



LOG

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Agreement on Subsidy Reform?

Senate Bill Gains Wide Support, Fast Action?

Trying to bring all segments of the maritime industry together in consensus on subsidy reform is somewhat like trying to teach table manners to sharks in a feeding frenzy. But it appears as if the industry may have brushed up on "Miss Manners" in its attempt to pass the latest in a long line of subsidy reform legislation.

Late last month S. 2662 was intro-

duced by senators Daniel K. Inouye (D-Hawaii) and Ted Stevens (R-Alaska). Faced with a long summer recess from mid-August past Labor Day and fall elections, a sense of urgency has emerged as legislators and the industry try to find common ground.

"The need for this legislation and the relief it would bring to our liner operators has never been more clear-

cut. One need only look at the corporate balance sheets of the companies represented here today to realize the urgency and severity of the situation," SIU President Frank Drozak told the Senate Merchant Marine Subcommittee during a hearing on the bill, only three days after it was introduced.

As usual, the administration expressed serious reservations about portions of the bill, as it has about most maritime legislation during the past six years. Decades-old subsidy programs have been eliminated during the Reagan administration, and the government has continued a pattern that began prior to Reagan: a lack of a comprehensive maritime policy.

The need for some kind of action is so pressing that after the hearing Stevens said he intended to attach the bill to the maritime authorization bill when Congress returns from recess. That would drastically shorten the bill's path to enactment. On the House side, Rep. Mario Biaggi (D-N.Y.), Merchant Marine Subcommittee chairman, approved of Stevens' plan to speed up the process.

"Current regulatory policies in the United States leave an American operator with few choices for the future—he either can re-flag all or a portion of his fleet foreign or he can remain under the U.S. flag and face possible bankruptcy," Drozak said.

S. 2662 is intended to replace the

current Operating Differential Subsidy program, which has been a target of the budget ax. While the government continues to honor current ODS contracts, it has refused to enter into any new contracts and has encouraged operators to leave the program through buyouts. ODS was established in 1936 to help Americans compete with cheap foreign competition. It covers wages, insurance costs, maintenance and other expenditures U.S. owners must make.

The new bill is a "wages only" package, but it also would lift many of the regulations which operators claim impede their opportunities. It would eliminate certain trade route restrictions, lift restrictions on the interchange and transfer of vessels and allow subsidy for foreign-built ships.

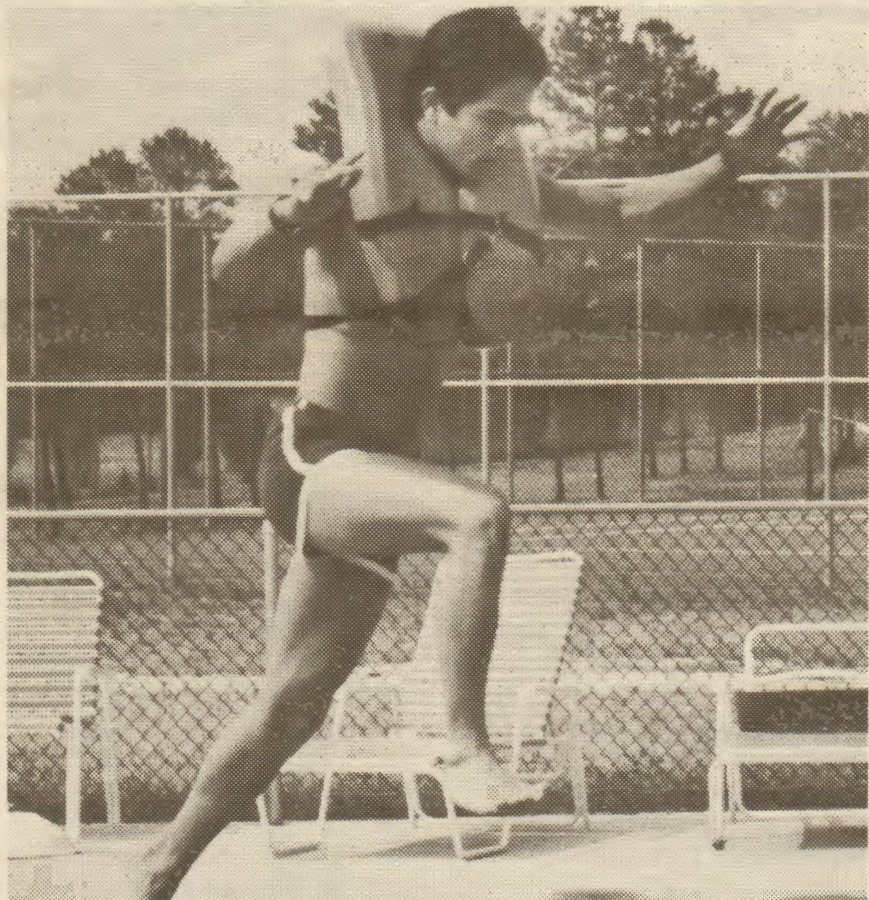
Wage subsidies would be based on manning scales established in collective bargaining, not on minimum Coast Guard manning levels, which are considered unsafe and "barebones" levels by many.

The wage portion is one of the areas Marad Administrator John Gaughan objected to during the hearings. However, he admitted under questioning that unless something is done soon, 10,000 to 20,000 seagoing jobs could be lost and that the industry is "near the peril point."

Two concerns seem to be spurring

(Continued on Page 4.)

Leapin' Life Rafts



Every journey begins with the first step. Turn to page 24 to see where Jesse Natividad Jr. is headed.

Lavino Recognizes SIU

Contract Talks Start for 300 Jobs—Plus

The SIU won a major organizing victory as Lavino Shipping Co. recognized the Union as the bargaining agent for its fleet of 12 oceanographic ships scheduled for MSC charter.

SIU Vice President Red Campbell made the announcement as the LOG went to press. Campbell said contract talks were expected to begin soon.

"With shipping the way it is, anytime you can add 300 more jobs for people, it's a great step forward," said SIU President Frank Drozak.

SIU Wins Navy Tug Work, 15 Jobs in Pensacola



A new contract between the SIU and Admiral Towing and Barge Co. of Pensacola will provide tug services for the Navy. The *Pennsylvania* and *Maine* are two of the six tugs in that fleet. See story on page 5.

President's Report

The following statement of Frank Drozak was submitted into the record of the proceedings of the 35th World Congress of the International Transport Workers' Federation which met earlier this month in Luxembourg.

"Brothers and sisters, I cannot sit silently and permit the record of this ITF Congress to close without expressing my strong opposition and that of the leadership of the AFL-CIO in the United States against the disgraceful spectre of apartheid in South Africa.

The Reagan government does not speak for me or the AFL-CIO leaders on this subject, nor does its morally bankrupt position reflect our feelings.

Drozak Brings US Seafarers Concerns to Meetings

Free World's Transport Unions Meet in Luxembourg

The 35th Congress of the International Transport Workers' Federation (ITF) was held in Luxembourg from July 31 through Aug. 7, and over 800 delegates representing the 5 million members of 400 affiliate trade unions from 89 countries attended.

Fifteen transportation workers' unions from the U.S. were present including the American Radio Association; International Longshoremen's and Warehousemen's Union; International Organization of Masters, Mates and Pilots; Marine Engineers Beneficial Association; National Maritime Union; Radio Officers Union; and the Seafarers International Union of North America were the American maritime unions represented. Frank Drozak headed the SIUNA delegation.

The ITF's principal work is conducted through eight separate industry

sections: Civil Aviation; Dockers; Fishermen; Inland Navigation; Railwaymen; Road Transport; Seafarers; and Travel Bureau. During the Congress, Section Conferences met to debate relevant motions, report on activities, and establish future work programs.

The Seafarers' Section Conference adopted a SIU-submitted motion on terrorism urging all affiliates to call on their governments to undertake measures to improve the security and reduce the risk to the lives of passengers and crews onboard ships.

In the debate on a Radio Officers' resolution covering present and future ship communications systems, Drozak vigorously upheld the need for electrician ratings aboard ships and expressed his grave concern over any actions jeopardizing that position.

In the past year, I have spoken to labor groups throughout the United States urging them to join in our efforts such as the Shell Oil boycott to support our brothers and sisters in South Africa, and I intend to continue such activity.

AFL-CIO President Lane Kirkland has just returned from South Africa where, with a ICFTU Delegation, he stood in solidarity with the trade unionists in opposition to the Botha government's policies.

Brothers and sisters, in union halls, school rooms and civic groups across the United States we recite a pledge of allegiance to our flag. It ends with the words "WITH LIBERTY AND JUSTICE FOR ALL."

The present policy of the Reagan government makes a shameful mockery of this commitment, and I pledge myself to continue to oppose that policy and to fight for human rights throughout the world."



Part of the U.S. labor delegation is seen here during one of the sessions. In the center row, from left, are MFOU President "Whitey" Disley, SIU President Frank Drozak and MEBA (Dist. 2) President Ray McKay. In the top row (behind Drozak) are ILA President Teddy Gleason and MM&P President Robert Lowen.

Agreement also was reached by the Seafarers to challenge the International Maritime Organization's (IMO) position and to require ocean vessels to carry a lookout at night.

Fishermen Safety Concerns

The Fishermen's Section Conference reaffirmed its policy position that fishermen should be covered by the International Labor Organization's (ILO) seafarer instruments. The Conference received for future consideration a resolution concerning safeguards for fishermen from collision. This was submitted by the American Radio Association and the Radio Officers Union (USA) as a direct response to the recent running down, with the loss of all aboard, of the San Francisco-based fishing vessel *Jack Jr.*

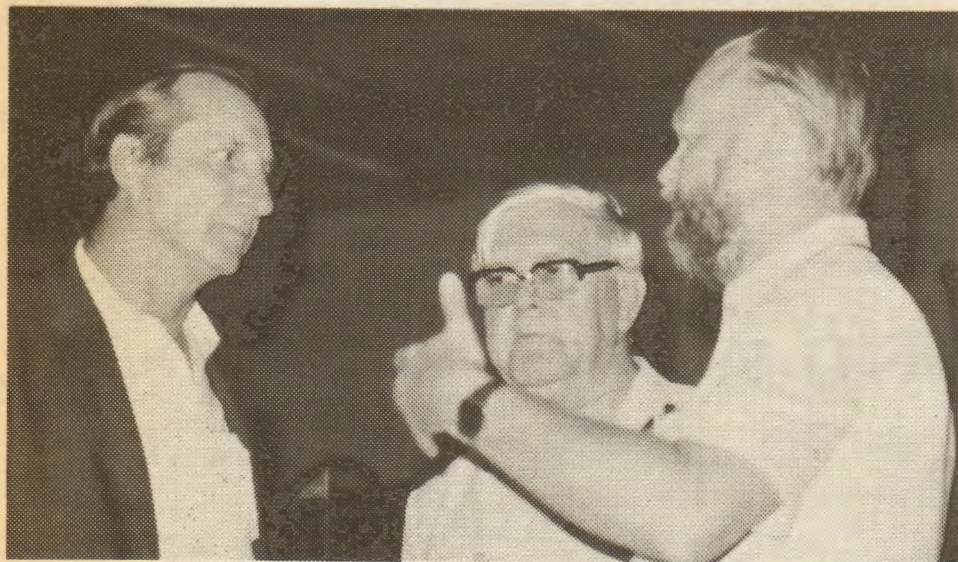
A resolution urging all ITF affiliates to persuade their governments to enact legislation to curb pollution in the interest of the workers in the fishing

industry, and the marine environment also was adopted by the Conference.

* * *

The Congress in its plenary sessions adopted a number of resolutions and declarations dealing with a broad range of topics including: full employment, protection of the environment, nuclear power, privatization of public transportation systems, terrorism, nuclear waste and human and trade union rights particularly in South Africa and South America.

At the conclusion of the Congress, Frank Drozak stated, "The ITF's international situation closely reflects the separate national circumstances of many individual trade unions. Conservative governments around the world are seeking to restrict the rights of labor organizations and their members. Their economic policies coupled with their attacks on organized labor demand that we stand together and extend support and solidarity to all our brothers and sisters."



SIU President Frank Drozak, left, joins in a discussion with Åke Selander, right, assistant general secretary of the ITF, and Mols Sorensen, chairman of the Seafarers Section.



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Fishing Safety Bill Could End Insurance Crisis

A bill to upgrade safety standards on fishing boats and encourage the insurance industry to re-issue (possibly at lower rates) liability coverage for fishing boat owners, passed the House Merchant Marine Fisheries Committee last month.

The legislation for the first time sets mandatory safety standards with penalties for non-compliance. At the same time it establishes new compensation standards for crewmen who are hurt on the job, while preserving a crewmember's right to sue if the injury is not temporary.

A \$500,000 cap was set on the awards, except in cases of negligence or if any of the safety standards are not met on the vessels. Medical expenses are not included in the \$500,000 cap, which means the awards could be higher when medical expenses are added.

The bill is a "potential remedy to the current insurance crisis facing the

Bulletin

The House refused to consider H.R. 5013 (the fishing liability and safety bill) when it voted not to suspend its rules and allow the bill on the floor. The action means the SIU and others may have another chance to strengthen its safety and enforcement provisions before it is brought to the House floor for a vote.

domestic fishing industry—the availability and affordability of property and casualty insurance," SIU President Frank Drozak said.

Committee members and witnesses said there is no guarantee that the insurance companies will issue policies at affordable rates, but they said improved safety and changes in the compensation system would lower the risks for insurance claims and also

allow the insurance industry to better predict their risks.

During the past several years fishing boat owners have seen their insurance rates skyrocket and in some cases their policies have been cancelled. At the same time a large number of accidents and fatalities on some fishing vessels in very unsafe condition have been recorded. Because fishermen are not normally covered by workmen's compensation laws, they bring suits against the owners and insurance companies which sometimes result in awards of many millions of dollars. Sponsors and supporters of the legislation hope their action will solve problems in all three areas.

If the bill passes the full House and the Senate, all fishing boats will be required to carry:

- ★ Emergency Position Indicating Radio Beacons (EPIRBs);
- ★ Life rafts;
- ★ Exposure suits;
- ★ Visual distress signals, and
- ★ Radio equipment

All boats built after 1987, or those substantially altered, will be required

to undergo stability tests.

On the legal side, the bill sets a compensation system which would guarantee a crewmember maintenance and cure, or medical and living expenses for the duration of the temporary injury. The bill sets the rate of \$30 a day or 80 percent of what the person would have earned on the vessel. The crewmember would receive whichever figure is greater.

In the case of permanent injury, the owner would be liable for up to \$500,000 per person, per incident, in addition to maintenance and cure payments.

These limitations would not apply where the injury arose out of gross negligence, willful misconduct, or where the owner does not comply with the maintenance and cure requirements.

Drozak called the bill a good "initial step" in trying to solve the problems. But he also said that a mandated inspection system, certification/licensing requirements and physical examinations for crewmembers would increase the bill's impact on both safety and insurance rates. But those suggestions were not included in the bill.



A new fishing safety bill establishes mandatory safety equipment and practices on fishing boats and sets up a compensation system for injured fishermen.

House Hears Ideas to Bolster U.S./Canada Great Lakes' Trade

Several suggestions to help increase the U.S. share of Canada/U.S. Great Lakes trade were made by industry and labor witnesses at a House Merchant Marine subcommittee hearing last month.

The oversight hearing was called after a Government Accounting Office (GAO) report showed that U.S. ships carry only 6.4 percent of Lakes' trade between the countries. Most of the witnesses called for:

- ✓ Bilateral trade agreements;
- ✓ Tax breaks for operators and crews;
- ✓ Cargo reservations;
- ✓ Labor cost reductions;
- ✓ Waivers of St. Lawrence Seaway tolls;
- ✓ Waivers of customs fees, and
- ✓ Permission for wider vessels to pass through the Seaway.

The GAO said, and most witnesses agreed, that the Canadian dominance

of the trade is the result of assistance programs by the Canadian government to ship owners, lower operating costs, modernization of the Canadian fleet to take advantage of the Seaway, domestic trade policies in Canada and the fact that American operators have concentrated on their own domestic market. All trade between U.S. Lakes' ports is reserved for U.S.-flag ships.

No legislation addressing the issue has been introduced, but "The methods suggested this morning to change this picture will be closely examined by the committee in the months ahead," said Rep. Walter B. Jones (D-N.C.), chairman of the Merchant Marine and Fisheries Committee.

Rep. James L. Oberstar (D-Minn.) said he hoped the GAO report and the hearing would be a "takeoff point" for action on the problem and that it would not be ignored like its "hundred or more" predecessor reports.

SIU Wins Jobs and Back Pay For 2 New Bedford Fishermen

Jose and Remigio Pereira spent a good part of last December trying to convince their crewmates onboard the fishing boat *Lucky Venture* that they needed the SIU to protect and represent them. The Pereiras were fired for their efforts.

But last month after the SIU took their case to the National Labor Relations Board, the two New Bedford fishermen won their jobs and back pay from the time they were fired.

"This was a tough case, but the men and the Union won. This is the first of many cases coming up for hearings, and the victory gives the fishermen a more hopeful attitude toward the future," said New Bedford Patrolman Henri Francois.

Organizing efforts among the New Bedford fleet continue, and several more boats have signed SIU contracts, said Port Agent Joe Piva.

Salernum Re-named

The SIU-contracted cable ship *Salernum* (AT&T) was re-christened last month in San Francisco. The ship was named the *Charles L. Brown* in honor of AT&T's retiring board chairman.

The Italian-built *Brown* will homeport in Honolulu and will maintain and repair more than 12,000 nautical miles of undersea cable between Hawaii, the mainland and other Pacific points.



At the ceremonies renaming the SIU's cable ship *Salernum* to *Charles L. Brown* were (l. to r.) 3rd Cook Mamoli Misafa, AB Don Malisse, AB Errol Pak, Bosun Peter Amper, SIU VP George McCartney, Chief Steward Dennis Prescott and Cook/Baker Philip Lau.

Service Contract Act Is Under Attack in Senate

More than 2,000 SIU Inland and Deepsea members could see their wages, benefits and job security gutted if an attempt by rightwing forces on the Senate and White House to virtually abolish the Service Contract Act (SCA) succeeds.

The SIU members who would be affected include every member working for a company with a Department of Defense (DOD) contract. SCA requirements for all maritime contracts issued by the DOD would be eliminated under the current Senate version of the FY 1987 DOD authorizations bill. (See page 17 story.)

The bill, S.2261, was introduced by Sen. Gordon Humphrey (R-N.H.) and has also gained the support of Sen. Phil Gramm (R-Texas). In a closed session last month, the Senate Armed

Services Committee voted to keep the anti-SCA provisions in the bill.

Bulletin

By an overwhelming 61-34 vote, the Senate stopped anti-labor forces from gutting the Service Contract Act. The victory came on the Senate floor when Sen. Ted Kennedy (D-Mass.) offered an amendment to the DOD Authorizations bill (S.2261) to remove the anti-Service Contract Act provisions which would have eliminated wage protection to hundreds of thousands of workers. The SIU backed Kennedy in his action.

In addition to eliminating all maritime workers from SCA protection, hundreds of thousands of service

workers employed by companies under contract to the federal government would suffer, too. Most of those people are in traditionally low-paid jobs such as janitorial work, food service and landscaping. In addition, many are minority workers and women.

The SCA operates somewhat like the Davis-Bacon Act in that a prevailing wage for an occupation and area is set by the Secretary of Labor. In that way, companies bidding for government work cannot undercut each other by slashing wages to minimum wage level.

A prevailing wage is one that is paid most often for the type of work done. For example, if the prevailing wage for a deckhand in a certain area is \$75 a day, the SCA sets that as the minimum for wages in a bid.

But the changes sought in S.2261 would change the way that cost is figured by allowing the lowest wage in the area to be used. For example, if a non-union company was paying its deckhands \$35 a day, under the proposed changes that could be set as the prevailing wage.

Most contracts covered by the SCA are relatively small in terms of dollars and the number of employees. The SCA now applies to contracts worth more than \$2,500 with more than five employees. Gramm and Humphrey want to change that to \$1 million and more than 25 employees.

When contracts are rebid now, any wage and benefit gains the workers won through collective bargaining are set as the prevailing wage for those jobs. In effect, that protects those gains.

The AFL-CIO is beginning a massive drive in Congress to beat back these attempts to gut the SCA. If the full Senate passes the DOD authorization with the provisions in it, the bill must still go to conference with the House because its version does not contain the anti-SCA provisions.

Senate Adds Construction Window to Passenger Bill

An effort to put the U.S. back into the passenger cruise business made it out of a Senate Committee this month, but not before a new twist was added to the old debate on re-flagging.

S.1935 would allow up to five foreign-built passenger ships to re-flag American and enter the booming cruise trade, now dominated by foreign owners. If re-flagged, the ships would have to be owned and operated by Americans.

But an amendment attached by members of the Senate Merchant Marine Subcommittee puts a two-year hold on any re-flagging. That two-year period is a "window" of sorts for American business to begin construction of passenger ships in U.S. yards or to refurbish ships in American yards.

If, during that time two ships are under construction or refurbishing, no foreign-flag ship will be allowed to re-flag. But those ships must be near completion and ready to enter service by 1989.

In addition, provisions of the amendment would allow so-called "bumping" for another two years. If a ship is re-flagged because no American ship is built during the first two years, it can still be "bumped out of the trade if a ship is built in the next two years."

The amendment was introduced by Sen. John Danforth (D-Mo.), and the bill passed out of committee with no dissenting votes.

The SIU has supported the concept of re-flagging for the past several years

for both economic and national security reasons. Currently dozens of foreign-flag ships siphon off millions of American vacation dollars and thousands of possible berths for U.S. seafarers. In addition, despite many announcements about plans to build cruise ships in American yards, none has been built in the U.S. for more than 30 years.

Proposed Coast Guard Regs Set Tough Drug Alcohol Penalties

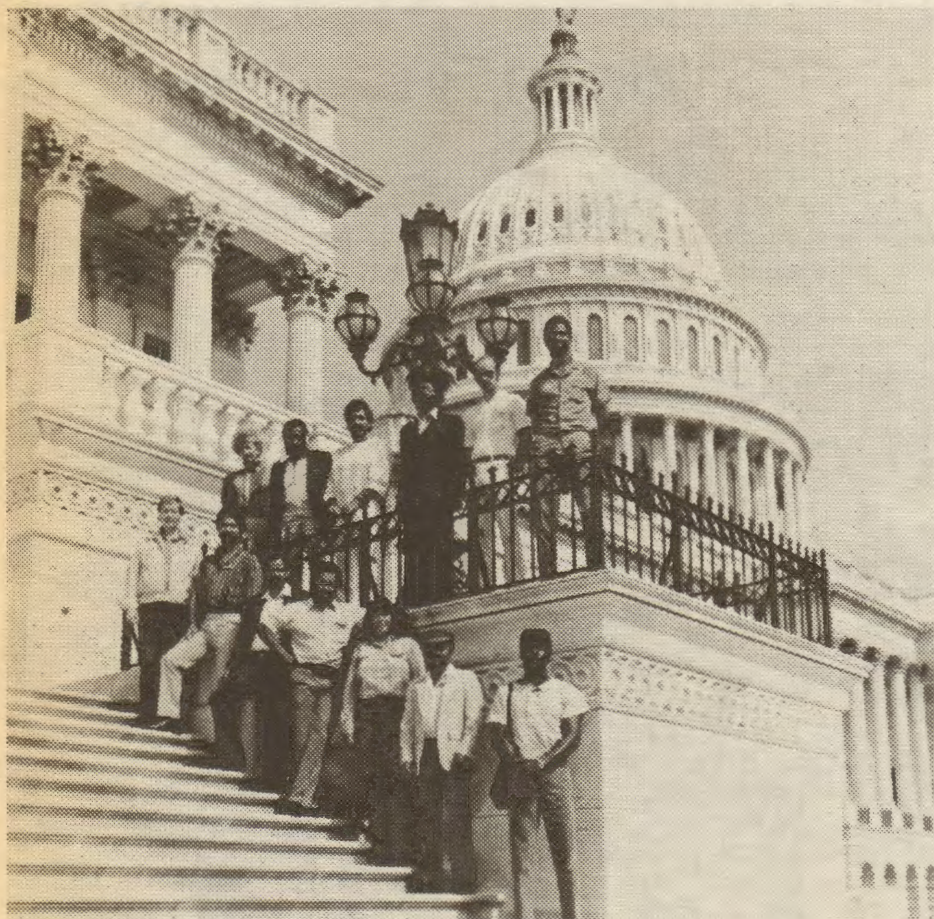
Drug and alcohol abuse aboard ships may carry even stiffer penalties if proposed new Coast Guard regulations are approved. The proposed rules would establish new testing procedures and penalties.

The proposals would for the first time encourage rehabilitation for drug and alcohol abusers by allowing them to "deposit" their papers or licenses while undergoing rehabilitation.

The SIU has not taken a stand on the proposals yet. The Union will submit its comments later.

"They intend to crack down," said SIU Vice President Red Campbell. The LOG will carry more details of the proposals in future issues.

