

Commission Seeks Crew Shortage Answers

Labor Calls Cargo Key to Manpower Problems

Cargo—an effective maritime policy—bilateral agreements—Jones Act protection and a host of other suggestions were offered by maritime labor leaders as ways to ensure the U.S. merchant marine can fulfill its defense role.

Officials from seven unions, the U.S. Merchant Marine Academy and various state maritime academies appeared before the Commission on Merchant Marine and Defense late last month. The commission asked the group for recommendations to ensure that manpower requirements needed in a national emergency could be met in the face of today's crisis-ridden and dwindling private fleet.

"We may well witness the demise of the U.S.-flag merchant fleet and the nation's ability to deliver the required sealift in wartime . . . The key is cargo. Given cargo, our U.S.-flag merchant

marine will rebuild itself," SIU President Frank Drozak told the panel.

"The adoption of a national cargo policy would be the most effective and direct way of restoring the American-flag merchant marine," said NMU Legislative Director Talmage Simpkins.

Several recent studies have predicted large shortfalls of manpower if the country were faced with an emergency which required large use of sealift. Most of the problems stem from the shrinking size of the U.S.-flag fleet. Thousands of licensed and unlicensed jobs during the past several years have been eliminated.

The government has purchased dozens of ships for its Ready Reserve Fleet, but there are serious doubts if those ships could be manned if needed. Witnesses agreed that the best way to provide for wartime requirements is

through a healthy peacetime merchant marine.

Drozak called for the government to reaffirm the integrity of the Jones Act.

"We have operators running obsolete ships who are reluctant to invest to modernize their Jones Act fleet because they fear the rug will be jerked out from under them. Their fears are perfectly justified, because ships constructed with CDS funds have been allowed to pay back the subsidy and enter the domestic trade, and subsidized operators have been allowed into the noncontiguous Jones Act routes," Drozak explained.

He also called for the extension of the Jones Act to conform with the presidentially mandated 200-mile Exclusive Economic Zone. That would, he said, encourage deepsea mining and preserve that future industry for U.S.-



SIU President Frank Drozak answers questions at defense commission hearing.

flag operators. He stressed the need to close Jones Act loopholes which allow foreign-flag ships to engage in so-called cruises-to nowhere from U.S. ports, lightering foreign tankers just outside the 12 mile limit and foreign

(Continued on Page 3.)

SIU Names 6 Winners of Logan Scholarship

Two Seafarers and four dependents of SIU members have been awarded \$55,000 in college scholarships under the Union's Charlie Logan Scholarship program. Three alternates also were named by the scholarship committee.

Timothy Hyatt, 29, a deepsea member living in Seattle, Wash., was the winner of the four-year, \$10,000 scholarship. He plans to use the award to attend Reed Collège in Portland, Ore.



Timothy Hyatt

Hyatt believes that a four-year program at Reed and perhaps a year abroad is "without doubt the finest education, and the best preparation I could possibly hope for, to meet an imminent challenge and achieve my goals." Hyatt hopes to make journalism his career.

James DeSoucey, 28, received a two-year, \$5,000 scholarship. DeSoucey, a 1981 Piney Point graduate who is now attending Queensborough Community College, was picked as the four-year, \$10,000 scholarship alternate last year. He hopes to continue classes, focusing his attention in the area of international cargo transportation.

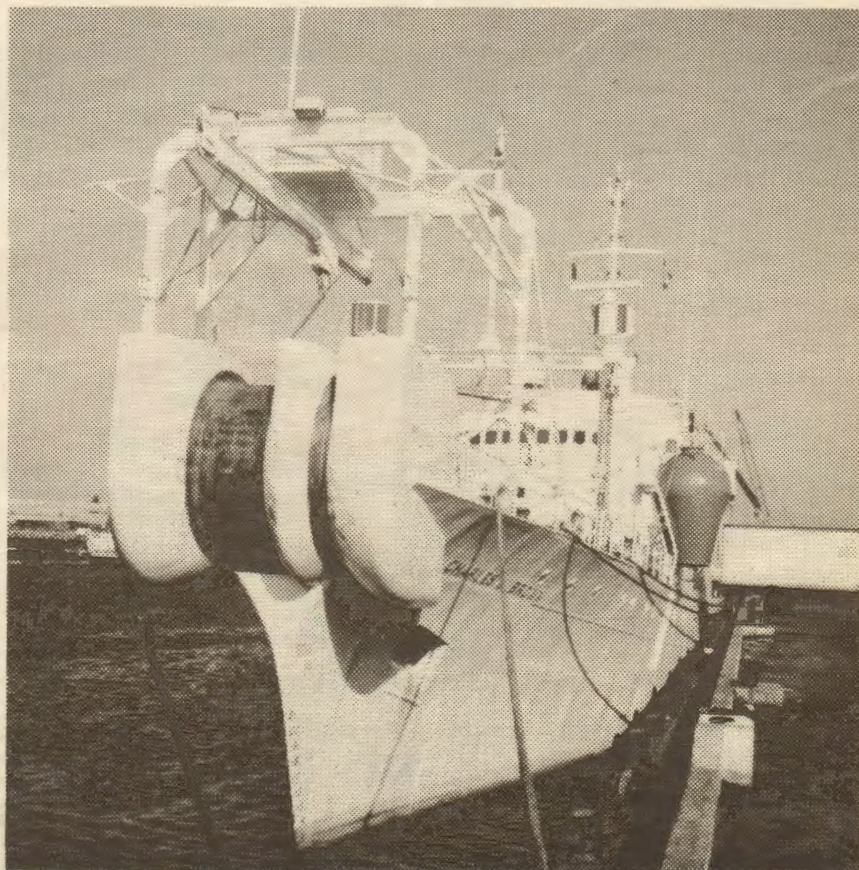
William McRee, 24, of Virginia Beach, Va. was selected as the alternate winner of the \$10,000 award for Seafarers. He plans to attend the University of New Mexico in the fall with the goal of becoming a physical therapist.

John D. Pennick, 35, of Santa Cruz, Calif. is the alternate winner of the \$5,000 award. A senior at the University of California, Pennick plans to finish his bachelor's degree in psychology and attend San Jose State University to attain a master's degree in social work.

Four dependents of SIU members were selected to receive four-year, \$10,000 scholarships.

Felicia Brooks, 19, is the daughter of Alvin and Mattie McCants of Mobile, Ala. Brooks plans to study pre-law at the University of Southern Alabama. (Continued on Page 19.)

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President's Report

by Frank Drozak

Negotiations between the SIU and the American Maritime Association (AMA) for a new Standard Freightship and Tanker Agreement were continuing as this issue of the LOG went to press. The present three-year contract ends June 15.

So far, it has been a rough set of negotiations. The AMA has demanded substantial rollbacks. The cuts would translate into a 10 percent reduction in base pay, a 15 percent reduction in overtime pay, a 28 percent reduction in vacation pay and a 20 percent cut in health care and benefits.

The owners have tried to justify their offer by pointing to the depressed state of the maritime industry. There's a certain truth to that claim: during the last three years, the life of this contract, the American-flag merchant marine has declined by roughly 25 percent.

Yet it is my firm belief that the depressed state of the maritime industry is not the motivating force behind the owners' offer. Because if it were, the owners would not have agreed to wage increases for the licensed personnel aboard their ships.

There is nothing unique about the plan that has been put forth by the AMA. It's the oldest trick in the book—pit one set of workers against another. If management can isolate one group of workers (women, blacks, newly hired, unlicensed, "supervisory personnel"), then it is just a matter of time before it can unilaterally establish all wages, all benefits.

At this stage of the game, no one knows what will happen. But just in case, SIU members at the May membership meeting at headquarters voted unanimously to support a general strike if one is called. In every membership meeting since then, in every port around the country, the vote has been the same. Unanimous.

It is a basic rule of economics that no one wins in a prolonged strike. That is why this Union has always chosen its strikes very carefully. I doubt if many of today's new breed of managers can remember the last general maritime strike—it occurred in 1946. Like all waterfront beefs, it was brutal. But it involved important questions of human dignity, so there was no other choice.



There is no need for a strike. We are not making extravagant claims. We are just asking that management treat all the people who work for it the same.

And what about the other part of this equation, the licensed officers? Where do they fit in?

It is my firm belief that none of the licensed officers unions can survive without the support of strong unlicensed unions. During the last six years, many corporations have tried to strip their licensed workers of the right to union representation by unilaterally reclassifying them as "supervisory personnel." This has been particularly prevalent in the transportation sector.

The airlines tried to do it; so did the tug and barge companies. Before the PATCO strike, the airline companies tried to split the airline pilots from the air controllers, and the air controllers from the mechanics, flight attendants and ticket handlers.

The companies were successful. And it led to one of the darkest days in the history of the modern labor movement, the destruction of PATCO which, incidentally, was an independent affiliate of the National Marine Engineers Beneficial Association.

More important, the demise of PATCO led to lower wages and benefits for all workers.

Let me put these negotiations in a broad perspective. The maritime industry is in desperate shape. It can only survive if all sides—management and labor, licensed and unlicensed—pull together.

We in the SIU don't mind making sacrifices if it will help the industry as a whole. But we have no intention of being singled out as a sacrificial lamb.

We in the SIU have done all we can to support the industry. We're not like some other unions that take from an industry and give nothing in return. Our whole political action program has been geared to helping our companies gain more work. It's a matter of being pragmatic: if our companies do well, then our members do well.

Yet what the owners' latest offer tells me is that flexibility is not enough. Have we reached the point in this country where Big Business believes that it doesn't have to answer to anyone? Are we at the point where corporate managers, who are protected by multi-million dollar "golden parachutes," don't care if they wreck an industry in their near-total preoccupation with short-term profits?

The SIU has no intention of endangering the job security of its membership. If and when the time comes, we'll take stock of our options. If we don't think we can sustain a strike, then we won't call one.

But everyone has to be aware that if push comes to shove, we won't "go gently into that good night." We've made many friends during our time, and many enemies.

The enemies we have made have invariably come in the course of performing our duties. To the officials of this Union, nothing is more important than the job security of our members.

The record speaks for itself. Twenty

years ago, the SIU established a comprehensive training program at Piney Point because we knew that the industry was changing. We knew that continued employment in the maritime industry depended upon increased productivity and improved technical training.

Six years ago, when the Reagan administration started gutting every maritime program it could get its hands on, we made an all-out push to sign new military work. This didn't win us any popularity contests. Some of our members were dead set against it. But we took the heat, because we knew that if we didn't our members wouldn't have jobs. And the gamble paid off—40 percent of all available jobs are onboard these vessels.

I've been in the maritime industry for more than 40 years. I've worked in every position possible, from AB to patrolman to union president.

I've seen just about everything there is to see, done just about everything there is to do, been called just about every name in the book.

Like Paul Hall and Harry Lundberg before me, I've been called stubborn, iron-willed, ruthless. And like those two men, I consider all those adjectives compliments because it means that I'm serious about protecting my membership.

You see, every trainee is like a son or daughter to me, and every old-timer is like a brother. This really is a brotherhood of the sea. And like many families, if you cross one of us, you cross us all.

Drozak Warns of Soviet Threat

Editor's Note: Last month SIU President Frank Drozak sent each member of the House and Senate a Soviet booklet on its merchant marine. The book outlines the intricate structure between the USSR's commercial fleet and its military goals. The following letter is from House Armed Services Chairman Rep. Les Aspin (D-Wis.).

Dear Mr. Drozak:

Thank you for your letter of April 20, 1987 bringing to my attention the Soviet publication, *The Sea and River Workers Union*.

The booklet reinforces the view that I share with you and many others that the large Soviet merchant fleet is being used not only to secure economic and political advantages in peacetime, but also as a potentially significant military factor in time of war.

It is no accident that the Soviets have moved in this direction; we in this country need a strong and viable merchant marine for similar reasons. I look forward to continuing to work with you and others in the marine industries to bring this about.

Sincerely,
Les Aspin
Chairman



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Talks on Both Standard Agreements Continue

Negotiations between the SIU and the American Maritime Association (AMA) for a new Standard Freightship & Tanker Agreement were continuing as this issue of the LOG went to press. The present three-year contract ends June 15.

SIU President Frank Drozak, who has led the Union's bargaining committee since contract talks began last October, is not optimistic about a settlement before the June 15 deadline, but said that the SIU "would continue the talks and was open to any fair and reasonable offers from the companies."

So far, the AMA has demanded substantial rollbacks in wages, vacations and health care (see box). The cuts in wages and benefits would amount to a 10 percent reduction in base pay, a 15 percent cut in overtime pay, a 28 percent reduction in vacation pay and a 20 percent cut in health care benefits.

At the same time, the AMA has

agreed to wage increases for the licensed personnel aboard their ships.

Drozak charged that the companies are not bargaining in good faith. "There is a basic question of fairness here that is being trampled upon by the shipowners," Drozak said. "At the same time that they are demanding that their lower-paid unlicensed workers take substantial cuts in wages and benefits, they are fattening the paychecks of their higher-paid deck and engine officers."

Faced with the shipping companies' refusal to consider the SIU's contract proposals, and their hard-line insistence on deep cuts into the wages and benefits of unlicensed seamen, Drozak asked for and got a unanimous vote at the headquarters membership meeting May 4 which authorized him to call a general strike if there is no agreement by June 15. Meetings in all of the SIU ports also gave the SIU president unanimous support.

Drozak said he would report to the

membership at the June 8 headquarters membership meeting on the status

of the contract talks, and would announce further action at that time.

The Standard Freightship & Tanker Agreements between the SIU and the American Maritime Association (AMA) will expire June 15, 1987. Following are the proposals which were submitted by the SIU and the AMA at their first contract negotiating session held Oct. 7, 1986 at the SIU's offices in Brooklyn, N.Y.

SIU Proposals

- A 3-year contract with wage increases of 2% per year, including 2% per year raises in overtime rates.
- Cost of Living (COLA) payments for any increases over 10%.
- Same contribution rate to be paid to Seafarers Welfare Plan as is paid to licensed officers' plans.
- There shall be an equal number of licensed and unlicensed crew in the engineroom.

AMA Proposals

- Effective Jan. 1, 1987 all wages, regular overtime, premium overtime, and penalty rates *reduced* 10%.
- Premium rate to be further *reduced* by 50% of the differential.
- Vacation pay to be *reduced* to 10 for 30.
- *Eliminate* gangway watches.
- *Delete* Longshoremen's holidays from the contract.
- Health benefits to be *cut* 20%.

Kuwait Tanker Reflagging Scheme Draws Fire

The SIU has strongly protested a scheme by the Coast Guard and the State Department to reflag half of Kuwait's 23-ship tanker fleet under the U.S. flag. The only American citizen required onboard the ships would be the captain, according to a Coast Guard interpretation of American maritime law.

The possible action is "contrary to the intent of Congress and dangerous to our national security. If the law is interpreted as the Coast Guard apparently has ruled, it is not difficult to perceive a number of scenarios that would be disastrous for the U.S. merchant marine," SIU President Frank Drozak said.

U.S. maritime law requires that all

officers aboard U.S.-flag ships be American citizens. If the ships are subsidized, 100 percent of the unlicensed crew must be American. Non-subsidized ships are required to carry a 75 percent U.S. unlicensed crew.

The Kuwaiti attempt to reflag their tankers comes at a time when tanker traffic in the Persian Gulf is coming under increasing attack from Iran which has been at war for seven years against neighboring Iraq. Because the war has closed Iraq's main port, Kuwait has become a stop for ships with goods for Iraq, which makes those ships vulnerable to Iranian attacks.

Kuwait is attempting to secure protection from the U.S. naval forces by having its tankers fly the American

flag. That small country has already chartered three Soviet tankers to carry oil, hoping that the Soviet Navy would protect those ships.

The State Department issued a warning to Iran recently which said the U.S. would consider an attack on any U.S. ship a serious affair and vowed to ensure the passage of American ships. It has also been reported that for the first time in years the State Department's maritime office has been involved in the reflagging question, normally handled by the Coast Guard.

"I can certainly understand Kuwait's motivation in trying to secure American Navy protection for its fleet. But I can't understand how the Amer-

ican government can simply ignore American law. Our maritime laws do not contemplate providing the benefits and protection accorded to U.S.-flag vessels to a fleet of foreign ships that are simply flying a rented American flag," Drozak said.

The fear among the maritime community is that such a decision could set a precedent. There is a provision in the law which waives citizenship requirements in certain emergency situations, but this is not that type of situation. Maritime legal experts speculate that the Coast Guard stretched the law much further than intended in an attempt to accommodate the Reagan administration's foreign policy decision.

Given Cargo, Fleet Will Rebuild, Panel Is Told

(Continued from Page 1.)

fish factories to operate in coastal waters.

Almost every country has stronger cargo preference laws than the U.S., and one of the simplest ways to help the merchant fleet would be stronger preference laws.

Several witnesses called for the adoption of the UNCTAD liner code which reserves trade on a 40-40-20

percent basis.

Drozak also said that current U.S.-flag requirements on certain government shipments should be considered the floor, or the bare minimum to be carried.

"Today that percentage is considered a ceiling, and the aim of many agencies is to come as close to that percentage as possible without going over it," he said.

Current legislation pending in the House of Representatives could be "at least a starting point for the constructive discussion of our present maritime dilemma," said MEBA-2 President Ray McKay.

Those bills require negotiation of bilateral treaties with trading partners, stronger action against foreign restrictions on U.S. carriers and reservation of some cargo imports for U.S. ships.

Tankers are an important link in the military needs, but there is a lack of tankers which worries military planners, Drozak said.

"The easiest way to promote U.S.-flag tankers is imposing an oil-import fee on both clean product and crude oil, with an exemption for oil carried in U.S.-flag tankers," he said.

"There is another way to generate cargo. I firmly believe that it is the responsibility of the entire citizenry of a developed maritime nation to pay for the maintenance of a merchant marine. One way of doing this is a tax

incentive to exporters and importers to use U.S.-flag ships. In this way, the cost is spread equally between all taxpayers, both individual and industry," Drozak said. "In fact, such a tax incentive should be substantial enough so that it would even be possible to specify not only U.S.-flagged ships, but U.S.-built ships as well. I do not know of another way, short of a massive construction differential subsidy, to do something about our declining shipbuilding industry.

"First, the cost of such a program, unlike a cargo preference law, is spread across the entire tax base, and is offset, at least in part, by increased tax revenue from the expanding maritime employment base. Second, there is no direct subsidy to a specific segment of the industry," he said.

The commission's final report is not due until 1988. A preliminary report is due later this year and more hearings are set to listen to representatives of other segments of the industry.



Adm. James L. Holloway III of CASO asks a question during the defense commission hearing. To his left are commission members John Gaughan, Marad administrator; NMU President Shannon Wall, and Edward E. Carlson, chairman emeritus, United Airlines.

Fight Over CDS Payback For Alaska Run Reignites

Despite the fact that the last time Construction Differential Subsidy (CDS) paybacks were allowed the government lost some \$76 million, seamen lost hundreds of jobs and 10 tankers were laid up, the administration is trying to revive this failed program.

