4
58	216.7	84	69.2
59	210.1	85	66.1
60	204.6	86	62.3
61	199.6	87	58.7
62	191.7	88	55.2
63	185.2	89	51.9
64	178.1	90	48.7
65	171.3		

Adoption for the USNS Mercy

Four hundred members of the Oakland (Calif.) Council of the U.S. Navy League are the proud parents of the USNS Mercy, the MSCPAC hospital ship. The vessel was "adopted" by the Council in November during brief ceremonies aboard the Mercy with more than 100 persons in attendance.

Capt. William T. Dannheim, COM-SCPAC, welcomed the Navy League group and others to the ship and spoke briefly about the ship's impressive humanitarian voyage to the Philippines earlier this year. "You've picked a great ship to adopt," he told the crowd assembled in the ship's officers mess. "The Mercy has done a tremendous job to support U.S. Allies in the Third

World. Now that the ship's back home, I know she'll receive great support from the Navy League."

Council President John Giblin presented the ship with a plaque noting the "adoption" of the hospital ship and a handsome nautical clock. The gifts were accepted on behalf of the ship by Capt. Richard Hosey, master of the Mercy.

The USNS Mercy joins a string of other ships and commands which have been adopted by the Oakland Council over the past few years. The Navy League is a civilian organization which supports a strong Navy, Marine Corps, Coast Guard and Merchant Marine.

MSC Gets 2nd Hospital Ship

The second Navy hospital ship, USNS Comfort (T-AH 20), was accepted Dec. 1 by the Military Sealift Command from National Steel and Shipbuilding Company (NASSCO) in San Diego, Calif.

The primary mission of the USNS Comfort, a converted 90,000 DWT tanker, will be to provide full medical support to the Defense Department's Rapid Deployment Joint Task Force. It will be part of Military Sealift Command's Strategic Sealift Force. As a secondary mission, the 894-foot Comfort will provide full hospital service to other government agencies involved in disaster relief.

The Comfort will be manned and operated by MSC civilian mariners. The ship will also have a Naval medical contingent on board to operate the 1,000-bed, 12-operating-room medical treatment facility.

The Comfort will remain in San Diego for a post delivery availability which includes outfitting before she begins her transit, early next year, to her layberth in Baltimore, Md. No shakedown cruise has been scheduled.

Vice Admiral Walter T. Piotti, Jr., Commander, Military Sealift Command, observed that the new ships offer American military forces a new kind of quick and responsive medical care. "These ships are big, mobile, fast and flexible," the admiral noted. "They have the response capability to provide quick and efficient medical care in support of amphibious task forces and forward deployed elements of the Marine Corps, Army, Air Force and Navy.

"If called up, these ships will be able to supply the medical care necessary to support our fighting men in even the most remote areas of the world," he said.

Northwest Marine Iron Works Awarded New Navy Contract

Northwest Marine Iron Works of Portland, Ore., was awarded a firm, fixed-price contract totaling \$5,498,890 on Dec. 1. The U.S. Navy contract is for the drydocking and overhaul of the USNS Observation Island, a Military Sealift Command missile range instrumentation ship. The work on the Observation Island will be performed at the contractor's drydock in Portland.

The work to be done on the ship is general ship maintenance and repair to operational components and equipment and will also include modifications to the living quarters. The contract performance period is 52 calendar days beginning Jan. 6 and ending Feb. 28, 1988.

**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



The following deepsea members have passed away.

DECEMBER 1986

Knut R. Eliasson

JANUARY

Rufino G. Camantigue
William C. Daniels
Leon R. Drylewicz
Eli Elison
Harvey M. Lee
Gerald K. Lima
Manuel Lopez
James Stuart

FEBRUARY

Charles G. Haymond
Francis A. Lord Jr.
Jerry W. Trayer

MARCH

Eufemio C. Agbayani
Hollis W. Beazley
Gibson H. Coker
Edward E. Douglas
Christopher McBrien
Michael Piskun
Joseph H. Riley

APRIL

Ernesto Apac
Joseph L. Cabezas
Laura M. DeLuca
Harry E. Dorer
Anthony L. Ianno
William F. King
Wai Ding Lee
Melvin F. Libby
Edward Lombardi
Grant Andrew MacGregor
Frank M. Mangubat
Joseph A. Sanchez
Bud Sidney Tauber

MAY

Benjamin Argumedo
Abraham Carmoega

James Clark
George M. Dacken
Raymond Diaz
Emilio M. Fernandez
Paul E. Garland
Algernon W. Hutcherson
Benjamin Laureano
Alfredo Morell
Robert G. Pattee
Pedro R. Penelas
Sidney Sokolic
Joseph Somyak
Wilbert Wentling
Hugh Williams
Sylvester Zygarowski

JUNE

Anthony Amendolia
Victor Aviles
William Bilger
Raymond J. Blake
Edward J. Boles
Larry Bunnell
Robert R. Coles
James Convery
Nicholas DeLosantos
Vincente H. Garcia
Augustus R. Hickey
Stefan Kadziola
Robert L. Kinchen
John F. Lee
Frederick E. Lillard
Louis Martoncsek
Joseph J. McAndrews
Thomas O. McRary
Herbert Muncie
Frank J. O'Malley
Hernando E. Pascual
Raymond C. Pierce
Eldridge J. Rainer
Howard E. Rode
Clyde Smith
George B. Thurmer
Alphonse M. Tolentino
Ernel F. Zeller

