

AFL-CIO Executive Council Supports Maritime Program

The AFL-CIO Executive Council, meeting in Bal Harbour, Fla. last month, adopted a strongly-worded statement on international trade which included specific recommendations for revitalizing the U.S. merchant marine.

Citing the record \$69 billion trade deficit in 1983, the AFL-CIO sternly criticized the Reagan administration's blindness to needs of American industry and its insensitivity to the plight of the growing number of jobless Americans. The statement said:

"Despite the resulting loss of jobs and income, the administration continues to oppose positive action to defend U.S. economic interests. Its 'free market' rhetoric does not reflect the trading practices of other countries and does nothing to solve America's trade problems."

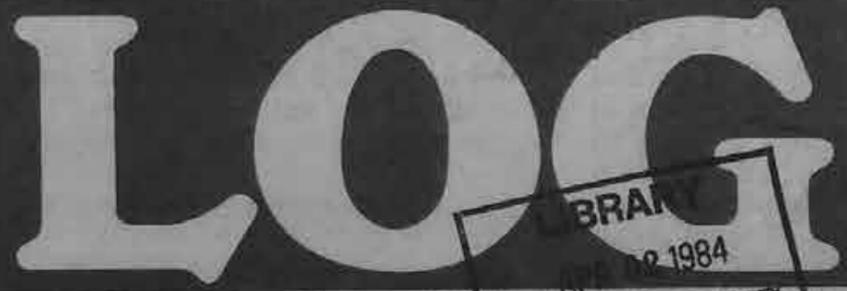
On maritime, the AFL-CIO statement said:

"To revive the U.S. maritime industry, legislation is needed to substantially increase the portion of cargo carried in U.S.-flag ships and to assure a strong U.S. shipbuilding base, thereby enhancing national security."

The AFL-CIO also strongly opposed export of Alaskan oil.



Congressman Joseph P. Addabbo, chairman of the House Defense Appropriation's subcommittee, said that America's merchant marine is "the vital fourth arm of defense," and he pledged continued support to rebuild the U.S.-flag merchant fleet. (See pages 3-6.)



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Senate Votes 70-20 to Keep Alaska Oil in U.S.

People Are the Power

New Grassroots Effort Set By SIU and MTD

On April 14, a brand new, nationwide effort, spearheaded by the SIU and backed by the Maritime Trades Department to reverse the decline of the U.S. merchant fleet, will get under way.

The Seafarers grassroots political program of 1984 is designed to make the candidates and the public aware and concerned about the need for a strong merchant fleet and a healthy American economy.

The strength of the grassroots campaign is the people (see editorial page 39). SIU, United Industrial Worker and MTD members and their relatives all will be recruited to attend rallies, go to community meetings and generally educate the public and the candidates about the Union's proposals and programs.

"The national election in 1984 will prove to be one of the most important in our history. No matter whether you're an active

or retired SIU member or spouse, you have an enormous stake in the 1984 election results," SIU President Frank Drozak said.

"In every state where we have operations, we want to start a grassroots campaign. We want members to attend all the rallies of major candidates running for national office. They must see first-hand all the concerns of our industry.

"We want to attend community meetings, help present literature, work on phone banks and do all the other tasks needed to educate candidates about our industry's importance," he said.

One of the major points the campaign will make is the trail of broken promises the maritime industry has walked down through elections during the past 30 years. It has been during that time the merchant fleet began to shrink, despite promises and good intentions.

"Over the past 35 years we

(Continued on Page 15.)

SIU Wins Major Legislative Battle, Seafarers Win Jobs, Job Security

The year-long effort to extend the ban on exporting Alaskan oil appears to be settled, with a victory for the SIU and other groups who battled to keep Alaskan oil for domestic use.

On March 1, the U.S. Senate defeated attempts by export supporters to amend the Export Administration Act to allow the Alaskan oil to be shipped to Japan. Following a long debate, which lasted into the night, the Senate voted 70-20 to retain the export ban for another six years.

The ban, which is only a part of the entire Export Administration Act, is also contained in the House version. Both houses passed the Act and now it must go to conference to iron out the differences. The House version calls for a four-year ban. Because the Act is complex, Capitol Hill sources do not expect the oil issue to be a stumbling block during the conference process. In addition, they say, there are few indications that the White House would veto the Act over the oil export provisions.

The debate on the pros and

cons of export was the final round in the long fight. It centered around an amendment offered by Sen. Frank Murkowski (R-Alaska). His amendment called for exporting up to 200,000 barrels of oil a day, about 12 percent of the current North Slope production. In an effort to gain support of some export opponents, the proposal did include the requirement that the oil be carried on American-flag tankers.

"This is going to hurt the American merchant fleet. It is going to hurt the ship repair yards on the West Coast. It is going to raise the cost of oil in the United States and it is going to cause Alaska to have a significant increase, a windfall in their treasury at the expense of other Americans. I do not find that to be in the interest of this country," Sen. John Heinz (R-Pa.) said during the floor fight.

The arguments about the export centered around the points the SIU and others have made for the past year. Export would hurt the fleet and related indus-

(Continued on Page 15.)

President's Report

by Frank Drozak

IN the coming months I will be making a swing around the country, and I hope to get a chance to talk to as many of our members as I can. There are many matters of vital concern to us, and I will need your counsel and your understanding.

I want to say some things now about what I consider is the most serious challenge we have faced in all the years I have been a member of this Union.

Our industry is in the worst slump since the Depression of the 1930s. Throughout this nation there is unemployment, poverty, hunger and despair. Despite the glitter of the administration's public relations campaign, things are not getting better. But it's not just this administration that has caused the severe problems of the maritime industry.

For at least 35 years, beginning with Eisenhower, we have heard promise after promise from every president about what they were going to do, to rebuild our industry. Nothing has happened except that more ships are going into lay-up because there is no cargo for them.

We have had enough of empty promises. It is time to take a new and bold move.

That is why we are going to take a new tack through the course of this election year. We are not going to steer our way with charts made up from empty promises and campaign rhetoric. Our goal is very simple. We want to know what each candidate, from president on down, across this country, will do for the merchant marine. And we will not support them until we are convinced that they understand our problems, that they will stand up for this industry and its workers.

The question is: How do we make sure we won't be the victims of a "promise anything for their vote" candidate? We are going to take our case to the people.

It's called a Grassroots Campaign. That means instead of working from the top down, we will work from the bottom up to make the issue of the serious and dangerous decline of the U.S.-flag merchant fleet an issue that is important to the people in every part of this nation.

We are going to be calling on every active and retired member of this Union, their wives, their husbands, their children and their friends to take part in this campaign.

We know the deadly facts about our industry and we know the string of broken promises that goes back for 35 years. Now we must make the public aware and we must make the candidates aware.

We know that the American merchant fleet has dropped from 2,000 ships in 1960 to less than 600 today, and 120 of these can't



Navy Eyes Transfer of Ships To Private Sector Operation

SIU Companies Will Bid on Contracts; SHLSS Will Provide Training Programs

As many as 75 ships, some now operated by the Navy, and others—former civilian ships being converted for various military uses—could come under civilian contract during the next several months. SIU-contracted companies are bidding for those ships.

In the near future, operating bids will be taken on at least three groups of ships to be used for sealift support purposes. The largest group is some 30 ships the Navy now operates, including tugs, missile range ships, cable ships and research and survey ships.

It could be a long process. According to the Navy it must first study the cost differences between continued government operation under the Military Sealift Command and under private contracting.

However, regulations state that in the event of a switch-over, current Civil Service mariners must be given the right of first refusal in their jobs. In other words, they may stay aboard the ship under private contract if they wish.

The other two groups of ships are the SL-7s and a group of 12

converted crane ships. Both types of ships would require large and highly skilled and trained crews.

One crane ship, or TACS, is already under a short-term SIU contract. The *Keystone State*, a converted C-6, is being operated during its transfer from the Great Lakes to Norfolk, Va. by Interstate Ocean Management. When all 12 TACS are in operation they will require unlicensed crews of between 40 and 50. They will be kept in a ready state with a maintenance crew and be able to be under way within three days.

Because of the different types of jobs needed on each of the ships, the crews would need additional training to add to their skills. The Seafarers Harry Lundeberg School could provide that training.

The Navy is also looking to charter several other types of ships including C-4s, small tankers and break-bulk ships.

Correction

In the December 1983 LOG, the operator of the *Golden Dolphin* was incorrectly identified. It should have been listed as the Berger Group.

find work and are laid up. The public doesn't know.

We know the Soviet Union had only 600 ships in 1960 and has 2,700 modern ships today sailing and another 600 being built. The public doesn't know that either.

We know that with crises in Central America, South America, the Middle East, the Far East and South East Asia, the merchant fleet is inadequate. It cannot today supply troops and materials to sustain a conflict in one front, let alone two.

It is time we carry our issues to the public and the politicians. We are going to let them know how we feel about 35 years of broken promises.

If we work together, we can turn the tide. I believe that with your help and cooperation, we can bring the American public to our side. With the American public on our side, we can convince the candidates that we need active support, not empty promises.



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'We Need Commitments, Not Promises'

AFL-CIO Maritime Trades Pledges Full Support for SIU Grassroots Program

43 National Unions Join in Effort To Provide Candidates with Maritime ABC's

The AFL-CIO Maritime Trades Department unanimously endorsed a grassroots program developed by the Seafarers International Union to make every candidate for national office aware of the critical need to revive the U.S.-flag merchant marine.

The MTD executive board approved the SIU's public informational program and by unanimous decision pledged to actively participate in this nationwide campaign.

As he urged the MTD's 43 affiliated national unions to join in this effort to awaken candidates' concerns for the need to generate jobs for American workers, SIU President Frank Drozak said, "We must tell the candidates that from here on out we are going to judge them not by the promises they make, but by how hard they work to keep those promises."

Drozak recalled that President Reagan had made "some very specific promises" to the maritime industry in 1980. "What he delivered," said Drozak, "was laid-up American ships, closed American shipyards and thousands of unemployed American seamen and shipyard workers."

The grassroots educational campaign will involve the MTD's 29 port maritime councils throughout the U.S. to mobilize a network of volunteers to make sure "that the candidates from Maine to California know our concerns and are committed to dealing with them."

The MTD called on each presidential candidate to spell out a program for revitalizing the maritime industry, and for a commitment to carry that program with "vigorous leadership."

In an address to the MTD board, AFL-CIO President Lane Kirkland joined Drozak in condemning the Reagan administration's "free trade" posturing.

"Under the Reagan administration," Kirkland said, "we are left with no viable maritime pol-

icy and a trade policy that encourages only imports. The administration has ended the construction differential subsidy program so that shipbuilding can find foreign havens.

"This administration, for all its patriotic talk of rebuilding America's defense and improving American security, has left us with a shrinking, aging fleet that cannot carry the men, guns and goods we might need in an international crisis."

Part of the answer, Kirkland suggested, lies in the new national industrial policy board proposed by the AFL-CIO that would link labor, management and government in a program to modernize American industry and make it competitive with any in the world.

"We know American workers can compete," Kirkland said, "but they need the tools and technology to compete on fair terms."

Also addressing the MTD board during the two-day meeting were House Speaker Thomas P. "Tip" O'Neill Jr.; Rep. Joseph P. Addabbo (D-N.Y.), chairman of the House Defense Appropriations subcommittee;



AFL-CIO President Lane Kirkland, MTD President Frank Drozak and MTD Vice President Stephen J. Leslie huddled to talk about support from the AFL-CIO Executive Council for the legislative programs of the Maritime Trades Department.

Rep. Mario Biaggi (D-N.Y.), chairman of the House Merchant Marine subcommittee; Rep. Martin O. Sabo (D-Minn.), representing the House Democratic Caucus; Sen. Ted Stevens (R-Alaska), chairman of the Senate Defense Appropriations subcommittee and the Merchant Marine subcommittee; AFL-CIO Organizing Director Alan Kistler; Research Director Rudy Oswald, and Legislative Director Ray Denison.

Among some two dozen resolutions adopted by the board were several detailing the MTD's own program for restoring the U.S. maritime industry, including the enactment of the Competitive Shipping & Shipbuilding Act to promote greater carriage of bulk commodities on U.S.-flag shipping built in this country, stricter enforcement of

existing cargo preference laws, negotiation of bilateral cargo-sharing agreements with the nation's trading partners, extension of the Jones Act governing coastal shipping, and funding of port development projects.



Senator Ted Stevens (R-Alaska) pledged his support for a "strong U.S. merchant marine."



Congressman Martin Sabo (D-Minn.) spoke to the MTD board about the urgent need for a new direction in America. Rep. Sabo is chairman of a House Democratic Caucus subcommittee which drafted a broad program called "Renewing America's Promise." The program is a people-oriented blueprint for America's future.



House Speaker Thomas "Tip" O'Neill said that labor must unite "as never before" to turn back the destructive economic policies of the Reagan administration.



Congressman Mario Biaggi, chairman of the House Merchant Marine Committee and a staunch advocate of a viable U.S. merchant marine, told the delegates that "the administration's maritime promotional policy is dead . . . but all is not lost." But, he also said he was optimistic that we can begin to rebuild our industry "if, as a first step, we adopt a policy of cooperation, compromise and diligence."



SIU Vice Presidents Leon Hall (left) and Roy "Buck" Mercer listen with concern as MTD speakers, many of them presidents of national unions, told of continuing loss of jobs because of deregulation, anti-labor sentiment being encouraged by the Reagan administration, and a totally unrealistic "free-trade" policy.



SIU Legislative Director Frank Pecquex, who is also National Field Coordinator for the MTD, listed the legislative issues which involved many of the 40 national unions which make up the Maritime Trades Department.

MTD Is Unanimous: Great Lakes Maritime Industry Is a Vital National Resource

The Great Lakes economy has yet to rebound from a downturn of devastating magnitude. The profound effects of this sustained recession have registered a particularly crippling impact on this region's maritime industry.

The Great Lakes maritime community has demonstrated its commitment to the future. The Great Lakes maritime industry has built an efficient, comprehensive bulk-carrying network whose capability, unfortunately, has yet to be realized. The government can no longer remain silent. Aggressive federal policies, designed to increase the competitive posture of the Great Lakes in the domestic and international markets, must be adopted at an early date. A navigation system of such remarkable potential must not be allowed to lie dormant.

The bountiful fields and factories of the Great Lakes region produce a substantial portion of our nation's preference cargo trades. Despite the close proximity of the points of origin to the shores of the Great Lakes, the region has not participated in the carriage of the preference cargo trades to the same extent as the tidewater export regions.

The federal government should respond to this unfortunate situation by promoting a geographic distribution of preference cargo exports through each of the four seacoasts, while concurrently guaranteeing that its application would not, in any

way, reduce the aggregate tonnage of preference cargo carried aboard U.S.-flag vessels.

In light of the dramatic benefits that would accrue to the Great Lakes region through its prompt enactment, the Executive Board of the Maritime Trades Department, AFL-CIO, is in strong support of the Competitive Shipping and Shipbuilding Act.

Furthermore, the Maritime Trades Department, AFL-CIO, urges enactment of legislation designed to eliminate all tolls on the St. Lawrence Seaway.

Finally, the MTD urges the federal government to encourage a geographic distribution of preference cargo shipments among all of the four seacoasts, while at the same time guaranteeing that such a distribution would not in any way affect either the spirit or intent of existing cargo preference laws.



SIU Vice President Mike Sacco said that maritime labor must unite to meet the challenge that "free trade" is making to the very existence of our industry.



MTD Executive Secretary-Treasurer Jean Ingrao welcomed the members of the executive board, and made sure that the two-day session was both efficient and effective.



Joe Spiva and Mike Orlando were at the MTD board meeting representing SIU fishermen in the New Bedford and Gloucester, Mass. area.



Edward J. Carlough, president of the Sheet Metal Workers and member of the MTD executive board, made the motion that won unanimous endorsement from the MTD for the Seafarers' grassroots political education campaign.



Roman Gralewicz, president of the Seafarers International Union of Canada, and an executive board member of the MTD, spoke of the continuing threat of "flags of convenience" to the job security of American seafarers—in Canada as well as in the United States.



The Marine Engineers, District 2, was well represented at the MTD executive board meeting. MEBA President Ray McKay confers with MEBA Secretary-Treasurer Michael McKay, as Mel Pelfrey, executive vice president Great Lakes, listens to the proceedings. Pelfrey, who is also president of the Toledo Port Council, later delivered a report on the problems of the Great Lakes shipping industry.

MTD Tells Congress: U.S. Fishing Industry Vital To America's Marine Economy

The growing importance of the United States fishing industry calls for a reaffirmation of U.S. support for this vital segment of the marine economy. Currently, our nation's fisheries are the source of employment for nearly 300,000 Americans and contribute over \$7 billion to the U.S. economy. The Maritime Trades Department, AFL-CIO, has long been a proponent of policies to spur growth within the industry, and has encouraged protection for U.S. fishermen from the unfair predatory practices of other fishing nations.

Despite the enactment of two major laws to protect and develop this vital industry, the Magnuson Fishery Conservation and Management Act of 1976 and the American Fisheries Promotion Act of 1980, the U.S. fishing industry is still suffering from unfair competition from foreign fishing nations. U.S. fishermen are finding it increasingly difficult to compete with foreign fleets which are subsidized by their governments through low-interest construction loans and lenient regulations which allow lower operating costs.

Currently, foreign fishermen are capitalizing on their competitive advantage, and are harvesting approximately 60 percent of the total harvest of fishery resources over which the United States asserts sovereign rights.

Low-priced tuna, for example, is being dumped into the United States by foreign countries, forcing many U.S. fishing and canning operators out of business. In 1981, 69 percent of the frozen and canned tuna available to American consumers was imported from foreign countries.

On the West Coast

On the West Coast, approximately 80 percent of the domestic tuna fishing and fish processing fleets, which usually operate out of San Diego, have moved their operations to the Western Pacific where they are able to employ cheap foreign labor and ignore U.S. safety and environmental standards. U.S. canners are also relocating to other parts of the world to take advantage of low-wage labor, tax advantages and low interest

loans. U.S. fishermen and their unions are being severely impacted by this "runaway" fishing fleet.

The U.S. fishing industry is an important component of the American economy and must be protected from the unfair practices of foreign fishing nations. Other fishing nations with substantial fishery resources have established programs and provided government support to render their fleets more competitive, and the U.S. government must follow suit.

Because current federal programs designed to assist the U.S. fishing industry are inadequate to meet either existing or future needs, Congress should act now to develop initiatives which will encourage and support investment in U.S. fishing and canning operations, and will protect the rights of all U.S. fishermen.

The Executive Board of the Maritime Trades Department, AFL-CIO, reaffirms its longstanding support for the further development of a strong U.S. fishing industry.

The MTD strongly urges Congress to adopt measures which will strengthen the competitive posture of the U.S. fishing industry in international trade and encourage investment in modern and efficient fishery-related vessels and shoreside facilities. Additionally, the MTD calls on the U.S. government to defend existing tariff levels and import quotas on import-sensitive fish resources, and to reaffirm the U.S. policy on migratory species so that our nation's fishing industry can realize its full potential.



AFL-CIO Legislative Director Ray Denison urged the Maritime Trades Department to continue its leadership role in the legislative battle for job security for Americans.

JOB S!! AMERICA JO

U.S. Flag Dredging Capability Has Worldwide Implications



MTD President Frank Drozak called on all 43 affiliated unions to join with the SIU in a grassroots campaign to bring to the people and to the candidates for national office a new awareness of the need for job opportunities for American workers.



SIUNA Vice President Steve Edney alerted the MTD leaders that still another vital U.S. industry is foundering in the seas of Reagan's "free trade" economics, and he warned that "thousands of American jobs" in the fishing and cannery industry will be lost unless Washington adopts policies encouraging "fair trade and fair competition."



Gov. James Thompson (R-Ill.) was a guest speaker at the MTD board meeting.



Rudy Oswald, director of the AFL-CIO Department of Economic Research warned of further losses of jobs for American workers unless there is a massive protest against Reagan's "free trade" policies.

The efficient and expeditious movement of waterborne commerce through our nation's ports and waterways is intimately dependent upon an adequate U.S.-flag dredging capability. However, the necessity of developing a strong U.S.-flag dredging capability does not stop at our shorelines. Our overseas military ports, critical to our national security, must also be adequately maintained and improved.