In 1985, despite congressional opposition, the Department of Transportation (DOT) changed its rules to allow ships built with CDS funds into the domestic tanker trade if the owners paid back their CDS. But coastwise or domestic trade is reserved for U.S.-built and nonsubsidized ships.

Earlier this year a federal court found the DOT's rulemaking invalid and ordered the department to rescind it and come up with a new system. The new system contains CDS payback provisions.

Contrary to DOT's original estimates that seven tankers would repay subsidy, during the effective period of the rule only three vessels elected to pay back the subsidy resulting in just over \$100 million being returned to the U.S. Treasury. At the same time, however, implementation of the rule cost the government \$182 million in defaults under the Title XI Vessel

Loan Guarantee Program and the Economic Development Administration loan program. If the rulemaking is reinstated, DOT has estimated that an additional \$88 million in Title XI defaults will occur.

"Implementation of this rulemaking has weakened our defense structure through the loss of hundreds of seafaring jobs and the layup of more than 10 militarily useful coastwise tankers. Citing the disruptive effect of this rulemaking on the commercial fleet since the proposal's initial inception, the Navy in comments submitted to the Maritime Administration on April 28, 1987 opposed reissuance of the payback scheme pointing out that it expects to buy a minimum of 20 tankers at a cost of over \$200 million to meet requirements that the private sector is unable to fulfill," SIU President Frank Drozak said.

Currently the House passed version of the FY 1987 Supplemental Appropriations bill would prohibit the DOT from spending any funds on CDS payback. But the Senate version does not. When the two houses meet in conference, attempts will be made to retain the House version.

go broke if forced to compete and thus wouldn't be available for military emergencies. If the vessels were worth saving, though, the Navy could buy them at scrap value and put them in mothballs.

The only real issue is whether Congress will be able to resist the lure of PAC politics. Shipping interests learned long ago that it was more profitable to

start political action committees and invest in "congressional access" than in more efficient ships or retraining. In 1985-86, the tiny seafarers' union alone contributed \$1.2 million just to House members. With money like that floating around, there's reason to wonder if a majority of conferees will have the conscience to put the public's financial interest ahead of their own.

Drozak Replies

May 14, 1987

Letters to the Editor
The New York Times
229 East 43rd Street
New York, New York 10036

Dear Editor:

Your May 13 editorial, entitled "Senator Hollings's Tanker Ploy," is the latest example of your continuing misunderstanding of the Transportation Department's efforts to allow tankers built with federal subsidy to repay that subsidy in exchange for access to the domestic trade.

Nearly four years ago (Aug. 4, 1983), your editorial pages made a similar argument in favor of construction differential subsidy (CDS) repayment, using the same sensational descriptions of "old, slow and small" to characterize the domestic tanker fleet, while marveling at the impact such repayment would have on the federal budget deficit.

You may recall that I responded to your column by indicating that the average age of the Alaska trade tanker fleet was a young 10 years. Since that time, newer vessels have been added to the fleet, while more older vessels have been retired.

I also agreed that CDS payback would affect the federal budget deficit, but not in the way *The Times* envisioned. I predicted that payback money would be far outpaced by defaults on federal loan guarantees on domestic trade tankers. History has proven me right and you wrong.

When only three vessels repaid their subsidy under the 1985 rule recently rejected by a federal appeals court, loan defaults were \$76 million more than payback revenue. These ships did, however, displace many smaller vessels of much greater military utility and effectively eliminated hundreds of seafaring jobs, shrinking an already depleted pool of skilled manpower. It is difficult under these circumstances to find the "everyone" who "benefited" from the 1985 rule; unless you mean the oil companies who stood to directly profit at the expense of our national security.

Now we are faced once again with the same tired arguments, ignoring both the fiscal and security implications. If the final rule is put into place, as *The Times* recommends, even the Department of Transportation expects defaults under the Title XI ship construction program to be \$88 million, and that 12 tankers will be displaced. Additionally, the Navy has already projected spending more than \$200 million for 20 or more tankers to add to the Ready Reserve Force to make up for the vessels lost in the domestic tanker trade; each with an annual maintenance bill of \$1 million. Is this

your idea of tackling the budget deficit?

Given your previous errors in print, we question *The Times* abilities at interpreting budgetary matters. Of equal concern, however, has been your failure to balance fiscal concerns with the need to maintain military capability. The ability to provide adequate sealift during emergencies has always been the primary justification for a strong, healthy American merchant marine. To displace useful, handy size tankers for behemoths too large for use by the Navy contradicts any sense of defense strategy.

Finally, you ignore the impact on the skilled labor pool needed to man merchant vessels in time of war. The Navy has already predicted a manpower shortfall in excess of 25 percent by 1992. Individual human tragedies aside, throwing hundreds of additional seafarers out of work would further weaken our national ability to respond to a wartime emergency.

Perhaps that is why "the tiny seafarers' union" and its 85,000 members have traditionally been sensitive to legislative issues. Our members feel it important to play an active role in such affairs, and since they are often out to sea, use absentee ballots and voluntary political contributions to express their views; a course of action equally open to proponents of the CDS payback rule.

It is unfortunate that you have used this issue to question the integrity of Senator Hollings, whose leadership as a budget cutter (e.g. Gramm-Rudman-Hollings) is beyond dispute. Using his expertise on budget issues, he has reasoned that the CDS payback proposal would have a negative impact on the budget. I suggest that his track record in this regard outshines yours, and that he is less interested in the "naked defense of special interests" than the defense of our country.

The CDS payback rulemaking is unfair because it benefits only those few who are in a cash-rich position to repay their subsidies, and because it does not take into consideration the many operators who have made substantial business decisions based on a different set of rules. The Seafarers International Union has opposed such a rulemaking from the outset, especially when it features a blanket repayment policy. The present law which permits temporary six-month waivers of domestic trade restrictions on a case-by-case basis is more than adequate to meet the already overtonnaged U.S. coastwise transport requirements.

Sincerely,
Frank Drozak
President

The New York Times

EDITOR'S NOTE: On May 13 *The New York Times* took a strong editorial stand against the maritime community's attempt to prohibit the ill-planned and costly scheme to allow subsidized tankers into the domestic trade. Using erroneous information, the editorial arrived at an illogical and incorrect position. Following is the *Times*' editorial in its entirety and SIU President Frank Drozak's response.

Senator Hollings's Tanker Ploy

Faced with such a big budget deficit, Congress might be expected to embrace owners of oil tankers who have voluntarily repaid \$142 million in federal subsidies. In fact, many members of Congress are demanding that the Transportation Department return the money. Leading the fight is Senator Ernest Hollings, who as co-author of the Gramm-Rudman-Hollings balanced budget law ought to be doubly embarrassed by the naked defense of special interests.

In 1970, shipyard interests persuaded Congress to subsidize a new fleet of very large oceangoing oil tankers. Eleven were built, with Uncle Sam paying about half the cost. But even with the subsidy, the tankers couldn't compete in a world market glutted with more efficient foreign vessels.

Hope for the idle tankers centered on the opening of the Trans-Alaska pipeline in 1977, combined with a prohibition against exports of Alaskan oil. This generated enormous demand for tankers to carry crude to refineries in the lower 48 states. But present law prohibits use of foreign-built ships or ships built with government subsidies to serve the coastal trade when un-

subsidized domestic vessels are available. These coastal tankers are old, slow and small. To prevent shipping rates from soaring, the Transportation Department permitted a few of the large ocean tankers temporarily to enter the protected trade.

Overcoming fierce opposition from coastal shipping interests, the Reagan administration ruled in 1985 that the big tankers could repay their subsidies and join the coastal fleet permanently. Everyone benefited—except the coastal-ship owners. Earlier this year, they convinced a federal appeals court that the administration hadn't adequately documented the case for a payback.

Most analysts expected the Transportation Department to meet the court's objections. What they didn't anticipate was congressional intervention. Without hearings or debate, the House prohibited Transportation from spending a dime to rewrite the rule. But Ernest Hollings, who does much of the heavy lifting for the rust bucket fleet, failed with the same ploy in the Senate. He will still represent his colleagues when the two bills are reconciled.

Coastal shipowners claim they will

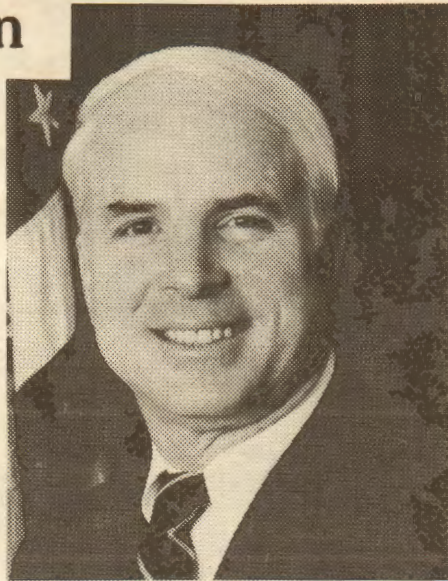
Sen. John McCain

PRESIDENT Reagan's imposition last month of a 100 percent tariff on some Japanese-made electronic goods came about following the hard work of many members of Congress—among them Senator John McCain (R-Ariz.).

McCain, who was elected as one of Arizona's senators in 1986 after two terms as a U.S. representative and a distinguished military career, was one of 20 members of Congress selected to serve as a member of the Congressional Semiconductor Support Group. This group filed a petition complaining of unfair trade practices on the part of the Japanese in the semiconductor areas. In March 1987, in a speech on the Senate floor, McCain called on the Reagan administration to invoke appropriate sanctions against Japan for its failure to live up to an agreement with the U.S. on the export and import of semiconductors.

"We cannot reach solemn agreements with our allies, . . ." McCain stated, "have them blatantly violated, and expect to maintain good relations, at least the kind we have enjoyed with the Japanese since World War II."

In the Senate, McCain also serves on the prestigious Committee on Armed Services, the Committee on Commerce, Science and Transportation, and the Select Committee on Indian Affairs. On the Commerce Committee, he is the ranking minority member on the Consumer Subcommittee. According to *The New York Times*, Sen. McCain "seems poised to emerge as a significant figure in national politics."



Sen. John McCain

McCain is also a strong advocate of Arizona's interests such as the Central Arizona Project, land and environmental issues and Indian affairs.

Born in the Panama Canal Zone to a family with a prominent military history, McCain graduated from the U.S. Naval Academy in 1958. He received his wings in Corpus Christi and went on to establish a 22-year military career. In 1967 he was shot down over Hanoi, captured and made a prisoner of war for five-and-a-half years. McCain received numerous awards including the Silver Star, Bronze Star, Legion of Merit, Purple Heart, and the distinguished Flying Cross. After attending the National War College, McCain served as the Director of the Navy Senate Liaison Office until his retirement from the service as a captain.

We look forward to working with Sen. McCain, particularly in his fight against unfair trade practices.

Rep. Benjamin L. Cardin

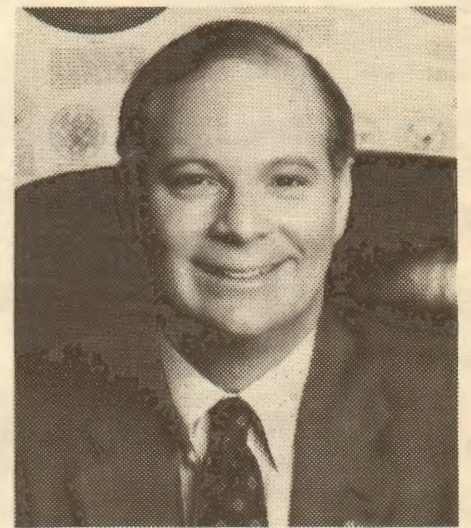
STRENGTHENING U.S. trade laws is one of the priorities of the 100th Congress—of which Benjamin L. Cardin (D-Md.) is a newly-elected representative.

Over the last six years, an estimated 1.2 million jobs were lost in this country due to unfair trade practices. More must be done, Congress believes, in order for the United States to remain strong in the world marketplace.

Cardin, who is a member of the House Committee on Public Works and Transportation, a member of the House Committee on the Judiciary, Assistant Majority Whip and vice-chairman of the Democratic Class of 1986, is among those members who believe that the 100th Congress must take action to strengthen U.S. trade laws, better promote American exports, and consider legislation to support specific industries where national interests are clearly threatened.

Elected to Congress from the third congressional district of Maryland, Cardin is also a member of the Congressional Maritime Caucus. The Caucus was established in 1984 by House Merchant Marine and Fisheries Chairman Walter B. Jones (D-N.C.) who also serves as its chairman. The 1987 agenda of the 83-member Caucus is to recruit congressional members and to educate both members and staff about the plight of the U.S. Merchant Marine.

Before his election to the U.S. House of Representatives, Cardin served in



Rep. Benjamin L. Cardin

the Maryland House of Delegates, from his election in 1966 to his position as speaker from 1979 to 1986.

Rep. Cardin attended Baltimore public schools, received his B.A. from the University of Pittsburgh and his law degree from the University of Maryland, where he was graduated first in his class. A member of the American, Maryland and Baltimore City Bar Associations, he has served on a number of state and national commissions and task forces. Cardin has given of his time in civic activities and has been recognized through numerous academic, humanitarian and honorary awards.

The Seafarers International Union hopes to maintain close ties with Rep. Cardin and the 100th Congress in helping our ships and seamen to play a vital role in keeping the United States a great trading nation.

Gephardt Amendment Wins Approval

Maritime Included in House-Passed Trade Bill

Several important, SIU-backed sections were included in a tough trade bill overwhelmingly passed by the House of Representatives late last month. The House also voted to include the controversial, and White House-opposed, Gephardt amendment.

"You never know what the end product will be, but the trade bill, the way it stands now, is a strong piece of legislation and a loud warning to the rest of the world that the U.S. is not going to play the patsy anymore," said SIU President Frank Drozak.

The trade reform bill, passed by a 290-137 vote, includes a section based on an earlier bill (H.R. 1290) introduced by Rep. Walter Jones, chairman of the Merchant Marine and Fisheries Committee.

Title XI of the trade bill would strengthen the Federal Maritime Commission's power to investigate and counter unfair maritime trading practices of other countries. The FMC could either enter negotiations with other countries or impose similar re-

strictions that American carriers face in trade with the offending countries.

Also, the bill's Section 197 requires the president to negotiate trade agreements with each country which exports more than 50,000 cars to the U.S. a year. The goal of any agreements reached would be to eliminate unfair or restrictive practices in ocean shipping of automobiles.

Another section of the bill, 331, would extend current restrictions on the export of Alaskan oil to oil pumped in other parts of the country. Bordering countries would be allowed to purchase the U.S. oil, but not others. The domestic tanker trade is a large part of the SIU-contracted fleet.

"From our point of view," Drozak said, "it's good to know that the House recognized the burden the U.S.-flag fleet must function under in the international marketplace. These provisions could let us compete a little more fairly with the low-paying and highly subsidized fleets of some of our trading partners."

The Gephardt amendment (named for Rep. Richard Gephardt, D-Mo.) was the most controversial section of the trade bill. It passed by only a four-vote margin when voted on separately. However, when it was included in the final bill the 290-137 margin showed it had deeper support than opponents expected.

The amendment would force countries which are found to have unfair trading practices and excessive trade surpluses with the U.S. to alter their policies through negotiation or automatic restrictions would take effect. The country would have to reduce its surplus by 10 percent annually by either buying more American goods or exporting fewer of its products to the U.S.

Gephardt spoke of the fallout from the mounting trade deficit—the loss of well-paid jobs, a shrinking middle class and declining wages. The status quo isn't good enough, Gephardt insisted as his House colleagues gave him an ovation.

There was strong and substantially bipartisan support for several other labor-supported provisions in the trade bill. The House-passed measure also:

- Strengthens the powers of the U.S. Trade Representative and directs, rather than merely authorizes, retaliation by the United States against specific practices that violate international trade agreements.

- Defines as an unfair trade practice denial of basic worker rights, including the right to union representation. Use of child labor and failure to comply with other internationally accepted labor conditions would also be unfair trade practices. Governments that allow such exploitation could be subject to trade retaliation.

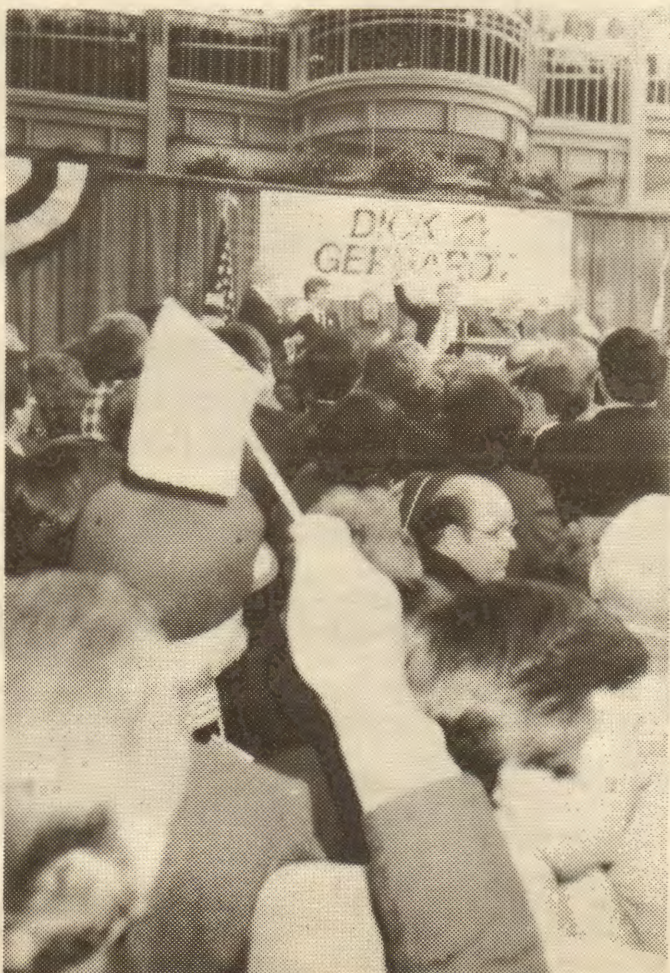
Other new unfair practices would include "export targeting," which some countries have used to build up industries to take over U.S. domestic markets.

- Strengthens Trade Adjustment Assistance for workers whose jobs have been wiped out by imports.