JULY

Genaro Bonafont
Vidette Clearman
Vincent deLosa
Bartolome Del Valle
Anthony J. DiBartolomes
Ronald C. Durant
Chariloas Emertziades
John R. Galvin
Ned Hinson
William A. Jordan
John Miller
Michael P. Montemayor
Curtis E. Nelson
John H. O'Rawe
Edward Polise
Thomas T. Pradere
Nathan Shapiro
George Steele
Walter C. Summersett
Leroy C. Swiger
Dock D. Wong
Nee Lim Wong

AUGUST

George J. Campbell
Demetrio Daynot
Joseph E. Hannon
John H. Kelly
Herman Miller
William H. Miller
Timothy J. Noecker
Charles Pafford
Leo M. Prazza
Reginald A. Preston
Hong Quan
Julian B. Royston
August Sakevich
George E. Swindell
Samuel A. Tate
Louis D. Williams
Anthony J. Zaleski

SEPTEMBER

Robert L. Beale
Joe "Blackie" Busalacki

Vincent E. Kane
Neal L. Kunze
Harold A. Lowmann
Secundino Santorio

OCTOBER

Paul F. Arthofer
George A. Burch
Clarence F. Burrowes
Jake Cobb
Yew Lim Lee
Robert C. Meloy
Hubert B. O'Brien
Newton Paine
Gus Skendelas
Frank A. Tilton
Dudley T. Whitacker

NOVEMBER

Hubert F. Arnett
Leroy Malone
R.E. Smith
Chester L. Sommers
Truman Tustaire
Theodore H. Wright

John W. Rielly, steward/baker

Mobile

Ragnar O. Andersen, FOWT
Warren D. Kaweck, ch. elect.

New Orleans

Harry B. Hastings, port steward
Wallace J. Pratts, stw. utility
Joseph D. Richoux, AB

Norfolk

Ollie Purdy, messman
Kenneth R. Winters

St. Louis

William Hughes, wheelsman

San Francisco

Curry DeVaughn, cook/baker
Giles L. Glendenning, janitor

Seattle

Richard C. Ranly, 3rd engineer
Albert J. Van Dyke, AB
Harold E. Welch, ch. elect.

Pensioners

The following SIU members have retired on pension:

DEEP SEA

Algonac

William H. Newhouse, bosun

Baltimore

Robert M. Moore

Brooklyn

Anargyros Korizis, AB

Ralph T. Moore

Houston

Lloyd F. Akin, AB

Mayo J. Mundine

The following Inland members have retired on pension:

Algonac

John D. Lackey, deckhand

Baltimore

Joseph L. Krause, mate

Brooklyn

Thomas F. Calby (Railroad Marine)

Norfolk

Robert E. Fountain, TB
Willard M. White, ch. engineer

Santurce, P.R.

Vicente Burgos, cook

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.

Digest of Ships Meetings

AMERICAN EAGLE (Pacific Gulf Marine), October 25—Chairman Stanley Krawczynski, Secretary Neville Johnson. No beefs or disputed OT, although the steward department would like a clarification as to whether they're entitled to one hour weekly for cleaning of quarters. The *American Eagle* was involved in U.S. Army exercises in Turkey, and is returning from a 47-day voyage there, carrying 12 Army GIs both ways. The ship will pay off in Savannah, Ga. and will then lay up at dock (but will keep the crew for about a week).

LNG CAPRICORN (Energy Transportation Corp.), October 25—Chairman Don Rood, Secretary S. Wagner, Educational Director George Lindsay, Deck Delegate Francis Smith, Engine Delegate Ole Mortensen, Steward Delegate Richard Wobey. No beefs or disputed OT reported. There is \$1,075 in the ship's fund. Some of the money will go toward the purchase of video cassettes and some will buy the popcorn machines now on order. The educational director urged crewmembers to upgrade their skills at SHLSS if they have the required seetime. A communication from Vice President "Red" Campbell was received concerning the handling of food at the salad bar. Proper utensils are provided and should be used. A motion was made to have the *Stars and Stripes* newspaper delivered to the ship. The money for the subscription will be paid out of the ship's fund. The motion passed unanimously. The bosun asked crewmembers to limit all calls while in port to 15 minutes since time there is limited. He also stated that the ship is clean, and he urged all hands to help keep it that way. A new softball field has been built in Arun, Indonesia. Crewmembers are looking forward to playing on it on their next trip there. Next port: Bontang.

CONSTITUTION (American Hawaii Cruises), October 23—Chairman Sil Ablaza Jr., Secretary David Nian. No disputed OT. There is \$9,374.03 in the ship's fund. The chairman introduced Tom Fay, SIU port agent in Honolulu. He also reported that the wet-dock schedule for the *Constitution* will be from Dec. 12-19 in the port of Honolulu. The *Independence* will be in dry-dock in Portland, Ore. He stressed the need for crewmembers to pay more attention to the care of their rooms as many rooms were found unacceptable during a recent inspection. A request was made that all wet-dock information be given to members by Nov. 19 to allow ample time to secure accommodations shoreside and to inform all departments as to which members would be required to work during the wet-dock period. Mr. Fay then gave a report, informing the crew of the need to increase Union membership to staff additional ships now being readied, including the *Matsonia*.