The private dredging industry has responded to the challenges of the decade, committing significant financial resources to the development of a technologically advanced, state-of-the-art dredge fleet. The private sector fleet which has evolved is more than adequate to satisfy our domestic and overseas maritime needs.

In recognition of the necessity of sustaining a viable U.S.-flag dredging capability, the federal government must match the demonstrated dedication of the private sector through the administration of governmental policies designed to facilitate the continued development of our private sector U.S.-flag dredge fleet.

Domestically, the federal government must effect the timely implementation of the Corps of Engineers recommendation of a four hopper, six non-hopper federal dredge fleet. Additionally, the federal government, through the operations of the Small Business Administration, manages the set-aside pro-

gram which reserves a portion of government contract work for the nation's small business sector.

With respect to dredging contracts, the federal government should reduce the size standard used to define what qualifies as a "small business" for the purposes of the set-aside program. An aggressive federal input on this issue would help to insure that the program assists the intended beneficiary—the small dredging contractor.

In regard to our overseas commitments, the United States should maintain its military facilities to modern, efficient standards. In instances of needed harbor and channel maintenance and improvement projects, these dredging assignments, funded by U.S. citizens, should be exclusively reserved for American workers aboard American dredges.

The Executive Board of the Maritime Trades Department, AFL-CIO, renews its firm commitments for the increased use of private sector dredges, concurrent with a significant reduction in the federal dredge fleet. Additionally, the Small Business Administration should reduce the set-aside size standard for dredging contractors in order to benefit the truly small dredging sector. Finally, the federal government should insist upon the increased utilization of American-crewed private U.S.-flag dredges in overseas military construction projects.



SIU Representative Juan Reinoso from Puerto Rico, and UIW Representative Felix Francis from the Virgin Islands, were interested in the MTD's program to stimulate jobs.



Inland News

**Our Members
At Work**

SONAT Crews Will Meet on Contract Proposals



SIU Representative Mark Trepp, left, looks on while Second Mate Gary Robson maneuvers the tug *Ambassador*.

SIU to Host 4 Conferences; Members Will Elect Delegates

The SIU has scheduled a series of crews conferences for SONAT workers who have questions about the upcoming contract negotiations, pension and welfare benefits, eligibility requirements, or any phase of the Union's activities.

The conferences will be geared entirely for Inland members employed by SONAT companies, and will be held at the Union's training facilities at the Seafarers Harry Lundberg School of Seamanship at Piney Point, Md.

Each tug or barge is encouraged to elect delegates to attend these conferences. Many of the Union's top officers and staff members will be on hand to answer questions and listen to suggestions. If you have any ideas about the upcoming negotiations or any suggestions about how the Union could better serve the members, make sure that you run for a spot.

Given the system of rotary shipping that is now in effect, the Union has taken pains to accommodate everyone's scheduling needs. The conferences have been arranged so that any tug or barge worker who wants

to attend will be able to do so during his week off.

The first conference is scheduled to begin on Sunday, April 29 and will last until May 5. Subsequent conferences will begin on May 13, June 10 and June 24.

The Union would like to have at least three delegates from each active Green Fleet boat attend the conference (1 licensed delegate, 1 AB or cook, and 1 tankerman), one delegate from each active White Fleet boat; one representative from both the I.B.C. and Harbor Fleets to act as observers.

We are shooting to have at least 30 members attend each conference. We particularly would like Green Fleet members to attend, since their contract will be the first to be negotiated. If more than three people from each boat would like to attend, we could easily accommodate the overflow. Just talk to your Union rep or else contact the Union Hall.

Wives are invited to attend. There will be plenty of activities for everyone.



Bob Morgan is the barge captain onboard IOT's #32 Barge.



Paul Moore is a second mate onboard IOT's *Patriot*.



Oscar Cudworth, mate aboard the tug *Freedom* (Sonat), shows off his latest duck carvings to Cook William Justi (l.) and AB Roland Richardson.



AB Richard Bloodworth, center, talks to SIU Port Agent Bob Stevens, left, and SIU Representative Mark Trepp.

In Memoriam



Pensioner Michael Walter Furman Sr., 56, succumbed to cancer in the South Baltimore (Md.) General Hospital on Jan. 31. Brother Furman joined the Union in the port of Baltimore in 1957 sailing as a chief engineer on the tug *Fort McHenry* (Harbor Towing) from 1942 to 1944. He was a former member of the I.L.A. Boatman Furman was a veteran of the U.S. Army during World War II. Born in Baltimore, he was a resident there. Burial was in Holy Cross Cemetery, Baltimore. Surviving are two sons, Michael Jr. and Francis; a daughter, Averta and a sister, Lillian M. Jupitz of Baltimore.

Anita N. Labrecque, 32, died of heart failure in the Mercy Medical Center, Vicksburg, Miss. on Oct. 26, 1983. Sister Labrecque joined the Union in the port of New Orleans sailing as a crew purser aboard the steamboat *Delta Queen* (Delta Queen SS Co.) in 1983. She was born in New Hampshire and was a resident of Rochester, N.H. Burial was in Holy Rosary Cemetery, Rochester. Surviving are her parents, George and Rita Labrecque of Rochester.

Walter A. Quidley, 50, died aboard the tug *Olive H.* (NBC Line) in Baltimore City, Md. on Nov. 10, 1983. Brother Quidley joined the Union in the port of Philadelphia sailing as a tugboat captain. He was a veteran of the U.S. Armed Forces during the Korean War. Boatman Quidley was born in North Carolina and was a resident of Norfolk. Interment was in the Forest Lawn Cemetery, Norfolk. Surviving are his widow, Lorine and his parents, John and Mabel Quidley.

Doyle Rollins succumbed to cancer on Oct. 8, 1983. Brother Rollins joined the Union in the port of New Orleans sailing for Dixie Carriers from 1979 to 1981. He was a resident of New Orleans. Surviving is a sister, Dorothy Phillips.

Thomas B. Ferguson died on Feb. 9. Brother Ferguson joined the Union in the port of Norfolk. He was a resident of Norfolk.



Pensioner Sigurd Gronli Jr., 75, passed away from lung failure in the Biloxi (Miss.) U.S. Veterans Administration Hospital on Jan. 2. Brother Gronli joined the Union in the port of New Orleans in 1956 sailing as an AB. He sailed for G & H Towing in Galveston from 1962 to 1967. Boatman Gronli was a veteran of the U.S. Army. A native of Vesbby, Norway, he was a resident of Grand Bay, Ala. Interment was in the Grand Bay Cemetery. Surviving is his widow, Lavonne.



Pensioner Theodore Thomas Sladowski, 63, died of a heart attack on the way to the Holy Name Hospital, Teaneck, N.J. on Jan. 26. Brother Sladowski joined the Union in the port of New York in 1960 sailing for the Penn-Central Railroad, Jersey City, N.J. He was a veteran of the U.S. Armed Forces. Born in Jersey City, he was a resident of Ridgefield Park, N.J. Burial was in Holy Cross Cemetery, North Arlington, N.J. Surviving is his widow, Marion.

Harold Paul Berg, 49, succumbed to cancer in the Cooper Medical Center, Camden, N.J. on Dec. 18, 1983. Brother Berg joined the Union in 1969 in the port of Philadelphia sailing as a tankerman and captain for Sonat Marine and IOT from 1960 to 1970. He was a veteran of the U.S. Air Force after the Korean War. Boatman Berg was born in Voorhess Twsp, N.J. and was a resident of Sicklerville, N.J. Interment was in the Berlin (N.J.) Cemetery. Surviving are his widow, Mildred; three sons Mark, Richard and John and a daughter, Mildred.

Pensioner Philip C. Gibson, 73, passed away recently. Brother Gibson joined the Union in the port of Baltimore in 1957 sailing as a deckhand for Baker, Whitely Towing in 1961. He was a former member of the SUP. Boatman Gibson was born in Massachusetts and was a resident of Baltimore.

INLAND LINES

5 Contract Negotiations Continue in Norfolk

Contract negotiations are still continuing at Marine Towing, American Towing, Sheridan Towing and Transportation, Allied Towing and Inland Towing in the port of Norfolk.

SIU Rep Mike Paladino here reminds Boatmen submitting welfare claims bills to include claim applications and proof of their sea time with the bills in order to speed up payments.

St. Lawrence Seaway Opens April 2

The scheduled opening of the St. Lawrence Seaway's Montreal-Lake Ontario section has been tentatively set for April 2, March 28 for the Welland Canal, and April 24 for the Canadian Sault Ste. Marie Canal.

A more accurate opening date for the seaway can't be scheduled because the ice cover on the waterway is more extensive now than it has been in recent years.

Contract Talks in Mobile

Contract talks at Pilot Service Inc. and at Radcliff Materials in the port of Mobile are still going on this month.

Baltimore's Curtis Bay Channel Dredging

The neglected Curtis Bay Channel in the port of Baltimore will be dredged by the U.S. Army Corps of Engineers up to its current operating depth.

The channel has not received Corps dredging since the late 1950s.

Negotiations on Contracts in New Orleans

In the port of New Orleans, negotiations on contracts at Crescent Towing and Radcliff Materials for Boatmen are still going on.

On the Alice Moran



Crewmembers from the tug *Alice Moran/ barge New York* gather around the table at Triangle Dock in Jacksonville. They are (l. to r.) Capt. Chris Gallowitz, AB John Sparks, OS Robert Wiggins, Chief Engineer Joseph Kadak, Assistant Engineer Geoffry Benn and AB Edmund Fish.



Last December in Bucksport, Maine, smiling Hilaire (John) Clavette joined the crew of the tug *Alice Moran/ barge New York* as a cook. He looks like he's found his niche!

Pensioners

Eugene Strother Lane, 53, joined the Union in the port of Norfolk in 1959 sailing as a deckhand for the Chesapeake & Ohio (C & O) Railroad from 1962 to 1981. Brother Lane began sailing in 1955. He was born in Norfolk and is a resident of Newport News, Va.

Julian Pichou, 65, joined the Union in the port of New Orleans. Brother Pichou is a resident of Poplarville, Miss.



Barge Captain Lowell Jones makes sure repairs are done to the navigation lights on *Barge Ocean 193* (Sonat) by a Jacksonville electrician.



While servicing the Interstate 140, an IOT barge, SIU Rep Mark Trepp, left, and Port Agent Bob Stevens, right, talk to Second Mate Jim Grenfeld.



Tankerman Bob Burns, left, who works in the IOT fleet, talks to SIU Rep Mark Trepp, right. Looking on is Gus Volster.



Tankerman Louis Smith greases the fittings to make sure that the valves on *Barge Ocean 193* (Sonat) can turn freely.



Harry Kieler works as a tankerman onboard SONAT Marine equipment.



SONAT's tug *Ambassador* steers the 155 Barge into the port of Philadelphia.



D. Rivas is the cook onboard IOT's *Patriot*.



Here are three different views of the *S/T Falcon Champion* (Titan Navigation) at her recent stop in the Jacksonville, Fla. shipyard for some repairs. From here she will sail to Houston, Texas where she will begin sailing overseas, working under a time charter for the Military Sealift

Command (MSC). The recently-built *Falcon Champion* was launched at the Bath Iron Works shipyard in Bath, Maine on Sept. 10, 1983—the last American-flag ship to be built in the Maritime Administration's Construction Differential Subsidy program.

Sailing on the Falcon Champion



Taking on stores is an important activity on sailing day.



A few last-minute details are worked out before sailing. In the foreground is AB Richard Bradford. Other members include Bosun John Chermesino; Ken McMullen, steward assistant; Paul Cox, steward/baker; and Dana Paradise, chief cook.



Steward/Baker Paul Cox checks the stores before sailing. He has to make sure that there is 90 days worth in this one box alone.



Bosun John Chermesino is ready to sail!



A lot of electrical repairs are being done on the *Falcon Champion* while in the Jacksonville shipyard. Performing some of these repairs are QMED Steven Harrington (l.) and 1st A/E Peter Dederquist.

Congressman Tom Harkin

CONGRESSMAN Tom Harkin (D-Iowa) believes that the United States must have a strong defense posture and maintain well equipped and trained forces, including an active U.S. maritime fleet.

"There is no doubt in my mind that national security requires a strong and effective military. At the same time, national security requires economic strength, and every dollar wasted on unnecessary gold-plated or poorly conceived military programs subtracts from our national security."

One of the keys to a strong national defense is a modern and reliable transportation system to move troops, supplies and weaponry anywhere in the world. The British example of the Falkland Islands shows how important the merchant fleet is during a conventional crisis.

Harkin's commitment to America's strategic security stems from his early career where he served as a Navy jet pilot from 1962 through 1967. He served as an active Commander in the Naval Reserve from 1968 through 1974.

Elected to the 94th Congress on Nov. 5, 1974, Harkin has represented the Fifth District of Iowa in each succeeding Congress.

Prior to his election to Congress, Harkin projected his concern for the constituency by campaigning for Congress through a series of "work days" where Harkin worked side-by-side on-the-job with Fifth District Iowans. He undertook such jobs as a truck driver, gas station attendant and other occupations to show voters his empathy with their concerns. Today, Harkin continues this "work day" trademark where he travels through his District performing the jobs of hard-working women and men of Iowa to stay attuned to the needs of his constituency.

Because of Iowa's unique class as an agricultural state, providing 10 percent of this nation's food supply, Harkin supports farm issues to keep America the "bread basket of the free world."

Although representing a formidable farming constituency, Harkin recognizes the importance of America's agriculture industry as well as a viable maritime industry. Harkin believes that sensible and balanced government programs must be maintained to support both



Rep. Tom Harkin

industries so vital to American economic survival. Harkin supports a healthy and expanding agricultural economy, with strong export potential and, at the same time, an American merchant marine that not only delivers our products throughout the world, but also provides an adequate sealift capacity during national emergencies.

The congressman champions national security strengths in combination with economic and social strengths "... sound defense policy means exploiting our strengths while preventing the adversary from exploiting his. Use innovative tactics to surprise and confuse the adversary. This has been the key to Israel's military successes against much larger enemies. Unlike weapons, good tactics don't cost money. On the contrary, they save money."

"Our tactics are good—better than our adversary's. But we could do a great deal better. We have a long way to go to equal the Israeli standard. Today's training is better in some ways, worse in others. We are concerned about simulating real combat, but less willing to spend the dollars necessary to do it. When I flew fighter planes for the Navy, I fired a real air-to-air missile about once every six months. Today, my counterpart does this about every 18 months. Too often, the training budget is cut in order to finance more hardware. This is a mistake. Militarily, we're doing a lot of things right. But we can and we should do a lot better," says Harkin.

"... its soul, its equality, liberty, and the people. My God! How little do my countrymen know what precious blessings they are in possession of, and which no other people on earth enjoy!"

Thomas Jefferson
June 17, 1785

Senator Walter Huddleston

SENATOR Walter Huddleston (D-Ky.) maintains an impressive maritime record since his election to the United States Senate in 1972.

The senator's maritime record is exemplary. Not only has he endorsed every key maritime measure during Senate floor action, in addition he has supported motions to secure the American maritime industry.

In 1979 the senator voted for the Maritime Authorization Bill (S. 640) which authorized \$435 million in 1980 for maritime programs including American ship construction and operating subsidies. Also in 1979, the senator voted for the motion to kill an amendment to relax restrictions on the president's authority to export Alaskan oil. During the 97th Congress, Huddleston cosponsored amendments and voted to retain the cargo preference requirements in the Food For Peace Programs under the P.L.-480 program.

Recently in the 98th Congress, Huddleston supported the Senate bill banning the export of Alaskan oil and voted to retain that ban in the Export Administration Act that was voted upon by the Senate early in March 1984.

Huddleston received the Free and Fair Trade Award for his successful efforts to lift import barriers for U.S. products in Japan. Huddleston was honored in ceremonies in July 1983 hosted by U.S. Trade Representative Ambassador William Brock for his efforts in opening Japanese markets to American sporting goods, including a Louisville area baseball bat manufacturer. "Fair trade should mean exactly what it says, fair for both partners."

Huddleston was the sponsor of a Senate resolution at the end of the last Congress that placed the Senate on record endorsing a concerted effort using all available diplomatic and economic means to remove restrictive Japanese trade barriers. The resolution also called on the president to submit to Congress a comprehensive plan for bringing U.S.-Japanese trade into greater balance. The resolution was



Sen. Walter Huddleston

considered to be an instrumental factor in opening Japan's sporting goods market.

Since Kentucky is a land-locked state, it greatly depends on the inland waterways for its exports. Huddleston is committed to the constant improvement of America's waterway system which is "absolutely necessary if the United States is able to cope with projected traffic increases during the next 25 years, and is vital to Kentucky's economic interests."

He introduced a legislative measure which would authorize construction of seven projects considered necessary for modernization of the inland waterway system, and would be a first step in implementing the recommendations of the National Waterways Study.

"These are key installations that can either help or hinder waterborne traffic. The enlargement of locks is essential to the economic welfare of Kentucky and necessary to the realization of a major increase in the movement of Eastern Kentucky coal to Upper Ohio Basin consumers. The resulting job opportunities and improvements to the economy of this area can mean the difference between economic hardship and economic security," Huddleston said.

Sen. Huddleston strongly advocates greater teamwork and cooperation among business, government and labor as essential to improving productivity and restoring economic growth in America. SIU is one labor organization that not only whole-heartedly agrees with Sen. Huddleston's philosophy, but has been a leader in cooperating with government and business to put America's merchant marine and economy back on their feet.

Marketing Medicine Means Choices

by Lynnette Marshall

In California, an EKG is outlined on a San Francisco billboard advertisement for French Hospital, a facility that "cares for the heart" of Northern California. In Washington, D.C., specialized health facilities are catching on whether they are heart diagnostic centers or weight control clinics.

At the same time, hospitals are embarking on home health care to reduce hospital stays and charges. Walk-in emergency clinics and health maintenance clinics are appealing to consumers in newspaper display ads and on the air waves as a price war is beginning in some corners of the medical marketplace of health care services.

In Virginia, for instance, emergi-centers are taking the place of expensive physicians and hospital emergency room care. In Alexandria at the Old Town Walk-In Medical Center, a pelvic examination is \$3 as is a pregnancy test, a tetanus shot \$7, and the fee for dressing burns, between \$4 and \$15. The charge for a similar list of services would double if provided by a private physician.

According to a Virginia physician who has opened his own acute care treatment center not far from Old Town, "It can cost \$50 to walk through the door of the emergency room—just the initial registration."

Empty Beds

The medical profession has coined the phrase for the changes, "outreach," which describes the survival instinct of hospitals diversifying services to capture new business and fill empty hospital beds.

Most of these specialized facilities are wholly or partially owned by parent hospitals.

Partly as a result of new government regulations to curb abuses of the Medicare system in 1983, fewer patients entered the nation's 6,000 hospitals. In that year the government began phasing in fixed rates for 467 Diagnostic Related Groups (DRG's) of illnesses, setting limits on how much Medicare patients may be charged for services and length of stay in the hospital.

The diversification is an attempt to make up for the shortfall in days Medicare patients are hospitalized as a result of the DRG. And as some of the nation's largest corporations are asking employees to pay a greater part of the medical bill, the outreach program is trying to capture this large population through cost cutting.

Relman, editor of the *New England Journal of Medicine*, it is "an unprecedented phenomenon with broad and potentially troubling implications."

Soaring health care costs trail only unemployment in the devastating effect they are having on the American worker, Bert Seidman, director of the AFL-

local presidents produced a policy statement not unlike a majority position being adopted by many locals in the trade union movement.

"With respect to the collective bargaining arena, we agree with the companies that something must be done. However, we do not agree that cost-shifting in the form of shared premiums, higher deductibles and co-payments is the answer.

"We feel that these items simply shift the cost, do nothing to contain costs and may, in fact, inhibit access to quality health care for many employees and their dependents," the statement concludes.

A Different Tack

The issue is quality of care and then, ultimately, cost. There is concern that those unable to afford the cost will go without care. Also, price controls for Medicare patients may have a reverse impact if doctors, in an attempt to meet government rates and hospital profit margin considerations, undermine patient care. Also, the growth of satellite medical facilities, many staffed by a majority of para-professionals instead of registered nurses and doctors, raises the question of quality in health care.