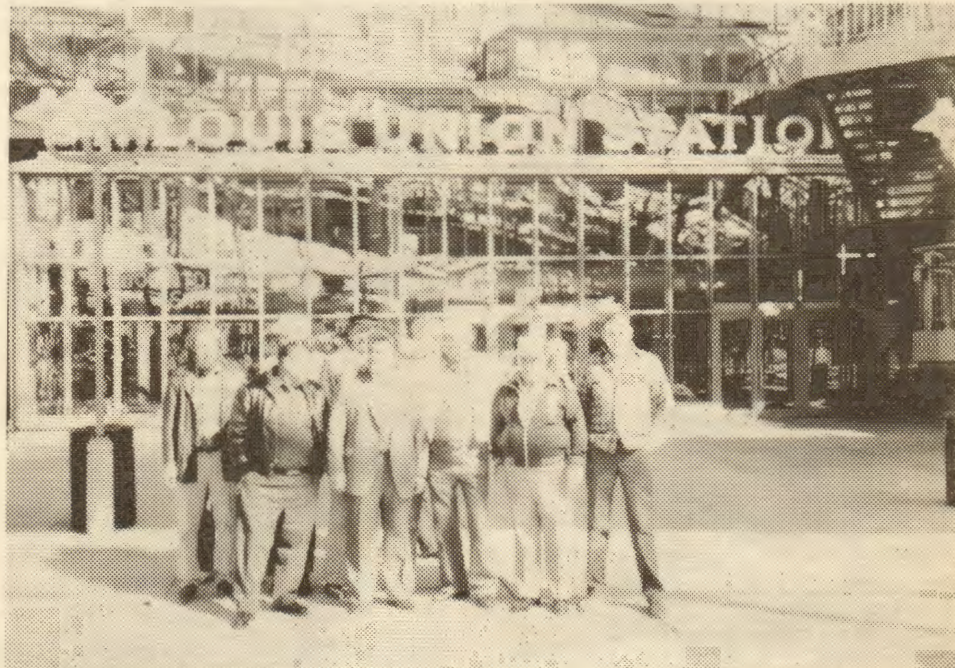
Inland News

tug/tow
barge/dredge



Seafarers were in attendance at a political rally in St. Louis for presidential candidate Richard Gephardt.

Around the St. Louis Hall



Gathered for the Gephardt rally in front of the St. Louis Union Station are: (front row, l. to r.) Dave Vernable, SIU Vice President Mike Sacco, Dave Carter, Lee Roy Laurent, Rich Turner; (back row, l. to r.) Rick Gantly, Tom Casey, Norman Hancock, Frank Schlechter.

Boatmen Get \$1,000 Pension



Question: Why are Charles Crawford, left, and George Lawrence, right, smiling? Because they are receiving the first of their monthly \$1,000 Seafarer pension checks. Charlie sailed deepsea with the SIU from 1945 to 1969, and then worked for Curtis Bay as a deckhand until Feb. 27, 1987. "Happy" Lawrence sailed for Curtis Bay for 40 years as mate. Presenting the checks are Jim Martin, Norfolk port agent, and "Scrap Iron" Jones, SIU representative.



SIU members at the St. Louis Union hall, preparing to leave for the Gephardt political rally, are: (front row, l. to r.) Tom Casey, deckmate; David Carter, safety director; Mike Sacco, SIU vice president; Rick Gantly, deckhand; Frank Schlechter, deckhand; (back row, l. to r.) Steve Ahrens, deckhand; Norman Hancock, AB.

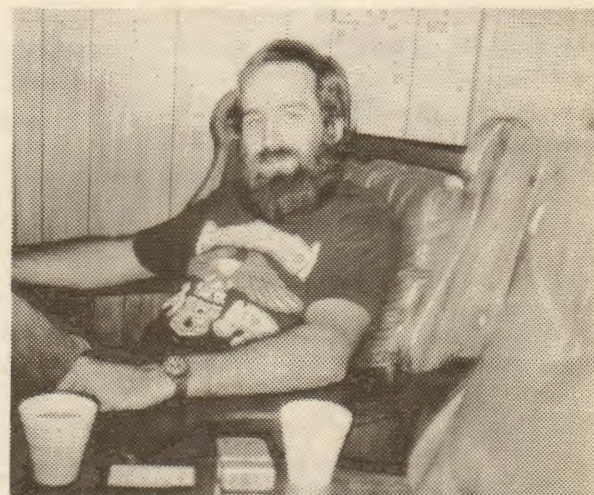
Aboard Orgulf's Joey Chotin



Brian Jones, left, and Mark Flaherty



Mark Flaherty, Steve Booth and Dennis Pewitt



Ken Hudspeth

In the Port of Philadelphia . . .



ABOVE: SIU Port Agent Dave Heindel, right, with Capt. John Southard aboard the *Cape May* (Curtis Bay).



RIGHT: Emil Kominsky, cook aboard the *Wagner's Point*.

New Pensioners

The following Inland members have retired on pension:

Baltimore

Richard J. Moore
Gerald L. White

Houston

Roy S. Lindley

Mobile

John Fortenberry

Norfolk

Charles W. Crafford
Darcy Y. Etheridge
Bierney R. Kazmierski
George W. Lawrence
Albert Paul Peterson

Philadelphia

Richard E. Rępsch

In Memoriam

Pensioner Exum G. Swindell, 76, died Feb. 2 from Alzheimer's Disease. He joined the Union in 1961 in the port of Norfolk, Va. and sailed inland until his retirement in 1975. Surviving is his wife, Margie, of Norfolk. Swindell's body was donated to the State Anatomical Program of Richmond, Va. for research.



Steve Votsis, 60, died Jan. 20 from heart disease. He joined the Union in 1972 in the port of Norfolk, Va. Surviving is his wife, Ruby. Votsis was buried at Forest Lawn Cemetery, Norfolk.

Dispatchers Report for Inland Waters

APRIL 1-30, 1987

Port	*TOTAL REGISTERED All Groups			TOTAL SHIPPED All Groups			**REGISTERED ON BEACH All Groups		
	Class A	Class B	Class C	Class A	Class B	Class C	Class A	Class B	Class C
DECK DEPARTMENT									
Gloucester	0	0	0	0	0	0	0	0	0
New York	0	0	0	0	0	0	0	0	0
Philadelphia	1	2	1	0	0	0	1	2	1
Baltimore	6	0	0	6	0	0	6	0	0
Norfolk	55	8	0	45	9	0	40	19	0
Mobile	0	0	1	0	0	0	0	0	1
New Orleans	0	1	0	0	1	0	0	1	0
Jacksonville	0	2	5	0	1	3	0	1	2
San Francisco	0	0	0	0	0	0	0	0	0
Wilmington	6	5	9	40	12	13	13	8	12
Seattle	0	0	0	0	0	0	0	0	0
Puerto Rico	0	0	0	0	0	0	0	0	0
Houston	4	3	2	4	2	2	6	2	1
Algonac	22	2	1	11	0	0	41	14	0
St. Louis	0	0	16	0	1	8	0	0	14
Piney Point	0	0	0	0	0	0	0	0	1
Totals	94	23	35	106	26	26	107	47	32
ENGINE DEPARTMENT									
Gloucester	0	0	0	0	0	0	0	0	0
New York	0	0	0	0	0	0	0	0	0
Philadelphia	0	0	0	0	0	0	0	0	0
Baltimore	0	0	0	0	0	0	0	0	0
Norfolk	7	4	0	9	3	0	20	7	0
Mobile	0	0	0	0	0	0	0	0	0
New Orleans	0	1	0	0	0	0	0	2	0
Jacksonville	0	0	0	0	0	0	0	0	0
San Francisco	0	0	0	0	0	0	0	0	0
Wilmington	0	0	1	0	0	0	0	1	3
Seattle	0	0	0	0	0	0	0	0	0
Puerto Rico	0	0	0	0	0	0	0	0	0
Houston	3	0	0	2	0	0	1	0	0
Algonac	17	1	1	0	0	0	28	8	0
St. Louis	0	0	0	0	0	0	0	0	0
Piney Point	0	0	0	0	0	0	0	0	0
Totals	27	6	2	11	3	0	49	18	3
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	1	0	0	0	0	0	1
Baltimore	0	0	0	0	0	0	0	0	0
Norfolk	8	3	0	9	2	0	10	12	0
Mobile	0	0	0	0	0	0	0	0	0
New Orleans	0	0	0	0	0	0	0	0	0
Jacksonville	0	0	0	0	0	0	0	0	0
San Francisco	0	0	0	0	0	0	0	0	0
Wilmington	0	0	9	0	0	0	0	0	11
Seattle	0	0	0	0	0	0	0	0	0
Puerto Rico	0	0	0	0	0	0	0	0	0
Houston	0	0	0	0	0	0	0	0	0
Algonac	4	0	1	0	0	0	9	3	0
St. Louis	0	0	0	0	0	0	1	0	0
Piney Point	0	0	0	0	0	0	0	0	0
Totals	12	3	11	9	2	0	20	15	12
Totals All Departments	133	32	48	126	31	26	176	80	47

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

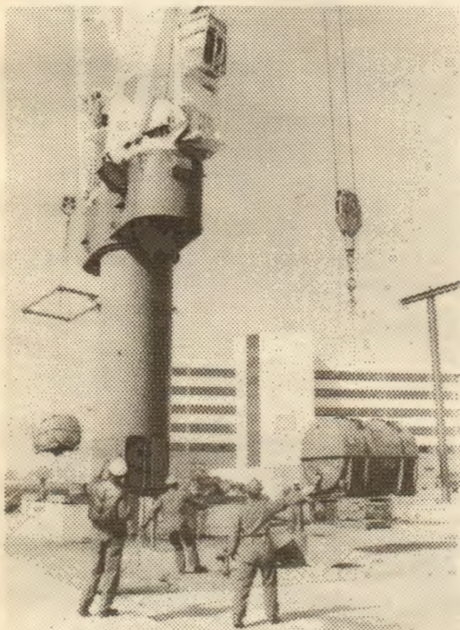
Seafarers

HARRY LUNDEBERG SCHOOL OF SEAMANSHIP



Piney Point Maryland

Army Continues to Train at SHLSS



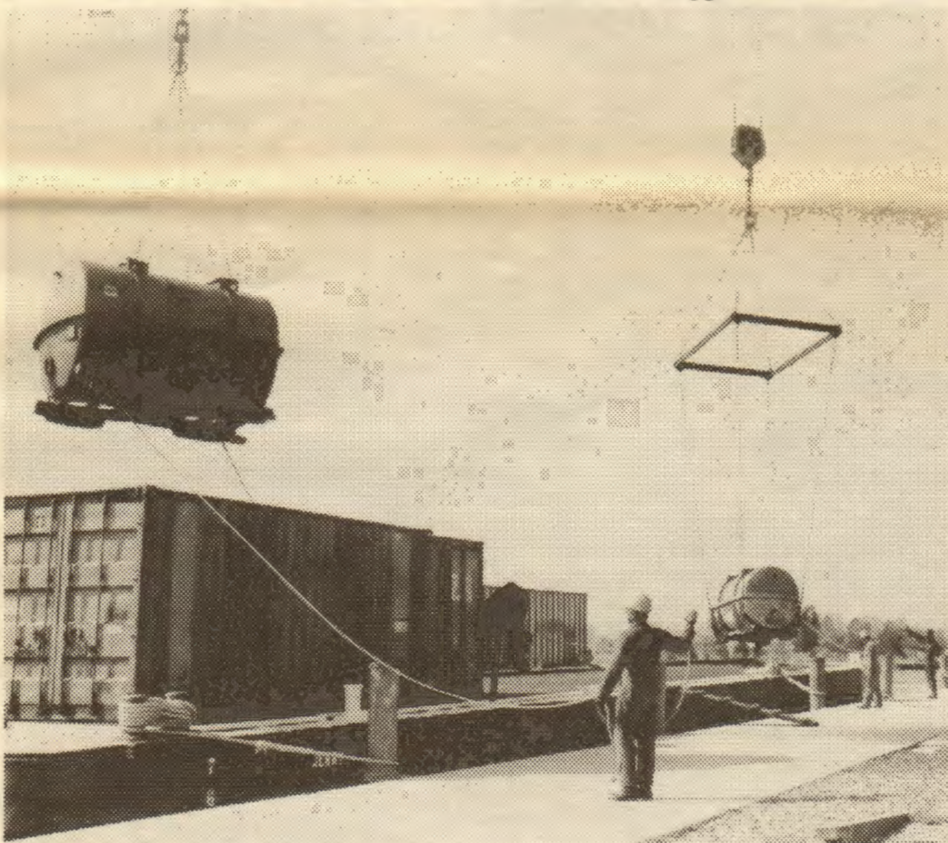
Richard Dickerson (Instructor) has the signalman slew the crane to the right.

The SHLSS Sealift Staff has recently taught the key trainers from the 7th Group, Army Transportation School in Fort Eustis, VA.

These soldiers completed extensive training in crane operations, cargo handling, safety and communication procedures.

Returning to Fort Eustis, the soldiers will instruct other Army personnel in Hagglund crane and cargo operations at their own waterfront facilities.

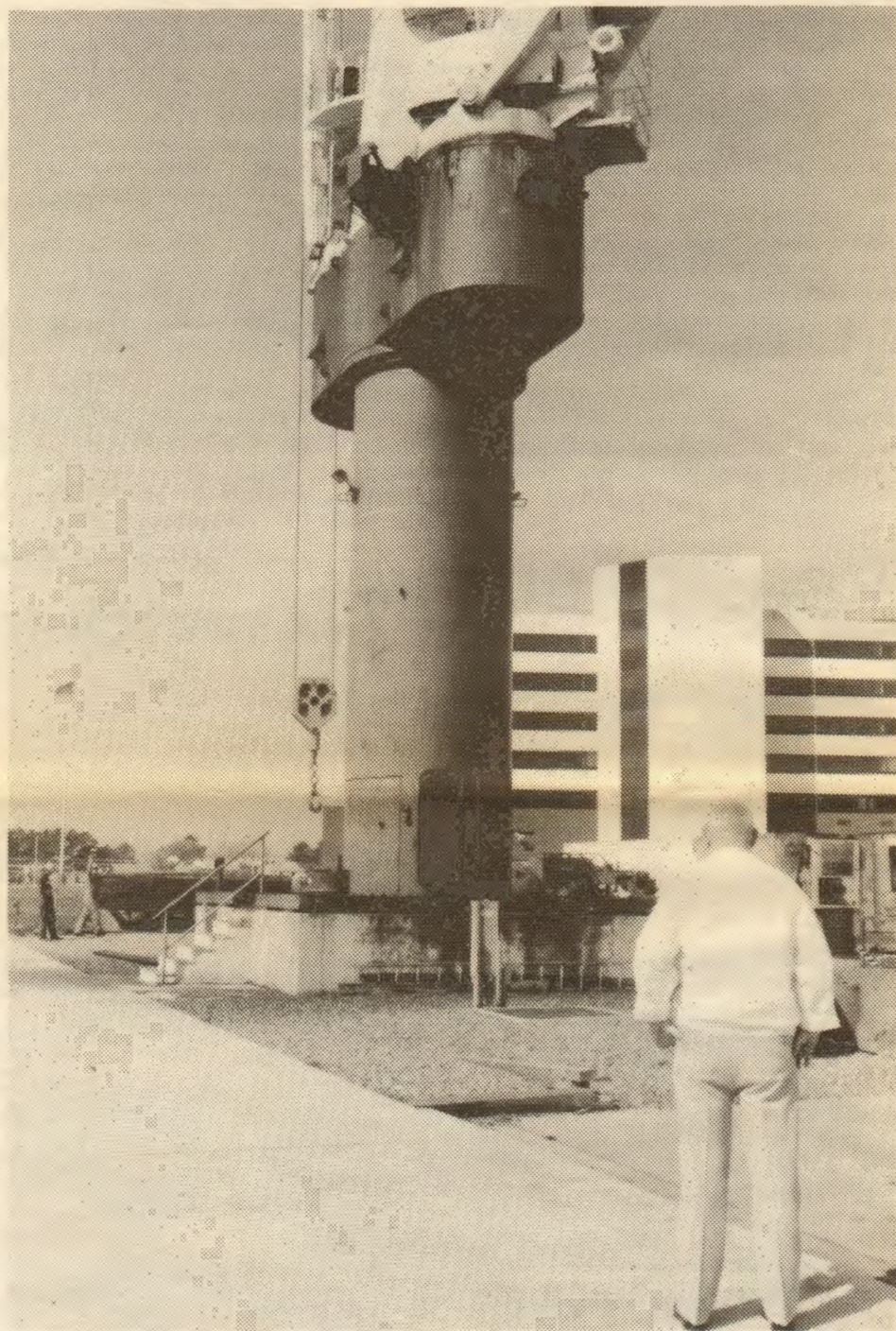
Since August of 1986, 75 military personnel have trained on the SHLSS Hagglund crane.



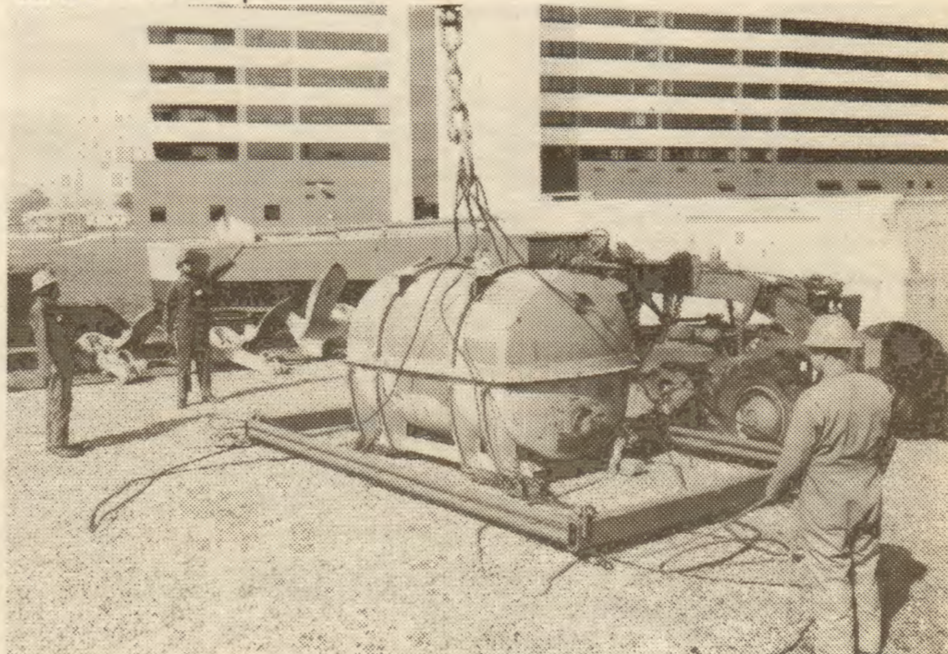
Both jet engines in different hoisting rigs are lowered to the barge.



(L. to R.) Larry L. Mays, Marvin W. Stewart, Michael C. Cromms, Rickey L. Patterson, Wilmer Santiago. Second row (l. to r.) Jim Moore (Instructor), Keith Kornegay, John Ryans, Ross Schliepmake. Third row (l. to r.) Philip Peacock, Carlton J. Thomas, Richard Dickerson (Instructor).



SHLSS Vice President Ken Conklin observes Army personnel being trained in crane operations.



Army personnel prepare to hoist a jet engine in its container onto a barge.

Course Changes at SHLSS

To better serve the needs of the industry the courses offered at SHLSS are constantly being updated and revised. New courses are created as technology advances and outdated materials are deleted.

In 1987 two of the Engine Department courses have been extensively revised and are being offered under different titles. The

title changes are: Marine Electronics has been changed to **Variable Speed DC Drive Systems** and Hagglund Crane Maintenance has been changed to **Electro-Hydraulic Systems**.