Upgraders Visit Capitol Hill



As part of their education schedule, upgraders at SHLSS get a first-hand look at the U.S. Congress. Here on the steps of the Capitol are George Jacobs, Lito Acosta, Glen D'Ambrosio, John Wiggins, Monroe Watson, Richard Paulson, Linda Turner, Donald Mann, Theodore Quammie, Saelo Mafahi, Ali Matania and Robert L. Oppel.

Subsidy Reform Gains Support

(Continued from Page 1.)

the industry and possibly the government to quick action. The first is the rapidly increasing economic problems the industry is facing. Almost every liner company has reported millions of dollars of losses so far this year. There also seems to be a realization within the government of potentially serious defense problems if the U.S.-flag fleet dies.

"Our defense posture is built on deterrence and to be effective it must be credible," Drozak said. He estimated that while the Defense Department has increased the nation's Ready Reserve Fleet and has plans for almost 150 reserve ships, there would be a shortage of 5,000 to 6,000 seamen to crew those ships if needed.

In addition, he pointed out that the plans to rely on foreign-flag ships owned by American companies are not sound. A recently adopted International Transport Workers' Federation resolution gives those seafarers the right

to refuse to sail ships bound to a war zone.

"Even if those vessels were made available for America's use in a war type atmosphere, who would man and sail those ships in the war zone?" he asked.

Recent published reports indicate that Defense Department officials have approached the White House in an attempt to convince the administration that the pleas for subsidy reform and help "are not just another industry crying wolf."

Sea-Land, American President Lines, United States Lines, Lykes Brothers Steamship Co., and Farrell Lines Inc. testified in favor of the bill. Waterman Steamship Corp., Crowley Maritime Corp., Matson Navigation Co., Totem Ocean Trailer Express and Central Gulf Lines expressed support for parts of the bill but suggested some changes.

The SIU noted some concerns, but Drozak called the legislation a "good first step" and urged its passage.



Inland News

tug/tow
barge/dredge

SIU Company Sets Up Pensacola Tug Operation

The SIU has successfully completed a new contract with Admiral Towing and Barge Company of Pensacola to do Navy tug work at the Navy's Pensacola Naval Air Station. This is the first SIU operation in the West Florida area.

The new operation involving six Admiral tugs and 15 crewmembers is the result of a Navy bid won by Admiral to provide tug services for the Navy in Pensacola. The Navy currently operates one carrier from Pensacola, as well as numerous auxiliary equipment, that would be serviced by Admiral Towing.

At a meeting with the membership in Pensacola, SIU Mobile Port Agent Tom Glidewell and a SIU representative from headquarters, Bob Vahey, laid out the contract, how it was bid and won and the benefits to be accorded the new members. Most are retired Navy veterans living in the Pensacola area, and they were "welcomed aboard" the SIU team.

The crews' many questions were answered, and all signed up for SIU membership benefits. As the Navy work was formerly done by non-union local tug operators, the crews were glad to have the opportunity to be SIU members working for Admiral.

The company hopes to further expand its operations in the western Florida area and opportunities for SIU members along with them.



Bob Vahey (center), SIU representative from headquarters, meets with the membership of Admiral Towing and Barge Co. of Pensacola to lay out the terms of the new contract. From the left are Charles E. Lester, deckhand; Rodney Delart, engineer; Marc Steinbaugh, engineer; Darrell A. Catherman, captain; Leonard E. Richardson, captain; Thomas G. Bacon, deckhand; Vahey; Joseph D. Proulx Jr., deckhand; Paul A. Dirschka, captain; Alve C. Holmes, captain; Thomas A. Marsh, deckhand, and Reuben Lewis, engineer.

SIU's Pressure Puts Outreach Marine Out Of Business in Baltimore Harbor

An SIU beef, picketing, an NLRB favorable decision and a court fight led to putting the alter ego of McAllister Brothers—Outreach Marine—out of business in the port of Baltimore.

Now we are in new contract negotiations there with McAllister Brothers, but they are asking for many contract "concessions" in the new agreement notably on wages and other matters.

Recently, the U.S. National Labor Relations Board (NLRB) upheld Administrative Law Judge Marvin Roth's ruling that Outreach Marine (McAllister Brothers) of the port of Baltimore was formed in 1984 to evade the SIU contract, an unfair labor practice and violation of the law.

The Board ordered Outreach Marine to restore jobs and back pay with interest to 26 former employees.

Outreach Marine said that it planned

to appeal the decision to the U.S. 4th Circuit Court of Appeals, but the appeal was denied.

Outreach began operations after presumably buying four tugs from McAllister, discharging most of the former employees and rehiring others at lower wage scales and without the benefits of a Union contract. The licensed personnel were classified as supervisors, not employees.

The NLRB also affirmed Judge Roth's April 22, 1985 findings that Outreach was McAllister's "successor" and that they were really alter egos—one and the same.

The SIU had charged that McAllister-Outreach unlawfully withdrew recognition of the Union as the collective bargaining agent for their employees, captains, mates, engineers and unlicensed personnel, that it bypassed the SIU by dealing directly with their employees, and that it uni-

laterally reduced employees' wages, crew sizes and vacation benefits. It also eliminated overtime pay and failed to recall employees according to seniority rules.

Judge Roth also found that the loan deal (in which McAllister sold its tugboats to Outreach but stayed liable for \$1.9 million to a bank for repayment of a \$1.4 million loan Outreach secured by a first preferred fleet mortgage on the boats) was nothing but a paper-shuffling device "guaranteeing one mortgage for another."

Outreach was further ordered by the Board not to discourage membership in the SIU and to live up to the terms of the Union contract. Additional orders included not to refuse to recognize and bargain collectively and in good faith with the SIU as exclusive representative of all licensed and unlicensed employees and to reimburse the SIU for any loss of dues.

Crowley Marine Vote Set for Sept. 3 Contract

SIU Boatmen at Crowley Marine will again cast their votes for a new three-year contract with the ballots to be counted on Sept. 3. The last contract expired June 30.

The last contract vote foundered, more or less, on a company proposal to pay their tankermen \$2 less an hour, a proposal which again will be voted on by the SIU members.

In the ports of Wilmington and Long Beach, Calif., unlicensed Boatmen work 24-hour shifts manning 15 tugboats, 20 barges and call boats. The bigger boats have 6-man crews and the smaller boats have 5-man crews. They dock ships and shift barges for the U.S. Navy and for private shipping there.

Crowley Marine also has unlicensed and licensed SIU Boatmen on their Caribe Towing giant sea-going tugs and barges on the run from the ports of Jacksonville, Fla. and Houston, Texas to San Juan, P.R. and return.

In Memoriam



Thomas Eugene Godwin, 51, died on Feb. 12. Brother Godwin joined the Union in the port of Port Arthur, Texas in 1972. He sailed as a tankerman for National Marine Service in 1971, Marine Fueling Service from 1971 to 1972 and for Sabine Towing from 1982 to 1983. He was a former member of the NMU from 1950 to 1965. Boatman Godwin was born in Glasgow, Scotland and was a resident of Vidor, Texas. Surviving is his widow, Jeanette.



Pensioner John William Hamilton, 85, passed away from heart-lung failure in Franklin Square Hospital, Rossville, Md. on July 3. Brother Hamilton joined the Union in the port of Baltimore in 1957 sailing as a chief engineer aboard the tug *Brittania* (Baker-Whiteley) in 1958. He sailed for that company from 1916 to 1958. Boatman Hamilton was born in Baltimore and was a resident there. Burial was in Moreland Park Cemetery, Baltimore. Surviving is his widow, Stella.



Pensioner George Edward Hudgins Jr., 71, passed away in Riverside Hospital, Newport News, Va. on June 1. Brother Hudgins joined the Union in the port of Norfolk in 1967. He sailed as a mate, pilot and captain for Southern Materials from 1950 to 1956 and for the Assn. of Maryland Pilots aboard the P/B *Baltimore* from 1956 to 1977. He was a former member of the ISU and NMU. Boatman Hudgins was born in Motorun, Va. and was a resident of Bavon, Va. Interment was in the St. Paul Annex Cemetery, Susan, Va. Surviving are his widow, Margaret; a son, Richard, and a daughter, Louise.

Pensioner Joseph G. Licharowicz, 86, passed away from a heart attack in the Stella Maris Hospice, Towson, Md. on July 5. Brother Licharowicz joined the Union in the port of Baltimore in 1957. He last sailed as a chief engineer for Curtis Bay Towing from 1940 to 1965. He was born in Maryland and was a resident of Baltimore. Interment was in Holy Cross Cemetery, Baltimore. Surviving is his widow, Bertha.



Darren Raymond Naze, 23, died of injuries sustained in an accident aboard a Crescent Towing boat at Pier C, Alabama State Docks, Mobile on July 8. Brother Naze joined

the Union following his graduation from the Harry Lundeberg School of Seamanship Entry Trainee Program, Piney Point, Md. in 1981. He sailed as a deckhand. Boatman Naze was born in Mobile and was a resident of Chickasaw, Ala. Burial was in Mobile (Ala.) Gardens Cemetery. Surviving are his widow, Tina; a daughter, Tara; his mother, Judy of Mobile; his father, Ross; a brother; a sister, and an aunt, Cynthia Gay of Mobile.



Dennis Stephen Walker, 61, died on June 4. Brother Walker joined the Union in the port of Houston in 1957. He sailed as an assistant engineer and chief engineer for G & H Towing from 1955 to 1979. He worked as an electrician for the New Electric Co. from 1953 to 1955. Boatman Walker was a veteran of the U.S. Air Force in World War II and during the Korean War. Born in Center, Texas, he was a resident of Texas City, Texas. Surviving are his widow, Doris and a daughter, Carolyn.

Pete Le Beouf Retires



Pete Le Beouf, a 25-year SIU Inland member, receives his first pension check from Houston Port Agent Dean Corgey.

After 46 years sailing for D.M. Picton and Moran Towing, Chief Engineer Absie "Pete" Mitchell Le Beouf in 1961, with former Houston Port Agent Bob Matthews and Mickey Williams, were instrumental in organizing and bringing Picton Towing (Moran Towing) under the IBU contract. This was the first IBU contract in the Texas area.

Pete hit the bricks for 87 days on the Picton beef picket line in 1962. He also walked the picket line in the Gulf strike at Higman Towing in 1964 and was on the picket line again on the

Galveston (Texas) Grain Elevator beef in 1965.

Boatman Le Beouf was president of the Sabine National Tugboat Assn. District Independent Union from 1946 to 1961, when he joined the SIU in the port of Port Arthur, Texas, where he resides.

"This man has been a great asset to the SIU and has played an active role in the job security of the inland membership in the Port Arthur area," said Houston Port Agent Dean Corgey.

Dispatchers Report for Inland Waters

JULY 1-31, 1986

Port	*TOTAL REGISTERED			TOTAL SHIPPED			**REGISTERED ON BEACH		
	All Groups	Class A	Class B	All Groups	Class A	Class B	All Groups	Class A	Class B
DECK DEPARTMENT									
Gloucester	0	0	0	0	0	0	0	0	0
New York	0	0	0	0	0	0	0	0	0
Philadelphia	1	0	1	2	2	4	3	0	6
Baltimore	6	0	0	6	0	0	6	0	0
Norfolk	59	11	0	42	11	0	94	30	0
Mobile	4	1	0	0	0	0	5	2	0
New Orleans	2	1	5	1	0	2	5	0	12
Jacksonville	0	0	0	0	0	0	0	0	0
San Francisco	5	8	11	0	0	0	9	9	11
Wilmington	0	0	0	0	0	0	0	0	0
Seattle	0	0	0	0	0	0	0	0	0
Puerto Rico	0	0	0	0	0	0	0	0	0
Houston	5	0	2	3	0	0	9	2	5
Algonac	6	4	0	15	10	0	20	24	0
St. Louis	2	9	4	1	8	4	3	2	10
Piney Point	1	0	0	0	0	0	1	0	0
Totals	91	34	23	70	31	10	155	69	44
ENGINE DEPARTMENT									
Gloucester	0	0	0	0	0	0	0	0	0
New York	0	0	0	0	0	0	0	0	0
Philadelphia	0	0	1	0	0	0	0	0	1
Baltimore	0	0	0	0	0	0	0	0	0
Norfolk	13	1	0	6	1	0	9	1	0
Mobile	0	0	0	0	0	0	0	0	0
New Orleans	0	0	1	1	0	1	2	0	0
Jacksonville	0	0	0	0	0	0	0	0	0
San Francisco	0	1	0	0	0	0	0	1	3
Wilmington	0	0	0	0	0	0	0	0	0
Seattle	0	0	0	0	0	0	0	0	0
Puerto Rico	0	0	0	0	0	0	0	0	0
Houston	1	0	0	1	0	0	1	0	0
Algonac	2	2	0	1	0	0	30	20	0
St. Louis	0	0	0	0	0	0	0	0	0
Piney Point	0	0	0	0	0	0	0	0	0
Totals	16	4	2	9	1	1	42	22	4
STEWARD DEPARTMENT									
Gloucester	0	0	0	0	0	0	0	0	0
New York	0	0	0	0	0	0	0	0	0
Philadelphia	0	0	0	0	0	0	0	0	0
Baltimore	0	0	0	0	0	0	0	0	0
Norfolk	7	2	0	10	0	0	12	1	0
Mobile	0	0	0	0	0	0	0	0	0
New Orleans	0	0	0	0	0	0	1	0	1
Jacksonville	0	0	0	0	0	0	0	0	0
San Francisco	0	0	1	0	0	0	0	2	2
Wilmington	0	0	0	0	0	0	0	0	0
Seattle	0	0	0	0	0	0	0	0	0
Puerto Rico	0	0	0	0	0	0	0	0	0
Houston	0	0	0	0	0	0	0	0	0
Algonac	2	2	0	0	0	0	17	7	0
St. Louis	0	0	2	0	0	2	0	0	3
Piney Point	0	0	0	0	0	0	0	0	0
Totals	9	4	3	10	0	2	30	8	6
Totals All Departments	116	42	28	89	32	13	227	99	54

***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.

Area Vice Presidents' Report



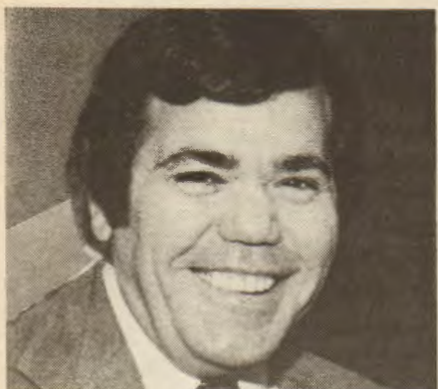
Great Lakes
by V.P. Mike Sacco

THINGS are so bad for the Great Lakes maritime industry that the Great Lakes Task Force, which represents carriers, shippers, labor and regional governments, has literally had to beg Congress to take some kind of constructive action.

Recent statistics released by the General Accounting Office (GAO) paint a grim picture. Less than 6 percent of all water-borne commerce between Canada and the United States is carried on American-flag vessels.

Given this kind of atmosphere, SIU members have fared relatively well, though things could certainly be better. Dunbar and Sullivan has finished its Chicago project, and has moved on to Racine, Wis. The company also has begun a series of three Coast Guard light structures—one of which will be built in Toledo, two in Detroit.

We've also been very busy on a grassroots political level. The Aug. 5 primaries produced some interesting results. Bill Lucas became the first black to run for governor on a Republican ticket. James Blanchard, the incumbent Democratic governor, won the Democratic primary handily. He had the solid backing of labor, civil rights organizations, and many industry groups.



Gulf Coast
by V.P. Joe Sacco

SHIPPING has been good for the Port of Houston even though the domestic oil industry is in a near-depression.

We still are plugging away on National Marine. Judge Morey Sears finally delivered a written copy of his decision, which I personally believe misrepresents what happened down there. We are appealing his decision to the 5th Circuit Court of Appeals.

I attended the Texas State AFL-CIO COPE Convention. President Drozak was also on hand to talk about the importance of this year's elections.

A good friend of the maritime industry, John Breau, is running for the Senate in nearby Louisiana. As a congressman on the House Merchant

Marine Subcommittee, he did a great deal to protect the rights and job security of American seamen. We could surely use his expertise in the Senate.

We were able to conclude a contract with Tampa Bay Pilots.

I want to take the opportunity to urge all members to make use of the facilities at Piney Point. The best way to protect your job security is to make sure that you are the most qualified person for the job.



Government Services
by V.P. Roy Mercer

THE contracting-out to private shipping companies of MSC ships has caused much confusion and consternation among marine personnel of the Military Sealift Command. The 12 MSC oceanographic ships that already have been contracted, and with the prospect of the cable ships, tug boats and *Observation Island* going by virtue of the bid process in the near future, has left MSCPAC marine as well as shoreside staff personnel in a state of confusion. The added possibility of other MSC ships going on the block doesn't help.

This all seems quite evident when one reflects on the present Reagan administration policy of divesting the federal government of as many federal civil service employees as possible by contracting-out to private industry. This in itself has caused much consternation among federal civil service employees with respect to future employment security.

The immediate concern, however, is marine employment for those MSCPAC Seafarers who will become unemployed in the near future as a result of termination or reduction-in-force procedures. So far, the loss of the three MSCPAC oceanographic ships has resulted in the termination of a few temporary marine employees with less than one year government service. But when all the contracting-out of MSC ships is finished, how many ships and positions will be left for federal marine employees? Will the reduction-in-force process be in place in time to give the federal mariner a fair shot at a seagoing position with the winning contracting company?

At this point in time, these and other questions have yet to be answered, but those who are terminated from their MSCPAC marine positions should make certain that they report to the SIU office in San Francisco to register for future seagoing employment.



West Coast
by V.P. George McCartney

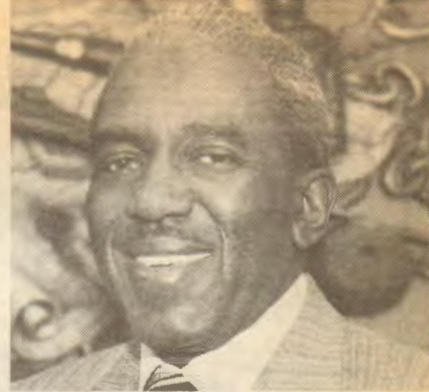
SHIPPING has been good in the Port of Wilmington, Calif., especially for Inland members. Seattle hasn't been bad either. We recently crewed up the *Ultramar* there, which was scheduled to depart to Bangladesh.

We have been active on a grassroots level. Our members have gone all out for Tom Bradley's bid to become the next governor of California. In Seattle, we have played an active part in trying to help re-elect Rep. Norm Dicks.

Delegates on the Crowley negotiating committee have come up with a new contract. The voting period will run out on Aug. 31, and the ballots will be counted on Sept. 3. Until we iron out a new contract, we will be working under the old agreement.

I want to commend the fine work that the crew of the cableship *Charles R. Brown* (the former *Salernum*) performed. When the vessel was laid up here recently, the ship donated its food to the Apostleship of the Sea, a local organization that gives a helping hand to seamen who are down on their luck or in between jobs. Chief Steward Dennis Prescott deserves a special "thank you" for his efforts.

The SIU has been supporting the AFL-CIO in its boycott of Shell oil. Our members have been handing out informational leaflets about the tragic situation in South Africa.



East Coast
by V.P. Leon Hall

WE'VE been working on many different levels to protect the interests of our members who are employed in the fishing industry.

Since boat owners are finding it next to impossible to get liability insurance coverage, our president, Frank Drozak, has testified in front of nine congressional hearings on the matter. He said that safety standards have to be improved in the fishing industry, and that something needs to be done to ensure that fishing owners can receive some kind of coverage.

We won 49 unfair labor charges against the Seafood Producers Association in New Bedford. We also were able to organize two new scallopers there.

In just two short years, we've been able to re-establish ourselves as a presence in New Bedford. We've become part of the community. Later this month, we will participate in the Blessing of the Fleet ceremonies.

Elsewhere, we were able to put the Mariner contract to bed, at least for the non-supervisory personnel. We will be counting the IOT ballots.

We've been working hard on the grassroots political level. Election Day is not that far away, and this will be a pivotal year for the maritime industry.

In Philadelphia, we've been working on behalf of Rep. Robert Borski and Sen. Arlen Specter.

In Maryland, we've been working hard to elect Barbara Mikulski to the Senate. Polls show her running 30 points ahead of her nearest challenger for the Democratic nomination.

Delivering the Message



SIU Vice President Joe Sacco told delegates at the AFL-CIO COPE Convention in Baton Rouge, La. that "We must stick together." The American Labor Movement, under attack from the New Right and from professional labor-baiters, is mounting a grassroots political campaign to protect working men and women everywhere.

Rep. Richard Shelby

REP. Richard C. Shelby (D-Ala.), a strong supporter of the maritime industry, is running for incumbent Senator Jeremiah Denton's Senate seat in Alabama. A member of the House Energy and Commerce Committee and the Veterans Affairs Committee, Shelby was elected to the Congress by Alabama 7th District voters in 1979.

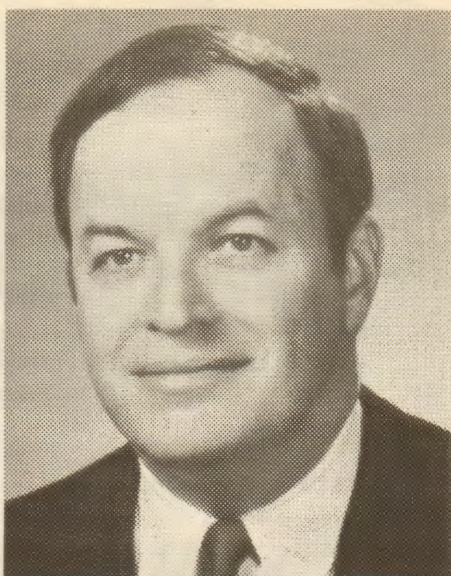
Denton, who came to office as a war hero, surviving prisoner of war camps during the Vietnam years, had his first introduction to politics in 1980, when he was elected to the Senate. If most recent polls are correct, the incumbent holds a slight four-point lead in the race.

Labor organizations and the state AFL-CIO are lining up support for Richard Shelby. Most recently, surveys have shown a block of voter support for Congressman Shelby from voters educated in labor issues. Voters with family members in labor unions and others who are members of unions are expected to vote for him. He has earned labor's support by creating jobs, a central theme throughout his years in Congress. And it is jobs that Alabama needs most.

Alabama has one of the highest unemployment rates in the country, and residents of this state have witnessed the shutdown of steel mills and machine shops, mines, factories and farms in and around Birmingham. Unable to compete with the goods and services provided by nearby states whose economies are flourishing, Alabama has been unable to recover from the joblessness of the nation's last serious recession.

Meanwhile, President Reagan is bringing Republican leaders into the election spotlight to publicly promote Republican Senator Denton. The race has become important on a national level. If Shelby is elected and if two other uncommitted 'swing' states elect Democrats as well, the Republican party could lose the majority it has retained for six years in the Senate. For this reason, the Alabama race is one of the more important races of the 1986 election season.

On trade issues, Shelby has consistently fought against the policies of the Reagan administration. In Carrollton, the heartland of the new Tennessee-Tombigbee Waterway project, Shelby last spring reiterated his opposition to President Reagan's "free trade" program. He has promised to work toward developing an economic program that would increase exports of American-made products, rather than accept the continuance of import



Rep. Richard Shelby

heavy trade.

Through his efforts to bring approval for the Tenn-Tom project, the barge canal now provides jobs for maritime workers. Shelby hopes to win a similar result in the Senate to bring relief to Alabama's traditional industries—timber, primary metals, mining and textiles. He strongly believes these industries should not be abandoned.

Where the representative finds fault with Senator Denton is in the incumbent's concentration on international issues at the expense of pressing domestic problems. Denton is aloof with his constituents, rarely returning to his home district to meet with business and civic leaders. The Senate has had not a clue to many of Alabama's concerns as a consequence.

Through his years as a public servant (Shelby previously served eight years in the state Senate and held various other state offices), Shelby has always been accessible to the people of Alabama. Last year, he traveled through Alabama's 167 counties. He has met with maritime leaders and supported maritime on many issues. Among these, he has supported the cargo preference compromise and the waiver for passenger vessels. He has also voted against the export of Alaska North Slope oil and was a co-sponsor of H.R. 1242, the cargo preference bill submitted by Congresswoman Lindy Boggs of Louisiana. Denton, although retired from the Navy, has never supported the SIU on any kind of cargo preference legislation or foreign trade bill.

Shelby has been pro defense on most spending bills to pass Congress in the 1980s. He is also conservative in favoring a balanced budget. He introduced a bill for a constitutional amendment for such a balanced budget.

In other areas he is responsible for the establishment of 25 experimental preventive health care centers that are now operating around the country and has opposed White House attempts to eliminate COLA's from Social Security.

Rep. James Jones

Congressman James R. Jones (D-Okla.) was elected to the House in 1972. He has served the 1st District for seven terms and this year is challenging incumbent first-term Senator Don Nickles for the U.S. Senate.