Through Capitol Hill, labor is pulling support for health care legislation to bring price controls throughout the health care industry. The Kennedy-Shannon Bill (S. 814 and H.R. 3261) scheduled for congressional re-



The Seafarers Welfare Plan is a family affair insuring the children of Seafarers and spouses annual physical examinations and emergency health care.

Labor Health—Contract Changes

According to Brookings Institution labor economist, George M. Perry, "If you asked what portion of settlements in any one year contained concessions, the answer would be 0 to 3 percent. Last year and this year (1982 and 1983), however, about half the major labor contracts have contained concessions."

The Ford Motor Company is a case in point. Because of high costs for doctors and medical treatment, deductibles and shared payments were instituted into employee hospital medical plans last year. White collar employees with the company this year and each year until the terms of the contract are changed will pay an additional \$250 in deductibles and \$750 for other hospital bills previously paid by their employer.

To one health analyst, Lynn Etheredge, the trend in diversification remains "one of the greatest joint achievements of America's government and pri-

vate sector." To Dr. Arnold CIO Department of Occupational Safety, Health and Social Security last month said in a speech before the greater New York Maritime Port Council.

Elsewhere, in spite of the latest revolution in health care, trade unionists are verbal in their reservations.

A meeting last month between United Rubber Workers



Doctors at George Washington University Hospital have earned a reputation for providing exceptional care, but soon may be competing with less educated para-professionals for patients as the crisis in health care continues.

Scramble For Patient Savings and Provider Profits Leaves Questions on Quality Care and Hospitals' Future

view would limit fees charged by all physicians and profits of the nation's hospitals.

HMO - PPO

Apart from legislation, the AFL-CIO is endorsing private pre-paid group health plans which already go far in establishing fixed fee payment systems. Health maintenance organizations (HMOs) and preferred patient organizations (PPOs) are the fastest growing group health care programs today of this type. They offer members (for a set charge) treatment ranging from annual examinations to organ transplants.

Health maintenance organizations combined with PPOs together are being selected by companies, the latter of which gives the user the option of choosing from a directory of physicians under contract to treat a larger body of patients. In both cases the set fee makes doctors responsible for keeping costs down.

By bringing competition into group medical plans, many health experts believe the PPO system could well lower hospital costs by 30 percent and insurance premiums by 5 percent.

Consumer choice, too, is an elementary spotlight of these programs. Participants in these programs are expected to take a leading role in making their own health care decisions.

In checklists being circulated by business and labor for

curbing medical costs without curbing benefits, education is receiving high priority. In the complex world of medicine today, consumers are no longer

why is the teaching of the concept that wellness has not only to do with the absence of illness. In union education and trainee courses, the techniques of car-

parcel of the molding of a competent seaman.

Some Ways To Save

The AFL-CIO Fact Sheet on Health Care proposes affiliates and local unions could save a large proportion of their health care dollar by incorporating effective controls on costs and positive initiatives into collective bargaining agreements. These include the following: monitor hospital utilization and physician services; encourage testing where feasible on an out-patient basis; mandate second surgical opinions; improve coverage for preventive care and early diagnostic treatment; and encourage members to join group practice plans and other cost-effective delivery systems.

Next Issue: The Seafarers Plans.

Since the inception of the Seafarers Plans in 1950

\$615,899,341.00

In Vacation, Pension and Welfare Benefits have been received by members of the Seafarers International Union

content to be passive observers of health.

Rewards

It could be a matter of dollars and cents as is practiced at Calson, Pirie, Scott and Company. All employees are shown how to decipher hospital bills and are asked to request an item-by-item billing following hospitalization. If they discover an error, they then contact the hospital and ask that an adjustment be made. Employees who can verify errors, comparing the first and the revised bills are awarded a stipend of appreciation for the money they saved the company.

Education also means teaching preventive medicine and emergency first-aid. The Seafarers International Union remains one of the few unions whose benefits have continued to grow despite the crises in health care. One of the reasons

diopulmonary resuscitation and rescue at sea are taught. In drug education, seamen learn to regard health as a life-long endeavor of avoiding harmful diets and addictions and on-the-job health hazards. Counseling for alcohol abuse is readily available through the Seafarers Alcohol Rehabilitation Center, and physical education is part and

Reform Bill Clears Hill

Both the House and Senate passed the Maritime Reform bill and it's on its way to the president's desk for an expected signature. The bill rewrites the decades-old complex regulatory system for ocean carriers.

The bill covers competitive practices, tariff filing, rate enforcement, anti-trust standards and a range of other issues. While the bill will have little impact on the day-to-day life of working Seafarers, Rep. Mario Biaggi (D-N.Y.), chairman of the House Merchant Marine Subcommittee, said he hoped

the streamlined and responsive regulatory system might mean "more jobs."

The legislation has been hashed out on Capitol Hill for seven years.

The Shipping Act of 1984 "will reduce delay and costs in regulation. It will provide certainty by all who are affected by the regulatory process. . . . It will harmonize our regulatory system with the shipping practices of our trading partners," House Merchant Marine and Fisheries Chairman Rep. Walter B. Jones (D-N.C.) said.

Going On Pension? Plan Ahead!

If you are planning on going out on pension, it is to your advantage to plan ahead. It is best to start a year ahead to get all the forms and paperwork together so that there will be no delay in getting your pension application approved and your checks in the mail to you.

Here is what you are going to need:

- Copy of your BIRTH CERTIFICATE.
- Copy of your wife's/husband's BIRTH CERTIFICATE.
- Copy of your MARRIAGE CERTIFICATE.
- CERTIFICATE OF DISCHARGES for period PRIOR TO 1951 and AFTER 1981.
- Passport size PHOTO. (If you have lost any discharges, write to the U.S. Coast Guard, Washington, D.C.)

If you are filing for DISABILITY PENSION, you will also need:

- Social Security Disability Award.
- Permanently Not Fit For Duty letter from doctor.

If you are filing for INLAND PENSION, you will also need:

- Type I Statement of Earnings from Social Security.
- Company letter stating your years of service in days or hours per year.

Your Union's Pension and Welfare Department is set up to give you prompt service. Your help in giving them the necessary documents for proof of eligibility will ensure that you get your benefits on time.



Like the famous ground hog, Punxsutawney Phil, AB tankerman David Imbrunone seems to be indicating six more weeks of winter from his vantage point aboard the tug *Mary E*.



Tug *Mary E* engineer Norman Nelson says that -6°F isn't all that bad—if you're dressed for it!

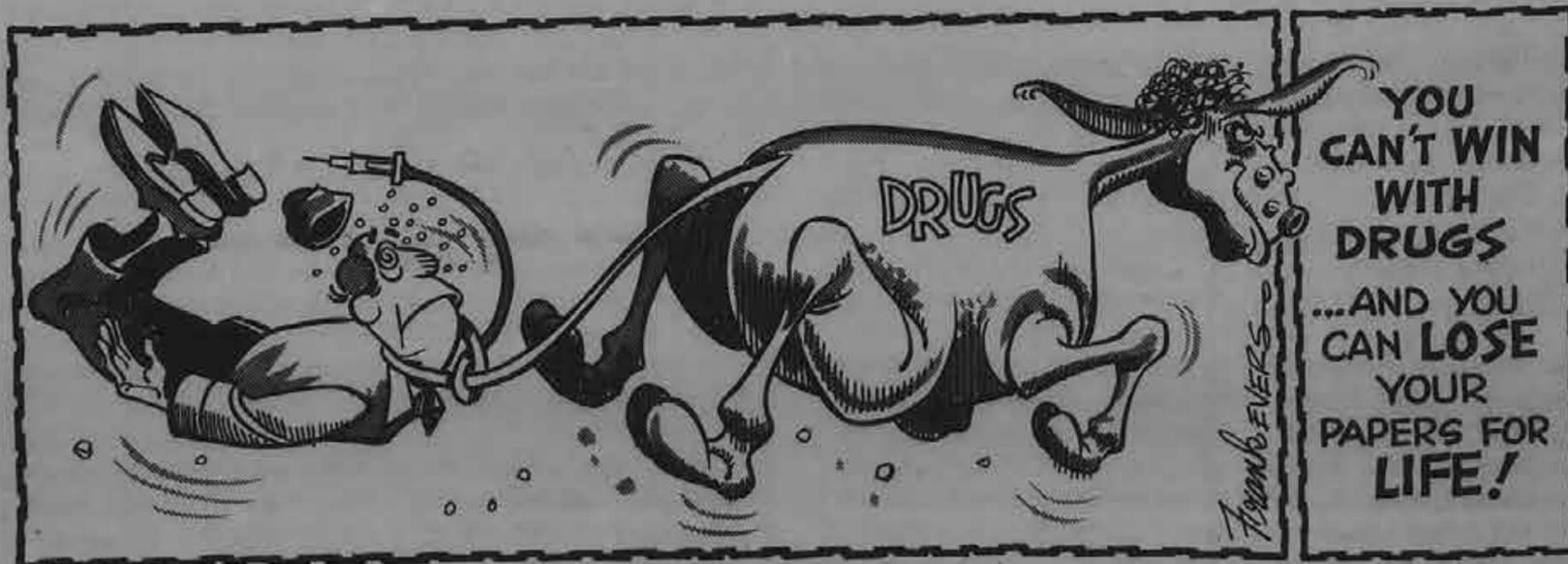
Winter Navigation on the Great Lakes



Cook Harley Thies prepares something *hot* for the chilled crew aboard the tug *Mary E* (Tampa Tug Corp.) in Sarnia, Ontario, Canada.



It's a lot warmer inside the tug *Challenger* (Tampa Tug Corp.) docked in Port Huron, Mich. Seated (l. to r.) are: Byron Kelley, SIU inland rep; Mark Duncan, AB tankerman; and Roger Schewchuck, cook. Standing (l. to r.) are Mate Michael Callendo and William Thorp, engineer.



YOU
CAN'T WIN
WITH
DRUGS
...AND YOU
CAN LOSE
YOUR
PAPERS FOR
LIFE!

Senate Votes to Keep Alaska Oil in U.S.

(Continued from Page 1.)

tries by eliminating as many as 20,000 jobs. It would cut into America's plan for energy independence by forcing the country to rely on foreign oil. Export would hike domestic oil prices, could cost hundreds of millions of dollars in ship loan guarantees and would not make a significant dent in the nation's staggering trade deficit.

"Limited exports would be just as damaging to our nation as total elimination of current export restrictions . . . and would be a step backward from increased national security and U.S. energy independence," SIU President Frank Drozak said in a letter to senators just prior to the debate.

Sen. Alfonse D'Amato (R-N.Y.) pointed out the U.S. is the world's largest importer of crude oil, despite the fact the nation's dependence on foreign oil sources has decreased since the mid-1970s. Citing the "instability" of foreign oil sources, he said America's energy policy should be "designed to insulate us from potential shocks in the world system and increase our flexibility. Export of Alaskan oil would do just the opposite."

The world energy situation is far from stable, especially in the Middle East. Drozak said that Saudi Arabia is now in the process of stockpiling their own oil because they fear political disruption in the region.

Personals

Abdo Ali

Please contact John Elson at (213) 386-5786.

Jimmy Fuller

Let me hear from you! Write Richard J. Maley, 936 Lake Ave., Apt. #1, Metairie, La. 70005.

Former Shipmates of Bill Ryan

Bill Ryan would like to hear from any of his former shipmates. You may write to him at 1016 Delence St., Toledo, Ohio 43605.

Michael Piskun

Please get in touch with your old friend G. Ripcord Pulignano (Georgie Gano) at 6514 Keystone St., Philadelphia, Pa. 19135.

Addressing the U.S.-flag requirement in the export amendment, Sen. Mark Hatfield (R-Ore.) noted that it would still eliminate hundreds of U.S. jobs.

"Larger, generally automated supertankers will replace the many tankers currently in service. Hundreds of jobs would be lost and West Coast ship repair facilities would lose business. I certainly don't find this in the national interest," he said.

As Drozak and others have stressed repeatedly, if the smaller tankers now used in the Alaskan run are forced to the scrapyards or layup, the military will lose some of its most necessary ships in times of emergency, along with trained crews. Supertankers are just not militarily useful.

"I think the overwhelming Senate vote shows that the issue and the victory is not one for a special interest group, but one for the entire nation. The issue wasn't just ships and jobs. Sure that was part of it, but it also included national security, energy independence, foreign trade policy, consumers, something that touches everybody," Drozak said after the vote.

The Senate did agree to establish a bipartisan commission to study the future of Alaskan oil and the export ban. The group would have no power to change the current law, but will report back to the Senate within 12 to 15 months.

People Are the Power New Grassroots Effort Set By SIU and MTD

(Continued from Page 1.)

have had promises from five different presidents that would revitalize the United States merchant fleet. These promises have not been translated into action," Drozak said.

A combination of public support and candidate awareness of the merchant marine could change promises into action. One of the roles of the grassroots campaign will be to present the facts, facts like these.

- In 1960 the U.S. merchant fleet was 2,000 ships strong; today fewer than 600 fly the American flag.

- In 1960 the Soviet Union had a fleet of 600 ships. Today it consists of more than 2,700 ships with another 600 under construction.

- The merchant marine is the "Fourth Arm of Defense." But that arm is not very strong. It cannot supply troops and materials to sustain U.S. action on one front, let alone two.

- "Free Trade" is myth, in a world of bilateral agreements, subsidies and cargo preference by other shipping nations.

- Merchant sailors and shipyard workers suffer from some of the highest unemployment figures in the nation, 50 percent.

- American ships are being built in foreign yards.

- Most maritime subsidies have been eliminated or reduced.

The grassroots campaign is designed not only to show the problems of the industry, but also to offer solutions, solutions like these.

- Use U.S.-flag ships for 100 percent of government-impelled cargo and Strategic Petroleum Reserve shipments.

- Extend the Alaskan oil export restriction (see story page 1).

- Transfer Navy support and supply programs to the private maritime industry.

- Develop a long-range cargo policy.

- Enforce all existing cargo laws.

- Establish a 200-mile off-shore economic zone reserved for American workers.

"I can't stress enough how important it is for everyone to attend those meetings on April 14 (letters will be sent explaining the sites and time). The very future of our industry is at stake. We are going to elect a president of the United States and a new Congress. It's up to you," Drozak said.

Author's Query

Richard Linnett is writing a book about the *Columbia Eagle* mutiny of March 14, 1970. He would appreciate hearing from former crewmembers or persons with any information about the incident, particularly Billie E. Campbell, Walter M. Drabina, Bruce M. Gray, Herbert H. Gunn, Roger E. Hammett Jr., Orville H. Mills, Herrick E. Morgan, Dan Mornin Jr., James C. Northcutt, Donald G. Sather, Marco Smigliani, Carl E. Woodard, and the Master Donald O. Swann.

Please contact Mr. Linnett at 16 East 105th St., #17, New York, N.Y. 10029, or call at (212) 831-5439.

Support SPAD

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

FEBRUARY 1-29, 1984

Dispatchers Report for Great Lakes

	*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									
Port Algonac	22	3	0	0	0	0	53	4	1
ENGINE DEPARTMENT									
Port Algonac	12	1	0	2	0	0	25	5	0
STEWARD DEPARTMENT									
Port Algonac	2	0	0	0	0	0	3	2	0
ENTRY DEPARTMENT									
Port Algonac	16	9	0	0	0	0	43	19	0
Totals All Departments	52	13	0	2	0	0	124	31	1

**"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.

At Sea / Ashore

Button Gwinnett Sailin' to Egypt

On March 21, the LASH *Button Gwinnett* (Waterman) will sail from a Gulf port to Alexandria or Port Said, Egypt with a cargo of 30,379 gross metric tons of bagged wheat flour.

Trailer Marine Wins 2-Year Navy Contract

Trailer Marine Transport (TMT) has won a two-year, \$7.7 million contract to carry cargo for the U.S. Navy's Military Sealift Command between the port of Norfolk and the Navy's base at Guantanamo Bay, Cuba.

It's estimated that some 141,000 tons of containers and 19,700 tons of breakbulk freight cargo will be carried.

TMT has been carrying this cargo for the Navy since 1978.

Jade Phoenix Goes to Egypt

On March 15, the *Jade Phoenix* (Titan Navigation) from Portland, Ore. will go to either Alexandria, Adabiya or Safaga, Egypt with a cargo of 110,000 metric tons of bulk wheat.

Sea-Land Wins MSC Contracts

Sea-Land Service was the low bidder to carry 75 percent of MSC cargo from the East Coast to Northern Europe and the United Kingdom. This contract will start April 1 and will last for six months.

Sea-Land also submitted the low bid to carry MSC cargo the next six months from the West Coast to Korea, Japan and the Philippine Is.

Golden Phoenix, Spirit of Texas to Ceylon

From April 6-16 from a Gulf port, the *Spirit of Texas* (Titan Navigation) will haul 80,000 metric tons of bulk wheat to Trincomalee, Sri Lanka (Ceylon).

From April 20-30, also from a Gulf port, the *Golden Phoenix* (Titan Navigation) will carry 52,446 metric tons of bulk wheat, also to Trincomalee.

Matson Line Orders 2nd \$9.5M Barge

The Matson Line has ordered a second self-loading container barge worth \$9.5 million for the run between the port of Honolulu, Hawaii and the neighboring islands of Maui and Kauai, Hawaii.

The first 350-foot barge, the *Haleakala*, is now being built at the McDermott Shipyards in New Iberia, La. and Gulfport, Miss. She will be ready for service in the fall with the containership *SS Mauna Kea*.

The second barge will be delivered in early 1985 to replace the 17-year-old *Mauna Kea*.

Towed by ocean-going tugs, the barges will carry cranes, stern-thrusters, 216 containers and 1,700 tons of molasses.

Book Predicts Ships of the Future

A well-illustrated book written by four East German college professors predicts how ships will look 50 years from now.

The authors predict that ships will be larger, faster and more specialized with additional automated cargo-handling equipment aboard. Some hydrofoil, multihull and nuclear-powered vessels will also come into commercial use, they say.

The value of cargoes will rise, they predict, as the producers of raw materials do more processing at the sources of supply so the ships will carry more semi-finished products.

They also contend that future crews will be more highly trained.

Going On a Fly-Out? Help Deliver the Mail

If you are joining a vessel—and especially if you are going on a foreign fly-out—you can help your Union and your shipmates by delivering the mail.

When you are ready to leave, see the Dispatcher at the SIU hall and get from him a supply of: Ship's Minutes forms; Crew List forms; Repair Lists, and a few copies of the LOG.

This will be a big help because some ships are without these necessary forms because of delays in postal mailing systems.

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.

Seafarers

HARRY LUNDEBERG SCHOOL OF SEAMANSHIP



Piney Point Maryland

Come, Look, & Learn What SHLSS has to Offer You

THE PAUL DROZAK BUILDING →

The Paul Drozak Building houses the offices and classrooms for the Vocational Deck Department, the Adult Education Department, Charles County Community College and the CPR and First Aid courses. It also houses the office of the Commandant of the Base, Manpower, and the Public Relations and Publications Department.



← THE PAUL HALL LIBRARY AND MARITIME MUSEUM

The Paul Hall Library and Maritime Museum was completed in the Spring of 1981.

The building is the repository of the history and heritage of the Seafarers Union, and the early beginnings of the seamen's labor movement in the United States.

An Audio/Visual Department with a completely equipped Multi-Media Center is an integral part of the library.

The Paul Hall Library also houses a 100-seat auditorium, conference rooms and one of the best equipped television production studios of any educational institution in the United States.



THE AL KERR BUILDING →

The Al Kerr Administration Building houses the offices of the Vice President of the Seafarers Harry Lundeborg School of Seamanship, the controller, the auditing, bookkeeping, and purchasing departments. The mailroom and a duplicating center is also located in this building.

Adjacent to the Al Kerr Building is the SHLSS Warehouse which receives all deliveries and stores all supplies and equipment for the school.



← THE CHARLES LOGAN BUILDING

The Charles Logan Vocational Education Building was the first of the new buildings erected on the SHLSS campus. It houses the office of the Dean of Vocational Education, the Dean of Academic Education and the Admissions Office. The Engine Department and Steward Department courses are also taught in this building.