Following is the course description, eligibility and prerequisites for the new courses.

Variable Speed DC Drive Systems (Formerly Marine Electronics)

This course consists of electronic control of direct current drive systems found in Gantry cranes, container cranes, constant tension mooring winches and a variety of deck machinery.

Systems which require precise speed/torque control frequently employ these systems. They are highly advanced versions of the Ward-Leonard Speed Control System. The very latest versions utilize computer/microprocessor drive control.

The student learns basic control systems, casualty procedures, card pak replacement, system tune-up, relay logic and development of system sequence charts. He learns how to use the manufacturers instruction book, properly utilizing troubleshooting procedures and system maintenance.

A certificate of graduation will

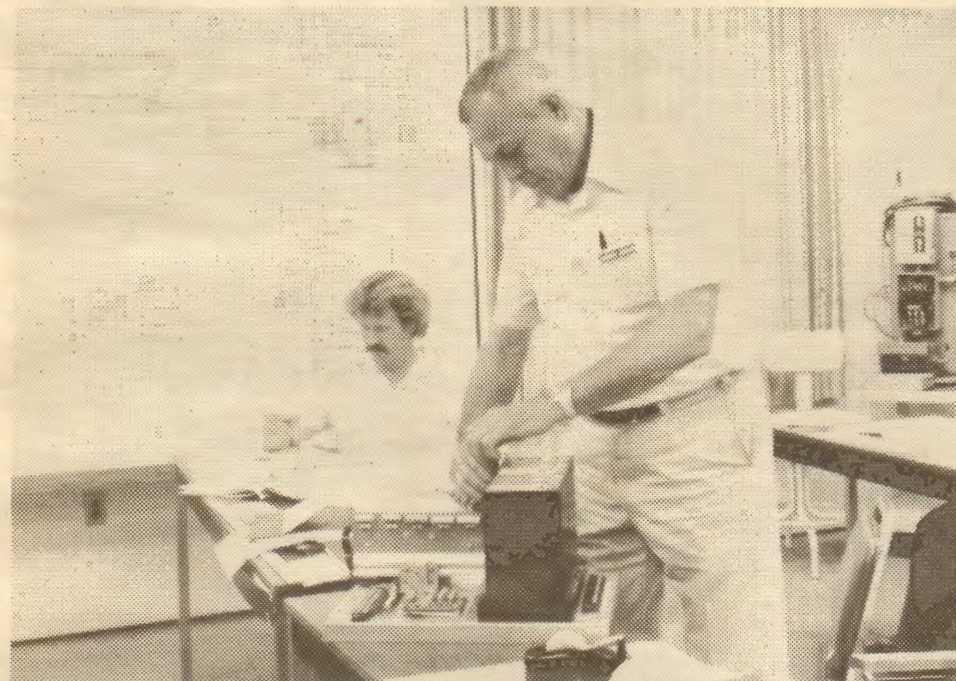
be issued upon satisfactory course completion.

Eligibility/Prerequisites

All applicants must hold a QMED Any Rating endorsement and must have satisfactorily completed the Marine Electrical Maintenance Course. They should hold an Electricians Endorsement but must be knowledgeable of DC machinery, AC machinery, have good test equipment skills and an eighth grade reading comprehension. Due to the small print used on the electrical schematics, good eyesight is important. If you have problems reading small print, you should consider having your eyes checked before reporting to class.

The Length of Course

The length of the course is six weeks.



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

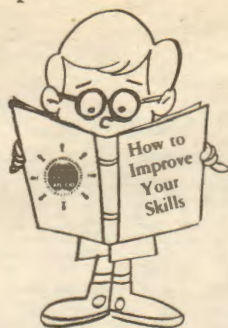
- Geography ☐
- U.S. History ☐
- Economics ☐
- Political Science ☐

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!



Electro-Hydraulic Systems (Formerly Hagglund Crane Maintenance)

This course consists of the principles of Electrical Control of Hydraulic Systems.

Systems that employ these principles are cargo winches, deck cranes, anchor windlass, ships steering systems, ramps, stern ramps, fire doors and a wide variety of ship board systems.

The course reviews the hydraulic components, and their functions as well as basic hydraulic systems. Application of electrical controls and some typical shipboard electro-hydraulic equipment is also covered. The first weeks are devoted to the electro-hydraulic deck crane (Hagglund 16 through 50 ton cranes), electrical relay sequenced hydraulic operation together with trouble shooting and maintenance. The remainder of the course will be devoted to other electro-hydraulic shipboard systems.

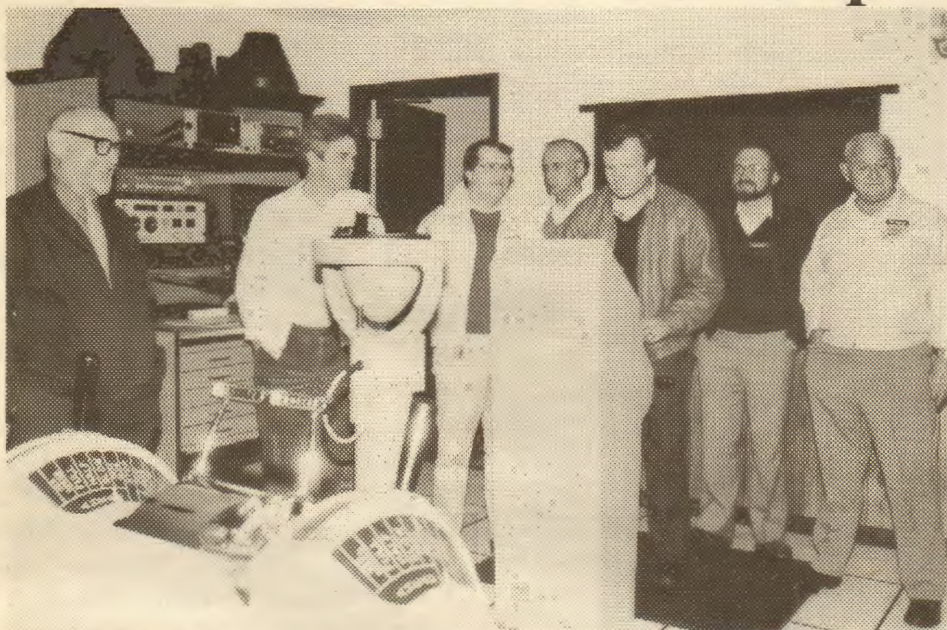
Eligibility/Prerequisites

All applicants must hold a QMED Any Rating endorsement and must have satisfactorily completed the Marine Electrical Maintenance Course and should have completed the SHLSS Hydraulic course or equivalent. They should have an Electricians Endorsement, but must be knowledgeable of AC and DC machinery, have good test equipment skills and an eighth grade reading comprehension. Due to the small print used on the electrical schematics, good eyesight is important. If you have problems reading small print, you should consider having your eyes checked before you report to class.

Length of Course

The length of the course is six weeks.

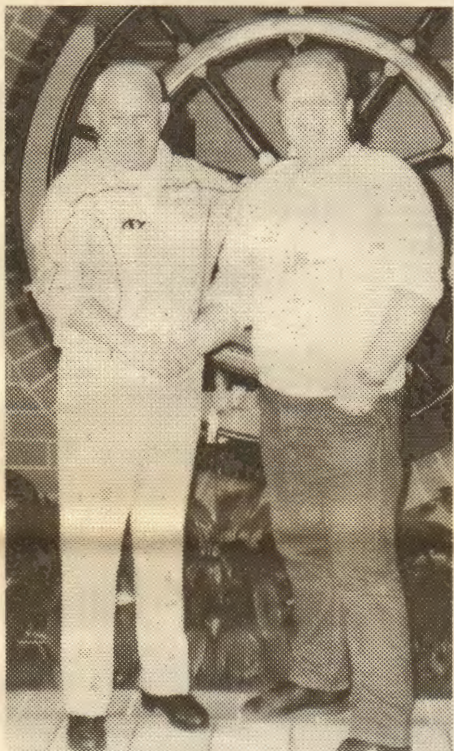
Canadian Group Tour SHLSS Facilities



Simulator Manager Abe Easter explains the functions and capabilities of the shiphandling simulator.

Returns to SHLSS for Upgrading

John Adam, Member of Trainee Class # 1



SHLSS Vice President Ken Conklin and John Adam.

John Adam has seen a lot of changes in the Seafarers Harry Lundeberg School since it was purchased by the SIU in 1966. Adam, born and raised in St. Marys County MD, remembers the school's property as a military torpedo base and has watched it evolve over the years.

Adam began working for the Lundeberg School in 1966 as a driver with a daily trip from Piney Point MD to Brooklyn NY. Later in that year he entered the Trainee Program becoming the second person from St. Marys County to enroll at SHLSS.

After 20 years of going to sea, Adam now holds the following licenses: Second Mate, Chief Mate 1600 gross tons, Masters 1000 gross tons. He is also a member of MEBA-2 and lives on Long Island NY.



(L. to R.) Roman Gralawicz, Ken Conklin, Ernest Beaupartius, George Miller, Tim Dool, Andy Boyle, Rick White, Ted Jenkins.

Fort Eustis Staff Training Officer, Captain Jeff Blanchard Tours SHLSS



(L. to R.) Manpower Coordinator Bart Rogers, Captain Jeff Blanchard, and SHLSS Sealift Instructor Harry Alongi.

SHLSS COURSE GRADUATES



Marine Electrical Maintenance

First row (l. to r.): John Day, Larry Clement. Second row: Jeff McCranie, Howard Evans, Kelly Mayo.



Third Mate

(L. to R.) Steve McGuinness and Al Gobeli.



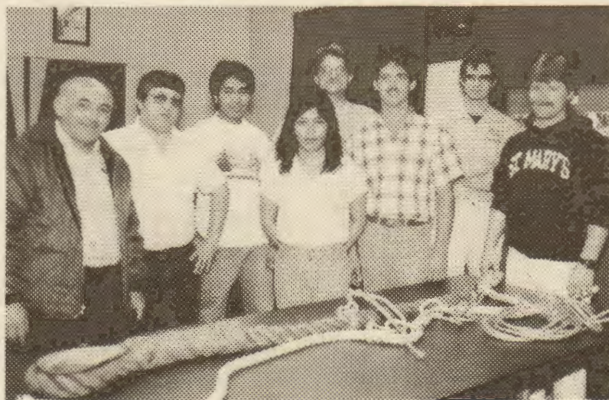
Lavino Group

(L. to R.) Robert Oliver, Laymon Tucker (Instructor), Michael Meany, Christopher Mosley. Not shown: Darrell Touchstone.



Radar

Ed Embry, Al Gobeli, Ted Lukawski, Steve McGuinness, Jon Richardson, Rob Whytock.



Sealift Operations and Maintenance

(L. to R.) Alexander Daniluk, Harry Alongi (Instructor), Gil Manipon, Jackie Paglinawan, Dennis Skretta, Ken Miner, Michael Cushman, Gary Griswold.



Welding

(L. to R.) Richard Dalsley, Steve Kues, Robert Santos, George Lindsay, Bill Folley (Instructor).



1987 Upgrading Course Schedule



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

June 1987 — December 1987

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

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

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

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

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

Engine Upgrading Courses

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

Deck Upgrading Courses

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

Steward Upgrading Courses

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

Recertification Programs

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

Adult Education Courses

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

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

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

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

Course Schedule Notice

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

Apply Now for an SHLSS Upgrading Course



Seafarers Harry Lundeborg School of Seamanship Upgrading Application



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

Address _____ (Street)

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

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

Social Security # _____ Book # _____ Seniority _____ Department _____

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

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

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

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

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

Course(s) Taken _____

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

Date Available for Training _____

Primary Language Spoken _____

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

DECK

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

ENGINE

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

STEWARD

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

ADULT EDUCATION DEPARTMENT

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

COLLEGE PROGRAM

- ☐ Associates in Arts Degree
- ☐ Nautical Science Certificate

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

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

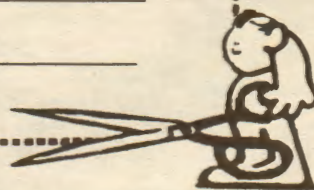
VESSEL _____ RATING HELD _____ DATE SHIPPED _____ DATE OF DISCHARGE _____

SIGNATURE _____ DATE _____

RETURN COMPLETED APPLICATION TO:

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

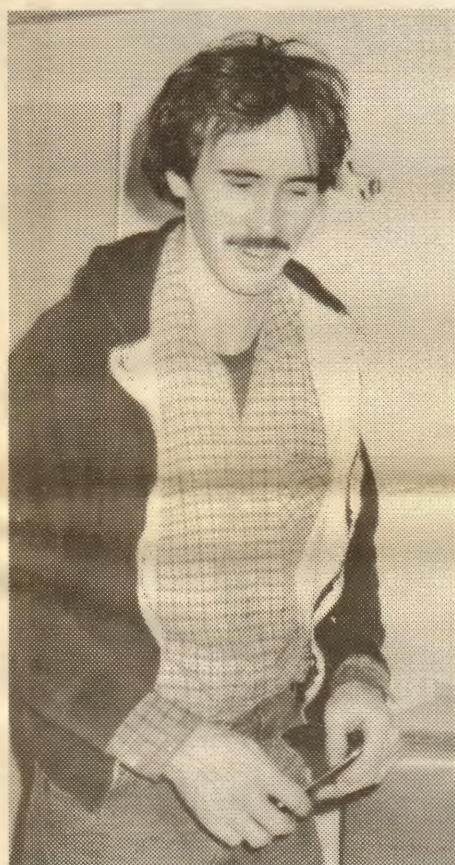
Rev 5/87



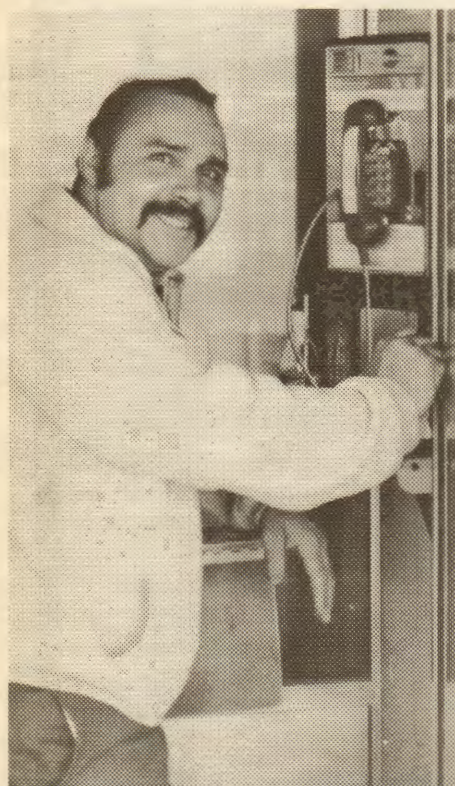
Pay-Off on the Sea-Land Express



Sergio Morales, chief cook, is one of the best cooks in the business.



Chief Electrician Douglas Grenier is a member of the ship's committee.



Pedro Sanchez makes a phone call home.

New York Port Agent Kermet Mangram drives from the Union hall in Brooklyn to make a morning pay-off on the *Sea-Land Express*.

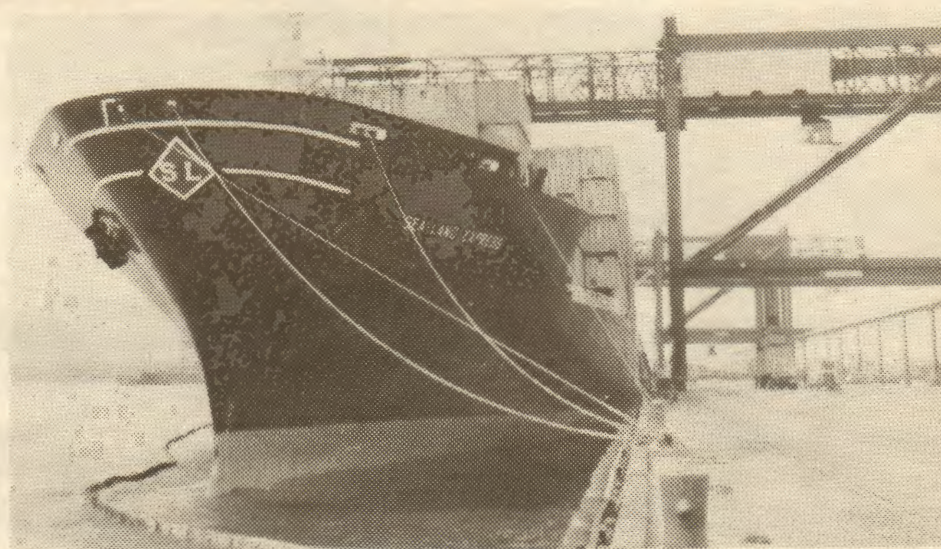
It is a cold, dreary day, suited more to fall than to late spring, which it actually is. Kermet has to drive through the industrial park area of Elizabeth, N.J. to get to the Sea-Land docking area.

Everywhere there are containers, though few are American. Most are from Japan and other East Asian countries. There isn't an American name until you get to Sea-Land.

Kermet parks his car in the lot and takes the Sea-Land shuttle bus to the vessel. A couple of SIU guys are on the bus. "How're you doing brother?" one asks. By now, Kermet is a fixture on these docks, and most people, even the bus drivers, know him.

Kermet walks up the ladder. He goes straight to the crew mess, where SIU members come in one, two at a time. Some are in a hurry to make the most of their port time. Others have a leisurely lunch.

The pay-off is more informal than in the past. "The crew sizes are smaller these days," explains Kermet. Everyone wants to know about the status of contract negotiations with the new management team at Sea-Land. "We haven't heard anything,"



The *Sea-Land Express*

said Kermet, "except that the first meetings are just getting under way."

Kermet tries to settle all beefs. There is an easy camaraderie between the port agent and the membership he services.

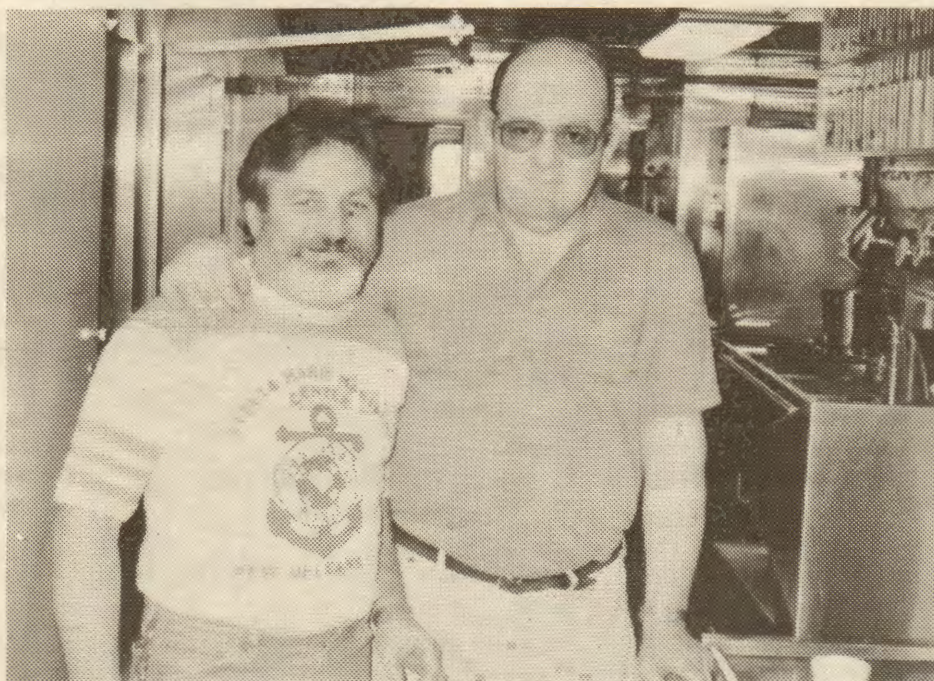
The members tell Kermet about what's important to them. Today they are concerned about the contract talks with Sea-Land. Kermet tries to explain developments in a larger context—conditions in the maritime industry, the importance of political action. The two-way flow of information between member and official is what keeps the Union strong.