In 1971, one year before Jones won his House seat, the Arkansas River Navigation System was opened to commerce. The system today links Tulsa with the Gulf of Mexico, making Oklahoma a deep-water port state. The interests of the newly emerging maritime industry in Oklahoma have found a voice in Congressman Jones. Jones has supported the maritime industry as no other Oklahoma representative has. And for the following reasons the SIU is hoping for a Democratic victory in the Oklahoma Senate race.

Congressman Jones has voted with the maritime industry on oil cargo preference legislation and in support of the convention tax deduction bill. He voted favorably on the Naval Construction Subsidy plan of 1981 and passenger ship legislation. He was a co-sponsor of H.R. 1242, the Boggs bill, to increase cargoes for U.S.-flag vessels.

Congressman Jones worked his way through law school to launch his political career. Born into poverty, his family was still paying off debts from the Depression in the 1950s. In the 1960s, Jones became a legislative assistant to Senator Lyndon Johnson and served President Johnson as White House chief of staff.

In the House, members of Congress began to recognize Jones for the unusual ability he had for being able to judge the outcome of controversial legislation. An astute observer, he could predict how the vote would go. Before he was elected to the House, he acted as a freelance agent in building coalitions. It was not long before members began to realize that Jones could carry the votes on an issue. Even Speaker of the House Thomas P. "Tip" O'Neill had to pay attention to the coalitions Jones was forming.

In committee assignments, Jones rose to become chairman of the House Budget Committee and to serve on the prestigious Ways and Means Committee while his opponent, Don Nickles, left labor leaders on the defensive with his appointment to the chairmanship of the subcommittee on Labor and Human Resources. Nickles, who has



Rep. James Jones

the backing of ultraconservative groups in Oklahoma, worked in their interest to bring about a sub-minimum wage for youth and for the repeal of the Davis-Bacon Wage Act. On other issues, Nickles has come down on the side of Big Business, which in Oklahoma can be singularly referred to as the petroleum industry. He has voted against oil import fees and the emergency farm credit bill.

Jones has dedicated his career to promoting the well being of working Americans. He submitted legislation to make Social Security a self-operating entity and legislation requiring that money borrowed from the fund be paid back with interest. He was the author of the Fair Trade bill that gives the U.S. new latitude in allowing the implementation of trade sanctions against countries that discriminate against American products. To do something about the steady bankruptcies of industries that were not able to modernize their facilities to compete with cheaper foreign imports, the Congressman wrote a tax bill for 1981 to allow companies to deduct higher depreciation allotments for their plants and equipment. In 1978, he put together a coalition to render a tax bill to the Ways and Means Committee to reduce the capital gains tax on corporations, as a way to help failing companies offset losses created by unfair foreign competition.

In 1981, Jones acceded to the chairmanship of the Budget Committee. He was later to say that the chairmanship was the most frustrating experience of his political career. While Jones had been successful in bringing about bipartisan coalitions to pass other pieces of important legislation, with the Reagan administration in complete control of the budget, he was unable to see the type of budget that he wanted drafted into law. He was never able to bring the Democrats and Republicans together.

UPGRADERS: SPECIAL NOTICE

All SIU members who plan to attend upgrading courses at SHLSS must have an up-to-date Clinic Card which will remain valid during their entire stay at the school. Any member whose Clinic Card will run out before he completes his upgrading course must get a new Clinic Card before arriving at SHLSS.

Support SPAD

The SIU in Washington

Seafarers International Union of North America, AFL-CIO

August 1986

Legislative, Administrative and Regulatory Happenings

Washington Report

Time is running out on this session of Congress. The August recess is about to begin. When Congress reconvenes, it will barely have time to consider the issues before it adjourns, probably some time in mid-October. Meanwhile, many important issues will have to be decided.

What does this mean for the average Seafarer? Well, statistics released by the Maritime Administration show that the deepsea American-flag merchant marine decreased by 23 vessels last year. Things are no better for any sector of the maritime industry, either. Everything from the Great Lakes to the tuna industry is experiencing serious problems.

What follows is a short summary of the major political and economic trends affecting the maritime industry:

Authorizations

The House of Representatives has passed a \$10.3 billion transportation bill for fiscal year 1987.

The Senate approved a \$295 billion Defense Authorizations bill for fiscal year 1987, which was \$9 billion higher than what the House approved earlier this year.

Auto Carrier Bill

A report issued by the House Merchant Marine and Fisheries Committee said that H.R. 3655, the Equitable Automobile Transportation Act of 1986, would "counter discrimination in the U.S.-Japanese vehicle transportation trade that has prevented U.S.-flag operators from entering the trade."

In a related development, Nippon Yusen Kaisha, one of Japan's six largest shipping firms, announced it will reduce its fleet of car-carrying vessels because of declining exports of fully assembled automobiles to the United States.

The Journal of Commerce says that H.R. 3655 "still faces major obstacles in the House, most notably in the Ways and Means Committee."

The auto carriage trade also is affected by proposed changes in the tax code. SIU President Frank Drozak sent letters to the Senate expressing his support of the "Transition Rule" offered by Sen. Russell B. Long (D-La.), which seeks to maintain tax investment credit for all American-flag operators seeking to enter the Japanese auto carriage trade. Under the Senate and House tax reform bills, only one of the four companies that are seeking to enter the trade would be eligible for that credit.

Caribbean Basin Initiative

Members of the Caribbean Economic Community criticized the Caribbean Basin Initiative program that was passed two years ago. Among other things, they want Congress to end all remaining import restrictions, including one that deals with canned tuna.

Cargo Preference

SIU President Frank Drozak opposed language contained in Title II of H.R. 5052, the Military Construction Appropriations bill. The bill would permit Food for Peace (P.L. 480) funds to be used for purposes other than food relief and cargo preference.

"While the SIU supports increased United States' economic assistance to Guatemala, Honduras, Costa Rica and El Salvador," said Drozak in a letter to the Senate, "we believe the transfer of funds from the Food for Peace program only exacerbates the problem confronting two beleaguered industries (agriculture and maritime)."

Coast Guard User Fees

The House Merchant Marine Committee failed to include Coast Guard user fees in its budget resolution for fiscal year 1987.

"The time for Coast Guard user fees may be coming," said House Merchant Marine Chairman Walter B. Jones (D-N.C.), "but it's not today . . . I take very seriously this committee's commitment to formulate thoughtful policies."

Flag of Convenience

A new breed of flag of convenience vessels is challenging Liberia and Panama in the battle to attract American-flag vessels. Many of the countries are similar to the Isle of Man—tiny independent islands off the coast of a large industrial nation.

Gramm-Rudman

Congress is trying to meet the budget cuts mandated by the Gramm-Rudman Act, even though parts of that bill were declared unconstitutional earlier this year. Its job has been made more difficult by the slowdown in economic growth, which has increased the size of the deficit.

Grassroots

- The SIU has been active on a grassroots level for the upcoming elections. Polls in Maryland find Rep. Barbara Mikulski (D-Md.) far ahead of her rivals in the upcoming Democratic primary for the Senate.

- One of the largest and potentially most powerful organizations in the country, the American Association of Retired Persons, has decided to go into electoral politics for the first time. With 21 million members, it is the United States' largest single group of older people.

Great Lakes

The U.S. General Accounting Office recently released statistics showing that American-flag ships only carry 6 percent of the cargoes between U.S. and Canadian ports. The matter was discussed at hearings of the Subcommittee on Oversight and Investigations of the House Merchant Marine Fisheries Committee.

Navy Homeport

The Appropriations Subcommittee on Military Construction approved \$6.8 billion to implement the Navy's proposal to build new Navy ports in New York Harbor and Puget Sound in Seattle, Wash.

Liability Insurance

The liability insurance crisis is having serious ramifications for the maritime industry.

Like other industries, the maritime industry has been hard hit by rising premiums. The situation has reached crisis proportions in the fishing industry, where boat owners have been unable to obtain the necessary coverage. Either the cost of the insurance is too high, or it is unobtainable.

SIU President Frank Drozak testified earlier this year on a bill that would correct some of the problems. He said that much of the blame had to go to the boat owners themselves for failing to adhere to stringent safety standards.

The liability insurance bill was recently marked up.

Maritime

Seagoing jobs in the maritime industry declined from 13,770 in 1984 to 13,154 last year. The average age of the unlicensed crew was slightly over 50 years.

Mergers

- The Brotherhood of Railway Carmen of the United States voted, by a margin of 87 percent, to merge with the Brotherhood of Railway and Airline Clerks. This marked a trend toward mergers in recent years of labor organizations in the transportation industry and in sectors hard hit by foreign competition.

- In the most recent issue of the NMU Pilot, NMU President Shannon Wall asked his membership to comment on a recent proposal by SIU President Frank Drozak concerning a merger. According to Wall, the NMU has "four options"—to stay as it is, to merge with the SIU or some licensed maritime union, to merge with the ILA, or to merge with the Teamsters.

- Eight U.S. maritime union presidents attending an international labor congress adopted a broad resolution aimed at protecting their members' jobs at waterfront facilities and aboard U.S.-flag vessels.

The union presidents included the following: William Steinberg of the American Radio Association; Thomas W. Gleason of the ILA; James Herman of the International Longshoremen's and Warehousemen's Union; Robert Lowen of the International Organization of Masters, Mates and Pilots; Raymond McKay of the Marine Engineers Beneficial Association; Thomas Harper of the Radio Officers Union, and SIU President Frank Drozak.

Passenger Vessels

S. 1935, a bill that would allow foreign-built passenger vessels to be re-flagged American, was passed out of the Senate Commerce, Science and Transportation Committee. It contained amendments that would delay the effective date of the re-flagging proposal by two years.

If, during this period, two cruise vessels are built in an American shipyard or two existing U.S.-flag cruise vessels are refurbished in an American shipyard, the legislation, by its own terms, will lapse.

The legislation also contains a provision which gives any American-built passenger vessel the right to bump any vessel re-flagged under the legislation. This goes for all future passenger vessels as well as for all existing ones.

(Continued on Page 32.)

Seafarers

HARRY LUNDEBERG SCHOOL OF SEAMANSHIP



Piney Point Maryland

Safeguard Your Future

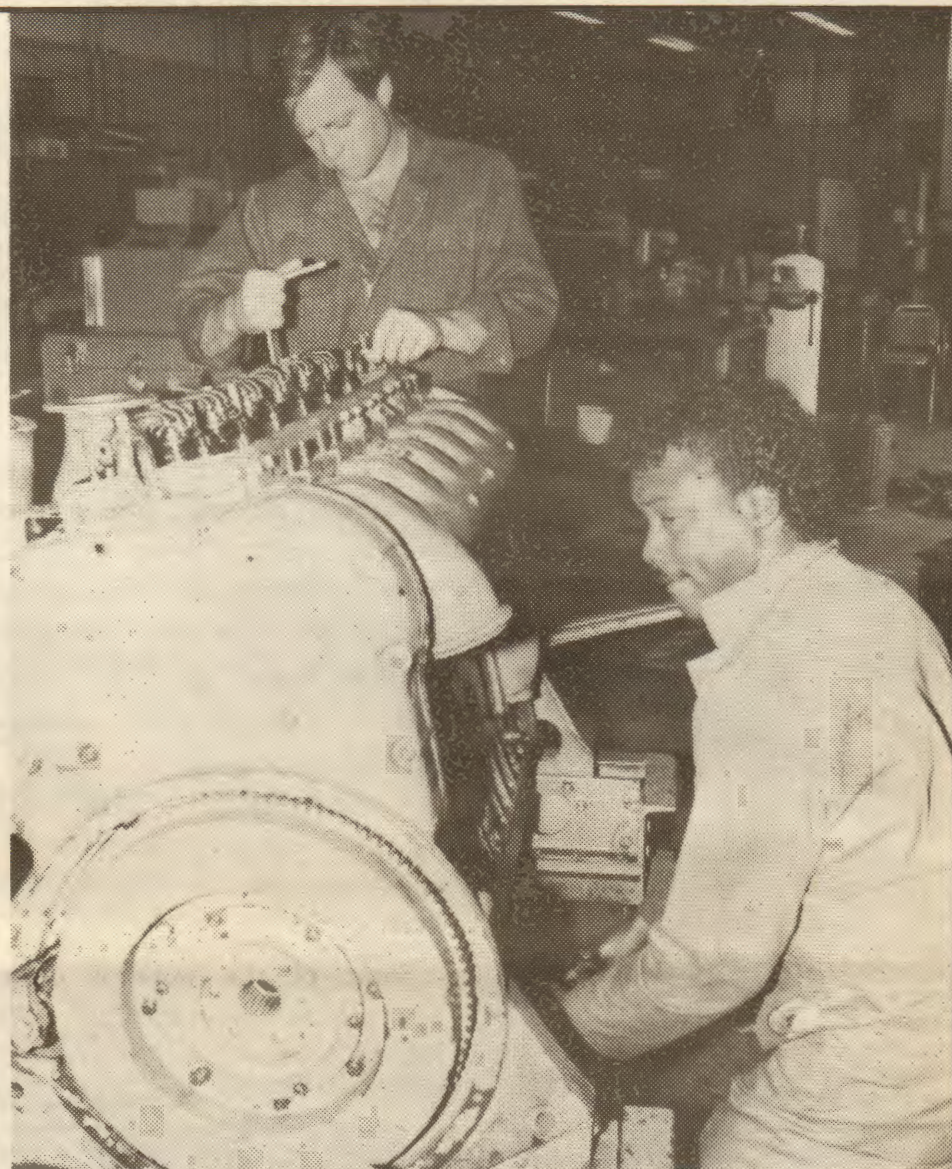
Diesel Engine Technology Course Designed to Prepare You for 1990's

As the merchant shipping industry heads toward the 1990s, most forecasters would agree on a continuation of two major trends: One: the merchant fleet will continue to become more proportionately diesel propelled. Two: a decrease in manning levels will result in watchstanding jobs to become increasingly more scarce.

If you sail in the engine department, in order to safeguard your future, you should give careful consideration to taking the six-week course in Diesel Engine Technology at SHLSS. Not only will you learn the operating principles and construction of two

and four stroke cycle diesel engines and their associated auxiliaries, you will also learn the fundamentals of diesel engine maintenance, repair and troubleshooting.

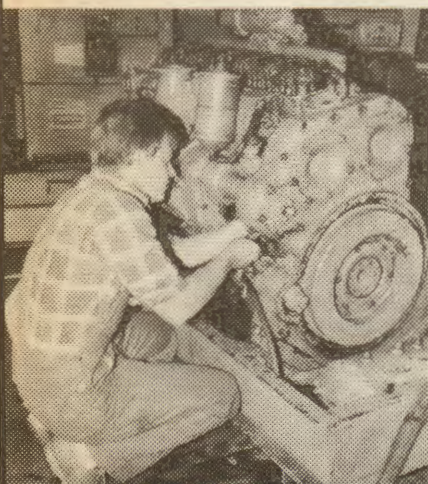
Course activities include the complete teardown, diagnosis and evaluation, reassembly and tune-up of an operating diesel engine. In order to succeed in today's maritime world, you must be prepared to meet its challenges. Upgrade your skills as a dayworker by applying for enrollment in the Diesel Engine Technology course. All applicants must hold a FOWT endorsement or have equivalent inland experience.



Edgar Young reassembles an engine while Gregory Thompson (top) adjusts the valves.



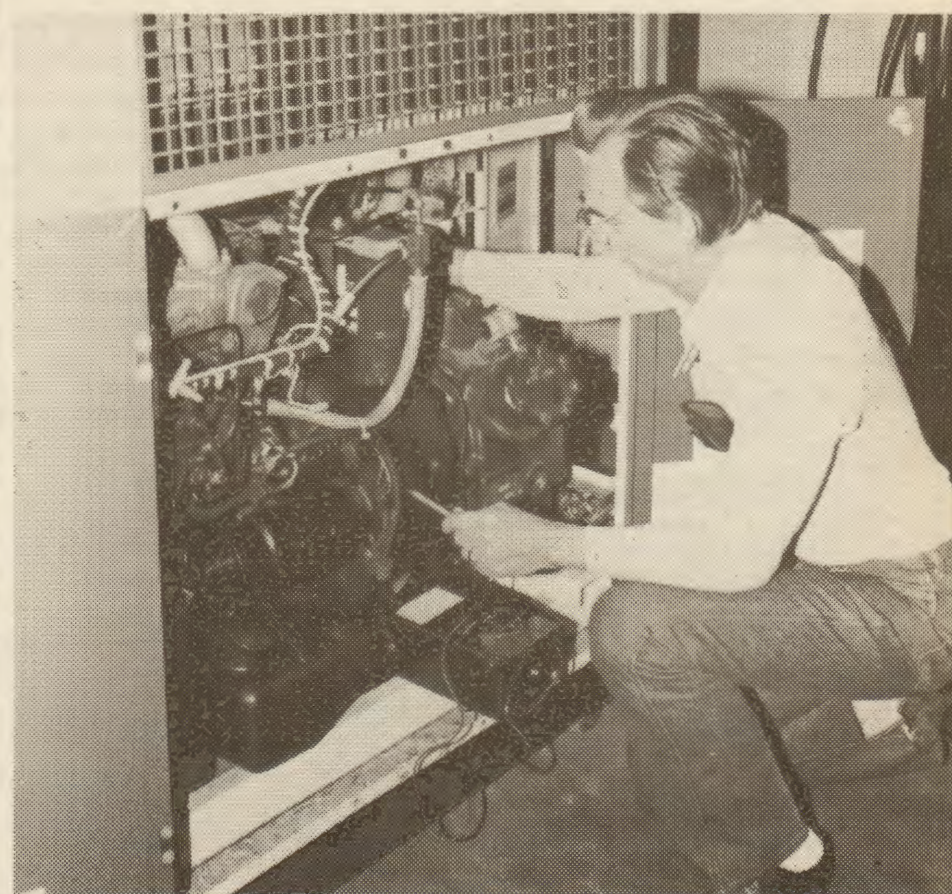
SHLSS instructor Eric Malzkahn explains the construction and operation of a turbo charger to Leo McGeoghegan, Billy Harroff, John Clifford, Harold McDaniel and Rudolph Salvaggio.



Todd Smith reassembles an engine as part of the Diesel Engine Technology Class.



Checking his manual for proper procedures is Aldo Santiago.



Carl Merritt uses a test meter to troubleshoot a diesel engine.



The Seafarer's Addictions Rehabilitation Center (ARC) does more than just provide its residents with counseling to help them overcome their drug and alcohol problems. Because of the close proximity of the ARC to the Seafarers Harry Lundeborg School of Seamanship, ARC residents can take their meals in the SHLSS Hotel Cafeteria, use the Health Spa and work on individual projects at the Arts and Crafts Center.

Residents are scheduled for one hour of arts and crafts twice each week and have the option of extending the sessions by an additional hour.

Bud Adams, Arts and Crafts Coordinator, says working on projects not only gives the members a sense of accomplishment, but can provide them with a hobby to help occupy their spare time aboard ship. Says Adams, "We try to teach these members how to plan a project from start to finish. Many Seafarers are surprised at what they are capable of."

Leatherwork and jewelry are the most popular projects, but scrimshaw, stained glass and woodworking also provide opportunities for individual creation.

Some of the work is quite beautiful and expressive but, says Adams, "we're not art therapists. We don't analyze their work."



William Spatley finds working in the Arts and Crafts Department relaxing and enjoyable. He is currently working on a silver ring with an emerald stone.

SHLSS COLLEGE PROGRAM Earn Your College Degree

The Seafarers Harry Lundeborg School of Seamanship now offers Associates in Arts degrees in Marine Engineering Technology and Nautical Science Technology to SIU members. Requirements for the degree include English, Math, Science and Social Science courses as well as vocational upgrading courses. For more information about the College Program fill out and mail the coupon below to:

SHLSS
College Program Office
Piney Point, Maryland 20674

Name _____

Address _____

Street

City _____ State _____ Zip Code _____

Phone No. _____

SIU Book No. _____

Department You Sail In _____

Circle One: Great Lakes Deep Sea Inland

Check One: ☐ Please send more information about the College Program.

☐ Please send more information and an application for the College Program.



(l. to r.) SIU manpower coordinator Bart Rogers, James Bloodworth, Piney Point Agent John Russell and Edward (Thumper) Johnston.

SHLSS Trainees Find Their First Trip Exciting

Sailing onboard the *SS Ogden Charger* has been an exciting experience for Edward (Thumper) Johnston and James Bloodworth. These men have just completed Phase I of the SHLSS Trainee Program and are shipping on their first vessel. Johnston is sailing as a Trainee Ordinary and Bloodworth is sailing as a Trainee Wiper.

The captain and crew are pleased with the training these men received at SHLSS and report that they're both hard working and anxious to learn more.

Johnston and Bloodworth

boarded the tanker on June 22 in Ft. Lauderdale, Florida. The vessel sailed through the Panama Canal, up the west coast and discharged its oil in Bellingham, Washington. They picked up a new cargo and made the return trip stopping at several ports along the way. Both men really like shipping. "Sleeping was at first difficult" says Johnston, "and learning where everything is located took some time. I really miss my friends but everything is so new to me I haven't had time to think about it. Time's really gone by fast."



Crew of the *SS Ogden Charger*. (l to r.) Wiley Yarber, Bruna Monti, Warren Lombard, Edward Johnston, Derk Tingsley, James Bloodworth, Port Agent John Russell, Steve Kastel, SHLSS Vice President Ken Conklin, SIU Manpower Coordinator Bart Rogers, and Mike Leidelmeijer.

Scouts from across the nation enjoy a two-week learning vacation at SHLSS.



1986 UPGRADING COURSE SCHEDULE

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

The following is the current course schedule for the 1986 school year at the Seafarers Harry Lundeberg 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.

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

Engine Upgrading Courses

Course	Check-In Date	Completion Date
QMED - Any Rating	September 19	December 11
Marine Electronics (LASH Crane)	October 31	December 12
Refrigerated Containers Advanced Maintenance	September 26	November 7
Diesel Engine Technology	November 7	December 19
Welding	November 7	December 5
Fireman/Watertender & Oiler	September 12	November 6

Deck Upgrading Courses

Course	Check-In Date	Completion Date
Celestial Navigation	October 10	November 14
Lifeboat	October 6 October 10	October 17 October 24
Able Seaman	September 2 October 24	October 24 December 19
Radar Observer	November 14	November 28
Tankerman	December 1	December 11
Radar Observer (Renewal)	September 5 November 7 December 5	September 12 November 14 December 12

All Rating Upgrading Courses

Course	Check-In Date	Completion Date
Sealift Operations and Maintenance	September 5 October 17 November 14	October 3 November 14 December 12

Steward Upgrading Courses

Course	Check-In Date	Completion Date
Chief Cook	October 1	Jan. 9, 1987
Cook & Baker	October 1 November 19	Jan. 9, 1987 Feb. 27, 1987
Chief Steward	October 1	Jan. 9, 1987

Recertification Programs

Course	Check-In Date	Completion Date
Steward Recertification	November 3	December 8
Bosun Recertification	September 2	October 6

Adult Education Courses

Course	Check-In Date	Completion Date
For students who wish to apply for the GED, ESL, or ABE classes for this year, the courses will be six weeks in length and offered on the following date:		
	October 31	December 13
Seafarers applying for the upgraders Lifeboat class and who are either ESL or need some work on basic skills, may take the ESL/ABE Lifeboat course three weeks prior to the scheduled Lifeboat class. This class will be offered:		
	September 19	October 10
The Developmental Studies Class (DVS) will be offered one week prior to some of the upgrading classes. They will be offered as follows:		
QMED	September 12	September 19
Able-Bodied Seaman	October 17	October 24

College Programs

Course	Check-In Date	Completion Date
Associates in Arts	September 15	November 7
Nautical Science Certificate	November 10	December 19

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

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

You can use these skills:

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

Please send me the area(s) checked below:

MATH

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

ENGLISH: Writing Skills

- Grammar Books ☐
- Writing Business Letters ☐

SOCIAL STUDIES

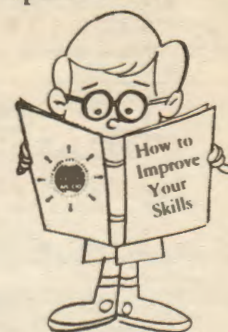
- Geography ☐
- U.S. History ☐
- Economics ☐
- Political Science ☐

STUDY SKILLS

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

COMMUNICATION SKILLS

- Tax Tips for Seafarers ☐
- Basic Metrics ☐



Name

Street

City State Zip

Book No. Social Security No.

Department Sailing In

Cut out this coupon and mail to:

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

Send it today!