Directly behind the Charles Logan Building is the Machine Shop which is fully equipped for practical training in all phases of engine-room skills.



The Seafarers Harry Lundeborg School of Seamanship was purchased in 1966 as a training school for the SIU membership. This school is the largest training facility for deep sea merchant seafarers and inland waterways boatmen in the United States.

Since 1966, the school has constantly expanded and refined its courses to keep pace with the technological advances of the maritime industry. New buildings have been erected to house the growing needs of the school.

Today the SHLSS offers a complete upgrading program in all licensed and unlicensed ratings for deep sea and inland seafarers.

In keeping with the SIU and SHLSS philosophy of educating the whole person, the school has an Adult Education Department where an SIU member can enroll in a high school equivalency program, an Adult Basic Education Program, a Developmental Studies Program and an English as a Second Language Program.

The Seafarers Harry Lundeborg School of Seamanship has a contractual agreement with the Charles County Community College of Maryland. This agreement makes it possible for students to take college level courses offered by Charles County Community College on the campus of SHLSS and earn a certificate in Nautical Science and/or an associate in arts degree in general studies.

The following eight page supplement gives a brief overview of the buildings and courses at SHLSS. For more information contact your port agent or consult the SHLSS Bulletin.

ENGINE DEPARTMENT



WELDING

The length of the course is five weeks.



REFRIGERATION SYSTEMS MAINTENANCE AND OPERATIONS

The length of the course is seven weeks.



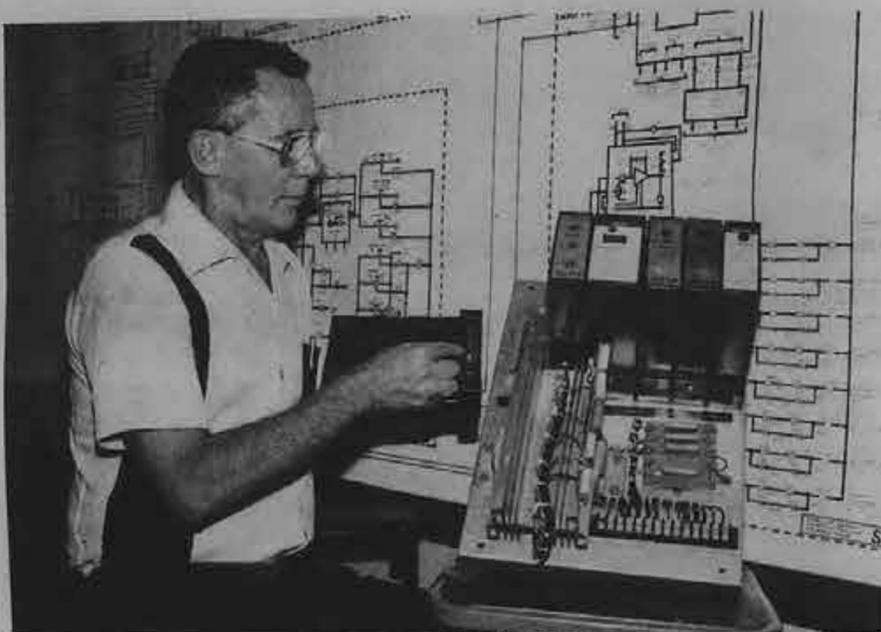
FIREMAN, WATERTENDER, OILER (FOWT)

The length of the course is seven weeks.



TANKERMAN

The length of the course is two weeks.



MARINE ELECTRONICS

The length of the course is six weeks.



QUALIFIED MEMBER OF THE ENGINE DEPARTMENT (QMED)

The length of the QMED curriculum is twelve weeks.



DIESEL ENGINE TECHNOLOGY

The length of the course is five weeks.

Upgrading Programs



THIRD ASSISTANT ENGINEER AND ORIGINAL SECOND ASSISTANT ENGINEER STEAM OR MOTOR
The length of the course is ten weeks.



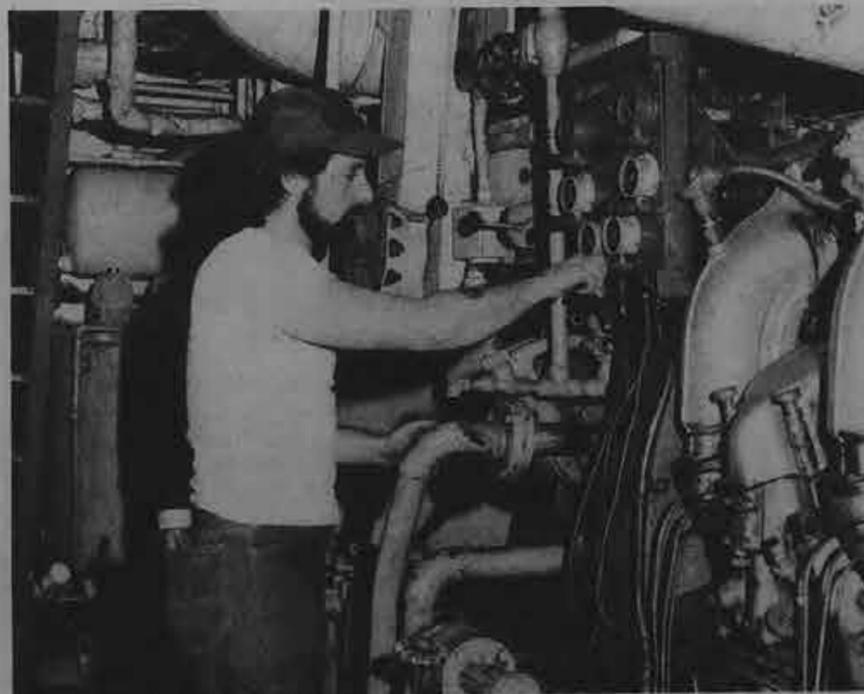
AUTOMATION
The length of the course is five weeks.



MARINE ELECTRICAL MAINTENANCE
The length of the course is nine weeks.



PUMPROOM MAINTENANCE AND OPERATIONS
The length of the course is seven weeks.



**CHIEF ENGINEER Uninspected Motor Vessel
ASSISTANT ENGINEER Uninspected Motor Vessel**
The length of the course is eight weeks.



CONVEYORMAN
The length of the course is five weeks.

DECK DEPARTMENT



**ABLE SEAMAN, Special (12 Months) ABLE SEAMAN, Limited (18 Months)
ABLE SEAMAN, Unlimited (36 Months)**
The length of the course is seven weeks.



CELESTIAL NAVIGATION

The length of the course is five weeks.



THIRD MATE

The length of the course is ten weeks.



QUARTERMASTER

The length of the course is seven weeks.



MASTER/MATE FREIGHT AND TOWING VESSEL (Inspected)
The length of the course is ten weeks.

TOWBOAT OPERATOR

The license course for inland waters or oceans not more than 200 miles offshore is ten weeks.
The license course for the ocean endorsement (Celestial Navigation, CPR, First Aid) is an additional five weeks.



FIRST CLASS PILOT

The length of the course is eight weeks.

STEWARD DEPARTMENT



TOWBOAT INLAND COOK

The length of the course is seven weeks, or until successful completion of the course objectives.



ASSISTANT COOK

The length of the course is seven weeks, or until successful completion of the course objectives.



COOK AND BAKER

The length of the course is seven weeks or until successful completion of the course objectives for SHLSS Assistant Cook endorsed graduates.



CHIEF COOK

The length of the course is nine weeks, or until successful completion of the course objectives.



CHIEF STEWARD

The length of the course is nine weeks, or until successful completion of the course objectives.

ADULT EDUCATION Programs



LEARNING CENTER



ENGLISH AS A SECOND LANGUAGE



DEVELOPMENTAL STUDIES

High School Equivalency Program (GED)



SCIENCE



ENGLISH

READING SKILLS



MATH



SOCIAL STUDIES



COMPUTER COURSES



CHARLES COUNTY COMMUNITY COLLEGE
Nautical Science and/or Associate in Arts degree.



CPR



FIRST AID



FIREFIGHTING



LIFEBOAT

For more information:
contact your Port Agent
or
consult the SHLSS Bulletin



Upgrading Course Schedule

April Through June 1984

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



Following are the updated course schedules for April through June 1984 at the Seafarers Harry Lundeberg School of Seamanship.

For convenience of the membership, the course schedule is separated into five categories: **engine department** courses; **deck department** courses; **steward department** courses; **recertification programs**; **adult education** courses.

The starting and completion dates for all courses are also listed.

Inland Boatmen and deep sea Seafarers who are preparing to upgrade are advised to enroll in the courses of their choice as **early as possible**. Although every effort will be made to help every member, classes will be limited in size—so sign up early.

Class schedules may be changed to reflect membership demands.

SIU Field Representatives in all ports will assist members in preparing applications.

The following classes will be held through June 1984 as listed below:

Engine Upgrading Courses

Course	Check-In Date	Completion Date
Refrigeration Systems, Maintenance & Operations	May 21	July 6
Pumproom Maintenance & Operations	May 21	July 6
Automation	April 16	May 18
Marine Electrical Maintenance	May 7	July 6
Diesel - Regular	April 16	May 18
Welding	April 16	May 18
	May 21	June 22
Tankerman	June 18	June 28
Third Assistant Engineer	June 11	August 17

Deck Upgrading Courses

Course	Check-In Date	Completion Date
Lifeboatman	June 18	June 29
Master/Mate Freight & Towing	April 9	June 15
Celestial Navigation/ Towboat Operator	June 25	July 27
Towboat Operator	June 25	August 31
Towboat Operator Scholarship Program	April 30	June 22
Quartermaster	April 30	June 15
	June 25	August 10
Third Mate	May 7	July 13

Recertification Programs

Course	Check-In Date	Completion Date
Bosun Recertification	August 27	October 8
Steward Recertification	May 21	July 2

Steward Upgrading Courses

Course	Check-In/Completion Date	Length of Course
Assistant Cook	bi-weekly	varies
Cook and Baker	bi-weekly	varies
Chief Cook	bi-weekly	varies
Chief Steward	monthly	varies

Adult Education Courses

Course	Check-In/Completion Date	Length of Course
Developmental Studies	April 23 April 29 May 14 June 18	April 27 May 4 May 18 June 22
(GED) High School Equivalency Program		Open-ended
(ESL) English as a Second Language		Open-ended
(ABE) Adult Basic Education		Open-ended

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

ENGLISH: Writing Skills

- Book 1 - 4

SOCIAL STUDIES

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

STUDY SKILLS

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

COMMUNICATION SKILLS

-
-
-
-
-
-
-
-

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!

Area Vice Presidents' Report

Gulf Coast, by V.P. Joe Sacco



OUR STRIKE against Dixie Carriers is almost a year old. We have been meeting with the company on and off but with little success. Dixie is dead set in its position and has no regard for our contract.

That is why we are fighting with all our might on several fronts to win this strike. We are demonstrating, leafletting, picketing Dixie's equipment and informing the public about this union-busting company.

We will also shortly be going into court both in New Orleans and Texas against the company. In New Orleans a trial on unfair labor practices will be held before the National Labor Relations Board. In Harris County, Texas, the SIU has a \$21 million lawsuit pending against the company and its supervisors on the charge of conspiracy to destroy the union.

While we work on the Dixie strike, we continue to take care of all other business in the Gulf area. In the port of Houston we held a Feb. 28th meeting of the West Gulf Ports Maritime Council and SIU Field Rep. Seth Harris reports it was a huge success.

Approximately 175 people attended the luncheon meeting which was held at the SIU hall. The keynote address was delivered by Houston Mayor Kathy Whitmire.

The West Gulf Ports Maritime Council is proud to welcome a new affiliate—the Airline Pilots Association. The SIU has been a very strong supporter of the striking Continental Airline employees. We help them on the picket lines and always send strong contingents to their rallies. This support was certainly one of the factors that encouraged the airline pilots to join our port council. In the near future we are hoping to have three or four more unions affiliated with the council.

In the port of Mobile, we're in negotiations with two of our SIU-contracted inland companies—Radcliff Materials and Pilot Service. Both contracts expire on April 5.

East Coast, by V.P. Leon Hall



LAST month I attended several important meetings in Bal Harbour, Fla. One was the executive board meeting of the AFL-CIO Maritime Trades Department (MTD). Another was the executive board meeting of the SIU, A&G District. Also, I participated in several trustee meetings for our Seafarers Plans.

The theme of the MTD board meeting was jobs and job security for Americans. At the two-day session many resolutions were passed

including ones dealing with sealift, bilateral maritime agreements, shipbuilding and Alaskan oil.

In the port of New York we crewed up two ships recently. One was the containership *Amco Voyager* (American Coastal) which was going to Europe. The other was a flyout to the *Golden Phoenix* (Titan) which is in Dubai.

Down in Norfolk, negotiations are continuing with a number of inland companies. They are Sheridan; Marine Towing and Transportation; American Towing and Transportation, and Allied Coastal and Inland Towing.

Up north in Gloucester there has been a lot of bad weather which hampers the work of our SIU fishermen there. Also, fish prices are very low. On top of that the annual shutdown of George's Bank started March 1 and will continue through May 31. The National Marine Fisheries service closes down the 4,000 square miles of fishing grounds because it's the spawning season.

In Philadelphia we're gearing up for the conferences that will be held in the spring for SIU Boatmen with SONAT, many of whose boats work out of that city as well as up and down the East Coast. The conferences will be held at the Seafarers Harry Lundeberg School of Seamanship in Piney Point, Md. The SONAT contract expires in mid-August.

Great Lakes & Western Rivers, by V.P. Mike Sacco



LAST month I reported to you that the extremely cold weather had trapped approximately 40 boats and more than 100 barges in the ice on the Mississippi River. Well, the ice has started to break up and I'm glad to report that the equipment is on the move. Hopefully activity will start to pick up on the rivers now that we're heading into spring.

Concerning contracts on the rivers, a wage reopener is coming up in April at National Marine.

• • •

Up on the Great Lakes, negotiations are still going on with SIU-contracted Great Lakes Towing and with our dredging companies. All the contracts expire on March 31. One contract was already ratified, however. That was with Tampa Tugs. I'll give you more details in my next column.

In other news on the Lakes, I'm happy to tell you that two of our deep-draft vessels are being fitted out. They are the *ST Crapo* (Huron Cement) and the *Richard Reiss* (American Steamship). Both will go into the hopper trade, traveling between Toledo and Detroit with coal.

Speaking at our annual dinner-dance of the Greater St. Louis and Vicinity Port Maritime Council was SIU President Frank Drozak who is also president of the AFL-CIO Maritime Trades Department.

Approximately 500 people attended the affair which was held on March 10 at the Henry VIII Inn and Lodge in St. Louis.

Among those honored at the dinner-dance were Rep. Robert Young (D-Mo.); Daniel 'Duke' McDey, president of the Missouri State Labor Council of the AFL-CIO, and Kenneth Davis, chairman of the board of both B-K Construction Co. and the Colonial Bank in St. Louis.

West Coast, by V.P. George McCartney



I'M happy to report this month that Delta is postponing the lay-up of three of its 'M' class ships.

Last month I reported to you that the final trip was to have ended on May 15. However, since then Delta has announced that the *Santa Maria*, *Santa Magdalena* and *Santa Mariana* will run until the end of the year and possibly even longer.

The move seems to be a sensible one since the passenger loads have been very good aboard these combination freight/passenger vessels.

These ships can accommodate 100 passengers. Just recently, on March 1, the *Santa Mariana* sailed with 93 passengers onboard.

On our full service passenger ships, the *Independence* and the *Constitution* (American Hawaii Cruises), the passenger loads are also very good. These two ships operate in Hawaii where they take passengers on seven-day cruises through the islands.

• • •

Up in Seattle Seafarers participated in a rally at the Sea-Tac—Henry Jackson Airport in support of striking Continental Airline workers. We were among 500 trade unionists who took part in the demonstration. In a similar rally held 10 days before, AFL-CIO President Lane Kirkland spoke in support of the strikers.

Also in Seattle we're going to crew the *Jade Phoenix* (Titan) which has been laid up since November. The bulk carrier, which was converted from an LNG carrier, is in Portland, Ore.

In Southern California in the city of San Diego, a meeting of the General Presidents' Offshore Committee was held in January. Chairing the meeting was SIU President Frank Drozak. I was also in attendance as well as SIU Wilmington Port Agent Mike Worley. This committee is composed of nine unions involved with offshore drilling.

As a final note, all of us on the West Coast want to extend our condolences to the family of Red Morris who recently passed away. Red was a retired SIU port agent from Jacksonville, Fla.

Seafarer's Fast Action Saves Child

It was in that moment when night suddenly becomes day that they tumbled into the cab of the family pick-up truck, still wiping sleep from their eyes.

The 8-year-old was on her way to the country schoolyard. The other daughter, just 3, curled up to fall asleep as the dusty dirt road drew up to the highway.

By 8 a.m., migrant farm workers, bent like the arched sickles that cut the air, would be reaping the harvest along the highway in the rhythm that is California's Salinas valley.

The truck took the south-bound lane of U.S. 101, climbing the silvery ribbon etched through vibrant green foothills laden with dew. In the morning, under the mist left by night, the open valley before them was shimmering in the early sun. It was cool, still quiet.

Only a second later, their day collapsed in a twisted heap of metal carnage.

Bobbie Stearns ran. He was driving 500 yards behind the tanker truck when it lost its rear tank, collided into the pick-up truck and slammed onto its side. Fuel oil gushed onto the roadway. So he ran knowing full well the sky could light up to a searing inferno if the fuel oil ignited.

At first he saw the woman. It all happened so fast. She was sitting behind the wheel of the pick-up truck dressed in a nightgown and bathrobe. He lifted her. She was dazed, her eyes empty.

A child was crying from somewhere in the truck. The little girl was bleeding from the nose and mouth when he found her pressed against the door on the passenger's side. He could only guess she had been so badly knocked by the accident she had internal injuries. He moved her away from any potential explosion to her mother's side.

There was no telling how much time had elapsed by the time Stearns made his last trip back to the truck. It was then he discovered the most severely injured of the truck's occupants lying halfway underneath the running board. She was only two feet long, and when the impact of the accident had sprung the door on the driver's side open, she had been catapulted to the ground by the force.



Bobbie Stearns

He automatically turned the baby over. Her nails were blue. He located the sternum and began cardiopulmonary resuscitation. Sending puffs of air down the baby's airway to restore breathing, he compressed her chest to restore her heartbeat.

Motorists stopped. He did not look up and lose time, but kept working. In shock trauma, warmth keeps the body from shutting down major organ systems. He called for blankets and coats to be wrapped around the injured child and for someone to give the "Mayday" "Mayday" signal on the C.B. He began to feel a faint heartbeat, then a breath.

A stranger from out of the crowd offered assistance. At this point Stearns was beginning to lose the child. They worked as a team, one breathing for the child, the other counting out compressions.

"We got her back again," Stearns recalled. "This time the pulse was stronger. Then, after a minute or so she stopped breathing. Again we restored her, only to lose her."

Her mother was so near that every time her baby failed she could hear us say so, said Stearns. Mute, rigid with fear, she would make the attempt to move to her child and had to be coaxed to sit down.

"We both worked like mad," said Stearns. As I remember it, we lost her about three times before we restored her heartbeat and breathing.

"The baby started to cry, making little noises," said Stearns. "It was the first time in my life I had ever really enjoyed hearing a baby cry."

Advanced life support and medical personnel arrived, and stretchers parted the crowd.

Four days after the accident, Chief Steward Bobbie Stearns sat at his typewriter. "Fate plays a very strange part in all of our lives. Back in 1980 when I had finished the Stewards Recertification Class #2, I had the chance to use some of the First Aid instruction that you had taught us just about three months later in saving the life of the chief officer on the *SS Overseas Washington*. Today he is still alive and once again sailing.

"Now once again you have assisted me in saving another life."