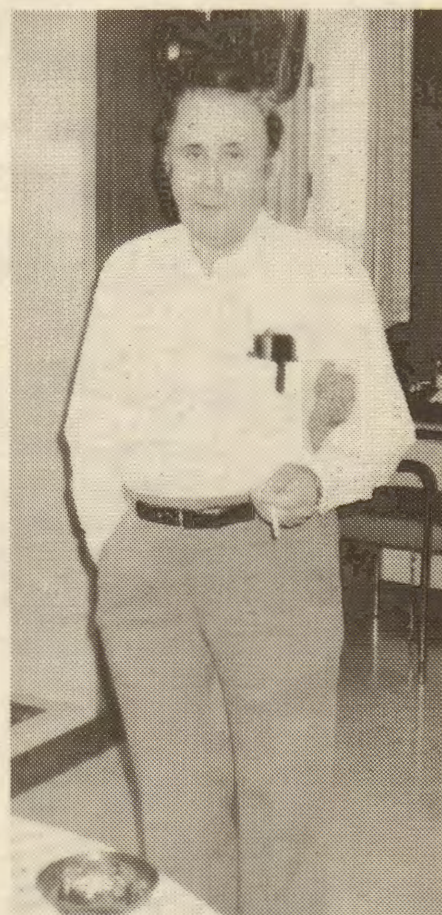
SIU Kermet Mangram is a fixture on the docks.



The shoregang make it possible for members to hit the beach.

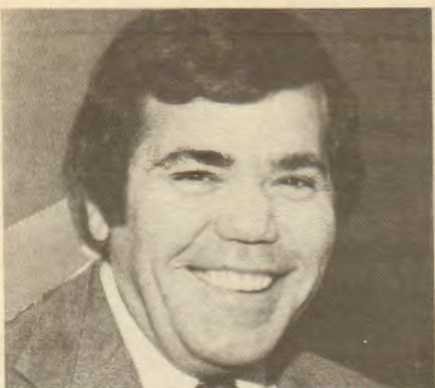


AB Howard Yaeger and Fred Tierney can't wait to hit the beach.



Bosun Bill Mortier had a good trip.

Photos by MAX HALL



Gulf Coast
by V.P. Joe Sacco

I attended the Texas State AFL-CIO Executive Board meeting in Austin recently. Sen. Lloyd Bentsen (D-Texas) was one of the speakers.

The main topic of conversation was trade. Almost everyone in the labor movement feels that this is the preeminent issue of our time.

Millions of American workers have had their jobs exported overseas because the present administration has failed to exert leadership in this area. Seamen have been particularly hard hit.

The American-flag merchant marine declined by 10 percent last year alone. Still, shipping for Seafarers in the Gulf area was fairly good last month, mainly because of the military work that this Union has been able to sign up.

Increased domestic and international competition in the transportation sector is transforming the nature of the maritime industry. In the future, the only unlicensed seamen who can count on being employed will be those who have taken the time to upgrade their skills.

That is why Piney Point is so important. Rapid technological advances over the past 10 years have resulted in reduced manning. That is not likely to turn around any time soon, especially now, when companies are talking about "intermodalism" and the need to reduce costs.

The fight to protect the job security of this membership is being waged on several fronts. In Washington, the Union is trying to secure legislation to stimulate job opportunities in the maritime industry.

Yet there is more to this Union than just its Washington operations. Our officials and servicing teams try to handle all beefs. We believe that there can be no true long-term productivity gains in the maritime industry unless the workers believe that they are being treated fairly.

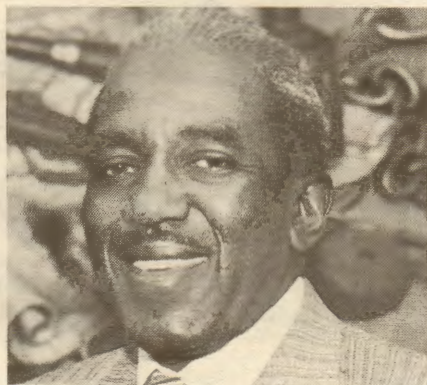
Given the present economic mood of the country, contract negotiations are more difficult than at any time in recent memory. Still, the SIU was able to reach a settlement with Crescent Towing, both in New Orleans and Savannah. Contracts also were negotiated with Pilot Services.

The Union's contract with Radcliffe Material was extended an additional 60 days to give both sides more time to come up with a settlement.

There is no secret to obtaining a good contract. Solidarity is still the thing that makes this Union work. Another thing is political action. In the long run, there can be no real job security for seamen unless Congress and the administration take a hard look at the maritime industry and come up

Area Vice Presidents' Report

with a plan to generate cargo. I therefore urge all SIU members to continue their fine support of SPAD.



East Coast
by V.P. Leon Hall

TO seamen of a certain age, the port of New York will always be associated with Big Band music, passenger vessels and the waterfront bars on the West Side docks. Yet times change.

It's not just that a growing number of seamen have discovered AA, or that musical tastes have shifted. New York is no longer the center of the shipping world.

Fifty years ago, when dissidents in the old International Seamen's Union wanted to establish their own union (they eventually wound up forming the NMU), they could distribute leaflets on the West Side docks and be confident that a majority of the membership would read what they had to say.

Today, most of the West Side docks have been leveled to make way for parks, highways and condominiums. Most shipping companies have moved their operations to New Jersey. Some like Delta, have moved out of the region altogether.

Still, maritime is a multi-billion dollar business. The economic vitality of the city depends in large part on the maritime industry, which is responsible for hauling imports in and exports out.

The SIU maintains an extensive grassroots base in the area. Many of the bills that it supports in Washington wind up having concrete economic benefits for the people of New York.

During the last session of Congress, the SIU worked very closely with senators Daniel Patrick Moynihan and Alfonse D'Amato to get the Port Development bill enacted. The first dredging projects to be generated by passage of that bill are expected to be started later this year in Newark Harbor.

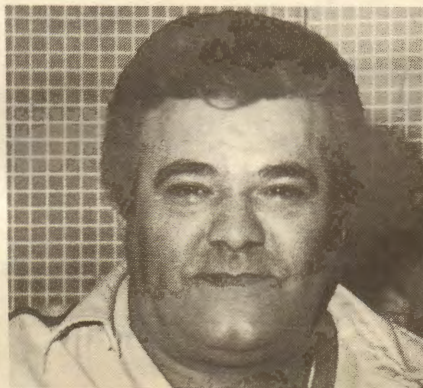
In addition, the SIU has been in contact with Rep. Guy Molinari's office in order to get a homeport for Staten Island. The measure is expected to generate millions of dollars and hundreds of jobs for the area.

The changing face of the maritime industry in this area is having an effect on our membership. Many of our older members and our pensioners find that the support networks that they used to take for granted—seamen's clubs, Sailor's Snug Harbor—no longer exist in New York.

Indeed, the closing of Sailor's Snug Harbor on Staten Island several years ago had a profound effect on the lives of retired seamen. The new facility, located in North Carolina, is far from the lives that most seamen knew.

The problems facing older seamen in the port of New York was one of the reasons behind the Union's decision to open up its training facilities in Piney Point to pensioners. "They don't have to use the program," said SIU President Frank Drozak. "It's there for anyone who wants it or needs it."

Other unions are facing similar problems. The Seamen's Church Institute in downtown Manhattan has received such a large amount of feedback on this matter that it has decided to hold a series of informal meetings where representatives from the various maritime unions can discuss the issue. It is being held under the direction of Rev. Donald Kimmick.



Great Lakes
by V.P. Mike Sacco

THE SIU has been working on a grassroots level throughout the region to secure federal and state legislation favorable to American seamen.

Union officials in the various Mid-Western port cities worked hard to lobby grassroots support for the Gephardt amendment, which seeks to strengthen America's position in the international trading system. During the past 10 years, seamen and other American workers have seen their jobs exported overseas at an increasingly rapid rate because this country has failed to come up with a comprehensive industrial policy.

SIU representatives contacted local congressional offices in order to make our views heard. The Gephardt amendment passed by only four votes. The effort that the SIU and other labor organizations took to make their members' views heard probably made the difference in getting the amendment passed.

The SIU was also active in state and local elections. This Union has always believed that the state and city elections are fertile breeding grounds for tomorrow's congressmen and senators.

In St. Louis, Dick Gephardt's home city, the SIU worked closely with the rest of organized labor to help elect such politicians as Marion Tasco, Augusta Clark and George Bunnel to the city council.

In Michigan, SIU Field Rep Larry Query met with members of the Mich-

igan House to discuss Michigan House Bill H.R. 4474 which would relieve merchant seamen who reside in Michigan of the burden of filing their state income tax returns on a quarterly basis.

Elsewhere in the region, the SIU was still negotiating with the dredging companies to come up with a new contract. In addition, several of our companies have started on new dredging projects.

Luedtke Engineering began a dredging project on Fighting Island in the Detroit River. The company is scheduled to begin a light rebuilding project in Milwaukee, Wis.

Great Lakes Dredging and Dock is scheduled to begin work on dredging projects in the Cuyahoga River and the Cleveland City Harbor. In addition, Zenith Dredging will begin work on a project in Ontonagon, Mich.



West Coast
by V.P. George McCartney

THE fishing industry plays an important role in the economy of the West Coast. Unfortunately, it is just one of many industries that have been allowed to decline because the present administration has failed to come up with a coherent policy on trade and economic development.

The fishing industry pumps hundreds of millions of dollars into the West Coast economy, and creates tens of thousands of jobs. Many of these jobs belong to workers who are SIU members or members of unions affiliated with the SIU.

The SIU is monitoring a number of issues that pertain directly to the fishing industry. Earlier this month, SIU President Frank Drozak submitted testimony to the House Subcommittee on Trade outlining this organization's support of H.R. 1515 which, according to Drozak, "would restore equity to the tuna industry by equalizing rates on all canned tuna imported into the United States."

Drozak also testified on the loopholes that exist in the Magnuson Fishery Conservation and Management Act of 1976 which enable foreign-flag companies to document their fish processing vessels under the American flag. The SIU, which believes that a strong American fishing industry is in the best interests of the American consumer, wants those loopholes closed.

Many of the issues that this Union monitors in Washington have a concrete effect on the grassroots level. We take a stand on these issues because they are important to our membership and because, in the long-run, they are important to the American people. If the American fishing industry is allowed to decline, then it will have ramifications that go far beyond that one industry.

(Continued on Page 22.)

SIU's Charles L. Brown Helps You Phone Home

Most Americans are still having trouble figuring out whom to call for phone and phone line repair since the breakup of Ma Bell. But there is no question whom to call if the problem is in your phone line on the Pacific Ocean's floor—*The Charles L. Brown* (AT&T).

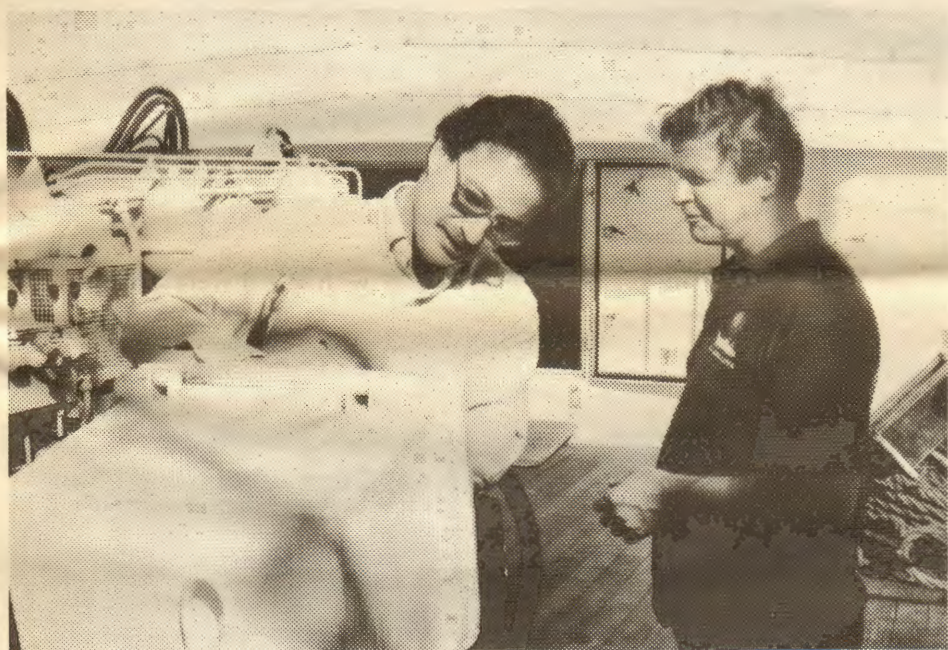
The SIU-contracted cable-repair ship is homeported in Honolulu, but is responsible for more than 12,000 miles of ocean-bottom phone lines between the mainland, Hawaii and other points in the Pacific.

The *Brown* recently completed her first two repair jobs on undersea cable. The SIU crew operated at near perfection, according to the officers onboard and the company. The three photos of the *Brown* at sea during the repairs were taken by Cable AB John Mansfield and 2nd mate Dave Sherman.

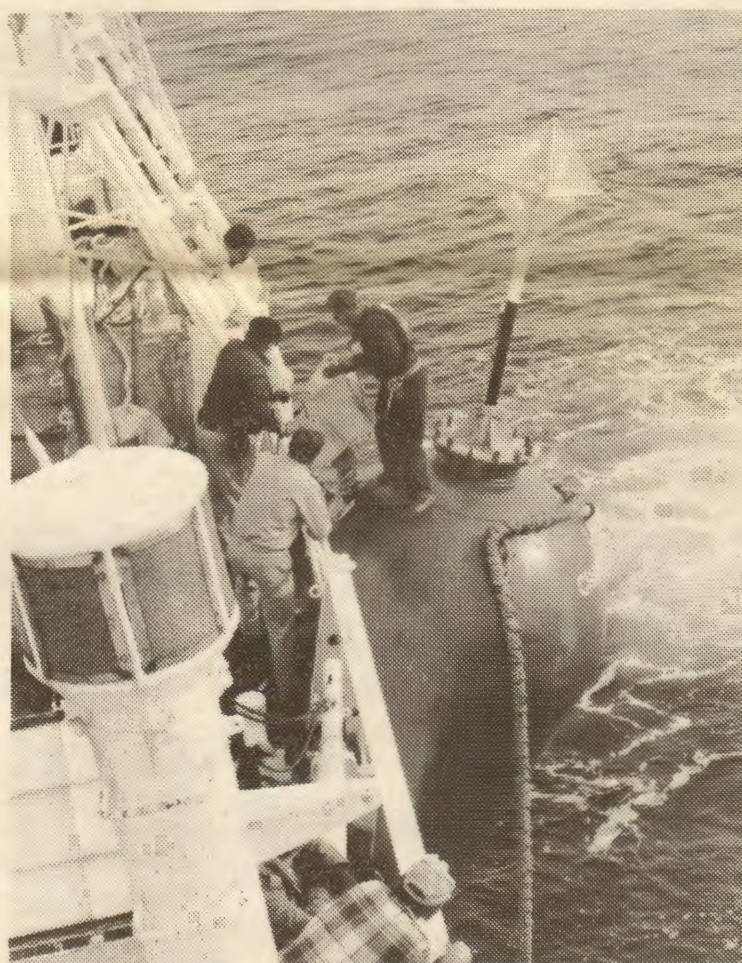
The *Brown* also pulled into Port Hueneme, Calif. to take on stores, and SIU Field Rep. Dennis Lundy snapped the other two pictures while he was onboard. The cables ship is currently on standby in Honolulu.



With a stop in Port Hueneme, Calif., the cables ship *Charles L. Brown* had a chance to take on stores. Here the deck department loads supplies for its next trip.



Bosun George Costango (right) looks on as Wilmington Port Agent Don Anderson completes some paperwork.



Above, *Brown* crewmembers recover the buoy. From top to bottom are C/M Robbie Jones, Bosun Roy Theis and 2nd mate John Dooley. Cable AB John Mansfield is on the buoy. Below, Mansfield (left) and splicer/joiner Bob Leake splice a section of telephone cable.



Crewmembers Jeff Hood (left) and Gary Cardillo coil 8x3 dragline in the *Brown's* #1 cable tank.



Sailors' State Tax Reform Bill Introduced in Michigan

Merchant sailors who reside in Michigan may soon be relieved of a burdensome tax provision which currently requires them to file state income tax returns on a quarterly basis. Most Michigan taxpayers file taxes only once a year. House Bill H.R. 4474 would amend the tax code to allow merchant sailors to file state income taxes once a year. Twenty-three House members co-sponsored the measure.

This problem developed in 1984 when the federal tax code was revised, creating changes in Michigan tax law as well. An oversight occurred as state officials revised the Michigan tax code to incorporate the federal changes. A provision in the law dictates that persons who do not have state taxes

withheld are required to pay on a quarterly basis. This provision is directed to self-employed taxpayers, but due to the withholding definition, merchant sailors were also included in this category.

SIU Field Rep. Larry Query, in Algonac, presented this problem to treasury officials and legislators so that a reasonable solution could be devised for the benefit of our Michigan members.

"Our Lakes members find it difficult to comply with the tax code as it now stands, and after hearing many of them complain about this burdensome requirement, I initiated meetings with state officials to design a means to relieve our members of this problem," said Query. Query explained



Second Cook David Bartlett (left) on the M/V *Belle River* (American Steamship Company) is shown above with Michigan state representatives Ken DeBeaussiaert (center) and Jim Docherty (right) during a recent tour of the 1,000-foot freighter. DeBeaussiaert and Docherty, two co-sponsors of H.R. 4474, took an opportunity to visit the *Belle River* to discuss this bill of importance to SIU members residing in Michigan.



Michigan state representatives Jim Docherty (left) and Ken DeBeaussiaert (right) discussing H.R. 4474 with John Clark, an able-bodied seaman on the *Belle River*, after a meal in the galley.

that it is unreasonable to expect sailors who may be employed aboard a ship for extended periods of time to file state taxes on a quarterly basis.