Apply Now for an SHLSS Upgrading Course



Seafarers Harry Lundeborg School of Seamanship Upgrading Application



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

Address _____ (Street)

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

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

Social Security # _____ Book # _____ Seniority _____ Department _____

Date Book Was Issued _____ Port Issued _____ Port Presently Registered In _____

Endorsement(s) or License(s) Now Held _____

Are you a graduate of the SHLSS Trainee Program: ☐ Yes No ☐ (if yes, fill in below)

Trainee Program: From _____ to _____ (dates attended) Last grade of schooling completed _____

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

Course(s) Taken _____

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

Date Available for Training _____

Primary Language Spoken _____

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

DECK

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

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

ENGINE

- ☐ FOWT
- ☐ QMED—Any Rating
- ☐ Marine Electronics
- ☐ Marine Electrical Maintenance
- ☐ Pumproom Maintenance & Operation
- ☐ Automation
- ☐ Refrigeration Systems Maintenance & Operations
- ☐ Diesel Engine Technology
- ☐ Assistant Engineer (Uninspected Motor Vessel)
- ☐ Chief Engineer (Uninspected Motor Vessel)
- ☐ Third Asst. Engineer (Motor Inspected)
- ☐ Refrigerated Containers Advanced Maintenance
- ☐ Marine Electronics (LASH Crane)
- ☐ Hydraulics
- ☐ Hagglund Crane Maintenance

ALL DEPARTMENTS

- ☐ Welding
- ☐ Lifeboatman
- ☐ Sealift Operations & Maintenance

STEWARD

- ☐ Cook & Baker
- ☐ Chief Cook
- ☐ Chief Steward
- ☐ Towboat Inland Cook

ADULT EDUCATION DEPARTMENT

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

COLLEGE PROGRAM

- ☐ Associates in Arts Degree
- ☐ Nautical Science Certificate

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

VESSEL _____ RATING HELD _____ DATE SHIPPED _____ DATE OF DISCHARGE _____

SIGNATURE _____ DATE _____

RETURN COMPLETED APPLICATION TO:

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

Rev 8/86

Is Cocaine Making Your Life Unmanageable? Then Get Help!

What follows is a short inventory that you might want to take to help you determine if "cocaine is making your life unmanageable." If you check even one of these boxes, you should seriously think about contacting your port agent about going to the Union's Alcohol and Drug Abuse Rehabilitation Center in Valley Lee, Md.

I. Group 1 NEGATIVE MEDICAL EFFECTS

1. ☐ physical deterioration
2. ☐ general health failure
3. ☐ loss of energy
4. ☐ insomnia
5. ☐ sore throat
6. ☐ nose bleeds
7. ☐ need for plastic or nasal repair surgery
8. ☐ headaches
9. ☐ voice problems
10. ☐ sinus problems
11. ☐ running nose
12. ☐ lose sex drive
13. ☐ poor or decreased sexual performance
14. ☐ trembling
15. ☐ seizures or convulsions
16. ☐ nausea or vomiting
17. ☐ can't stop licking lips or grinding teeth
18. ☐ constant sniffing or rubbing nose
19. ☐ loss of consciousness
20. ☐ trouble breathing or swallowing
21. ☐ heart palpitations (flutters)
22. ☐ decreased interest in personal health or hygiene (e.g., last MD/DDS appointment)
23. ☐ other (specify)

How severe do you think are these problems?

- ☐ mild
☐ severe
☐ no real problem
☐ moderate

Has a physical problem caused you to stop using cocaine?

- ☐ yes
☐ no

If yes, for how long? ____ days

II. Group 2 NEGATIVE PSYCHIATRIC EFFECTS

1. ☐ jitteriness
2. ☐ anxiety
3. ☐ depression
4. ☐ panic
5. ☐ fears
6. ☐ irritability
7. ☐ delusions (false beliefs)
8. ☐ suspiciousness
9. ☐ paranoia

10. ☐ concentration problems
11. ☐ hearing voices in head
12. ☐ other hallucinations
13. ☐ loss of interest in friends
14. ☐ loss of interest in non-drug related activities
15. ☐ memory problems
16. ☐ thoughts of suicide
17. ☐ attempted suicide
18. ☐ blackouts
19. ☐ compulsive behaviors (e.g., combing hair, straightening tie, tapping feet or others)
20. ☐ must take other drugs or alcohol to calm down
21. ☐ decreased interest in appearance
22. ☐ other (specify)

III. DEPENDENCE

1. ☐ think you are addicted
2. ☐ real need for cocaine
3. ☐ significant distress without cocaine
4. ☐ can't turn it down when it is available
5. ☐ unable to stop using for 1 month
6. ☐ trying to force self to limit use
7. ☐ binge use (24 hours or more of near continuous use)
8. ☐ use of cocaine resulting in missing work or rescheduling an appointment or breaking a date or family/social obligation
9. ☐ prefer cocaine to talking to friends
10. ☐ prefer cocaine to family activities
11. ☐ prefer cocaine to sex
12. ☐ prefer cocaine to food
13. ☐ use cocaine in a.m. before breakfast
14. ☐ use of cocaine has led to the need for excuses
15. ☐ reduced focus on work and promotion
16. ☐ borrowing from friends and family
17. ☐ dealing
18. ☐ other illicit activity to support habit
19. ☐ fear of being discovered as a user

20. ☐ usually use cocaine alone
21. ☐ Monday absenteeism
22. ☐ loss of control over cocaine
23. ☐ if you stop using you get depressed or crash or lose energy or motivation

IV. SOCIAL AND OTHER PROBLEMS

1. ☐ arrests because of the drug
2. ☐ unusual behavior for you while intoxicated
3. ☐ job/career problems
4. ☐ loss of job
5. ☐ loss of spouse or loved one(s)
6. ☐ traffic violations due to cocaine
7. ☐ traffic accidents due to cocaine
8. ☐ loss of friends
9. ☐ fighting or arguments due to cocaine
10. ☐ impaired coordination or injuries due to cocaine
11. ☐ court case pending
12. ☐ loss of pre-cocaine values

13. ☐ threats of separation or divorce
14. ☐ threats of being thrown out of the house

V. ADVERSE OPINIONS

1. ☐ people keep telling me I'm different
2. ☐ wife/husband/lover objects to use
3. ☐ wife/husband/lover objects to amount
4. ☐ other important people object
5. ☐ feel guilty about effect I'm having on others

VI. FINANCES (as a result of cocaine)

1. ☐ in debt
2. ☐ no money left
3. ☐ used 50% or more of savings
4. ☐ caused me to steal or borrow without repaying
5. ☐ stole from work
6. ☐ stole from family or friends

The 12 Steps

Since 1935, millions of Americans have stopped drinking alcohol or using drugs because they practice something called the Twelve Steps.

The Twelve Steps form the basis of the Alcoholics Anonymous program. Though originally set down by alcoholics, they can be applied to any kind of addiction — food, drugs, compulsive gambling and compulsive spending. Millions of Americans and thousands of SIU members are now leading productive lives because of these steps.

Alcoholism was once thought to be an incurable disease. In 1935, two alcoholics in Ohio got together and started the AA program. Ten years later, 100 recovering alcoholics got together and set down the Twelve Steps which their experience showed can lead to recovery.

The Twelve Steps are merely suggestions, says AA literature. But the more you accept and practice the Twelve Steps, the more unshakable will be your recovery.

Most experts seem to agree that recovery from drug and alcohol abuse is impossible unless the person who is addicted makes that first, painful admission that he or she has a problem.

People who have used the AA program to abstain from drugs or alcohol usually say that the first step of the program is the hardest. It reads as follows:

"We admitted we were powerless over alcohol or drugs and that our lives had become unmanageable."

Indeed, the biggest killer of chemically dependent people is not drugs or alcohol,

but DENIAL. It's usually easier to blame one's troubles on people, places and things rather than on the true cause — oneself.

Typical of that reluctance is what happened to a fellow Seafarer who is now coming to grips with a serious cocaine problem at the Union's Alcohol and Drug Abuse Rehabilitation Center in Valley Lee, Md.

"I had reached the point," said the member, "where I was stealing money out of my mother's pocketbook to support my cocaine habit. Friends and family members kept on telling me that I had a problem with cocaine, but I would not admit it."

"It was only after my drug dealer pulled a gun on me that I admitted that cocaine had messed up my life. It took me two weeks to work up enough courage to talk to my port official. I was afraid of labeling myself a drug addict."

"I didn't have to worry. My conversation was strictly confidential. And thanks to it, I am now in a program that is giving me the tools of recovery."

Members who are accepted into the Union's Alcohol and Drug Abuse Rehabilitation Center go through a six- to 12-week program that gives them the tools to lead alcohol- and drug-free lives.

"The 12-week program is only the beginning," said Rick Reisman, head of the Union's facilities. "There are no miracle cures. The hardest step comes when a member admits that he has a problem. The real work comes after he or she leaves the clinic and goes out into the real world."



**COCAINE
KILLS!**

**WHY KILL
YOURSELF
?**

**CONTACT
YOUR PORT
AGENT OR
S.I.U. DRUG
AND ALCOHOL
PROGRAM AT
PINEY POINT,
MD.**

Aboard the OMI Willamette (GATX 118) in Wilmington, Calif.

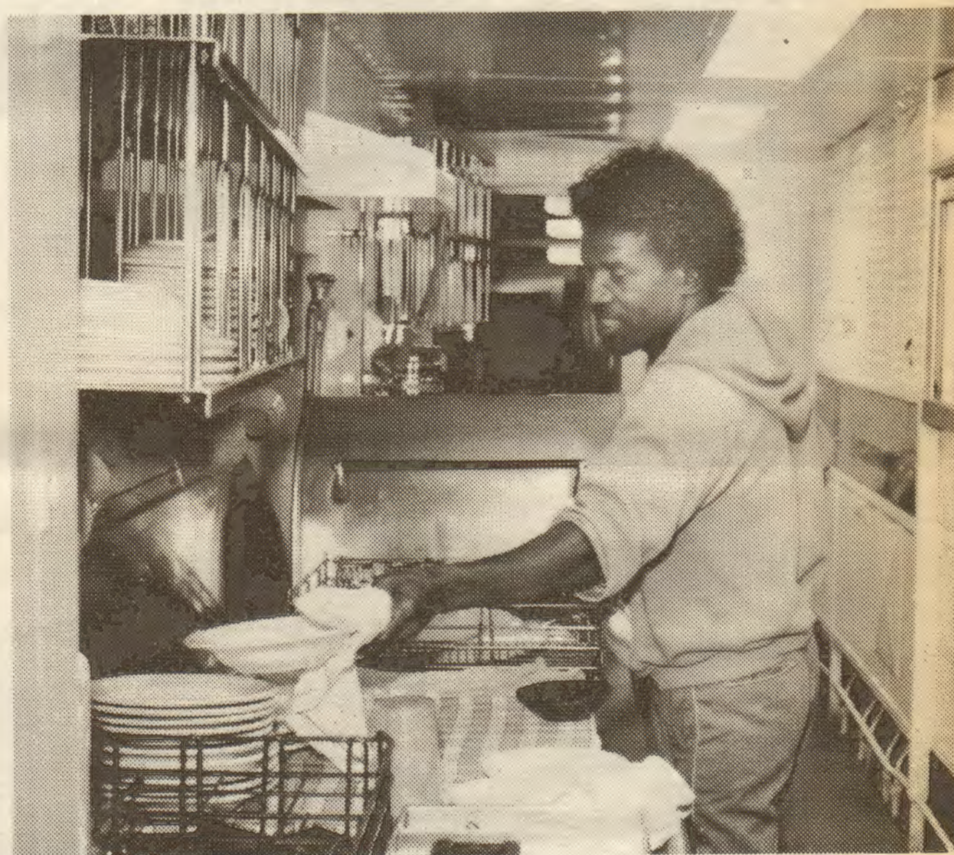
(Photos by Dennis Lundy)



Aboard the *Willamette* are (seated, l. to r.) Lambert Waldrop, steward; John Schoenstein, bosun, and John Gavin, AB. Standing (l. to r.) are Raphael Sepulveda, chief cook, and Benny Santos, steward/utility.



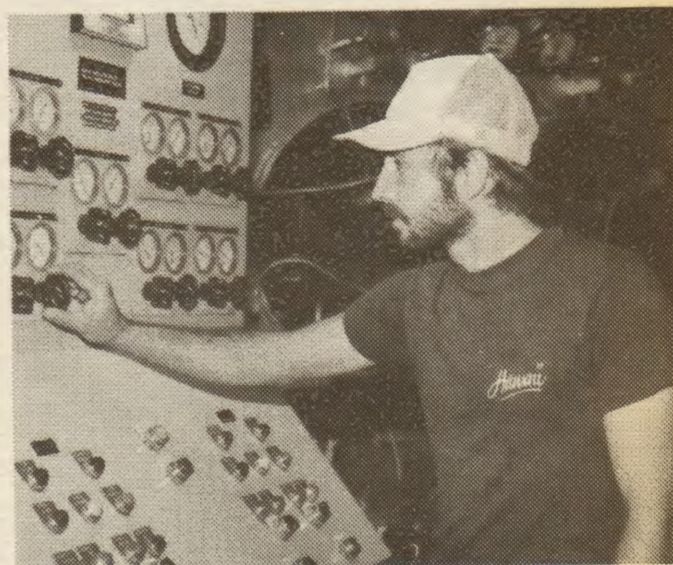
John Schoenstein, bosun.



Leon Butler, GSU



Lunch time! (l. to r.): Raphael Sepulveda, chief cook; Lambert Waldrop, steward, and James Paul Jr., chief pumpman.



Charlie Edwards, OMU

SIU Crews Excel in Special Military Missions



AB Herbert David Rayburn is ready for a TAGOS tour.



There's always paperwork. Bosun Jim Hensley (left) and Engine/Utility Clarence Mosley go over some administrative details with Norfolk Rep Mike Paladino.



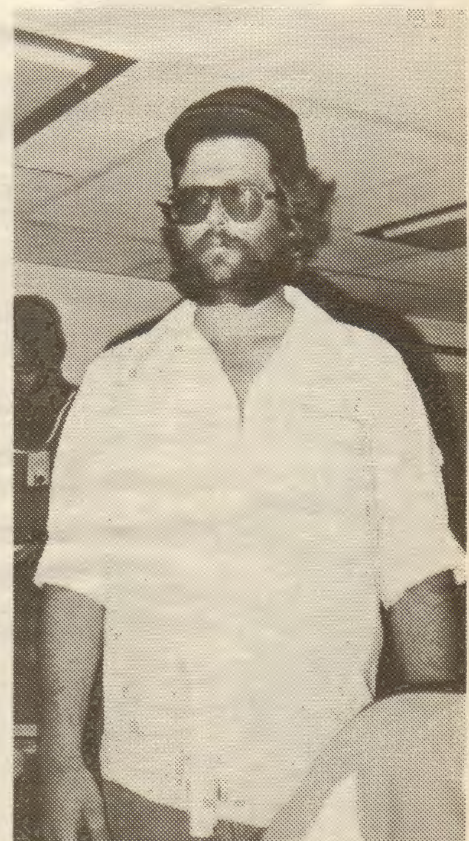
SIU Reps David "Scrap Iron" Jones (left) and Frank Paladino helped get the *Persistence's* crew squared away.



Officers from MEBA-2 make up the rest of the crews of TAGOS vessels. Here (l. to r.) are 3rd Mate Sherri Wiwczar, MEBA Rep Bill Powers and Chief Mate John Dickenson.



On the long, slow TAGOS cruises, food is an important part of the voyage. The steward department of the *Persistence* is (l. to r.) Steward/Baker Eddy Edwards, temporary dockside cook Herbert Davis and Steward Assistant Terry Green.



Michael W. Shay is an AB on the *Persistence*.

Union Seeks Industry Wage Parity for TAGOS

Earlier this year the SIU won a court battle with the Navy concerning the Service Contract Act and its applicability to crewmembers on TAGOS vessels. But an appeal has been filed. Following are excerpts from a letter by SIU President Frank Drozak to the Department of Labor.

The Seafarers International Union wishes to add its support to the Petition for Review filed by workers employed on contract No. 00033-R-4003, operation and maintenance of up to 12 TAGOS vessels.

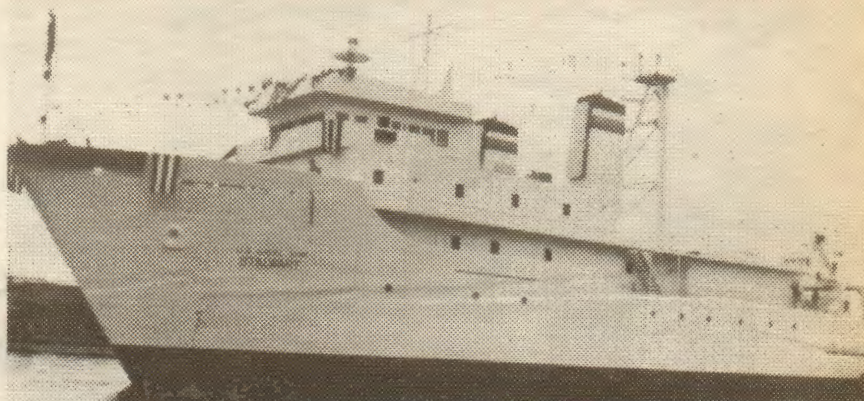
The unlicensed workers on these vessels are represented by the Seafarers International Union and as such, we strongly support their assertion that they have been erroneously denied the protections of the Service Contract Act. These seamen man one of the most sensitive and important vessels in the U.S. Navy and serve one of the longest sea duties of any Navy vessel. Yet the Navy has repeatedly denied these men the right to Service Contract Act protections, despite the clear mandate of the law that the Act should apply to at least part of the TAGOS normal operations.

The Navy continues to hide behind an aberration in the law subsequently ruled invalid by a federal court, but still clung to as a reason for not giving the seamen Service Act protection. As a result, these seamen work under what is undoubtedly the poorest wage scales in the entire U.S. merchant marine, yet do a mission that has been praised as indispensable by Navy hierarchy.

TAGOS vessels have routinely spent part of their service in U.S. waters, where the Service Contract Act applies. They are repaired in U.S. shipyards, where the Act would also apply. Like the crews of tugboats, ships and related vessels already covered by the Act, the crew's work qualifies for protection by the Act.

Even if the Act were extended to the portion of the TAGOS work time in the U.S., the result would not be a major inflation of the contract cost, as the Navy would only be required to pay the difference between the Service Contract Act rate and what they pay now. It would, however, be a major economic boost to the TAGOS crews, who suffer economic hardships when taking work on these vessels. All they seek is a wage standard comparable with the industry as a whole.

While the crews are entitled to Service Contract Act wages from the date of the decision by the United States Court of Appeals in *AFL-CIO*



The SIU is fighting for Service Contract Act rights on TAGOS vessels like the *Stalwart* (above).

v. Donovan, at the very least, they should be paid the Service Contract Act rate from the contract's one year anniversary date.

I am sure naval authorities will admit that the TAGOS Contract was awarded at a cost far below projections and that even if the SCA is applied, the savings to the Navy would still be tremendous.

We would also point out that despite the Navy's assertions, its record of adherence to the Service Contract Act rules is extremely poor. Navy contracts routinely ignore the Act until a protest is filed, and in some cases federal court challenges by the SIU have been required to gain compliance with the law.

By approving this petition, the Labor Department will reaffirm that the Service Contract Act cannot be flaunted or disregarded by any organization of the government.

And you would provide needed economic relief to the crews of the TAGOS vessels, as they are entitled to under the Service Contract Act. We would urgently request your early and favorable action on the pending petition for review of the Deputy Wage and Hour Administrator's decision denying the protections of the Service Contract Act to the TAGOS contract.

Indomitable Rescues Six After 2 Weeks on Life Raft in Pacific

Six people who spent two weeks adrift in a small life raft in the Pacific Ocean were rescued last month by SIU crewmen aboard the *USNS Indomitable*, a TAGOS vessel from Honolulu.

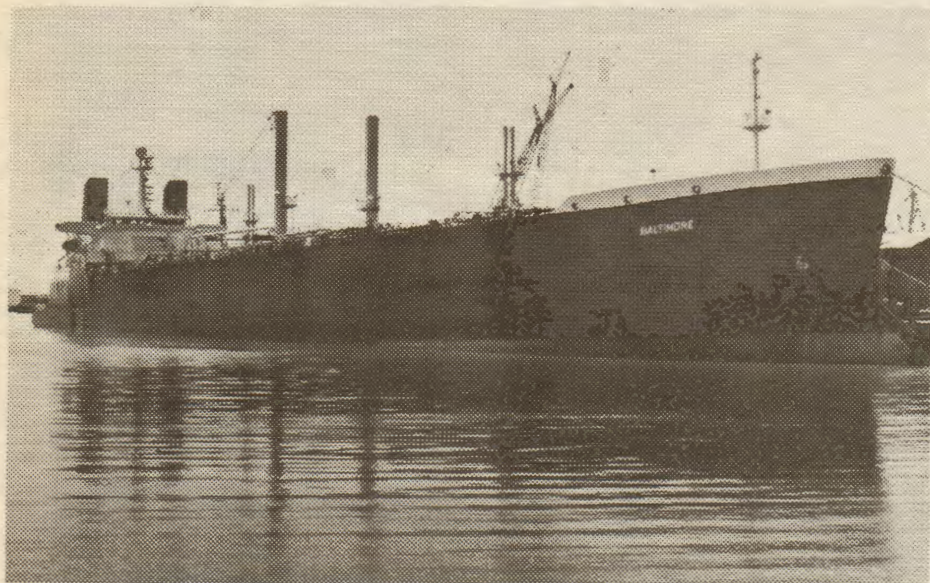
The six were spotted by lookouts as the *Indomitable* was about 350 miles northeast of the island of Hawaii, a Navy spokesman said.

The survivors were part of the crew of the 167-foot fish processing vessel,

the *West I*, which was on a voyage from Seattle to Honolulu. It sank June 21.

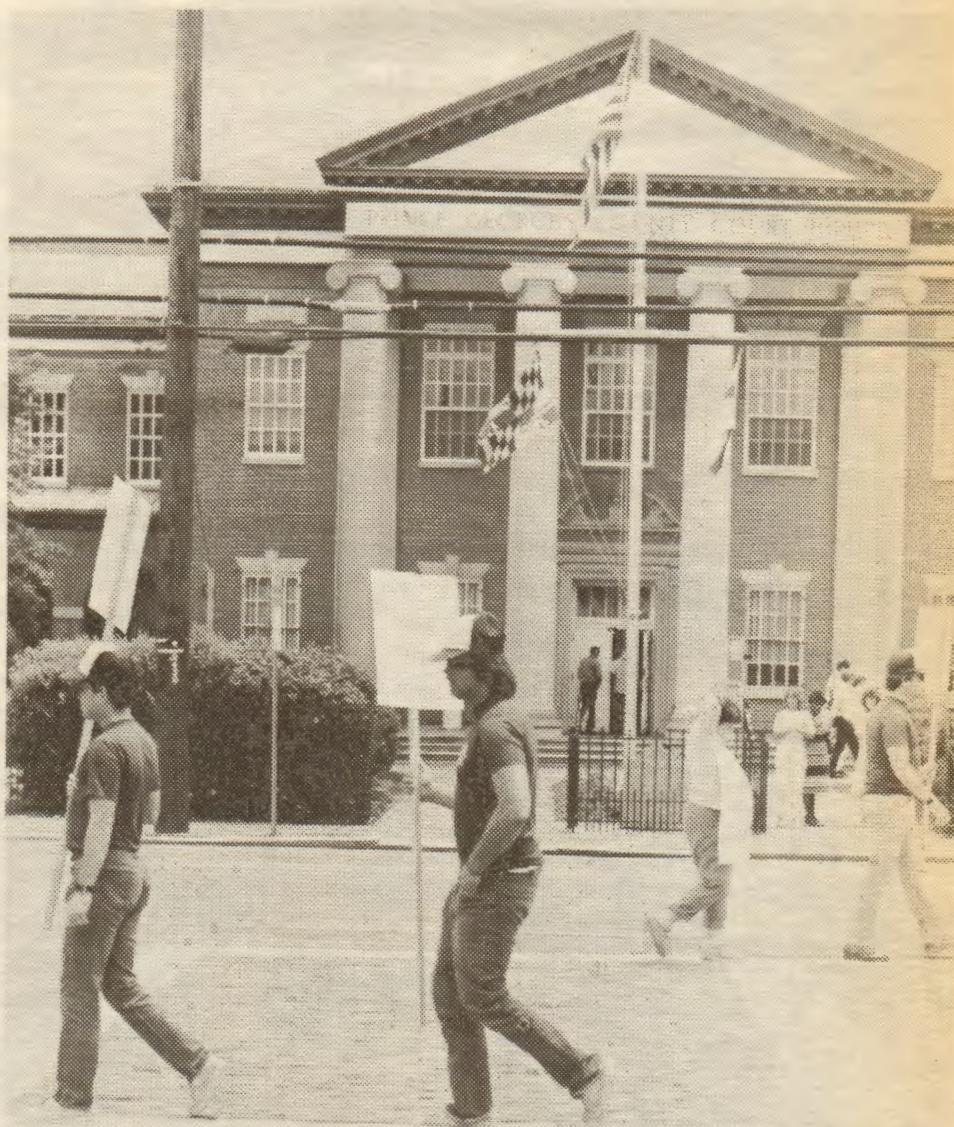
All hands made it to life rafts, but the captain died shortly before the rescue. The first mate left the group of survivors the day after the sinking in an attempt to sail for help. He spent 17 days at sea before hitting land on a small island about 140 miles north of Honolulu. All seven survivors were reported to be in good condition despite their ordeal. (See page 23.)