LNG LIBRA (Energy Transportation Corp.), November 15—Chairman M.B. Woods, Secretary J. Gibbons, Educational Director T.R. VanPelt. No beefs or disputed OT. There is \$134 in the SIU fund and \$501.60 in the ship's fund. Mr. Rielly of ETC and an SIU rep were onboard to discuss the new contract agreement for the next three years. They also inspected the sleeping quarters which previously had been found to be in poor conditions. Mattresses were ordered in May 1987 but have yet to be delivered. The bosun reminded all hands to read the LOG to keep up-to-date on the condition of the U.S. merchant marine. He also noted that 1987 is coming to a close and that he and his crew wish to send their thanks to President Frank Drozak and all the SIU officials for a job well done in keeping jobs flowing for the members. "Seasons greetings to all." The educational director stressed the good practice of thinking "SAFETY" at all times. It was suggested that during meals there be no smoking. Also, all those crewmem-

bers who use the exercise room should secure the equipment when they are finished. A vote of thanks was given to the engine department for keeping the galley equipment in working condition. A vote of thanks also was given to the steward department for a job well done. One minute of silence was observed in memory of our departed brothers and sisters—and in memory of Bayard Rustin, who paid his dues as a true laborer, and E.B. McCauley, another veteran who will be missed. Next port: Arun, Indonesia.

OVERSEAS ALICE (Maritime Overseas), October 25—Chairman Christopher Lopiccio, Secretary R. Hanson, Educational Director M.W. Roberson, Deck Delegate Russell Haynes, Steward Delegate Jim Hatfield. No beefs or disputed OT reported. The chairman talked about the new contract changes with Maritime Overseas. He also explained the permanent job status for all eligible crewmembers on the *Overseas Alice* and the *Overseas Vivian*. A request was made by permanent SIU members who live in Olongapo (Subic Bay), Philippines, to find an alternative solution to flying back to the States to reregister for their jobs in order to comply with the shipping rules. They would like the reply to be sent to the ship's chairman in Subic Bay. The crew also suggested setting up a ship's fund in order to pay for telex messages to and from headquarters and for a television antenna for the crew's lounge.

OVERSEAS JUNEAU (Maritime Overseas), October 4—Chairman Errol Pak, Secretary Norman Johnson, Educational Director James Fair. No disputed OT. There is still no action on the loss of the 1800 and 1300 launch service, leaving the steward department stranded onboard. They would like to see it reinstated so they can go ashore to the hall and pay their dues, make phone calls, etc. The chairman noted that shipping is good for the SIU with the military jobs. "It's nice to see our SPAD dollars at work." He urged all members to take full advantage of the upgrading courses at Piney Point—especially the new sealift courses which will come in handy down the road. The ship appears to be having some problems getting poultry items from MOS and hopes to have it resolved this time in port. A motion was made to simplify the OT rates by adopting two rates of OT instead of about 11. This will be referred to the Contract Department for study. Another request was for lounge chairs for the entire unlicensed department, not just the pumpman, bosun and steward. And new easy chairs are needed in the crew room. On its last voyage, the *Overseas Juneau* played host to the winner of the Propeller Club essay contest whose prize included one round trip voyage.

SAM HOUSTON (Waterman), October 10—Chairman H. Leake, Secretary G.T. Aquino, Educational Director P. Walker, Engine Delegate L. Christmas. No beefs or disputed OT. There is no formal treasurer, but the captain is holding all monies collected, almost enough to purchase a VCR and some blank tapes. The bosun reported that everything is running smoothly except for the fact that no mail has been received from headquarters. He will check into this matter and will also report on the condition of one crewmember who was taken off ill as soon as he finds out anything. The steward has a tape on sanitary procedures to show to his department. It was recommended that Waterman be advised of the poor service they are getting from the company leasing the VCRs. Two machines in a row have not been in operating condition, and the movies provided are the same ones from a previous trip. Next port: New York.

SEA-LAND EXPRESS (Sea-Land), November 1—Chairman Carlton Hall, Sec-

retary Glenn C. Bamman, Educational Director Engine Delegate Melvin Layner, Deck Delegate M.Tewes, Steward Delegate Pedro Mena. No beefs or disputed OT. There is no money in the ship's fund at present, but an arrival pool should generate enough money for lobster tails and movies. The chairman reported a smooth trip with few hassles and a happy crew. The secretary spoke of sticking together through hard times, and working for those politicians in the upcoming elections who will support the maritime industry. The educational director stressed the importance of upgrading job skills at Piney Point to maintain job security. A unanimous vote of thanks was given to the steward department for a job well done, for meals of superior quality and for keeping a clean vessel. Next port: Elizabeth, N.J.

SGT MATEJ KOCAK (Waterman-MS), November 8—Chairman Bill Kratsas, Secretary Lee de Parlier, Educational Director Ronnie Herian, Deck Delegate Larry D. McCants, Steward Delegate Earl N. Gray, Sr. No disputed OT. The chairman and the steward both attended the triennial SIU convention in August and brought back information which they distributed to the members. The chairman also mentioned the new film about the SIU, "On My Watch," which will soon be available to all ships. The secretary reported that the *Sgt Matej Kocak* weathered a "killer storm" in mid-October with wind gusts of up to 110 mph off the coast of France. This storm was the strongest to hit the English Channel since records were kept (1705). "If you've ever heard the expression 'the barometer fell off the chart,' this is a good example." No videotapes of the headquarters meeting have been received aboard ship. But UNREP films have been shown as the vessel will undergo another UNREP off the Carolina Capes Nov. 9. Next port: Morehead City, N.C.