PMA Shipping Scene

February 1984

	REGISTERED	SHIPPED
SAN FRANCISCO		
Class "A"	49	6
Class "B"	2	0
Class "C"	1	0
Relief	1	2
Grand Total (All Groups)	53	8
WILMINGTON		
Class "A"	5	8
Class "B"	0	0
Class "C"	0	0
Grand Total (All Groups)	5	8
SEATTLE		
Class "A"	17	3
Class "B"	1	0
Class "C"	1	0
Relief	1	0
Grand Total (All Groups)	19	3
HONOLULU		
Class "A"	8	
Class "B"	2	Not Available
Class "C"	1	
Relief	1	
Grand Total (All Groups)	12	

Legal Aid

In the event that any SIU members have legal problems in the various ports, a list of attorneys whom they can consult is being published. The member need not choose the recommended attorneys and this list is intended only for informational purposes:

NEW YORK, NEW YORK
Schulman & Abarbanel
358 Fifth Avenue
New York, New York 10001
Tele. # (212) 279-9200

BALTIMORE, MD.
Kaplan, Heyman, Greenberg,
Engelman & Belgrad
Sun Life Building
Charles & Redwood Streets
Baltimore, Md. 21201
Tele. # (301) 539-6967

CHICAGO, ILL.
Katz & Friedman
7 South Dearborn Street
Chicago, Ill. 60603
Tele. # (312) 263-6330

DETROIT, MICH.
Victor G. Hanson
19268 Grand River Avenue
Detroit, Mich. 48822
Tele. # (313) 532-1220

GLOUCESTER, MASS.
Orlando & White
1 Western Avenue
Gloucester, Mass. 01930
Tele. # (617) 283-8100

HOUSTON, TEXAS
Archer, Peterson and Waldner
1801 Main St. (at Jefferson) Suite 510
Houston, Texas 77002
Tele. # (713) 659-4455 &
Tele. # (813) 879-9842

LOS ANGELES, CALIF.
Fogel, Rothschild, Feldman & Ostrov
5900 Wilshire Boulevard, Suite 2600
Los Angeles, Calif. 90036
Tele. # (213) 937-8250

WILMINGTON, CALIF.
Fogel, Rothschild, Feldman & Ostrov
239 South Avalon
Wilmington, Calif. 90744
Tele. # (213) 834-2546

MOBILE, ALA.
Simon & Wood
1010 Van Antwerp Building
Mobile, Ala. 36602
Tele. # (205) 433-4904

NEW ORLEANS, LA.
Barker, Boudreaux, Lamy,
Gardner & Foley
1400 Richards Building
837 Gravier Street
New Orleans, La. 70112
Tele. # (504) 586-9395

PHILADELPHIA, PA.
Kirschner, Walters, Willig,
Weinberg & Dempsey Suite 110
1429 Walnut Street
Philadelphia, Pa. 19102
Tele. # (215) 569-8900

ST. LOUIS, MO.
Gruenberg, Sounders & Levine
Suite 905—Chemical Building
721 Olive Street
St. Louis, Missouri 63101
Tele. # (314) 231-7440

SAN FRANCISCO, CALIF.
John Paul Jennings
Henning, Walsh & Ritchie
100 Bush Street, Suite 440
San Francisco, Calif. 94104
Tele. # (415) 981-4400

SEATTLE, WASH.
Davies, Roberts, Reid,
Anderson & Wacker
100 West Harrison Plaza
Seattle, Wash. 98119
Tele. # (206) 285-3610

TAMPA, FLA.
Hamilton & Douglas, P. A.
2620 West Kennedy Boulevard
Tampa, Florida 33609
Tele. # (813) 879-9842

LOG Photo Contest—Enter Now



Edd Emery used his travels and experience as a Seafarer to develop his photo skills to the point where he had his own exhibition in New York City. This is just one of his photos. Perhaps you can too.

THE SEAFARERS LOG PHOTO CONTEST deadline has been extended. You still have a chance to help us tell the story of life on the deepseas, rivers and lakes. Seafarers lead unique lives which nobody can see or share except through your pictures.

Send us your photographs by April and the LOG will name the winners in the May issue plus publish a special section of the winners and honorable mentions.

Here is how to enter. Send your prints and negatives, preferably 8 x 10 black and white, but other sizes and color photos are welcome to:

Seafarers LOG
Photo Contest
5201 Auth Way
Camp Springs, Md. 20746

Be sure to include your name, address, book number and brief description of the picture. Your negatives will be returned.



Sunset from the *Sea-Land Charleston* by AB B. Eisenstadt, Glendale, N.Y.

SIU Upgraders Visit Capitol



As Congress adjourned for lunch, Seafarers participating in Union education classes at the Frank Drozak building were given a close-up tour of the nation's Capitol and a view of American politics practiced for decades on the "Hill." Posing for a group portrait of the trip conducted by SIU legislative lobbyist Liz DeMato are: Lawrence Allen, Mark Avara, Arthur Baredian, Kenneth Bayle, Edward Bloomfield, Thomas Boyd, Kenneth Browning, Ray Brownlee, Patrick Cross, Richard Crowley, Joseph Graney, Norman Guild, Leslie Harada, Charles Holmes, Robert Larsen, John Lawrence, George Lindsay, Thomas Maga, Francis Monteiro, Charles O'Brien, Warren O'Neill, Lester Oden, James Ranna, Richard Robertson, Eric Rossi, Walenty Rozmus, Gary Smith, Kenneth Taylor, Michael Waldrop and SHLSS Instructor, Calvin Williams.

SIU Crews Conference Opens March 25 in Piney Point

Seafarers across the country were set to elect their delegates during special membership meetings on March 19 for the upcoming SIU Crews Conference.

The 69 delegates will attend the March 25 to April 7 Crews Conference at the Seafarers Harry Lundeberg School of Seaman-ship in Piney Point, Md.

Delegate representation will be as follows: Brooklyn—12; Philadelphia—3; Gloucester—3; Baltimore—3; Norfolk—3; Jacksonville—3; Puerto Rico—3; Mobile—3; New Orleans—6; St. Louis—3; Algonac—3; Wilmington—3; San Francisco—6; Seattle—3; Houston—9; Piney Point—3.

Delegates will be divided equally among the deck, engine and steward departments, and one alternate should be elected from each department in the event a primary delegate cannot attend.

The issues to be considered include the question of how to deal with crew requirements of highly automated vessels; how to keep our industry competitive with those of other nations, and how to meet new employment challenges arising with increased numbers of military and other types of specialized vessel operations.

Discussions at the Conference will include a review of the Shipping Rules; the Union Constitution; the Welfare, Pension and Vacations rules; SHLSS programs; the permanent job status; meetings aboard ships; shipboard responsibility; the role of the SIU in law and politics; communications and the LOG; and the upcoming grassroots political campaign.

Both the Standard Tankership and Standard Freightship Agreements expire June 15, 1984. The recommendation of the Conference will be used as the basis for negotiations on these contracts.

A Winter Storm and a Weary Stowaway

Pittsburgh 'Enjoys' An Eventful Run

PORT ELIZABETH, N.J. . . . Following several months in layup, the SIU-contracted *Pittsburgh* (Sea-Land) returned here for a payoff after an eventful trip from the Dominican Republic.

She crewed up in New York on Feb. 1 and this was her first payoff since then. The *Pittsburgh* makes 14-day round trips from New York to the Dominican Republic, and the payoff takes place every 28 days.

A day-and-a-half out from Santo Domingo a stowaway was discovered onboard the containership. The crew treated the man well and gave him extra clothes. When the ship arrived in New York the proper authorities were informed. His fate was unknown at the time of the payoff. However, according to some crewmembers, the young stowaway was disappointed that the ship was headed for New York and not Puerto Rico. He didn't want to go to New York. Oh well!

Also on the way up from the island of Hispaniola—one part of which is the Dominican Republic and other part Haiti—the ship was caught in a late winter storm off Cape Hatteras, N.C. The large swells and heavy winds during the 12-hour storm caused extensive damage in the storage rooms for the engine and steward departments.

In the engine storage room, called the crane room, drums broke loose from their lashings.



Tied to her dock at Port Elizabeth, N.J. is the SIU-contracted containership *Pittsburgh* (Sea-Land).

Oil and paint cans broke open and splattered the deck and bulkheads in a dark brown color. In the steward storage room, cans were scattered all over, lying in water from the flooding caused by a broken salt water line.

A meeting was held by the SIU representative prior to the payoff and many important matters were discussed including the March Crews Conference in Piney Point, and the forthcoming contract negotiations.



The Ship's Committee aboard the *Pittsburgh* are, from the left: Phillip Huss, education director; Rufino Ramirez, steward delegate; Gabriel Bonefont, deck delegate; Stan Kolasa, secretary-reporter; George Malin, engine delegate, and William O'Brien, chairman.



Lying on the dock splattered with paint and dirt are some laundry bags that were near the engine storage room when the storm hit.



Peeling potatoes for the night's meal is Third Cook Roscoe Rainwater.



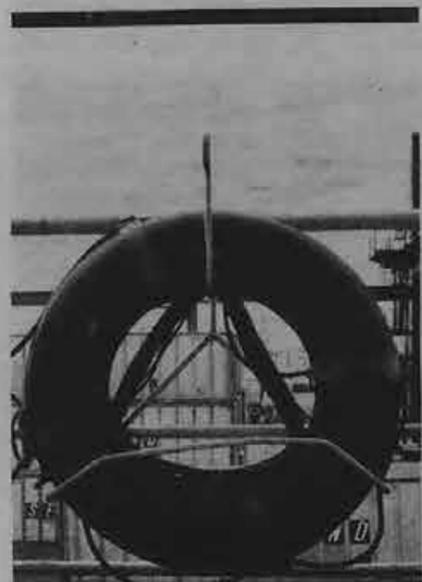
Standing before a pan of roast chicken is Chief Cook Standmore Bell.



In the crane room dark brown paint is splattered on the bulkhead and much of the equipment stored there.



Smiling for the camera are two of the crewmembers from the *Pittsburgh*. They are Randy Santucci, OS, left, and Herbert Thrower, AB.



The *Pittsburgh* runs between New York and the Dominican Republic.



Crewmembers listen attentively during the meeting held by the SIU representative prior to the payoff.



Sailing aboard the *Pittsburgh* is Baker Juan Rodriguez.



The steward department storage room was one big mess with supplies thrown to the deck and lying in water.



Shown here during the shipboard meeting are some of the 27 SIU members who crew the *Pittsburgh*.

Deep Sea



Joe Royce Bennett Jr., 66, joined the SIU in the port of Houston in 1955 sailing as an AB. Brother Bennett began sailing in 1944 during World War II. He is a veteran of the U.S. Army Air Corps before World War II, serving as an aviation mechanic. Seafarer Bennett also worked as an aviation mechanic for North American Aviation in 1941 and for Chance-Vought Aviation in 1950, both in Grand Prairie, Texas. Born in Sherman, Texas, he is a resident there.



Arvel Morel Binion, 58, joined the SIU in the port of San Francisco in 1956 sailing as a chief pumpman. Brother Binion began sailing in 1947. He worked for the Seattle Sea-Land Shoregang from 1979 to 1981. Seafarer Binion is a veteran of the U.S. Navy in World War II. A native of Crowley, La., he is a resident of Elma, Wash.



Jefferson Davis Buchanan, 69, joined the SIU in the port of Seattle in 1968 sailing as a chief cook. Brother Buchanan worked as a cook in New York's Wall St. financial district in 1961. He is a veteran of the U.S. Army in World War II. Seafarer Buchanan was born in Hazlehurst, Ga. and is a resident of Bellevue, Wash.



Ben Davis Buck, 56, joined the SIU in the port of Baltimore in 1956 sailing as a bosun. Brother Buck was born in Maysville, N.C. and is a resident of Everett, Pa.



James Millard Cheshire, 60, joined the SIU in the port of New York in 1950 sailing as a recertified bosun. Brother Cheshire was graduated from the Union's Recertified Bosuns Program in March 1976. He also sailed for Sea-Land. Seafarer Cheshire is a veteran of the U.S. Marine Corps during World War II. Born in Alabama, he is a resident of Youngstown, Fla.

Lewis Newton Childress, 65, joined the SIU in the port of New York in 1955 sailing as a FOWT for Delta Line. Brother Childress began sailing in 1952. He is also a tool grinder. Seafarer Childress was born in Winston-Salem, N.C. and is a resident there.

Albert Stanley Coles, 61, joined the SIU in 1943 in the port of New York sailing as a bosun. Brother Coles was born in Remo, Va. and is a resident of Kilmarmock, Va.



William Parks Dunn Jr., 61, joined the SIU in 1943 in the port of Norfolk sailing as a chief steward. Brother Dunn was a teacher and adviser on the hopper dredge *Sea Lion* for the Nigerian government in 1977. He was born in Coates, N.C. and is a resident of Houston.



Ofidio Maneha Esquivel Sr., 55, joined the SIU in 1948 in the port of New York sailing as a chief steward. Brother Esquivel also sailed as a ship's delegate. He was an Odgen Marine port steward in the port of New York from 1981 to 1983. Seafarer Esquivel is a veteran of the U.S. Army after the Korean War. Born in Gulf, Texas, he is a resident of Wharton, Texas.



George Dennis Finklea, 65, joined the SIU in 1947 in the port of Norfolk sailing as a recertified bosun. Brother Finklea was graduated from the Union's Recertified Bosuns Program in March 1975. He also sailed for Sea-Land. Seafarer Finklea was born in South Carolina and is a resident of Columbia, S.C.



Joseph Mervin Fontenot, 65, joined the SIU in the port of Houston in 1952 sailing as a cook for IOT from 1953 to 1965. Brother Fontenot is a veteran of the U.S. Army. He was born in Chataignier, La. and is a resident of Basile, La.



Homer Charles Frazier, 65, joined the SIU in the port of New Orleans in 1966 sailing as a QMED. Brother Frazier was born in Georgia and is a resident of Metairie, La.

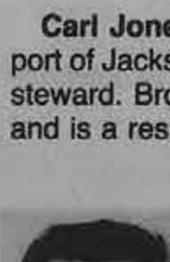
Hobert Lee "Duke" Gardner Sr., 65, joined the SIU in the port of New York in 1957 sailing as a chief steward. Brother Gardner is both a veteran of the U.S. Army before World War II and the U.S. Navy during World War II. He was born in North Carolina and is a resident of Manchester, N.H.



James Duncan Gilliland, 57, joined the SIU in the port of Philadelphia in 1961 sailing as a pilot and captain inland for Gulf Atlantic Towing from 1943 to 1956, Sheridan Transportation in 1961 and for McAllister Brothers from 1965 to 1983. Brother Gilliland also sailed deep sea. He was a former member of the ILA, UMD Local 333A from 1949 to 1954. Seafarer Gilliland was born in Okeechobee, Fla. and is a resident of Williamstown, N.J.



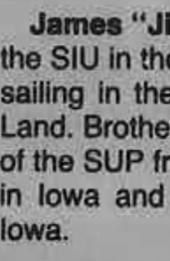
Edward Trabue Hawkins, 76, joined the SIU in the port of Houston in 1963 sailing as a chief cook. Brother Hawkins was born in Cowan, Tenn. and is a resident of Carrabelle, Fla.



Carl Jones Jr., 60, joined the SIU in the port of Jacksonville in 1959 sailing as a chief steward. Brother Jones was born in Florida and is a resident of Jacksonville.



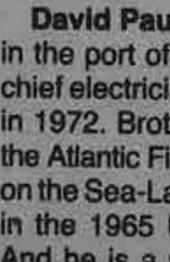
Frank Melvin King, 67, joined the SIU in the port of New York in 1965 sailing as a FOWT. Brother King is a veteran of both the U.S. Army before World War II and the U.S. Navy during World War II. He was born in Zebulon, Ga. and is a resident there.



James "Jim" William Knecht, 61, joined the SIU in the port of San Francisco in 1961 sailing in the steward department for Sea-Land. Brother Knecht was a former member of the SUP from 1947 to 1961. He was born in Iowa and is a resident of Des Moines, Iowa.



Melvin Robert Knickman, 58, joined the SIU in the port of Baltimore in 1956 sailing as an AB. Brother Knickman is a veteran of the U.S. Army. He was born in Baltimore and is a resident there.



David Paulus Manafe, 61, joined the SIU in the port of New York in 1965 sailing as a chief electrician on the dredge *Hydro Atlantic* in 1972. Brother Manafe helped to organize the Atlantic Fishermen's Union and he worked on the Sea-Land Shoregang. He hit the bricks in the 1965 U.N. beef at the U.S. Mission. And he is a veteran of the U.S. Army after World War II. Seafarer Manafe also worked at the Indonesian Consulate and was a freelance translator in U.S. government films. Born in Div Roti, Indonesia, he is a naturalized U.S. citizen. Manafe is a resident of New York City.



Bill Mpontsikaris, 63, joined the SIU in 1947 in the port of New York sailing as a chief cook. Brother Mpontsikaris was born in New Bedford, Mass. and is a resident of Lake Charles, La.



John Raymond Murphy, 65, joined the SIU in 1943 in the port of Baltimore in 1955 sailing as a bosun. Brother Murphy began sailing in 1937 and sailed in World War II. He was born in Baltimore and is a resident there.



Edward Charles O'Connell, 60, joined the SIU in 1943 in the port of New York sailing as a recertified bosun. Brother O'Connell was graduated from the Union's Recertified Bosuns Program in June 1979. He last sailed on the *C.S. Longlines* (Transoceanic Cables). Seafarer O'Connell was born in Rockport, Mass. and is a resident of Salem, Mass.



Hurshel Averland Orlando, 67, joined the SIU in 1943 in the port of New York sailing as a chief steward. Brother Orlando hit the bricks in the 1961 Greater N.Y. Harbor beef. He was a Sea-Land port steward from 1971 to 1983. Seafarer Orlando was born in Bayamo, Cuba and is a naturalized U.S. citizen. Orlando is a resident of Bloomfield, N.J.



Faustino Margarito Pedraza, 62, joined the SIU in 1941 in the port of Baltimore sailing as an AB and deck delegate. Brother Pedraza also sailed for the Reynolds Metals Co. in 1968. He was born in Alvin, Texas and is a resident of Texas City, Texas.



John Christopher Reed Jr., 64, joined the SIU in 1948 in the port of New York sailing as a recertified chief steward. Brother Reed began sailing during World War II. He was born in Fairview, Mont. and is a resident of Des Moines, Iowa.



Stanley Ruzyski, 65, joined the SIU in 1942 in the port of New York sailing as an AB. Brother Ruzyski was born in Fort William, Ontario, Canada and is a naturalized U.S. citizen. He is a resident of Seattle.

William Doyle Sherar, 58, joined the SIU in the port of New York in 1957 sailing as a QMED and ship's delegate. Brother Sherar began sailing in 1945. He was on the picket lines in both the 1961 Greater N.Y. Harbor beef and the 1962 Robin Line strike. Seafarer Sherar is a veteran of the U.S. Navy in World War II. A native of Paul's Valley Okla., he is a resident of Cherryfield, Maine.



John Francis Short, 65, joined the SIU in the port of New York in 1960 sailing in the engine department. Brother Short was born in San Francisco and is a resident there.



Bernard Joseph Shultz, 58, joined the SIU in the port of New York in 1953 sailing as an AB. Brother Shultz was born in Upper Darby, Pa. and is a resident of San Francisco.



William Marcus Smith Jr., 60, joined the SIU in 1946 in the port of Philadelphia sailing as a recertified bosun. Brother Smith sailed during World War II. He was born in Frankston, Texas and is a resident of Salem, Ore.



Harold W. Summers, 65, joined the SIU in the port of San Francisco in 1968 sailing as an AB. Brother Summers is a veteran of both the U.S. Navy before World War II and the U.S. Army during World War II. He was born in Middlebourne, W. Va. and is a resident of San Francisco.



Gilbert Joseph Trosclair, 63, joined the SIU in the port of New Orleans in 1956 sailing as a chief steward. Brother Trosclair attended a Piney Point Crews Conference in 1972. He is a veteran of the U.S. Army Air Corps during World War II. Seafarer Trosclair was born in Thibodeaux, La. and is a resident of New Orleans.



Adolph Francis Vante, 63, joined the SIU in 1941 in the port of Norfolk sailing as an AB. Brother Vante also sailed for Sea-Land. He was born in the Virgin Islands and is a resident of New York City.

Pensioner's Corner

Great Lakes

Gordon Edward Aikens, 73, joined the Union in the port of Alpena, Mich. in 1967 sailing as a cook for the Huron Cement Co.. Brother Aikens was born in Alpena and is a resident of Lachine, Mich.