Hearings on H.R. 4474 are expected to be conducted before the House taxation committee as early as mid-May. Query will present testimony on behalf of the SIU members. It is expected that the taxation committee will report the bill to the house floor without much deliberation.

Personal

Robert Venable

Please contact your wife, Patricia, immediately. She is five months pregnant.

KNOW YOUR RIGHTS

FINANCIAL REPORTS. The constitution of the SIU Atlantic, Gulf, Lakes and Inland Waters District makes specific provision for safeguarding the membership's money and Union finances. The constitution requires a detailed audit by Certified Public Accountants every three months, which are to be submitted to the membership by the Secretary-Treasurer. A quarterly finance committee of rank and file members, elected by the membership, makes examination each quarter of the finances of the Union and reports fully their findings and recommendations. Members of this committee may make dissenting reports, specific recommendations and separate findings.

TRUST FUNDS. All trust funds of the SIU Atlantic, Gulf, Lakes and Inland Waters District are administered in accordance with the provisions of various trust fund agreements. All these agreements specify that the trustees in charge of these funds shall equally consist of Union and management representatives and their alternates. All expenditures and disbursements of trust funds are made only upon approval by a majority of the trustees. All trust fund financial records are available at the headquarters of the various trust funds.

SHIPPING RIGHTS. Your shipping rights and seniority are protected exclusively by the contracts between the Union and the employers. Get to know your shipping rights. Copies of these contracts are posted and available in all Union halls. If you feel there has been any violation of your shipping or seniority rights as contained in the contracts between the Union and the employers, notify the Seafarers Appeals Board by certified mail, return receipt requested. The proper address for this is:

Angus "Red" Campbell
Chairman, Seafarers Appeals Board
5201 Auth Way and Britannia Way
Prince Georges County
Camp Springs, Md. 20746

Full copies of contracts as referred to are available to you at all times, either by writing directly to the Union or to the Seafarers Appeals Board.

CONTRACTS. Copies of all SIU contracts are available in all SIU halls. These contracts specify the wages and conditions under which you work and live aboard your ship or boat. Know your contract rights, as well as your obligations, such as filing for OT on the proper sheets and in the proper manner. If, at any time, any SIU

KNOW YOUR RIGHTS



patrolman or other Union official, in your opinion, fails to protect your contract rights properly, contact the nearest SIU port agent.

EDITORIAL POLICY — THE LOG. The *Log* has traditionally refrained from publishing any article serving the political purposes of any individual in the Union, officer or member. It has also refrained from publishing articles deemed harmful to the Union or its collective membership. This established policy has been reaffirmed by membership action at the September, 1960, meetings in all constitutional ports. The responsibility for *Log* policy is vested in an editorial board which consists of the Executive Board of the Union. The Executive Board may delegate, from among its ranks, one individual to carry out this responsibility.

PAYMENT OF MONIES. No monies are to be paid to anyone in any official capacity in the SIU unless an official Union receipt is given for same. Under no circumstances should any member pay any money for any reason unless he is given such receipt. In the event anyone attempts to require any such payment be made without supplying a receipt, or if a member is required to make a payment and is given an official receipt, but feels that he should not have been required to make such payment, this should immediately be reported to Union headquarters.

KNOW YOUR RIGHTS

CONSTITUTIONAL RIGHTS AND OBLIGATIONS. Copies of the SIU constitution are available in all Union halls. All members should obtain copies of this constitution so as to familiarize themselves with its contents. Any time you feel any member or officer is attempting to deprive you of any constitutional right or obligation by any methods such as dealing with charges, trials, etc., as well as all other details, then the member so affected should immediately notify headquarters.

EQUAL RIGHTS. All members are guaranteed equal rights in employment and as members of the SIU. These rights are clearly set forth in the SIU constitution and in the contracts which the Union has negotiated with the employers. Consequently, no member may be discriminated against because of race, creed, color, sex and national or geographic origin. If any member feels that he is denied the equal rights to which he is entitled, he should notify Union headquarters.

SEAFARERS POLITICAL ACTIVITY DONATION — SPAD. SPAD is a separate segregated fund. Its proceeds are used to further its objects and purposes including, but not limited to, furthering the political, social and economic interests of maritime workers, the preservation and furthering of the American Merchant Marine with improved employment opportunities for seamen and boatmen and the advancement of trade union concepts. In connection with such objects, SPAD supports and contributes to political candidates for elective office. All contributions are voluntary. No contribution may be solicited or received because of force, job discrimination, financial reprisal, or threat of such conduct, or as a condition of membership in the Union or of employment. If a contribution is made by reason of the above improper conduct, notify the Seafarers Union or SPAD by certified mail within 30 days of the contribution for investigation and appropriate action and refund, if involuntary. Support SPAD to protect and further your economic, political and social interests, and American trade union concepts.

If at any time a member feels that any of the above rights have been violated, or that he has been denied his constitutional right of access to Union records or information, he should immediately notify SIU President Frank Drozak at Headquarters by certified mail, return receipt requested. The address is 5201 Auth Way and Britannia Way, Prince Georges County, Camp Springs, Md. 20746.

Digest of Ships Meetings

AMERICAN EAGLE (Pacific Gulf Marine), March 19—Chairman Stanley Krawcznski, Secretary Robert D. Bright. Some disputed OT was reported in the steward department. There is \$40 in the ship's fund. The chairman received a letter from headquarters with answers to each of the questions previously sent in. It will be posted on the bulletin board for the entire crew to read. A motion was made and seconded to find out if it is possible to retire at 62 years of age with 6,000 days sea-time. This motion will be referred to the Negotiating Committee.

BOSTON (Sea-Land Service), March 17—Chairman J.W. Allen, Secretary W.R. Burdette, Educational Director R. South. Some disputed OT reported in the deck department. Payoff has been scheduled for the afternoon of arrival (March 19) in Tacoma, Wash. All disputed OT will be taken up with the boarding patrolman prior to payoff. It was suggested that someone look into the TV antenna situation as the crew's TV doesn't receive a picture when the ship is in port. Also, more movies for the ship's library would be welcomed. A suggestion was made to build up the ship's fund by having a docking pool or perhaps taking up a collection at payoff. A vote of thanks was given to the steward department for a good job. Next ports: Anchorage and Kodiak, Alaska.

LNG GEMINI (Energy Transportation Corp.), March 15—Chairman U. Veach, Secretary H. Markowitz, Deck Delegate E. Brown, Engine Delegate Tyler R. Womack, Steward Delegate James Robinson. No beefs or disputed OT reported. There is \$192 in the ship's fund. The bosun reported to the crew that this will be the last trip before going into the shipyard. He thanked the deck department for their help during the tank-cleaning operation. He also thanked the rest of the crew for helping to keep everything running smoothly. The steward expressed his appreciation to the watches for keeping the messhalls and galley clean at night. Crewmembers were reminded of the opportunities available to them at Piney Point. A vote of thanks was given to the steward department for a fine job this voyage. Next ports: Nagoya, Japan and Bontang, Indonesia.

GROTON (Apex Marine), March 22—Chairman Neal D. Matthey, Secretary James H. Gleaton, Educational Director Alan R. Gardner, Deck Delegate Errol M. Pinkham, Steward Delegate Douglas A. Thomas. No disputed OT or beefs. The chairman told the crew that the vessel would be going to the repair berth in Brooklyn. All members would be paid off there. He also asked that everyone clean their rooms and mentioned that survival suits and life jackets would be collected at payoff. A vote of thanks was given to the steward department for the excellent food. More thanks were given to the deck department from the steward/baker. And to Captain Tender ("the number one captain"), who is going on vacation, the crew wishes him a "happy time." One minute of silence was observed in memory of our departed brothers and sisters. Next port: Stapleton, N.Y.



Aboard the Overseas Juneau

OAKLAND (Sea-Land Service), March 22—Chairman C. Bankston Jr., Secretary R. Fagan, Deck Delegate R. Ransome, Engine Delegate C. Reyes, Steward Delegate G. Grajales. One dispute in the deck department was raised regarding delayed sailing. Otherwise, all is running smoothly. There is about \$90 in the ship's fund. The chairman reminded crewmembers that all hands must be onboard one hour prior to sailing and that no heavy drinking is allowed aboard ship. When the ship reaches Elizabeth, N.J., members said that they wanted to talk to the boarding patrolman about the new Seafarers Maritime Union (SMU) and how it will affect the SIU and SIU jobs.

OMI CHARGER (OMI), March 14—Chairman Frank Schwarz, Secretary Joseph P. Emidy, Educational Director Wiley Yardor, Engine Delegate Melvin J. Gallier. Some disputed OT was reported in the deck department. There is \$16 in the ship's fund. The OMI Charger sailed from Boston to the Mississippi River for a split load, which it then discharged in New Haven, Conn. Payoff will take place on the Mississippi (in Port Allen, La.). The bosun urged all eligible members to upgrade their skills at Piney Point. Several things should be looked into by the boarding patrolman including the fact that the chief mate is discharging ballast without the pumpman's assistance and that a new washing machine is needed by the crew. Movies should be stored while in port for security reasons. A vote of thanks was given to the steward department for the good food and service. The steward, in turn, thanked the deck and engine departments for helping keep the messhalls and pantry clean.

OMI DYNACHEM (OMI), March 29—Chairman C.L. Hickenbotam, Secretary Don Collins, Educational Director Joel W. Spell, Deck Delegate M.P. Maseh, Engine Delegate Joseph Spell. No beefs or disputed OT reported. The chairman reported that

the ship has a year charter with ARCO, running mostly on the West Coast. The boarding patrolman in San Francisco stated that the present contract has been extended for three years. Checks will be handed out in Hawaii if the captain is able to get them. LOGs were brought onboard by the boarding patrolman who also spent some time talking about the SMU. He also told crewmembers that those with permanent jobs can register in their home port. A written clarification on this will be sent to the ship. Meanwhile, the importance of contributing to SPAD was stressed. The educational director noted that each issue of the LOG carries a section on Piney Point with the courses and dates available. He suggested that everyone who has not taken advantage of upgrading do so as soon as possible. A discussion was held on the pension plan and a level of dissatisfaction was expressed. One suggestion made was that everyone help keep the laundry, heads, lounge and all public spaces neat and clean. A vote of thanks was given to the steward department for a fine job—especially with the reduction in personnel. The ship is heading out to Hawaii—its first trip to the 50th state—and expects to backload and return to the Long Beach, Calif. area.

ROVER (Ocean Carriers), March 17—Chairman Douglas K. McLeod, Educational Director F.E. Sanderson, Deck Delegate B. Murphy, Engine Delegate Michael C. McNally. No disputed OT reported. The chairman talked to the crew about getting off ship when their time is up. He explained that the Negotiating Committee and the company set these rules and that no one has the right to make their own agreements. Also brought up at this meeting was the need to clean the popcorn popper after each use and about the use of certain doors when in port. Next port: Singapore.

SEA-LAND PRODUCER (Sea-Land Service), March 8—Chairman J. Tanner, Secretary C.C. Hollings III, Educational Director P. Thomas, Deck Delegate David J. Hood, Engine Delegate G.E. Doyen, Steward Delegate Robert A. Lang. The ship will pay off in New Orleans. The chairman reported that the captain is aware that there has been no heat aboard ship

since Jan. 1. For each day that there has been no heat, crewmembers will get \$17. The chairman will discuss this with the Union rep at payoff. In the meanwhile, he urged everyone to sign up for the SPAD check-off. The secretary noted that upon arrival in New Orleans, fresh vegetables will once again be on the menu. He also said that he has been unsuccessful in ordering new mattresses for the crew—but will continue trying. The importance of upgrading at Piney Point was also stressed at this time. The steward was given a vote of thanks for a job well done. Next ports: Port Everglades, Fla. and Houston, Texas—followed by payoff in New Orleans.

STUYVESANT (Bay Tankers), April 2—Chairman Mark Davis, Secretary W. Smith, Educational Director F.A. Pasik, Deck Delegate M. Freeburn, Engine Delegate Michael Brown, Steward Delegate Charles Gooch. No beefs were brought up although some disputed OT was reported in the engine and steward departments. The chairman announced that payoff will take place upon arrival in Long Beach, Calif. Everyone getting off was asked to make sure their rooms are clean and new linen obtained for their replacements. The educational director talked about the advantages of attending Piney Point's upgrading courses. It was felt that the company should provide a minimum of 12 new movies for each 30-day trip. A motion was also made to start arrival pools to raise funds for additional movies. The steward department was given a vote of thanks for a job well done.

Official ships minutes also were received from the following vessels:

LNG AQUARIUS	ST. LOUIS
ARCHON	SAN JUAN
ATLANTIC SPIRIT	SEA-LAND DEFENDER
BAY RIDGE	SEA-LAND ECONOMY
BEAVER STATE	SEA-LAND EXPRESS
CAGUAS	SEA-LAND INDEPENDENCE
CAPE HORN	SEA-LAND INNOVATOR
COVE LEADER	SEA-LAND LEADER
COLUMBIA	SEA-LAND MARINER
OMI SACRAMENTO	SEA-LAND PATRIOT
OVERSEAS ALASKA	SEA-LAND PIONEER
OVERSEAS BOSTON	SEA-LAND VENTURE
OVERSEAS JUNEAU	SEA-LAND VOYAGER
PHILADELPHIA	SUGAR ISLAND

Are You Missing Important Mail?

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

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

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

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

HOME ADDRESS

PLEASE PRINT

Date: _____

Social Security No. _____

Phone No. () _____

Area Code _____

Your Full Name _____

Street _____

Apt. or Box # _____

City _____

State _____

ZIP _____

Book Number _____

☐ SIU ☐ UIW ☐ Pensioner ☐ Other _____

UIW Place of Employment _____

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

(Signed) _____



Deep Sea



Pensioner **Troy Carver**, 74, died March 27. He joined the SIU in 1951 in the port of Baltimore. Seafarer Carver sailed in the deck department, most recently as a bosun with Westchester Marine. Brother Carver retired on pension in 1978. He is survived by a niece, Rosalie Marsengill of Manassas, Va.



Pensioner **Carlos Dall**, 81, succumbed to a heart attack Jan. 9. He joined the SIU in 1941 in the port of Texas City, Texas and sailed in the deck department, last aboard a Sea-Land Service vessel. Brother Dall was active in the 1946 General Strike and the 1947 Isthmian beef. Retired on pension in 1971, Dall is survived by his wife, Enrica, of New York City. He was buried at Rosdale Cemetery in Linden, N.J.

Kent Dominguez, 27, died Feb. 13. Seafarer Dominguez joined the SIU in 1978 in Piney Point, Md. He sailed in the deck department. Brother Dominguez was buried at Holy Cross Cemetery, San Diego, Calif. He is survived by his wife, Gina; his father, Fred, and his brother, Steve.

Pensioner **Francisco P. Panuelos**, 95, died March 15 of respiratory complications. Seafarer Panuelos joined the SIU in 1951 in the port of New York. He sailed in the steward department. Brother Panuelos, who was active in the General Strike of 1946, went on pension in 1970. Burial was at Greenlawn Memorial Gardens in Chesapeake, Va. He is survived by his wife, Edna, and a son, Dennis.

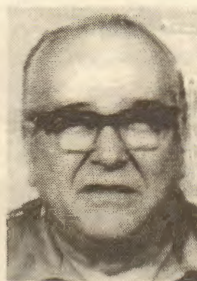
Pensioner **Howard K. Pierce** died Jan. 20. Seafarer Pierce joined the SIU in 1947 in the port of Baltimore. As a new member, Pierce was active in the General Strike. He went on pension in 1975.



Pensioner **Carlos Ponce**, 67, died March 8. He joined the SIU in 1943 in the port of New York. Brother Ponce sailed in the engine department, last shipping out with Interocean Management Corp. Ponce hit the bricks in the 1946 General Strike and the 1947 Isthmian beef. He went on pension in 1984.

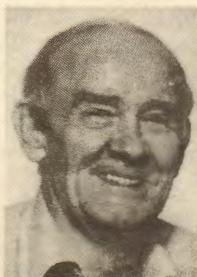
Pensioner **Robert Rivera Jr.** died Sept. 26, 1986. Seafarer Rivera joined the SIU in 1949 in the port of San Francisco. He sailed in the steward department. Rivera was active in the General Strike. He retired in 1986. Brother Rivera is survived by his

brother, William of San Francisco and a cousin, Roy Skinner, of Newhall, Calif. Burial was at sea.



Pensioner **Harvey Ridgeway**, 65, died Jan. 29. He joined the SIU in 1942 in the port of New York. Seafarer Ridgeway was active in the 1946 General Strike. He retired in 1983.

Pensioner **Conrado Rolon**, 78, died Dec. 25, 1986. Seafarer Rolon joined the SIU-merged Marine Cooks and Stewards Union in 1934 in Seattle, Wash. He sailed in the steward department. Born in Mexico, Brother Rolon retired on pension in 1971. He is survived by his wife, Maria, of Port Orchard, Wash. Burial was at Sunset Lane Cemetery in Port Orchard.



Pensioner **Troy Savage**, 76, died Feb. 28. Seafarer Savage joined the SIU in 1947 in the port of New York. He sailed in the steward department, most recently in 1973 aboard the *Transeastern* (Transeastern Shipping). Brother Savage hit the bricks in the 1946 General Strike. He retired on pension in 1973. Savage is survived by his wife, Marie, of Leakesville, Miss.

Pensioner **John J. Thompson** died Feb. 9 of heart disease. Seafarer Thompson joined the SIU-merged Marine Cooks and Stewards Union in 1951 in San Francisco. He sailed in the steward department and retired in 1971. Brother Thompson is survived by a niece, Barbara Della Penna, of Florida. Burial was at Olivet Memorial Park in Colma, Calif.

Pensioner **Demetrios Vagladjides**, 75, died Feb. 8 of a heart attack. He joined the SIU in 1969 in the port of Mobile, Ala. and sailed in the engine department until his retirement in 1984. Seafarer Vagladjides was born in Greece. He is survived by a sister, Anna, who lives in Greece. Burial was at Woodlawn Abbey, Sumner, Wash.

Angel Luis Morales Velazquez died Dec. 22, 1986. He joined the SIU in 1978 in Puerto Rico and sailed in the steward department. Seafarer Velazquez is survived by his wife, Neyda Gonzalez.

Pensioner **Jose G. Vilasis**, 81, died of a heart attack March 2. Seafarer Vilasis joined the SIU in 1946 in the port of New York. He sailed in both the engine and steward departments until his retirement in 1966. Brother Vilasis was active in the General Strike of 1946. He was buried at Dade Memorial Park in Dade, Fla. Surviving is a sister, Margot, and a nephew, Joseph Alvarez, both of Miami, Fla.



Pensioner **James L. Webb**, 61, died March 1 of a heart attack. Seafarer Webb joined the SIU in 1944 in the port of Mobile, Ala. He sailed in the steward department. Brother Webb was active in the General Strike of 1946 and the Isthmian beef in 1947. He went on pension in 1970. Webb is survived by his wife, Annie. Burial was at Whispering Pines in Prichard, Ala.