USNS WYMAN (T-AGS 34), LSC Marine, Inc., November 8—Chairman George A. Schuj, Secretary (Purser) Al Sansom, Educational Director/Engine Delegate Aaron E. Thompson, Deck Delegate David C. Bickford, Steward Delegate George A. Tatum. No beefs or disputed OT reported. There is \$185 in the ship's fund. A vote to hold another arrival pool with the proceeds to go to the ship's fund was vetoed. In response to a query from the *USNS Wyman*, the SIU is looking into whether an official holiday (Veteran's Day in this case) is payable under the LSC/SIU contract on sea time. Also requiring clarification is whether personal expenses (travel and living) incurred in attending the firefighting/

damage control school is reimbursable to members. It was noted that LSC vacation requests are in the purser's office. An effort to upgrade the ship's reference library is under way, especially study guides for upgrading skills. QMED Thompson also encouraged all crewmembers to take advantage of the classes at SHLSS in Piney Point. Steward Assistant George Tatus was congratulated on his good job performance over the past six months as steward delegate. George goes on a well deserved three-month vacation. And the 4x8 watch (all departments) deserves a "job well done" for keeping the messroom clean and picked up.

Official ships minutes also were received from the following vessels:

- ADDONIS
- AMBASSADOR
- ASPEN
- BAY RIDGE
- COVE LEADER
- CPL LOUIS J. HAUGE JR.
- MT. VERNON VICTORY
- OAKLAND
- QMI MISSOURI
- PANAMA
- SAN JUAN
- SEA-LAND AVENTURER
- SEA-LAND DEVELOPER
- SEA-LAND EXPLORER
- SEA-LAND FREEDOM
- SEA-LAND INNOVATOR
- SEA-LAND LEADER
- SEA-LAND PIONEER
- STAR OF TEXAS
- THOMPSON PASS
- USNS PREVAIL (T-AGOS 8)

Personals

Tommy (Red) Bolton

Please contact your old shipmate Mike (Red) Darley at (904) 235-0993 or write to P.O. Box 4244, Panama City Beach, Fla. 32407.

Jack Thommen

Please get in touch with your brother, Popeye, at (301) 488-1956.

Monthly Membership Meetings

Port	Date	Deep Sea Lakes, Inland Waters
Piney Point	Monday, January 4	10:30 a.m.
New York	Tuesday, January 5	10:30 a.m.
Philadelphia	Wednesday, January 6	10:30 a.m.
Baltimore	Thursday, January 7	10:30 a.m.
Norfolk	Thursday, January 7	10:30 a.m.
Jacksonville	Thursday, January 7	10:30 a.m.
Algonac	Friday, January 8	10:30 a.m.
Houston	Monday, January 11	10:30 a.m.
New Orleans	Tuesday, January 12	10:30 a.m.
Mobile	Wednesday, January 13	10:30 a.m.
San Francisco	Thursday, January 14	10:30 a.m.
Wilmington	Tuesday, January 19	10:30 a.m.
Seattle	Friday, January 22	10:30 a.m.
San Juan	Thursday, January 7	10:30 a.m.
St. Louis	Friday, January 15	10:30 a.m.
Honolulu	Thursday, January 14	10:30 a.m.
Duluth	Wednesday, January 13	10:30 a.m.
Jersey City	Wednesday, January 20	10:30 a.m.
New Bedford	Tuesday, January 19	10:30 a.m.

(Continued from Page 6.)

tract to be supervisory personnel, and therefore ineligible for protection under the labor laws of this country. By doing this, the company tried to intimidate the licensed people in its operations and drive a wedge between licensed and unlicensed seamen.

Most important, SONAT wanted to drag the process on as long as possible in order to wear down the resistance of its employees. By doing this, SONAT and other companies that chose this route changed the entire structure of management-labor relations that had existed since the end of World War II. The focus was not on productivity; it was on obtaining short-term gains. Stock market prices would then rise to artificially high levels. Under those conditions, a smart arbitrageur would make a killing by stripping a company of its assets and selling short.

By restructuring labor-management relations along these lines, companies said that they wanted to make their operations "more flexible." In the long run, however, they will be doing just the opposite. It has become crystal clear to union members and their officials that you have to get everything down in writing. Or else.

I'd like to thank the officials and members who were involved in the Curtis Bay beef. Even though things haven't worked out as we planned, ultimately, I believe, they will. Yet it will take patience and communication. More than that, it will take unity. This is a new era of labor-management relations, and in a sense, we're all finding our way.

The situation in today's labor management relations conjures up images of the early civil rights movement. Workers in the transportation sector, like black Americans before the Civil Rights Act of 1964, are being denied their rights. They cannot get a fair hearing. American conglomerates want to transform us into second-class citizens, but we won't let them, not as long as we understand the issues and keep "our eyes on the prize."



West Coast
by V.P. George McCartney

THOSE of you who have been following my column over the past few months know that 1988 will mark the 50th anniversary of the SIU-AGLIWD.

It has been an honor for me to be part of that history. I often think about the men and women who helped form this Union. Their sacrifices and courage made everything we now enjoy possible.

So much has happened during these past 50 years. The maritime industry has changed beyond recognition. At our inception, few people believed that there could ever be such things as ports without water (there now is one, in Front Royal, Va.); ships without

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crews (the Japanese and West Germans are experimenting with this concept), or U.S. ships without American seamen (the Kuwaiti reflagging).

Despite these developments, I believe that the essential character of the SIU remains the same. What makes us unique, I believe, is our continued ability to adapt to change, to understand what the long-term trends are and to act on them.