George Leo Basley, 65, joined the Union in the port of Detroit in 1961 sailing as an oiler for Kinsman Lines from 1948 to 1983. Brother Basley began sailing in 1937 and sailed aboard the *SS Kinsman Independent* from 1978 to 1983. He was born in White River, Wis. and is a resident of Ashland, Wis.

Francis Michael Gavin, 62, joined the Union in the port of Cleveland, Ohio in 1961 sailing as a deckhand for Merritt, Chapman and Scott from 1956 to 1964 and for Great Lakes Towing from 1966 to 1980. Brother Gavin was a former member of the Teamsters Union, Local 407. He was a veteran of the U.S. Navy in World War II. Laker Gavin was born in Cleveland and is a resident of Fort Myers, Fla.

Edward Joseph Murphy Sr., 65, joined the Union in the port of Buffalo, N.Y. in 1961 sailing as an AB for the great Lakes Dredge & Dock Co. from 1952 to 1983. Brother Murphy is a former member of the Tug Firemen, Linemen and Oilers Protective Assn. He is also a veteran of the British Royal Air Force (RAF) in World War II. Laker Murphy was born in Belfast, Northern Ireland and is a naturalized U.S. citizen. Murphy is a resident of Buffalo.

Atlantic Fishermen

Anthony J. Palazola, 64, joined the SIU-merged Atlantic Fishermen's Union (AFU) in the port of Gloucester, Mass. in 1961 sailing as a fisherman. Brother Palazola was a veteran of the U.S. Air Force in World War II. He was born in Gloucester and is a resident there.

Thomas P. Scola, 62, joined the Atlantic Fishermen's Union in the port of Boston, Mass. in 1980. Brother Scola was born in Massachusetts and is a resident of Gloucester, Mass.

Upgraders Meet With President Drozak at SIU Headquarters



Upgraders attending various courses at the Seafarers Harry Lundeberg School of Seamanship in Piney Point came to SIU headquarters in Camp Springs, Md. this month for a week-long program to study the operation of their Union. A highlight of the education program was a meeting with SIU President Frank Drozak and the opportunity to ask questions about their organization's programs and policies—and to get some straight answers.

Directory of Ports

Frank Drozak, *President*
 Ed Turner, *Exec. Vice President*
 Joe DiGiorgio, *Secretary-Treasurer*
 Leon Hall, *Vice President*
 Angus "Red" Campbell, *Vice President*
 Mike Sacco, *Vice President*
 Joe Sacco, *Vice President*
 George McCartney, *Vice President*

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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) 623-4334

ST. LOUIS, Mo.

4581 Gravois Ave. 63116
 (314) 752-6500

WILMINGTON, Calif.

408 Avalon Blvd. 90744
 (213) 549-4000

Dispatchers Report for Deep Sea

FEB. 1-29, 1984

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										
Gloucester	2	3	1	2	3	0	0	4	8	1
New York	54	23	0	46	17	0	0	42	57	0
Philadelphia	0	0	0	0	0	0	0	5	2	0
Baltimore	35	6	0	3	2	0	0	20	8	1
Norfolk	9	7	0	8	3	0	0	29	25	0
Mobile	10	2	0	8	3	0	0	25	9	0
Honolulu	3	14	2	3	3	0	0	3	14	2
New Orleans	42	9	0	30	5	0	0	109	26	3
Jacksonville	14	8	2	21	3	0	0	72	32	3
San Francisco	23	11	1	15	6	0	4	28	14	2
Wilmington	14	3	0	8	3	0	0	56	27	2
Seattle	25	17	0	34	14	0	5	64	49	3
Puerto Rico	2	2	0	6	3	0	0	13	7	0
Houston	24	5	0	19	4	0	0	87	35	1
Piney Point	0	0	0	0	3	0	0	0	0	0
Totals	227	110	6	200	69	0	9	657	372	18
ENGINE DEPARTMENT										
Gloucester	2	1	0	2	1	0	0	2	12	0
New York	39	10	0	41	6	0	0	126	36	1
Philadelphia	0	0	0	0	0	0	0	5	1	0
Baltimore	6	1	0	2	0	0	0	16	7	0
Norfolk	8	4	0	5	0	0	0	24	18	0
Mobile	10	3	0	12	6	0	1	15	8	0
Honolulu	1	12	7	0	0	0	0	1	12	7
New Orleans	22	3	0	21	0	0	0	84	16	2
Jacksonville	11	2	0	13	1	0	0	51	20	1
San Francisco	14	5	2	9	3	0	0	18	14	3
Wilmington	6	5	0	5	3	0	0	29	18	0
Seattle	17	4	1	16	5	0	2	44	32	4
Puerto Rico	3	4	0	12	3	0	4	12	6	0
Houston	16	3	0	13	2	0	0	72	17	0
Piney Point	0	0	0	0	1	0	7	0	0	0
Totals	155	57	10	151	31	0	7	499	197	18
STEWARD DEPARTMENT										
Gloucester	2	0	0	3	0	0	0	1	3	0
New York	25	10	0	35	7	0	0	72	28	0
Philadelphia	0	0	0	0	0	0	0	0	0	0
Baltimore	4	0	0	1	0	0	0	10	1	0
Norfolk	3	3	0	4	6	0	0	16	4	0
Mobile	7	0	0	8	2	0	0	15	0	0
Honolulu	3	24	32	0	0	0	0	3	24	32
New Orleans	13	2	0	24	0	0	0	45	7	0
Jacksonville	3	1	1	6	1	0	0	17	10	2
San Francisco	13	14	0	10	14	0	1	17	28	3
Wilmington	4	1	0	1	2	0	0	13	7	0
Seattle	11	3	0	9	24	0	0	30	24	0
Puerto Rico	1	2	0	2	1	0	0	9	2	0
Houston	9	1	1	7	0	0	0	42	4	1
Piney Point	0	0	0	0	8	0	0	0	0	0
Totals	96	60	34	110	65	0	1	290	442	89
ENTRY DEPARTMENT										
Gloucester	1	2	0	0	0	0	0	0	13	0
New York	15	76	4	0	0	0	0	43	206	15
Philadelphia	0	0	0	0	0	0	0	2	5	1
Baltimore	6	9	0	0	0	0	0	10	20	0
Norfolk	4	20	0	0	0	0	0	6	61	0
Mobile	4	3	0	0	0	0	0	5	21	1
Honolulu	3	43	89	0	0	0	0	3	43	89
New Orleans	17	24	0	0	0	0	0	48	94	4
Jacksonville	4	15	0	0	0	0	0	15	53	2
San Francisco	8	41	8	0	0	0	0	10	59	13
Wilmington	2	13	2	0	0	0	0	11	74	3
Seattle	6	25	1	0	0	0	0	13	55	11
Puerto Rico	2	8	2	0	0	0	0	11	29	3
Houston	5	16	1	0	0	0	0	36	82	3
Piney Point	0	10	0	0	0	0	0	0	0	0
Totals	77	305	107	0	0	0	0	213	815	145
Totals All Department	557	532	157	461	165	0	17	1,659	1,466	219

***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 January was down from the month of December. A total of 733 jobs were shipped in January on SIU-contracted deep sea vessels. Of the 733 jobs shipped, 491 jobs or about 67 percent were taken by "A" seniority members. The rest were filled by "B" seniority people. There were 9 trip relief jobs shipped. Since the trip relief program began on April 1, 1982, a total of 497 relief jobs have been shipped.

Support SPAD

The SIU in Washington

Scafarers International Union of North America, AFL-CIO

March 1984

Legislative, Administrative and Regulatory Happenings

WASHINGTON REPORT

There is a sense in Washington that things have changed in this country. Few people can make sense of recent developments. Yet there is a general agreement that there has been a shift in the public's perception, that people are wary about the future and uncertain about the way that this administration has responded to the challenges put before it.

At any rate, things have been highly volatile, both at home and abroad. The situation is heating up in Central America and the Middle East. A cloud hangs over the president's much-touted economic recovery. Prices on Wall Street plummeted at the prospect of a \$200 billion deficit.

There have been a number of surprising political developments. Some, like the election results from New Hampshire, were so unanticipated that the so-called political experts have been left speechless. The maritime industry and the Labor Movement have been caught in these events. Like everyone else, they are waiting for the dust to settle to see just where things stand.

IRAN-IRAQ

One of the most important international developments of recent years—the Iran-Iraq war—has dragged on for years without getting much public attention. Unfortunately, things have been heating up down there, and people are slowly becoming aware of the danger that the war poses to the rest of the world.

Hundreds of thousands of soldiers and civilians have died in the fighting. The Ayatollah Khomeini has promised not to stop until he has overthrown the government of Iraq, which has tried in vain to reach some sort of face-saving accommodation. Tired, desperate, Iraq is threatening to bomb Iran's oil installations.

If that happens, then the Ayatollah has promised to close down the Straits of Hormuz, through which more than 60 percent of the world's supply of oil must pass.

The United States has promised to counter any Iranian move with force. Yet it must confront the accumulated effects of its own policies. Its ability to transport troops and supplies over large distances is severely diminished, thanks to the decline of the private American-flag merchant marine.

This Union and other responsible segments of the population have waged an uphill battle to protect American security in this age of finite energy resources. We have urged the Reagan administration to reverse the decline of the American-flag merchant marine, to no avail. In addition, we have been vocal supporters of the Strategic Petroleum Reserve. Despite its rhetoric about security, the administration has failed to fill the reserve at rates mandated by law.

POLITICS NOT AS USUAL

There have been a number of surprising political developments in recent months, including the rapid decline of the Glenn candidacy and the unexpected good showing of Gary Hart. In Iowa, Maine and New Hampshire, public opinion polls are in a state of flux. Not too many people know what to make of these developments.

Frank Drozak, president of the SIU, has planned wisely for these developments. Sensing an unsettled political atmosphere, he remained uncommitted, especially since no candidate came forth with a platform aimed at restoring the maritime industry to its former good health. Now that things are heating up, he can use the resources of the Union to our best advantage.

President Drozak is planning an all-out grassroots campaign aimed at informing the American people about the need for maintaining a strong and well-prepared merchant fleet. This campaign has been in the planning stages for several months. It will officially begin on April 14 when members, pensioners, their friends and family are invited to go to the nearest SIU hall to find out what they can do to turn this industry around.

This is a critical time for the maritime industry. A number of important issues are going to be decided in the upcoming months. How they are decided will determine whether or not this country has a maritime industry and whether or not you have a job. It is important to get involved.

ALASKAN OIL

The House of Representatives has voted to extend the Export Administration Act, which bans the export of Alaskan oil, through March 30. The issue of Alaskan oil is an important one for seamen, for it involves the fate of more than 40 SIU-contracted tankers that carry oil from Alaska down to the lower 48 states. Were Alaskan oil exported, many of these vessels would be laid up, throwing the maritime industry into a crisis from which it may not recover.

The vote in the House comes right after an important victory in the Senate, which overwhelmingly voted down Sen. Murkowski's (R-Alaska) amendment to allow the export of Alaskan oil. The vote effectively decided the issue in the Senate.

MARAD BILL

The House Merchant Marine Subcommittee reported HR-4706, the Maritime Authorizations Bill for fiscal year 1985, to the Merchant Marine and Fisheries Committee without any amendments attached.

The bill contains few surprises, and reflects the declining commitment of this country to its maritime industry. Three hundred seventy-seven million dollars are

scheduled to be appropriated for the Operating Differential Subsidy program, down nearly \$80 million from fiscal year 1983. Ten million dollars were allotted for research and development, down \$5 million from two years ago. Seventy-five million dollars were appropriated for operating and training programs, a slight increase over the administration's request of \$72.7 million.

FOREIGN TUNA

A crisis is brewing in the tuna industry, which employs more than 10,000 workers in Southern California. Things have gotten so bad in the tuna industry that heads of several large canneries—Star-Kist, Van Camp and Pan Pacific Fisheries—have gone on record stating that they would relocate their canneries to the Western Pacific if tariffs were not enacted to protect them from unfair foreign competition.

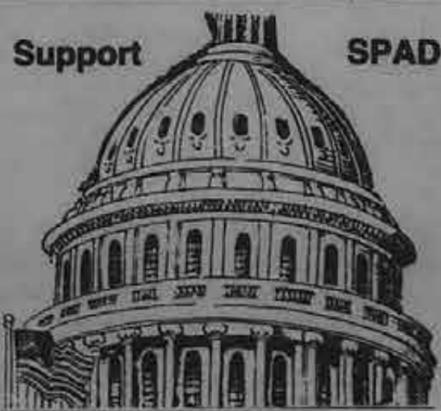
To put it in simple terms, canneries in California cannot compete with their foreign competitors, which pay their workers less than 30 cents an hour. Foreign imports of tuna are up drastically. In just the last six weeks, more than one million cases of tuna have been shipped into the United States, an increase of 60 percent from last year.

This is an important issue for SIU members. Nearly half of all members associated with the UIW, an affiliate of the SIU, work in Southern California canneries. Cannery workers have a long and proud labor tradition in this country, dating back to Andrea Gomex, one of the founders of the old Cannery Workers Union, which was a precursor of the UIW.

BANKRUPTCY

The Supreme Court has come down with a decision that sent shock waves throughout the Labor Movement. Under the terms of that recent decision, companies that file for bankruptcy can abrogate their union contracts.

Organized labor is gearing up for a big political fight. It is meeting with allies in Congress to enact legislation to counter the effects of the ruling. If it is left unchanged, then the job security of every single worker in this country is open to question.





Pensioner George Wilson Arnold, 59, died on Jan. 27. Brother Arnold joined the SIU in the port of Houston in 1963 sailing as an AB. He was born in Los Angeles and was a resident of Seattle. Surviving is his widow, Gertrude.

Todd Frazier Barnes, 25, died on Nov. 4, 1983. Brother Barnes joined the SIU following his graduation from the SHLSS Entry Trainee Program, Piney Point, Md. in 1977. He sailed as a FOWT. Seafarer Barnes was born in Hawthorne, Calif. and was a resident of San Pedro, Calif. Barnes also worked as a commercial fisherman and oil field worker and was a scuba diver. Surviving are his father, David; his mother, Diane Poling; three brothers and a sister, Dawn of Hawthorne.



Pensioner George Henry Bryan, 65, died recently. Brother Bryan joined the SIU in 1941 in the port of Mobile sailing as a chief steward. He also sailed during the Vietnam War. Seafarer Bryan was born in Alabama and was a resident of West Asheville, N.C. Surviving is a brother, Paul of New York City.

Andrew G. Burbul died on Jan. 30. Brother Burbul joined the SIU in the port of Baltimore sailing for the Waterman Steamship Co. in 1979.



Pensioner Fred Z. Callanta, 71, passed away on Jan. 27. Brother Callanta joined the SIU in the port of Seattle in 1971. He was born in the Philippines and was a resident of Seattle. Surviving is a daughter, Mrs. Frank Dimondi of Elizabeth, N.J.

Wayne Edwin Carpenter, 48, died of a heart attack in Lake Worth, Fla. on Nov. 17, 1983. Brother Carpenter joined the SIU in the port of New York in 1965 sailing as a chief steward. He was a veteran of the U.S. Navy after the Korean War. Seafarer Carpenter was born in Muncie, Ind. and was a resident of San Antonio, Texas. Burial was in the Pine Cemetery, San Antonio. Surviving are his widow, Virginia; his parents, Edwin and Elizabeth Carpenter and a brother, Jack of San Antonio.

Edmund Kenneth De Moss, 58, died of injuries sustained in an auto crash on the Chef Menteur Hwy., New Orleans on Dec. 2, 1983. Brother De Moss joined the SIU in the port of Baltimore in 1958 sailing as a bosun. He was born in Grafton, W. Va. and was a resident of Ellicott City, Md. Burial was in the Woodside Park Cemetery, Grafton. Surviving is his brother, Frederick of Ellicott City.

Gilbert Essberg, 60 died on Jan. 10. Brother Essberg joined the SIU in the port of New York in 1959 sailing as an AB for the Delta Line. He was born in Atlanta, Ga. and was a resident of New Orleans. Surviving is a cousin, T. J. Plourd of North Miami Beach, Fla.

William Parker Fitzhugh, 61, died on Dec. 5, 1983. Brother Fitzhugh joined the SIU-merged Marine Cooks and Stewards Union (MC&SU) in the port of San Francisco sailing for the Matson Line. He first sailed on the West Coast in 1942. Fitzhugh was a resident of Gardena Calif. Surviving are his widow, Willie; a daughter, Kelly; a brother, Willie B. Williams Fitzhugh; a sister, Faye Owens and two cousins, Patricia Ford and Kimberly Davis, both of Los Angeles.

Frederick Ernest Garrison, 55, succumbed to lung failure in the Harrison Hospital, Bremerton, Wash. on July 14, 1983. Brother Garrison joined the SIU in the port of Seattle in 1958 sailing as a chief cook for APL. He began sailing on the West Coast in 1946 and was a former member of the SIU and IBU of Canada.

Seafarer Garrison was a veteran of the U.S. Army in the Korean War. Born in Minnesota, he was a resident of Hansville, Wash. Cremation took place in the Northwest Cremation Service Co., Seattle. Surviving is his widow, Patricia.



Pensioner Francisco Gaspar, 75, passed away on Feb. 1. Brother Gaspar joined the SIU in 1949 in the port of New York sailing as a bosun. He sailed 51 years and hit the bricks in the 1961 Greater N.Y. Harbor beef. Seafarer Gaspar was born in Portugal and was a resident of Brooklyn, N.Y. Surviving is his widow, Bernarda.

Pensioner Robert James Goldy Jr., 60, died on Feb. 3. Brother Goldy joined the SIU in the port of New York in 1963 sailing as an oiler. He began sailing in 1955. Seafarer Goldy was a veteran of the U.S. Army Air Corps in World War II. A native of Berkeley, Calif., he was a resident of Wenatchee, Wash. Surviving are his widow, Arlene; a son, Stanley; a daughter, Kerry, and his mother, Mrs. L.B. Goldy of Palisades, Wash.



Pensioner Henry Richard Gordon, 63, died of heart disease on the way to Englewood (N.J.) Hospital on Jan. 28. Brother Gordon joined the SIU in 1942 in the port of Mobile sailing as a bosun. He was a veteran of the U.S. Army in World War II. Seafarer Gordon was born in Cliffside Park, N.J. and was a resident there. Burial was in St. Joseph's Cemetery, Hackensack, N.J. Surviving are his mother, Josefa Godlewski of Cliffside Park and a sister, Katherine Johnson of Englewood.

Richard Michael Gouge, 34, died on Jan. 29. Brother Gouge joined the SIU in the port of New York in 1978. He was born in Washington, D.C. Surviving are his mother, Susann and his grandparents, Harry and Gladys Gouge of Washington, D.C.



Pensioner Mark Benjamin Hairelson, 73, passed away in the University Hospital, Pensacola, Fla. on Dec. 26, 1983. Brother Hairelson joined the SIU in the port of Galveston in 1953 sailing as an AB. He was a veteran of the U.S. Navy before World War II. Seafarer Hairelson was born in Alabama and was a resident of Pensacola. Surviving is his sister, Minnie R. Zwatschka.



Pensioner Pedro I. Ibardolasa, 83, died on Dec. 15, 1983. Brother Ibardolasa joined the SIU in 1948 in the port of New York sailing as a chief cook. He was born in the Philippine Is. and resided there. Surviving are his widow, Prudence and a nephew, Magarito Ibardolasa of Manila.



Clyde Homer Lanier, 63, died on Jan. 12. Brother Lanier joined the SIU in 1947 in the port of New Orleans sailing as a re-certified chief steward. He worked on the Delta Line Shore-gang in 1979 and attended a Piney Point Educational Conference, Workshop 3 in 1971. Seafarer Lanier was a veteran of the U.S. Navy in World War II. Born in Birmingham, Ala., he was a resident of Gretna, La. Surviving is his widow, Theresa.



Pensioner Kenneth Elsworth Lee, 60, died on Jan. 18. Brother Lee joined the SIU in 1949 in the port of New York sailing as an AB and ship's delegate on the C.S. Long Lines (AT&T) from 1965 to 1967. He was born in Henry County, Iowa and was a resident of Honolulu, Hawaii. Surviving is a sister, Dorothy R. Duggins of Abingdon, Ill.