Baltimore Wins Safety Award



The crew of the SIU-contracted *ITB Baltimore* (Apex Marine) was awarded the Ship Safety Achievement Award by the American Institute of Merchant Shipping. They won the honor for their rescue last November of five people from a capsized sailboat and later that same day the *Baltimore's* crew rescued five others from a life raft in stormy Atlantic seas.

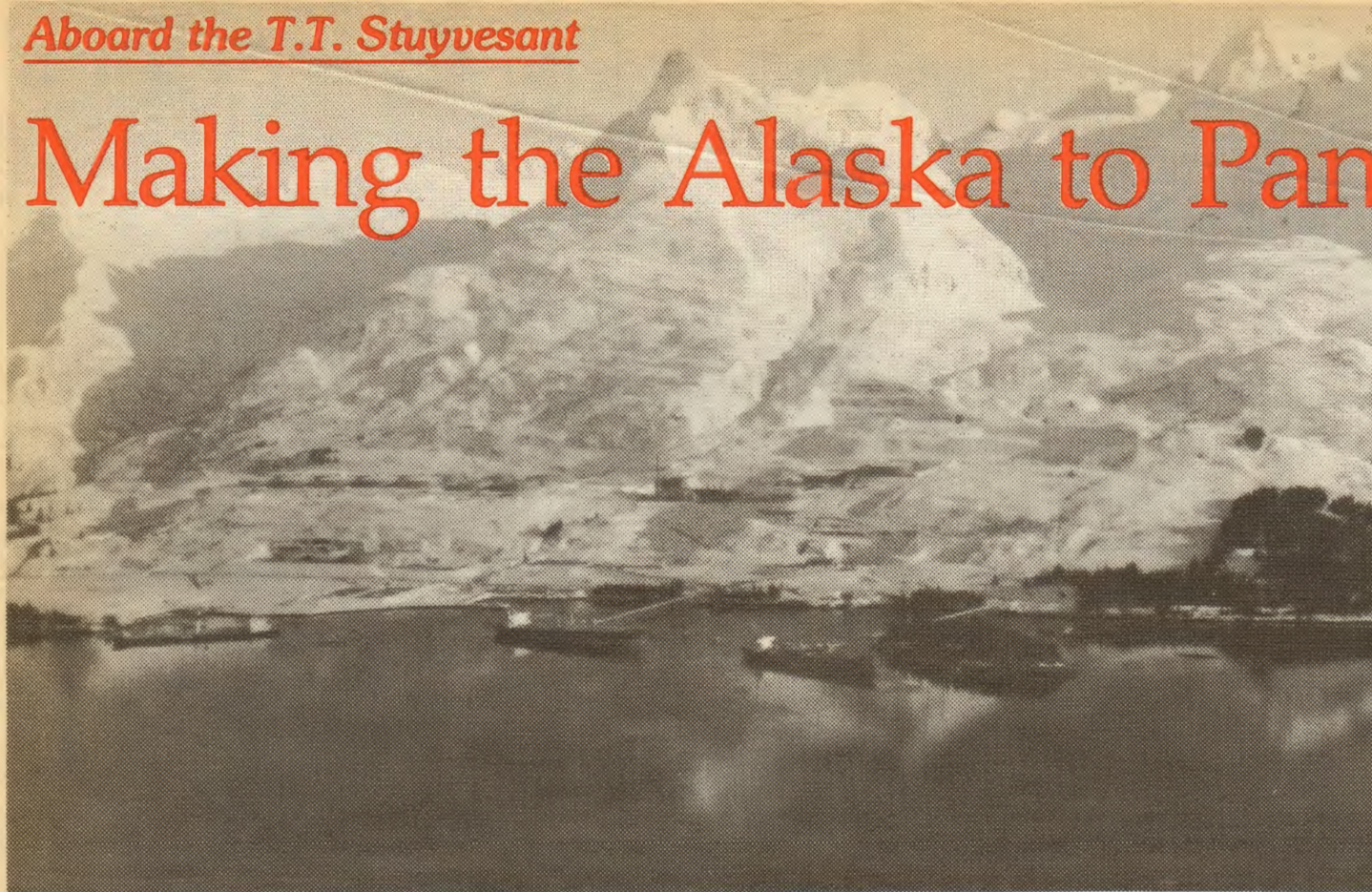
Ban Asbestos



SIU upgraders threw their support to Local 1977 of the Operating Engineers recently when that union marched in support of strong anti-asbestos legislation in Prince Georges County, Md., near Washington, D.C. Dave Elliot, Jack Freeman and John Beard marched in front of the county courthouse.

Aboard the T.T. Stuyvesant

Making the Alaska to Panama Run



The serenely beautiful snow-capped mountains above the port of Valdez, Alaska.

"It's smooth sailing out here on-board the *T.T. Stuyvesant*," reports **Tillman Churchman**, an AB aboard that vessel. "Our run is from Long Beach, Calif., where we were anchored for 11 days with engine repairs. Then it was up to Valdez, Alaska for a load of oil for the port of Puerto Armuelles, Panama." Here are a few photos taken by **Churchman** "of my friends who make sailing fun and adventurous."

(Photos by Tillman Churchman)



The photographer, Tillman Churchman, AB. "This shows people at home in Chicago what I do for a living."



Troy Smith, relief AB



Ammad Yafai, OS



Mike Freeburn, AB



The T.T. Stuyvesant at anchor in Valdez.



Jim Kirsch, AB



Raymond Garcia, chief steward



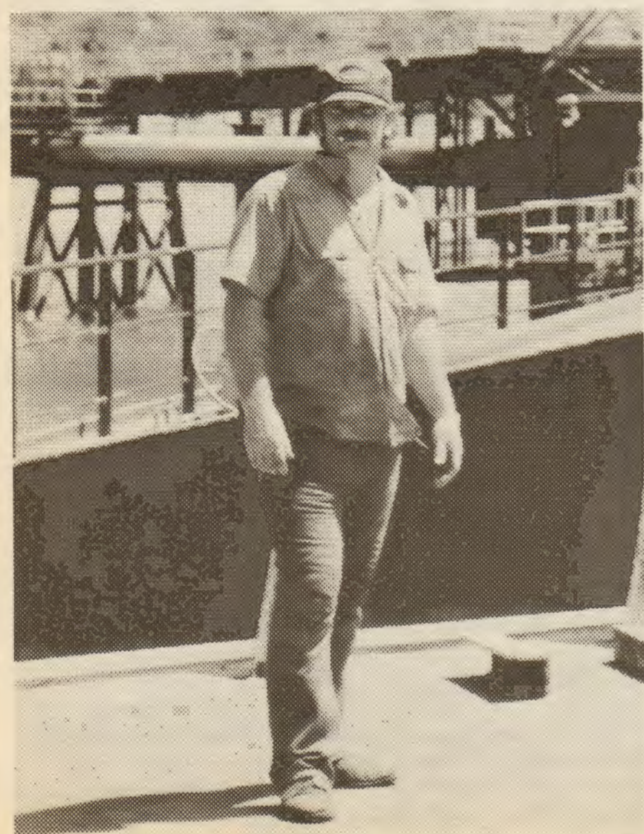
Bob Stenehjem, AB



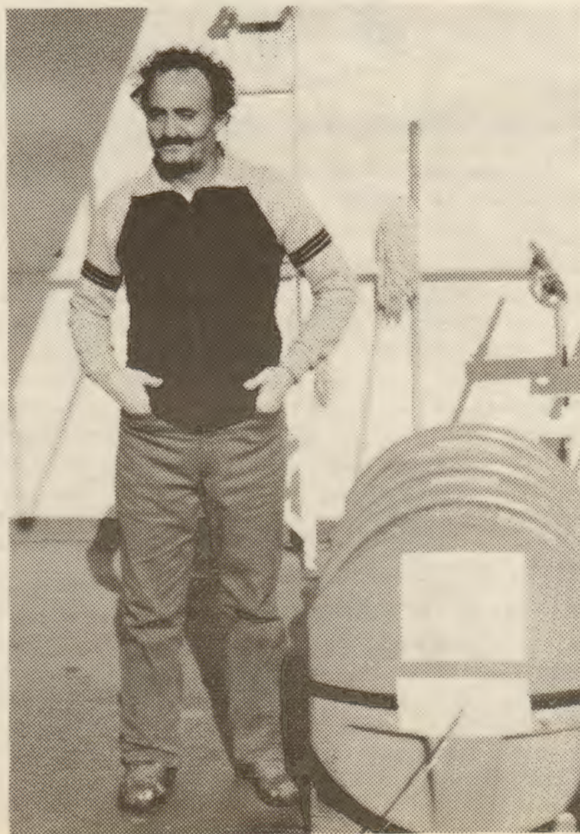
J.R. Wilson, AB



Jim Martin, QMED, and his wife, Ruth.



Jim Ellette, relief bosun



Sinbad Ali, OS



Ken Couture, pumpman

By Phillip L. Polakoff, M.D.

Director, Western Institute for Occupational/Environmental Sciences

Americans are a "salty" people. Not just "salt of the earth," or salty in the dictionary meaning of "piquant, sharp, witty, racy." We simply consume too much salt. Or, more exactly, too much sodium.

(Salt is a chemical compound made up of four parts of sodium and six parts of chloride.) So, when your doctor says to cut down on your salt, he or she is advising you to watch your intake of sodium.

For reasons that aren't completely clear, an excessive amount of sodium seems to be an important factor in high blood pressure—a condition that affects more than 60 million Americans.

The National Academy of Sciences says that an adequate and safe level of sodium for adults is somewhere in the range of 1,100 to 3,300 milligrams (mg) of sodium daily. Many people consume two or three times that amount.

One teaspoon of salt, for example, contains approximately 2,000 mg of sodium. On the average, Americans consume about two-and-a-half teaspoons a day.

Of course, you don't sprinkle that much on the food you eat at a meal, although as much as a third of our daily intake comes from the salt shaker, either at the table or added during cooking.

Sodium (a mineral) occurs naturally in many of the foods we eat. Along with potassium, it performs the vital

Health Tips for Seafarers & Boatmen: Go Easy on Salt

function of maintaining the fluid balance in the body.

But a sizeable portion of our daily intake of sodium, or salt, comes from "hidden" sources.

Sodium is added during processing, both to flavor and preserve products. Examples include: monosodium glutamate (MSG), a flavor enhancer; baking soda, a leavening agent; sodium saccharin, an artificial sweetener; sodium nitrite, a curing agent, often found in bacon and other meat products, and sodium benzoate, a preservative.

Sodium can also be found in products other than food. Alkalizers, antacids, laxatives, aspirin, cough syrup—even toothpaste and mouthwash—may contain sodium. The last two, however, probably have very insignificant amounts.

How can you tell when you're getting sodium in the processed foods and other products you buy?

Get in the habit of reading the labels, especially the list of ingredients. Look for such words as "sodium" or "soda" as part of the name of an ingredient. Remember that the various items are listed in descending order—the most coming first and so on down the line.

If you'd like to cut down on your sodium intake—and most people probably should—here are some suggestions:

—Leave the salt shaker off the dining table, and avoid reaching for it

while cooking.

—Use seasonings other than salt. But don't kid yourself by substituting garlic salt, onion salt, seasoned salt and so on. They're all still salt.

—Don't try to change overnight. Your habits and tastes probably have had a long time to get set in place. But do have a definite sodium reduction goal in mind.

—If you eat a lot of processed foods, try switching to fresh.

A tablespoon of canned peas, for

example, can contain as much sodium as five-and-a-half pounds of fresh peas. Try to do more scratch cooking. There are many low-sodium cookbooks available.

—There are also many "low sodium" or "low salt" products on the market. However, these can often be more expensive, so you have to watch for that.

—If your doctor has put you on a special diet, know how much sodium you're allowed to have and keep within the limit. Read the labels.

—Always keep in mind, even though you may want to reduce your sodium intake, you need to eat a variety of foods.

A Seaman's Way of Life

*Life of a seaman was hard in the past,
From the first wooden ships with their towering mast,
To the ships of steel that today they make,
A career as a seaman is still a hard one to take.*

*The ports of call are a joy it is true,
Though most of your time is spent sailing the blue,
Where steady a course they make sure they steer,
For the ocean is one to respect and to fear.*

*The ship while at sea must stay under way,
So each crewmember aboard works every day,
Through a gentle sea or a raging storm,
We work together as the crew we form.*

*After you've been through the loneliness of it all,
You finally reach that port of call,
Where off the ship you go till she again sets out to sea,
For where else my friend would a seaman be.*

Ken Stratton
S-2068

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

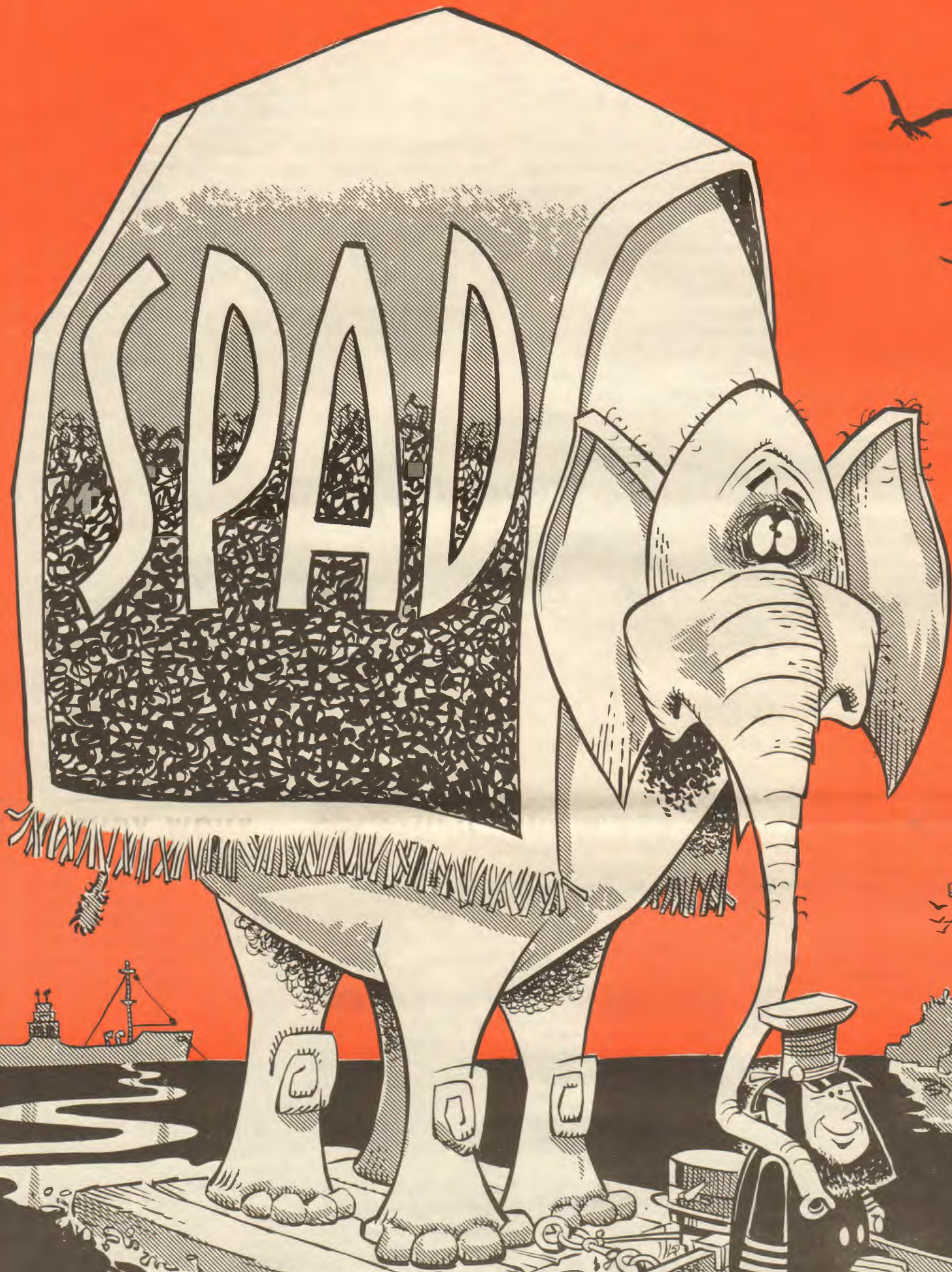
CONSTITUTIONAL RIGHTS AND OBLIGATIONS. Copies of the SIU constitution are available in all Union halls. All members should obtain copies of this constitution so as to familiarize themselves with its contents. Any time you feel any member or officer is attempting to deprive you of any constitutional right 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.

Frank EVERS OSU



SIGN UP FOR SPAD CHECKOFF. INVEST IN JOB SECURITY!



Bill Calls for DOD to Inspect Charter Flights

(Editor's note: the following article by Walt Morrisette appeared in the August 4, 1986 issue of The Navy Times.)

WASHINGTON—The House Armed Services Committee has passed a bill that would require the Defense Department to inspect all military charter flights 72 hours or less before takeoff.

The committee would leave it up to the Secretary of Defense to determine the kind of inspections to be performed and the qualifications of the inspectors, said Joseph Cirincione, counsel to Rep. Charles Bennett, D-Fla. The bill does not require an inspection immediately before every takeoff, provided the plane has been inspected within the previous 72 hours, he said.

The drive to require the Defense Department to inspect military charter flights was inspired by the crash Dec. 12 at Gander, Newfoundland, of a chartered Arrow Air DC-8 that killed 248 soldiers from the 101st Airborne Division (Air Assault).

Investigations into the causes of the crash showed that several carriers chartered by the Defense Department to fly military people have been plagued by poor aircraft maintenance, and that the Federal Aviation Administration lacks sufficient inspectors to physically check all the aircraft for which it is responsible.

Cirincione said the House Armed Services Subcommittee on Investigations approved the measure in closed hearings July 16-17.

The bill (HR-5027) is commonly known as the Wade Report bill because it closely follows the recommendations of a panel headed by James P. Wade Jr., the assistant secretary of Defense for acquisitions and logistics. The group reviewed military air charter safety after questions were raised by the Gander crash.

The House investigations subcommittee rejected a bill proposed by Bennett, which would have required inspections within 48 hours of every charter flight's departure.

Bennett then resubmitted his bill as an amendment to HR-5027, sponsored by Rep. Larry J. Hopkins, R-Ky., and Rep. Bill Nichols, D-Ala., before the full committee July 23. Again in closed session, the House Armed Services Committee passed HR-5027 and amended it to include the compromise on Bennett's inspection requirement. The original Hopkins bill would have required only frequent random inspections.

The committee will submit the legislation to the House for inclusion in the defense authorization bill during the week of Aug. 4, he said.

The inspections would cost about \$10 million a year, much of which would be used to pay for about 100 inspectors.

Rep. Ron Dellums, D-Calif., chairman of the House Armed Services Subcommittee on Military Installations and Facilities, was instrumental in pushing the committee to pass the Hopkins-Nichols bill with Bennett's amendment, Cirincione said.

"Ron Dellums' speech helped carry the amendment," he said. "He said it was do-able and it doesn't cost much and it needs to be done."

Cirincione said the Senate also has a charter-safety bill. If the Senate passes it, a conference will resolve

any differences between the measures.

Jim Jensen, a spokesman for Sen. Albert Gore, D-Tenn., who introduced legislation that would revamp FAA operations, said his office still is assessing the Senate's position. This Senate package, co-sponsored by Sen. James Sasser, D-Tenn., and Rep. Charlie Rose, D-N.C., would direct a subcommittee to study a proposal for an air-safety commission that would take away the FAA's responsibility for air-safety enforcement.

It also would make falsifying aircraft

maintenance records a felony punishable by as long as five years in jail.

HR-5027 is based on the Defense Department's "Passenger Airlift Policies and Procedures Review" published April 2, in which for the first time, DOD acknowledged and examined its responsibility for the safety of defense personnel on charter flights.

The review called for more frequent inspections, a more active FAA-DOD relationship including improved liaison, and more stringent requirements for air carriers.

Sealift Essential to Naval Defense Strategy

Captain Robert Kesteloot, who once headed the Navy's Division of Sealift, was recently named vice chairman of the Transportation Institute, a non-profit organization aimed at promoting maritime research.

In this interview, Kesteloot talks about the pivotal role that the private and government controlled American merchant marine has played in protecting this country's freedom, and the potential danger involved in not doing something to revive the industry.

This is an issue that goes beyond the confines of the maritime industry. The merchant marine has traditionally served as this country's Fourth Arm of Defense in times of war. Without an adequate sealift capability, the billions of dollars that have been poured in the recent military build-up are meaningless.

Q: You had a distinguished career in the Navy. What made you decide to accept your new position at the Transportation Institute?

A: A couple of reasons. I enjoyed the people I met in the maritime industry. I also believe that the industry will turn around in the next couple of years, and I want to be part of it.

Q: Why do you believe that?

A: People realize that we spend billions of dollars on defense. This country has a forward defense, that is we hope to engage the enemy on foreign soil. If the potential enemy can perceive that you can't deploy your forces, then you have no credibility. The billions of dollars that you spend on defense still do not buy you any credibility. In order to have that credibility, you have to have sealift. And the money you spend on the American-flag merchant marine is highly leveraged.

Q: Is that what the Soviet merchant marine has done?

A: Yes. It is the most militarily useful merchant marine in the world. You don't see low built containers, you see



ships that are built to size, ships that are militarily useful. They even have chemical defense systems built in. One of the primary purposes of the Soviet merchant marine is to be useful in times of war.

Q: What kind of program would you suggest to turn things around for the American-flag merchant marine?

A: The outlines of that program are contained in the Merchant Marine Act of 1936. It says that this country should maintain a strong American-flag merchant marine that will be useful in times of war. It does not say the Defense Department, it says "this nation." The cost should be spread across all parts of the government.

Given the absence of an adequate program, the Navy has come up with a make-shift solution. While this has helped tremendously, it is not the answer. It is only an interim solution. We need a strong American-flag merchant marine that can operate every day—not just a ready reserve fleet where the vessels remain idle. By having an active merchant marine you create the manpower pool that is necessary in times of national emergency.



Q: What would happen today if we were involved in a major international emergency. Would we have the necessary manpower pool?

A: We would be marginally short of people—1,000 to 2,000 trained seafarers. The more the American-flag merchant marine declines, the worse it will get.

If we had a larger force, as I said, 650 vessels, then we would have enough. Our military planners are counting on Allied support, but the NATO fleets are declining as rapidly as ours.

Q: What do you think of the Effective U.S. Control Doctrine (EUSC)?

A: It's shaky at best. Not many of the vessels that fall under that category are militarily useful. There is also a question as to whether those vessels would be available.

Q: What is the key, do you think?

A: The key to a strong American-flag merchant marine is cargo.

Some administration—if not this one, then some other one down the line—will have to bite the bullet and deal with this problem. There are a lot of ways to do it: bilateral treaties, cargo preference programs, tax breaks for American-flag shippers. But the key is cargo. It is absolutely necessary to realize that you can't live with this paradox. It's a shame that a great maritime nation like the United States doesn't have a great merchant marine.

“East Meets West”

USNS Spica Redeployed to Mediterranean

A historic meeting occurred in Naples, Italy when storage ships from two different MSC fleets met for the first, and perhaps last, time.

The *USNS Spica*, which is under the command of the MSC Pacific fleet, and the *USNS Sirius*, which is under the command of the MSC Atlantic fleet, met when the *Spica* was deployed from Subic Bay, P.I. to the Mediterranean area.

The *Spica* has served the MSC Pacific fleet with honor, according to Arthur Luellen, the SIU's ship's chairman onboard the vessel. And it maintained that standard of excellence in the Mediterranean, where it received several "well-done" messages from MSC Washington, D.C., MSCPAC, MSC Subic and the Commander, Seventh Fleet.

Captain Gill of the *USNS Spica* told the crew that he was proud of the way that they handled themselves and the vessel.

The *Spica* and the *Sirius* are identical navy stores ships. "Just like Safeway," said SIU Vice President "Buck" Mercer.



The *USNS Spica* and *Sirius*, side by side. The crews of both vessels received commendations from the top brass at the MSC.

USNS Indomitable Rescues Six at Sea

by Bob Borden, PAO, MSCPAC

Two sharp-eyed civil service mariners aboard the *USNS Indomitable* spotted a red flare in the early morning hours of July 5 that led to the rescue of six shipwrecked sailors and one dog floating in two life rafts about 580 miles northeast of Hawaii.

The stranded sailors and two others were aboard the *West I*, a 180-foot freighter converted to a fish processing vessel, when it sank June 21 on its way from Crescent City, Calif. to Honolulu, Hawaii. For two weeks, most of the eight crewmembers and the dog stayed together in life rafts, eating granola bars and catching fish with their bare hands to survive.

The day before their rescue, En-

rique Caldron, 59, the captain of the *West I*, died of dehydration and injuries sustained when he abandoned his sinking ship. He was buried at sea. The chief mate, Thomas Jacobson, left the group on a 16-foot skiff to seek help. He was assumed missing by the Coast Guard when the *Indomitable* picked up the remaining six sailors July 5. Five days later, Jacobson made it ashore on Niihau, the westernmost island in the Hawaiian chain.