In a sense, we have come full circle. We were born in the aftermath of one stock market crash; in order to survive, we will have to cope with the effects of another one.

As the record demonstrates, job security for seamen (indeed, for all American workers) depends on five things: communication, education, solidarity, political action and organizing. If we fall short in any one of these areas, then management will control the supply of labor, and we will have no say in determining our wages, benefits and working conditions.

Many of the issues that confront us today have their origins in our early history. Accordingly, what follows is a brief chronology of events from the Stock Market Crash of 1929 to the Korean War, by which time the basic structure of this Union had been formed.

1929: Seamen were far removed from the mainstream of American society. Many were uneducated; most were underpaid. All had to endure harsh and unsafe working conditions. The stock market crash of 1929 didn't cause these conditions, but it did exacerbate them.

The waterfront was in the process of being radicalized. The absence of a strong union to counter the appalling conditions in the maritime industry created opportunities for the Wobblies, the Communist Party and organized crime.

1932: The American people turned to Franklin Delano Roosevelt to lead them out of the Great Depression. The economy's collapse transformed the nature of American politics.

Among other things, it brought the labor movement from the margins of American political life to center stage.

1934: A longshoremen's strike engulfed the West Coast maritime industry. The 39-day strike marked a turning point for maritime workers, whose power had been weakened by decreased membership rolls, a worsening economic situation and a bitter defeat during the 1921 maritime strike.

By closing down the port of San Francisco, seamen and longshoremen were able to win substantial gains in benefits and wages. Also, by bringing a new generation of labor leaders like Harry Lundeberg and Harry Bridges into prominence, the strike marked the beginning of the end of the International Seamen's Union.

1935: A pivotal year for the labor movement. The labor movement was split into two warring factions when Mine Workers President John L. Lewis left the American Federation of Labor to form a new organization (the Congress of Industrial Organizations). Lewis was an advocate of industrial

trade unionism; AFL President William Green objected to Lewis's demands that the AFL set up a separate industrial department.

Also in that year, Congress passed the Wagner Act, which established the National Labor Relations Board. This important piece of legislation made it possible for organized labor to sign up new workers on a mass scale.

1936: Political conditions in Europe continue to deteriorate. Discontent in the maritime industry heats up. Joe Curran leads a sit-down strike on the *SS California*. Congress passes the Merchant Marine Act of 1936, which established a system of subsidies and promotions that helped revitalize the American-flag merchant marine in time for World War II.

1937: The NMU receives a charter from the CIO. The AFL requests the resignation of the ISU's officers. An executive committee consisting of AFL President William Green, ILA President Joe Ryan and Holt Ross looks into forming an AFL Seamen's international. Green requests the help of SJP Secretary-Treasurer Harry Lundeberg, who sends Morris Weisberger to New York to establish an A&G District. In December, Robert Chapdelaine is named interim head of it.

1938: Andrew Furuseth, the grand old man of the modern seamen's movement, dies. Though the union he helped found, the ISU, is in tatters, his legislative accomplishments (the Seamen's Act of 1915) will live on.

On Oct. 15, at a convention in Houston, the AFL issues a charter to the Seafarers International Union of North America. Both the international and the A&G District are born.

1939: World War II breaks out. After 10 long years in the dark, the American economy is set to take off.

SIU crews start walking off ships in order to obtain War Bonuses.

1941: Though America is still neutral, the *S.S. Robin Moor*, a Robin Line vessel, becomes the first SIU-contracted vessel to be sunk by the Germans. The SIU and other maritime unions demand action on the War Bonus issue. The National Defense Mediation Board finally recommends a system of War Risk Bonuses. The Japanese attack Pearl Harbor, and America is dragged into World War II.

1942: The Battle of the Atlantic begins. In July, SIU seamen risk their lives to keep Russia supplied during the Murmansk Run.

1943: Paul Hall walks off his last ship. He becomes a dispatcher at the Baltimore hall.

1944: Thousands of SIU seamen (including SIU V.P. Red Campbell) take part in the invasion of Normandy.

1945: World War II ends. The United States is the only industrialized nation with a full-functioning economy. It has no economic competitors, and only one serious military challenger, the Soviet Union.

Demand for American shipping dramatically decreases. Paul Hall is named head of the A&G's organizing department.

1946: A busy year for the SIU. In August, Lundeberg establishes the

Maritime Trade Council, the forerunner of the Maritime Trades Department of the AFL-CIO. Congress passes the Ship Sales Act of 1946, under which hundreds of vessels are sold to foreign companies and governments at nominal sums. The SIU holds an organizing convention which lays the foundation for the successful Isthmian and Cities Service campaigns. The Union unveils its first training and upgrading program. In September, there is a general maritime strike, which was spurred on by actions taken by the National Wage Stabilization Board.

1947: In retrospect, a disastrous year for maritime labor.

Congress passes the Taft-Hartley Act. Among other things, it contains provisions on secondary boycotts and supervisory personnel which would form the basis of anti-union activity during the 1980s.

The military formulates the "Effective U.S. Control Doctrine" which states that American security interests can be protected in part by American-owned vessels documented under flag-of-convenience registries. War risk insurance is granted to these vessels, which prompts a mass exodus of American ships overseas. In a sense, the mass exodus of American shipping would serve as a prototype for something that would occur on a larger scale 40 years later all throughout the industrial sector.