Pensioner **Ming Sing Wong**, 74, died Feb. 11 of a heart attack. Seafarer Wong joined the SIU in 1962 in the port of New York. He sailed in the steward department, first shipping out for Waterman Steamship Corp. in 1951. He last sailed in 1975 for Sea-Land and retired on pension in 1976. Brother Wong is survived by his wife, Kyoko, and his daughter, Harumi,

both of San Francisco. Born in China, Wong was buried at Fernwood Cemetery in Mill Valley, Calif.

Pensioner **Norman E. Wroten**, 75, died Jan. 26. He joined the SIU in 1944 and sailed in the engine department until he retired on pension in 1974. Brother Wroten is survived by his wife, Vera, and a son, Norman Jr., both of Chesapeake, Va. Burial was at Chesapeake Memorial Gardens, Chesapeake.

Pensioner **Robert Wroten**, 65, died Jan. 28. He joined the SIU in 1952 and sailed in the engine department until his retirement in 1979. Seafarer Wroten is survived by a nephew, Norman E. Wroten Jr. Interment was at Chesapeake Memorial Gardens, Chesapeake, Va.

Great Lakes

Pensioner **Clarence Vinson** died Jan. 19. He joined the SIU in 1934 and sailed the Great Lakes until his retirement in August 1963. Vinson is survived by his wife, Mamie, and a daughter, Nola Raitz.

Pensioner's Corner

DEEP SEA

Algonac
Harry McFalda
Baltimore
Jean B. Cicconardi
Terralea G. Greeff
Gloucester
John Vaughan Connors
Houston
Jose Ciro Alvarado
George M. Triplett

Jacksonville

Dobromir Kosicki
Robert R. Overton
Mobile
Edward Morris Jr.
Willie Scopolites
New Orleans
Marco T. Mora
New York
Kasmoin Amat
Andrew P. Mazurek
Kvetoslav Svoboda

San Francisco

Raymond W. Blethen
Robert W. Ferrandiz
Christos Ferrous
Joseph E. Lujan
Rodolfo S. Pinoin
Ronald Saunders
Seattle
Hernell E. Edwards
Wilmington
John T. Shields

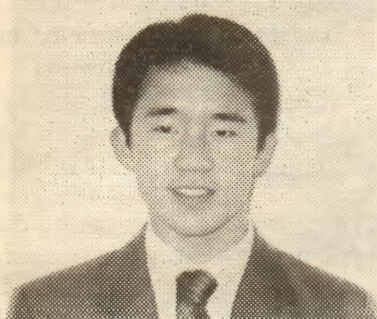
Monthly Membership Meetings

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

Logan Winners Announced

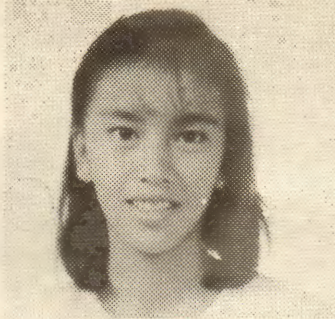
(Continued from Page 1.)

bama and then go on to law school.



Gordon Chew

Gordon Chew, 18, will enter the University of California at Berkeley this fall as a biochemistry major. The son of Yak Lim (who sailed in the steward department) and Yim Ching Chew, Gordon eventually hopes to enter medical school and become "as good a physician as I can."



Almerian Paminiamo

Almerian Paminiamo, 16, is the daughter of Julio R. and Apolonia Paminiano. Originally from the Philippines and now residing in San Francisco, Paminiamo plans to take up pre-med studies at the University of the Philippines with an eye to the future for Harvard, Yale or Stanford.



Maria Sanchez

Seventeen-year-old Maria Sanchez of Tampa, Fla. is a senior at Bayshore Christian School. The daughter of Jose and Linda Sue Sanchez, Maria has chosen Birmingham-Southern College in which to continue her present interest in mathematics and accounting.

* * *

The alternate winner of the dependent scholarship is Sharon Ann Barbee,

19, the daughter of William and Harriet Beatty Jr. of Sulfur, La. Presently a freshman at McNeese State University, Sharon would like to enter the competitive field of finance.

Congratulations to all these bright young people in their continuing quest for knowledge.



Felicia Brooks

Summary Annual Report 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, 1986. The Annual Report has been filed with the Internal Revenue Service, as required under the Employer Retirement Income Security Act of 1974, ERISA.

BASIC FINANCIAL STATEMENT

Benefits under the Plan are provided by a trust arrangement. Plan expenses were \$8,796,088. These expenses included \$208,125 in administrative expenses and \$8,587,963 in benefits paid to participants and beneficiaries. A total of 1,856 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 \$2,528,759 as of the end of the Plan year compared to \$2,692,598 as of the beginning of the Plan year. During this Plan year, the Plan experienced a decrease in its net assets of \$163,839. The Plan had total income of \$8,632,249 including employer contributions of \$8,294,103, earnings from investments of \$267,446, lapsed benefits of \$55,654, unclaimed compensation of \$360 and other income of \$14,686.

Summary Annual Report 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, 1986. The Annual Report has been filed with the Internal Revenue Service, as required under the Employer Retirement Income Security Act of 1974, ERISA.

Basic Financial Statement

Benefits under the Plan are provided by a trust arrangement. Plan expenses were \$16,167,498. These expenses included \$819,483 in administrative expenses and \$15,348,015 in benefits paid to participants and beneficiaries. A total of 7,495 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 \$146,940,007 as of the end of the Plan year compared to \$127,550,292 as of the beginning of the Plan year. During the Plan year, the Plan experienced an increase in its net assets of \$19,389,715. 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 \$15,109,119 including employer contributions of \$2,298,003, earnings from investments of \$10,493,642, net realized gains in the amount of \$2,219,320 from the sale of certain assets, and miscellaneous income in the amount of \$98,154.

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.

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;
3. Transactions in excess of three (3) percent of Plan assets; and
4. Actuarial information regarding the funding of the Plan.

To obtain a copy of the full Annual Report or any part thereof, write or call the office of the Plan Administrator, 522 Harrison Street, San Francisco, Calif. 94105,

telephone (415) 495-6882. The charge to cover copying costs will be \$5.00 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, and/or 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 legally protected right to examine the Annual Report at the main office of the Plan, 522 Harrison Street, San Francisco, California 94105, and at the U.S. Department of Labor upon payment of copying costs.

Requests to the Department of Labor should be addressed to:

Public Disclosure Room N4677
Pension and Welfare Benefit Programs
Francis Perkins Department of
Labor Building
200 Constitution Avenue, N.W.
Washington, D.C. 20216

Summary Annual Report For Seafarers Welfare Fund

This is a summary of the Annual Report of the Seafarers Welfare Fund EIN 13-5557534 for the year ended December 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).

The Trust has committed itself to pay claims incurred under the terms of the Plan.

Basic Financial Statement

The value of Plan assets, after subtracting liabilities of the Plan was a (deficit) of \$(16,425,919) as of December 31, 1985 compared to \$(18,711,193) as of January 1, 1985. During the Plan year the Plan experienced an increase in its net assets of \$2,285,274. This increase 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 and 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 \$28,039,932 including employer contributions of \$27,604,790, miscellaneous income of \$14,413 and earnings from investments of \$420,729. Plan expenses were \$25,814,171. These expenses included \$4,143,678 in administrative expenses and \$21,670,493 in benefits paid to participants and beneficiaries.

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. Leo Bonser, who is the Plan Administrator, 5201 Auth Way, Camp Springs, Md. 20746 (301) 899-0675. The charge to cover copying costs will be \$1.20 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 legally protected right to examine the Annual Report at the main office of the plan at 5201 Auth Way, Camp Springs, Md. 20746, and at the U.S. Department of Labor in Washington, D.C., or to obtain a copy from the U.S. Department of Labor upon payment of covering costs. Requests to the Department should be addressed to Public Disclosure Room, N4677, Pension and Welfare Benefit Programs, U.S. Department of Labor, 200 Constitution Avenue, N.W., Washington, D.C. 20216.

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

Dispatchers Report for Great Lakes

APRIL 1-30, 1987

Port	*TOTAL REGISTERED All Groups			TOTAL SHIPPED All Groups			**REGISTERED ON BEACH All Groups		
	Class CL	Class L	Class NP	Class CL	Class L	Class NP	Class CL	Class L	Class NP
DECK DEPARTMENT									
Algonac.....	0	13	1	0	39	0	0	47	0
ENGINE DEPARTMENT									
Algonac.....	0	18	2	0	17	0	0	26	0
STEWARD DEPARTMENT									
Algonac.....	0	5	0	0	6	0	0	7	1
ENTRY DEPARTMENT									
Algonac.....	0	33	4	0	0	0	0	50	4
Totals All Departments	0	69	7	0	62	0	0	130	5

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

**"Registered on the Beach" means the total number of men registered at the port at the end of last month.

Directory of Ports

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

HEADQUARTERS

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

ALGONAC, Mich.

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

BALTIMORE, Md.

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

CLEVELAND, Ohio

5443 Ridge Rd. 44129
(216) 845-1100

DULUTH, Minn.

705 Medical Arts Building 55802
(218) 722-4110

HONOLULU, Hawaii

636 Cooke St. 96813
(808) 523-5434

HOUSTON, Tex.

1221 Pierce St. 77002
(713) 659-5152

JACKSONVILLE, Fla.

3315 Liberty St. 32206
(904) 353-0987

JERSEY CITY, N.J.

99 Montgomery St. 07302
(201) 435-9424

MOBILE, Ala.

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

NEW BEDFORD, Mass.

50 Union St. 02740
(617) 997-5404

NEW ORLEANS, La.

630 Jackson Ave. 70130
(504) 529-7546

NEW YORK, N.Y.

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

NORFOLK, Va.

115 Third St. 23510
(804) 622-1892

PHILADELPHIA, Pa.

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

PINEY POINT, Md.

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

SAN FRANCISCO, Calif.

350 Fremont St. 94105
(415) 543-5855

SANTURCE, P.R.

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

SEATTLE, Wash.

2505 1 Ave. 98121
(206) 441-1960

ST. LOUIS, Mo.

4581 Gravois Ave. 63116
(314) 752-6500

WILMINGTON, Calif.

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

Dispatchers Report for Deep Sea

APRIL 1-30, 1987

Port	*TOTAL REGISTERED All Groups			TOTAL SHIPPED All Groups			Trip Reliefs	**REGISTERED ON BEACH All Groups		
	Class A	Class B	Class C	Class A	Class B	Class C		Class A	Class B	Class C
DECK DEPARTMENT										
New York	74	13	1	44	9	1	14	104	19	0
Philadelphia	2	2	0	0	3	0	0	8	2	1
Baltimore	3	4	0	6	5	0	0	8	6	0
Norfolk	11	7	4	9	8	5	4	20	6	2
Mobile	6	4	1	5	1	0	0	16	6	1
New Orleans	39	5	3	26	8	3	7	83	4	2
Jacksonville	16	9	5	19	7	5	1	40	18	2
San Francisco	31	16	8	20	9	6	4	59	14	7
Wilmington	16	5	5	18	2	2	4	33	9	6
Seattle	28	7	3	14	6	0	4	54	10	3
Puerto Rico	18	0	0	15	1	0	2	32	3	0
Honolulu	10	10	3	8	4	4	8	11	19	3
Houston	26	7	1	26	7	1	4	59	9	1
St. Louis	0	0	0	0	0	0	0	0	0	0
Piney Point	1	4	0	0	1	0	0	2	3	0
Totals	281	93	34	210	71	27	52	529	128	28
ENGINE DEPARTMENT										
New York	30	4	0	16	4	0	8	68	6	0
Philadelphia	2	0	1	0	1	0	0	6	1	1
Baltimore	6	1	0	3	3	0	1	12	0	0
Norfolk	3	4	0	2	5	1	0	10	3	0
Mobile	4	1	0	3	1	0	1	8	2	0
New Orleans	21	9	0	15	5	0	2	61	13	1
Jacksonville	13	5	0	15	2	0	4	33	6	0
San Francisco	12	5	6	11	2	6	2	39	6	1
Wilmington	7	7	1	7	0	0	2	13	9	3
Seattle	21	8	1	8	1	1	2	34	18	2
Puerto Rico	6	0	0	6	1	0	1	22	2	0
Honolulu	7	3	8	5	8	4	1	7	9	10
Houston	24	4	0	17	2	0	5	43	3	0
St. Louis	0	0	0	0	0	0	0	0	0	0
Piney Point	3	8	0	1	2	0	0	6	9	0
Totals	159	59	17	104	37	12	29	362	88	18
STEWARD DEPARTMENT										
New York	16	4	1	10	1	1	4	38	12	0
Philadelphia	0	1	1	0	0	0	0	1	1	2
Baltimore	2	2	0	1	1	0	0	3	1	0
Norfolk	6	0	1	3	1	0	1	9	1	1
Mobile	5	1	0	2	0	0	1	8	1	0
New Orleans	19	1	0	11	0	0	2	44	1	1
Jacksonville	9	5	0	8	5	0	2	18	5	0
San Francisco	38	6	6	24	2	4	7	70	10	6
Wilmington	8	1	0	10	1	1	2	15	3	1
Seattle	20	4	0	7	0	0	4	38	5	0
Puerto Rico	2	0	0	11	0	1	0	5	0	0
Honolulu	4	26	29	4	15	30	47	7	35	26
Houston	10	0	1	4	0	1	2	25	0	0
St. Louis	0	0	0	0	0	0	0	0	0	0
Piney Point	2	5	0	0	0	0	1	5	11	0
Totals	141	56	39	95	26	38	73	286	86	37
ENTRY DEPARTMENT										
New York	32	23	8	17	11	5	0	49	39	10
Philadelphia	1	0	1	0	0	0	0	4	6	5
Baltimore	2	6	0	6	5	0	0	0	5	0
Norfolk	4	10	5	6	18	2	0	7	9	6
Mobile	1	5	2	1	3	2	0	2	12	1
New Orleans	13	10	22	12	10	7	0	28	24	34
Jacksonville	7	7	4	6	6	4	0	10	9	1
San Francisco	40	16	21	18	11	11	0	87	36	19
Wilmington	11	3	6	4	6	4	0	21	10	12
Seattle	24	10	1	9	7	1	0	46	29	1
Puerto Rico	9	8	1	7	2	0	0	10	12	1
Honolulu	5	88	109	1	76	110	0	9	109	201
Houston	11	12	3	6	5	1	0	18	24	7
St. Louis	0	0	0	0	0	0	0	0	0	0
Piney Point	0	18	13	0	0	15	0	1	24	19
Totals	160	216	196	93	160	162	0	292	348	317
Totals All Departments	741	373	286	502	294	239	154	1,469	650	400

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

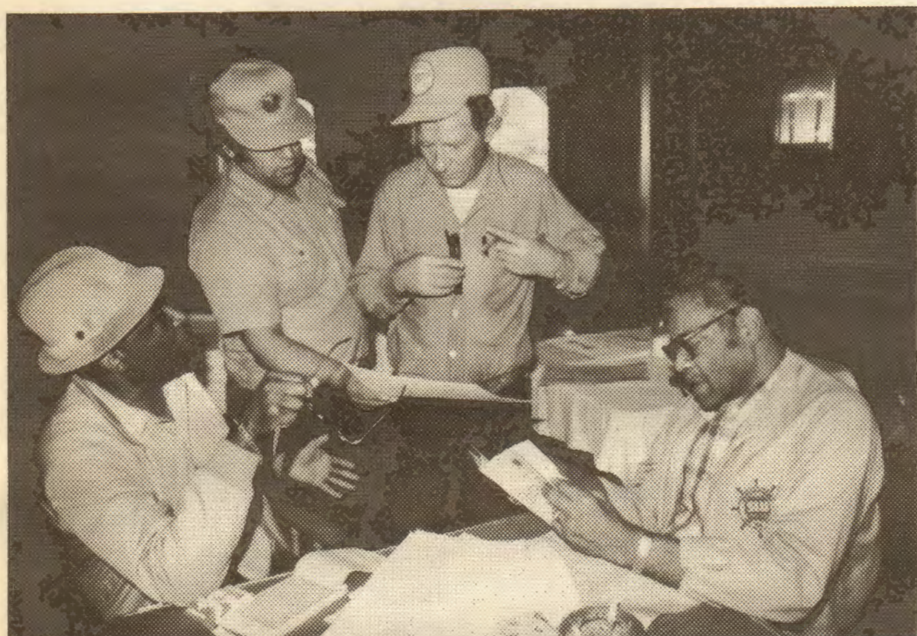
**"Registered on the Beach" means the total number of men registered at the port at the end of last month.

Shipping in the month of April was down from the month of March. A total of 1,189 jobs were shipped on SIU-contracted deep sea vessels. Of the 1,189 jobs shipped, 502 jobs or about 42 percent were taken by "A" seniority members. The rest were filled by "B" and "C" seniority people. A total of 154 trip relief jobs were shipped. Since the trip relief program began on April 1, 1982, a total of 4,959 jobs have been shipped.

Seafarer

Government Services Division

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



From left, SIU Business Agent Gentry Moore listens as QMED Electrician Oswald Bermeo and QMED Reefer Robert Taylor explain their disputed overtime. SIU Vice President Buck Mercer checks the agreement on the section in dispute.



Profile: The Kawishiwi's 3rd Steward

Third Steward Aleck Dorsey sat at a table in the *Kawishiwi* crew mess and seemed pleased. It was 10:30 in the morning and his stewards and utilitymen were busy preparing for the next meal. The eating area was spotless and tidy, and everything was in its place.

"That's what I like to see," said Dorsey, who supervises 15 people aboard the *Kawishiwi*. "A crew always wants a clean ship and we try to keep this one as clean as possible."

Dorsey has done everything he can to maintain the habitability of MSCPAC ships since he joined the organization 21 years ago. He enlisted in the Navy at age 18 and was a bosun mate for two years aboard a seaplane tender out of San Diego before he left the service to return home to Alexandria, La. After working three years as a mechanic's helper, he was bored. He investigated the possibilities of returning to sea and through a friend who worked for MSCPAC, he applied for a job with the Command. He went to work as a waiter and has since held just about every type of job in the steward department. He was promoted to third steward four years ago. "I'm going to try for chief steward one day but not now," says Dorsey. "I'm busy enough with this job."

Among his duties are supervising room stewards and utilitymen and keeping track of overtime in the department. Dorsey explained his management style aboard the *Kawishiwi*: "I try to show the people what their job is when they report on this ship. I basically tell them, 'This is your



Alex Dorsey, Third Steward

section and I expect you to keep it clean.' If I get any complaints, then I follow through. But most of the people who report to the *Kawishiwi* have been sailing a long time, so they already know what to do. And that makes my job easier."

Dorsey figures he must be doing something right after all these years because he says he rarely receives complaints from the ships he's been on after more than two decades with MSCPAC. Those ships include a former passenger vessel, the *USNS Upshur*, along with the *Furman*, *Dutton*, *Meteor*, *Observation Island*, and now the *Kawishiwi*.

Not a braggart, Dorsey maintains that he and his crew are doing a fine job on the *Kawishiwi*. "How do I rate myself?" he asked rhetorically. "I think we're doing an excellent job, I really do."