The survivors picked up by the *Indomitable* had two days of food and water left when their red flare was spotted by Second Mate William Kenneweg and AB Jeff Hodge. Though the stranded sailors were only about five miles away, it took *Indomitable*

nearly two hours to locate the two rafts in the early morning darkness while exploring the Pacific waters with her searchlights.

Rubber Rafts

"Rubber rafts aren't a real good radar target," quipped Capt. Don Smith, the master of the *Indomitable*, who directed the search.

The *Indomitable's* nurse, David Boles, checked the five men and one woman when they were finally brought aboard the MSCPAC ship. Considering their two-week ordeal, the sailors were in remarkably good condition, suffering only from dehydration and exposure.

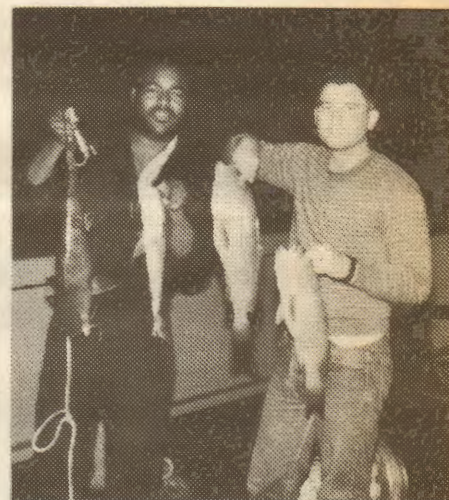
"They were obviously relieved it was over," said Capt. Smith, who reported his crew was in high spirits, too. "It's a great feeling to do something like this, and we're very satisfied with the way things turned out."

Less than two days after their rescue, the *Indomitable* brought the survivors to Pearl Harbor—the ship's homeport—where they were taken to Straub Hospital and Clinic for one day and then released.

The Coast Guard is investigating the sinking of the *West I*, an American ship that had been purchased by a firm in Manila where the ship was bound before it went down in the Pacific.

In a written statement after the six sailors left the *Indomitable*, their spokesman, George Thomas, offered their gratitude to the crew of the ocean surveillance ship that rescued them.

Said Thomas, "*Indomitable* saved our lives—a miracle to say the least." Then, quoting from Shakespeare's "*Cymbeline*," he added, "Fortune brings in some ships that are not steered."



A quiet moment onboard the *USNS Spica*. SIU Ship's Chairman Arthur Luellen, left, and U.S. Navy Commander Gary J. Angelopoulos show off their catch.

Two For One



The crews of the *USNS Pollux* and *Regulus* hold a joint membership meeting.

USNS Narragansett



Lee Davis, chief cook aboard the *USNS Narragansett*, tries out his favorite recipe.

Lifeboat Exam—Ticket to Safety

Text and photographs
by Leonard Earl Johnson

Seamen are often asked to perform tasks unheard of by those living only on land. The most frightening of all is to follow the command 'Abandon Ship!' The Seafarers Harry Lundeberg School of Seamanship at Piney Point, Md. conducts an information packed two-

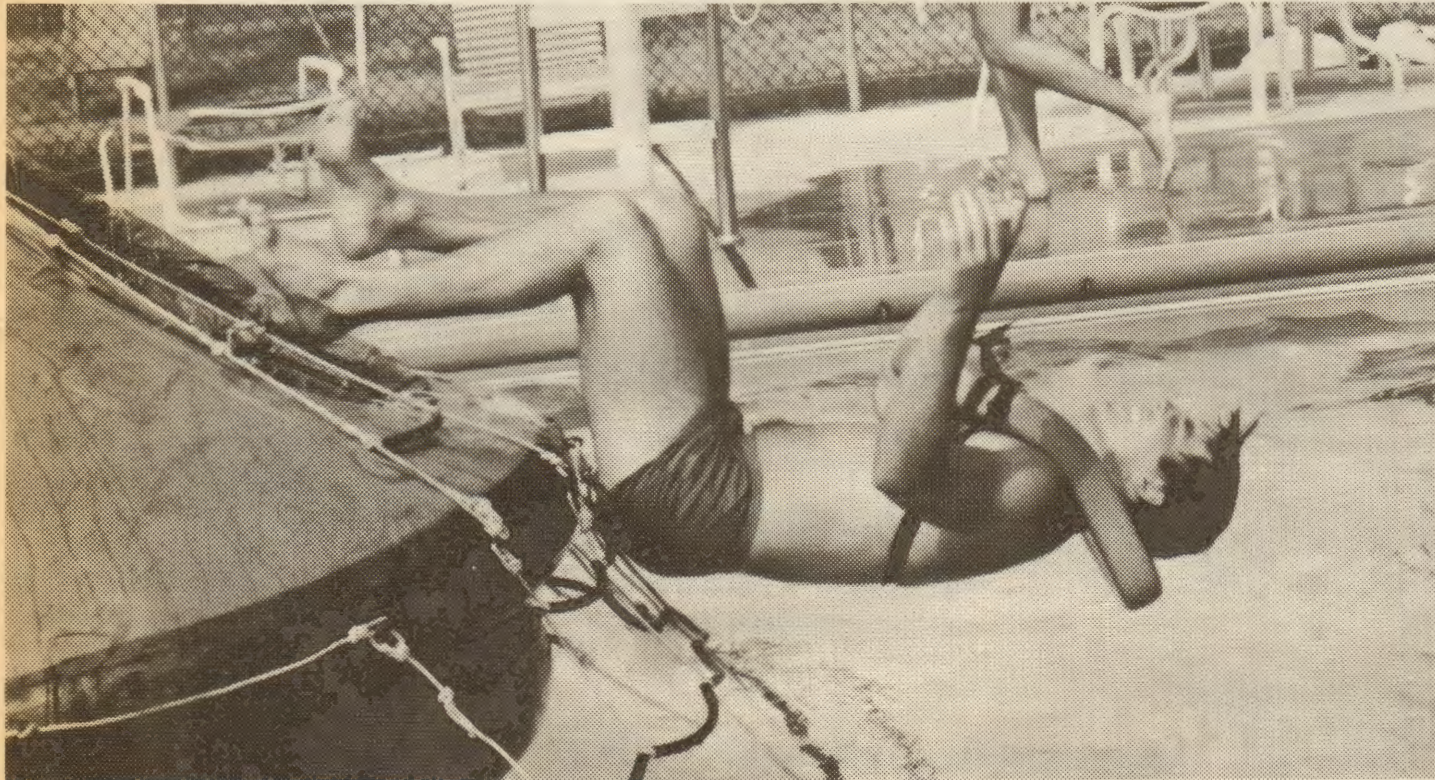
week course on how to respond should that command fall on your ears.

The following photographs show SHLSS Class #404 under the instruction of Jake T. Karaczynski, himself a one-time trainee at the Lundeberg School who now holds a third mates license obtained through Lundeberg training.

On June 26, Class 404, along with upgraders from New Orleans and Jacksonville, sat for their lifeboat exam before United States Coast Guard officials. The exam was given at Piney Point and all passed with flying colors.

And for all of us, this quote from Joseph Conrad:

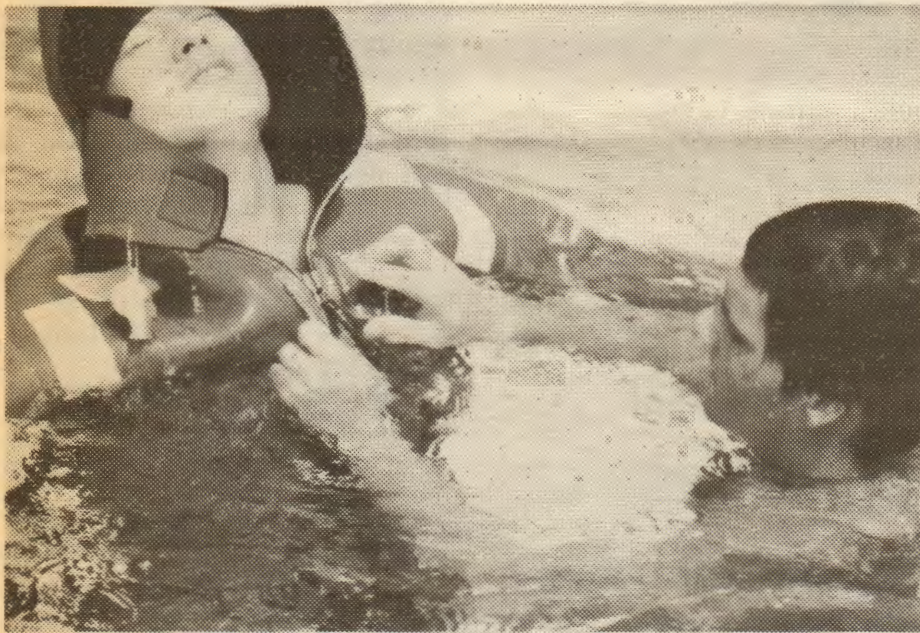
"This new ship here is fitted according to the reported increase of knowledge among mankind. Namely, she is cumbered, end to end, with bells and trumpets and clocks and wires which, it has been told to me, can call voices out of the air or waters to con the ship while her crew sleep. But sleep thou lightly, O Captain! It has not been told me that the Sea has ceased to be the Sea."



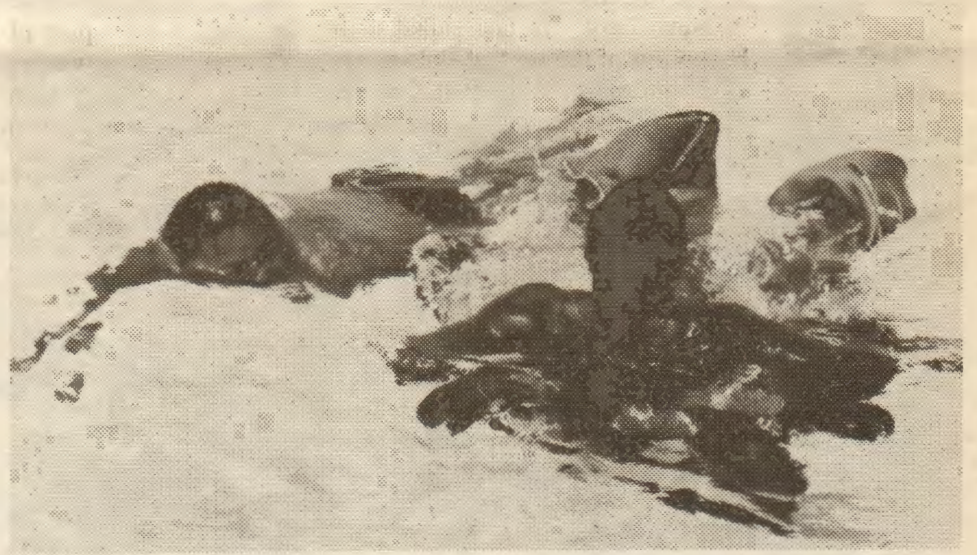
After landing in the life raft, Steve Fisher exits headfirst.



Alvin Hom pulls himself up out of the water after completing his survival suit training.



In the water, Matthew Kelly zips Sean Burden's survival suit up over his face.



Kevin Samuels and Lee Laffitte struggle in the water with Laffitte's survival suit.

Seafarers March for Justice—Against Apartheid



Seafarers were part of the largest anti-apartheid rally ever held when they joined 90,000 others in New York recently. Above, Field Rep Seth Harris meets with activist Rev. Jesse Jackson.



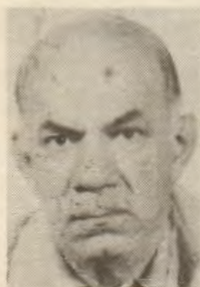
Part of the SIU crew at the rally (l. to r.) Scott Getman, Field Rep Seth Harris, Ed Doruth, Bill Stevens, Charlie DiCanio, Ed Dandy, Charlie O'Brien, Jim Niotis.

Pensioner's Corner

Deep Sea



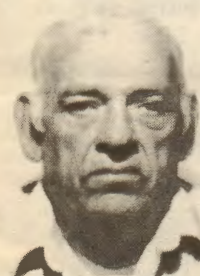
Tommy Abello, 65, joined the SIU-merged Marine Cooks and Stewards Union in the port of San Francisco in 1962. He sailed as a 3rd officer and room steward for the Pacific Far East Line from 1971 to 1978 and aboard the SS *Santa Maria* (Delta Line) from 1980 to 1982. Brother Abello was born in Manila, P.I. and is a resident of San Francisco.



Michael N. Boris, 69, joined the SIU in 1946 in the port of Baltimore. He last sailed as a chief cook out of the port of San Francisco. He hit the bricks in the 1946 General Maritime beef. Seafarer Boris is a veteran of the U.S. Army during World War II. He was born in United, Pa. and is a resident of San Francisco.



Manuel Ferreira Caldas, 59, joined the SIU in 1944 in the port of Boston, Mass. He sailed in the steward department, most recently out of the port of New York. He walked the picket line in the 1946 General Maritime and the 1947 Isthmian beefs. Seafarer Caldas was born in Massachusetts and is a resident of Lakeville, Mass.



Joseph Elwood Carender, 64, joined the SIU in 1947 in the port of New York. He last sailed as a bosun out of the port of Baltimore. He hit the bricks in the 1946 General Maritime and the 1947 Isthmian beefs. Seafarer Carender is a veteran of the U.S. Army in World War II. A native of Tennessee, he is a resident of Glen Burnie, Md.



Charles Jack Clark, 61, joined the SIU in 1946 in the port of Baltimore. He last sailed as a bosun. Brother Clark was on the picket lines in the 1946 General Maritime, 1947 Isthmian, 1948 Wall St. and the 1961 Greater N.Y. Harbor beefs. He also worked as an auto mechanic. Seafarer Clark is a veteran of the U.S. Navy during World War II. Born in Pennsylvania, he is a resident of Baltimore.



Maurice Francis Culp, 70, joined the SIU in the port of New York in 1951. He last sailed as a chief cook out of the port of San Francisco. He helped to organize Cities Service. Seafarer Culp attended the 1970 Piney Point Crews Conference No. 3. Culp is a veteran of the U.S. Army in World War II. A native of Conshohocken, Pa., he is a resident of San Francisco.



Raymond Merton Davis, 61, joined the SIU in the port of Boston in 1956. He sailed as an oiler. Brother Davis is a veteran of the U.S. Navy in World War II. He was born in Athol, Mass. and is a resident of Clowersdale Farm, Contoocook, N.H.



Clara L. Denton, 65, joined the SIU-merged Marine Cooks and Stewards Union in the port of San Francisco in 1956 sailing as a waitress. Sister Denton was born in Idaho and is a resident of San Jose, Calif.



Theodore Walter Drobins, 62, joined the SIU in the port of Baltimore in 1955 sailing last as a recertified bosun. Brother Drobins graduated from the Union's Recertified Bosuns Program in 1973. He also sailed inland as a deckhand for Curtis Bay Towing from 1972 to 1977. Seafarer Drobins is a veteran of the U.S. Army in World War II. Born in Shamokin, Pa., he is a resident of Baltimore.



Louie Eddie Hudson, 59, joined the SIU in 1947 in the port of Mobile sailing last as a chief cook. Brother Hudson attended a Piney Point educational conference. He was born in Uniontown, Ala. and is a resident of Mobile.



Konstantino Keramidas, 52, joined the SIU in the port of New York in 1967. He sailed in the steward department, last shipping out of the port of Houston. He was born in Greece and is a naturalized U.S. citizen. Seafarer Keramidas is a resident of Houston.



Paul John Lattik, 66, joined the SIU in the port of New York in 1977 sailing last as a QMED. Brother Lattik began sailing before World War II. He last shipped out of the port of Baltimore. Seafarer Lattik was a former member of the ISU. A native of Baltimore, he is a resident there.



Carl Christian Madsen, 65, joined the SIU in 1947 in the port of New Orleans. He sailed as a FOWT, last shipping out of the port of San Francisco. Brother Madsen hit the bricks in the 1946 General Maritime and the 1947 Isthmian beefs. Seafarer Madsen was born in Denmark and is a resident of San Francisco.



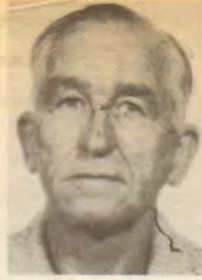
Thomas J. Malone, 66, joined the SIU in 1946 in the port of New York sailing as an AB. Brother Malone walked the picket line in the 1946 General Maritime and the 1947 Isthmian beefs. He was born in Scotland and is a resident of New York City.



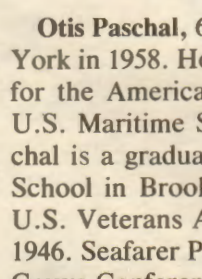
Charles Alfred Martinez Sr., 65, joined the SIU in 1945 in the port of Mobile. He last sailed as a QMED out of the port of Jacksonville. Brother Martinez also sailed during World War II. Seafarer Martinez was born in Belize, British Honduras, is a naturalized U.S. citizen and is a resident of Tampa, Fla.



Roland Frederick Muir, 59, joined the SIU in the port of Baltimore in 1953. He sailed as a FOWT and cook. Brother Muir is a veteran of the U.S. Army during the Korean War. He was born in Baltimore and is a resident of Belair, Md.



Charles Pafford, 67, joined the SIU in the port of Baltimore in 1956. He sailed as an AB, last shipping out of the port of Jacksonville. Brother Pafford was born in Cornerbrook, Newfoundland, Canada and is a resident of Jacksonville.



Otis Paschal, 68, joined the SIU in the port of New York in 1958. He sailed as a waiter and chief steward for the American Banner Line in 1959 and aboard U.S. Maritime Service (USMS) ships. Brother Paschal is a graduate of the USMS Cooks and Bakers School in Brooklyn, N.Y. He also worked for the U.S. Veterans Administration, Washington, D.C. in 1946. Seafarer Paschal attended the 1970 Piney Point Crews Conference No. 6 and in 1976 was elected to the Union's Financial Tallying Committee. Steward Paschal was a former member of the TWU, Local 806 from 1955 to 1956, working for the Pennsylvania Railroad in New York City. Paschal is a veteran of the U.S. Army during World War II. A native of Savannah, Ga., he is a resident of the Bronx, N.Y.



Luther James Pate, 65, joined the SIU in 1947 in the port of New Orleans last sailing as a recertified bosun out of the port of New York. Brother Pate graduated from the Union's Recertified Bosuns Program in 1975. He was on the picket line in the 1963 San Juan, P.R. maritime beef. And in 1960 he received a Union Personal Safety Award for sailing aboard an accident-free ship, the SS *Alcoa Ranger*. Bosun Pate also worked as a steelworker. Pate is a veteran of the U.S. Navy in World War II. A native of Mobile, Ala., he is a resident of Mt. Vernon, N.Y.



Wade Bryan Pritchett, 55, joined the SIU in 1948 in the port of Galveston, Texas sailing with the rating of chief engineer in the engineroom. Brother Pritchett last shipped out of the port of Jacksonville. He hit the bricks in the 1946 General Maritime, 1947 Isthmian and the 1948 Wall St. beefs. Seafarer Pritchett was born in Florida and is a resident of Tampa, Fla.



Alfonso Cruz Rivera, 65, joined the SIU in 1945 in the port of New York sailing last as a recertified bosun. Brother Rivera graduated from the Union's Recertified Bosuns Program in 1973. Seafarer Rivera worked as bosun in 1976 on the Puerto Rico Marine Shoregang. Bosun Rivera walked the picket line in the 1946 General Maritime beef. He last sailed out of the port of Santurce, P.R. Born in Puerto Rico, he is a resident of Bayamon, P.R.

Correction

Due to a mislabeling of a pension photo, we had the wrong photo with the right information, almost. Pardon the mixup, please.



Richard "Dick" James Maley, 65, joined the SIU in 1947 in the port of New York sailing as a bosun. Brother Maley last sailed out of the port of New Orleans. He was on the picket lines in the 1946 General Maritime beef and the 1947 Isthmian strike. Seafarer Maley is a veteran of the U.S. Army in World War II. A native of Lynn, Mass., he is a resident of Greene, Maine.



Deep Sea



Pensioner **Blair Allison**, 72, passed away from heart disease at home in Brooklyn, N.Y. on Feb. 10. Brother Allison joined the SIU in 1938 in the port of New York. He last sailed as a bosun. He hit the bricks in the 1946 General Maritime and the 1947 Isthmian beefs. Seafarer Allison was born in Pennsylvania. Burial was in Mt. Union Cemetery, Lovely, Pa. Surviving are a brother, Ward of Johnstown, Pa.; a sister, and a nephew.



Pensioner **John Ismay Calamia**, 62, died on May 23. Brother Calamia joined the SIU in the port of New Orleans in 1952 sailing in the engine department. He was born in Louisiana and was a resident of New Orleans. Surviving is his widow, Martha.

William Charles Cato Jr., 58, died of a heart attack in New Orleans on June 29. Brother Cato joined the SIU in 1947 in the port of New York sailing as a FOWT. He began sailing during World War II. Seafarer Cato hit the bricks in the 1946 General Maritime beef. He was a veteran of the U.S. Army during the Korean War. Cato also worked as a security guard. A native of New Orleans, he was a resident there. Burial was in the Cypress Grove Cemetery, New Orleans. Surviving are his widow, Betty; his mother, Mrs. William Cato Sr. of New Orleans, and a daughter, Sandra.



Herbert Oscar Ernest Engelder, 62, died on July 8. Brother Engelder joined the SIU in 1945 in the port of New York sailing as an AB. He was born in Hoboken, N.J. and was a resident of Tuckerton, N.J. Surviving is his father, Ernest of Tuckerton.



Albert Erastus Foster Jr., 49, died of a heart attack on June 25. Brother Foster joined the SIU in the port of New York in 1973 sailing last as a QMED. He also worked as a diesel mechanic for Caterpillar Tractors. Seafarer Foster was a former member of the United Auto Workers Union. And he was a veteran of the U.S. Coast Guard after the Korean War. A native of Exeter, N.H., he was a resident of Yulee, Fla. Surviving is his widow, June.

Pensioner **Martin Leonard Felman**, 61, died of heart failure at home in San Francisco on July 11. Brother Felman joined the SIU-merged Marine Cooks and Stewards Union in the port of Wilmington, Calif. in 1958. He was born in Pennsylvania. Interment was in Woodlawn Park Cemetery, Colma, Calif. Surviving is a sister, Elizabeth Lomazoff of Philadelphia, Pa.



Pensioner **Hugh Gallagher**, 61, died on July 1. Brother Gallagher joined the SIU in 1948 in the port of Galveston, Texas sailing as an AB. He began sailing in World War II in 1943. Seafarer Gallagher walked the picket line in Port Arthur, Texas in the 1946 General Maritime, 1948 Wall St., and the Seattle longshoremen's beefs. Gallagher was a veteran of the U.S. Army after the Korean War. Born in St. Ignace, Mich., he was a resident of Bradenton, Fla. Surviving are his mother, Sheila and a sister, Nora, both of Bradenton.

Pensioner **George Joseph Garfunkel**, 71, passed away on July 5. Brother Garfunkel joined the SIU in the port of New Orleans in 1953 sailing as a waiter and cook. He attended a Piney Point educational conference. Seafarer Garfunkel was born in Brooklyn, N.Y. and was a resident of New Orleans. Surviving is a sister, Rae Metzen of New Orleans.



Pensioner **Harold Mack Gooding**, 71, passed away on June 9. Brother Gooding joined the SIU in the port of Jacksonville in 1970 sailing in the steward department. He was a veteran of the U.S. Army during World War II. Seafarer Gooding was born in Florida and was a resident of Jacksonville. Surviving are his son, Richard of Jacksonville and a sister, Marie Thomas, also of Jacksonville.



Ursino Rivera Guzman Sr., 79, passed away from a heart attack on April 24. Brother Guzman joined the SIU-merged Marine Cooks and Stewards Union in the port of San Francisco in 1950 sailing in the steward department for APL. He began sailing during World War II. Seafarer Guzman was born in Toa Alto, P.R. and was a resident of Bayamon, P.R. Surviving are his widow, Consuelo; three sons, Ursino Jr., Andres and George, and two daughters, Rosalina and Maria.



Pensioner **Sven Erik Jansson**, 65, died of heart-lung failure in the Lakeview Manor Nursing Home, Lakeview Twsp., N.J. on April 26. Brother Jansson joined the SIU in 1944 in the port of New York last sailing as a recertified bosun. He graduated from the Union's Recertified Bosuns Program in 1973 and also sailed as a mate and production superintendent aboard the dredge *Hydroatlantic* (Construction Aggregates) from 1975 to 1978. He also worked on the Sea-Land Shoregang in Port Elizabeth, N.J. Bosun Jansson sailed 31 years and in the North Atlantic during World War II (1944 to 1945). He was on the picket line in the 1946 General Maritime and 1965 District Council 37 beefs. In 1960 he received a Union Personal Safety Award for sailing aboard an accident-free ship, the *SS Steel Voyager*. The bosun was a veteran of the U.S. Armed Forces in World War II. A native of Borsth, Sweden, he was a naturalized U.S. citizen and a resident of Toms River, N.J. Burial was in Ocean Cty. Park Cemetery, Toms River. Surviving are his widow, Solveig; a son, Roy; two daughters, Diane and Vivian, and another relative, A. Jansson of Stockholm, Sweden.