1948: A banner year for the SIU. The SIU of Canada is established. We win the Isthmian campaign, which was maritime labor's most important organizing drive of the post World War II era. The SIU gains national attention by supporting workers in the Wall Street Strike (film-maker Stanley Kubrick gets his start by filming a documentary on the SIU's role in the incident). The SIU stands up to organized crime by providing support to the International Ladies' Garment Workers Union.

1949: The SIU establishes the Brotherhood of Marine Engineers (BME), the forerunner of District 2-MEBA. Until this time, National-MEBA had been routinely throwing work to the CIO-affiliated National Maritime Union, depriving SIU members of hundreds of potential jobs and upgrading opportunities.

The SIU saves the Canadian maritime industry from Communist control in the famous "Battle of Halifax." The Marine Allied Workers Division, the industrial sector of the SIU, is established. At a bitterly-divided convention, NMU President Joe Curran effectively drives the Communists from his union. (Murray Kempton, this country's greatest labor journalist, wrote that the NMU had been "the crown jewel of the Communist Party.") SIU President Paul Hall hires Ray Murdoch and lobbyist Phil Carlip to set up a Washington office.

1950: The SIU wins another major organizing drive: Cities Service. The Korean War breaks out, giving smaller, unsubsidized SIU operators the chance to thrive and prosper. The Union is well-positioned to begin a long and successful campaign to improve wages, benefits and working conditions, as well as to become the leading voice of maritime labor.

Trade Unionists Rally Behind United Negro College Fund

Trade unionists will join in a nationwide rally to provide increased educational opportunities to some 45,000 young people, many from union families, through the United Negro College Fund (UNCF) telethon.

This year's UNCF "Lou Rawls Parade of Stars" telethon will be on Dec. 26. A galaxy of stars will be featured in this seven-hour spectacular to raise money for the UNCF.

As in the past, affiliated unions are encouraging their members to watch

the telethon and assist in fund-raising efforts. While AFL-CIO support for the UNCF has always been strong, this year a special committee, the AFL-CIO United Negro College Fund Committee, chaired by SEIU President John Sweeney, has been appointed to coordinate labor involvement in fund-raising and promotional activities.

Other members of the committee include Associate Actors and Artistes of American President Frederick

O'Neal, UAW President Owen Bieber, ILGWU President Jay Mazur, CWA President Morton Bahr, Federation of Professional Athletes President Gene Upshaw, AFSCME President Gerald McEntee, AFT President Al Shanker, AFGE Women's Department Director Barbara Hutchinson and UFCW President William Wynn.

"The United Negro College Fund is a cause worthy of our most vigorous effort," said SIU President Frank Drozak. "The goal of the labor movement is the advancement of workers of this generation and the next—a goal we cannot achieve unless workers have access to quality education."

The UNCF provides funding for its

44 predominantly black colleges and universities. All institutions are private and fully-accredited.

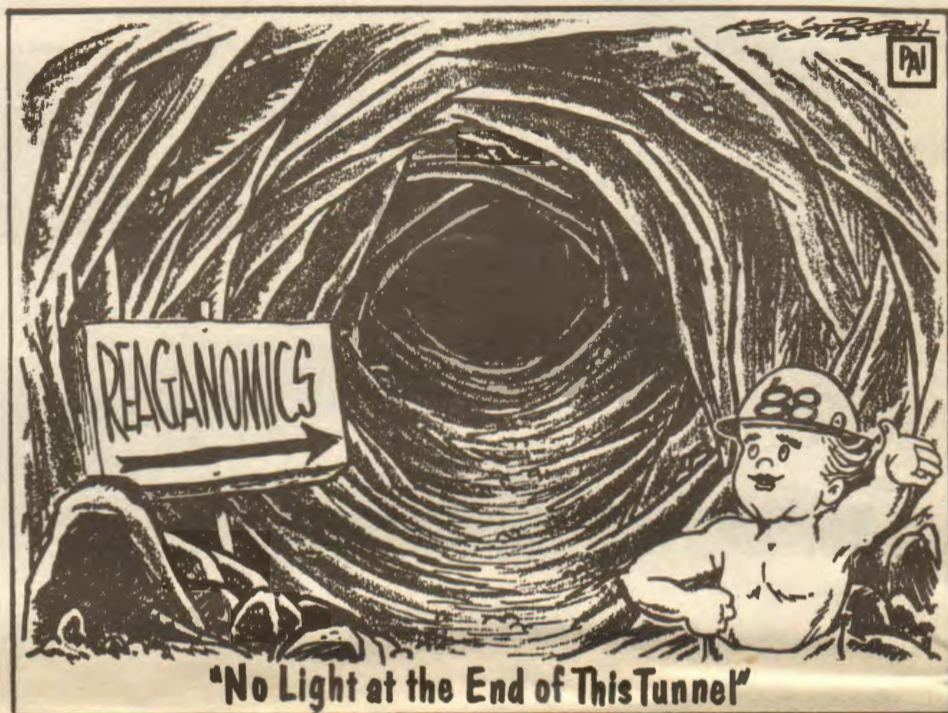
Funding for the UNCF's member schools continue to be a growing concern for all UNCF supporters. Each year, the 44 UNCF colleges must raise 60 percent of their operating budgets while only 33 percent of the average annual budget is covered by tuition.

Recognizing this concern, the AFL-CIO adopted a resolution at its October 1987 biennial convention supporting the United Negro College Fund and asking its affiliates to publicize, support and aid in the fund-raising efforts of the UNCF.

Headquarters Has New Chief



Kathy Horn, administrative assistant to SIU President Frank Drozak, was recently promoted to Chief Petty Officer in the Naval Reserves. Among her other Navy duties, she helped process the paperwork for the survivors of the S.S. Stark.