Pensioner **Simplicio Jayme Mansan**, 78, passed away in the Philippine Is. on Jan. 4. Brother Mansan joined the SIU in the port of New York in 1953 sailing as a cook. He hit the bricks in the 1962 Robin Line beef. Seafarer Mansan was born in Iloilo City, P. I. and was a resident of Philadelphia. Surviving is a brother, Francisco of Pasay City, P. I.

Michael "Mike" Christie Muscato, 29, died at sea aboard the *M/V Star of Texas* (Titan Navigation) on Jan. 10. Brother Muscato joined the SIU after his graduation from Piney Point in 1977. He sailed as an AB on the *M/V Dodge Is.* (N. America Trailing) in 1981 and was a former member of the Carpenters Union, Local 627. Seafarer Muscato was born in Brooklyn, N.Y. and was a resident of Jacksonville. He also attended Florida Junior College, Jacksonville in 1973. Surviving are his parents, Joseph and Myrtice Muscato of Jacksonville.

Edward Matthew Peltoniemi, 63, died of natural causes on Nov. 13, 1983. Brother Peltoniemi joined the SIU in the port of Houston sailing as a FOWT for Sea-Land. He began sailing in 1939. Seafarer Peltoniemi was born in Minnesota and was a resident of Chicago, Ill. Surviving are two sisters, Mary Anderson of Duluth, Minn. and Jeanette Laurel of Stockton, Calif.



Pensioner **Benedetto Porcello**, 88, succumbed to pneumonia in the Santa Monica (Calif.) Hospital on Dec. 21, 1983. Brother Porcello joined the SIU in 1944 in the port of New York sailing as a cook for 21 years. Born in Italy, he was a naturalized U.S. citizen and a resident of Santa Monica. Burial was in Woodlawn Cemetery, Santa Monica. Surviving are three sons, Carl of Santa Monica, Salvatore of Howell, N.J. and Ralph of Los Angeles and four daughters, Dolores Brown of Santa Monica; Mary D'Angelo of Howell, Lucy Tzanneta of Santa Monica and Bessie Anese of Escondido, Calif.



Pensioner **John Joseph Radecki**, 67, died of lung failure in St. Luke's Hospital, San Francisco on Nov. 11, 1983. Brother Radecki joined the SIU in 1943 in the port of New York sailing as an AB. He received a 1960 Union Personal Safety Award for sailing aboard an accident-free ship, the *SS Fairport*. Seafarer Radecki was born in Philadelphia and was a resident of San Francisco. Cremation took place in the Apollo Crematory, Emeryville, Calif. Surviving is his widow, Tomiko of Yokohama, Japan.

Pensioner Frank Blair Rowell, 75, passed away from heart-lung failure in the Clear Lake (Webster, Texas) Hospital on Nov. 8, 1983. Brother Rowell joined the SIU in 1947 in the port of New York sailing as a chief electrician. He was born in Michigan and was a resident of Dickinson, Texas. Cremation took place in the South Memorial Park Crematory, Pearland, Texas. Surviving are his widow, Regina and a daughter, Michelle.

John Michael Paul Schmidt, 28, died in Martin Luther King Hospital, Los Angeles of injuries sustained when hit by a car while walking on the highway on Nov. 14, 1983. Brother Schmidt joined the SIU in the port of Honolulu, Hawaii in 1980 sailing as a cook on the *SS Independence* (American Hawaii Cruises). He was born in Topeka, Kan. and was a resident of Long Beach, Calif. Schmidt was a former member of the Carpenters Union, Local 710. Interment was in All Souls Cemetery, Long Beach. Surviving are his parents, Eugene and Alberta Schmidt and a sister of Coshocton, Ohio.



Pensioner **Lotus Luther Stone**, 72, passed away on Jan. 6. Brother Stone joined the SIU in 1941 in the port of Mobile sailing as a bosun. He re-

ceived a Union Personal Safety Award in 1960 for sailing aboard an accident-free ship, the *SS Young America*. Seafarer Stone was born in Alabama and was a resident of Sacramento, Calif. Surviving is a daughter, Elizabeth.



James William Thomas, 58, died on Dec. 29, 1983. Brother Thomas joined the SIU in the port of Mobile in 1955 sailing as a recertified chief steward for the Waterman Steamship Co. He was a veteran of the U.S. Navy in World War II. Seafarer Thomas was born in Jefferson County, Ala. and was a resident of Marrero, La. Surviving are his widow, Betty and a son, David.

Enrique Aponte Vargas, 51, died of pneumonia in San Juan, P.R. on Nov. 23, 1983. Brother Vargas joined the SIU in the port of New Orleans in 1962 sailing as an AB. He was born in Playa Ponce, P.R. and was a resident of Villa Fontana, Carolina, P.R. Surviving are his widow, Juana Maria and two daughters, Lillian and Diana.



Joseph Arthur Wehe, 73, passed away on Dec. 17, 1983. Brother Wehe joined the SIU in the port of New York in 1956 sailing as an AB. He was born in Baltimore and was a resident there. Surviving are his widow, Sigurd and a sister, Gertrude Hamilton of Randallstown, Md.

Francisco Rene Zapata, 49, died of a heart attack in the Georgetown (Grand Cayman, W.I.) Hospital on Oct 1, 1983. Brother Zapata joined the SIU in the port of New Orleans sailing as a bosun. He also studied at the California Aircraft Institute. Seafarer Zapata was born in La Ceib, Honduras and was a resident of Mandeville, La. Surviving is his widow, Martha.

Great Lakes

Pensioner **Ted R. Marks**, 76, passed away from a heart attack in the North Michigan Burns Clinic in Petoskey on Jan. 13. Brother Marks joined the Union in the port of Sault Ste. Marie, Mich. in 1961. He was born in Sault Ste. Marie and was a resident of Sugar Is., Mich. Cremation took place in the Greenwood Cemetery, Sault Ste. Marie, and burial was in the St. Luke's on the Trail Cemetery, Sugar Is. Surviving are his widow, Inez and a brother, George of Stuart, Fla.



Stanley Gregory Malinowski Sr., 61, drowned in Lake Ontario before being taken to the Lee Hospital, Fulton, N.Y. on June 11, 1983. Brother Malinowski joined the Union in 1947 in the port of Buffalo, N.Y. sailing last as an AB and wheelsman aboard the *M/V Day Peckinpaugh* (Erie Navigation and Sand Co.) and the *M/V Joseph S. Scobell* (Erie Sand) in 1963. Laker Malinowski was a veteran of the U.S. Navy in World War II. He was born in Wilkes-Barre, Pa. and was a resident there. Burial was in St. Mary's Cemetery, West Wyoming, Pa. Surviving are his widow, Margaret and a son, Stanley Gregory Jr. of Wilkes-Barre.

Atlantic Fishermen

Salvatore Conselino, 59, died on Dec. 17, 1983. Brother Conselino joined the SIU-merged Atlantic Fishermen's Union in the port of Gloucester, Mass. in 1968 sailing as an AB. He began sailing in 1951. Born in New Jersey, he was a resident of Monson, Mass. Surviving are his widow, Theresa; a son, Alfonso of Monson and a sister, Rose Firth, also of Monson.

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LNG ARIES (Energy Transportation Co.), January 15—Chairman R. D. Schwarz; Secretary F. Motus; Educational Director J. Fedesovich; Deck Delegate M. Kadderly; Engine Delegate W. Kinsbrough; Steward Delegate W. Christmas. No disputed OT was reported in any of the departments. There is \$170 in the ship's fund. A discussion was held about the hard times that unions are going through these days—with some members even having to give up those benefits they fought for years to get. It's a bad day for labor, the bosun noted, as he stressed the importance of supporting the SIU by contributing to SPAD. New LOGs were received, and the educational director reminded members to get the necessary paperwork done so that they can upgrade at Piney Point when they have some time off. A vote of thanks was given to the steward department for a job well done. Next port: the Nagasaki shipyard.

BEAVER STATE (Apex Marine), January 15—Chairman T. Gailas; Secretary F. Costango; Educational Director D. Gordius; Deck Delegate D. Davis; Engine Delegate W. W. Chauncey; Steward Delegate I. Gray. Everything is running smoothly aboard the *Beaver State* although there was some disputed OT in the deck department. The ship's fund now contains \$30. The bosun reported that payoff will take place on arrival at Eagle Point, N.J. on Jan. 19. At that time the boarding patrolman will be able to clear up the problem that exists between the bosun and the chief mate—something of a personality conflict, you might say. He will also be asked to check on the mail situation. Letters are not being received with any regularity, and crewmembers would like the company to forward packages. The deck department is to move back to their original rooms so that those members not on watch will be able to sleep. A vote of thanks was given to the steward department. Next port: Eagle Point, N.J.

BORINQUEN (Puerto Rico Marine), February 5—Chairman L. B. Rodriguez; Secretary Cassle B. Carter Jr.; Educational Director John A. Speer. No disputed OT was reported. There is \$100 in the movie fund and \$70 in the ship's treasury. The bosun informed crewmembers that payoff would take place in San Juan, P.R. this trip. He advised everyone to fill out the questionnaire that the Union sent to all members asking for their opinions and suggestions for a new contract. A motion was made to have the Union reverse the rule that seamen have to have 125 (as opposed to 90) days sea time before being able to collect vacation. Another motion was to have the Union raise the dollar amount that the welfare plan pays for dental work and new eyeglasses. A further suggestion was made for the Union and the company to arrange transportation from the company pier in Elizabeth, N.J. to North Terminal at Newark airport. This was brought up because the transportation has been poor and the

crews are being ripped off by the taxi drivers. And the patrolman will be asked why there is no more shore gang relief in Elizabeth. Next port is San Juan, P.R.; then back to Elizabeth, N.J.

COVE LEADER (Cove Shipping), February 5—Chairman F. H. Johnson; Secretary Henry W. Roberts; Educational Director W. J. Beatty; Deck Delegate H. L. Scott; Engine Delegate A. Day; Steward Delegate Victor Mondeci. No disputed OT was reported. The cost of living allowance received by Seafarers was explained and accepted. It was then posted for all hands to copy as was the new scale on wages and overtime. The latest rumor, according to the ship's bosun, is that three trips from Valdez to San Francisco are scheduled and also that the ship is looking for a charter. The educational director will try to get new movies in San Francisco. The bosun also reminded crewmembers that with the elections coming up, contributing to SPAD can help play an important part in electing those people who can help the maritime industry. A motion was made to ask the Union to contact Cove Shipping to find out why it is taking the company so long in sending checks home. The ship is sending the relay list early, but Cove is holding up on forwarding the checks. A vote of thanks was given to the steward department for a good job. Next port will be San Francisco, then up to Valdez, Alaska.

LNG GEMINI (Energy Transportation Co.), January 29—Chairman A. L. Pete Waters; Secretary Edward Haber; Educational Director K. Conklin. The engine department reported some disputed OT which was referred to headquarters. The bosun expressed his appreciation to Steve Troy and Ralph Minix for coming aboard and then discussed Troy's report with the members. This included lots of literature on shipping and the maritime industry. The crew would like to obtain copies of Drozak's videotaped report to the membership. They would also like clarification of the drug screening program on all ETC vessels and for the Union to advise them on legal recourse to these tests since they are not always accurate. The captain warned all members of the drug screening which must be taken before and during employment on all ETC vessels and reminded them that they can expect no help from the Union or the company if found with drugs. The new recreation and training facility is now open at Piney Point, Md., and those who are eligible were urged to upgrade. A vote of thanks was given to the steward department for the fine food and pool parties. Next port: Osaka, Japan.

GEORGE WYTHE (Waterman Steamship Corp.), January 25—Chairman Richard C. Daly; Secretary Alexander P. Reyer; Educational Director Herman G. Ulrich. No disputed OT was reported. The ship's fund is taken from anchor pools and contributions,



and Waterman SS Corp. will match \$50 each month. The letter from headquarters regarding the upcoming contract negotiations was received and discussed in detail. Since all hands will be away at that time and unable to participate, here are two items agreed upon by the entire crew of the *George Wythe*. First, there should be no pay increases as this would jeopardize existing jobs. Second, there should be no permanent jobs for any rating. This would then stabilize the rotary system of 125 days for "B" cards and 7 months for "A" cards. The crewmembers feel that rotary shipping off the board is the only fair system for the membership. Everyone was reminded that the Military Sealift Command is watching the merchant fleet in Diego Garcia. A bad performance might end the military contract. They were also reminded that items bought with money from the ship's fund belong to everyone and should be taken care of. A vote of thanks was given to the steward department. Next port: Diego Garcia.

KOPAA (Pacific Gulf Marine), January 21—Chairman Fred C. Cooper; Secretary S. W. McDonald; Educational Director M. E. Bagley; Deck Delegate C. J. Dockrey; Engine Delegate M. J. Berry; Steward Delegate L. Martin. Some disputed OT was reported in the steward department, and the deck department was running short when one man was flown home with an injury. The bosun reported that it has been a good trip, and now the ship is heading for layup in Mobile, Ala. He reminded crewmembers that if they have any beefs, they should go through the proper channels—reporting the problem to their delegate who will take it to the boarding patrolman. One query for the patrolman is to clarify the rules as to whether a person is entitled to a day off after making a foreign voyage and then recreating. A vote of thanks was given to the steward department. Next port: Mobile, Ala.

LNG LEO (Energy Transportation Co.), January 18—Chairman Sam Brooks; Secretary Henry Jones Jr.; Educational Director Roman Ali; Engine Delegate Robert C. Miller; Steward Delegate James Robinson. No disputed OT. The Pac-Man machine and the football pools were good for the ship's fund which now contains \$945. The bosun reported that this trip

has proven to be a safe and routine one. Some much-desired improvements were made during the voyage including new chairs and new furnishings for the crew lounge. The educational director said that he would like to see videotapes from headquarters of President Drozak's monthly report to the membership as well as some training films from Piney Point. It was noted that the December issue of the LOG contained a questionnaire (copies of which were also sent out to the entire membership) asking for members' thoughts and ideas about the upcoming contract negotiations. Members of the *LNG Leo* also wish to thank Red Campbell for the many informative letters he has sent in response to many of the crewmembers' queries. These have all been posted and tend to generate a lot of interest aboard ship and at meetings. A big vote of thanks was given to the steward department for the best holiday meals. And a special thanks was given to Chief Cook James Robinson who will be getting off this voyage. Next port: Nagoya, Japan.

OGDEN MISSOURI (Ogden Transport Co.), January 8—Chairman James Boland; Secretary B. Stearns; Educational Director D. Rose. Some disputed OT was reported in the deck and engine departments. There is \$39 in the movie fund and \$7 in the ship's fund. The steward has put out the repair list for all departments. They should be filled in and returned as soon as possible. The bosun will talk to the patrolman about the two-hour delayed sailing on Dec. 30. He noted that the December issue of the LOG contained a questionnaire about the upcoming contract negotiations and suggested that all hands fill out the form and return it to headquarters. He also stressed the importance of donating to SPAD. A suggestion was made that the crew not mess with the knobs on the TV or the VCR, and the captain expressed to the bosun his desire that crewmembers please wipe up their coffee spills on deck and to assist in keeping this a clean ship. No communications have been received from headquarters recently. The question about officers getting port time and the crew not getting any will be taken up with the boarding patrolman. A vote of thanks was given to the steward department for the fine Christ-

mas dinner. One minute of silence was observed in memory of our departed brothers and sisters as the *Odgen Missouri* sailed back to the United States.

OVERSEAS OHIO (Maritime Overseas), January 29—Chairman L. Hachey; Secretary R. P. Marion; Educational Director W. Christopher; Deck Delegate B. Clifford; Engine Delegate K. Keramidas; Steward Delegate H. Cross. There was some disputed OT in the steward department, and there have been many discrepancies in the deck department about deck labor doing engine department work—with no OT being paid in compensation. Payoff was on Jan. 7. Joe Perez from Houston was the patrolman. Unfortunately, he came onboard with only one thing representing the Union—a dues book. There were no overtime sheets or forms for new contract negotiations. A shore gang was called for 90 days stores, and the mate called all hands as well. The video machine has been broken for several trips and movies have not been changed in six months. Crewmembers would like something to be done about these situations. Several other suggestions were made. One was that vacation days be counted as sea time for pension purposes. Another was to have the welfare plan pay all medical bills—including tests, X-rays and visits to doctors' offices. The steward department was given a vote of thanks for the excellent food and service provided throughout the voyage. Next port: Corpus Christi, Texas.

SAM HOUSTON (Waterman Steamship Corp.), January 8—Chairman G. Burch; Secretary G. T. Aquino; Educational Director M. Donlon; Deck Delegate Robert Mahone. Some disputed OT was reported in the deck department. There is \$165 in the ship's fund. The bosun talked about the recent payoff and thanked his men for their fine work, often under very trying conditions. The secretary talked about the questionnaire forms that were sent to all members regarding the upcoming contract negotiations. He urged everyone to fill out the forms and send in their opinions and suggestions. The steward thanked the crew for helping keep the mess room clean and for being the "best group of men" he has worked with in a long time. He also stressed the importance of donating to SPAD in order to support those politicians who are in favor of a strong U.S. merchant marine. A vote of thanks was, in turn, given to the steward department for the fine food and wonderful holiday meals—"the best ever seen and served aboard a vessel." One minute of silence was observed in memory of our departed brothers and sisters. Next port: New York.

SANTA ROSA (Delta Line), January 29—Chairman Nick Kratsas; Secretary James F. Bergstrom; Educational Director E. Armstrong; Deck Delegate Walter Harris; Steward Delegate P. G. Ordansa. No disputed OT was reported in any of the three departments although the steward department was running one man short. There is \$29.65 in the ship's fund. No

reply was received to the last radiogram sent to the Union, so another one was sent regarding payoff on arrival. It is hoped this one will bring some results. There is also no word from the Union as to a cost of living allowance (COLA). Several repairs have still not been fixed: The dryer in the crew laundry is not working and the overhead in the crew rec room leaks. A final reminder was given to all crewmembers to send in their suggestions to headquarters on the upcoming contract negotiations. "If it isn't done this time, it will be too late."

SEA-LAND EXPRESS (Sea-Land Service), January 8—Chairman Dolph E. Holm; Secretary O. Paschal; Educational Director D. Bush; Deck Delegate Joseph Korchak; Engine Delegate Dan DeMarco; Steward Delegate Osborne R. Williams. No disputed OT. There is \$25 in the ship's fund. The bosun reported that no beefs were brought up and that all departments are operating smoothly. Crewmembers were reminded to return their completed SIU questionnaires to headquarters by Feb. 15. The responses to these questionnaires will help in the decision-making process for the upcoming contract negotiations. The educational director requested that members return all borrowed reading material back to the library when they are through and to operate the video equipment with care. A motion was made to have SIU representatives contact the proper officials within the ILA to take appropriate steps to restrain Port Elizabeth (N.J.) longshoremen. Their constant presence in and overcrowding of the crew's lounge and facilities (coffee, tea and munchies) has become unacceptable and overbearing to the crewmembers. All members were asked to report to the mate on watch or to anyone else in authority any leaks or spills from containers which may, at times, contain dangerous cargo. One minute of silence was observed in memory of our departed brothers and sisters. Next port: Port Elizabeth, N.J.

SEA-LAND INDEPENDENCE (Sea-Land Service), January 15—Chairman William Mortier; Secretary Lee de Parlier; Educational Director Mark Humphries; Engine Delegate Conrad B. Taylor; Steward Delegate Peter A. Siems. No disputed OT was reported. The ship's fund, built up from \$14.50, now contains \$205. It will be left with the returning permanent steward for the crew's disposition. The bosun reported that everything is running smoothly. There has not been, however, any news on the COLA increase. He suggested that members return their completed forms to the Union regarding the contract negotiations. The deadline for receiving these questionnaires is Feb. 15. A lot is at stake—and this is everyone's chance to take part in the workings of the negotiation team. No safety films were placed aboard this voyage, so the educational director urged members to watch their step, especially in rough weather. A vote of thanks was given to the relief steward who will be leaving and to the entire steward department for the fine food and service this trip. Several of the members also thanked

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the steward for his patience and assistance in helping some of the younger members of the steward department who are just starting out. Heading out to Elizabeth, N.J.; Norfolk, Va.; Halifax, Nova Scotia, and then on to Rotterdam.