Pensioner **Ricardo Sanchez Lata**, 75, passed away in the San Rafael Sanitarium, La Coruna, Spain on April 6. Brother Lata joined the SIU in the port of New York in 1950 sailing as a FOWT. He also worked on the Sea-Land Shoregang, Port Elizabeth, N.J. from 1966 to 1974. Lata received a 1960 Union Personal Safety Award for sailing aboard an accident-free ship, the *SS Antinous*. Born in Spain, he was a naturalized U.S. citizen and a resident of Staten Island, N.Y. Interment was in La Coruna. Surviving are a daughter, Edythe Volta of Staten Island and a brother, Manuel of Barcelona, Spain.

Joseph Victor Manno, 73, passed away from heart disease in Lakewood Hospital, Tacoma, Wash. on July 1. Brother Manno joined the Marine Cooks and Stewards Union in the port of San Francisco in 1956 sailing as a room steward for APL. He began sailing on the West Coast during World War II in 1943. Seafarer Manno was a resident of Tacoma. Cremation took place in the Brookside Crematory, Tacoma. Surviving are his widow, Patricia; a daughter, Pattie, and an uncle, Robert Manno of Sunnyside, Calif.



Pensioner **Joseph J. Martin**, 84, passed away on June 26. Brother Martin joined the SIU in 1947 in the port of Galveston, Texas sailing last as a chief cook. He began sail-

ing during World War II. Seafarer Martin was a former member of the NMU. A native of Louisiana, he was a resident of Galveston. Surviving are his widow, Louella and a daughter, Mrs. Billairs.



Jose Ramon Torres Martino Sr., 38, died of lung failure on June 9. Brother Martino joined the SIU in the port of New York in 1965 sailing as an AB. He was born in San Juan, P.R. and was a resident there. Surviving are a son, Jose Jr.; a daughter, Deborah, and his mother, Luz Conte of Bayamon, P.R.



Pensioner **Carmelo C. Martinez**, 76, passed away from heart disease in Brunswick Hospital, Amityville, N.Y. on July 17. Brother Martinez joined the SIU in 1945 in the port of New York sailing as an AB. He began sailing before World War II. Seafarer Martinez was on the picket line in the 1946 General Maritime, 1947 Isthmian, 1962 Robin Line and 1965 District Council 37 beefs. Born in Puerto Rico, he was a resident of Lindenhurst, N.Y. Burial was in St. Charles Cemetery, Pinelawn, N.Y. Surviving is his widow, Concepcion.



Pensioner **Freddie Emillia Nasalga**, 70, succumbed to cancer in St. Paul's Hospital, Ilailo, P.I. on June 4. Brother Nasalga joined the SIU in the port of Wilmington, Calif. in 1967 sailing as an AB. He began sailing before World War II. Seafarer Nasalga was born in the Philippine Islands and was a resident of Ilailo. Surviving is his widow, Isabel.



Pensioner **Karl Olman**, 76, passed away on June 15. Brother Olman joined the SIU in 1945 in the port of New York sailing as an oiler. He began sailing in World War II. Seafarer Olman hit the bricks in the 1946 General Maritime beef. He also worked as an electrician. Olman was a veteran of the Estonian Navy before World War II. Born in Estonia (now USSR), he was a resident of Baltimore. Surviving is a sister-in-law, Linda Olman of Tallin, Estonia.



Pensioner **Santos Pizarro Sr.**, 72, passed away on July 19. Brother Pizarro joined the SIU in 1946 in the port of New York sailing in the steward department. He began sail-



ing during World War II. Seafarer Pizarro walked the picket line in the 1946 General Maritime, 1947 Isthmian, 1961 Greater N.Y. Harbor and 1962 Robin Line beefs. Pizarro also worked as an elevator mechanic. A native of Puerto Rico, he was a resident of the Bronx, N.Y. Surviving are his widow, Josephine and a son, Santos Jr.

Pensioner **Lonnie Percell Robinson Jr.**, 69, died of heart-lung failure in the Kaiser Foundation Hospital, San Francisco on May 19. Brother Robinson joined the Marine Cooks and Stewards Union in the port of San Francisco in 1956 sailing last as a chief cook. He sailed over 30 years beginning during World War II in 1943. Seafarer Robinson was born in Texas and was a resident of San Francisco. Burial was in the Olivet Park Cemetery, Colma, Calif. Surviving are his widow, Maurine; a son, Lonnie Robinson III; his mother, Lucille Hilburn of Texas, and a niece, Barbara Lowell of San Francisco.



Pensioner **Ralph Forest Rumley**, 61, succumbed to emphysema in the Memorial Medical Center, Jacksonville on June 10. Brother Rumley joined the SIU in the port of

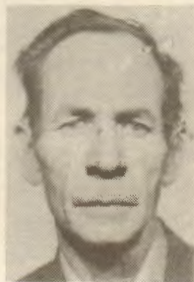
Baltimore in 1957 sailing last as a QMED. He was a veteran of the U.S. Navy during World War II. Born in Winston-Salem, N.C., he was a resident of Jacksonville. Burial was in Forest Hill Park Cemetery, Lexington, N.C. Surviving are a son, Allan of Lexington and a daughter, Cynthia of Salisbury, N.C.



Pensioner **William "Bill" Joseph Scarlett**, 77, passed away from heart failure in the Oakwood Park Su Casa Nursing Home, Tampa, Fla. on July 2. Brother Scarlett joined the SIU in 1943 in the port of Tampa sailing last as a chief cook. He began sailing in 1939 and attended a Piney Point educational conference. Seafarer Scarlett also worked as an ironworker. He was a veteran of the U.S. Navy in World War II. A native of Tennessee, he was a resident of Tampa. Cremation took place in the West Coast Crematory, Clearwater, Fla. Surviving are a son, Dennis and a sister, Edith Reff of St. Petersburg, Fla.

Timothy Louis Walden, 32, died of epilepsy in Houston on June 13. Brother Walden joined the SIU in 1972 following his graduation from the SHLSS Entry Trainee Program, Piney Point,

Md. He sailed as an AB aboard the M/V *Spirit of Texas* (Titian Navigation). Seafarer Walden attended Alvin Junior College, Texas studying computer science. Born in Houston, he was a resident of Rosharon, Texas. Interment was in Forest Lawn Cemetery, Houston. Surviving is his mother, Yuki Pourchot of Rosharon.



Pensioner **Luther Elvin Wing**, 71, succumbed to cancer in Sacred Heart Hospital, Pensacola, Fla. on June 14. Brother Wing joined the SIU in 1938 in the port of Mobile sailing last as a bosun. He began sailing in World War II. Seafarer Wing was on the picket line in the 1946 General Maritime and 1947 Isthmian beefs. He attended the 1970 Piney Point Crews Conference No. 5 and was also a former member of the ISU. He last shipped out of the port of Jacksonville in 1972. Born in Alabama, he was a resident of Pensacola. Interment was in the Mobile (Ala.) Gardens Cemetery. Surviving are a sister, Bessie Stanton of Prichard, Ala. and a niece, Helen Stanton of Pensacola.



Great Lakes



Pensioner **John Rottaris**, 71, passed away on July 14. Brother Rottaris joined the Union in the port of Detroit, Mich. in 1960. He retired in 1969. Boatman Rottaris was a resident of Marine City, Mich. Surviving are his daughter, Rebecca Paquette and an aunt, Mable Mission of East Detroit, Mich.

Thomas Allen Schopp, 35, died of a heart attack in the port of Cleveland on May 28. Brother Schopp joined the Union in the port of Sault Ste. Marie, Mich. in 1977. He sailed as a deckhand and gateman for the American Steamship Co., aboard the tug *Arthur F. Zeman Jr.* (Great Lakes D. & D.) from 1974 to 1978, Hannah Marine from 1978 to 1981 and for Dunbar and Sullivan from 1984 to 1986. He was a veteran of the U.S. Army during the Vietnam War. Laker Schopp was born in Sault Ste. Marie and was a resident of Detour Village, Mich. Surviving is his father, Allen of Detour Village.

Atlantic Fishermen

Pensioner **Thomas Fowler** died on June 30. Brother Fowler joined the SIU-merged Gloucester Fishermen's Union in the port of Gloucester, Mass. He retired in 1978. Fisherman Fowler was a resident of Brockton, Mass. Surviving is his widow, Julia.

Pensioner **Thomas P. Scola**, 64, died of heart disease in Gloucester, Mass. on June 21. Brother Scola joined the Gloucester Fishermen's Union in the port of Gloucester in 1967 sailing as an AB and captain aboard the fishing boat *Lady of the Rosary*. He began sailing in 1946 and retired in 1983. Capt. Scola was born in Gloucester and was a resident there. Burial was in Calvary Cemetery, Gloucester. Surviving is his widow, Grace.

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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.

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21 Union Label and Service Trades Department AFL-CIO

23 Students Win Trips, Bonds in Maritime Essay Contests

Three collegians from 23 colleges won \$2,250 in cash prizes, and 20 high schoolers from 63 ports won ocean voyages on U.S. ships and U.S. savings bonds in the 51st and 10th annual national Harold Harding Maritime Essay Contest sponsored by the 16,000 member Propeller Club.

The awards were given in ceremonies on Maritime Day, May 22, and at college graduation exercises.

The theme for the college essays was "Sealift and the American Merchant Marine Working Together—An Economic and Defense Necessity." The high school theme was "What Direct Effect Does the American Merchant Marine Have on Your Life, Your State, Your Country?"

Out of the port of Detroit was first prize winner of \$1,000 John G. Swartout of the Great Lakes Maritime

Academy, Traverse City, Mich.

Out of the port of Baltimore was second prize winner of \$750 Michael Rainey of the University of Maryland, College Park.

Out of the port of New York was third prize winner of \$500 Jeffrey L. Qualman of the U.S. Merchant Marine Academy, Kings Pt., L.I.

An honorable mention went to Peter J. Rochford of the University of Rhode Island and Narragansett Bay.

The contests' objectives were to make the general public aware of the need for a strong U.S. merchant marine and allied industries, show the importance of our ocean-going and inland merchant marine to the military security and economic welfare of our nation, and educate teenagers in maritime matters, especially careers in marine transportation.

Among the high school winners who will board SIU ships were James R. Knudsen of Mt. Pleasant, S.C. and the Charleston Club who won a trip on the SIU-manned American Hawaii Cruises from the port of Honolulu.

Stephanie L. Furr of the Wilmington, N.C. Club won a 15-day tramp trip aboard an OMI ship to and from a U.S. port.

Shara G. Briggs of Pt. Neches, Texas and the Texas-La. Sabine Club and Patricia A. Delaunay of the Brownsville, Texas Club won trips on Maritime Overseas ships from the East or Gulf Coasts to either the east coasts of Panama or Mexico or the West Coast to Alaska and return.

Elizabeth W. Delo of the Newport News, Va. Club won a voyage on a Keystone Shipping Co. vessel either from the port of Philadelphia or Hamp-

ton Roads, Va. to New England's Brayton Pt. or Salem, Mass.

David Di Prima of Chula Vista, Calif. and the San Diego Club and Gregory Scott of the Valdez, Alaska Club won voyages on Totem Ocean Trailer Express ships from Seattle-Tacoma, Wash. to Anchorage, Alaska and return.

Winners of U.S. savings bonds were Annette Stevens of the Louisville, Ky. Club (\$500) from APL; Mary Buchanan of the Buffalo, N.Y. Club from Energy Transport (\$100), Nicole Gagliano of Metairie, La. and the port of New Orleans Club from Sea-Land (\$500), and Peter Murray of the Portland, Maine Club from Navieras de Puerto Rico (\$500).

SUMMARY ANNUAL REPORT FOR SEAFARERS VACATION PLAN

This is a summary of the annual report of Seafarers Vacation Plan, I.D. No. 13-5602047 for Jan. 1, 1984 to Dec. 31, 1984. The annual report has been filed with the Internal Revenue Service, as required under the Employee Retirement Income Security Act of 1974 (ERISA).

BASIC FINANCIAL STATEMENT

The value of Plan assets after subtracting liabilities of the Plan, was \$588,922 as of Jan. 1, 1984 compared to (\$621,261) as of Dec. 31, 1984. During the Plan year the Plan experienced a decrease in its net assets of \$1,210,183. This included unrealized appreciation and depreciation in the value of Plan assets; that is, the difference between the value of the assets at the end of the year as compared to the value of the assets at the beginning of the year, or the cost of assets acquired during the year. During the Plan year, the Plan had total income of \$36,117,076 including employer contributions of \$35,529,250, and earnings from investments of \$587,826.

Plan expenses were (\$37,327,259) and are comprised of three classes of expenses: (1) Vacation benefit expenses of \$34,132,172, (2) Administrative expenses \$2,922,358 and (3) Other expenses of \$272,729. The Vacation benefit expenses included benefits of \$31,683,962, payroll taxes on vacation

benefits of \$2,448,210. Administrative expenses were comprised of salaries, fees, and commissions, provisions for reserving those contributions that are doubtful of collection and other general administrative expenses.

SUMMARY ANNUAL REPORT FOR SEAFARERS WELFARE PLAN

This is a summary of the annual report of Seafarers Welfare Plan, I.D. #13-5557534 for Jan. 1, 1984 to Dec. 31, 1984. The annual report has been filed with the Internal Revenue Service, as required under the Employee Retirement Income Security Act of 1974 (ERISA).

BASIC FINANCIAL STATEMENT

The value of Plan assets, after subtracting liabilities of the Plan, was (\$18,711,913) as of Jan. 1, 1984 compared to (\$18,020,088) as of Dec. 31, 1984. During the Plan year, the Plan experienced a decrease in its net assets of \$691,825.

This decrease included unrealized appreciation and depreciation in the value of Plan assets; that is, the difference between the value of the Plan's assets at the end of the year as compared to the value of the assets at the beginning of the year or the cost of assets acquired during the year.

During the Plan year, the Plan had total income of \$29,111,301 including employer contributions of \$28,475,174 and earnings from investments of \$624,973.

Plan expenses were \$29,802,406 and are comprised of three classes of expenses (1) Welfare Benefit expenses of \$25,002,933, (2) Administrative expenses of \$4,321,434, and (3) Other expenses of \$478,039 (i.e., professional fees, travel, Trustee meetings, etc.).

SUMMARY ANNUAL REPORT FOR SEAFARERS PENSION PLAN

This is a summary of the annual report of Seafarers Plan I.D. #13-6100329 for Jan. 1, 1984 to Dec. 31, 1984. The annual report has been filed with the Internal Revenue Service, as required under the Employee Retirement Income Security Act of 1974 (ERISA).

BASIC FINANCIAL STATEMENT

The value of Plan assets, after subtracting liabilities of the Plan, was \$265,296,340 as of Jan. 1, 1984 compared to \$294,255,794 as of Dec. 31, 1984. During the Plan year, the Plan experienced an increase in its net assets of \$28,959,454 unrealized appreciation and depreciation in the value of Plan assets; that is the difference between the value of the Plan assets at the end of the year and the value of the assets at the beginning of the year or the costs of assets acquired during the year. During the year, the Plan had a total income of \$47,106,109 including employer contributions of \$11,924,165, and earnings from investments of \$35,181,944.

Plan expenses were \$18,146,655 and are comprised of two types: (1) Benefit Expenses of \$16,294,520 and (2) Administrative expenses of \$1,852,135. The \$18,146,655 Pension Benefit payments were made directly to participants or their beneficiaries. Administrative expenses were comprised of salaries, fees, and commissions, fiduciary insurance premiums and general administrative expenses.

YOUR RIGHTS TO ADDITIONAL INFORMATION

You have the right to receive a copy of the full annual report, or any part thereof, on request. The items listed below are included in that report:

1. An accountant's report
2. Assets held for investment.

To obtain a copy of the full annual report, or any part thereof, write or call the office of Mr. Al Jensen, 5201 Auth Way, Camp Springs, Md. 20746. The charge to cover copying costs will be \$1.00 for the full annual report, or \$0.10 per page for any part thereof.

You also have the right to receive from the Plan administrator, on request and at no charge, a statement of the assets and liabilities of the Plan and accompanying notes, or a statement of income and expenses of the Plan and accompanying notes, or both. If you request a copy of the full annual report from the Plan administrator, these two statements and accompanying notes will be included as part of that report. The charge to cover copying costs given above does not include a charge for the copying of these portions of the report because these portions are furnished without charge.

You also have the right to examine the annual report at the main office of the Plan, 5201 Auth Way, Camp Springs, Md. 20746, and at the U.S. Department of Labor upon payment of copying cost. Request to the Department should be addressed to Public Disclosure Room N4677, Pension and Welfare Benefit Programs, U.S. Department of Labor, 200 Constitution Ave., N.W. Washington, D.C. 20216.

Summary Annual Report for SIU Pacific District-PMA Pension Plan

This is a summary of the annual report for the SIU Pacific District-PMA Pension Plan; Employer Identification No. 94-6061923, for the year ended July 31, 1985. The annual report has been filed with the Internal Revenue Service, as required under the Employee Retirement Income Security Act of 1974, ERISA.

Basic Financial Statement

Benefits under the Plan are provided by a trust arrangement. Plan expenses were \$16,610,625. These expenses included \$946,986 in administrative expenses, and \$15,663,639 in benefits paid to participants and beneficiaries. A total of 7,755 persons were participants in or beneficiaries of the Plan at the end of the Plan year, although not all of these persons had yet earned the right to receive benefits.

The value of Plan assets, after subtracting liabilities of the Plan, was \$127,550,291 as of the end of the Plan year compared to \$118,637,367 as of the beginning of the Plan year. During the Plan year, the Plan experienced an increase in its net assets of \$8,912,924. This increase included unrealized appreciation in the value of Plan assets; that is, the difference between the value of the Plan's assets at the end of the year and the value of the assets at the beginning of the year or the cost of the assets acquired during the year.

The Plan had total income of \$13,547,446, including employer contributions of \$3,023,632; earnings from investments of \$10,193,077, settlement income from bankruptcy proceedings and miscellaneous income in the amount of \$330,737.

The Plan incurred book losses in the amount of \$248,240 from the sale of certain assets; therefore, the net revenue to the Plan was \$13,299,206.

Minimum Funding Standards

An actuary's statement shows that enough money was contributed to the Plan to keep it funded in accordance with the minimum standards of ERISA.

Summary Annual Report for SIU PD-PMA Supplemental Benefits Fund, Inc.

This is a summary of the annual report for the SIU PD-PMA Supplemental Benefits Fund, Inc., Employer Identification No. 94-1431246, for the year ended July 31, 1985. The annual report has been filed with the Internal Revenue Service, as required under the Employee Retirement Income Security Act of 1974, ERISA.

Basic Financial Statement

Benefits under the Plan are provided by a trust arrangement. Plan expenses were \$9,169,002. These expenses included \$195,058 in administrative expenses and \$8,973,944 in benefits paid to participants and beneficiaries. A total of 2,138 persons were participants in or beneficiaries of the Plan at the end of the Plan year, although not all of these persons had yet earned the right to receive benefits.

The value of Plan assets, after subtracting liabilities of the Plan, was \$2,692,598 as of the end of the Plan year compared to \$2,863,486 as of the beginning of the Plan year. During this Plan year, the Plan experienced a decrease in its net assets of \$170,888. The Plan had total income of \$8,998,114 including employer contributions of \$8,584,224, earnings from investments of \$339,677, settlement income from bankruptcy proceedings of \$29,279, lapsed benefits of \$36,357, unclaimed compensation of \$8,305 and other income of \$272.

Digest of Ships Meetings

CAGUAS (Puerto Rico Marine), June 29—Chairman Manuel A. Silva; Secretary G. Vourloumis; Educational Director D. Dukehart; Deck Delegate R. Morales; Steward Delegate Victor Gonzales. No disputed OT. Bosun M. Silva suggested that everyone read the LOG and be more informed as to what is going on in Washington. Some pro-maritime legislation has been passed, and "our contributions to SPAD are the only way to achieve our goals." Silva also expressed appreciation to George Ripoll in Jacksonville, Fla. for his concern in assisting the *Caguas* when the ship was in that port. Communications have been received and posted, and movies are sent periodically. All in all—it's a "happy ship." A vote of confidence was given to Bosun Silva. And a vote of thanks was given to the steward and his department for the superb menu and very efficient service and preparation of meals. Payoff will be in Jacksonville on July 5.

GALVESTON (Sea-Land Service), May 11—Chairman C. Dawson; Secretary Ken Hayes; Educational Director W. Walton; Deck Delegate Frank Timmons; Engine Delegate E. Stewart; Steward Delegate James Boss. Some disputed OT in the deck department will be taken to the patrolman at payoff in Tacoma, Wash. The shipping industry is not in good shape, the chairman reported. So members should take care of the jobs they have and write to their congressional representatives asking for their support. He also stressed the importance of contributing to SPAD and of keeping informed of Union activities through the LOG. The secretary reminded all hands that his door is open to anyone requiring information. New members should read the LOG and study the shipping rules and contracts, and beefs should be taken to department delegates, not to the captain. He added that applications for Piney Point are available in his office. Next port: Tacoma, Wash.

GROTON (Apex Marine), June 15—Chairman Neil D. Matthey; Secretary Marvin Deloatch; Educational Director A. Gardner; Deck Delegate Mario R. Romero; Engine Delegate Gerardo Vega; Steward Delegate Pedro Mena. No disputed OT. Chairman Matthey reported that the ship is scheduled to go in to the shipyard around Aug. 1. He asked the crew to make out a list of all repairs to be done at that time. He also advised members to take advantage of the upgrading courses offered at Piney Point, noting that special skills are becoming more essential as crew sizes become smaller. Secretary Deloatch stressed the importance of crewmembers working together. He also noted the importance of contributing to SPAD to help protect the interests of all SIU members and the maritime industry. Alan Gardner, the educational director, talked about the decline of the maritime industry and suggested that all members write their congressmen to try to help build a stronger merchant marine. He also stressed safety aboard ship at all times. A motion was made that all permanent crewmembers be able to register for jobs and reclaim jobs in their home port rather than the port at which they leave the ship. A vote of thanks was given to the steward department for a job well done. Next port: Stapleton, N.Y.

LNG LIBRA (ETC), June 22—Chairman Pete Waters; Secretary S. Wagner; Educational Director Dasril Panko; Engine Delegate Barry Harris; Steward Delegate Kim DeWitt. No disputed OT. There is \$197 in the ship's fund. Arrival pools have been going well. Fifty dollars are added to the fund at each port from the "pilot onboard" pools. The fund is being used to help improve the video library. A letter from headquarters was read by the chairman concerning the conduct of crewmembers while in foreign countries—stressing the importance of acting responsibly and re-

spectfully in foreign ports. Members also were reminded to help keep the lounge and messhall clean at all times. The ship is scheduled to enter the shipyard in October. Perhaps at that time the basketball court can be moved to a location less likely to cause injuries to players. The bosun will be relieved this trip in Japan, and he expressed his thanks to the crew for making this a good tour. Next ports: Nagoya, Japan and Bontang, Indonesia.

OMI DYNACHEM (OMI), July 13—Chairman F. Sellman; Secretary N. Evans; Educational Director/Engine Delegate G. Rodriguez; Deck Delegate E. Bronstein; Steward Delegate P.D. Willis. No disputed OT. The *Dynachem* is due to pay off in Bayway, N.J. on July 16. The bosun thanked everyone for performing their duties well. And a special vote of thanks went to the steward and his department for making sure everyone had a good, hot meal, regardless of what time they were able to eat. There was a consensus onboard ship that the new pension plan is not to the members' liking. They feel that any new ruling should be put to a vote before the entire membership instead of a handful of men.

OVERSEAS ALASKA (Maritime Overseas), June 22—Chairman F. Cottongin; Secretary W.O. Wallace; Deck Delegate T. Stephens; Engine Delegate P.E. Johnson; Steward Delegate R.D. Bridges. No disputed OT or beefs reported. There is \$200 in the movie fund. Members were reminded that if they have a beef, they should take it to their department delegate or the bosun, or they should bring it up at the shipboard meetings. No beef will be handled by the patrolman unless it has already been discussed. The *Overseas Alaska* may go on a lightering run, but this is still up in the air. The steward department was given a vote of thanks for a job well done. Members were again advised of proper dress in the messhall—no cut-out t-shirts will be allowed. Next port: Panama.

OVERSEAS ALICE (Maritime Overseas), July 13—Chairman S. Copeland; Secretary C. Loper Jr.; Educational Director J.H. O'Rawe. No beefs or disputed OT. ("The only beef is in the meat box," says the steward delegate.) The chairman informed the crew that all requests for a replacement or relief should be in writing, in accordance with the captain's wishes. The bosun then spoke about the training opportunities available at the Harry Lundeborg School in Piney Point, Md. He encouraged all those interested to submit their applications immediately and keep abreast of the new technologies on the ships of today. It was requested that the captain inform the guards on the ship to stay out of the messhalls at night (as they are eating all the night lunch). Their job is to watch the outside of the ship—not the messhalls.