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

Old-Timers Corner



Holiday greetings from Pensioner Reino J. Pelaso (P-8) of Vallejo, Calif. Once again, Pelaso has been doing quite a bit of fishing, including these two sturgeon (25 and 60 lbs.). "I wish to say hello to all my old shipmates. I hope everyone has a Merry Christmas and that the New Year will be good to all my friends."

HOME ADDRESS

PLEASE PRINT

Date: _____

Social Security No. _____

Phone No. () _____
Area Code

Your Full Name _____

Street _____

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City _____

State _____

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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) _____

'Boosting Player Morale . . .'

The players and staff of the National Football League Players Association, an affiliate of the Federation of Professional Athletes, AFL-CIO, extend our heartfelt thanks to you and your membership for your support of our struggle to gain fair treatment on the job from the owners of the National Football League monopoly.

Your experience and practical advice on the picket line were a big help. Your public and private statements of support were a big boost to player morale. Most importantly, your membership, and members of other unions, responded by the thousands to help us fill picket lines and rallies at practice and game sites. This union and its membership will always be grateful that you were there when the NFL monopoly had so many of the press and the public aligned against the players. . .

**Fraternally
Gene Upshaw
Executive Director
National Football League
Players Association**



SIU members joined striking members of the Washington Redskins on the picket line at RFK stadium during the NFLPA strike.

'WW II's Gianella . . .'

In reading your article about the *SS Lawrence H. Gianella* on page 11 of the SIU LOG October 1987 edition, I was wondering if the membership realized who Lawrence Gianella was.

Perhaps some would be interested to know that Mr. Gianella was the radio operator of the *SS PRUSA*, a Lykes Bros. ship which was torpedoed by the Jap sub I-172 on Dec. 19, 1941. He went down with the ship. He was awarded the Merchant Marine Distinguished Service Medal posthumously by President Roosevelt. The following is the citation:

"For heroism beyond the line of duty.

The ship in which he served was in mid-Pacific when struck by an enemy torpedo. The explosion blew through the after decks; the engine and dynamos were completely wrecked; and it was apparent that the ship would remain afloat only a few minutes. Orders were given to prepare to abandon ship and instructions sent to the radio operator to send an SOS. The officer who delivered the message found Gianella already engaged in rigging an emergency set. Lifeboats were lowered away and the Master then sent orders to Gianella to abandon ship. But the radio operator had not been able to get his message through. Realizing that upon him rested all hope for the rescue of his shipmates, the pull of duty was too strong to overcome. Gianella refused to leave his post and chose to face certain death in his stark devotion to duty."

We, as merchant seamen, should never forget those terrible losses American seamen suffered in World War II. Those of your membership sailing today could find themselves in the same position at any time. I shall continue to remind the American public of the role of the U.S. merchant marine in World War II at every opportunity that presents itself.

If there are any questions anyone has relating to ships or personnel involved in WW II, I would be more than willing to answer.

Thank you for sending the LOG to me. I appreciate it.

**Sincerely,
Arthur R. Moore
Hallowell, Maine**

Sick and Tired Of Being Sick and Tired?

Society's attitudes toward drug and alcohol abuse have changed greatly since our Union opened up the Addictions Rehabilitation Center in Valley Lee, Md. Ten years ago, many people considered drugs to be chic. Now, just about everyone recognizes them for what they are: killers.

Today, Americans are being urged to "Just Say No" to drugs

and alcohol. Unfortunately, millions of alcoholics and drug-abusers can't even admit that they have a problem. So for our members out there who have a drug or an alcohol problem and won't admit it, I urge you to just say "Yes"—to say "Yes, I have a problem with drugs or alcohol, and I need help."

Over the past 10 years, hundreds of your fellow Seafarers have done

just that. They've signed up for the Union's Addictions Rehabilitation Program. Thanks to the expert help of the staff down there, these SIU members now lead useful and productive lives.

For all alcoholics and drug-abusers, recovery begins when they stop denying that they have a problem. There's an old AA saying—a person has to hit bottom before

they can reach out for help. For those of you who are sick and tired of the problems that alcohol and drug abuse are causing, contact your port agent or call the ARC in Valley Lee, Md.

For those of you who haven't reached your bottom, don't worry, you will. Because once you start abusing drugs and alcohol, there's nowhere to go but down.



**TODAY!
DO IT TODAY!!
KICK THE
DRUG
HABIT!
CONTACT YOUR
PORT AGENT,
OR YOUR UNION
AT
PINEY POINT.
DO IT NOW!**

The SIU in Washington

Seafarers International Union of North America, AFL-CIO

December 1987

Legislative, Administrative and Regulatory Happenings

Washington Report

After seven years of complex and sometimes contentious talks between U.S. and Soviet negotiators in Geneva, Switzerland, Ronald Reagan and Mikhail Gorbachev finally signed an agreement to limit intermediate nuclear weapons. Supporters and critics of the INF Treaty both agree that this will increase pressure for America and Western Europe to build up their conventional forces.

Part of that conventional capability will be in the area of sealift, where America is badly deficient. The maritime industry, which provides the bulk of America's sealift support, was given a reprieve of sorts when American and Canadian officials announced that the transportation provisions had been dropped from the final version of the Canadian Free Trade Agreement.

Canadian Free Trade Agreement

A united maritime industry won its biggest victory since the Cargo Preference Compromise of 1985 when U.S. and Canadian officials announced that maritime would be excluded from the final provisions of the Canadian Free Trade Agreement.