SEA-LAND PACER (Sea-Land Service), January 22—Chairman Manuel A. Silva; Secretary D. G. Chafin; Educational Director Stanley Gondzar; Deck Delegate John Cataldo; Engine Delegate Cliff Akers. No disputed OT. A collection was taken up last voyage for the purchase of a new popcorn popper and popcorn. Forty-five dollars were collected, and the popper and corn was bought at a cost of \$23.32, leaving \$21.68 in the popcorn fund. The bosun noted that from what he has read in the LOG and in talking with the boarding patrolmen, there are several bills up for vote in Washington that are important to the maritime industry. He stressed that all members should write their congressional representatives to ask for their support with these pieces of legislation. The educational director reminded crewmembers to fill out the questionnaires that they received about the upcoming contract negotiations and to return them to headquarters by Feb. 15. Several items were brought up under Good and Welfare. The first was a vote of thanks to President Frank Drozak for doing such a fine job in working to better the job situation for all Seafarers. "He is on the right course and I feel confident in his leadership. Thanks, Frank." Another was the question, "If permanent jobs are adopted, will they be for A books only, and will the entire membership be given the right to vote on this?" All members present at the meeting unanimously agreed that they

prefer rotary shipping as it is now over any other kind that may be adopted. A vote of thanks was given to the bosun and to the steward for jobs well done. One minute of silence was observed in memory of our departed brothers and sisters.

SEA-LAND VOYAGER (Sea-Land Service), January 29—Chairman Jose Gomez; Secretary Robert Outlaw; Deck Delegate Stewart Discon; Engine Delegate E. Clayton; Steward Delegate A. Rubinstein. Some disputed OT was reported in the deck and steward departments. The chairman reminded crewmembers to let headquarters know of any ideas and suggestions they have concerning the upcoming contract negotiations. "Speak up now," he said. The secretary added that this is an election year, and "I think we all, as union members, should stick together and try to put a friend in the White House. We do not have a friend in Reagan. He is against us, so let's be against him. We can do this by voting." It was recommended that the company put more medicine aboard and that the messman be given at least one hour per day OT since it takes more than eight hours to work the mess hall and pantry.

Official ships minutes were also received from the following vessels:

ANCO TRADER	RANGER
BAY RIDGE	ST. LOUIS
BROOKS RANGE	SAN JUAN
CAGUAS	SANTA MARIA
COURIER	SANTA PAULA
COVE SAILOR	SEA-LAND ADVENTURER
DELTA CARIBE	SEA-LAND CONSUMER
GOLDEN MONARCH	SEA-LAND DEFENDER
LEADER	SEA-LAND FREEDOM
OVERSEAS HARRIETTE	SEA-LAND PIONEER
OVERSEAS MARILYN	SEA-LAND PRODUCER
OVERSEAS NATALIE	SENATOR
PATRIOT	STONEWALL JACKSON
PONCE	

Monthly Membership Meetings

Port	Date	Deep Sea Lakes, Inland Waters
New York	Monday, April 2	2:30 p.m.
Philadelphia	Tuesday, April 3	2:30 p.m.
Baltimore	Wednesday, April 4	2:30 p.m.
Norfolk	Thursday, April 5	9:30 a.m.
Jacksonville	Thursday, April 5	2:00 p.m.
Algonac	Friday, April 6	2:30 p.m.
Detroit	Friday, April 6	2:30 p.m.
Houston	Monday, April 9	2:30 p.m.
New Orleans	Tuesday, April 10	2:30 p.m.
Mobile	Wednesday, April 11	2:30 p.m.
San Francisco	Thursday, April 12	2:30 p.m.
Wilmington	Monday, April 16	2:30 p.m.
Seattle	Friday, April 20	2:30 p.m.
Piney Point	Friday, April 13	3:00 p.m.
San Juan	Thursday, April 5	2:30 p.m.
St. Louis	Friday, April 13	2:30 p.m.
Honolulu	Thursday, April 12	2:30 p.m.
Duluth	Wednesday, April 11	2:30 p.m.
Gloucester	Tuesday, April 17	2:30 p.m.
Jersey City	Wednesday, April 18	2:30 p.m.

Letters To The Editor

'On the Closing of the USPHS . . .'

How come the government can kick the merchant seamen—especially the old-time seamen—out of the ex-maritime hospital, now called the Pacific Medical Center of Seattle, Wash., and still take in the retired Army men for nothing?

I went to sea for many years carrying shiploads of ammunition and foodstuffs to the Army and Navy, and yet they kicked me out and sent a bill in the amount of \$1,649.15 to Medicare and to my Union. It was for a couple days of treatment for extreme bronchial trouble, and I was given the wrong medicine and was waited on by Army kids in training—kids not over 18 years old. . . . I hate to see Medicare or my Union pay for this.

Also, I am still a ward of the government as long as I have my seamen's papers. By being a ward of the government, aren't we entitled to care by the government?

David J. Barry B-400
Seattle, Washington

'Cooperation Without Support?'

A laid-up ship is an empty sight. It means loss of government tax revenues. It means lost productivity for the business sector. It means loss of jobs for labor. This is a no-win situation; everybody loses. Of course, it does not have to be this way.

The cooperation of government, business and labor could remedy the industry-wide crisis. The splendid recovery and performance of the Chrysler Corporation is just one example of what can be accomplished when government, business and labor work together toward one common goal. The dismal state of the American maritime industry is a chilling example of what happens when they do not. . . .

It may be unkind, perhaps, to blame the Reagan administration for American maritime's plight, which is the result of 40 years of governmental indifference. However, Mr. Reagan has not shown any real desire or interest in stopping the decline of the American-flag merchant fleet. The federal government continues to sternly regulate, harshly tax and benignly neglect the "fourth arm of defense."

The Falkland Islands war of 1982 demonstrated the crucial role of the merchant fleet in a military action. Much can also be said regarding the mighty convoys that sailed for Europe during World War Two. In both cases, victory was achieved by keeping sea lanes open to an uninterrupted flow of shipping.

The primary purpose of the merchant fleet, however, is to move the nation's cargo in peacetime, not in military actions. But when American ships haul only 3 percent of our cargo today, how much can we expect them to haul during a conflict, especially if losses occur? It is hypocrisy to enlarge the Navy fleet without enlarging the nation's merchant fleet. After all, the mission of the Navy is to "keep the sea lanes open." But open to whom? The Liberians? The Panamanians? Certainly not the American-flag merchant ships. The size of our merchant fleet does not warrant a 600+ ship Navy.

Our government's naivete has ensured that American-flag shipping and maritime-related industries go the way of the dinosaurs. We are engaged in a no-win situation, a situation created and fostered by our government. Perhaps government unwillingness to change the status quo is based on the premise that extinction of American-flag shipping is profitable. Perhaps Mr. Reagan can explain?

The inconsistencies of promises made by candidate Reagan and actions taken by President Reagan are glaring. Furthermore, well-written, patriotic speeches do not help the unemployed. They do not help ships in lay-up or companies on the verge of bankruptcy.

The message is clear: it has become increasingly difficult to believe in Mr. Reagan's sincerity.

Lester B. Oden O-394
Arlington, Va.

Florida Pensioner Gets First Check

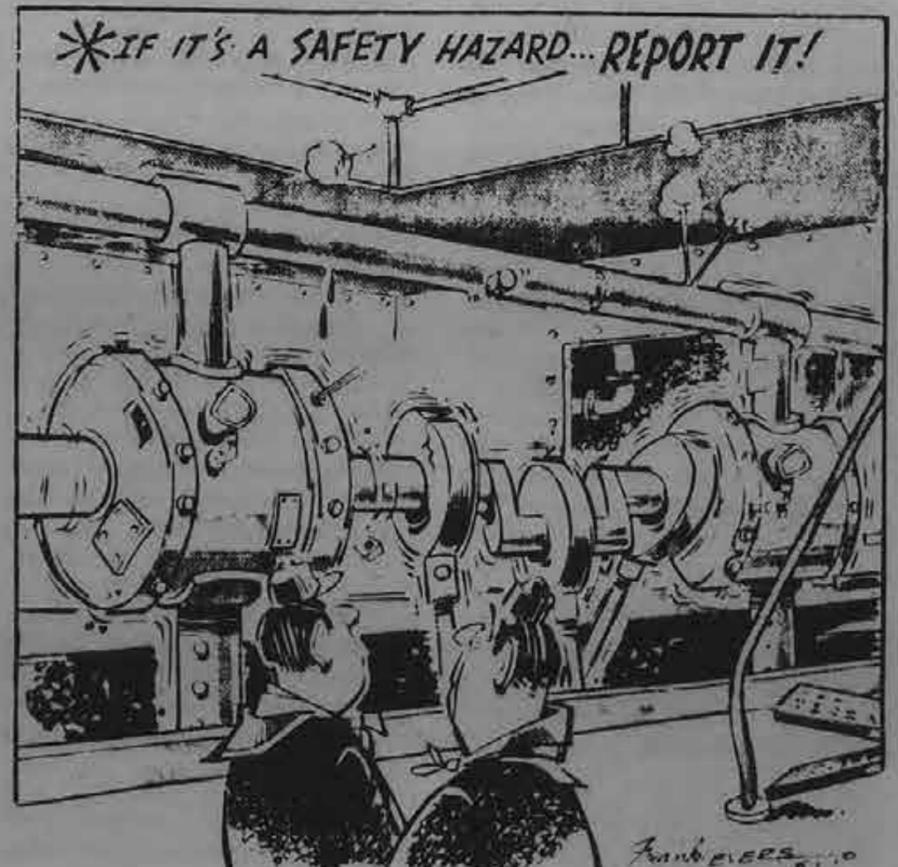


Carl Jones (center) is presented with his first pension check by Field Rep Bill Hodges (l.) and SIU Rep George M. Ripoll. This event took place in January at the Jacksonville, Fla. SIU offices.

Seafaring Cook to Retire



The Sunday night steak barbeques won't be quite the same without "Ski." S.B. "Ski" Czeslowski, chief cook, is soon to retire. Here he is (at left) aboard the *Sea-Land Leader* with some of his hungry fans.



Bankruptcy

Union-Busting Made Easier?

Maybe the doors to the nation's bankruptcy courts won't end up swinging like saloon doors on a Saturday night. But after the last several years of anti-labor action by the government and big business, the plea of "Trust Me" is a bit harder to believe. And that's what big business is saying following a change in bankruptcy law.

Last month the U.S. Supreme Court ruled that a company can simply toss out its contract with labor as soon as it files papers for bankruptcy under Chapter 11. Chapter 11 doesn't mean the company is broke and the owners are playing dodge-the-bill-collector. It means the company is facing financial problems and is protected from lawsuits and creditors while it gets back on its feet.

Under the new rules, the company does not have to prove it faces immediate disaster if it has to live up to its contract. It simply says to its labor force, "You're too expensive. If you want to continue to work you'll do it for less money and benefits starting right now."

Of course down the road in the drawn out tangle of bankruptcy proceedings, the judge may disagree and force the company to live up to its contract. That doesn't happen often, and there is no provision for retroactive pay.

The SIU and other unions have shown a strong willingness to help out companies in trouble. The Labor Movement does understand that there are times when everybody must share the sacrifice. It is happening more and more as unions agree to pay and benefit reductions and work rule changes. The Labor Movement is not selfish. But it has become highly suspicious and rightfully so.

The cases of Continental Airlines, Wilson Foods and several other companies show that some companies cannot be trusted to work with their employees. They have a "my way or else" attitude. It's been union-busting through bankruptcy.

Where does the decision leave labor? Many company lawyers and executives have said there will not be a rush to bankruptcy to break contracts and unions. They have said the process of bankruptcy is too costly, traumatic and painful for a company that is not facing imminent demise. They have also said it's just not the right thing to do to employees.

"To be economically viable in the long term, they [companies] have to have a collaborative relation with labor. They can't get that if there is distrust

between labor and management," a Boston business consultant told *The Wall Street Journal*.

"A company that does that leaves us with one alternative. To strike them even if it leads to liquidation. If they want to play chicken with us, we'll play. The best alternative would be for Congress to change the law. Make a company show positive proof that its labor contract will drive them out of business. Another solution is a healthy labor/management relationship. But that doesn't always exist.

The spirit of such relationships has dwindled in the past few years. As *The New York Times* said, the decision "reached the Supreme Court against a backdrop of increasingly aggressive use of bankruptcy law by apparently solvent corporations to reduce the cost of unionized labor."

Who do you trust in the jungle?

Common sense prevailed in the Senate. Seventy senators saw through the faulty, narrow, special interest arguments presented by the forces which wanted to export one of America's most valuable resources, Alaskan oil. They said "No."

During the past year, the Alaskan oil question has been one of the most debated and for the SIU, most important questions. But the SIU and other maritime unions weren't the only people concerned about the consequences and short-sighted philosophy behind the move to ship the oil out of the country.

The oil giants and their lackeys tried to paint the issue as a simple maritime union job-grab. That certainly isn't the case. A

look at the Congressional Record shows the diverse number of groups which went on record opposing the export: Consumer Energy Council of America, National Farmers Organization, Consumer Federation of America, Northville Industries Corp., The Wilderness Society, American Public Power Association Citizen/Labor Energy Coalition.

There have been several times when these same groups found themselves on the other side of questions with maritime labor. Their help here showed the Alaskan oil question was indeed a far-reaching national issue.

The Senate vote also showed what can happen when the people band together to fight an issue. We are much stronger as a group. A unified effort wields more power, just like a grassroots campaign (see above).

"I have to say that consideration of the merchant marine, our maritime force—has to be one because they are essential to our national defense, and as an adjunct to the Navy. And we want to make sure that there is a merchant marine in existence in this country."

Grassroots

Stand Up and Testify

If you want converts, there's no sense preaching to the choir. The SIU is going to take the maritime gospel to the people and to the politicians. Everybody in the choir needs to sing out.

Converts is what the Union's "Grassroots Campaign" is all about. It is time we told the people about the dangerous situation this country's merchant fleet is in. The devil is knocking at our door and it's time for America's merchant fleet to be saved and re-born.

Every SIU member is part of this small congregation of merchant sailors. It is going to be

up to each Union brother and sister to show the public and the politicians the light about America's sinking merchant fleet.

On April 14, when the SIU gathers in ports around the country and outlines our plans for rallies, education, community meetings and picketing, we need every brother and sister to volunteer. We need to take our testimony to the streets, the people and the politicians with the fever of a summertime tent revival.

The SIU needs every member to help save the merchant marine.

Survival Suits

Now One for the Fleet

In just a few months survival/exposure suits will become mandatory equipment on most U.S. merchant ships and offshore rigs in cold water. That is probably the best maritime safety news in ages.

Why did it take so long? For years the SIU has pushed for the suits. It makes a lot of sense. In cold water people die quickly. Here is a way to save lives. It is simple, effective and relatively inexpensive. But look how many seamen had to die before the bureaucrats and the politicians did anything.

The SIU is pleased that the

lumbering, slow system has produced a regulation that means something in concrete terms, saving lives. We don't mean to throw cold water on the decision, but there is still much more to do.

If the nation's merchant marine is allowed to continue its decline, and government action continues at the same slow pace with piecemeal results, we won't have to worry about seafarers dying. There will be no ships to sail on.

We need a national maritime policy. We need a survival suit for the U.S. Merchant Marine.

Alaskan Oil Common Sense Wins

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QUOTE OF THE MONTH

"I have to say that consideration of the merchant marine, our maritime force—has to be one because they are essential to our national defense, and as an adjunct to the Navy. And we want to make sure that there is a merchant marine in existence in this country."

Ronald Reagan, Feb. 1984

Ambush on Cargo Laws Turned Back in Senate

The concept of cargo preference has created a major gulf between agriculture and maritime interests. And in the past few years giant agricultural conglomerates and exporters have used every opportunity available to attack cargo preference.

The debate on the Export Administration Act was no different.

Sen. Roger Jepsen (R-Iowa) decided it was a good time to see if he could slip through an amendment that would have put the Senate on record opposing any expansion of current programs.

As usual, figures were cited about the higher cost of U.S.-flag ships, the terrible burden placed on the American farmer and the large amount of help the merchant marine already receives from the government. As usual, the figures told only half the story.

NEWS ANALYSIS

"This law has survived numerous challenges, each time being reconfirmed by Republican and Democratic administrations, the attorney general as well as Congress . . . USDA's commodity export programs are subsidized at enormous cost to the taxpayer," Sen. Ted Stevens (R-Alaska) answered.

He said the cost of just the blended credit program exceeded by \$141 million the cost of Operating Differential Subsidy in 1982.

"It is highly inappropriate to attack existing maritime programs which are critical to our national defense, while at the same time creating new agricultural promotional programs," he added.

In a somewhat ironic twist, Jepsen introduced an opinion from Maritime Administrator Adm. Harold E. Shear who said that while he believed cargo preference did apply to the blended credit program, he did not intend to enforce it. At the same time, Stevens introduced a statement from Shear opposing Jepsen's amendment.

"I take strong exception to several of the senator's findings, as well as the implication of the amendment that as a whole the nation's trade difficulties can be laid at the door of our merchant marine," Shear said.

He also said that in the past several years, a point few merchant marine opponents ever note, the cost difference between U.S.-flag ship service and foreign-flag service for P.L. 480 cargo has dropped more than 33 percent.

Sen. Russell Long (D-La.) also took the floor to oppose the amendment.

"The nation needs a strong merchant marine to strengthen our economy. We need to be able to compete in world markets. We need to preserve our national defense," Long said.

Stevens made one other point which always seems to get lost in the shuffle of agricultural fights.

"There are substantial subsidies now being paid to the agricultural community. There are very low subsidies being paid to the merchant marine community."

Safety Win for Seamen

Coast Guard Rules Exposure Suits Are Mandatory Equipment

After several years of lobbying efforts and dozens of deaths which could have been prevented, the U.S. Coast Guard will require that survival suits be standard equipment on most U.S. merchant ships, beginning Aug. 6, 1984.

The ruling which was handed down last month, covers ships and mobile offshore drilling rigs which operate in cold waters, basically below 60°F. There are some exceptions to the rule, but for the most part if the vessel regularly operates in areas with cold water, the suits must be aboard. The suits can keep someone afloat and alive in 40°F water for up to 12 hours or more.

Several years ago under the SIU's Great Lakes contract, survival/exposure suits became mandatory on all Union ships. Later the Coast Guard followed the SIU's lead and made the suits part of a Lake ship's standard equipment in 1980.

"Anybody who has sailed knows the risks of going into the water, and when that water is cold they know there isn't much time before hypothermia will kill them. This is as significant a new law for seamen's safety as we've seen in a long time," SIU President Frank Drozak said.

In the past several years, a large number of deaths in maritime tragedies could have been prevented if the crews of the rig *Ocean Ranger*, the NMU-contracted *Marine Electric* and the

drillship *Glomar Java Sea* had the exposure suits on hand.

In the case of the *Ocean Ranger*, the Coast Guard report said 30 crewmembers who had been in the water, but close to rescue, might have been saved if wearing the suits. But hypothermia killed them.

Autopsies on many of the bodies retrieved from the capsizing of the *Marine Electric* showed that most had died from exposure. And the three survivors told of waiting in the water, watching their crewmates slowly slip away into the winter water.

During the year-long Coast Guard investigation for the new rule, some 167 comments from unions (including the SIU), operators, government agencies and others were received. Many asked for exemptions to the proposed rules. But for the most part, those exemptions were not granted, and in some cases the requirements were strengthened.

The suits will not be used as replacements for life jackets. "Unlike exposure suits, life jackets can be worn as precaution on deck while the wearer can continue normal work," the Coast Guard said.

Originally the Coast Guard was set to exempt ships with totally enclosed lifeboats from the regulations. But it was pointed out that in emergencies there may not be time to launch the boats, as was the case in the *Marine Electric*. Now only vessels with the totally enclosed lifeboats, modern efficient gravity davits and the capability to be boarded and launched from where they are stowed by control from the lifeboat may be substituted.

Also some small vessels which operate in lakes (not including the Great Lakes), bays and sounds are exempted from the rules.

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