USNS Hess Pays Off in Oakland

The *USNS H.H. Hess*, an MSC oceanographic ship operated by LSC Marine, Inc., paid off in the port of Oakland, Calif. on April 17. With the exception of a few minor agreement clarifications and a couple of instances where disputed overtime was sent to SIU headquarters, the pay-off went very smoothly.

The ship had paid off in Brazil at the end of 1986, which was in accordance with the agreement, after which

the voyage continued through the Panama Canal and then on to Guam and Honolulu, Hawaii. Several crew changes were made along the way which, according to the master, Capt. Billy Jones, were a big improvement. Service was upgraded as well as the cleanliness of the ship, and the scientific personnel aboard had no complaints.

The accompanying photos were taken by SIU Field Rep. John Ravnik.



It's Union dues-paying time. From left are AB/Ship's Chairman Rickie Burgess, Chief Steward Cyril Spence Jr. and SIU Business Agent Gentry Moore. Standing is Chief Cook Austin Miles.

An avid reader at sea, Dorsey has been to just about every port in the Pacific and claims he loves them all. Despite satisfaction with his own maritime career, he's not encouraging any of his seven children to follow in his footsteps.

"I don't think I'd like to see that

happen," says Dorsey, who gets home every six months to see his wife and children. "One mariner in the family is enough!"

(Next month this section will profile Andy Kovacs, third mate aboard the *Kawishiwi*.)



USNS Kawishiwi (T-AO 146)

VP Reports

(Continued from Page 14.)

Take, for example, what has happened in the port of San Francisco. The maritime industry there, once the most robust in the country, has been allowed to decline to the point of near extinction.

While San Francisco is one of this country's leading tourist and financial centers, the decline of its maritime industry has resulted in fewer job opportunities for its citizens. Moreover, the decline of maritime and other such industries within the city's borders has threatened San Francisco's standing as the leading financial center on the West Coast. That honor now belongs to Los Angeles, which maintains a strong industrial infrastructure as well as a robust port.

The SIU has been working hard in San Francisco to make people aware just how important the maritime industry is to the economic health of the entire Bay area. The SIU, along with most other maritime organizations, backed Nancy Pelosi in her recent attempt to take over Sala Burton's seat. While Pelosi beat her closest Democratic challenger by a mere 4,000 votes, she is a heavy favorite to win the general election this June.

Pelosi has expressed a strong interest in the maritime industry. In my opinion, she has the potential to become the West Coast version of Helen Bentley—a strong advocate of the American-flag merchant marine. Our organization is working closely with her to keep her informed of developments in the maritime industry and how they affect the larger economy as a whole.

One more thing: the SIU has been working with the rest of organized labor in supporting a proposed home-porting plan for the port of San Francisco. There is a great deal of opposition to the plan by environmental and peace groups. They have legitimate concerns. Still, we want to make sure that the public at large understands the economic benefits of this idea.

The Navy vessel in question would be stationed in Hunter's Point, which is an economically depressed area of town. The people who live there could stand to benefit from the jobs created by the new facilities. In addition, the city's hard-pressed ship repair yards—Continental Market, South West Marine, Todd and AAA—would be given a strong shot in the arm. As it now stands, it is uncertain if there is enough work in the area to keep all four going.



Government Services Division
by V.P. Buck Mercer

ONE of the most sensitive subjects that all MSCPAC mariners are concerned with is that of promotion to a higher rating, and, with good reason. A permanent promotion for any aspiring mariner, regardless of department preference, means a higher base wage as well as higher penalty and overtime rates which equates to more take-home pay. Even more than that, permanent promotions can mean much more money to the mariner when it comes time for retirement. Every MSC mariner (as well as every other federal Civil Service employee) works toward their "High Three" average, which is their highest base wage over a three-year period. The higher the three-year average, the higher their monthly annuity when they retire. For that reason alone, the MSCPAC Promotion Board should take every precaution to protect the rights of every candidate for promotion who aspires to a higher rating. Promotion consideration should be given candidates who make written requests for promotion, as well as mariners whom MSCPAC has temporarily promoted and have successfully completed at least one year in the higher position.

The MSCPAC Promotion Board recently concluded its deliberations on candidates for permanent promotion in deck, engine, steward departments as well as steward officers and supply officers. With the exception of supply officer promotions, SIU was not (for the first time in many years) invited to attend. For that matter, SIU was not made aware as to when the Board was to meet. In the past, when the Promotion Board for non-officers and steward officers convened, one or two officials from the Union were always there to observe, make comments or recommendations to the Board, but not so this time around.

Now that the promotion announcements have been sent to all MSCPAC

ships for posting, the "beefs" complaining that their promotion requests were not considered or were not received at MSCPAC, etc., have begun to come in to the SIU office. Each complaint will be investigated and an

answer will be sent to the injured party. In addition, SIU will make specific recommendations to MSCPAC in order to further protect the promotion rights of MSCPAC steward officers and non-officers alike.

Correction: Winston E. Battle

The March LOG carried an obituary of Seafarer **Winston E. Battle**. It contained incorrect information.

Brother Battle, 63, died Feb. 14, 1987. He joined the SIU in 1944 and continued sailing until his death. Brother Battle sailed in the steward department, most recently as steward/baker aboard the *OMI Champion*.

He was one of the first World War II merchant seamen to receive veteran's benefits under the Mulberry Act for service on certain ships during the

invasion of Normandy.

Brother Battle is survived by his widow Cora; the couple was married for 41 years. Other survivors include his mother, Hattie A. Battle; seven children: Sandra Alexander of New York, Winston E. Battle Jr., Linda Whitaker, both of Gardena, Calif., Joyce Montgomery, Michael and Cheryl Battle, Tamara and Mitchell King all of Los Angeles, Calif. and Vance F. Battle (Cynthia) of Compton, Calif.; 14 grandchildren; three sisters, and four brothers.

Personals

Tommie Bencheck

An old friend, Theodore Sutyak, is trying to get in touch with you. You can write him at 15609 Tavern Rd., Burton, Ohio 44021, or call at (216) 834-8095.

Gary E. Doyen

Anyone knowing the whereabouts of Gary E. Doyen is asked to contact his son, Gary, 4116 W. 162nd St., Lawndale, Calif. 90260

(213/214-1121) or his parents, Leonard and Beverleigh Doyen, at 16710 So. Orange #P75, Paramount, Calif. 90723 (213/531-0254).

Tommy Matthews

Anyone knowing the whereabouts of Tommy Matthews, please contact his sister, Mrs. Dannie Mae Calhoun, at 693 Donald St., Mobile, Ala. 36617, or call (205) 457-5478.

The AA Program

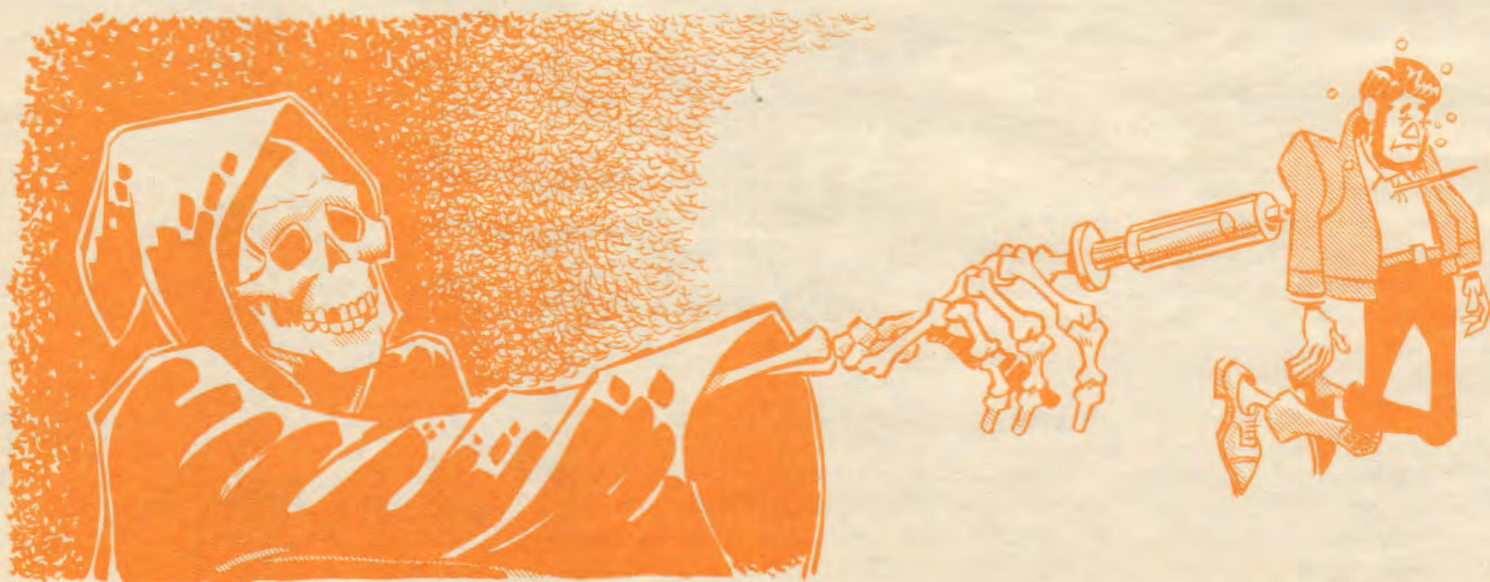
This Is How It Works

It's been more than 50 years since that fateful day when Bill Wilson, sober for only a few weeks, went to a hospital to talk with Dr. Bob who was lying helpless in a drunk ward. What began on that day was one drunk helping another drunk and through that process, both of them beginning on the road to recovery. It was the beginning of Alcoholics Anonymous, recognized today as the most effective way to recover from the disease of alcohol and drug addiction.

For the hundreds of Seafarers who have been given the gift of sobriety, and who began their process of recovery at the Seafarers Alcohol and Drug Rehabilitation Center in Valley Lee, Md., Alcoholics Anonymous is helping them to stay sober and to lead happy and useful lives.

Meetings of AA are held throughout the world. The program of AA, its traditions and its steps toward recovery, can be carried with the recovering alcoholic or drug abuser wherever he or she goes. And, fellow members of AA are all around, where you work and where you play. Chances are good that there will be one or more AA members among the crew of your ship or boat.

A chance encounter between two AA members aboard ship or ashore can lead to the same kind of "AA meeting" that took place in that hospital in Akron, Ohio in 1935 when Bill Wilson went looking for another alcoholic so that he, himself, would stay sober. That's the way the program works.



DRUGS KILL!
IF YOU HAVE A DRUG PROBLEM, GET HELP!
CALL YOUR PORT AGENT OR CONTACT YOUR UNION AT PINEY POINT. DO IT NOW!

ARMED & DANGEROUS

The SIU in Washington

Seafarers International Union of North America, AFL-CIO

May 1987

Legislative, Administrative and Regulatory Happenings

Washington Report

Trade, politics and the Iran-Contra arms scandal continue to dominate the news in the nation's capital.

In many ways, the three are interrelated. The outcome of the 1988 presidential election will depend in large part on how Congress and the administration deal with the festering trade deficit.

Meanwhile, the nation's attention is centered on the joint hearings that the Senate and House Intelligence committees are holding on the Iran-Contra arms scandal. While no one knows how these hearings will turn out, there is little doubt in anyone's mind that they, too, will play an important role in determining who becomes president in 1988.

Trade

The Democratic-controlled House of Representatives has lost little time in dealing with the trade issue. It just passed a controversial trade bill by a two-to-one margin.

The bill contains the controversial Gephardt amendment which would make it mandatory for the administration to take retaliatory action against countries which chronically maintain huge trade surpluses with the United States and which fail to take steps to effectively eliminate unfair trade practices.

The Gephardt amendment, which was strongly backed by organized labor, passed by a four vote margin, 218-214. "This marks an important victory for the working people of this country," said SIU President Frank Drozak. "For the first time ever, foreign governments have reason to believe that the United States is serious about dealing with its trade problem."

While there is general agreement that some kind of trade legislation is needed (even Jack Kemp, the country's leading proponent of "free trade," has introduced his own trade bill), there is a split in opinion as to whether such a trade bill should be "generic" or "industry-specific."

The Gephardt amendment is an example of a bill that is "industry-specific." "We in the SIU back that approach," said SIU Legislative Director Frank Pecquex, who noted that when it comes to formulating a trade policy, some industries are more equal than others, at least in the eyes of the Reagan administration.

Anyone doubting this should be aware of a recent attempt by the administration to change the way that the monthly trade figures are computed.

Each month, the Commerce Department is required to release two trade reports. The first report contains the total trade deficit, which last year amounted to \$170 billion. The second report, which is released 48 hours after the first one, does not take into account monies spent on importing foreign-made goods on foreign-flag vessels, or insuring them with foreign-based insurance companies.

If the administration has its way, then the first report will be dropped altogether or the two reports will be released at the same time. The incident says a great deal about the importance, or rather, the lack of importance, that the administration places on the American maritime industry. It wants to chop \$10 billion

off the trade deficit by pretending that the American-flag merchant marine doesn't exist.

The trade bill passed by the House was not "generic." It contained several measures dealing with specific issues of interest to American seamen.

The House voted to include H.R. 1290, the Ocean Transportation Act of 1987, in the final trade bill. This SIU-backed provision specifically deals with unfair trade as it pertains to the maritime industry. Under its provisions, sanctions and retaliatory action will be implemented against any country that treats American vessels in an unfair or discriminating manner.

Also included in the House-passed trade bill is an amendment which prohibits the export of Cook Inlet oil. This amendment became necessary after the Commerce Department issued a rule authorizing the export of small quantities of crude oil from Alaska's Cook Inlet region.

While the amount of oil produced in that area is not very large, it was felt that the Commerce Department was trying to establish a precedent to allow the export of North Slope oil, which accounts for a much larger amount of oil. Among other things, North Slope oil generates enough work to keep 40 American-flag tankers in operation.

The effects of the ban on the sale of Alaskan oil abroad can be felt across the country. For example, SIU Vice President Joe Sacco says that Alaskan oil accounts for a large percentage of all non-military jobs in the port of Houston.

AFL-CIO Review Process

While 1988 seems like a long time away, it isn't. The presidential election is already under way.

The Executive Council of the AFL-CIO, of which SIU President Frank Drozak is a member, has invited prospective presidential candidates to be videotaped. The candidates would answer questions on foreign trade and other issues important to the working people of this country. By doing this, the members of the Executive Council hope that they can maximize labor unity during a pivotal election year and come up with the best possible candidate.

CDS Repayment

The SIU continues its fight against a proposed rule by the Department of Transportation to allow certain U.S.-flag companies to compete in the domestic trade as long as they pay back monies received under the now defunct Construction Differential Subsidy program.

Last month, the SIU was successful in persuading the House to attach an amendment to its Fiscal Year 1987 funding bill which would reverse this rule. But the Senate struck the House amendment from its version of the bill.

Waste Products

Drozak submitted a statement to the House Marine Subcommittee urging enactment of H.R. 82, a bill that would amend the Merchant Marine Act of 1920 to require that vessels

used to transport waste products be built in the United States.

The legislation, introduced by Rep. Mario Biaggi (D-N.Y.), was drafted in response to a decision by the city of New York to award a contract to a foreign shipyard, even though there are American seamen, steelworkers and shipbuilders living in the New York area who could badly use the work.

Under the terms of the contract, four barges capable of transporting sewage sludge to a designated Environmental Protection Agency site within this country's "Exclusive Economic Zone" would be awarded to a foreign shipyard.

Drozak emphasized that this was a bad decision. Not only did it violate the spirit of the Jones Act, but it would transfer jobs overseas at a time when unemployment rates for seamen, steelworkers and shipyard workers in the New York area have reached epidemic proportions.

Cash Transfer

The Senate Foreign Relations Committee has adopted an amendment to the F.Y. 1988 Foreign Aid Authorizations bill which imposes restriction on cash as a form of U.S. economic aid. The amendment, offered by Sen. Paul Sarbanes (D-Md.), is identical to language that was drafted by the House Foreign Affairs Committee earlier this month.

"This Sarbanes/Torricelli amendment is a step in the right direction," said Jim Henry, president of the Transportation Institute. "It requires that at least 50 percent of the commodities purchased by foreign nations through the cash transfer program be transported on U.S.-flag ships."

Maritime Commission

When he appeared before the Commission on Merchant Marine and Defense, Drozak stressed the importance of the Jones Act and the need to reaffirm its integrity.

He recommended extending the jurisdiction of the Jones Act to the presidentially-mandated 200-mile Exclusive Economic Zone. He also recommended closing some of the loopholes that currently exist, such as cruises to nowhere, lightering of foreign tankers from just beyond the 12 mile limit, and foreign fish factories that operate just beyond our legislative limits, but well within the continental shelf.



It's Time to Honor Those Who Served

COMMENTARY

Hypocritical is the only word for it.

On May 7 the Reagan administration took a strong stand against granting World War II merchant seamen veterans' status and benefits.

More than 6,000 were killed in enemy action. Some were killed when their tankers were blown apart and the ocean was covered with flaming oil, con-

suming anyone who had abandoned the ship. Some were killed in the frigid waters of the Arctic on the Murmansk run. Others died in the broiling sun in the Pacific. Still more died, trapped somewhere below decks, fully aware of the terror of knowing their ship was going down and there was nothing to do but ride it to the bottom.

Thousands and thousands

more were seriously injured, and everyone who sailed in the merchant marine faced the same chances of death. Chances that were higher than the Navy, Air Corps or Army faced. Only the Marines had a higher ratio of dead.

But, this administration—and to be fair almost each administration since the war—does not want to grant these aging vol-

unteers the benefits they so richly deserve. As a token, they magnanimously gave support to two bills; one which will allow the issuance of medals to those who served in the merchant marine during the war and another which will allow the use of an old Liberty ship as memorial.

The next day after backing these nice, but token gestures, President Reagan issued his Maritime Day statement.

"In time of war or national emergency, merchant seamen have served with valor and distinction as the lifeline of our armed forces . . . Every American should give thanks to the merchant marine's legacy of services and sacrifices for our freedom and prosperity and for its continuing contribution to our way of life."

Pretty words and medals are nice, but to deny veterans' status to old seamen one day and then praise their bravery and mourn their deaths the next, smacks of either ignorance or hypocrisy.

Since the founding of this country the merchant marine has come forward, as volunteers, with the ships and crews to keep America fighting. We are supposedly the Fourth Arm of Defense yet our elderly brothers who served with such bravery are treated more like unwanted step-children.

That's not new, however. Early in World War II the governor of North Carolina telegraphed the War Department with the following message:

"Please do something about the sinking of ships off our coast, as the oil and the dead bodies of the seamen are ruining our tourist trade."

Well the government doesn't have to worry about too many bodies anymore. Only about 90,000 of the 250,000 merchant sailors who served in World War II are still alive. But sadly enough most will probably be dead if and when the government finally decides to shoulder its responsibility to those men who served so bravely.

So this and every Maritime Day and Memorial Day give some thought to those who died and those who faced such horrible deaths on the world's oceans.