"I'm too superstitious to break out the champagne," said one industry official, "but this marks a great day for the maritime industry."

According to news accounts, maritime was "dropped from the pact in response to fierce response from maritime interests in both countries."

Reagan and Canadian Prime Minister Brian Mulroney signed the agreement Oct. 3. When news of the agreement began to leak out, more than 200 maritime groups formed a coalition to get the industry excluded.

Opposition from Canadian seamen was just as intense. SIU of Canada President Roman Gralewicz joined Frank Drozak, his American counterpart, in writing a letter to Mulroney and Reagan which said, "We believe that any free trade agreement which alters current maritime policies is unwise, unjust and unfair."

"Things (in the maritime industry) may be bad now," said SIU V.P. Mike Sacco, who's in charge of the Union's Great Lakes region, "but if the agreement had been ratified with the maritime provisions intact, the maritime industry would have lost something more important than any one program. It would have lost all hope for the future."

Free Trade and All Gatt

The recent stock market crash has dimmed chances for early passage of the Omnibus Trade Bill, according to Sen. Lloyd Bentsen (D-Texas) and other leading members of Congress. Congress will probably focus its attention on resolving sticky budgetary issues before adjourning for Christmas later this month.

Last month's trade deficit eased somewhat as the dollar took a plunge on the world money markets, thereby making American goods and services more competitive.

Many leading economists are saying that a lower dollar is at best only part of the solution to America's trade crisis. If the dollar falls too

far too fast then there will be great instability in the world marketplace.

One solution to the present crisis is increased use of bilateral trade agreements. That was the suggestion offered by Rep. Richard Gephardt (D-Mo.) in the latest presidential debate.

Meanwhile, U.S. Trade Representative Clayton Yeutter was predicting that the latest round of international trade talks "could yield tangible results as early as the end of next year."

The GATT negotiations had played a major role in uniting the often-fragmented maritime industry. The concern was this: if maritime was included in a Free Trade Agreement with Canada, and such an agreement was later ratified at the General Agreement on Tariffs and Trade talks, then all future improvements in U.S. promotional programs would have been open to third world shipping.

Liner Subsidy Reform

There is general agreement among industry officials that it will be impossible to improve conditions in the maritime industry without some kind of reform of the Operating Differential Subsidy program. Earlier this year, the administration finally got around to presenting Congress with its ideas for such a program. By that time, however, operating subsidies were already starting to expire.

Reaction to the administration's plan was cool, especially since the administration made no bones about its desire to put a cap on costs. Several other plans have been floating around Congress.

While reform of the subsidy program is a life-and-death issue to most companies, most have different interests to protect. Aside from a general dissatisfaction with the level of benefits being offered under the administration's plan, there has been no agreement among American-flag operators on what should be done.

The Senate Commerce Committee is soliciting comments on two pieces of legislation dealing with this issue. Because of its heavy workload and the complexity of the issues involved, it has extended the period of comment to Jan. 15, 1988.

While the SIU is not wed to any one approach, it would like to see the issue resolved as soon as possible and in such a way to serve the interests of all American-flag operators.

Shipbuilding Capability

Despite the important role that shipbuilding plays in the defense and economy of this nation, absolutely no progress has been made toward forging the comprehensive, fair and workable national shipbuilding and maritime program that is so urgently needed.

That was the assessment of SIU Legislative Director Frank Pecquex when he testified before the House Subcommittee on Merchant Marine and Fisheries Dec. 8.

The subcommittee had called a hearing to receive input from industry officials in light of the report that the Commission on Merchant Marine and Defense recently released. Among other things, the report stated that the precipitous decline in this country's maritime and shipbuilding industrial base poses a serious security threat.

The decline of this nation's shipbuilding industry can only be curtailed, said Pecquex, if we take the following corrective actions:

- * Establish a clear requirement for shipbuilding capability for U.S. national security;

- * Curtail U.S. government contracts with foreign companies, both for supplies and research and development, which last year amounted to \$9 billion;

- * 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, which is the last remaining substantial shipbuilding support program;

- * 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.

Tax Correction Act

One of the major accomplishments of the 99th Congress was passage of a comprehensive tax reform bill. Despite considerable pressure from special interest groups, most members of Congress have been loathe to make many changes in the legislation (i.e., change tax rates). They have preferred instead to look at legislation that would change a few marginal details.

Maritime has learned the hard way that any change in the tax laws can have critical consequences for the American-flag merchant marine. Unfortunately, the present budget deficit has sent Congress back to the books looking for ways to increase revenues.

The SIU and other maritime groups were fortunate to have included in the House version of the Tax Corrections Act language which would restore full deductibility for meals furnished on commercial vessels. "This is a big victory for our membership," said Pecquex.

Promoting U.S. Coal

The SIU has joined a coalition of maritime and energy organizations which supports passage of H.R. 3579, the 1988 Defense Appropriations Act. Among other things, the bill would mandate the purchase of U.S. coal for American military installations in Western Europe.

In addition to the SIU, the coalition, which is known as the Defense Energy Council, includes such diverse organizations as the American Maritime Officers Association, The United Mineworkers of America, the Transportation Institute, National Marine Engineers' Beneficial Association, Rail Labor Executive Association, the Falcon Shipping Group, the International Association of Machinists, and others.

While the House Full Committee has completed action on this issue, the Senate is still studying it.

(Continued on page 7.)