OAKLAND (Sea-Land Service), June 28—Chairman C.B. Pickle; Secretary F. Costango; Educational Director F. Quebedeaux; Deck Delegate R. Moore; Engine Delegate M. Lawrence; Steward Delegate R. Escobar. No disputed OT, although beefs were brought up from the engine department concerning a day's pay in lieu of a day off and equalization of OT. These beefs will be taken up with the boarding patrolman. A safety meeting was held at which time a film on the methods of transporting injured persons was shown. Thus far, this trip has been accident-free. Members were told that the company will supply laundry soap in bulk quantities. Therefore, containers with soap will be placed in the laundry room. The shortage and condition of linen onboard the *Oakland* will be discussed with the port steward in New Orleans by the ship's relief steward. Next port and port of payoff: New Orleans, La.

PVT. HARRY FISHER (Maersk Line), June 13—Chairman Sidney Wallace. No beefs or disputed OT. All departments have done a fine job, reported the chairman. Their show of togetherness and cooperation made it an enjoyable four months in Diego Garcia. The secretary added that all is well and that members are performing their duties in SIU style. Communications are being received in Diego Garcia but very slowly. Several suggestions were made. The first was that the Welfare Plan should cover seamen all year long if they are able to work and remain in good standing. The second was that transportation be increased to fully cover expenses, similar to what the officers get. And a third suggestion was to get some kind of device aboard ship to test the milk.

SEA-LAND EXPLORER (Sea-Land Service), June 1—Chairman L.C. Cope; Secretary S. Amper; Educational Director S. Telech. No disputed OT. There is \$112 in the ship's movie fund, in safekeeping in the captain's office. The bosun stressed the importance of donating to SPAD to support our Union and its members. Next ports: Long Beach and Oakland, Calif.

SEA-LAND EXPRESS (Sea-Land Service), July 6—Chairman J.M. Ard; Secretary S. Kolasa; Educational Director David O'Donnell. No beefs or disputed OT. From the chairman comes word that "we have just spent the Fourth of July at sea on a voyage between Old Amsterdam and New Amsterdam (Rotterdam and New York). It was a pleasant day for us all—with fair weather and a very good July 4th meal on our floating home away from home. The captain, officers and crew exchanged July 4th greetings in a very friendly atmosphere." A vote of thanks was given to the bosun (chairman) "for the wonderful job he is doing as our representative." And the crew gave a vote of thanks to the steward department for another job well done. One minute of silence was observed in memory of our departed brothers and sisters. Next port: Elizabeth, N.J.

SEA-LAND FREEDOM (Sea-Land Service), July 13—Chairman Fred Findahl; Secretary L.A. Lamphere; Educational Director L. Morin; Deck Delegate R. Crauthers; Engine Delegate R. Leyva; Steward Delegate J. Roman. No beefs or disputed OT. There is \$72 in the ship's fund. Everything is running smoothly. The chairman spoke with the patrolman about getting a day's pay for having to come back aboard ship for the fire and boat drill, but was informed that no payment was due since the drill was required by the Coast Guard.

There may also be another drill in Tacoma. He'll keep members informed. The secretary thanked the crew for helping keep the messroom and lounge clean. He also mentioned that the new GSU is doing an excellent job, and the captain is pleased. The chairman gave a short speech on the advantages of going to Piney Point to upgrade. The courses available at the school help a member advance in his particular field, whether deck, engine or steward, and help insure job security. He also reminded members to keep abreast of Union activities by reading the LOG and stressed the importance of helping the Union's work in Washington, D.C. by contributing to SPAD. A vote of thanks was given to the steward department for a job well done, and the chairman thanked the entire crew for their cooperation. He said it had been one of the best crews he had ever sailed with. Next port: Yokohama, Japan.

Official ships minutes also were received from the following vessels:

ALTAIR	PANAMA
AMERICAN CONDOR	PAUL BUCK
AURORA	ROVER
BALTIMORE	ST. LOUIS
BORINQUEN	SALERNUM
BROOKS RANGE	SAMUEL L. COBB
LNG CAPRICORN	SEA-LAND ADVENTURER
CONSTITUTION	SEA-LAND CONSUMER
COURIER	SEA-LAND DEVELOPER
COVE LIBERTY	SEA-LAND ECONOMY
GREAT LAND	SEA-LAND INDEPENDENCE
INDEPENDENCE	SEA-LAND LEADER
KAUAI	SEA-LAND LIBERATOR
LAWRENCE H. GIANELLA	SEA-LAND MARINER
LURLINE	SEA-LAND PACER
MOBILE	SEA-LAND PIONEER
OMI COLUMBIA	SEA-LAND PRODUCER
OMI HUDSON	SEA-LAND VENTURE
OMI LEADER	SEA-LAND VOYAGER
OMI WABASH	STAR OF TEXAS
OMI YUKON	LNG TAURUS
OVERSEAS CHICAGO	WESTWARD VENTURE
OVERSEAS MARILYN	

Personals

Anthony Evanosich

Please contact your brother Francis J. Evanosich at 1129 New Hampshire Ave., N.W., Apt. 1011, Washington, D.C. 20037, or telephone at (202) 659-1243.

Vincent Leroy Ratcliff

Walter Karlak would like to hear from you. Write him at 35-20 62nd St., Queens, N.Y. 11377.

Monthly Membership Meetings

Port	Date	Deep Sea Lakes, Inland Waters
Piney Point	Monday, September 8	10:30 a.m.
New York	Tuesday, September 9	10:30 a.m.
Philadelphia	Wednesday, September 10	10:30 a.m.
Baltimore	Thursday, September 11	10:30 a.m.
Norfolk	Thursday, September 11	10:30 a.m.
Jacksonville	Thursday, September 11	10:30 a.m.
Algona	Friday, September 12	10:30 a.m.
Houston	Monday, September 15	10:30 a.m.
New Orleans	Tuesday, September 16	10:30 a.m.
Mobile	Wednesday, September 17	10:30 a.m.
San Francisco	Thursday, September 18	10:30 a.m.
Wilmington	Monday, September 22	10:30 a.m.
Seattle	Friday, September 26	10:30 a.m.
San Juan	Thursday, September 11	10:30 a.m.
St. Louis	Friday, September 19	10:30 a.m.
Honolulu	Thursday, September 18	10:30 a.m.
Duluth	Wednesday, September 17	10:30 a.m.
Gloucester	Tuesday, September 23	10:30 a.m.
Jersey City	Wednesday, September 24	10:30 a.m.

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

Dispatchers Report for Great Lakes

JULY 1-31, 1986

JULY 1-31, 1986	*TOTAL REGISTERED			TOTAL SHIPPED			**REGISTERED ON BEACH		
	All Groups			All Groups			All Groups		
	Class CL	Class L	Class NP	Class CL	Class L	Class NP	Class CL	Class L	Class NP
Port	DECK DEPARTMENT								
Algonac.....	2	22	6	4	51	12	1	19	8
Port	ENGINE DEPARTMENT								
Algonac.....	0	17	6	0	25	6	2	12	4
Port	STEWARD DEPARTMENT								
Algonac.....	0	6	2	3	15	5	0	4	2
Port	ENTRY DEPARTMENT								
Algonac.....	6	36	13	0	0	0	1	21	6
Totals All Departments	8	81	27	7	91	23	4	56	20

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

Directory of Ports

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

HEADQUARTERS

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

ALGONAC, Mich.

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

BALTIMORE, Md.

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

CLEVELAND, Ohio

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

DULUTH, Minn.

705 Medical Arts Building 55802
(218) 722-4110

GLOUCESTER, Mass.

11 Rogers St. 01930
(617) 283-1167

HONOLULU, Hawaii

636 Cooke St. 96813
(808) 523-5434

HOUSTON, Tex.

1221 Pierce St. 77002
(713) 659-5152

JACKSONVILLE, Fla.

3315 Liberty St. 32206
(904) 353-0987

JERSEY CITY, N.J.

99 Montgomery St. 07302
(201) 435-9424

MOBILE, Ala.

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

NEW BEDFORD, Mass.

50 Union St. 02740
(617) 997-5404

NEW ORLEANS, La.

630 Jackson Ave. 70130
(504) 529-7546

Toll Free: 1-800-325-2532

NEW YORK, N.Y.

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

NORFOLK, Va.

115 Third St. 23510
(804) 622-1892

PHILADELPHIA, Pa.

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

PINEY POINT, Md.

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

SAN FRANCISCO, Calif.

350 Fremont St. 94105
(415) 543-5855

SANTURCE, P.R.

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

SEATTLE, Wash.

2505 1 Ave. 98121
(206) 441-1960

ST. LOUIS, Mo.

4581 Gravois Ave. 63116
(314) 752-6500

SUBIC BAY, Rep. of Philippines

34 21st St., W. Bajac Bajac
Olongapo City C-2201
222-3533

WILMINGTON, Calif.

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

Dispatchers Report for Deep Sea

JULY 1-31, 1986

Port	*TOTAL REGISTERED			TOTAL SHIPPED			Trip Reliefs	**REGISTERED ON BEACH		
	All Groups			All Groups				All Groups		
	Class A	Class B	Class C	Class A	Class B	Class C		Class A	Class B	Class C
DECK DEPARTMENT										
Gloucester	1	3	0	1	1	0	2	5	6	0
New York	71	16	1	36	17	0	20	133	28	3
Philadelphia	4	4	0	6	2	0	0	8	6	0
Baltimore	12	4	0	4	4	0	1	17	9	0
Norfolk	13	10	1	9	6	0	3	23	12	1
Mobile	10	2	0	3	0	0	1	18	5	0
New Orleans	47	6	1	33	1	0	3	91	12	5
Jacksonville	36	10	1	23	7	0	3	55	22	3
San Francisco	32	7	0	30	3	0	7	53	14	2
Wilmington	21	11	0	19	6	0	7	32	8	4
Seattle	43	11	1	27	8	0	9	65	18	1
Puerto Rico	0	0	0	0	0	0	4	0	0	0
Honolulu	6	7	3	8	7	1	8	7	14	5
Houston	42	9	0	24	5	0	6	70	12	1
St. Louis	0	0	0	0	0	0	0	0	0	0
Piney Point	3	1	0	0	1	0	0	4	4	0
Totals	341	101	8	223	68	1	74	581	170	25
ENGINE DEPARTMENT										
Gloucester	0	2	0	0	0	0	0	2	6	0
New York	35	3	0	26	3	0	11	80	5	0
Philadelphia	8	1	0	3	1	0	1	9	1	0
Baltimore	13	1	0	8	0	0	3	12	3	0
Norfolk	7	4	0	6	0	0	3	16	9	0
Mobile	3	1	0	2	0	0	0	8	1	0
New Orleans	37	8	1	23	3	0	9	53	10	3
Jacksonville	31	4	0	15	2	0	2	46	8	0
San Francisco	14	5	1	10	5	0	2	26	8	1
Wilmington	13	5	0	12	6	0	6	30	5	0
Seattle	32	6	1	19	7	0	6	50	13	1
Puerto Rico	0	0	0	0	0	0	3	0	0	0
Honolulu	7	11	11	4	11	9	11	8	16	6
Houston	27	6	0	22	5	0	4	44	5	0
St. Louis	0	0	0	0	0	0	0	0	0	0
Piney Point	0	2	0	0	1	0	1	2	3	0
Totals	227	59	14	150	44	9	59	386	93	11
STEWARD DEPARTMENT										
Gloucester	0	2	0	0	1	0	0	0	2	0
New York	24	7	0	23	2	0	10	44	10	0
Philadelphia	1	2	0	2	2	0	0	1	3	0
Baltimore	5	1	0	4	1	0	2	7	0	0
Norfolk	7	1	0	4	0	0	0	9	2	2
Mobile	2	0	0	1	1	0	1	12	1	0
New Orleans	18	1	0	14	0	0	14	31	4	0
Jacksonville	9	6	0	5	3	0	2	13	7	0
San Francisco	26	2	0	23	2	0	10	66	4	0
Wilmington	11	2	0	4	1	0	4	15	6	0
Seattle	20	5	1	16	7	0	6	38	6	2
Puerto Rico	0	0	0	0	0	0	1	0	0	0
Honolulu	4	22	30	1	24	18	32	7	22	33
Houston	17	2	0	12	0	0	2	23	2	0
St. Louis	0	0	0	0	0	0	0	0	0	0
Piney Point	1	1	0	1	1	0	0	1	1	0
Totals	145	54	31	110	45	18	84	267	70	37
ENTRY DEPARTMENT										
Gloucester	0	2	0	0	1	0	0	0	2	1
New York	26	40	1	23	17	0	0	51	71	4
Philadelphia	1	3	0	4	2	0	0	4	4	0
Baltimore	3	5	1	1	4	0	0	9	7	1
Norfolk	8	18	3	6	3	0	0	11	20	4
Mobile	3	6	1	0	2	1	0	5	10	0
New Orleans	14	14	11	15	8	1	0	31	29	15
Jacksonville	6	16	4	7	11	0	0	12	21	6
San Francisco	30	11	3	25	8	1	0	68	29	6
Wilmington	12	22	1	7	5	0	0	24	26	2
Seattle	22	21	0	14	15	0	0	44	35	0
Puerto Rico	0	0	0	0	0	0	0	0	0	0
Honolulu	2	104	179	4	85	112	0	5	117	285
Houston	18	5	1	12	5	0	0	25	3	1
St. Louis	0	0	0	0	0	0	0	0	0	0
Piney Point	0	5	0	0	2	0	0	1	4	0
Totals	145	272	205	118	168	115	0	290	376	325
Totals All Departments	858	486	258	601	325	143	217	1,524	711	398

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

Shipping in the month of July was down from the month of June. A total of 1,286 jobs were shipped on SIU-contracted deep sea vessels. Of the 1,286 jobs shipped, 601 jobs or about 47 percent were taken by "A" seniority members. The rest were filled by "B" and "C" seniority people. A total of 217 trip relief jobs were shipped. Since the trip relief program began on April 1, 1982, a total of 3,368 jobs have been shipped.

Rising Health Care Costs Prompt Benefit Payment Changes in Welfare Plan

In the June 1986 Membership Report, the membership was alerted to financial concerns confronting the Seafarers Welfare Plan. Included in the report was a description of how other union welfare plans were dealing with skyrocketing health care costs. Methods such as caps on welfare payments, major medical deductibles, second opinion programs, pre-authorization screening, health maintenance organizations and preferred provider programs are ways in which both unions and employers are combating this crisis of health care costs.

More frequently today we hear about concessionary bargaining where employers come to the table expecting unions to give back hard won wages and benefits. A recent study found that in the area of health care, the top two bargaining priorities for employers would be demands for increased deductibles and increases in employee contributions to health insurance premiums. Employers are also trying to scale back benefits already in effect.

The Seafarers Welfare Plan is making every effort to contain health care costs without making substantial cuts in the variety of benefits available through the Plan. It is the responsibility of the Plans trustees and administrative staff to make sure everything possible is being done to conserve the Plan's funds while promoting high quality medical care for the membership and their families.

The Seafarers Welfare Plan is experiencing tremendous cost increases which have had a very serious financial impact on the Plan. Although the Plan still has sufficient funds to cover the needs of our members and their families, certain changes must be made to ensure this protection for years to come.

It has been the most important concern of the Plan trustees to manage the Welfare Plan funds in a way which will be beneficial for all participants. The trustees and the Plan's administrative staff must do more than look at the present situation. They must analyze our current costs as well as predict our future expenses. Based on these figures, the trustees and administrative staff must adopt programs

and amendments which will allow the fund to remain in a secure financial position.

The trustees have been developing a more comprehensive program to fully protect the Plan's funds and to ensure a promising future for the Seafarers Welfare Plan. To carry out this program, the following amendments have been proposed.

For **in-patient hospital claims** for employee participants, the Plan will pay 100 percent of the charges for the first confinement during a one-year period. If the employee is hospitalized again in the same one-year period, the Plan would pay 80 percent of the charges and the employee would be responsible for the remaining 20 percent. After the one year has passed, the employee would then again be eligible for 100 percent coverage for one in-patient confinement.

For **out-patient hospital claims** for employee participants, the Plan will continue to pay 100 percent coverage for up to three out-patient visits in a one-year period. If an employee has more than three out-patient claims in a one-year period, the Plan will cover 80 percent of the next claim, and the employee would be responsible for the remaining 20 percent on each claim. After the year has passed, the employee would then again be eligible for 100 percent coverage for up to three visits.

For **dependent in-patient hospital claims**, the Plan will pay for 100 percent of the first claim which occurs during a three-year period. For any additional in-patient confinement which occurs during the three-year period, the Plan will cover 80 percent of each subsequent claim, and the employee would be responsible for the remaining 20 percent. After the initial three-year cycle has expired, the Plan would then pay one in-patient confinement at the 100 percent coverage level and then pay 80 percent of each in-patient confinement for the next three years. In other words, every three-year period would begin a new payment cycle for in-patient dependent claims.

Individuals who are currently receiving pension benefits will not be affected by any of these amendments

Letters To The Editor



'Speaking Up for Our Men . . .'

I am writing to inform your readers who may not be aware that all who are fighting for the recognition and benefits due the WW II merchant seaman are at a crisis point in our efforts. Thousands of brave men are watching us from their final resting place to see if we will again allow them to be forgotten. Many, many others who served our country and were wounded or otherwise now unable to help themselves need our help to get the care they have so well earned.

I strongly urge everyone, all relatives of the men of the WW II merchant marine to write to their representatives in Washington. As Americans we must speak up for our men to see them treated fairly under the laws of our nation. We must not tolerate discrimination as was blatantly displayed by the Air Force Review Board in refusing the GI-Bill to our men. We make national heroes of civilians who are lost in the aerospace industry yet we do nothing to remember those who died just as surely aboard exploding tankers and ammo ships.

Sincerely
Ian A. Millar
President & Founder
The Sons & Daughters of
United States Merchant
Mariners of WW II

'Work Well Done . . .'

How happy and relieved I am to know that the hospital bills of my late husband were all taken care of by your office. Thank you very much for your concern. I know my husband will be at peace. . .

I would like to thank Mr. Tom Cranford, Ms. Maria Dumlaio and the Claims Department personnel for their work well done.

Thanks again for the benefits.

Sincerely yours,
Mrs. Santiago Laurente
Brooklyn, N.Y.

to the Welfare Plan. However, for pensioners who retire and receive benefits after Jan. 1, 1987, these amendments will apply. These rules will continue for a pensioner until he or she becomes eligible for primary Medicare coverage. Once the pensioner begins to receive Medicare coverage, the Plan becomes the secondary payor, and the benefits which would be available to Medicare-age pensioners from the Plan would continue in effect.

The last amendment involves the way in which prescription drug claims shall be processed for payment. To help streamline the claims processing system and to enable the Plan to operate more efficiently, individuals who receive Welfare reimbursement for prescription drugs should not submit a claim for reimbursement until they have accumulated \$50 worth of receipts. In the event a participant's prescription claims do not amount to \$50 within a one-year period, the participant would submit all prescription bills at the end of the calendar year.

These proposed changes are expected to go into effect beginning Jan. 1, 1987. Future issues of the LOG will carry notices of these changes and will describe each change fully to make sure everyone has a complete understanding of them.

These changes are expected to conserve Plan monies and protect our benefit program for the long haul. The SIU is working hard in the political area to support our industry and protect employment opportunities for SIU employees.

Maternity Benefits

Last month's LOG carried a story on how to file a Welfare claim with the Seafarers Welfare Plan. There has been a change in the requirements for maternity benefits. Claims for maternity benefits must be filed within 90 days of birth, not within 365 days as reported last month.

To All Former Scholarship Recipients

A form letter with a questionnaire was mailed to all scholarship recipients in regard to a research program for the years 1953 to 1983.

For those 1953-1983 scholarship recipients who have not received the questionnaire, you are requested to contact Al Jensen by telephone, (301) 899-0675, or write and request said questionnaire:

Seafarers' Welfare
c/o Assistant Administrator
5201 Auth Way
Camp Springs, Md. 20746

Your help is greatly appreciated.

Paul Hall Day August 20, 1986



SIU members will celebrate Paul Hall Day on August 20 in honor of the man who founded this Union. He devoted his life to improving the wages, benefits and working conditions of American seamen. His lasting contributions include passage of the Merchant Marine Act of 1970, which funnelled nearly 100 new vessels into an aging and shrinking American-flag merchant marine. His vision and compassion were legendary and led to the founding of the Seafarers Harry Lundeberg School of Seamanship, the Maritime Trades Department of the AFL-CIO and numerous educational and rehabilitative programs.

Paul Hall is known as the "Father of the Modern Merchant Marine," and his life was dedicated to trade unionism, especially the Seafarers International Union.

Hall sailed as an oiler during WWII and was one of the original SIU members in 1938. In 1941 he became port agent in New York, 21 Stone Street, and by 1948 he was secretary-treasurer, then the top ranking position in the Union. He was a brilliant organizer and was most successful during the Isthmian Campaign.

Through his leadership, a new headquarters was built in Brooklyn in 1951, and many innovations were made within the next few years. Racial classifications were eliminated in hiring practices in 1953 and industry-wide seniority agreements were obtained.

In 1957, with the death of SUP President Harry Lundeberg, Paul Hall became the president of the SIUNA and the Maritime Trades Department (AFL-CIO). Morris Weisberger took over Lundeberg's leadership of the SUP at that time.

Hall was a fine extemporaneous speaker with a complete grasp of every

situation. He met with every president from Truman to Carter and presented the case of the U.S. Maritime industry before Congress. He followed the lead of Furuseth and Lundeberg in this respect and was responsible for passage of the Maritime Act of 1970 before both houses of Congress.

In 1967 Piney Point became Hall's realized dream of providing education and opportunity for all. Here young men and women can learn skills needed for a life at sea, earn a high school diploma and even a college education. In 1981 the new library at Piney Point was dedicated in his honor and named the Paul Hall Memorial Library and Maritime Museum.

No matter how tough the exterior, this was a man of deep assessments. One who understood the necessity of education, both vocational and academic, and who could talk equally with the members as well as with presidents. He was educated in the ranks and knew things from the ground up. He made certain that his Seafarers would have a chance to get their education—from high school to college and beyond.

The SIU in Washington

(Continued from Page 9.)

Pensions

According to a story in *The Wall Street Journal*, pension and welfare benefits are being scaled back across the nation.

The problem is especially severe for single-employer pension plans, some of which are being shut down altogether.

Port Development

The Journal of Commerce ran a story saying that the acting president of the American Association of Port Authorities believes that an omnibus waterways bill will pass Congress this session.

At the same time, the article noted that "time is running short" and if Congress doesn't act soon "the port industry will have to start from scratch next year."

Sea-Land Take-Over

A recent ruling by the Interstate Commerce Commission to block the Santa Fe-Southern Pacific merger is not likely to affect the merger proposal between CSX Corp. and Sea-Land Corp., according to a story contained in *The Journal of Commerce*.

"I don't think that [the decision] will have an impact because they're two different industries," said Anthony Hatch, an analyst with a maritime research firm.

Service Contract Act

The SIU is seeking to maintain the viability of the Service Contract Act, which has protected the wage structure for seamen employed in the MSC and on military-contracted vessels.

The administration is trying to restrict the

application of the Service Contract Act, which was passed in 1965, to make sure that the federal government does not undermine the prevailing wage scale in local industries and regions. Its supporters in the Senate have introduced S. 2261 (see separate story).

In a related development, the SIU is petitioning a decision by the Department of Labor to exempt the application of the Service Contract Act to the TAGOS contract (see page 17).

South Africa

Upon returning from a fact-finding mission to South Africa, AFL-CIO President Lane Kirkland called for "strong and effective" economic sanctions against the South African government.

Kirkland was visiting the families of jailed labor leaders who opposed the system of apartheid there. "Our mission," said Kirkland, "is to give our colleagues a sense that they are not alone and forgotten."

Strategic Petroleum Reserve

President Reagan has ordered continued purchases of crude oil for the Strategic Petroleum Reserve to a 750 million barrel level, and has given the Secretary of Energy discretion to exceed the authorized rate of filling if oil prices are low enough.

Subsidy Reform

SIU President Frank Drozak testified on a subsidy reform bill, S. 2662, which was introduced by Senators Daniel K. Inouye (D-Hawaii) and Ted Stevens (R-Alaska) earlier this year. "The need for this legislation and the relief it would bring to our liner operators,"

said Drozak, "has never been more clear cut."

A complete story on this issue is carried on page 1.

Tax Reform

Drozak sent out letters asking the House and Senate conferees who are meeting to hammer out a compromise bill on tax reform to "support the House of Representatives' repeal of the Internal Revenue Code's Subpart F tax avoidance mechanism."

Subpart F was enacted 24 years ago to extend U.S. tax liability to make sure that American companies could not use their foreign subsidies to evade paying their rightful taxes. Yet shipping income was excluded from this provision, thereby encouraging the growth of a substantial U.S.-controlled foreign-flag merchant fleet.

"At present," said Drozak, "the present tax code is exceedingly costly to the national economy, balance of trade and the U.S. Treasury . . . More costly, however, has been the price we have paid in compromising our national security."

**Politics
Is Porkchops**

Support SPAD